



**Vale
of White Horse**
District Council



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Dalton Barracks Strategic Allocation Supplementary Planning Document Consultation Statement

Your Vale - Your Future

March 2022

Dalton Barracks Strategic Allocation Draft SPD – Consultation Statement

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1. Introduction to the SPD

- 1.1. Vale of White Horse District Council's Local Plan 2031 Part 2 was adopted in October 2019 and allocated a mixed-use development, containing 1,200 homes, at the Dalton Barracks Strategic Allocation site, including a release of land from the Green Belt. The Dalton Barracks Strategic Allocation forms part of the wider Ministry of Defence (MOD) base at Dalton Barracks.
- 1.2. The 'Dalton Barracks Strategic Allocation' policy (Core Policy 8b) in Local Plan 2031 Part 2 sets out the Council's intention to produce additional guidance on the approach for masterplanning the allocated site that will be published as a Supplementary Planning Document.
- 1.3. This guidance was therefore published in the form of a Supplementary Planning Document (SPD) for public consultation: the **Dalton Barracks Strategic Allocation draft Supplementary Planning Document (SPD)**. Consultation on the SPD took place from 21 October to 18 November 2021.
- 1.4. To find further information surrounding the background to preparation of the SPD and earlier engagement processes regarding this, please see Vale of White Horse District Council's Consultation Statement (Pre-Public Consultation) from October 2021. This can be found on our website:
<https://www.whitehorsedc.gov.uk/wp-content/uploads/sites/3/2021/10/Consultation-Statement-pre-public-consultation-Oct-2021.pdf>
- 1.5. SPDs are described by the National Planning Policy Framework as documents which add further detail to the policies in the Development Plan. The 'Development Plan' refers to those plans, such as the Local Plan and Neighbourhood Plans, which planning decisions must be made in accordance with, unless material considerations indicate otherwise. They can be used to provide further guidance for development on specific sites, or on particular issues, such as design. Supplementary planning documents are capable of being a material consideration in planning decisions but are not part of the development plan.
- 1.6. The Dalton Barracks SPD focuses on the Dalton Barracks Strategic Allocation, supplementing the policies in the adopted Development Plan¹. It sets out the design requirements and the information required to support any planning applications for the site to ensure that an exemplar (high quality) development is delivered. The design and delivery of this new village will follow Garden Village principles, as explained throughout the SPD. The adopted SPD will be a material consideration in assessing future planning applications for the site.

¹ The Development Plan currently consists of the Vale of White Horse Local Plan 2031 Parts 1 (2016) and 2 (2019), the Wootton and St Helen Without Neighbourhood Plan (2019) and Oxfordshire Minerals and Waste Local Plan Part 1: Core Strategy (2017)

1.7. The wider MOD base at Dalton Barracks was selected to join the Garden Communities Programme as a Garden Village in 2019. However, the SPD focuses on the Dalton Barracks Strategic Allocation - the part of the base that was allocated for development in the Local Plan 2031 Part 2.

1.8. The SPD has been prepared in accordance with the Town and Country Planning (Local Planning) (England) Regulations 2012. A draft version of the SPD was approved on 12 October 2021, via an [Individual Cabinet Member Decision \(ICMD\)](#) for public consultation.

1.9. Regulation 12 of the Local Planning Regulations states that, before a local planning authority can adopt an SPD, it must prepare a statement setting out the persons consulted during the preparation of the document, with a summary of the main issues raised and how they have been addressed in the SPD. This Consultation Statement addresses these requirements.

2. Summary of the Consultation Process and Engagement Methodology

2.1. Public consultation on the Dalton Barracks Strategic Allocation Draft SPD ran for 4 weeks from Thursday 21 October to Thursday 18 November 2021.

2.2. A consultation email and letter were sent to local residents, businesses, local community groups and organisations, local stakeholders (including schools) and other interested parties, including district councillors, local town and parish councils and statutory consultees. An email was also sent to contacts registered on the council's planning policy consultation database.

2.3. The emails were sent through the councils' online consultation system SmartSurvey, and the letters sent by an external printing organisation. Relevant council teams were asked to forward the consultation information on to interested stakeholders.

2.4. An online survey was used to gather feedback, and participants were asked for their views on all parts of the SPD in free text boxes, and to indicate if they wanted to be notified of its adoption. The consultation documents were available on SmartSurvey, on the council's website, and hard copies could be viewed at the council office by appointment and at all district libraries. At the start of the consultation period a street name typographical error on a map in the SPD was noticed. The map was updated, and the SPD re-published online.

2.5. The consultation was publicised using a leaflet sent out with the St Helen Without Parish Council household newsletter, and a poster promoting the consultation in the local area. It was also publicised via social media on the council's Facebook and Twitter accounts and through a press release. Copies of the email, survey and poster can be found in the appendices.

- 2.6. A workshop-style meeting was held during the consultation period, with St Helen Without Parish Council and Wootton Parish Council, to discuss their draft comments with council officers, and district and county council representatives.
- 2.7. Overall, 218 responses were received to the Dalton Barracks Strategic Allocation draft SPD consultation. Most responses were received via the SmartSurvey online form (193), as opposed to email (25). Responses that were received by email did not always contain contact information that was required to complete the online form; however these responses are included in the analysis.
- 2.8. All of the responses to this consultation have been read in full and are summarised and analysed in this report. Some spelling, grammatical and punctuation errors in the original comments raised were corrected in this report. Any personal information supplied to us within the comments that could identify anyone has been redacted and have not been published in the report. More information on data protection is available in our planning consultation privacy statement².

3. Summary of the Issues Raised During Public Consultation

- 3.1. A summary of all comments received, the Council's responses and any amendments to the SPD in light of comments raised, is attached at Appendix 5.
- 3.2. There were 218 responses in the survey, which produced 863 categorised comments. A detailed breakdown of comment types can be found in Appendix 1. Responders had the opportunity to provide comments about the SPD, as well as describe changes they might want to see and why.
- 3.3. Below is a table detailing the frequency of comment category.

Frequency of comment category on the Dalton Barracks Strategic Allocation draft SPD

Summary of comment category	Frequency
Cycling	290
Traffic / roads / travel / paths	113
Environment / carbon	89
Community	59
Suggestion for SPD	40
Green space / buffer / Green Belt	34
Housing	30
Biodiversity / wildlife	29
Against SPD / proposals	28
Local services / infrastructure	28
Supports SPD / policies	25

² whitehorsedc.gov.uk/vale-of-white-horse-district-council/get-in-touch/consultations

Geographical area the SPD should cover / planning process	21
Schools / education	17
Sports facilities	16
Heritage / local character	15
Healthcare	11
Future / futureproofing	8
Disability / inclusion	6
'No comment'	4

4. Main Issues Raised

4.1. Below are the main issues raised during the consultation. Detailed officer responses to all of the topics raised can be found in Appendix 5.

- ***Cycling at Dalton Barracks***

4.2. The comment raised most frequently among participants was about the cycling that takes place at part of the site, with a total of 290 individual comments made about this topic. Of these, 108 comments highlighted a wish to retain cycle racing, cycle training and cycling events on the site, with 63 comments making a request for a purpose-built cycling circuit or cycling facility to be created.

4.3. 50 comments wanted to retain an area on site for a closed-road cycling track; 30 comments requested that youth cycling continues, with a track and facilities needed; and 11 comments were in support of women's cycling. A further 27 comments raised the health and environmental benefits of retaining cycling areas and 1 highlighted specific support for cycling design standards.

- ***Traffic, Road Infrastructure and Travel***

4.4. This topic was the second most frequently raised comment regarding the SPD, with a total of 113 comments.

4.5. Of these, 49 raised traffic and road infrastructure concerns and suggestions and 22 highlighted that active travel infrastructure was needed, not only on site but to the surrounding towns and villages.

4.6. 13 comments had concerns about a lack of new/sustainable public transport and 7 comments suggested specific amendments to access or main routes. 4 comments raised the idea of traffic impact modelling and 3 also highlighted a need for good public transport and connections to towns. Other comments (2) highlighted the need for delivery of highway mitigations and additionally 2 asked for quality streets with wide/formal paths.

4.7. There were multiple further individual comments surrounding this subject that can be found listed in Appendix 1.

- ***Environment / Carbon***

4.8. This was the third most frequently raised comment about the SPD, with a total of 89 comments.

4.9. Of these, 22 comments supported the sustainable proposals in the SPD and prioritised zero carbon and 21 also highlighted a desire to ensure a sustainable development and sustainable travel.

4.10. 7 comments raised concerns about flooding/water run-off and another 7 highlighted issues surrounding noise and light pollution impacts.

4.11. 6 comments raised climate change concerns, with a further 6 highlighting their support for climate change technologies in the SPD. Enhancing specifications for electric vehicle (EV) charging were raised in 4 comments and 4 also supported a landscape-led development. 2 comments raised the need for drainage strategies/SUDs, 2 wanted the bioregion to inform green and blue infrastructure, 2 wanted further references to air quality / Marcham's AQMA and there were 2 comments suggesting that SPD images should show solar photovoltaic (PV) houses.

4.12. There were multiple further individual comments surrounding this subject that can be found listed in Appendix 1.

- ***Community***

4.13. Comments surrounding the community were also frequent, with 59 comments addressing this topic. 41 comments highlighted the need to create a local community, and to put the community at the heart of the development. 8 comments raised concern for the future of community events and activities, such as the car boot sale, fireworks and air show. 4 comments raised the idea that potential job opportunities could link to cycling and sports facilities; and 2 comments raised concern for loss of youth space/Scout Group space.

4.14. There were multiple further individual comments surrounding this subject that can be found listed in Appendix 1.

- ***Suggestions for SPD***

4.15. 40 comments addressed general suggestions for the SPD, with 9 of these suggesting new and/or amended text/layouts and 6 of these raising a mapping error or additional mapping requests. 6 comments requested that the SPD

follows the Garden Village standards and principles. 3 comments addressed thoughts that the SPD was either not detailed enough or too long; 2 wanted to expand references to the Neighbourhood Plan/policies and 2 comments made asking for more guidance on play areas and ensuring they are inclusive.

- ***Green space / Buffer / Green Belt***

4.16. 34 comments addressed green space, green buffers and green belt issues. Of these, 11 comments referred to protecting and/or increasing the green space and 7 comments wished to include green buffers and pedestrian paths throughout the development. 6 comments wanted to protect and enhance the surrounding green belt and there were 4 comments requesting allotments.

- ***Housing***

4.17. 30 comments addressed housing, with 22 of these making suggestions surrounding housing need, size, layouts, parking, self-build and design. 7 wanted to ensure affordable homes were provided, including for key workers. There were 3 individual comments surrounding the delivery of too many houses; a suggestion for community-led housing and checking the idea of 'sprinkling affordable homes with Registered Providers'.

- ***Biodiversity/Wildlife***

4.18. There were 29 comments surrounding this topic, with 19 of these wanting to maintain and protect biodiversity and wildlife and use native species. 2 comments wanted an HRA (Habitats Regulation Assessment) to be carried out for the wider MOD site.

- ***Against the SPD/Proposals***

4.19. There were 28 comments regarding this topic; with 17 comments generally opposed to the idea of development at Dalton Barracks and 7 suggesting local businesses would be negatively affected.

- ***Local Services and Infrastructure***

4.20. There were 28 comments regarding this topic, with 7 comments suggesting development would have a negative impact on local services or suggesting that new services were needed. 4 comments suggested that community facilities and roads needed priority upgrades, with another 4 highlighting work from home infrastructure requirements. 3 comments suggested there would be an impact on Abingdon (e.g. from all infrastructure, education and aspects of community life); 2 comments suggested an alternative use for the site, for entertainment/cafes/cinemas/the arts; and 2 comments suggested a 1200 home development was too small to create self-sustaining services.

- **Support for SPD and Policies**

4.21. 25 comments highlighted specific support for the SPD and Local Plan policies. 16 of these stated general support towards the SPD and new housing, with 2 comments supporting the scope of development, whilst recognising a larger development would also bring benefits.

5. Main Issues from Specific Organisations and Parishes

- **Oxfordshire County Council's comments**

5.1. Oxfordshire County Council (OCC) provided detailed comments, suggesting some wording and mapping amendments and additional weblinks. They highlighted that with 1,200 dwellings and the current scale of development proposed, residents would remain dependent on services external to the site, potentially placing pressure on road networks; and the site would not have the resource to support a vibrant local centre nor incorporate a scale of employment uses that would be achievable in a larger development, that would help to achieve a higher level of trip internalisation. They highlighted that a larger Garden Village and masterplanning exercise would provide necessary funding for infrastructure and self-sustaining services (e.g., education provision, active travel and public transport).

5.2. Support was highlighted for the strengthened design requirements and the commitment for Oxfordshire to be carbon neutral by 2050. OCC highlighted that a full drainage strategy would be required and that any land reserved for school provision beyond the 1,200-home development would need to be removed from the Green Belt prior to its transfer to county.

5.3. There was concern that the current allocated site would inhibit the realisation of all opportunities for high-quality pedestrian and cycle connections. The ability to enhance future connectivity, should further development come forward, was raised, with preference to avoid potentially cutting off future walking/cycling and transport connections. OCC also highlighted that, should further development come forward, the access and movement strategy will need to be reviewed; and there was a request to include reference to the LTCP review.

Council's Response:

5.4. The amendments and referencing/hyperlink errors have been noted and will be addressed.

5.5. The role of the SPD is to provide further detail to the policies in the Local Plan to help deliver the mixed-use community envisaged for the site by Core Policy 8b.

- 5.6. Paragraph 8 of the guidance on plan-making within the NPPG sets out the role of supplementary planning documents (SPDs). They should build upon and provide more detailed advice or guidance on policies in the adopted local plan. As they do not form part of the development plan, they cannot introduce new planning policies into the development plan. Core Policy 8b of the Local Plan allocates the Dalton Barracks Strategic Allocation for a mixed-use development including 1,200 homes providing local opportunities for employment and ensuring excellent transport, cycleway and footpath connections to Oxford and Abingdon-on-Thames. As set out in the introduction to the SPD on page 7, the SPD is focused on the allocated site. The process for considering the larger Garden Village site will take place through the preparation of future development plans.
- 5.7. The reference to LTCP has been noted and will be addressed. Further detail regarding drainage will be added to Part 5 of the SPD.
- 5.8. Amendments to the Development Framework are needed to clarify that access arrangements are indicative. Detailed work to establish the appropriate access point(s) and route(s) will form part of the planning application process when the details of the travel plan and Transport Assessment are known.
- 5.9. Text will be added to clarify that there will be opportunity to comment on the detailed proposals as part of the application process.
- 5.10. A transport assessment will explore the access and movement strategy on the specific application scheme. The County Council will confirm the required approach at the planning application stage in the light of detailed transport modelling work.

- ***Defence Infrastructure Organisation's (DIO) comments***

- 5.11. The DIO (as landowner) provided detailed comments on the SPD, suggesting wording and mapping amendments (including the width of the buffer to the south and east). They suggested the SPD should highlight the site's overall capacity, highlight awareness of the greater development opportunity and include the built-up area of the Barracks, including the area inset from the Green Belt. They felt that the SPD, covering only the LPP2 allocated site, was not in conformity with the NPPF/other Local Plan policies. More certainty/specifics surrounding long-term strategic visions and future areas of development were requested and they felt that not planning for redevelopment of the built-up areas of the base would risk efficient or effective use of the allocated site and Barracks land.
- 5.12. The DIO referred to an exchange of correspondence with the Council in 2020 regarding the scope of the SPD and the Council's view that the SPD must be limited to the land allocated in the adopted Local Plan. The DIO considered that at the very least the SPD can, and should, include the built-up area of the

existing Barracks. They referred to the Planning Performance Agreement (PPA) agreed with the Council post the Local Plan adoption, which is an outline application for up to 2,750 housing units on the allocated site and the built-up area of the existing Barracks and includes a secondary school. The DIO assumed the Council would have not entered into the PPA if it was of the opinion that the redevelopment of the built-up area of the Barracks was not policy compliant.

- 5.13. The DIO highlighted a need for the SPD Framework to provide more context, including the future development context relating to the plan and delivery of the wider scheme. They did not see the military housing as part of historic Shippon and felt the SPD reduced the area of developable land, with implications for overall capacity of the wider site. A request for further map context was highlighted, with acknowledgement that the area to the north, currently shown as Green Belt, should be indicated as a future use for housing land, as part of a later phase of development.
- 5.14. The DIO also highlighted the wider Dalton Barracks estate, including the airfield and military training area, support the site's current operational use. As such, they explained there are no existing 'rights' of use other than for military purposes, which need to be factored into the design process.
- 5.15. More clarity was requested regarding green links/spaces and connectivity, with the point that a disproportionately higher average density can be justified if more green links were provided than shown, because residents would have more ready access to connecting green spaces.
- 5.16. Flexibility with regards to space for a secondary school was requested, because although the proposed development is not large enough to require one, for a wider scheme they felt a school would be best placed in what is currently shown as a housing area. The DIO felt that the current design framework would negatively impact the overall housing unit quantum and scheme design and a redesign would be needed for phasing and delivery purposes. The DIO also highlighted that 1,200 homes also creates restrictions relating to highways and transport, with them unable to support proposed access routes until necessary testing has been undertaken.
- 5.17. The DIO requested for the Development Framework to closely reflect OCC's Public Transport Note's proposed routes and accesses, with further consideration given to accesses. They indicated that ruling out the use of any access point as a general vehicular access would limit development options going forward. There was also concern that placing seemingly equal emphasis on highway improvements is counter-productive and may work against the desired shift away from single occupancy car travel and perhaps less emphasis ought to be placed upon highway improvements.

5.18. With regard to works to upgrade the junction at Frilford traffic lights, the DIO felt that these should be contributed to by all those developments within the Local Plan impacting Frilford traffic lights. The DIO felt it should not therefore be for Dalton Barrack's developments to fund and deliver these works in their entirety. The DIO also requested the Council's assurance that the overall quantum of housing development would be maintained at current projected levels, subject to masterplanning.

Council's Response:

5.19. The suggested amendments have been considered and where we agree that there is a need for modification this is detailed in the proposed modifications table (Appendix 6). Paragraph 8 of the guidance on plan-making within the NPPG sets out the role of supplementary planning documents (SPDs). They should build upon and provide more detailed advice or guidance on policies in the adopted local plan. As they do not form part of the development plan, they cannot introduce new planning policies into the development plan.

5.20. The role of the SPD is to provide further detail to the policies in the Local Plan to help deliver the mixed-use community envisaged for the site by Core Policy 8b. Core Policy 8b of the Local Plan allocates the Dalton Barracks Strategic Allocation for a mixed-use development including 1,200 homes and incorporating on-site services and facilities, including a 2-form entry primary school, a local centre, and local opportunities for employment. It does not allocate the adjacent Barracks for development, nor the wider site that has been awarded Garden Village status. As clearly set out in the introduction to the SPD on page 7, the SPD is focused on the allocated site. The process for considering the larger Garden Village site will take place through the preparation of future development plans.

5.21. Paragraph 22 of the NPPF indicates that where the proposed local plan strategy incorporates larger scale development such as new settlements or significant extensions to existing villages and towns, policies should be set within a vision that looks at least 30 years ahead. However, point 221 of Annex 2 makes it clear that this applies only to plans that have not reached Regulation 19 of the Town and Country Planning (Local Planning) (England) regulations 2012. Part 2 of the Local Plan was adopted in 2019, therefore the requirements of Paragraph 22 do not apply. Additionally, point (c) of paragraph 73 of the NPPF also relates to the development of strategic policy as part of the development plan-making process rather than the preparation of supplementary planning documents.

5.22. Planning permission can be sought for any type and/or quantity of development on any parcel of land whether it is supported by local planning policy or not. Officers are required to determine applications on a case by case basis within the legislative and policy framework (planning applications are

determined in accordance with the development plan unless material circumstances indicate otherwise).

- 5.23. Since the adoption of the Local Plan Part 2, officers have provided a consistent position through the PPA meetings that any scheme larger than the allocated site area would be considered on its own merits against the development plan as a whole.
- 5.24. The proximity of development and the density proposed may have the potential to affect the operation of the Barracks. However, as DIO have stated that the barracks is to start being vacated in 2027, it is unclear why there would be any impact. The area to the north and west of the developable area on the SPD Development Framework (represented by diagonal green fill) is shown as Green Belt (light green fill) and Parkland (diagonal green line fill). This area is needed to provide at least 30 hectares of parkland that is a requirement of Core Policy 8b of the Local Plan. The policy makes it clear that the land remaining within the Green Belt, will be limited to Green Belt-compatible development and will include parkland on the western and northern sides of the site that should be planned for as part of the overall masterplanning for the site.
- 5.25. The Development Framework shows key green links that should be established as part of the development. These are not all the green links that should be delivered as part of the development. As set out at bullets 1 and 2 of SDR5 the layout of the development should be driven by landscape from the outset with an interconnected network of multifunctional open space for all ages, including natural and semi-natural green and blue infrastructure corridors. Furthermore, bullets 1 and 5 of SDR6 requires the development to provide multifunctional green corridors and to integrate circular walking, jogging and cycle routes along these green corridors throughout the development. The green links shown on the Development Framework follow the two historic routes of Sandford Lane and the old Faringdon Road identified on the opportunities and challenges plan (figure 3.8) as well as a green link to Cholswell Road via Sycamore Road to connect the development with the existing Sports Ground.
- 5.26. The Local Plan does not require the delivery of a secondary school on-site, rather it requires contributions towards appropriate secondary school provision in Abingdon. The SPD cannot introduce new planning policies into the development plan and, therefore, cannot require the delivery of a secondary school. Furthermore, it is very unlikely that the capacity of the allocated site would allow the delivery of a secondary school in addition to the policy requirements. However, it would be beneficial for the SPD to explain upfront that there will be an opportunity to consider revisiting the SPD if any future allocations for development are made by future development plans. Modifications are proposed to address this.

- 5.27. Amendments to the Development Framework are needed to clarify that access arrangements are indicative. Detailed work to establish the best access point(s) and route(s) will form part of the planning application process when the details of the travel plan and Transport Assessment are known.
- 5.28. Text will be added to the SPD to clarify that there will be opportunity to comment on the detailed proposals as part of the application process. As part of this process, a transport assessment will explore the access and movement strategy on the specific application scheme. The County Council will confirm the required approach at the planning application stage in the light of detailed transport modelling work.
- 5.29. Core Policy 8b of the Local Plan requires the development to be in accordance with a travel plan and to make the necessary contributions in order to implement sustainable transport initiatives, including minimising car usage and increasing the use of public transport, walking and cycling. Part 5 (Paragraph 5.49) of the SPD recognises that the travel plan will need to take account of new modes of transport anticipated to become mainstream within the plan period, including electric and automated vehicles. Through the production of the Transport Assessment local concerns regarding existing traffic congestion on roads in the surrounding area will need to be understood to ensure that the impacts of the proposed development are mitigated, where appropriate. Paragraph 5.68 of the SPD recognises that sufficient infrastructure will need to be designed to accommodate the sustainable use of vehicles. It is not agreed that the SPD seemingly places equal emphasis on highway improvements. Two of the three bullet points at paragraph 5.60 are explicitly about better provision for public transport. The other bullet point, referring to the upgrading the A34 interchange at Lodge Hill to provide south facing slips, will make an important contribution towards improving the attractiveness of walking and cycling within Abingdon and improving bus journey time reliability by helping to relieve vehicular traffic pressures within the town.
- 5.30. There is no implication that the Dalton Barracks site will be expected to fund and deliver the Frilford works in their entirety, however, modifications to the SPD text are proposed to clarify this and what is required from the development with regards to upgrading the Frilford Junction and addressing air quality issues within Marcham. Bullets 8 and 9 of SDR4 will be modified to clarify this.
- 5.31. Detailed comments submitted by the DIO have been listed and responded to in Appendix 5.
- ***St Helen Without Parish Council's comments***
- 5.32. St Helen Without Parish Council (SHWPC) provided detailed comments that included suggested wording, factual and mapping amendments. SHWPC felt there was much to be commended in the SPD, with a request for development to

be of the highest standard, sympathetic to local character and supported by appropriate infrastructure. There were firm requests for developers to consult with the local community (including parishes and Neighbourhood Plan group); for the full range of Neighbourhood Plan policies to be referenced; for the LPP2 Inspector's wording regarding inseting land from the Green Belt to be referenced; and for an independent HRA to be commissioned for the wider MOD site. There was also a query as to whether the SPD can be updated over time.

5.33. SHWPC highlighted that the school playing field has been removed from the plan that is shown in the neighbourhood plan. They felt that the school playing fields should be part of the buffer, but the plan gives the impression there is a break in the buffer. They felt the buffer's purpose is to provide a landscape feature and preserve a recreational strip.

5.34. The preservation of non-designated heritage assets was also raised as an issue of concern. A number of comments and suggestions were made surrounding mapping/layouts, such as access and exit points for various transportation types around Cholswell and Faringdon Road; and there was a request to retain the old RAF entrance gates.

Council's Response:

5.35. Amendments suggested by SHWPC around wording and factual clarifications have been noted and modifications have been proposed to address many of these. Reference to including the full range of neighbourhood plan policies has been noted and will be addressed.

5.36. Consideration of the larger Garden Village site will take place through the preparation of future development plans. These development plans will set their own standards for development. However, the wider Garden Village site, including the allocation, will need to meet garden village principles. Text has been added to the SPD to clarify this.

5.37. On HRA, the Site Development Templates requires a project level HRA is undertaken to consider the impact on Cothill Fen SAC. This requirement is repeated in the SPD. The SPD does not form part of the development plan and cannot introduce new planning policies into the development plan.

5.38. However, as part of the planning application process the applicant will need to demonstrate through the HRA that the proposed development will not impact the nearby designated sites. The scope of the HRA will need to reflect this and an appropriate level of detail will need to be included to demonstrate this. Text clarifying the scope of the HRA has been added.

5.39. The SPD will be reviewed in the light of any future allocations for development made in a future development plan, and there would at that stage be the opportunity to consider updating the SPD or preparing a new SPD (or other

planning document, as appropriate) to address this and any significant changes in policy and practice. There will also be an opportunity to comment on any proposals for the wider site as part of the plan-making process.

- 5.40. Text clarifying this has been added to the SPD.
- 5.41. The green buffer shown on figure 3.6 reflects the green buffer shown on the Garden Village Buffer map in the St Helen Without and Wootton Neighbourhood Plan which clearly shows two separate areas for the green buffer and primary school playing field, represented by two different symbols on the key. Neither policy SS5.2 nor the supporting text refer to the playing field forming part of the green buffer. However, given the proposed location of the school playing field, it will form part of the green buffer.
- 5.42. The SPD cannot require the conservation and enhancement of all non-designated heritage assets as this conflicts with the NPPF, that requires that their significance is taken into account and a balanced judgement is made having regard to the scale of any harm or loss and the significance.
- 5.43. Amendments to the Development Framework are needed to clarify that access arrangements are indicative. Detailed work to establish the best access point(s) and route(s) will form part of the planning application process when the details of the travel plan and Transport Assessment are known.
- 5.44. Text will be added to clarify that there will be opportunity to comment on the detailed proposals as part of the application process. As part of this process, a transport assessment will explore the access and movement strategy on the specific application scheme. The County Council will confirm the required approach at the planning application stage in the light of detailed transport modelling work.

- ***Abingdon Town Council's comments***

- 5.45. Abingdon Town Council (ATC) highlighted that the development would have a significant impact on Abingdon in terms of roads, public transport, education, (already pressured) healthcare, local services, businesses and all aspects of life for both communities. ATC supported developing and encouraging active travel and ensuring good connections to surrounding communities for the new development (e.g. good pedestrian and cycling routes and public transport). They wished to ensure young people's safe travel to school/college in Abingdon, highlighted educational funding requirements and also the impact of numbers of children on schools/colleges in Abingdon.
- 5.46. A likely increase in traffic to Abingdon and through Marcham was highlighted, as well as the impact on and access to the A415.

Council's Response:

5.47. Core Policy 8b of the Local Plan requires the delivery of a mixed-use community incorporating on-site services and facilities, including education provision. The Site Development Template requires a new two-form entry primary school with nursery provision to be provided on site and contributions towards appropriate secondary school provision for the area in Abingdon-on-Thames.

5.48. Core Policy 8b of the Local Plan only requires a financial contribution to existing healthcare facilities and the SPD cannot require more than this. Notwithstanding this, bullet 3 of SDR3 requires the developer to explore the potential for new medical facilities.

5.49. Part 5 (Paragraph 5.49) of the SPD recognises that there are local concerns regarding existing traffic congestion in the surrounding area that need to be understood and mitigated, where appropriate. Issues regarding traffic flows and potential congestion will be addressed by the travel plan and Transport Assessment that will accompany the planning application for the site. There will be an opportunity to comment on the specific package of mitigation measures set out in the Travel Assessment and their timings as part of the planning application process. Part 5 (Paragraph 5.49) of the SPD and bullet 1 of SDR4 also require the developer to make the necessary contributions to implement sustainable transport initiatives, including minimising car usage and increasing the use of public transport, walking and cycling. Bullets 2 and 3 of SDR4 also require the developer to design a development that prioritises walking, cycling and public transport and provides a network of safe and attractive walking and cycling routes through the development and connecting with the surrounding area, including through Shippon to Abingdon and cycle routes to Radley Station and Oxford.

- ***Wootton Parish Council's comments***

5.50. Wootton Parish Council (WPC) supported the comments from St Helen Without Parish Council, also making some suggested wording and mapping amendments. These included suggesting the main route out of the site should be from the South, for 'ultrafast' broadband to be highlighted, for more reference to significant quantities of communal EV charging areas and intertwining these with parking. WPC requested that a statement be made to clarify that all current local primary schools could co-exist with a new one.

5.51. A request for stringent parking principles to be met was raised, with further requests for wider streets, formal paths, avoidance of paths for parking, visitor spaces and high-quality design.

Council's Response:

- 5.52. Amendments to the Development Framework are needed to clarify that access arrangements are indicative. Detailed work to establish the best access point(s) and route(s) will form part of the planning application process when the details of the travel plan and Transport Assessment are known.
- 5.53. Text will be added to clarify that there will be opportunity to comment on the detailed proposals as part of the application process. As part of this process, a transport assessment will explore the access and movement strategy on the specific application scheme. The County Council will confirm the required approach at the planning application stage in the light of detailed transport modelling work.
- 5.54. Core Policy 36 of the Local Plan requires new development to ensure appropriate infrastructure is provided to enable all properties to be connected to 'superfast' broadband. The SPD cannot introduce new planning policies into the development plan and, therefore, cannot require more than 'superfast' broadband to be provided.
- 5.55. Development Plan Policy 17 of the Local Plan requires Transport Assessments and Travel Plans to consider opportunities to support the take up of electric/low emissions vehicles, in accordance with best practice. Paragraph 5.69 of the SPD notes that the Oxfordshire Electric Vehicle Infrastructure Strategy sets out best practice for delivering charging facilities for electric vehicles in Oxfordshire and bullet 11 of SDR4 requires sufficient infrastructure to be provided. Bullet 13 of DG7 also refers to taking account of the standards set out in the Oxfordshire Electric Vehicles Infrastructure Strategy. In December 2021, requirements [regarding the provision of electric vehicle charging points](#) for new residential buildings were introduced by Building Regulations Approved Document S. Text has been added to the SPD to acknowledge this.
- 5.56. The Site Development Template for Dalton Barracks requires a new two-form entry primary school with nursery provision on site. This is based on the infrastructure requirements identified in the Infrastructure Delivery Plan.
- 5.57. Core Policy 37 of the Local Plan requires all proposals for new development to be of a high-quality design that secures a high-quality public realm, with well managed and maintained public areas that are overlooked to promote greater community safety, with clearly defined private spaces. Bullet 2 of SDR4 in the SPD requires designing the development, including the detailed design of highways, footways and cycleways, to prioritise walking, cycling and public transport as the most attractive form of local transport and minimising car usage. The bullets at DG6 provide guidance on how to achieve this, including providing wide and accessible pavements with adequate seating spaces along them;

designing streets as social spaces with the needs of pedestrians, cyclists, and public transport users put above the needs of motorists; and delivering a safe, comfortable, interesting and purposeful network of pedestrian pathways through the development.

5.58. Bullet 13 of SDR4 requires the development to provide a range of well-designed parking options for residents and visitors to the school, local centre, and community facilities, where necessary so as not to encourage car-use. Bullets 3 to 7 of DG7 provide more guidance on this, including the provision of on-street visitor parking spaces.

- ***Marcham Parish Council's comments***

5.59. Marcham Parish Council (MPC) highlighted a request for a green cordon to the west to prevent infill development and set out a list of areas they felt should be designated as protected open space. There was also concern any infill may increase flooding. There was a request to ensure that what was in the proposed policies is built, to create a sustainable community.

5.60. MPC felt that current road infrastructure plans and extra capacity proposals were inadequate, and could exacerbate congestion, moving traffic along minor roads. There was concern for impact on the Marcham AQMA, with a request to protect Marcham during the construction phase and also avoid increased recreational pressure on Cothill Fen SAC. MPC raised that transport infrastructure would be impacted by additional people travelling to work and primary/secondary schools, with a request for funding for safe pupil travel and ensuring the primary opens when the first houses are occupied. They queried a lack of commitment to providing medical facilities.

5.61. Better cycling infrastructure provision was requested and there was a suggestion that secondary access proposals needed reconsidering. There were concerns with restricting use of private vehicles, parking designs and the current parking strategy. Making consideration for changing parking demands over time was encouraged, with the idea that car dependency could potentially reduce by providing adequate alternatives.

5.62. MPC also felt that local recreation facilities within the Community are a major contribution to 'good living', observing a lack of on-site recreation.

Council's Response:

5.63. The western side of the allocation is in the Green Belt. Core Policy 8b of the Local Plan clearly states that any development on this area of the site will be limited to Green Belt-compatible development and will include parkland on the western and northern sides. This is also shown on the Opportunities and Challenges Map and Development Framework Map.

- 5.64. As set out in Part 1 of the SPD, this supplementary planning document applies to the Dalton Barracks Strategic Allocation and the requirements set out in Core Policy 8b and the corresponding Site Development Template. The SPD cannot introduce new planning policies, such as designating protected open space, particularly on land that lies outside the Strategic Allocation.
- 5.65. Part 5 of the SPD and SDR4 require the developer to make the necessary contributions to implement sustainable transport initiatives, including minimising car usage and increasing the use of public transport, walking and cycling. SDR4 also requires the developer to design a development that prioritises walking, cycling and public transport and provides a network of safe and attractive walking and cycling routes through the development and connecting with the surrounding area.
- 5.66. Part 5 of the SPD recognises that there are local concerns regarding existing traffic congestion in the surrounding area that need to be understood and mitigated, where appropriate. Issues regarding traffic flows and potential congestion will be addressed by the travel plan and Transport Assessment that will accompany the planning application for the site. Key highway infrastructure improvements are identified in the SPD. There will be an opportunity to comment on the specific package of mitigation measures set out in the Transport Assessment as part of the planning application process.
- 5.67. The Site Development Template requires that the occupation of the dwellings on the site does not begin prior to satisfactory air quality mitigation for Marcham.
- 5.68. Core Policy 8b requires the provision of parkland of at least 30 hectares. The parkland is significant alternative natural greenspace (SANG) intended to mitigate the recreational impacts of the development on the Cothill Fen SAC and SSSIs.
- 5.69. Core Policy 8b and the SPD require no adverse impact on Cothill Fen SAC and protection for the SSSI located to the north west of the site. A project level HRA is also required to demonstrate that any potential recreational pressures, as well as pressures arising as a result of worsening air quality and hydrology are mitigated. Part 5 of the SPD clearly states that any re-establishment of east west connections between Shippon and Gozzard's Ford must include measures to avoid increased recreational pressure on Cothill Fen. This requirement is repeated at SDR4.
- 5.70. Part 5 of the SPD recognises that the primary school should be near the local centre, to enable and optimise the sharing of facilities and increase sustainability. This requirement is also set out at bullet 5 of SDR3. Paragraph 5.41 also requires other measures to support walking and cycling to school.

5.71. Core Policy 8b of the Local Plan only requires a financial contribution to existing healthcare facilities and the SPD cannot require more than this. Notwithstanding this, SDR3 requires the developer to explore the potential for new medical facilities.

5.72. As set out at paragraph 6.52 of the SPD, to create a safe and visually interesting environment, that is not dominated by cars, a balanced approach to achieve convenient parking close to homes, while reducing the dominance of car parking in the street-scene, must be adopted from the outset of the masterplanning process. DG7 sets out guidance on how this could be achieved. This includes delivering electric vehicle charging infrastructure that takes account of the Oxfordshire Electric Vehicles Infrastructure Strategy. In December 2021, requirements [regarding the provision of electric vehicle charging points](#) for new residential buildings were introduced by Building Regulations Approved Document S. Text has been added to the SPD to acknowledge this. Bullet 13 of SDR4 requires the provision of a range of well-designed parking options for both residents and visitors. Also, bullet 12 of DG7 recognises the potential for inappropriate ad-hoc parking and advises that car-parking should be designed to ensure that it does not have a detrimental impact on walking, cycling and public transport provision.

Berks, Bucks and Oxon Wildlife Trust's (BBOWT) comments

5.73. BBOWT, who manage nearby reserves at Dry Sandford Pit and Cothill Fen, provided detailed comments, objecting to the site allocation due to on and off-site biodiversity impacts, and not feeling that the impact on designated sites of national/international importance could be fully mitigated. BBOWT suggested that, because of the permanent loss of wildlife habitats and the potential permanent impact to off-site habitats, the compensation to address both must be permanent.

5.74. Opportunities identified under the headings 'Protect the environment and respond to climate change' and 'Deliver high quality and sustainable design' were welcomed (e.g. incorporating garden village principles and seeking net zero operational carbon). BBOWT wanted the SPD to provide further detail regarding how the site allocation could minimise impact on the CTA and suggested a full suite of appropriate habitat and species surveys would be needed to inform the SPD's development.

5.75. BBOWT suggested further requirements for the SPD to specify, including: requiring developers to minimise impact on key wildlife assets; and having detailed measures to mitigate impact on nearby designated sites, to mitigate hydrological, recreational, air pollution impacts and the impact of increased ecological isolation.

- 5.76. BBOWT felt the SPD should require applications to be accompanied by a detailed hydrological report; include measures to ensure that regular monitoring is required on the designated sites and ensure that the SuDS scheme (and any other measures to prevent adverse hydrological impact) are maintained in perpetuity. They also felt the SPD should require an air pollution assessment (during construction, and during the subsequent occupation), require designated site applications to increase wardening, and provide infrastructure measures such as signage, fencing and footpath work, provided on an in-perpetuity basis.
- 5.77. BBOWT also highlighted that any loss of bird populations would need to be compensated and that the SPD should include a dedicated area on key species impacts and how those impacts will be addressed. They emphasised the need for large-scale habitat creation to mitigate the impact on the fen habitat in the nearby designated sites; and requested the expectation that any development on the site should provide the highest exemplary standards of biodiversity in built development.
- 5.78. BBOWT did not consider that impacts on designated sites could be fully mitigated and would welcome the inclusion of a section on long-term stewardship, highlighting a minimum of 100+ hectares County Park would be needed. They did not consider that 30 hectares was sufficient scale to act as a natural greenspace to deter increased recreational impact on designated biodiversity sites. BBOWT also suggested that a net gain uplift of 25% (for any application) should be required by the SPD.

Council's Response:

- 5.79. Part 2 of the Vale of White Horse Local Plan allocates the Dalton Barracks Strategic Allocation for a mixed-use development, including 1,200 homes. The suitability of the site for development, including impacts on on-site and off-site biodiversity, was assessed during the plan-making process and examined by an independent examiner. Part 3 (Paragraphs 3.21 – 3.27) recognises that there are several designated wildlife sites located close to the site.
- 5.80. Supplementary planning documents do not form part of the development plan and cannot introduce new planning policies into the development plan.
- 5.81. The Site Development Framework requires consideration, where appropriate, to mitigate against any adverse effects on other priority habitat species, as identified through survey work, and provide an additional plan to address invasive non-native species.
- 5.82. Conservation Target Areas (CTA) are positive tools to encourage improvements in biodiversity. Given the site is located on the edge of the CTA there is no risk of the development undermining the role of the area, e.g. by severing connections through the area. The CTA should not be used as a constraint.

- 5.83. The detailed measures to mitigate the potential hydrological, recreational, air pollution and ecological isolation impacts on nearby wildlife sites will be considered by a project level HRA as part of the planning application process. The Site Development Template requires a project level HRA that will assess all impacts on the neighbouring sites and identify measures to mitigate any potential recreational pressures on the nearby designated sites, as well any pressures that arise as a result of worsening air quality and hydrology. This requirement is repeated in paragraph 3.24 of the SPD. Text has been added to the SPD to clarify the role of the HRA and set out some of the proposed requirements.
- 5.84. Paragraph 3.23 states that a key objective to delivering the site is to avoid all direct and indirect impacts to Cothill Fen SAC, Dry Sandford Pit SSSI, Barrow Farm Fen SSSI and Frilford Heath ponds SSSI. Core Policy 8b requires no adverse impact on SAC and protection for SSSI located in the north west of the site. This is repeated in the Site Development Template, as well as the requirement that there are no adverse effects in relation to the water quality of Barrow Farm Fen SSSI; and Gozzards Ford Fen Local Wildlife Sites. Core Policy 46 of the Local Plan sets out when development will be permitted that impacts these sites, and the level of protection and mitigation required. The wording of paragraph 2.32 has been amended so that it is consistent with the requirements of Core Policy 8b and the Site Development Framework.
- 5.85. The June 2018 HRA concluded that 22ha of SANG were required to provide mitigation for the 1,200 net new dwellings to be provided at the Dalton Barracks Strategic Allocation. Policy 8b of the Local Plan requires the provision of 30ha of parkland, which is in excess of the HRA requirement. The policy requirement does not alter the conclusions of the June 2018 HRA.
- 5.86. Part 3 (Paragraph 3.25) of the SPD recognises that up-to-date species surveys will be required to inform the masterplanning process and planning application. These surveys will be considered as part of the planning application process. There will be an opportunity to comment on their findings as part of this process.
- 5.87. Bullet 16 of SDR5 in the SPD requires the developer to maximise opportunities for biodiversity enhancement in built-up areas by providing bird and bat boxes in appropriate locations on new buildings and maximising tree and hedge planting to increase permeability of the development for species.
- 5.88. Core Policy 45 of the Local Plan seeks a net gain in Green Infrastructure, including biodiversity. However, a specific percentage requirement is not included. Bullet 12 of SDR5 in the SPD requires the developer to maximise biodiversity net gain, with a minimum net gain of 10%. This reflects the percentage stated in the Environment Act 2021. Whilst this requirement has no legal effect yet, Core Policy 8b states that the housing allocated will follow Garden Village principles. Within the supporting text of Core Policy 8b net

biodiversity gains are stated as a Garden Village principle and therefore it is appropriate for the SPD to quantify this in accordance with the Act.

6. Modifications to the Draft SPD

- 6.1. A revised version of the SPD is being prepared, which includes all the proposed modifications to address the relevant comments raised, together with some further post-consultation modifications made by the Council.
- 6.2. Please find the list of proposed modifications in Appendix 5.

7. Further information

- 7.1. Further information on the Dalton Barracks SPD can be found on the Council's [website](#).

Appendices

Appendix 1 – Table: Frequency of comment type, including the comment category, on the Dalton Barracks Strategic Allocation draft SPD

Summary of comment type	Frequency	Category
Retain cycle racing, cycle training and cycle events	108	cycling
Create purpose built cycling circuit / centre / facility	63	cycling
Retain an area for closed road cycling track	50	cycling
Traffic and road infrastructure concerns / suggestions	49	traffic / road / travel / paths
Thriving local community wanted, put community at the heart	41	community
Youth cycling to continue / youth cycling track and training facilities needed	30	cycling
Health / environmental benefit of retaining cycling areas	27	cycling
Supports sustainable proposals, zero carbon should be 'front and centre'	22	environment / carbon
Active travel infrastructure needed - on site and to surrounding villages/town	22	traffic / road / travel / paths
Ensure a sustainable development / sustainable travel	21	environment / carbon
Suggestions on housing, including need, size, layouts, parking, self-build, design	20	housing
Maintain and protect biodiversity and wildlife, use native species	19	biodiversity / wildlife
Against idea of development at Dalton Barracks	17	against SPD / proposals
General support towards SPD and new housing	16	supports SPD / policies
Concerns about lack of new / sustainable public transport	13	traffic / road / travel / paths
Women's cycling - continue to support / retain	11	cycling
Protect and / or increase green space	11	green space / buffer / green belt
Sporting / recreation facilities needed, linked to healthy living	11	sport facilities
Schools issues: traffic, modelling, term dates, safe travel, being central to community	9	schools / education
Suggested new and/or amended text / layout	9	suggestion for SPD
Concern for future of community events and activities e.g. car boot, fireworks, air show	8	community

Concern about impact on GPs, NHS, Ambulances / medical facilities needed	8	health
Against loss of historic buildings / local history / significance of site	8	heritage / local character
Issue with planning process, committees, role of local authorities	8	geographical area the SPD should cover / planning process
Local businesses will be negatively affected	7	against SPD / proposals
Concern about flooding and water run off	7	environment / carbon
Noise impact / light pollution concerns	7	environment / carbon
Include green buffers and pedestrian paths throughout whole development	7	green space / buffer / green belt
Ensure affordable homes provided, including for key workers	7	housing
Negative impact on local services / services needed in new development	7	local services / infrastructure
Amendments to access / main routes suggested	7	traffic / road / travel / paths
Climate change concern	6	environment / carbon
Support climate change technologies	6	environment / carbon
Protect / enhance surrounding green belt	6	green space / buffer / green belt
Mapping error raised / further mapping details needed	6	suggestion for SPD
Follow the Garden Village standards and principles	6	suggestion for SPD
Retain more of or all of airfield / MOD land	5	geographical area the SPD should cover / planning process
Potential job opportunities with cycling/sports facilities	4	community
Include accessibility / inclusivity considerations (e.g. for the visually impaired)	4	disability / inclusion
Enhance specifications for EV charging	4	environment / carbon
Support landscape led development	4	environment / carbon
Concern about ongoing maintenance and stewardship	4	future / futureproofing
Request for allotments	4	green space / buffer / green belt
Upgrade road infrastructure / community facilities etc first	4	local services / infrastructure
Work from home infrastructure needed, incorporate 'live work' space	4	local services / infrastructure
No comment	4	no comment
Need traffic impact modelling / access strategy	4	traffic / road / travel / paths

Impact on Abingdon: infrastructure, education and aspects of community life	3	local services / infrastructure
Use space for cafes, entertainment, cinemas, arts centre, museum	3	local services / infrastructure
SPD lacks detail, too long, repetitive, idealistic/non-deliverable	3	suggestion for SPD
Ensure good public transport / connections to town	3	traffic / road / travel / paths
Concern for loss of youth space / Scout Group	2	community
Drainage strategy / SUDS required	2	environment / carbon
Green and blue infrastructure to be informed by bioregion	2	environment / carbon
Images should show solar PV houses	2	environment / carbon
Protect Shippon's character	2	heritage / local character
Respect/protect non designated heritage assets	2	heritage / local character
1200 houses restricts self-sustaining services: education provision, active travel, pub. transport	2	local services / infrastructure
Request to work constructively with developer/planners	2	geographical area the SPD should cover / planning process
Community space for educational programmes	2	schools / education
Address secondary school for a wider scheme	2	schools / education
Retain gliding club / flying training facilities	2	sport facilities
Commission one full HRA for whole area	2	suggestion for SPD
Expand references to Neighbourhood Plans / policies	2	suggestion for SPD
Refer to AQMA in Marcham / Air Quality Developers Guidance document	2	suggestion for SPD
Add more guidance on play areas	2	suggestion for SPD
Scope of development - recognises larger development would bring benefits	2	supports SPD / policies
Develop robust transport assessment/managed approach to funding/delivery of highway mitigations	2	traffic / road / travel / paths
Ensure quality streets - wider / formal paths	2	traffic / road / travel / paths
Disagrees that development good for job creation	1	against SPD / proposals
Local businesses will be negatively affected	1	against SPD / proposals
May reduce existing property values	1	against SPD / proposals

Rethink the plans/layouts	1	against SPD / proposals
Habitats concern if reinstating historic routes	1	biodiversity / wildlife
Increase biodiversity net gain requirements	1	biodiversity / wildlife
Minimise impact on Conservation Target Area (CTA)	1	biodiversity / wildlife
Provide compensatory habitat and long-term stewardship	1	biodiversity / wildlife
Recreational impact concern on nearby protected conservation sites	1	biodiversity / wildlife
Recreational impact on designated wildlife sites and ecological isolation	1	biodiversity / wildlife
Use mitigation money for all local wildlife sites	1	biodiversity / wildlife
Detail required re tree types	1	biodiversity / wildlife
Address wider communities and minority groups - Gypsy and travellers, homeless, ethnic minorities	1	community
Include public art / cultural services commitment	1	community
Suggest setting up community land trust to manage assets	1	community
Use SPD policies to prevent loss of community facilities (including cycling events)	1	community
Supports cycling design standards	1	cycling
Ensure all types of disability access are considered	1	disability / inclusion
Sporting facilities table is not inclusive for those without car	1	disability / inclusion
Need to refer to contaminated land / assessment required / potential remediation	1	environment / carbon
Queries re solar panels / heat pumps / district heating systems	1	environment / carbon
Refer to LETI Embodied Carbon Primer	1	environment / carbon
State impact mitigation measures e.g. hydrological, recreational, air pollution, ecological	1	environment / carbon
Acknowledgement of north area's future use for housing land	1	future / futureproofing
Address long term strategic vision	1	future / futureproofing
Futureproofing measures to allow for future bus autonomy.	1	future / futureproofing
Include futureproofing policies	1	future / futureproofing
Explain relationship between parkland / Green Belt	1	green space / buffer / green belt
Increase 'green links'	1	green space / buffer / green belt

Increase parkland	1	green space / buffer / green belt
SPD should include built up area of Barracks / inset area from Green Belt	1	green space / buffer / green belt
Use inspector's Green Belt wording	1	green space / buffer / green belt
Supports parkland	1	green space / buffer / green belt
Healthy place shaping support welcome	1	health
Healthcare infrastructure funding needed / Healthcare-specific land allocation	1	health
Medical facilities needed / impact on GPs, NHS, Ambulances	1	health
DIO housing not integral to historic Shippon	1	heritage / local character
Ensure sympathetic to local character	1	heritage / local character
Impact on designated sites of national and international importance	1	heritage / local character
Too many houses	1	housing
Check idea of 'sprinkling' affordable homes with Registered Providers	1	housing
Community led housing suggestion	1	housing
All developments impacting on Frilford should contribute to its infrastructure works	1	local services / infrastructure
Development's impact on Wootton Parish	1	local services / infrastructure
Further facilities (e.g. retail) needed	1	local services / infrastructure
Require 4k / Fibre broadband technologies	1	local services / infrastructure
Larger Garden Village would provide funding for infrastructure / facilities / services	1	local services / infrastructure
Learn lessons from the 'Marcham Experience'	1	geographical area the SPD should cover / planning process
No land rights for use other than military	1	geographical area the SPD should cover / planning process
Ensure scheme doesn't detract from wider Oxford setting	1	geographical area the SPD should cover / planning process
Queries land covenants	1	geographical area the SPD should cover / planning process
Query re whether SPD can be updated	1	geographical area the SPD should cover / planning process

Masterplan exercise should be undertaken and referenced	1	geographical area the SPD should cover / planning process
Agree primary school location	1	schools / education
Ensure developer contributions for education facilities	1	schools / education
Query re. education / school modelling	1	schools / education
School land provision must be removed from green belt prior to county transfer	1	schools / education
Basketball club for all ages is active in local area	1	sport facilities
May need off site sports provision	1	sport facilities
Sports provision should be guided by new playing pitch strategy	1	sport facilities
Amend 'shoulds' to 'wills'	1	suggestion for SPD
Amend SPD Development Framework / context	1	suggestion for SPD
Check stats on car usage / incomes	1	suggestion for SPD
More detail needed on settlement hierarchy and relationships	1	suggestion for SPD
Oxfordshire County Council comments on standards, guides, reports	1	suggestion for SPD
Recognises that procedurally the SPD remit beyond the allocation is limited	1	suggestion for SPD
Refer to latest waste planning policy for planning the site	1	suggestion for SPD
Remove reference to Cumnor Park and Ride	1	suggestion for SPD
State land use budgets	1	suggestion for SPD
Suggestion to run design and build competition	1	suggestion for SPD
Suggestions on SPD layout / images / colour	1	suggestion for SPD
Use Sport England's Active Design as a key design document	1	suggestion for SPD
Agree with local centre location	1	supports SPD / policies
Support 20 minute neighbourhood	1	supports SPD / policies
Support from county's access strategy and development perspective	1	supports SPD / policies
Supports built to last / well designed homes	1	supports SPD / policies
Supports conservation / historic environment policy	1	supports SPD / policies
Supports local centre	1	supports SPD / policies

Supports reinstatement of historic route	1	supports SPD / policies
Add reference to bus/park and ride strategy review	1	traffic / road / travel / paths
Bus service affected by Covid-19	1	traffic / road / travel / paths
Create public bridleway route / support equestrian use	1	traffic / road / travel / paths
If aspiring for reduced car travel, less emphasis on highway improvements	1	traffic / road / travel / paths
Make cycling and walking priority	1	traffic / road / travel / paths
Misaligned Vale / OCC transport priorities	1	traffic / road / travel / paths
Physical separation to cycle lanes	1	traffic / road / travel / paths
Protect access to Cothill Fen SAC	1	traffic / road / travel / paths
Reduce car use	1	traffic / road / travel / paths
Request for dog walking area, e.g. with parking	1	traffic / road / travel / paths
Revise green link connectivity to the parkland	1	traffic / road / travel / paths

Appendix 2 - Copy of Survey

Dalton Barracks Strategic Allocation Draft SPD: public consultation

1. Introduction



Thanks for taking part in our public consultation on the Dalton Barracks Strategic Allocation draft Supplementary Planning Document (SPD).

Hopefully you've already read the draft SPD, but if not, you can do so on our [website](#), which also has all the supporting documents.

If you have any questions at this stage, please check out our [FAQ](#).

You've got until Thursday 18 November 2021 (11:59pm) to comment on the draft SPD by completing this comment form, you can save your progress and return to the form before completing it. Please note we will only use responses when you have clicked 'finish and submit survey' at the end of the comment form. You can also print or save a copy of your response by selecting 'save or print response' at the end.

We'll review all comments before producing a final version of the SPD to be considered for adoption in early 2022, though please bear in mind there will be a range of opinions for us to take into account so your views might not be reflected in the final SPD.

We'll also publish a Consultation Statement summarising the main issues raised in the consultation so you can see what others said and how we have addressed the main issues. If you submit a comment, you need to provide your name and address to allow us to consider your comment fully. Your comment may be published in full or as a summary alongside your name. If you've submitted a comment on behalf of a business/organisation, it may be published in full or as a summary alongside your name and the business/organisation. No other personal contact details will be published.

To find out how your personal data is used for this consultation and for further information on data protection and the council's data protection registration, please refer to our consultation [privacy policy](#).

This form has two parts:
Part A – personal details
Part B – your comments

Queries?

If you have any queries about this form or require it in an alternative format (for example

hard copy, large print, Braille, audio, email, Easy Read and alternative languages) please email haveyoursay@southandvale.gov.uk or call 01235 422425.

If you have any questions about planning policy, please contact planning.policy@southandvale.gov.uk or call 01235 422600.

2. Part A: personal / organisation details

1. Are you completing this form as: *

- an individual
- a business or organisation
- an agent
- Other (please specify):

2. To allow us to fully consider your comments, please provide your name and address, and (if relevant) the name of the business or organisation: *

Name
*

Business or organisation (if relevant)

Business or organisation representing (if relevant)

Address line 1
*

Address line 2

Address line 3

Postal town

Postcode

*

3. Part B: your comments

You can provide your comments on the Dalton Barracks Strategic Allocation Draft Supplementary Planning Document (SPD) in this section.

If you wish to provide more than one comment you will be given the option once you have completed this section.

The SPD is broken down into seven main parts. Please tell us which part of the document you would like to comment on, or if you'd like to make a general comment, by choosing one of the following from the drop down menu: *

3. It will be helpful if you can tell us which page and/or paragraph or figure number you are commenting on:

4. SDR or DG reference number (if applicable)

If your comment relates to the Strategic Design Requirements (SDR) or Design Guidance (DG), set out in parts 5 and 6 of the document, please state the reference number e.g. 'SDR1'. Please also refer to the bullet point number(s) within the SDR/DG that you are commenting on.

5. You can provide your comments below. If you would like to see the document amended it would be helpful if you could explain what changes you are seeking, and why.

You can upload any supporting documents using the button below.

6. Please upload any supporting documents here:

- File: {{filename}}

Choose File

4. Comment again, or finish?

7. Would you like to make another comment? *

- Yes, I'd like to comment again
- No, I don't want to comment again

▪

23. Notification of adoption of the Dalton Barracks Strategic Allocation Supplementary Planning Document (SPD)?

52. In accordance with Regulation 14 of the Town and Country Planning (Local Planning) (England) Regulations 2012, please indicate (by ticking the box below) whether you wish to be notified by the Council that the Dalton Barracks Strategic Allocation Planning Document has been adopted.

If you wish to be notified, you will be asked to provide your contact details (name and email address) on the next page. *

- Yes, I would like to be notified when the Dalton Barracks Strategic Allocation Supplementary Planning Document has been adopted**
- No, I do not wish to be notified

53. Please use the form below to provide your name and email address so we can notify you when the Dalton Barracks Strategic Allocation Planning Document has been adopted.

The information you provide below will only be used for the purpose of contacting you regarding the adopted SPD. For further information about how we use your data below please refer to our privacy policy. *

Name

*

Email
address

*

Please check and confirm that the below information you have provided is correct. If any of the information is incorrect, please use the back buttons to correct your answer.

Contact details:

*

I confirm that the above information is correct

26. Are you ready to submit?

If you are ready to submit your comments, please tick the box below, then select the Finish and submit button. Note: once ticked you will not be able to return to your comments and they will be submitted.

If not, please use the 'previous page' button to go back through the survey to amend or review your response.

Alternatively you can use the 'save and continue later' so that you can save your progress, and return later to your comments. Simply provide your name and email address and you will automatically receive a link via email to return to your draft comments when you are ready. *

Yes, I have finished and am ready to submit

Appendix 3 – Copy of Consultation Email

Subject: **Have your say on the Draft Dalton Barracks Strategic Allocation Supplement Planning Document**

Dear [NAME]

We're creating a set of guidelines on how future development at Dalton Barracks should look and feel, and how it should contribute to the area. We'd like to hear what you think as your voice will help shape the final document.

Part of the Ministry of Defence site at Dalton Barracks was chosen for development as part of [the Vale of White Horse Local Plan](#). The development will include 1,200 homes as well as a primary school and a local centre. It will mean more local jobs and the aim is to include excellent public transport, cycle ways and footpath connections.

What is this document?

We're creating what's known as a Supplementary Planning Document, also known as an SPD. An SPD provides more detailed guidance on policies in the Local Plan, such as the Dalton Barracks Strategic Allocation (Core Policy 8b in the Local Plan Part 2). It can't introduce new policies but is considered when determining planning applications at the site. We've produced a more [detailed FAQs with more information](#).

We are carrying out a four-week consultation which runs from Thursday 21 October until **Thursday 18 November 2021 (11:59pm)**. We would like to invite your comments on the draft SPD.

You can view the documents on [our website](#).

How to comment

The quickest and easiest way to comment is to use our online comment form [SURVEYLINK]

Note that this is a unique link just for you and is tied to your email address. If you would like to forward this message to anybody else, please refer them to the [public link to the survey](#).

What happens next

Following the consultation period, we'll review all comments and prepare a Consultation Statement summarising the main issues and how we have addressed them in an updated final version of the SPD. The SPD is expected to be considered for adoption in early 2022. If you submit a comment it may be published in full or as a summary alongside your name. If you submit a comment on behalf of a business/organisation, it may be published in full or as a summary alongside your name and the business/organisation. No other personal contact details will be published. Please bear in mind there will be a range of opinions for us to take into account so your views might not be reflected in the final SPD.

We look forward to hearing your views.

Kind regards

Harry Barrington-Mountford

Head of Policy and Programmes

Vale of White Horse District Council

If you need support to access the consultation materials, or if you have any questions about this consultation please email planning.policy@southandvale.gov.uk or call 01235 422600.

If you have any queries about the survey form or require it in an alternative format (for example: large print, Braille, audio, email, Easy Read or alternative languages) please email haveyoursay@southandvale.gov.uk or call 01235 422425.

You can also view hard copies of the Dalton Barracks Strategic Allocation Draft SPD consultation documents at the district council offices on Milton Park by appointment, and at the following libraries:

- Abingdon Library
- Botley Library
- Faringdon Library
- Grove Library
- Kennington Library
- Wantage Library

We currently have Covid-19 safety procedures in place at the council offices that mean public visits are by appointment only, so if you would like to view hard copies at the council offices, please contact us on 01235 422600 or email planning.policy@southandvale.gov.uk so we can discuss options with you.

Opt out: If you do not wish to receive further emails from us like this, please click the link below, and you will be removed from our consultation mailing list. Please note, we may still need to contact you for certain consultations if we have a legal obligation to do so. <http://survey.southandvale.gov.uk/s/Remove/>

Data protection: To find out how your personal data is used for this consultation and for information on how the council holds, uses and stores your personal data, please refer to our planning consultation [privacy policy](#).



Have your say

Future planned development at airfield at Dalton Barracks

We are consulting on a planning document
to help guide development at
part of the airfield at Dalton Barracks

**The consultation runs from
21 October until 18 November 2021**

Find out more at

whitehorsedc.gov.uk/daltonbarracksSPD

Scan the QR code on the right to go straight to
the online comment form

View the hard copy documents in all public libraries
across the district

**Please help spread the word to others who may
wish to take part**

For any queries, please call us on 01235 422425
or email haveyoursay@southandvale.gov.uk and
we will be happy to help.



Appendix 5

Comment Summaries, Officer Responses and Proposed Modifications

A separate modifications table details the proposed changes to the SPD – see Appendix 6, page 355.

Cross references to modifications are made in the ‘Proposed Modifications’ column in the table below. For example, M1, where the proposed modification is set out in full at Appendix 6.

Name/ Organisation/ Comment ID	Category	Comment Summary	Officer Response	Proposed Modification
177135600 Oxfordshire Adult Learning at Abingdon and Witney College	Education Facilities	Would like internal and external space for education facilities which should be accessible at nominal costs to stakeholders to reduce barriers to learning. Should be run in the community, for the community, by the community.	Part 5 of the SPD recognises the importance of delivering community facilities (Paragraphs 5.32 – 5.34), and bullet 1 of SDR3 requires the developer to explore the potential to deliver a community centre or similar facility. In additional bullet 4 of SDR3 requires a two-from entry primary school. Part 5 (Paragraphs 5.96 – 5.102) of the SPD also promotes long term stewardship as a key Garden Village principle and bullets 1 and 2 of SDR7 require the developer to establish a model of long-term stewardship and community governance as well as prepare a Community Maintenance and Management Plan to address the long-term	

Name/ Organisation/ Comment ID	Category	Comment Summary	Officer Response	Proposed Modification
			maintenance of community assets. This provides the opportunity for the community to deliver and manage space for education facilities, if needed.	
177135784	Long term maintenance (County, District and Parish Council's Roles)	Ongoing maintenance needs to be considered and how it will be governed and controlled. Any roles of the County, District and Parish council should be agreed before construction commences. With specific regards to roads, pavements, street lighting, dog bins, public open space and drainage arrangements.	Part 5 (Paragraphs 5.96 – 5.102) promotes long term stewardship as a key Garden Village principle and bullet 1 and 2 of SDR7 require the developer to establish a model of long-term stewardship and community governance as well as prepare a Community Maintenance and Management Plan to address the long-term maintenance of community assets.	
177135784	Traffic flows	Marcham bypass and the impact of additional development in the area should be taken into account.	Part 5 (Paragraph 5.49) of the SPD recognises that there are local concerns regarding existing traffic congestion in the surrounding area that need to be understood and mitigated, where appropriate. Issues regarding traffic flows and potential congestion will be addressed by the travel	Text added to Part 1 of the SPD to clarify the role of the Transport Assessment in the planning application process and the opportunity to comment on a detailed package of mitigation measures at this stage.

Name/ Organisation/ Comment ID	Category	Comment Summary	Officer Response	Proposed Modification
			<p>plan and Transport Assessment that will accompany the planning application for the site. Key highway infrastructure improvements are identified in the SPD. The Local Plan and SPD require air quality mitigation for Marcham to be addressed. There will be an opportunity to comment on the specific package of mitigation measures set out in the Transport Assessment as part of the planning application process.</p>	<p>(See M7).</p>
177135784	Home working	<p>Homes should include appropriate provision to allow working from home including appropriate space, fibre optic broadband and fixed ethernet cabling.</p>	<p>Part 5 (Paragraphs 5.44 – 5.46) of the SPD recognises the importance of providing the opportunity for people to live and work within the site including through the provision of home offices. In line with Local Plan Core Policy 36, bullet 9 of SDR1 requires the developer to provide appropriate infrastructure to allow connections to superfast broadband. This requirement</p>	<p>Amend paragraph 5.46 to include specific reference to homeworking.</p> <p>Expand SDR3 bullet 8 to specifically refer to designing homes to support homeworking.</p> <p>(See M47 and M49).</p>

Name/ Organisation/ Comment ID	Category	Comment Summary	Officer Response	Proposed Modification
			is supported by paragraphs 5.23 and 5.24 of the SPD.	
177136536	Traffic Congestion	<p>Dunmore Road is already heavily used and will be worse when construction starts for 1,200 home and then the wider garden village.</p> <p>Dalton Barracks is isolated from main routes and the increasing the size of the development will not create new routes to A34 or north through Wootton</p> <p>The new diamond interchange will not help traffic from Dalton Barracks get to the A34 northbound.</p> <p>A new junction with the A34 on Wootton Road would have helped but space now being used for new housing and Aldi.</p> <p>The alternative new road through Sunningwell will open that are for speculative development.</p>	<p>Part 5 (Paragraph 5.49) of the SPD recognises that there are local concerns regarding existing traffic congestion in the surrounding area that need to be understood and mitigated, where appropriate. Issues regarding traffic flows and potential congestion will be addressed by the travel plan and Transport Assessment that will accompany the planning application for the site. Key highway infrastructure improvements, such as upgrading the Frilford Junction, are identified in the SPD at SDR4. There will be an opportunity to comment on the specific package of mitigation measures set out in the Transport Assessment as part of the planning application process.</p>	<p>Text added to Part 1 of the SPD to clarify the role of the Transport Assessment in the planning application process and the opportunity to comment on a detailed package of mitigation measures at this stage.</p> <p>(See M7).</p>
177151668	Medical facilities	The surgeries in Abingdon will find it difficult to care for an extra few thousand people especially	Core Policy 8b of the Local Plan only requires a financial	

Name/ Organisation/ Comment ID	Category	Comment Summary	Officer Response	Proposed Modification
		with the people from the other new development sites. Thought should be given to medical facilities now.	contribution to existing healthcare facilities and the SPD cannot require more than this. Notwithstanding this, bullet 3 of SDR3 requires the developer to explore the potential for new medical facilities.	
177151668	Sports facilities	Sports facilities should be considered early on.	Part 5 (Paragraphs 5.85 – 5.86 and 5.92 – 5.93) sets out the standards for leisure and open space that the development is expected to meet; bullet 1 of SDR6 requires that these spaces are provided by the developer and bullet 1 of SDR5 requires the layout of the development to be driven by landscape from the outset and delivered first. Although this bullet could refer specifically to sports facilities.	Amend bullet 1 of SDR6 to refer specifically to sports facilities and playing pitches. (See M79).
177208004	Location of development/ Politics	Chair of planning committee informed at public meeting that this site would not be developed as it was part of the MOD strategic defence plan. For this reason, land north of Abingdon was removed from the Green Belt. Questions the quality of those put in these roles to represents	Part 2 of the Vale of White Horse Local Plan allocates the Dalton Barracks Strategic Allocation for a mixed-use development including 1,200 homes. The suitability of the site for development was	

Name/ Organisation/ Comment ID	Category	Comment Summary	Officer Response	Proposed Modification
		electors wishes and if there is a point in public meetings and consultations	assessed during the plan-making process and examined by an independent examiner. The role of the SPD is to provide further detail to the policies in the Local Plan to help deliver the mixed-use community envisaged for the site.	
177213918	Consultation process	Consultation process is comedic. It's already a done deal. Highlights a mistake with a map. Map refers to Honeywell Road when it should be Honeybottom Lane. Pointless reading the rest of the style over substance report if there are mistakes like this.	Typographical error.	Change 'Honeywell Road' on Figure 3.3 to 'Honeybottom Lane'. (See M19).
177405355	Recreation Space	Ensure there is secure, free dog walking space with car parking nearby for dog walkers.	A vital part of the vision for the site is the incorporation of a network of high-quality green corridors, spaces and street trees to create an active green landscape through the community. Bullets 2 and 4 of SDR5 requires the developer to provide an interconnected network of multifunctional open space for all ages and a range of open spaces including natural and formal play, private and community gardens,	Expand bullet 13 to refer to parking options for visitors to the parkland. (See M65).

Name/ Organisation/ Comment ID	Category	Comment Summary	Officer Response	Proposed Modification
			<p>walking and cycling routes. In addition, Local Plan Policy 8b also requires the delivery of 30 hectares of parkland and this requirement is set out in the SPD at bullet 2 of SDR6. Also set out at SDR6 at bullet 5 is the requirement for the developer to integrate circular walking, jogging and cycle routes into the development. This should offer ample opportunity for dog walking. There will be an opportunity to comment on more specific details of the design during the planning application process.</p>	
177496149	Transport Infrastructure	<p>Opportunity to improve infrastructure for Abingdon. Link Lodge Hill to Low Tow and onto Marcham Road A34 Roundabout. Without this the town centre is dead.</p>	<p>Mitigation measures, including opportunities to improve infrastructure, will be addressed by the travel plan and Transport Assessment that will accompany the planning application for the site. There will be an opportunity to comment on the specific package of measures set out in the Transport Assessment as part of the planning application process.</p>	<p>Text added to Part 1 of the SPD to clarify the role of the Transport Assessment in the planning application process and the opportunity to comment on a detailed package of mitigation measures at this stage.</p> <p>(See M7).</p>

Name/ Organisation/ Comment ID	Category	Comment Summary	Officer Response	Proposed Modification
177497221	Cycling	<p>Participates in cycling racing and training. Shame to lose this facility. Cycling events draw people from all over country to compete.</p> <p>Retain a site or area for a cycling track so Abingdon can still play a role in cycling community</p>	<p>There is no Local Plan policy requirement in the site allocation policy or development template related to the use of part of the allocated site for cycle racing and related training. This use is not addressed in the Council's Infrastructure Delivery Statement (IDP) or in the evidence base that supported the Local Plan parts 1 and 2. This SPD cannot create new policy.</p> <p>The DIO has stated that there are no existing 'rights' of use other than for military purposes.</p> <p>The SPD will make reference to the current cycling activity that takes place and encourage the developer to consider incorporating similar facilities into the development as part of the masterplanning process, but it cannot be required.</p>	<p>Add paragraph to Part 3 setting out current uses taking place at the Dalton Barracks Strategic Allocation or wider MOD site.</p> <p>(See M15).</p> <p>Add bullet to SDR6 to make specific reference to designing part of the open space to accommodate community events/recreational activities.</p> <p>(See M80).</p>

Name/ Organisation/ Comment ID	Category	Comment Summary	Officer Response	Proposed Modification
			The Council is preparing a new Local Plan, jointly with South Oxfordshire Council and this provides the opportunity to prepare new evidence and new allocations.	
177497631	Cycling	Dalton is used regularly for bike racing and attracts riders from all areas Purpose built cycle circuit for racing/training similar to Hillingdon cycle circuit.	See response to 177497221	
177502102	Cycling	Would like a new bike racing circuit to be built as part of development so cycling can continue on site. Refers to Hillingdon Cycle Circuit as a good example	See response to 177497221	
177502815	Cycling	Would like a cycle racing tube to be included so cycling can continue on site	See response to 177497221	
177502815	Affordable and accessible housing	Homes should be affordable and accessible to local residents.	Part 5 of the SPD (Paragraph 5.28) recognises the importance of affordability. Bullet 3 of SDR2 requires the developer to provide 35% affordable homes in line with Local Plan Core Policy 24.	
177502976	Sports/Leisure facilities (Airsoft)	No mention of Airsoft in the document which brings in a lot of business for Wootton and a good way for people to exercise in location unlike anywhere else in Oxford	Part 3 of the SPD does not refer to the current uses taking place at the Dalton Barracks	Add paragraph to Part 3 setting out current uses taking place at the Dalton Barracks Strategic

Name/ Organisation/ Comment ID	Category	Comment Summary	Officer Response	Proposed Modification
			<p>Strategic Allocation or wider MOD site.</p> <p>Part 5 (Paragraphs 5.85 – 5.86 and 5.92 – 5.93) sets out the standards for leisure and open space that the development is expected to meet; bullet 1 of SDR6 requires that these spaces are provided by the developer and bullet 1 of SDR5 requires the layout of the development to be driven by landscape from the outset and delivered first. Although this bullet could refer specifically to sports facilities.</p>	<p>Allocation or wider MOD site.</p> <p>(See M15).</p> <p>Amend bullet 1 of SDR6 to refer specifically to sports facilities and playing pitches.</p> <p>(See M79).</p>
177502976	Education/Public Transport	Questions how the proposals will affect the number 4 bus travel times which will impact the amount of time it takes for students to get to Larkmead school	The Site Development Template from the Local Plan Part 2 (reproduced at Appendix 1 of the SPD) requires the developer to contribute to bus frequency enhancements ensuring high frequency services to Abingdon and Oxford. This is echoed in bullet 10 of SDR4. The specific frequency of the enhancement measures will be identified in the Transport	Text added to Part 1 of the SPD to clarify the role of the Transport Assessment in the planning application process and the opportunity to comment on a detailed package of mitigation measures at this stage.

Name/ Organisation/ Comment ID	Category	Comment Summary	Officer Response	Proposed Modification
			<p>Assessment as part of the planning application process. There will be an opportunity to comment on the specific package of measures set out in the Transport Assessment as part of the planning application process.</p>	
177502976	Construction	<p>Questions who will be carrying out the construction of the dwellings. Other developments have not delivered green spaces and therefore does not believe it will happen here.</p>	<p>A vital part of the vision for the site is the incorporation of a network of high-quality green corridors, spaces and street trees to create an active green landscape through the community. Bullets 2 and 4 of SDR5 requires the developer to provide an interconnected network of multifunctional open space for all ages and a range of open spaces including natural and formal play, private and community gardens, walking and cycling routes. In addition, Local Plan Policy 8b also requires the delivery of 30 hectares of parkland and this requirement is set out in the SPD at bullet 2 of SDR6. There will be an opportunity to comment on more specific</p>	

Name/ Organisation/ Comment ID	Category	Comment Summary	Officer Response	Proposed Modification
			<p>details of the design, such as the size, characteristics and location of open space, during the planning application process.</p>	
177502976	Community Events	<p>Questions how and where the community events on a large scale such as the air show, car boot sale and airsoft will take place</p>	<p>Part 3 of the SPD does not refer to the current uses taking place at the Dalton Barracks Strategic Allocation or wider MOD site.</p> <p>The SPD vision includes both a vibrant local centre and network of high-quality green spaces, including 30 hectares of County Park. These provide potential locations for various community events. Although the SPD could seek to specifically encourage the delivery of open space that can accommodate community events.</p>	<p>Add paragraph to Part 3 setting out current uses taking place at the Dalton Barracks Strategic Allocation or wider MOD site.</p> <p>(See M15).</p> <p>Expand paragraph 5.31 to make specific reference to designing the Local Centre to accommodate community events</p> <p>(See M44).</p> <p>Add bullet to SDR3 to make specific reference to designing the Local Centre to accommodate community events.</p> <p>(See M48).</p>

Name/ Organisation/ Comment ID	Category	Comment Summary	Officer Response	Proposed Modification
				<p>Add new paragraph to make specific reference to designing part of the open space to accommodate community events</p> <p>(See M75).</p> <p>Add bullet to SDR6 to make specific reference to designing part of the open space to accommodate community events.</p> <p>(See M80).</p>
177503346	Cycling	<p>Participated in cycle races at Abingdon for years. Urges developers to deliver a permanent cycle racing circuit. Multiple disciplines (cyclocross, circuit racing and pump track). The inclusion of cycling facilities in the plans would be valuable long-term commitment to local community.</p>	See response to 177497221	
177504176 Abingdon and Vale Triathlon Club	Cycling	<p>Triathlon Club</p> <p>The peripheral track has been used for some time as a safe traffic free area to train. Would be a great loss when development takes place.</p>	See response to 177497221	

Name/ Organisation/ Comment ID	Category	Comment Summary	Officer Response	Proposed Modification
		<p>Triathlon club uses it in summer and pays for the privilege.</p> <p>Asks if it would be possible to include a purpose-built race circuit venue in North East Corner of the airfield. Could provide some income for the council.</p>		
177504906	Cycling	Requests a purpose-built cycling circuit and velodrome. Dalton is the pinnacle of grassroots British cycling. Next local competition is over 1hr and 30 mins away. Used by grassroots cyclists, semi-professional and even professional level.	See response to 177497221	
177506503	Cycling	Ensure some provision is made for the continuation of cycling. Serves not only Oxfordshire but also local cyclists. Races are well attended and important. Major public health benefit. Improves health and takes pressure off public services.	See response to 177497221	
177510757	Cycling	<p>Cycling has been taking place for years at Dalton in a safe closed road environment.</p> <p>Would like to see cycle racing continue at Dalton through a purpose-built road cycle racing circuit plus a banked track in the middle (like Herne Hill London). This would bring in the community and money and align with government initiatives to increase cycling.</p>	See response to 177497221	

Name/ Organisation/ Comment ID	Category	Comment Summary	Officer Response	Proposed Modification
177512791	Traffic Congestion	Large development that will impact on all areas around it. The traffic in the area is already bad particularly around the schools.	Part 5 (Paragraph 5.49) of the SPD recognises that there are local concerns regarding existing traffic congestion in the surrounding area that need to be understood and mitigated, where appropriate. Issues regarding traffic flows and potential congestion will be addressed by the travel plan and Transport Assessment that will accompany the planning application for the site. There will be an opportunity to comment on the specific package of mitigation measures set out in the Transport Assessment as part of the planning application process.	Text added to Part 1 of the SPD to clarify the role of the Transport Assessment in the planning application process and the opportunity to comment on a detailed package of mitigation measures at this stage. (See M7).
177512791	Sustainability	All buildings must be sustainably built, and this should not be compromised on	The SPD's vision is to deliver a highly sustainable mixed-use development that is flexible to future change. Bullets 1 - 9 of SDR1 seek to deliver the highly sustainable and resilient development envisaged. Core	

Name/ Organisation/ Comment ID	Category	Comment Summary	Officer Response	Proposed Modification
			<p>Policy 37 of the Local Plan requires all proposals for new development to be of a high-quality design that is sustainable and resilient to climate change and Core Policy 40 encourages developers to incorporate climate change adaptation and design measures. Part 5 of the SPD (SDR1) builds on this encouraging the development at Dalton barracks Strategic Allocation to achieve net zero operational carbon by using 100% renewable energy sources and the highest levels of fabric efficiency. DG1 provides guidance on a range of measures that could be incorporated to increase the sustainability of the development.</p>	
177512791	Transport Infrastructure	Segregated active travel transport should be built to reduce motor traffic including to surrounding villages. Allow residents to travel to Abingdon without using cars.	Part 5 of the SPD (Paragraph 5.49) and bullet 1 of SDR4 require the developer to make the necessary contributions to implement sustainable transport initiatives, including minimising car usage and	

Name/ Organisation/ Comment ID	Category	Comment Summary	Officer Response	Proposed Modification
			<p>increasing the use of public transport, walking and cycling. Bullets 2 and 3 of SDR4 also require the developer to design a development that prioritises walking, cycling and public transport and provides a network of safe and attractive walking and cycling routes through the development and connecting with the surrounding area, including through Shippon to Abingdon and cycle routes to Radley Station and Oxford.</p>	
177512791	Biodiversity	Biodiversity must be maintained. Everyone depends on it.	Bullet 12 of SDR5 requires a minimum net gain in biodiversity of 10%. In addition, bullets 13 – 17 also seek biodiversity enhancement.	
177514278	Cycling	Wants to see cycling activities continue at Dalton Barracks with a permanent cycle track. It's important for the area that there is a safe and controlled environment so that it continues	See response to 177497221	
177515984	Cycling	Airfield is used for three major race series a year. Circuit is also used weekly for training. It teaches bike handling, confidence and safety	See response to 177497221	

Name/ Organisation/ Comment ID	Category	Comment Summary	Officer Response	Proposed Modification
		<p>and supports women getting involved in the sport. Would be big loss to community.</p> <p>Request to alter plans to include a race circuit in the North East Corner of the site. Abingdon Race team, British Cycling and Sport England would likely want to get involved in design of new circuit. There may be funding opportunities available for this.</p>		
177524475	Cycling	<p>There is a lack of off-road racing. Many people enjoy and benefit physically and mentally from the races at Dalton Barracks. If facilities are lost, it will have a detrimental effect on the health and wellbeing of everyone who enjoys the space currently.</p> <p>Consider the role the sport has in building healthy and thriving communities and make adjustments necessary to keep the use of part of the airfield for racing as it is a local treasure.</p>	See response to 177497221	
177524742	Cycling	<p>Abingdon Airfield hosts cycling events throughout the year. People travel from a distance to attend these. Incorporate a racetrack that can be used to continue these events.</p> <p>A cycle track can be made quite compact with a well-designed course and easy to build. Would be fantastic for local community.</p>	See response to 177497221	

Name/ Organisation/ Comment ID	Category	Comment Summary	Officer Response	Proposed Modification
177524742	Cycling Paths	It would be great if access to the area via cycle tracks could be improved. Current cycle path leading to the lane for Airfield from Abingdon is poor and requires crossing the road.	Part 5 (Paragraphs 5.56 - 5.58) recognises that existing cycling facilities to Abingdon via Faringdon Road are of a poor quality and require improvements. It requires the developer to explore measures to improve cycling facilities, including upgrading the route to Abingdon town centre via Cholswell Road, Faringdon Road, and Bath Street; and investigating upgrades to the route to Abingdon College and the town centre via PRow 333/7/10/ A34 footbridge for use by cyclists. These enhancements should be delivered to the highest quality and in line with DfT and OCC design standards.	Add bullet to SDR4 requiring the enhancement of existing and provision of new walking and cycling routes. (See M61). Modify text at paragraph 5.58 to clarify that the enhancements listed are not inclusive and may need further investigation. (See M52).
177527347	Cycling	Would like to see a permanent cycling track installed.	See response to 177497221	
177529106	Cycling	Top left-hand corner of Dalton Barracks is cured for road, mountain bike and hand cycling racing. Would like for this to continue as there are no other venues. Organising road races requires partial road closures and is more disruptive than using Dalton Barracks	See response to 177497221	

Name/ Organisation/ Comment ID	Category	Comment Summary	Officer Response	Proposed Modification
177533245	Cycling	<p>Taken part in cycling races at Dalton Barracks for about ten years.</p> <p>Requests that provision remains to encourage local people to partake in cycling activities. Good opportunity to develop community clubs and activities if a purpose build club house with cycling track is built.</p>	See response to 177497221	
177554990	Cycling	<p>Dalton Barracks is used for cycling by groups from Oxford, Banbury, Didcot, Bicester and further afield. Riders who use site have gone on to represent clubs at regional and national level. Urges planning committee to incorporate infrastructure into proposed re-development.</p> <p>This should be a purpose-built race circuit/cycling venue catering to both cyclo-cross and road cycling. Should be designed in consultation with clubs that use the current facilities. Without this, cyclists will not have access to local cycling facilities. Preserving Dalton as an important local cycling community will achieved the plans outlined in section 2 of the SPD which states to provide facilities for new community and encourage walking and cycling through design and provision.</p>	See response to 177497221	
177201793 Lovebeer Brewery	5YHLS	A lot of thought given to design but little information about the practical nature of adding 1,200 families and cars to the area.	Part 2 of the Vale of White Horse Local Plan allocates the Dalton Barracks Strategic	

Name/ Organisation/ Comment ID	Category	Comment Summary	Officer Response	Proposed Modification
		<p>SPD does not provide background on 5YHLS positions or whether supply is driven by central government rather than local demand.</p>	<p>Allocation for a mixed-use development including 1,200 homes. The suitability of the site for development was assessed during the plan-making process and examined by an independent examiner. The role of the SPD is to provide further detail to the policies in the Local Plan to help deliver the mixed-use community envisaged for the site.</p>	
<p>177201793 Lovebeer Brewery</p>	<p>Transport Infrastructure</p>	<p>SPD does not sufficiently address existing transport infrastructure which cannot cope. Roads and services are overloaded.</p> <p>Directing people to public transport and cycle paths is naïve and will cause issues in future.</p> <p>Adding 1,200 home will completely jam up that side of Abingdon in terms of traffic.</p> <p>Questions where the detailed traffic impact study is located</p>	<p>Part 5 (Paragraph 5.49) of the SPD recognises that there are local concerns regarding existing traffic congestion in the surrounding area that need to be understood and mitigated, where appropriate. Issues regarding traffic flows and potential congestion will be addressed by the travel plan and Transport Assessment that will accompany the planning application for the site. There will be an opportunity to comment on the specific package of mitigation</p>	<p>Text added to Part 1 of the SPD to clarify the role of the Transport Assessment in the planning application process and the opportunity to comment on a detailed package of mitigation measures at this stage.</p> <p>(See M7).</p>

Name/ Organisation/ Comment ID	Category	Comment Summary	Officer Response	Proposed Modification
			measures set out in the Transport Assessment as part of the planning application process.	
177201793 Lovebeer Brewery	Employment	General statement about creating jobs does not make sense. Short term construction industry is overloaded and has material shortages and costs problems. It will not help with long term employment in a sector where labour is short.	Part 5 (Paragraphs 5.44-5.47) of the SPD discusses how the development should seek to promote local employment opportunities. This includes providing local opportunities for employment through on-site facilities such as the primary school and local centre; delivering new high-quality and high-frequency bus services to major employment sites; and ensuring that the design of the development supports opportunities to establish start-up businesses through the provision of home offices, live-work homes and shared and flexible office spaces. The developer is required to maximise opportunities for local produce, suppliers, and services, during both construction and operation demonstrated by a site-specific Community	

Name/ Organisation/ Comment ID	Category	Comment Summary	Officer Response	Proposed Modification
			<p>Employment Plan (CEP) that will support the planning application. The CEP should identify any significant issues with the construction industry such as material shortages. There will be opportunity to comment on the CEP as part of the planning application process.</p>	
177201793 Lovebeer Brewery	Infrastructure and Environmental Impact	<p>More thought is required for infrastructure and transport, protecting green spaces and reducing environmental impact. For example, building more impermeable development surface will increase pressure on water run off to rivers.</p>	<p>The vision for the development at the Dalton Barracks Strategic Allocation set out in Part 2 of the SPD promotes a landscape-led design. The strategic design requirements set out at SDR5 and SDR6 seek to deliver this and a development that incorporates a network of high-quality green and blue infrastructure and high-quality active green landscape through the community, including extensive parkland.</p> <p>Part 5 (Paragraph 5.49) of the SPD recognises that there are local concerns regarding existing traffic congestion in</p>	

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			<p>the surrounding area that need to be understood and mitigated, where appropriate. Issues regarding traffic flows and potential congestion will be addressed by the travel plan and Transport Assessment that will accompany the planning application for the site. There will be an opportunity to comment on the specific package of mitigation measures set out in the Transport Assessment as part of the planning application process.</p>	
177562595	Cycling	<p>Consider including a purpose-built cycling circuit as part of plan as it would be greatly appreciated by the wider cycling community. Recommends placing it in the north-east corner. Cycling races at Abingdon are some of the only accessible races for many people.</p>	See response to 177497221	
177565950	Cycling	<p>Been involved in cycling events since 2016. Would like to see a cycling centre to be provided as part of plans. It will provide families across the south a safe environment to ride bikes for pleasure and competition. Steady rise of local children and adults enjoying the sport in a safe</p>	See response to 177497221	

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		environment at Dalton. A cycling centre would be a big asset to local area and provide platform to gold regional and national events which would have economic benefits to area.		
177568283	Cycling	Airfield is currently used by Abingdon Race Team and hosts a series of successful cycling events, including British Cycling events. A purpose-built cycling tract should be included. British cycling grants are available to support developers with funding to support costs. Purpose built cycling facilities would provide safe area to coach kids. Examples of other cycling venues include; Odd Down Cycling Circuit in Bath and Torbay Velopark in Paignton. Both received support from British Cycling in development stages. Consider adding requirement for a purpose-built cycling track for Abingdon Race Team to offer safe off-road events which is enjoyed by young and old cyclists. British Cycling would be interested in opportunity.	See response to 177497221	
177571822	Cycling	Section 3 and Section 5 make no reference to importance of Dalton Barracks for cycling. No provision for cycling sport mentioned in plans. Dalton Barracks is the only venue in Oxfordshire for road cycle racing on a closed circuit. Vital resource for Oxfordshire sport cycling. No alternative venues could be found during peak of COVID and the use of the barracks as a film set.	See response to 177497221	

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		No velodrome in Oxfordshire and nowhere for youth to cycle race. Dalton Barracks was also used to host Cyclocross racing. Nearest Velodromes are in Reading and Birmingham. Nearest closed circuit is Hillingdon. Not accessible without a car. Strongly objects to omission of cycle sport as current use for the venues and for lack of consideration of what losing Dalton Barracks would mean for cycle sport community.		
177582139	Cycling	Would like to see provision for cycle racing in area. Airfield currently used for regular cycle races on runway and off-road surrounding land. Well used and valuable and would be a shame to lose this resource. Cycling is great form of active travel and current facilities allow for racing off the main roads. Activity that has a low impact on the surrounding area.	See response to 177497221	
177604390	Cycling	Essential to retain road race cycling facilities at Dalton Barracks. Excellent location with well-run events. Encourages participation in sport and a healthy lifestyle. Currently travels an hour to race here as it's only circuit within 90 miles of Southampton that holds regular competitive events. Shows the lack of cycling facilities in South of England.	See response to 177497221	
177618953	Cycle Infrastructure	Request to include plans for a safe cycle lane through Wootton to the roundabout.	Part 5 (Paragraphs 5.57 - 5.58) requires the developer to	Add bullet to SDR4 requiring the

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			<p>explore measures to improve cycling facilities, including routes to Wootton. These enhancements should be delivered to the highest quality and in line with DfT and OCC design standards.</p>	<p>enhancement of existing and provision of new walking and cycling routes.</p> <p>(See M61).</p> <p>Modify text at paragraph 5.58 to clarify that the enhancements listed are not inclusive and may need further investigation.</p> <p>(See M52).</p>
177617318	Dalton Barracks SPD	<p>Proposed plan has taken everything into account on face of it. Hope that what is proposed is going to be carried out sympathetically. Encouraging to see plan incorporate local sites of importance, education, and employment.</p>	<p>The adopted SPD will be a material consideration in assessing future planning applications for the site.</p>	
177617318	Infrastructure and Environmental Impact	<p>Would be good if community is well thought out and considers both the infrastructure and nature.</p>	<p>Part 5 of the SPD sets out a series of strategic design requirements that should inform the masterplanning process for the site. These includes requirements relating to both infrastructure and nature/biodiversity.</p>	

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177617318	Housing Density	Many local developments have not taken into account privacy or quality of life with houses being built with very little space between them and to very high density.	<p>The guidance on density set out at DG2 in the SPD builds on Core Policy 23 of the Local Plan that requires all new housing to meet a minimum density of 30 dwellings per hectare. The SPD also recognises that for the development to be highly sustainable, densities should be optimised, particularly around the local centre and close to bus stops (Paragraph 5.30)</p> <p>To provide more flexibility and ensure that development at Dalton Barracks makes efficient use of land with an amount and mix of development and open space that optimises density. Reference to specific densities for 'higher' and 'medium' density parts of the site have been removed from DG2.</p> <p>Development Policy 23 of the Local Plan protects amenity including the loss of privacy, daylight, or sunlight.</p>	<p>Remove references to specific densities for 'higher' and 'medium' density parts of the site in DG2.</p> <p>(See M88)</p>

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177617318	Biodiversity and Green Infrastructure	In recent developments, promised consideration to wildlife and green space have not been adhered to with habitats destroyed, hedgerows and trees felled and ripped out. Some developments have not sought permission to fell mature, well established trees.	SDR5 sets out a series of requirements that must inform the masterplanning process, including maximising biodiversity net gain (bullet 12), protecting and enhancing biodiverse features and protected sites (bullet 13), providing new woodland planting (bullet 15), and retaining all existing high quality and moderate quality trees (bullet 19).	
177617318	Design	Happy to see consideration to the design of house and them being sympathetic to existing dwellings. Not always the case in local development where they have lacked imagination.	Core Policy 37 of the Local Plan requires all proposals for new development to be of a high-quality design that responds positively to the site and its surroundings, cultural diversity and history, conserves and enhances historic character and reinforces local identity or establishes a distinct identity whilst not preventing innovative responses to context. This requirement is reflected in the Site Development Template for Dalton Barracks.	Add bullet to SDR2 to make specific reference to contributing positively to the local landscape and creating a distinctive character. (See M42).

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			Part 5 (Paragraph 5.25) of the SPD reinforces the need for the homes delivered at the Dalton Barracks Strategic Allocation to be exemplary in terms of their quality and performance, and to contribute positively to the local landscape and create a distinctive character. Specific design principles to achieve this are set out in Part 6 of the SPD.	
177630648	Cycling	Development for housing will result in loss of site for cycle circuit racing. Unique facility within Oxfordshire. Alternative locations exist at Milton Keynes, Hillingdon, Thruxton etc but require a lengthy car journey. Great if opportunity could be found to retain cycle racing facilities on site in combination with providing housing. Will help to promote environmental transport, sport, health and exercise.	See response to 177497221	
177632865	SAC and SSSI	Cothill Fen and Dry Sandford Pit are of considerable botanical interest and need to be regarded as highly sensitive. The pteridophyte flora at Dry Sandford Pit is unusual for Oxfordshire. The sites include Equisetum variegatum, a small and pretty insignificant	Core Policy 8b of the Local Plan and the Dalton Barracks Site Development Template require proposals for new development and redevelopment to demonstrate	

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		<p>looking plant which is not recorded anywhere else with 50km of the site. Thrives when vegetation is kept under control and current management regime is ideal. Housing proposals should ensure that this can continue. In particular ensuring that the drainage scheme for housing does not affect water levels and flows at both sites.</p>	<p>that there would be no adverse impact on Cothill Fen SAC and protection for the SSSI located to the north west of the site. Recreational pressures are addressed by the requirement to deliver a 30-hectare Country Park. Any future planning application is also required to be accompanied by a project level HRA to demonstrate that the development will have no adverse impact on the designated sites. These requirements are also noted in the SPD at Paragraphs 3.23 – 3.24 and bullet 2 of SDR6.</p>	
177636535	Transport	<p>Transport link should be key. Traffic is already terrible in Abingdon.; A34 slipways should be open before any development commences.</p>	<p>Part 5 (Paragraph 5.49) of the SPD recognises that there are local concerns regarding existing traffic congestion in the surrounding area that need to be understood and mitigated, where appropriate. Issues regarding traffic flows and potential congestion will be addressed by the travel plan and Transport Assessment that will accompany the planning</p>	<p>Text added to Part 1 of the SPD to clarify the role of the Transport Assessment in the planning application process and the opportunity to comment on a detailed package of mitigation measures at this stage.</p> <p>(See M7).</p>

Name/ Organisation/ Comment ID	Category	Comment Summary	Officer Response	Proposed Modification
			application for the site. There will be an opportunity to comment on the specific package of mitigation measures set out in the Travel Assessment and the timings of their delivery as part of the planning application process.	
177636535	Sports facilities	Improved sporting facilities for all ages should be provided such as climbing, table tennis, scooter park etc.	Part 5 (Paragraphs 5.85 – 5.86 and 5.92 – 5.93) sets out the standards for leisure and open space that the development is expected to meet, and bullet 1 of SDR6 requires that these spaces are provided by the developer. Although this bullet could refer specifically to sports facilities.	Amend bullet 1 of SDR6 to refer specifically to sports facilities and playing pitches. (See M79).
177636535	Cycling	Permanent cycling facilities for training from young but also competition should be provided	See response to 177497221	

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177640462 (Air Cadets Organisation)	Historic Buildings	Saddened that historic building used by air cadets and surrounding area will be lost. Building has a lot of history attached to it serving the station as a radio station.	There are no designated heritage assets on the Strategic Allocation site, however the SPD recognises that there are non-designated assets on the adjacent airfield and barracks. Requirements regarding the consideration, conservation and enhancement of heritage assets are set out at paragraphs 3.30 and 3.32 – 3.34.	
177640462 (Air Cadets Organisation)	Surrounding Shrub land	Shrub land surrounding historic building is the Fieldcraft training area and is where we teach camp craft and many other activities. The shrub area has abundance of wildlife and many different and rare wildflowers such as orchids.	Part 3 (Paragraph 3.25) of the SPD recognises that a variety of protected and priority species have been recorded on the site and that up-to-date surveys will be required to inform the masterplanning process and planning application. This will be addressed as part of the planning application process and there will be opportunity to comment on the findings of the surveys and proposed mitigation measures as part of that process.	Amend paragraph 3.25 to clarify that there is opportunity to comment on the findings of the surveys and proposed mitigation measures as part of the planning application process. (See M26). Text added to Part 1 of the SPD to clarify the role of the species surveys in the planning application process and the opportunity to comment

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				<p>on a detailed package of mitigation measures at this stage.</p> <p>(See M7).</p>
177640462 (Air Cadets Organisation)	Transport Infrastructure	Roads around areas is under enough strain and with new housing developments in the east of Abingdon and false promises of a diamond intersection at lodge hill.	Part 5 (Paragraph 5.49) of the SPD recognises that there are local concerns regarding existing traffic congestion in the surrounding area that need to be understood and mitigated, where appropriate. Issues regarding traffic flows and potential congestion will be addressed by the travel plan and Transport Assessment that will accompany the planning application for the site. There will be an opportunity to comment on the specific package of mitigation measures set out in the Transport Assessment as part of the planning application process.	Text added to Part 1 of the SPD to clarify the role of the Transport Assessment in the planning application process and the opportunity to comment on a detailed package of mitigation measures at this stage.
177640462 (Air Cadets Organisation)	Merging of settlements	Whitecross, Wootton, Sandford and Radley will become suburbs of Abingdon. Builders always get what they want, and they will soon	Part 2 of the Local Plan allocates the Dalton Barracks Strategic Allocation site for a	

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		disappear. States that comments will fall on dead ears.	mixed-use development including 1,200 homes. The suitability of the site was assessed as part of the plan-making process.	
177644483	Cycling	Would like access to a facility specifically built for cyclists. Having a safe off-road facility would engage more young riders.	See response to 177497221	
177648453 (7th Abingdon RAF Scout Group)	Community Use of Building	<p>Scouting presence at Dalton Barracks for over 50 years. 7th Abingdon RAF Scout Group utilizes a building and garden within area marked for development. One of few remaining RAF organised scouting group in country and support programme of activities for c50 local children.</p> <p>Do not own building currently using. Thriving youth movement would be lost if no provision was to be made in plans to redevelop site. Grateful if continuing provision of a community hub that can be used by many groups can be considered in the plans so scouting tradition can continue.</p>	Part 5 of the SPD (Paragraphs 5.32 – 5.34) recognises the importance of community buildings. The Dalton Barracks Site Development Template only requires a contribution towards improvements to existing community facilities. However, bullet 1 of SDR3 in the SPD requires the developer to explore the potential to deliver a community centre or similar facility to meet the needs of the existing and future communities and allowing the continued running of existing community activities.	Add paragraph to Part 3 setting out current uses taking place at the Dalton Barracks Strategic Allocation or wider MOD site. (See M15).

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			Reference to Scouts as an existing activity on the site to be added to part 3.	
177654985	Cycling	Document does not mention the barracks as being home to Abingdon Cycle Club that hosts race series there every year. Should be built into planning application to make a purpose-built track to continue growth of the sport in Oxfordshire and to promote health and fitness to the district.	See response to 177497221	
177664761	Cycling	<p>Site is used for multiple cycling races throughout the year and is cornerstone of local competitive racing. Supports activities for clubs based in Oxford, Banbury, Didcot, Bicester and further afield. Many who use the site go on to represent club regionally and nationally in road racing and cycle-cross competition. Urges planning committee to incorporate infrastructure into re-development which allows for traffic-free cycle racing.</p> <p>This should be a purpose-built race circuit/cycling venue catering to both cyclo-cross and road racing. Should be planned in consultation with British Cycling and local cycling clubs. Without this infrastructure, riders will not have access to facilities and will be forced to travel further afield for such facilities.</p>	See response to 177497221	

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		Preserving Dalton Barracks as an important fixture in local cycling, will help achieve the goals set out in section 2.		
177676479	Cycling	Runway currently used for sporting activities such as cycling. Abingdon Race team have delivered British Cycling affiliated events throughout the year for a number of years. Attracted cyclists nationwide to these events. Team has grown and is a focal point in the community. Having facilities is paramount. Suggest that a permanent track/facility is included in North East corner of Airfield. Current venue is only closed-circuit cycling venue in Oxfordshire and loss of this would have a strategic effect for cycling sport and community.	See response to 177497221	
177697022	Traffic Congestion	Concerns over increased congestion and traffic in the area. Abingdon can get very busy in rush hour and so building more homes is a concern.	Part 5 (Paragraph 5.49) of the SPD recognises that there are local concerns regarding existing traffic congestion in the surrounding area that need to be understood and mitigated, where appropriate. Issues regarding traffic flows and potential congestion will be addressed by the travel plan and Transport Assessment that will accompany the planning application for the site. There	Text added to Part 1 of the SPD to clarify the role of the Transport Assessment in the planning application process and the opportunity to comment on a detailed package of mitigation measures at this stage. (See M7).

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			will be an opportunity to comment on the specific package of mitigation measures set out in the Transport Assessment as part of the planning application process.	
177716993	Cycling	Dalton Barracks is currently home to Abingdon Race Team's criterium race series. Provide the only event of this type in local area attracting elite riders and first-time racers. Would like to see plans maintain space, ideally purpose built in order that development enables the local cycling community to build on success. Benefits not just race competitors but the wider community by fostering all sorts of cycling.	See response to 177497221	
177746375	Transport Infrastructure	<p>Support building new housing in and around Abingdon, however road infrastructure needs addressing before building begins. Lives and works in Abingdon. Traffic inside and outside Abingdon is a joke. Interchange at Lodge Hill needs to be built now. This should be main priority before permission is granted for site.</p> <p>Only supports development at Barracks if the interchange is sorted at Lodge Hill and Nags Head Bridge is repaired.</p>	Part 5 (Paragraph 5.49) of the SPD recognises that there are local concerns regarding existing traffic congestion in the surrounding area that need to be understood and mitigated, where appropriate. Issues regarding traffic flows and potential congestion will be addressed by the travel plan and Transport Assessment that will accompany the planning	Text added to Part 1 of the SPD to clarify the role of the Transport Assessment in the planning application process and the opportunity to comment on a detailed package of mitigation measures at this stage. (See M7).

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			<p>application for the site. There will be an opportunity to comment on the specific package of mitigation measures set out in the Travel Assessment and the timings of their delivery as part of the planning application process.</p>	
177746375	Amenities	<p>With new housing, there should be new schools, doctors' surgeries and places for youngsters to hang out. Council approve housing with no thought whatsoever to anything else except financial gain.</p>	<p>Bullets 1, 3 and 4 of SDR3 set out requirements on the development with regards to medical, educational and community facilities. Although the Dalton Barracks Site Development Template only requires contributions towards improvements to existing healthcare and community facilities, bullets 1 and 3 of SDR3 in the SPD require the developer to explore the potential to provide new community and medical facilities. Bullets 2 and 4 of SDR5 and 1, 6 and 7 of SDR6 also require the developer to deliver multi-functional open space and activity spaces for all ages, including formal play (neighbourhood parks) and</p>	

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			community gardens etc. as well as opportunities for informal play, walking and cycling.	
177746375	Shops	May wish to consider that the charter end of the precinct should be redeveloped. Abingdon being left behind other larger towns such as Didcot and Henley. If things are developed and built, bigger businesses will come into town. Abingdon is left to suffer with empty units and many coffee shops, charity shops, barbers, estate agents etc.	As set out in Part 1 (Paragraph 1.5) of the SPD, this supplementary planning document applies to the Dalton Barracks Strategic Allocation and the requirements set out in Core Policy 8b and the corresponding Site Development Template. The guidance is to help deliver the new mixed-use community envisaged for the site. The SPD cannot introduce new planning policies into the development plan and its scope does not extend to the redevelopment of Abingdon Town Centre.	
177748969	Cycling	Regular visitors to site for both adult and junior cycle racing. Helped to create a lifelong love of cycling in family and all mental health benefits associated with this. One of the conditions should be dependent on maintaining a permanent purpose-built cycling venue.	See response to 177497221	

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177757230	Cycling Infrastructure	Not enough provision for cycling or pedestrians from estate either into Abingdon via Marcham road or along Faringdon Road.	Part 5 (Paragraphs 5.57 - 5.58) requires the developer to explore measures to improve cycling facilities, including upgrading the routes to Abingdon town centre via Cholswell Road, Faringdon Road and Bath Street; and investigating upgrades to the route to Abingdon College and the town centre via PROW 333/7/10/ A34 footbridge for use by cyclists; also routes to Wootton. These enhancements should be delivered to the highest quality and in line with DfT and OCC design standards.	
177757230	Traffic Congestion	Concern that an increase in car along these access routes would provide significant congestion at A34 Marcham Interchange, Lodge Hill, or Lodge Hill/Abingdon Ring Road.	Part 5 (Paragraph 5.49) of the SPD recognises that there are local concerns regarding existing traffic congestion in the surrounding area that need to be understood and mitigated, where appropriate. Issues regarding traffic flows and potential congestion will be addressed by the travel plan and Transport Assessment that will	Text added to Part 1 of the SPD to clarify the role of the Transport Assessment in the planning application process and the opportunity to comment on a detailed package of mitigation measures at this stage. (See M7).

Name/ Organisation/ Comment ID	Category	Comment Summary	Officer Response	Proposed Modification
			accompany the planning application for the site. There will be an opportunity to comment on the specific package of mitigation measures set out in the Transport Assessment as part of the planning application process.	
177756969	Cycling	Dalton Barracks a key focal point for cycling community within Oxfordshire and central England. Abingdon Race Team hosts regular races. Without use of facilities, the number of competitive events within Oxfordshire would be dramatically reduced and be detrimental to the thriving competitive scene. Proposals for development should include safeguards to ensure closed circuit cycling events can continue. Suggests building facilities in North East corner of site.	See response to 177497221	
177757078	Cycling	Teenage son currently uses facilities at Dalton Barracks for cycling in a safe car free environment. Alternative is on road, which is dangerous. Nearest facility is Hillingdon. Like to see a dedicated cycle-course for cycle racing and a dedicated club room with changing rooms. There may be funding opportunities so sport can be developed for young people.	See response to 177497221	

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177757552	Cycling	Important to consider the importance of removing the only closed-circuit racing track in Oxfordshire. Would like the prospect of building new cycling racetrack to be considered in the North East Corner of the Airfield. Should be cheap and easy to construct in conjunction with housing estate. Dalton Barracks is very important hub for cyclists in Oxfordshire. If new facilities were built, it would be well used and will help promote active leisure within community.	See response to 177497221	
177760291	Cycling	Keen cyclists. Would like appropriate space to be made available somewhere on airfield for cycling. Current facilities are valued and valuable resource. Would be a big loss to the sport and community.	See response to 177497221	
177759997	Cycling	Site currently hosts bicycle races throughout the year. It's an important focus of local cycling communities and plays a key part in bringing people together. Would like to see appropriate space and facilities created in new development plan for bicycle racing to ensure its future.	See response to 177497221	
177761883	Cycling	Consider a dedicated road cycling circuit or track. Site is currently used regularly for road racing and many across the south and south east rely on facility. Helps to promote physical health and mental health and wellbeing. Used as a coping mechanism from the demands of everyday life. Removal of these facilities would	See response to 177497221	

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		be detrimental to local community and wider cycling community in south of England.		
177762306	Design	Would like assurances that homes will be of decent quality and size with storage space. Affordable homes in most developments are too small for families and with no garages. We are currently creating future ghettos. Stop doing what doesn't work and create spaces that are inspirational and reasonable homes for people to live in. Enough sink estates in the UK. Local councils should create environments for social mobility to thrive.	Part 5 (Paragraphs 5.26 – 5.28) of the SPD recognises the importance of delivering homes for all life stages, incorporating a mix of dwelling types, tenures and sizes that are affordable and adaptable. Bullet 1 requires the homes at Dalton Barracks Strategic Allocation to last and age well, with flexible layouts and space to grow, in line with 'Lifetime Homes' principles. This reflects Core Policy 37 of the Local Plan. Core Policy 8b requires the development at the Dalton Barracks Strategic Allocation to follow Garden Village principles and for new homing to be of an exemplar standard.	
177761709	Cycling	Site currently used for amateur closed-circuit races. At a low cost, a purpose-built cycling hub could be incorporated into the planning. Examples include Lee Valley VeloPark in London, CycloPark in Kent, and Redbridge Cycling Centre in Essex.	See response to 177497221	

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		<p>All examples combine a road cycling track, off-road tracks and BMX facilities to create a multipurpose centre.</p> <p>Current races at Dalton Barracks are regularly sold out. If facility is lost, a popular racing opportunity will disappear and competitors will be forced to travel.</p> <p>Development of facilities would promote active lifestyles and generate revenue in the community. Could be landscaped such as to be a park with walking paths and other community uses.</p>		
177765299	Cycling	<p>Agrees development and housing is required, however Dalton is a go to place for bike racing both road and CX and so would be a massive loss to many people. A community spaces as designated racetracks would make for a welcome and much used space that would give children a safe off-road place to ride bikes and learn skills.</p>	See response to 177497221	
177765814	Cycling	<p>Site currently offers cycling racing and is some of the best the country has to offer. Not many central location circuits in the UK. Commutes weekly to compete in races through all seasons.</p> <p>Location has and should continue to be a cornerstone for cycling. Development should provide cycling track for racing to take place on,</p>	See response to 177497221	

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		<p>which could support other types of cycling. Infrastructure would enable Dalton and Oxfordshire to continue its close ties with sport and provides training ground for Britain's next top talents. Would provide great sporting infrastructure to surrounding area.</p>		
177770584	Cycling	<p>Would like a cycle track added for local activities that already existing and aids the local economy.</p>	See response to 177497221	
177769892	Cycling	<p>Site is used for recreational and competitive cycling for years. Development takes away the pathway for cycling not only for Abingdon, the race team but those close in Didcot, Reading and those further afield.</p> <p>Pump tracks and jump lines to housing developments do not allow for racing and as such urges consideration to be given to building a purpose-built bicycle racetrack to allow for safe racing and leaves pathway open for those to take up the sport. It also has an environmental impact in encouraging more people to cycle.</p>	See response to 177497221	
177773976	Infrastructure and Traffic Congestion	<p>Business owner in Marcham and resident in Abingdon. Can see the affect this development would have and there are zero positives. There are enough services and communities in Abingdon that need more investment. New development would only cause more pollution and congestion. Clear evidence from</p>	<p>Part 5 (Paragraph 5.49) of the SPD recognises that there are local concerns regarding existing traffic congestion in the surrounding area that need to be understood and mitigated, where appropriate.</p>	<p>Text added to Part 1 of the SPD to clarify the role of the Transport Assessment in the planning application process and the opportunity to comment</p>

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		<p>development in Wantage and Grove regarding increased congestion on roads, no increase in public transport, noise and light pollution and the water run-off into the Ock Stream and Letcombe Brook.</p> <p>Invest more in fixing existing problems rather than creating more.</p>	<p>Issues regarding traffic flows and potential congestion will be addressed by the travel plan and Transport Assessment that will accompany the planning application for the site. There will be an opportunity to comment on the specific package of mitigation measures set out in the Transport Assessment as part of the planning application process.</p> <p>The Local Plan and SPD require a range of infrastructure to be provided and/or improved/enhanced by the development that will benefit both the new community and existing communities. This includes health and community facilities, a primary school and sustainable transport measures.</p>	<p>on a detailed package of mitigation measures at this stage.</p> <p>(See M7).</p>
177643636 Abingdon Air	Housing Need	Understands the need to build more houses.	Noted	

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& Country Show				
177643636 Abingdon Air & Country Show	Open Space	This development along with others planned along Dunmore Road and other areas, people consider there is no offset for areas of conservation/walking areas/large areas for community events to compensate.	The SPD sets out a series of requirements to ensure the development at Dalton Barracks delivers a network of high-quality green and blue infrastructure (SDR5) and high quality active green landscape, including a 30-hectare Country Park (SDR6). The SPD emphasises the need for these spaces to be multifunctional for all ages and to include both natural and formal spaces for activities including play, walking and cycling.	
177643636 Abingdon Air & Country Show	Heritage	Abingdon would lose its character for its rich history and areas of natural beauty.	There are no designated heritage assets on the Strategic Allocation site, however the SPD recognises that there are non-designated assets on the adjacent airfield and barracks. Requirements regarding the consideration, conservation and enhancement of heritage assets are set out at	

Name/ Organisation/ Comment ID	Category	Comment Summary	Officer Response	Proposed Modification
			paragraphs 3.30 and 3.32 – 3.34.	
177643636 Abingdon Air & Country Show	Traffic Congestion	Areas of mass housing which offer further congestion to an already congested town. Outer road system is inadequate to cope.	Part 5 (Paragraph 5.49) of the SPD recognises that there are local concerns regarding existing traffic congestion in the surrounding area that need to be understood and mitigated, where appropriate. Issues regarding traffic flows and potential congestion will be addressed by the travel plan and Transport Assessment that will accompany the planning application for the site. There will be an opportunity to comment on the specific package of mitigation measures set out in the Transport Assessment as part of the planning application process.	Text added to Part 1 of the SPD to clarify the role of the Transport Assessment in the planning application process and the opportunity to comment on a detailed package of mitigation measures at this stage. (See M7).
177643636 Abingdon Air & Country Show	Heritage	Preserve the top half of the airfield as it is. This would incorporate all the 1932 hangars, original pre-war control tower, the E/W runway and perimeter track to the north, the old RAF/Army squadron building on the NE side. Bicester airfield is now part of English Heritage and a	The top half of the airfield does not form part of the Dalton Barracks Strategic Allocation site.	

Name/ Organisation/ Comment ID	Category	Comment Summary	Officer Response	Proposed Modification
		<p>thriving business centre. Area could be listed as an area of national importance and offer businesses either industrial or limited aviation. Could lease out pre-war hangars which would generate income and create jobs.</p> <p>Control Tower and 1932 hangar could be used as part of museum to represent the RAF and Army's history as well as Abingdon industrial history. Could be turned into a big tourist attraction to the area as well as educate the young on the history of in and around Abingdon.</p>	<p>Part 2 of the Local Plan allocates the Dalton Barracks Strategic Allocation site for a mixed-use development including 1,200 homes.</p> <p>There are no designated heritage assets on the Strategic Allocation site, however the SPD recognises that there are non-designated assets on the adjacent airfield and barracks. Requirements regarding the consideration, conservation and enhancement of heritage assets are set out at paragraphs 3.30 and 3.32 – 3.34.</p>	
177643636 Abingdon Air & Country Show	Community uses	The existing E/W runway and associated perimeter track to the north could be used for various charity, community and cooperate events which would generate income and create jobs.	The SPD vision includes both a vibrant local centre and network of high-quality green spaces, including 30 hectares of County Park. These provide potential locations for various community events. Although the SPD could seek to specifically encourage the delivery of open space that	Add paragraph to Part 3 setting out current uses taking place at the Dalton Barracks Strategic Allocation or wider MOD site. (See M15).

Name/ Organisation/ Comment ID	Category	Comment Summary	Officer Response	Proposed Modification
			can accommodate community events.	<p>Expand paragraph 5.31 to make specific reference to designing the Local Centre to accommodate community events.</p> <p>(See M44).</p> <p>Add bullet to SDR3 to make specific reference to designing the Local Centre to accommodate community events.</p> <p>(See M48).</p> <p>Add new paragraph to make specific reference to designing part of the open space to accommodate community events.</p> <p>(See M75).</p> <p>Add bullet to SDR6 to make specific reference to designing part of the open space to accommodate community events.</p>

Name/ Organisation/ Comment ID	Category	Comment Summary	Officer Response	Proposed Modification
				(See M80).
177643636 Abingdon Air & Country Show	Biodiversity	Wildlife resides in and around the airfield. Great Crested Newts are a protected species which originate from the BBOWT managed sites in the NW corner. Cannot build on areas of newts and have seen newts in NE and NW areas of the airfield and close to and above the E/W runway.	<p>Part 3 (Paragraph 3.25) of the SPD recognises that a variety of protected and priority species have been recorded on the site and that up-to-date surveys will be required to inform the masterplanning process and planning application. This will be addressed as part of the planning application process and there will be opportunity to comment on the findings of the surveys and proposed mitigation measures as part of that process.</p> <p>Core Policy 8b of the Local Plan and the Dalton Barracks Site Development Template require proposals for new development and redevelopment to demonstrate that there would be no adverse impact on Cothill Fen SAC and protection for the SSSI located to the north west of the site. Recreational pressures are addressed by the requirement</p>	<p>Amend paragraph 3.25 to clarify that there is opportunity to comment on the findings of the surveys and proposed mitigation measures as part of the planning application process.</p> <p>(See M26).</p> <p>Text added to Part 1 of the SPD to clarify the role of the species surveys in the planning application process and the opportunity to comment on a detailed package of mitigation measures at this stage.</p> <p>(See M7).</p>

Name/ Organisation/ Comment ID	Category	Comment Summary	Officer Response	Proposed Modification
			to deliver a 30-hectare Country Park. Any future planning application is also required to be accompanied by a project level HRA to demonstrate that the development will have no adverse impact on the designated sites. These requirements are also noted in the SPD at Paragraphs 3.23 – 3.24 and bullet 2 of SDR6.	
177643636 Abingdon Air & Country Show	General	Many opportunities if the top half airfield can be preserved and used in ways mentioned in other comments. It would give back to Abingdon and create an area of interest and a tourist attraction	Unsure whether reference to the 'top half airfield' refers to the northern part of the Strategic Allocation or the area north of the strategic allocation that makes up the wider MOD base. The Development Framework Map (Figure 5.2) in the SPD shows the northern part of the Strategic Allocation, that remains within the Green Belt, as Parkland. As referred to in the introductory text of the SPD on page 7, the process for considering the larger Garden Village site will take place through the preparation of future development plans. There will be an opportunity to	Text added to introduction of the SPD to clarify the opportunity to comment on any proposals for the wider site as part of the plan-making process. (See M4).

Name/ Organisation/ Comment ID	Category	Comment Summary	Officer Response	Proposed Modification
			comment on any proposals for the wider site as part of the plan-making process.	
177643636 Abingdon Air & Country Show	Use of Airfield	Paragraph 3.3 is incorrect. Airfield has a month-by-month programme of airfield activities which are full of either civilian run events or military training/limited flying training exercises and station activities.	Noted.	Add paragraph to Part 3 setting out current uses taking place at the Dalton Barracks Strategic Allocation or wider MOD site. (See M15).
177706798	Design of housing	<p>Include specific design requirements of new housing setting out where each room should be placed. Would like a lawned front garden with parking of two car on permeable bricks for rain to soak away.</p> <p>Roads should be made wide enough to allow cars to be parked on the road.</p> <p>Don't make all the homes look the same. Bicester and Buckinghamshire have homes that look the same with all having the door the same colour and parking is limited.</p> <p>Let planning departments have their say and not be brow beaten by builders.</p>	The strategic design requirements, specifically SDRs 1 and 2, and the design guidance, specifically DGs 1, 4, 6 and 7, in Part 5 of the SPD set out requirements and guidance relating to the design of housing that will inform the masterplanning process. Some flexibility is required to allow the developer to tailor the masterplan to the site and balance competing requirements and guidance. As required in part 4 of the SPD (Paragraphs 4.4 – 4.6) all planning applications for development at the site will need to be supported by a	

Name/ Organisation/ Comment ID	Category	Comment Summary	Officer Response	Proposed Modification
			sufficiently detailed masterplan that demonstrates how the strategic design requirements have been met through the design of the development and how these achieve the vision.	
177706798	Modular housing	Make areas available for those wishing to buy SIPS homes to make it easier on the owners.	Part 5 of the SPD (Paragraph 5.26 - 5.28) recognises that the Dalton Barracks Strategic Allocation should deliver a wide range of homes for all life stages, incorporating a mix of dwelling types, tenures and sizes that reflect the needs of current and future households, and that they need to be affordable and adaptable. There is the opportunity for the developer deliver modular housing. However, The SPD cannot introduce new planning policies into the development plan and, therefore, cannot require the developer deliver homes constructed in this way.	
177706798	Housing availability	Have homes for single adults with space including males and not just for females with a child.	Part 5 of the SPD (Paragraph 5.26 - 5.28) recognises that the Dalton Barracks Strategic Allocation should deliver a	

Name/ Organisation/ Comment ID	Category	Comment Summary	Officer Response	Proposed Modification
			<p>wide range of homes for all life stages, incorporating a mix of dwelling types, tenures and sizes that reflect the needs of current and future households, and that they need to be affordable and adaptable. The SPD cannot set requirements for the affordable housing allocation process.</p>	
177706798	Green Space and biodiversity	<p>More gardens for homes makes a greener village rather than showing a pond on a map and claiming it to be for biodiversity, this is easy and cheap cop out. Give families space and gardens for hedges is better than providing a pond. Hedges have hedgehogs, birds, insects, berries for birds and look neat when kept tidy. No open planned grass or paved areas by the front door.</p>	<p>None of the figures within the SPD show the delivery of a pond on the Strategic Allocation site. Bullet 10 of SDR5 requires the integration of a sustainable urban drainage system that is likely to include features such as rain gardens, swales and rills. However, these are likely to be separate from private gardens. Bullet 1 of SDR5 requires the developer to embed green and blue infrastructure into the design from the outset. This includes the provision of private gardens. Also, bullet 4 of SDR5 requires the developer to integrate a range</p>	

Name/ Organisation/ Comment ID	Category	Comment Summary	Officer Response	Proposed Modification
			of open spaces into community life including private gardens.	
177706798	Housing Affordability	Maximum of three bed houses as four and five beds are too costly and are hard to sell. Builders should be capped on the limit of profit they make. Example given on houses built in Ewelme costing £750,000 and do not have a rear garden and limited front parking.	Part 5 of the SPD (Paragraph 5.26 - 5.28) recognises that the Dalton Barracks Strategic Allocation should deliver a wide range of homes for all life stages, incorporating a mix of dwelling types, tenures and sizes that reflect the needs of current and future households, and that they need to be affordable and adaptable. The housing mix delivered on the site would need to comply with Core Policy 22 of the Local Plan.	
177784167 Summertown Cycles	Cycling	Dalton Barracks has been centre of Oxfordshire cycling scene. Hosted regional championship. Important to keep facility for local cycling groups. Helps with mental health and weight loss. Concerned if facility closes, training will be done on local roads. Closest cycling centre is Hillingdon. New facility could generate revenue. An event typically pays a venue between £500-£1000 per event. Events insured through British Cycling.	See response to 177497221	

Name/ Organisation/ Comment ID	Category	Comment Summary	Officer Response	Proposed Modification
177790926	Cycling	Retain designated cycling area.	See response to 177497221	
177793322 Team Senza Limiti	Cycling	<p>Retain cycling and coaching facility on site.</p> <p>Supports government's drive to get people more active and enhance the environment.</p> <p>Encourages youth to be involved in cycling.</p>	See response to 177497221	
177794880	Alternative use - hospital	<p>The JR hospital is the main health care provider for Oxfordshire and is well over capacity.</p> <p>Given the large amount of housing being delivered in Abingdon and Didcot the site would be better suited to a hospital.</p>	<p>Part 2 of the Local Plan allocates the Dalton Barracks Strategic Allocation site for a mixed-use development including 1,200 homes.</p> <p>As set out at paragraph 1.5 of the SPD, the SPD provides further detail to the policies in the Vale of White Horse Local Plan.</p>	
177796094	Cycling	<p>Designate a parcel of land (either in the SW or NE/NW corners of the airfield) for a dedicated cycling similar to Hillingdon Cycle Circuit, Odd Down and Redbridge Cycling Centre.</p> <p>Potential for additional activities to take place and job creation/retention.</p> <p>No dedicated cycling racing facilities in Oxfordshire. Nearest alternatives are typically</p>	See response to 177497221	

Name/ Organisation/ Comment ID	Category	Comment Summary	Officer Response	Proposed Modification
		<p>car parks (Milton Keynes and Winchester) or the likes of Hillingdon, Thrupton and so on which are 100-mile round trips.</p> <p>The airfield as a cycle venue is a vital community asset.</p> <p>Developer could achieve this at a low cost.</p>		
177802033	Housing need	Far too much housing being built.	<p>Part 2 of the Local Plan allocates the Dalton Barracks Strategic Allocation site for a mixed-use development including 1,200 homes.</p> <p>The housing need and corresponding requirement was assessed and identified as part of the plan-making process.</p>	
177802033	Infrastructure	More infrastructure needs to be put in place.	The SPD sets out what infrastructure needs to be delivered as part of the development at Dalton Barracks Strategic Allocation, this includes a primary school, improvements to medical and community facilities, open space including sports facilities	<p>Text added to Part 1 of the SPD to clarify the opportunity to comment on a detailed package of mitigation measures as part of the planning application process.</p> <p>(See M7).</p>

Name/ Organisation/ Comment ID	Category	Comment Summary	Officer Response	Proposed Modification
			<p>and key transport infrastructure.</p> <p>There will be an opportunity to comment on the detailed design of the infrastructure and specific package of mitigation measures as part of the planning application process.</p>	
177802033	Traffic congestion	Roads are already gridlocked so additional capacity needs to be added, or active/public transport options.	<p>Part 5 (Paragraph 5.49) of the SPD recognises that there are local concerns regarding existing traffic congestion in the surrounding area that need to be understood and mitigated, where appropriate. Issues regarding traffic flows and potential congestion will be addressed by the travel plan and Transport Assessment that will accompany the planning application for the site. There will be an opportunity to comment on the specific package of mitigation measures set out in the Transport Assessment as part of the planning application process.</p>	<p>Text added to Part 1 of the SPD to clarify the role of the Transport Assessment in the planning application process and the opportunity to comment on a detailed package of mitigation measures at this stage.</p> <p>(See M7).</p>

Name/ Organisation/ Comment ID	Category	Comment Summary	Officer Response	Proposed Modification
			<p>Part 5 of the SPD (Paragraph 5.49) and bullet 1 of SDR4 require the developer to make the necessary contributions to implement sustainable transport initiatives, including minimising car usage and increasing the use of public transport, walking and cycling. Bullets 2 and 3 of SDR4 also require the developer to design a development that prioritises walking, cycling and public transport and provides a network of safe and attractive walking and cycling routes through the development and connecting with the surrounding area, including through Shippon to Abingdon and cycle routes to Radley Station and Oxford.</p>	
177802033	Cycle infrastructure	The vast majority of the cycle infrastructure in the area is appalling.	<p>Part 5 (Paragraphs 5.57 - 5.58) requires the developer to explore measures to improve cycling facilities, including routes within Shippon, routes to Wootton and routes to Abingdon. These</p>	

Name/ Organisation/ Comment ID	Category	Comment Summary	Officer Response	Proposed Modification
			enhancements should be delivered to the highest quality and in line with DfT and OCC design standards.	
177515933	Cycling	<p>Provide area to allow continuation of cycle/racing.</p> <p>Very few designated areas in the UK where amateur cycle sport can be held.</p>	See response to 177497221	
177804388 Abingdon Race Team	Cycling	<p>Liaise with us on the development to designate an area of land for the creation of a cycle racing circuit and pavilion similar to Hillingdon, Torbay, Redbridge and other cycle venues.</p> <p>Circuits do not take up a huge amount of space, nor do they cost much to build and can be built using contractors and resources involved in the wider housing development.</p> <p>It would be possible to build such a circuit in the SE or SW corners of the allocated site with easy access to Barrow Road. This would provide a home for cycling to continue to thrive in Abingdon and Oxfordshire.</p> <p>Benefits include:</p> <ul style="list-style-type: none"> • Financial revenue for the community/council (through renting the facility to run multiple events and training sessions) 	See response to 177497221	

Name/ Organisation/ Comment ID	Category	Comment Summary	Officer Response	Proposed Modification
		<ul style="list-style-type: none"> • National recognition and promotion by British Cycling • National recognition through national race series and competition taking place • Providing a safe place for schools and children to learn to cycle safely • Providing a safe place for cyclists to train, reducing congestion on the roads • Encouraging fitness within the community • Providing a pavilion/facility available for hire for other events • Job creation/retention through maintenance of the facility (grounds maintenance) • Reducing Co2 through reduction in travel for the 100s of road cyclists and racers in the local area • Ensuring that Abingdon continues to be the home of race cycling in Oxfordshire and the British Cycling Central Region 		
177811843	Cycling	<p>Provide purpose-built bike track similar to Hillingdon (Hayes) or Odd Down (Bath)</p> <p>Health benefits.</p>	See response to 177497221	
177814961	Cycling	<p>Provide dedicated cycle racing facilities.</p> <p>Supports healthy lifestyles and delivery of active green spaces.</p>	See response to 177497221	

Name/ Organisation/ Comment ID	Category	Comment Summary	Officer Response	Proposed Modification
177816316	Cycling	<p>Provide purpose built outdoor cycling track.</p> <p>Dalton Barracks is the only race venue within an hour's driving distance that caters for women's cycling of all levels.</p> <p>Nearest alternatives are Odd Down, Bath or Thruxton (note Thruxton does not cater for women's racing).</p>	See response to 177497221	
177823413	Community events/ cycling	Provide area of new development dedicated to hold the events currently provided on the Airfield (air shows, fireworks, car boot sales and cycling).	<p>The SPD vision includes both a vibrant local centre and network of high-quality green spaces, including 30 hectares of County Park. These provide potential locations for various community events. Although the SPD could seek to specifically encourage the delivery of open space that can accommodate community events.</p> <p>See response to 177497221</p>	<p>Add paragraph to Part 3 setting out current uses taking place at the Dalton Barracks Strategic Allocation or wider MOD site.</p> <p>(See M15).</p> <p>Expand paragraph 5.31 to make specific reference to designing the Local Centre to accommodate community events.</p> <p>(See M44).</p> <p>Add bullet to SDR3 to make specific reference to designing the Local</p>

Name/ Organisation/ Comment ID	Category	Comment Summary	Officer Response	Proposed Modification
				<p>Centre to accommodate community events.</p> <p>(See M48).</p> <p>Add new paragraph to make specific reference to designing part of the open space to accommodate community events.</p> <p>(See M75).</p> <p>Add bullet to SDR6 to make specific reference to designing part of the open space to accommodate community events/recreational activities.</p> <p>(See M80).</p>
177829247	Cycling	Provide area dedicated to cycling.	See response to 177497221	
177831123	Cycling	<p>Retain cycling track – builds confidence and increases number of cyclists.</p> <p>Encourages recreational activity.</p>	See response to 177497221	

Name/ Organisation/ Comment ID	Category	Comment Summary	Officer Response	Proposed Modification
		Current races and events are a great community builder.		
177841593	Cycling	Provide suitable track/area to allow Abingdon Race Team to continue hosting cycling events and races during and post development. Few alternatives in this area of the country.	See response to 177497221	
177850146	Location of development	Support new development. New homes are needed to support the area. Appropriate for a well-connected desirable town close to Oxford. Dalton Barracks is a good location, next to the industrial estate at Fairacres, and on the other side of the A34 which has almost no traffic in regard to access to this.	Noted.	
177850146	Supplementary Planning Document	Support the proposed plans.	Noted.	
177860409 Abingdon Eagles Basketball Club	Sports/ community facility (Basketball)	The Foundation is trying to find a permanent home for the Abingdon Eagles Basketball Club, which would also allow the Foundation to provide more Community Activities including Walking Basketball, Wheelchair Basketball, Deaf Basketball and a Special Olympics Basketball Team. Sadly the facilities to achieve this vision	Part 5 (Paragraphs 5.85 – 5.86 and 5.92 – 5.93) sets out the standards for leisure and open space that the development is expected to meet, and bullet 1 of SDR6 requires that these spaces are provided by the developer. Although this bullet	Amend bullet 1 of SDR6 to refer specifically to sports facilities and playing pitches. (See M79).

Name/ Organisation/ Comment ID	Category	Comment Summary	Officer Response	Proposed Modification
		<p>are sorely lacking, not just in Abingdon, but the whole of Oxfordshire.</p> <p>The development of Dalton Barracks provides the ideal opportunity to build a dedicated sport/community facility that would not only secure the future of one of Oxfordshire's largest community sports Club but also ensure the delivery of the aforementioned community activities. It could also provide job opportunities as the Foundation would be able to employ Community Sport Officers, Coaches and Welfare officers plus offer many apprenticeships.</p>	<p>could refer specifically to sports facilities and encourage their consideration at the outset of the masterplanning process.</p>	
177865611	Traffic congestion and pollution	<p>Traffic is horrendous coming into Abingdon and leaving Abingdon in this area, including A34 to Oxford and Milton Park. Concerned about traffic volumes at the Frilford junction and the surrounding area.</p> <p>Concerned about pollution from additional vehicles and vehicles sitting waiting to turn by Fairacres shopping centre and all the way up Oct St, Drayton Rd, A34 etc.</p>	<p>Part 5 (Paragraph 5.49) of the SPD recognises that there are local concerns regarding existing traffic congestion in the surrounding area that need to be understood and mitigated, where appropriate. Issues regarding traffic flows and potential congestion will be addressed by the travel plan and Transport Assessment that will accompany the planning application for the site. There will be an opportunity to comment on the specific</p>	<p>Text added to Part 1 of the SPD to clarify the role of the Transport Assessment in the planning application process and the opportunity to comment on a detailed package of mitigation measures at this stage.</p> <p>(See M7).</p>

Name/ Organisation/ Comment ID	Category	Comment Summary	Officer Response	Proposed Modification
			<p>package of mitigation measures set out in the Transport Assessment as part of the planning application process.</p> <p>Bullet 9 of the SPD also repeats the requirements of the Dalton Barracks Site Development Template, requiring the developer to address air quality issues within Marcham. Development Policy 26 of the Local Plan also requires development proposals to demonstrate that they are minimising any impacts associated with air quality.</p>	
177865611	Cycling infrastructure	A good cycle connection to Abingdon town centre would be a good idea.	Part 5 (Paragraphs 5.56 - 5.58) recognises that existing cycling facilities to Abingdon via Faringdon Road are of a poor quality and require improvements. It requires the developer to explore measures to improve cycling facilities, including upgrading the route to Abingdon town centre via Cholswell Road, Faringdon	

Name/ Organisation/ Comment ID	Category	Comment Summary	Officer Response	Proposed Modification
			Road, and Bath Street; and investigating upgrades to the route to Abingdon College and the town centre via PRow 333/7/10/ A34 footbridge for use by cyclists. These enhancements should be delivered to the highest quality and in line with DfT and OCC design standards.	
177865611	Sustainable transport	It would be fantastic to see the whole area e.g., Abingdon to Marcham, Milton Park, Wantage and Didcot with shuttle buses, bike lanes and potentially other greener transport options as a part of a wider interconnected initiative.	Part 5 of the SPD (Paragraph 5.49) repeats the requirements of the Dalton Barracks Site Template that requires the development at the Dalton Barracks Strategic Allocation to come forward in accordance with a travel plan for the site, which makes necessary contributions to implement sustainable transport initiatives, including minimising car usage and increasing the use of public transport, walking and cycling. Bullet 10 of SDR4 requires the developer to contribute towards bus service frequency enhancements. Paragraphs 5.57 – 5.58 set out the need to explore measures	Add bullet to SDR4 requiring the enhancement of existing and provision of new walking and cycling routes. (See M61). Modify text at paragraph 5.58 to clarify that the enhancements listed are not inclusive and may need further investigation. (See M52).

Name/ Organisation/ Comment ID	Category	Comment Summary	Officer Response	Proposed Modification
			to improve walking and cycling facilities and ensure that enhancements are delivered to the highest quality, prioritising pedestrians and cyclists, and in accordance with DfT and OCC guidance.	
177868344	Cycling	<p>Enable continuation of cycling training and racing to support the local community and regional cycling community.</p> <p>Involvement in cycling activities has allowed development of life skills for many participants.</p>	See response to 177497221	
County Councillor Nathan Ley, Abingdon North	Cycling	<p>OT Cycling Club Abingdon (OTCC)</p> <p>Provide a purpose-built race circuit/cycling venue in the North east corner of the Airfield.</p> <p>The only closed-circuit cycling venue in Oxfordshire.</p> <p>Cycling facility promotes exercise, recreation, and sports development.</p> <p>Work constructively in collaboration with the local authorities, British Cycling, and local cycling groups (notably Abingdon Race Team) to maintain current level of cycling provision on the site.</p>	See response to 177497221	

Name/ Organisation/ Comment ID	Category	Comment Summary	Officer Response	Proposed Modification
		This will help integrate the new community of residents into the wider area.		
County Councillor Nathan Ley, Abingdon North	Street Design	<p>DfT Local Transport Note principles need to be embedded from the very beginning. The developer should work closely with the local authorities to ensure that pedestrians and cyclists are prioritised in the design of roads, paths, and junctions.</p> <p>The developer or applicant should also work closely with local authorities to ensure they adhere to the principles and guidelines contained within the Oxfordshire Street Design Guide which outlines how we can prioritise active and healthy travel through street design in new developments, meeting our carbon ambitions and that of established transport policy.</p>	<p>Part 5 of the SPD (Paragraph 5.49) repeats the requirements of the Dalton Barracks Site Template that requires the development at the Dalton Barracks Strategic Allocation to come forward in accordance with a travel plan for the site, which makes necessary contributions to implement sustainable transport initiatives, including minimising car usage and increasing the use of public transport, walking and cycling. Bullet 10 of SDR4 requires the developer to contribute towards bus service frequency enhancements. Paragraphs 5.57 – 5.58 set out the need to explore measures to improve walking and cycling facilities and ensure that enhancements are delivered to the highest quality, prioritising pedestrians and cyclists, and in accordance with DfT and OCC guidance, including the</p>	<p>Add bullet to SDR4 requiring the enhancement of existing and provision of new walking and cycling routes.</p> <p>(See M61).</p> <p>Modify text at paragraph 5.58 to clarify that the enhancements listed are not inclusive and may need further investigation.</p> <p>(See M52).</p>

Name/ Organisation/ Comment ID	Category	Comment Summary	Officer Response	Proposed Modification
			Local Transport Note and Design Standards.	
177873513	Sports facilities/ cycling	Provide outside space to retain current recreational/ sporting activities (including cyclocross racing) and encourage future activity.	See response to 177497221	
177910767	Cycling	Maintain off road cycle racing facility.	See response to 177497221	
177922482 Army Cycling Union	Cycling	<p>Current offer is essential to the development of grass root cycling.</p> <p>Retain the ability and infrastructure to deliver criterium racing (on an established track) as well as offer opportunities for other types of cycling.</p> <p>The infrastructure supports cyclists throughout the south and south west regions of the country.</p> <p>Encourages sustainable travel.</p>	See response to 177497221	
177926741	Cycling	<p>Regional and national hub for cycling and cycle racing.</p> <p>Dalton Barracks provides the only closed-circuit cycling venue in Oxfordshire and within a 50-mile radius of Abingdon.</p> <p>Its loss would have a strategic impact on cycling sport.</p>	See response to 177497221	

Name/ Organisation/ Comment ID	Category	Comment Summary	Officer Response	Proposed Modification
		<p>Provide a dedicated cycle circuit (similar to Odd Down (Bath), Leicester cycle circuit, Shrewsbury, Solihull etc.)</p> <p>Encourages sustainable travel.</p>		
177928152	Cycling	<p>Provide a purpose-built cycle circuit.</p> <p>Provides safe environment to learn skills away from open roads.</p> <p>Supports healthy lifestyles.</p> <p>Encourages sustainable travel.</p>	See response to 177497221	
177935288	Cycling	<p>Provide off-road cycling and circuit sporting facility.</p> <p>Nearest alternatives are over an hour away.</p>	See response to 177497221	
177941988	Community events	Community events held at Dalton Barracks are important.	<p>The SPD vision includes both a vibrant local centre and network of high-quality green spaces. The developer is required to deliver the latter by bullets 2 and 4 of SDR5. Although more reference could be made to the existing community events within Part 3 of the SPD and the SPD could seek to encourage the</p>	<p>Add paragraph to Part 3 setting out current uses taking place at the Dalton Barracks Strategic Allocation or wider MOD site.</p> <p>(See M15).</p> <p>Expand paragraph 5.31 to make specific reference</p>

Name/ Organisation/ Comment ID	Category	Comment Summary	Officer Response	Proposed Modification
			<p>delivery of open space that can accommodate community events.</p>	<p>to designing the Local Centre to accommodate community events.</p> <p>(See M44).</p> <p>Add bullet to SDR3 to make specific reference to designing the Local Centre to accommodate community events.</p> <p>(See M48).</p> <p>Add new paragraph to make specific reference to designing part of the open space to accommodate community events.</p> <p>(See M75).</p> <p>Add bullet to SDR6 to make specific reference to designing part of the open space to accommodate community events.</p> <p>(See M80).</p>

Name/ Organisation/ Comment ID	Category	Comment Summary	Officer Response	Proposed Modification
177941988	Cycling	<p>Enable continuation of cycle racing events.</p> <p>Supports children learning to ride away from open roads.</p> <p>Supports healthy lifestyles and well-being.</p> <p>Encourages sustainable travel.</p> <p>Provide a facility similar to Faringdon cycle park.</p>	See response to 177497221	
177948118	Cycling	<p>Abingdon is one of main central hubs for cycle sport in the British cycling central region and it would be a great loss if the facility is not retained.</p> <p>Nearest alternatives are Hillingdon, East Reading, Solihull. Corby, Stourport, Castle Combe, Thrupton, and Milton Keynes (although the use of the bowl is becoming defunct).</p>	See response to 177497221	
177948552	Cycling	<p>Enable the continuation or expansion of the closed-circuit cycle track.</p> <p>Popular tracks include York Sport Village in York, The Brownlee Centre in Leeds, Northern Gateway Sports Park in Colchester, Marsh Tracks in North Wales and many more.</p>	See response to 177497221	
177952131	Cycling	<p>Provide permanent cycling track</p> <p>Nearest alternative is Milton Keynes</p>	See response to 177497221	

Name/ Organisation/ Comment ID	Category	Comment Summary	Officer Response	Proposed Modification
177953684	Cycling	Dalton Barracks provides the only sustainable off-road cycling racing in the county. Provides opportunity for young people to learn cycling in a safe environment. Provide replacement cycling track	See response to 177497221	
177955810	Cycling	Provide a dedicated cycle racing circuit (similar to Minet Country Park or Lea Valley)	See response to 177497221	
177974361	Cycling	Provide for continuation of cycle facilities/events.	See response to 177497221	
177982382	Cycling	Provide a purpose-built cycle track to support grass roots cycling.	See response to 177497221	
177982331	Cycling NopinZ Motip Race Team	NopinZ Motip Race Team Provide a purpose-built racetrack (similar to Odd Down, Bath or Lee Valley, London) There are no alternative facilities.	See response to 177497221	
177984167	Cycling	Provide a cycle racing track. There are no alternative facilities nearby.	See response to 177497221	
177991753	Community events	The Airfield is a local events facility bringing in money and opportunities for the local people.	The SPD vision includes both a vibrant local centre and network of high-quality green spaces, including 30 hectares	Add paragraph to Part 3 setting out current uses taking place at the Dalton Barracks Strategic

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		Are there plans to recreate this space as part of the development?	of County Park. These provide potential locations for various community events. Although the SPD could seek to specifically encourage the delivery of open space that can accommodate community events.	<p>Allocation or wider MOD site.</p> <p>(See M15).</p> <p>Expand paragraph 5.31 to make specific reference to designing the Local Centre to accommodate community events.</p> <p>(See M44).</p> <p>Add bullet to SDR3 to make specific reference to designing the Local Centre to accommodate community events.</p> <p>(See M48).</p> <p>Add new paragraph to make specific reference to designing part of the open space to accommodate community events.</p> <p>(See M75).</p>

Name/ Organisation/ Comment ID	Category	Comment Summary	Officer Response	Proposed Modification
				<p>Add bullet to SDR6 to make specific reference to designing part of the open space to accommodate community events.</p> <p>(See M80).</p>
177991753	Traffic congestion and infrastructure (A34)	The Abingdon North A34 junction needs to be upgraded as promised.	<p>Part 5 (Paragraph 5.49) of the SPD recognises that there are local concerns regarding existing traffic congestion in the surrounding area that need to be understood and mitigated, where appropriate. Issues regarding traffic flows and potential congestion will be addressed by the travel plan and Transport Assessment that will accompany the planning application for the site. Key highway infrastructure improvements are identified in the SPD. There will be an opportunity to comment on the specific package of mitigation measures set out in the Travel Assessment and their timings as part of the planning application process.</p>	<p>Text added to Part 1 of the SPD to clarify the role of the Transport Assessment in the planning application process and the opportunity to comment on a detailed package of mitigation measures at this stage.</p> <p>(See M7).</p>

Name/ Organisation/ Comment ID	Category	Comment Summary	Officer Response	Proposed Modification
177992632	Cycling	Enable continuation of cycling events – funding/refurbishment of the land to make it for cycling specific purposes.	See response to 177497221	
178008267	Housing need/location	Development on the airfield is unacceptable. There are already many new houses in this area of Abingdon – Dunmore estate and new estates by Tinsley Park.	<p>Part 2 of the Local Plan allocates the Dalton Barracks Strategic Allocation site for a mixed-use development including 1,200 homes.</p> <p>The housing need and corresponding requirement was assessed and identified as part of the local plan-making process.</p>	
178008267	Traffic congestion and infrastructure	We do not have the infrastructure to take the additional traffic.	Part 5 (Paragraph 5.49) of the SPD recognises that there are local concerns regarding existing traffic congestion in the surrounding area that need to be understood and mitigated, where appropriate. Issues regarding traffic flows and potential congestion will be addressed by the travel plan and Transport Assessment that will accompany the planning application for the site. Key highway infrastructure	Text added to Part 1 of the SPD to clarify the role of the Transport Assessment in the planning application process and the opportunity to comment on a detailed package of mitigation measures at this stage. (See M7).

Name/ Organisation/ Comment ID	Category	Comment Summary	Officer Response	Proposed Modification
			<p>improvements are identified in the SPD. There will be an opportunity to comment on the specific package of mitigation measures set out in the Transport Assessment as part of the planning application process.</p>	
178008267	Historic importance of airfield	The Airfield should be left as a heritage asset.	<p>Part 2 of the Local Plan allocates the Dalton Barracks Strategic Allocation site for a mixed-use development including 1,200 homes.</p> <p>There are no designated heritage assets on the Strategic Allocation site, however the SPD recognises that there are non-designated assets on the adjacent airfield and barracks. Requirements regarding the consideration, conservation and enhancement of heritage assets are set out at paragraphs 3.30 and 3.32 – 3.34.</p>	

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178008267	Local facilities and alternative uses	<p>There are no commercial facilities in Abingdon (cinema, multiplex site, pubs, clubs etc.) and the shops are poor. The new residents will use Oxford and Didcot and not Abingdon.</p> <p>Build entertainment uses (e.g., cinema) on the site to attract visitors.</p>	<p>Part 2 of the Local Plan allocates the Dalton Barracks Strategic Allocation site for a mixed-use development including 1,200 homes.</p> <p>Core Policy 8b requires the development to provide on-site facilities and services, including a local centre, which is also set out in the SPD. The local centre will provide an opportunity for private enterprises to deliver some local-scale commercial facilities, where these are in demand and viable.</p>	
178008267	Engagement	Involve Didcot Council as they have done a fantastic job in Didcot. It is now far more appealing to live and shop there.	Noted.	
177653393	Garden Village Principles	Support Garden City Principles at paragraph 2.4, especially enhanced biodiversity, and zero-carbon.	Noted.	
177653393	Designated wildlife sites	Glad the designated wildlife sites and protective measures (especially for Dry Sandford Pit) are mentioned at paragraphs 3.21-3.25 of the document as proximity to a large development has downgraded many such sites.	Noted.	

Name/ Organisation/ Comment ID	Category	Comment Summary	Officer Response	Proposed Modification
177653393	Planning Policy Context	<p>Support extract from NPPF at paragraph 4.1 that "development that is not well designed should be refused."</p> <p>Welcome the following references made in Part 4 to the existing policy context:</p> <ul style="list-style-type: none"> • References to "made to last" and "enhanced and optimised nature" in the ten characteristics of well-designed places chart (National Design Guide) on page 33. • TCPA Guide 4 on Planning for Energy and Climate Change referenced in paragraph 4.15 on page 33. • National and county cycling guidance and standards referenced at paragraphs 4.14 and 4.19 on page 34. • Oxfordshire Local Transport and Connectivity Plan (LTCP) at paragraph 4.21 on page 34 and its aim to reduce the need for travel. • The County Council's Climate Action framework 2020 and its aim for its own actions reaching net zero by 2030 reference at paragraph 4.22 on page 34. 	Points noted.	

Name/ Organisation/ Comment ID	Category	Comment Summary	Officer Response	Proposed Modification
		<ul style="list-style-type: none"> The Wootton and St Helen Without Neighbourhood Plan and the green buffer between Shippon and the new development at paragraph 4.27 on page 36. 		
177653393	Sustainable Design	<p>Badly insulated houses should be refused, not highlighted here, with their ongoing carbon footprint. When they have to be retrofitted and especially if demolished and replaced, the carbon footprint would be huge.</p> <p>Houses need to be adaptable as heating methods change, and to cope with the expected future climate.</p>	<p>Part 5 (Paragraphs 5.8 – 5.9) of the SPD recognises the importance of the development at the Dalton Barracks Strategic Allocation achieving net operational zero carbon by ensuring new buildings achieve a level of energy performance in-use in line with our national climate targets. Bullet 1 of SDR1 requires the developer to seek the highest levels of fabric efficiency. Additional guidance on a fabric first approach is also provided in Part 6 of the SPD at paragraphs 6.10 – 6.11.</p> <p>Part 5 (paragraphs 5.27 – 5.28) of the SPD also recognises that homes need to be adaptable to meet the changing needs of residents as well as changes anticipated</p>	

Name/ Organisation/ Comment ID	Category	Comment Summary	Officer Response	Proposed Modification
			from the mainstreaming of innovations.	
177653393	Shippon Green Buffer	Could the Shippon Green Buffer be wider?	The area identified in the SPD as the Shippon Green Buffer reflects the area shown on the map in the St Helen Without Neighbourhood Plan that supports Policy SS5.2 that requires an appropriate green buffer to be delivered by the development.	
177653393	Parts 5 and 6	Generally, support section 5.	Noted.	
177653393	Climate change	<p>Welcome the stress on climate change and the steps to reduce it.</p> <p>Particularly welcome the following points:</p> <ul style="list-style-type: none"> • Requirements of Core Policies 37 and 40 (para. 5.2) • Building for all life stages (para. 5.25) • 35% affordable housing (para. 5.28) • 110 litres water/person/day (para. 5.15) • Improved cycle routes – avoiding recreational pressure on SACs (paras 5.56-5.57). 	<p>Points noted.</p> <p>Paragraph 5.4 is referring to 'carbon dioxide'.</p>	<p>Add 'carbon' to paragraph 5.4 to clarify the dioxide emissions being referred to are carbon dioxide emissions.</p> <p>(See M34).</p>

Name/ Organisation/ Comment ID	Category	Comment Summary	Officer Response	Proposed Modification
		<p>Is paragraph 5.4 referring to Nitrogen Dioxide?</p> <p>Welcome the summary on zero carbon at paragraphs 6.8-6.13.</p>		
177653393	Biodiversity	<p>Welcome the stress on biodiversity.</p> <p>Particularly welcome the following points:</p> <ul style="list-style-type: none"> • Comprehensive consideration of green infrastructure including street trees (para. 5.78) <p>Opportunity to add water features e.g., Abingdon, Blacklands Way.</p> <p>Please avoid excessive hard surfaces around houses.</p> <ul style="list-style-type: none"> • 10% biodiversity net gain (SDR5, point 12) <p>How is this measured?</p> <ul style="list-style-type: none"> • Up-to-date tree survey to inform the masterplanning process (SDR5, point 18) <p>Should use mostly native broad-leaf trees and shrubs (where trees could grow too big).</p> <ul style="list-style-type: none"> • Planting trees in sufficient de-compacted soil (SDR5, point 24) 	<p>Points noted.</p> <p>Information on biodiversity net gain can be found here: https://www.whitehorsedc.gov.uk/vale-of-white-horse-district-council/planning-and-development/wildlife-trees-and-landscape/wildlife/biodiversity-and-accounting/</p> <p>A metric is used to calculator the pre-development biodiversity value of the site and compares it to the anticipated (once habitats and landscaping are established) biodiversity value of a site. By quantifying the value of a site into biodiversity unit, using the metric, a 10% increase can be calculated.</p>	

Name/ Organisation/ Comment ID	Category	Comment Summary	Officer Response	Proposed Modification
		<ul style="list-style-type: none"> • Parkland as development buffer to designated wildlife sites (paras. 5.80-5.81) • Allotments (para. 5.91) <p>Allotments are good for biodiversity.</p>		
177653393	Density	Agree with density >30 dwellings/ha (para. 6.21)	Noted.	
177653393	Local Centre	Support the idea of a local centre (para. 6.26)	Noted.	
177653393	Format of document	White type on a yellow background is hard to read.	Noted.	<p>Change format to make the document more accessible.</p> <p>(See M2).</p>
177653393	Format of document	Like the use of illustrations of existing developments (but a few are excessively paved).	<p>Noted.</p> <p>The SPD uses a mixture of local examples and examples of garden communities and eco-towns.</p>	
178088924	Traffic congestion and pollution	Traffic and pollution will be intolerable on the B4017 Henwood	Part 5 (Paragraph 5.49) of the SPD recognises that there are local concerns regarding existing traffic congestion in the surrounding area that need to be understood and mitigated, where appropriate.	Text added to Part 1 of the SPD to clarify the role of the Transport Assessment in the planning application process and the opportunity to comment

Name/ Organisation/ Comment ID	Category	Comment Summary	Officer Response	Proposed Modification
			<p>Issues regarding traffic flows and potential congestion will be addressed by the travel plan and Transport Assessment that will accompany the planning application for the site. Key highway infrastructure improvements are identified in the SPD. There will be an opportunity to comment on the specific package of mitigation measures set out in the Transport Assessment as part of the planning application process.</p> <p>Bullet 9 of the SPD also repeats the requirements of the Dalton Barracks Site Development Template, requiring the developer to address air quality issues within Marcham. Development Policy 26 of the Local Plan also requires development proposals to demonstrate that they are minimising any impacts associated with air quality.</p>	<p>on a detailed package of mitigation measures at this stage.</p> <p>(See M7).</p>

Name/ Organisation/ Comment ID	Category	Comment Summary	Officer Response	Proposed Modification
178139422 Grencore Construction	Zero carbon development	<p>Support the focus on sustainability.</p> <p>Would like to see this project as one of a number of exemplar zero-carbon projects throughout Oxfordshire that substantially contribute to the decarbonising of the county and delivery of the One Planet Oxfordshire aspiration.</p> <p>Projects like Elmsbrook and Springfield Meadows have already started to show how Oxfordshire can lead the way.</p>	<p>Noted.</p> <p>The bullets under SDR1 set out the requirements regarding the sustainable design of the development. Further guidance is provided at DG1.</p>	
178164008	Location of development	Object to building on the historic airfield. The site is not suitable.	<p>Part 2 of the Local Plan allocates the Dalton Barracks Strategic Allocation site for a mixed-use development including 1,200 homes.</p> <p>The suitability of the site was assessed as part of the plan-making process.</p>	
178164008	Historic importance of airfield	No mention of the history attached to the airfield and its place in our nation's history.	There are no designated heritage assets on the Strategic Allocation site, however the SPD recognises that there are non-designated assets on the adjacent airfield and barracks, relevant to its use as an airfield.	

Name/ Organisation/ Comment ID	Category	Comment Summary	Officer Response	Proposed Modification
			Requirements regarding the consideration, conservation and enhancement of heritage assets are set out at paragraphs 3.30 and 3.32 – 3.34.	
178179153	Traffic congestion	Concerned about mitigating extra traffic.	Part 5 (Paragraph 5.49) of the SPD recognises that there are local concerns regarding existing traffic congestion in the surrounding area that need to be understood and mitigated, where appropriate. Issues regarding traffic flows and potential congestion will be addressed by the travel plan and Transport Assessment that will accompany the planning application for the site. Key highway infrastructure improvements are identified in the SPD. There will be an opportunity to comment on the specific package of mitigation measures set out in the Transport Assessment as part of the planning application process.	Text added to Part 1 of the SPD to clarify the role of the Transport Assessment in the planning application process and the opportunity to comment on a detailed package of mitigation measures at this stage. (See M7).

Name/ Organisation/ Comment ID	Category	Comment Summary	Officer Response	Proposed Modification
178179153	Electric vehicles and infrastructure	No guidance on electric vehicles or the infrastructure to support them.	<p>Part 5 (Paragraph 5.49) of the SPD requires the travel plan submitted with any planning application to take account of new modes of transport anticipated to become mainstream within the plan period, such as electric and automated vehicles. This part of the SPD (Paragraph 5.68) also requires sufficient infrastructure to be provided to accommodate electric and other green fuel vehicles and this requirement is set out at bullet 11 of SDR4. DG7 also advises the developer when designing electric vehicle charging infrastructure to take account of the standards set out in the Oxfordshire Electric Vehicles Infrastructure Strategy, which sets out best practice for delivering charging facilities for electric vehicles in Oxfordshire.</p> <p>In December 2021, requirements regarding the provision of electric vehicle charging points for new</p>	Add text to the SPD to acknowledge the introduction Building Regulations Approved Document S.

Name/ Organisation/ Comment ID	Category	Comment Summary	Officer Response	Proposed Modification
			residential buildings were introduced by Building Regulations Approved Document S. Text will be added to the SPD to acknowledge this.	
178179153	Renewable energy - wind power generation	No mention of where wind power generation will be located.	<p>Part 5 (Paragraphs 5.8 – 5.9) of the SPD recognises the importance of renewable energy generation to achieve net zero operational carbon, and bullet 1 of SDR1 requires the developer to seek to achieve net zero operational carbon by using 100% renewable energy sources. In addition, bullet 3 of SDR1 requires the developer to maximise on-site renewable energy generation, generating all energy from on-site renewable sources, where possible.</p> <p>The requirement is flexible in terms of what type of renewable energy is delivered.</p>	
178214317	Community/leisure facilities	Opportunity to build a community centre for the region and to ensure integration.	Part 5 of the SPD (Paragraphs 5.32 – 5.34) recognises the	Amend bullet 1 of SDR6 to refer specifically to

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		<p>The Vale lacks leisure facilities or relies on private entities to close the gap. The existing buildings are ideal for re-purpose use as leisure centres, for example see Hanworth Airpark.</p>	<p>importance of community buildings. The Dalton Barracks Site Development Template only requires a contribution towards improvements to existing community facilities. However, bullet 1 of SDR3 in the SPD requires the developer to explore the potential to deliver a community centre or similar facility to meet the needs of the existing and future communities and allowing the continued running of existing community activities.</p> <p>Part 5 (Paragraphs 5.85 – 5.86 and 5.92 – 5.93) sets out the standards for leisure and open space that the development is expected to meet, and bullet 1 of SDR6 requires that these spaces are provided by the developer.</p>	<p>sports facilities and playing pitches.</p> <p>(See M79).</p>
<p>177696138 Vale of White Horse District Council – Waste Team</p>	<p>Waste collection</p>	<p>Please can the following text be added: 'Consult the Waste Planning Policy (available on the website) for up-to-date information on waste</p>	<p>Noted.</p>	<p>Proposed text added to paragraph 5.19.</p> <p>(See M38).</p>

Name/ Organisation/ Comment ID	Category	Comment Summary	Officer Response	Proposed Modification
		collection schemes and collection vehicle details.'		
178277920	Zero carbon development	<p>The new homes and the proposed community should have zero carbon standards for construction and operation to deliver a genuine 'zero carbon settlement' in development, layout, construction, and the function of the community.</p> <p>Zero carbon should be 'front and centre' for the new development.</p>	<p>Part 5 (Paragraphs 5.8 – 5.9) recognises the importance of the development at the Dalton Barracks Strategic Allocation achieving net zero operational carbon. Bullet 1 of SDR1 requires the developer to seek to achieve net zero operational carbon by using 100% renewable energy sources the highest levels of fabric efficiency. SDR1 also includes many other requirements that seek to deliver a sustainable development and additional guidance is set out in Part 6 at DG1.</p>	
178283922	Zero carbon development	<p>Member of Abingdon Carbon Cutters</p> <p>This document should put zero carbon 'front and centre' for the new development.</p>	<p>Part 5 (Paragraphs 5.8 – 5.9) recognises the importance of the development at the Dalton Barracks Strategic Allocation achieving net zero operational carbon. Bullet 1 of SDR1 requires the developer to seek to achieve net zero operational carbon by using 100% renewable energy sources the</p>	

Name/ Organisation/ Comment ID	Category	Comment Summary	Officer Response	Proposed Modification
			highest levels of fabric efficiency. SDR1 also includes many other requirements that seek to deliver a sustainable development and additional guidance is set out in Part 6 at DG1.	
178335628	Traffic congestion	<p>Concerned about local traffic volumes when development is combined with other developments around Abingdon (Dunmore Road).</p> <p>There is insufficient detail around how the development will put sufficient measures in place to mitigate this.</p>	Part 5 (Paragraph 5.49) of the SPD recognises that there are local concerns regarding existing traffic congestion in the surrounding area that need to be understood and mitigated, where appropriate. Issues regarding traffic flows and potential congestion will be addressed by the travel plan and Transport Assessment that will accompany the planning application for the site. Key highway infrastructure improvements are identified in the SPD. There will be an opportunity to comment on the specific package of mitigation measures set out in the Transport Assessment as part of the planning application process.	Text added to Part 1 of the SPD to clarify the role of the Transport Assessment in the planning application process and the opportunity to comment on a detailed package of mitigation measures at this stage. (See M7).

Name/ Organisation/ Comment ID	Category	Comment Summary	Officer Response	Proposed Modification
178354290	Supplementary Planning Document	Broadly supportive of content of document.	Noted.	
178354290	Sustainable transport strategy	<p>Concerned about additional transport evidence provided in 2018 that identified no need to divert the number 4 bus service closer to new residents and limited cycling facilities to on-street advisory cycle lanes.</p> <p>Provide alternatives that can attract both new and existing residents out of their cars.</p>	<p>Although many of the details included in the Additional Transport Evidence submitted by Glanville (Nov 2018) were the subject of discussion between Glanville and Oxfordshire County Council, the report was not provided as a definitive record of any agreed matters. All details will be the subject of continued discussion and development through the transport assessment process preceding any planning submission for the site and, amongst all other transport-related matters, this will include further consideration of the suitability of public transport service routeing and cycling provision improvements.</p>	<p>Text added to Part 1 of the SPD to clarify the role of the Transport Assessment in the planning application process and the opportunity to comment on a detailed package of mitigation measures at this stage.</p> <p>(See M7).</p>
178354290	Public transport links to employment Centres	<p>Public transport services to Culham, Harwell and Milton Park should be a priority.</p> <p>Remove wording 'if possible'.</p>	The SPD repeats this requirement, which is set out in the Dalton Barracks Site Development Template that forms part of the Local Plan.	

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			The wording of the requirement would have been assessed as part of the plan-making process and cannot be altered by the SPD.	
178354290	Link to the A34	Reference to investigating a link to the A34, should include exploring the potential for establishing a link to the Marcham Road interchange, which is now emerging as a much better location.	Specific/more detailed infrastructure improvements will be addressed by the travel plan and Transport Assessment that will accompany the planning application for the site. There will be an opportunity to comment on the specific package of mitigation measures set out in the Transport Assessment as part of the planning application process.	
178354290	Access to sports facilities	<p>Concerned about access to sports facilities for those without access to a car.</p> <p>Provide bus service to the White Horse Leisure centre via Tilsley Park.</p>	Part 5 (Paragraphs 5.85 – 5.86 and 5.92 – 5.93) sets out the standards for leisure and open space that the development is expected to meet, and bullet 1 of SDR6 requires that these spaces are provided by the developer.	

Name/ Organisation/ Comment ID	Category	Comment Summary	Officer Response	Proposed Modification
			<p>The Site Development Template from the Local Plan Part 2 (reproduced at Appendix 1 of the SPD) requires the developer to contribute to bus frequency enhancements ensuring high frequency services to Abingdon and Oxford. This is echoed in bullet 10 of SDR4. The specific frequency enhancement measures will be identified in the Transport Assessment as part of the planning application process. There will be an opportunity to comment on the specific package of measures set out in the Transport Assessment as part of the planning application process.</p>	
178360653	Location of development	Proposed development is not in line with the Government's 'levelling up' agenda. Housing should be provided where the demand for work already exists.	Part 2 of the Vale of White Horse Local Plan allocates the Dalton Barracks Strategic Allocation for a mixed-use development including 1,200 homes. The suitability of the site for development was assessed during the plan-making process and examined	

Name/ Organisation/ Comment ID	Category	Comment Summary	Officer Response	Proposed Modification
			by an independent examiner. The role of the SPD is to provide further detail to the policies in the Local Plan to help deliver the mixed-use community envisaged for the site.	
178360653	Housing need	The occupation of empty housing, refurbishment of derelict properties and in-filling and reuse of brownfield sites should be considered first before open spaces are used.	Part 2 of the Vale of White Horse Local Plan allocates the Dalton Barracks Strategic Allocation for a mixed-use development including 1,200 homes. The suitability of the site for development was assessed during the plan-making process and examined by an independent examiner. The role of the SPD is to provide further detail to the policies in the Local Plan to help deliver the mixed-use community envisaged for the site.	
178360653	Housing standards	Concerned about the delivery of poorly designed, badly built, overpriced and unsustainable houses. Specifically, the efficiency of the fabric, the use of fossil fuels and achieving 'passive' building standards, which would remove the need for heating completely.	Part 5 (Paragraphs 5.8 – 5.9) recognises the importance of the development at the Dalton Barracks Strategic Allocation achieving net zero operational carbon. Bullet 1 of SDR1	

Name/ Organisation/ Comment ID	Category	Comment Summary	Officer Response	Proposed Modification
			<p>requires the developer to seek to achieve net zero operational carbon by using 100% renewable energy sources the highest levels of fabric efficiency. SDR1 also includes many other requirements that seek to deliver a sustainable development and additional guidance is set out in Part 6 at DG1.</p>	
178360653	Infrastructure	<p>Concerned that the required infrastructure would be insufficient, of poor quality and either delivered late or never.</p>	<p>The Local Plan and SPD require a range of infrastructure to be provided and/or improved/enhanced by the development that will benefit both the new community and existing communities. This includes health and community facilities, a primary school and sustainable transport measures.</p> <p>The details of this infrastructure will be set out as part of the planning application. There will be an opportunity to comment on the specific package of measures</p>	

Name/ Organisation/ Comment ID	Category	Comment Summary	Officer Response	Proposed Modification
			as part of the planning application process.	
178360653	Character and function	<p>Concerned about the delivery of another sprawling, soulless 21st century dormitory estate rather than not a thriving community.</p> <p>Development should preserve communities and the local environment for future generations.</p> <p>Proposal is not fit for purpose.</p>	<p>The aim of the SPD is to provide guidance to help deliver the new mixed-use community envisaged for the site that will include on-site services and facilities, including education provision, a local centre, and local opportunities for employment; and ensure excellent public transport, cycle way and footpath connections. This is set out at paragraph 1.7. Core Policy 8b requires the development to follow Garden Village principles and the Site Development Template requires the delivery of a two-form entry primary school. The requirements at SDR3 should support the delivery of a vibrant local centre. These include exploring the potential to deliver a community centre to meet the needs of the existing and future communities and allowing the</p>	

Name/ Organisation/ Comment ID	Category	Comment Summary	Officer Response	Proposed Modification
			continued running of existing community activities.	
178364001	Housing need	Is more development necessary given the large amounts of development around Abingdon and between Abingdon and Drayton?	Part 2 of the Vale of White Horse Local Plan allocates the Dalton Barracks Strategic Allocation for a mixed-use development including 1,200 homes. The suitability of the site for development was assessed during the plan-making process and examined by an independent examiner. The role of the SPD is to provide further detail to the policies in the Local Plan to help deliver the mixed-use community envisaged for the site.	
178364001	Cycling	Provide designated cycle track	See response to 177497221	
178366949	Cycling	It would be a shame to lose the existing facility.	See response to 177497221	
178369413	Cycling	Opportunities and challenges section of the SPD fails to recognise the well-established and successful series of cycling races that take place.	See response to 177497221	

Name/ Organisation/ Comment ID	Category	Comment Summary	Officer Response	Proposed Modification
		<p>Encourage exercise, youth to take part in sport and aggregation of community.</p> <p>Allow development of cycling skills away from open roads.</p> <p>Supports SPD vision to 'build a healthy and sustainable community'.</p> <p>The proposed development, without an alternative or replacement would destroy the already existing thriving community of cyclists.</p> <p>Suitable venues for closed-circuit races are not very common in the south of England.</p> <p>Nearest alternative is central London, which would require car travel and increase pollution.</p> <p>Supports promotion of alternative forms of transport, especially to younger members of the community.</p>		
178371742	Cycling	<p>Abingdon Race Team</p> <p>Provide a cycling facility alongside restaurants and coffee shops, and housing. This would create a revenue opportunity as well as a community facility. It would help to get more people involved in sport, even more so than the current facility.</p>	See response to 177497221	

Name/ Organisation/ Comment ID	Category	Comment Summary	Officer Response	Proposed Modification
		Opportunity for children to ride in a safe area away from traffic.		
178377287	Cycling	Provide dedicated space to hold cycling races.	See response to 177497221	
178377618	n/a	No response submitted.	n/a	n/a
178155692	Green Belt	Proposal and the removal of the Green Belt is not in the best interests of locals and the surrounding area.	Part 2 of the Vale of White Horse Local Plan allocates the Dalton Barracks Strategic Allocation for a mixed-use development including 1,200 homes and removed the site and some additional land from the Green Belt. The suitability of the site for development and the need to remove land from the Green Belt was assessed during the plan-making process and examined by an independent examiner. The role of the SPD is to provide further detail to the policies in the Local Plan to help deliver the mixed-use community envisaged for the site.	

Name/ Organisation/ Comment ID	Category	Comment Summary	Officer Response	Proposed Modification
178391286	Cycling	<p>Provide cycling racing circuit on unused section of Airfield.</p> <p>Confidence and skills building sessions are not possible on open roads.</p>	See response to 177497221	
178398387	Cycling	<p>Loss of the cycling facilities at Dalton Barracks would be a disaster for the cycling community.</p> <p>Brings people from the local community together and from further afield.</p>	See response to 177497221	
178317033	Dalton Barracks Strategic Allocation	Broadly supportive of Dalton Barrack's Strategic Allocation. When considered with the potential offered by the wider site's Garden Village status, it offers an unparalleled opportunity to fulfil much of the Vale's new housing need over the coming decades.	Noted.	
178317033	Character and Design	Reserve small amount of site for an international design and build competition. To avoid estate of identikit houses, command media interest and scrutiny and put the development on the map.	In Part 5 of the SPD, SDR2 sets the requirements for delivering exemplar, and highly sustainable homes. This includes providing a range of housing types, tenures and sizes and a variety of densities. DG4 also contains guidance on how to create a positive and distinctive character with a balanced urban form and richness.	

Name/ Organisation/ Comment ID	Category	Comment Summary	Officer Response	Proposed Modification
178317033	Wider Garden Village (Part 2)	<p>The SPD site should not be considered in isolation. Due consideration should be given (in Part 2) to how the wider Dalton Barracks site will be developed as a Garden Village. For example: repurposing the massive aircraft hangers in the north of the site into an arts centre, music venue, theatre, or museum.</p>	<p>The SPD relates to the Dalton Barracks Strategic Allocation site area and not the whole of the Garden Village, as the Garden Village was not allocated for development in the adopted Local Plan. As the Strategic Allocation forms part of the Garden Village, it is important that the new development reflects the Garden Village status of this area.</p> <p>The process for considering the development of the larger Garden Village site, which has an overall capacity of around 4,500 homes and other supporting land uses over the longer term, will take place through the preparation of future development plans. This is set out at the beginning of the SPD on page 7.</p>	
178433262	Cycling	<p>Abingdon Race Team</p> <p>Retain cycle races as part of future development.</p>	See response to 177497221	

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178471385	Traffic congestion (cycling and public transport)	<p>Concerned about the amount of new traffic accessing the site from the west and north west, particularly on the Faringdon Road through Gozzards Ford.</p> <p>Already heavy traffic on this route (used when the A34 is congested) and used as a short cut to A338 (A34) and A420.</p> <p>These roads should have dedicated cycling lanes and 30 mph speed limits.</p> <p>Barrow road is used at school drop off/pick up. Need to consider existing users as well as residents of new development.</p> <p>Better public transport links are needed to Oxford and the rail stations at Didcot and Oxford. They should consider the needs of the existing community as well as the occupants of the new development.</p>	<p>Part 5 (Paragraph 5.49) of the SPD recognises that there are local concerns regarding existing traffic congestion in the surrounding area that need to be understood and mitigated, where appropriate. Issues regarding traffic flows and potential congestion will be addressed by the travel plan and Transport Assessment that will accompany the planning application for the site. Key highway infrastructure improvements are identified in the SPD. There will be an opportunity to comment on the specific package of mitigation measures set out in the Transport Assessment as part of the planning application process.</p> <p>Part 5 (Paragraph 5.52) recognises that the development must deliver excellent public transport, walking and cycling connections. More details regarding this are set out from</p>	<p>Text added to Part 1 of the SPD to clarify the role of the Transport Assessment in the planning application process and the opportunity to comment on a detailed package of mitigation measures at this stage.</p> <p>(See M7).</p> <p>Add bullet to SDR4 requiring the enhancement of existing and provision of new walking and cycling routes.</p> <p>(See M61).</p> <p>Modify text at paragraph 5.58 to clarify that the enhancements listed are not inclusive and may need further investigation.</p> <p>(See M52).</p>

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			paragraph 5.53 to 5.64. This includes upgrading the cycle route to Radley and Oxford Train Stations; contributing to bus frequency enhancements to Abingdon and Oxford; and contributing towards new high-quality bus services to major employment sites.	
178473929 Cowley Road Condors Cycling Club	Cycling	<p>Cowley Road Condors – attend crit races (ART) and cyclocross races (Take3Tri)</p> <p>Nearest alternatives: Hillingdon and Odd Down</p> <p>Note: using Dalton Barracks does not require car transport. They ride to and from Oxford to race.</p> <p>Racing on open roads is dangerous.</p> <p>Provision for cycle racing.</p>	See response to 177497221	
178507066	Whole Document	Very long and somewhat repetitive. Vague language used such as ‘explored’, ‘considered’ and ‘planned’. Not a lot of detail to support general design principles. Difficult to give meaningful feedback.	Noted.	
178507066	Traffic congestion	Concerned about traffic through Marcham, air quality and sound pollution. Traffic queues to the roundabout connecting Marcham and Abingdon	Part 5 (Paragraph 5.49) of the SPD recognises that there are local concerns regarding	Text added to Part 1 of the SPD to clarify the role of the Transport

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	(air and sound pollution)	<p>to the A34. Already impossible to turn right on the road from the Barracks to the A420 to Marcham, exit the Marcham interchange and join the Abingdon roundabout at rush hour.</p> <p>Adding 1200 homes (2400 cars) will make this worse. Suggested mitigation, such as air quality needing to be addressed and updates to the Frilford junction are vague. What is proposed for the T-junction on the road from Gozzards Ford to Abingdon/Marcham and the roundabout?</p>	<p>existing traffic congestion in the surrounding area that need to be understood and mitigated, where appropriate. Issues regarding traffic flows and potential congestion will be addressed by the travel plan and Transport Assessment that will accompany the planning application for the site. There will be an opportunity to comment on the specific package of mitigation measures set out in the Transport Assessment as part of the planning application process.</p> <p>Bullet 9 of the SPD also repeats the requirements of the Dalton Barracks Site Development Template, requiring the developer to address air quality issues within Marcham. Development Policy 26 of the Local Plan also requires development proposals to demonstrate that they are minimising any</p>	<p>Assessment in the planning application process and the opportunity to comment on a detailed package of mitigation measures at this stage.</p> <p>(See M7).</p>

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			impacts associated with air quality.	
178507066	Community events	Attended many community events at the Barracks e.g., fireworks display, air shows, car boot sales. It will be devastating if this popular social and community space is removed.	The SPD vision includes both a vibrant local centre and network of high-quality green spaces. The developer is required to deliver the latter by bullets 2 and 4 of SDR5. Although more reference could be made to the existing community events within Part 3 of the SPD and the SPD could seek to encourage the delivery of open space that can accommodate community events.	<p>Add paragraph to Part 3 setting out current uses taking place at the Dalton Barracks Strategic Allocation or wider MOD site.</p> <p>(See M15).</p> <p>Expand paragraph 5.31 to make specific reference to designing the Local Centre to accommodate community events.</p> <p>(See M44).</p> <p>Add bullet to SDR3 to make specific reference to designing the Local Centre to accommodate community events.</p> <p>(See M48).</p> <p>Add new paragraph to make specific reference to designing part of the</p>

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				<p>open space to accommodate community events.</p> <p>(See M75).</p> <p>Add bullet to SDR6 to make specific reference to designing part of the open space to accommodate community events.</p> <p>(See M80).</p>
178507066	Biodiversity	Concerned about biodiversity but recognises there are provisions in the SPD.	Noted.	
178507066	Flooding	Concerned about flooding but recognises there are provisions in the SPD.	Noted.	
178507066	Settlement merging	Concerned about the merging of Abingdon and the surrounding villages but recognises there are provisions in the SPD.	Noted.	
178507066	Green Belt	Against building on Green belt land.	Part 2 of the Vale of White Horse Local Plan allocates the Dalton Barracks Strategic Allocation for a mixed-use development including 1,200 homes and removed the site and some additional land from	

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			the Green Belt. The suitability of the site for development and the need to remove land from the Green Belt was assessed during the plan-making process and examined by an independent examiner. The role of the SPD is to provide further detail to the policies in the Local Plan to help deliver the mixed-use community envisaged for the site.	
178517182	Cycling	Provide cycle circuit. No alternatives that are accessible by bike.	See response to 177497221	
178518879	Traffic congestion	Concerned about traffic congestion during development of the site and resulting from 1200 new homes. Existing road network can barely cope and will not cope with the disruption that occurs when housing development takes place. There needs to be thorough plans setting out how traffic problems will be mitigated during the construction phase and once the development is complete. This should take account of school term dates and road closures should be coordinated with periods when schools are closed for holidays or half terms. This needs to	Part 5 (Paragraph 5.49) of the SPD recognises that there are local concerns regarding existing traffic congestion in the surrounding area that need to be understood and mitigated, where appropriate. Issues regarding traffic flows and potential congestion will be addressed by the travel plan and Transport Assessment that will accompany the planning application for the site. There	Text added to Part 1 of the SPD to clarify the role of the Transport Assessment in the planning application process and the opportunity to comment on a detailed package of mitigation measures at this stage. (See M7).

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		<p>be properly addressed and planned for before any development takes place.</p> <p>Cannot rely on cycling and public transport facilities as the frequency of buses from the surrounding villages into Abingdon and Oxford have been curtailed significantly.</p>	<p>will be an opportunity to comment on the specific package of mitigation measures set out in the Travel Assessment and their timings as part of the planning application process.</p> <p>Part 5 (Paragraph 5.52) recognises that the development must deliver excellent public transport, walking and cycling connections. More details regarding this are set out from paragraph 5.53 to 5.64. This includes upgrading the cycle route to Radley and Oxford Train Stations; contributing to bus frequency enhancements to Abingdon and Oxford; and contributing towards new high-quality bus services to major employment sites.</p>	
178568216	Cycling	The word cycling is mentioned a total of 41 times throughout the draft SPD, it's incredible to see that so much thought is given to making the development cycling friendly.	See response to 177497221	

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178568216	Cycling Page 47	Provide new cycling circuit (to north of proposed area) Encourages people to get active and be involved with the wider cycling community.	See response to 177497221	
178601316	Cycling	Provide purpose-built circuit/cycle venue (NE corner of site)	See response to 177497221	
178614505	Cycling	Abingdon Race Team/Mark Harvey Provide closed circuit for cycling racing and training (2-3km)	See response to 177497221	
178655499 Sutton Courtenay Parish Council	Traffic congestion	Concerned about the traffic impact on the surrounding area, including Sutton Courtenay. The village is already heavily congested at peak times (used when the A34 is congested).	Part 5 (Paragraph 5.49) of the SPD recognises that there are local concerns regarding existing traffic congestion in the surrounding area that need to be understood and mitigated, where appropriate. Issues regarding traffic flows and potential congestion will be addressed by the travel plan and Transport Assessment that will accompany the planning application for the site. There will be an opportunity to comment on the specific package of mitigation	Text added to Part 1 of the SPD to clarify the role of the Transport Assessment in the planning application process and the opportunity to comment on a detailed package of mitigation measures at this stage. (See M7).

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			measures set out in the Transport Assessment as part of the planning application process.	
178706173	Cycling	<p>Airfield has been site for organised cycle racing, both closed circuit and cycle cross. Danger this venue will be lost. Local events play important part for future development of sports and cycling. Venue used for training in a safe place. Organised by local clubs and governed by British Cycling.</p> <p>Establishment of outdoor velodrome or at the least leaving some existing track would be welcomed and well used. Alternatives in Hampshire or Northamptonshire, loss of site would be detrimental to local community</p>	See response to 177497221	
178736454 Sport England	Cycling	Lack of information on existing cycling events which take place on site. Abingdon Race Team regularly hires part of site. District council to address the relocation of the cyclists or accommodate them in the scheme. If this does not happen, Sports England will object to any application on site which would be in conflict with paragraph 99 of NPPF.	See response to 177497221	

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178736454 Sport England	Sports Facilities	Acknowledges the need for indoor and outdoor sports facilities. Concerned that standards being promoted are not robust. Adopted Playing Pitch Study is dated and may not be appropriate now. May be better to provide off-site sports provision. If playing pitch study and built facilities strategy is reviewed, the actual provision required should be based on these updates.	Part 5 (Paragraphs 5.86 and 5.92) of the SPD refers to the current standards used in the district to deliver indoor and outdoor sports facilities. These are from Appendix K of the Local Plan and are based on the most up-to-date evidence. However, it would be prudent to mention the possibility of these studies being updated, as referenced in paragraph 3.288 of the Local Plan Part 2.	Amend bullet 1 of SDR6 to refer specifically to sports facilities and playing pitches. (See M79). Text added referencing the need to use the most recent and up-to-date studies to inform proposals. (See M74). Modify paragraph 5.92 and remove tables from SPD - instead include references to Appendix K of LPP2. (See M76).
178736454 Sport England	Active Design Guidance	Encourages Vale to consider using Sport England's Active Design as a key design document when designing the layout. Active design is a combination of 10 principles that promote activity, health and stronger communities. In partnership with Public Health England, sport England have produced the active design guidance. This builds on original	Noted.	Add Sport England's Active Design guidance to Part 4 of the SPD. (See M31).

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		objectives of improving accessibility, enhancing amenity and increasing awareness.		
178918193 Soha	Zero Carbon Homes	Supports the proposed environmental credentials of the scheme. Recently made decision to develop zero carbon homes. Applaud the attempt and encourage to adopt this approach on all homes delivered via S106 agreements.	Noted.	
178918193 Soha	Affordability	<p>Concern with affordability of homes on site. House prices in Vale are on average approx. 12 times annual household income and market rents even in Didcot which is 40% of household income. Abingdon is likely to be worse.</p> <p>If Affordable Rent properties are to be delivered on site via S106 agreements, an opportunity will be missed. Recommends that social rented properties are more affordable as the rents are closer to 50-60% of open market levels. Affordable rents are set at 80% of open market levels and does not address affordability issues.</p>	Core Policy 24 of the Local Plan sets out the Council's affordable housing policy. This requires a 75:25 split for rented (either social or affordable) and intermediate housing respectively. The SPD cannot introduce new planning policies into the development plan and, therefore, cannot require a specific proportion of affordable rent. The Council have recently published a note on First Homes, as this Government requirement was introduced following the adoption of the Local Plan.	

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179037606 Oxfordshire Cycling Network	Update to guidance	<p>Cycling Design standards have been superseded by LTN 1/20.</p> <p>County's residential road design guide has been superseded by County's Street Design Guide as of September 2021. New document references Manual for Streets, LTN 1/20 and other up-to-date standards.</p> <p>Transport for New Homes reports are not detailed guidance but identify problems with recent developments and sets out solutions. Many of these are incorporated into approach in SDR.</p>	The OCC Cycling Design Standards remain valid and should be considered alongside LTN 1/20. They are due to be reviewed later this year.	
179037606 Oxfordshire Cycling Network	Net Zero Operational Carbon	Supports these principles. Assume this refers to CO2 rather than solid carbon.	Noted.	
179037606 Oxfordshire Cycling Network	Density	Supports principles set in SDR2, particularly the '20-minute neighbourhood' principle. Densities should be higher to maximise walking and cycling on site. Suggests as much as 80 taking the lead from Vauban in Freiburg and City in Leeds Climate Innovation District.	<p>Noted.</p> <p>To provide more flexibility and ensure that development at Dalton Barracks makes efficient use of land with an amount and mix of development and open space that optimises density. Reference to specific densities for 'higher' and 'medium'</p>	<p>Remove references to specific densities for 'higher' and 'medium' density parts of the site in DG2.</p> <p>(See M88)</p>

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			density parts of the site have been removed from DG2.	
179037606 Oxfordshire Cycling Network	Cycling routes	<p>Support cycling and walking routes identified. Happy to see attention being paid to links outside the development line.</p> <p>Due to distance, cycling will be more practical outside the development. E-scooters may also feature in future.</p> <p>Essential that these routes are continuous and high quality to key destinations.</p> <p>Route via Public Right of Way should be connected southwards to a route via Mons Way, Ypress Way or Fieldside Way/Wildmoor Gate to Larkhill Road/Burycroft. This would give connections through to Wootton Road near the college and John Mason School and park crescent. On A415, the paths and crossings need improving for cycling and walking from the road that connects Barrow Road to and across the A34 roundabout.</p> <p>Junction between the road that connects to Barrow Road and A415 should not be a high-speed large roundabout. Could be a compact roundabout or signalised junction. Large</p>	<p>Part 5 (Paragraph 5.52) recognises that the development must deliver excellent public transport, walking and cycling connections. More details regarding this are set out from paragraph 5.53 to 5.64. This includes improvements to routes within Shippon, routes to Wootton and routes to Abingdon. These improvements should be delivered to the highest quality, prioritising pedestrian and cyclists, and in accordance with guidance set out in DfT Local Transport Note 1/20.</p> <p>Although to date much work has been undertaken to consider off-site walking and cycling improvements, more work is still to take place on these matters. As such, the creation of new (and</p>	

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		roundabout is intimidating and dangerous for people walking and cycling.	improvement of existing) off-site walking and cycling routes will be further considered as part of the transport assessment. There will be an opportunity to comment on the specific package of mitigation measures set out in the Transport Assessment as part of the planning application process.	
179037606 Oxfordshire Cycling Network	Car use	On development, layout should be designed to reduce car use. Car journeys should be circuitous and slow. Parking should be distant from homes and shops. Centre Parcs is a model. Significant safety and health benefits to this approach.	Core Policy 8b of the Local Plan requires the development to be delivered in accordance with the requirements of a travel plan and make necessary contributions in order to implement sustainable transport initiatives, including minimising car usage and increasing public transport, walking and cycling. The SPD sets out similar, more detailed requirements at bullets 1, 2 and 3 of SDR4. Bullet 13 of SDR4 requires a range of well-designed parking options for residents and visitors to the school, local centre, and	

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			community facilities, where necessary so as not to encourage car-use. More detailed guidance on well-designed parking is given at bullets 3 to 14 of DG7.	
179037606 Oxfordshire Cycling Network	Access to sports facilities	Table of sporting facilities is defined by drive times. This is poor practice and is not inclusive of the 25% of households that do not have access to cars, and it encourages car-centric thinking when it is clear from Climate Change committees and other scientific analysis that we need to reduce car use to avoid the worst climate disasters.	Part 5 (Paragraphs 5.86 and 5.92) of the SPD refers to the current standards used in the district to deliver indoor and outdoor sports facilities. These are the most up-to-date standards set out in Appendix K of the Local Plan. The suitability of standards was assessed during the plan-making process and examined by an independent examiner. The role of the SPD is to provide further detail to the policies in the Local Plan	Modify paragraph 5.92 and remove tables from SPD - instead include references to Appendix K. (See M76). Text added referencing the need to meet any updated leisure and open space standards identified. (See M74).
179040692	Net Zero Carbon	Supports the approach to deliver net zero whole life carbon. Could be achieved by optimising the passive design through layout and building orientation, maximising on-site renewable energy generation and using materials that minimise energy waste.	Noted. Bullet 2 of SDR1 requires the developer to optimise passive design. Bullet 3 requires the developer to maximise on-site renewable energy generation and bullet 4 requires the developer to use	

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			materials that minimise energy waste.	
179040692	Cycling and Walking Access	Shared cycling and pedestrian access should be prioritised, without the planting of spiny plants alongside as this makes them impossible to use following pruning/hedge cutting.	Bullet 2 of SDR4 requires the developer to design the development, including the detailed design of highways, footways and cycleways to prioritise walking, cycling and public transport and the most attractive forms of local transport, and to minimise car usage.	
178414985	General	Presented with document full of worthy ideals and many words. Underpinning this is the work of the community. Community comes about via a feeling of safety and over a long-time frame. Questions about how safety will be guaranteed if no knowledge of the neighbourhood and previous experiences.	Core Policy 37 of the Local Plan requires all proposals for new development to be of a high-quality design that creates safe communities and reduces the likelihood and fear of crime. It also requires well managed and maintained public areas that are overlooked to promote greater community safety. Part 5 of the SPD (Paragraphs 5.32 – 5.34) recognises the importance of community	

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			buildings. The Dalton Barracks Site Development Template only requires a contribution towards improvements to existing community facilities. However, bullet 1 of SDR3 in the SPD requires the developer to explore the potential to deliver a community centre or similar facility to meet the needs of the existing and future communities and allowing the continued running of existing community activities.	
178414985	SPD format - Images	<p>Document includes picture which promote ideals and leave anyone with a feeling of deep malaise.</p> <p>Recent developments in Didcot for example are uninteresting and do not represent the images in the document. These plans are not helpful to those with mental health problems.</p>	Most of the images used in the SPD are local examples from Oxfordshire, Buckinghamshire, and Swindon. They include examples of recently built garden communities. Several of the images used are of Great Western Park in Didcot.	
178414985		Young people need a place to live where the infrastructure supports them and the planting of a few bushes and trees does not necessarily excite or indulge a desire to make a space to be taken care off. Without the time and energy of those living in these developments, the	The Local Plan and SPD require a range of infrastructure to be provided and/or improved/enhanced by the development that will benefit both the new	

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		<p>developments become a steppingstone for people wanting bigger and better things.</p> <p>Discusses tick boxing exercise for government and profits for developers. If council thinks that building a box with drive for a car, an aerial for a tv and a few bushes and trees, and it's sorted is a delusional way of thinking.</p>	<p>community and existing communities. This includes health and community facilities, a primary school and sustainable transport measures. The details of this infrastructure will be set out as part of the planning application. There will be an opportunity to comment on the specific package of measures as part of the planning application process.</p> <p>Part 5 (Paragraphs 5.96 – 5.102) of the SPD promotes long term stewardship as a key Garden Village principle and bullets 1 and 2 of SDR7 require the developer to establish a model of long-term stewardship and community governance as well as prepare a Community Maintenance and Management Plan to address the long-term maintenance of community assets.</p>	

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178414985	Traffic congestion	Surrounding community will be impacted by many new homes. Extra traffic will cause issues in rush hour or school runs. Roads through Marcham, along Frilford towards Abingdon are insufficient for increase in traffic and using A34 in either direction is risky. Building wider roads will make the area fall within the definition of a suburb. Road noise already pretty incessant along these roads.	Part 5 (Paragraph 5.49) of the SPD recognises that there are local concerns regarding existing traffic congestion in the surrounding area that need to be understood and mitigated, where appropriate. Issues regarding traffic flows and potential congestion will be addressed by the travel plan and Transport Assessment that will accompany the planning application for the site. There will be an opportunity to comment on the specific package of mitigation measures set out in the Transport Assessment as part of the planning application process.	Text added to Part 1 of the SPD to clarify the role of the Transport Assessment in the planning application process and the opportunity to comment on a detailed package of mitigation measures at this stage. (See M7).
178414985	Climate Change	Contrary to the current concerns coming out of Glasgow COP.	Part 5 (Paragraphs 5.8 – 5.9) recognises the importance of the development at the Dalton Barracks Strategic Allocation achieving net zero operational carbon. Bullet 1 of SDR1 requires the developer to seek to achieve net zero operational carbon by using 100%	

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			<p>renewable energy sources the highest levels of fabric efficiency. SDR1 also includes many other requirements that seek to deliver a sustainable development and additional guidance is set out in Part 6 at DG1.</p> <p>Bullet 12 of SDR5 requires the developer to maximise biodiversity net gain, with a minimum 10% biodiversity net gain.</p>	
178414985	Impact on Birds	<p>Residents are being desensitized by these decisions. A future of artificial bird sound from loudspeakers to fill the space between tyre noise. Questions what the plans are to plant trees chosen by birds.</p> <p>Plan seems to think that protecting small areas will suffice. Birds chose areas where they can be heard to search for their mates. By thinking that birds won't be affected by new community is naive.</p> <p>Birds and humans share a concept of wellbeing and the natural word despite humans' best effects to demolish previous knowledge. Convinced suggested benefits of these plans</p>	<p>Part 3 of the SPD recognises that there are several designated wildlife sites close to the site, and the SPD focuses on the areas of greatest significance – Cothill Fen Special Area of Conservation, Dry Sandford Pit SSSI and Barrow Farm Fen SSSI. Core Policy 8b of the Local Plan and the Site Development Template require that there are no adverse impacts on these sites. This is repeated and emphasised within the SPD. 30 hectares of</p>	<p>Amend paragraph 3.25 to clarify that there is opportunity to comment on the findings of the surveys and proposed mitigation measures as part of the planning application process.</p> <p>(See M26).</p> <p>Text added to Part 1 of the SPD to clarify the role of the species surveys in the planning application process and the</p>

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		are anything close to an outcome that could provide wellbeing for existing and new residents.	significant alternative natural greenspace (SANG) is required to mitigate potential recreational impacts on these areas. Part 3 of the SPD also recognises that other habitats and a variety of protected and priority species have been recorded on the site. The Site Development Template requires mitigation to be considered against any adverse effects on priority habitat species. This will be identified through survey work undertaken as part of the planning application process. There will be an opportunity to comment on the survey work and proposed mitigation as part of this process.	opportunity to comment on a detailed package of mitigation measures at this stage. (See M7).
178414985	Dalton Barracks Strategic Allocation	Requests that by going back to the drawing board should happen with a more conscious approach to what makes a community work. Building boring buildings, made of cheap materials and simply parachuting in a bunch of people only helps evolution work out what works and what does not. There is already sufficient data for this.	Part 2 of the Vale of White Horse Local Plan allocates the Dalton Barracks Strategic Allocation for a mixed-use development including 1,200 homes. The suitability of the site for development and the need to remove land from the Green Belt was assessed	

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		<p>Basis for plans make huge assumptions whilst ticking a set of rational boxes to make the plans to be passed. In reality it shows another throw of the dice.</p> <p>Requests for planners to show some humility before making grand plans. Making these sites overwhelming is excessive and ultimately degrades what is already here. It will not replace what is here no matter how many trees are planted.</p>	<p>during the plan-making process and examined by an independent examiner. The role of the SPD is to provide further detail to the policies in the Local Plan to help deliver the mixed-use community envisaged for the site.</p>	
179087199 Collaborative Housing on behalf of Community Led Housing	Stewardship	<p>Garden Village principles regarding long term stewardship are important but difficult to deliver. Especially an approach that puts community at heart of development. Last year collaborative housing produced report for Salt Cross Garden Settlements. Provide link to document.</p> <p>Setting up a community based, and democratically controlled organisation is best way to ensure the assets are steward for benefit of community. Could include transferring community assets.</p> <p>Self or custom build or cohousing neighbourhoods and housing association could be good concepts to do to involve the community in designing and managing their own homes and in the wider design and placemaking the schemes.</p>	<p>Part 5 (Paragraphs 5.96 – 5.102) of the SPD promotes long term stewardship as a key Garden Village principle and bullets 1 and 2 of SDR7 require the developer to establish a model of long-term stewardship and community governance as well as prepare a Community Maintenance and Management Plan to address the long-term maintenance of community assets.</p> <p>The Salt Cross Area Action Plan is a development plan document. The Dalton Barracks SPD can only</p>	

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		<p>Sets out examples:</p> <ul style="list-style-type: none"> • Climate Innovation District in Leeds. Land here has been transferred to community land trust. • Marmalade lane where a large area of development transferred for cohousing. • Kennet Garden Village where community land trust group have been catalyst for community engagements on the design and delivery of the site. <p>Vision in SPD for community control and long-term stewardship can be developed further. Volunteers to work on this to bring forward a stronger vision for the SPD.</p>	<p>supplement policies in a development plan document, in this case the Local Plan and St Helen Without and Wootton Neighbourhood Plan.</p> <p>Development Policy 1 of the Local Plan supports self and custom build, and bullet 8 of SDR2 requires the developer to provide opportunities to deliver them.</p>	
179193431	Shippon and the Green Buffer	<p>Lives close to the site so will be directly affected by the planning decisions made.</p> <p>Would be a shame if Shippon were to be swallowed up by a characterless housing development as has happened already in the county.</p> <p>Consider how the development will affect residents backing onto Dalton Barracks, Ref: Figures 3.6, 3.8 & 5.2. showing the "Shippon Green Buffer". This area has been broken & ends at the primary school & nursery, the school</p>	<p>The Shippon Green Buffer shown on the Development Framework reflects the green buffer indicated on the map on page 79 of the St Helen Without and Wootton Neighbourhood Plan. This map supports Policy SS5.2 of the Neighbourhood Plan that requires the delivery of an appropriate green buffer between the new development and Shippon to separate the</p>	

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		<p>playing field cannot be used as a substitute for the Shippon green buffer as this interrupts the green corridor & will stop the free movement of birds & wildlife. Would be better that the Shippon green buffer runs continuously from north to south - by moving the school boundary further west to the edge of the concrete hard standing. The school boundary would be more secure for staff & pupils, it will lessen the impact on the affected residents & give more privacy, will allow free movement of wildlife & increase trees & shrubs within the development, provide additional recreational space with the possibility of including a path/cycleway along its length which could connect Barrow road with Faringdon road.</p>	<p>Garden Village physically and visually from the surrounding settlements.</p>	
179193431	Housing densities	<p>Move away from cramming too many houses/buildings into the development, especially in the central areas.</p>	<p>Core Policy 23 of the Local Plan requires all new housing development to deliver a minimum density of 30 dwellings unless specific local circumstances indicate that this would have an adverse effect on the character of the area, highway safety or the amenity of neighbours. Higher densities are encouraged in locations where it will result in the optimum use of land, where there is good access to</p>	<p>Remove references to specific densities for 'higher' and 'medium' density parts of the site in DG2.</p> <p>(See M88)</p>

Name/ Organisation/ Comment ID	Category	Comment Summary	Officer Response	Proposed Modification
			<p>services and public transport routes.</p> <p>To provide more flexibility and ensure that development at Dalton Barracks makes efficient use of land with an amount and mix of development and open space that optimises density. Reference to specific densities for 'higher' and 'medium' density parts of the site have been removed from DG2.</p>	
179193431	Green spaces	<p>Increase the number of green spaces, linking them up with green corridors of trees & shrubs to allow the free movement of birds & wildlife, and hopefully in time increasing the numbers and diversity.</p> <p>Document showed photographs of some new developments within the county giving the impression that they look like this through the whole of their development, unfortunately this is not always the case, with houses being built by the edge of the road, without any green space, shrubs or trees to buffer them from the road traffic & in some cases no pathways to protect pedestrians. Need to include green buffers</p>	<p>The Development Framework shows key green links that should be established as part of the development. These are not necessarily all the green links that should be delivered as part of the development. As set out at bullets 1 and 2 of SDR5 the layout of the development should be driven by landscape from the outset with an interconnected network of multifunctional open space for all ages, including natural and semi-natural green and</p>	

Name/ Organisation/ Comment ID	Category	Comment Summary	Officer Response	Proposed Modification
		throughout the whole development, not just the outer, lower density areas.	blue infrastructure corridors. Furthermore, bullets 1 and 5 of SDR6 requires the development to provide multi-functional green corridors and to integrate circular walking, jogging and cycle routes along these green corridors throughout the development.	
179193431	Traffic and air pollution	Pay particular attention to the increase in road traffic/air quality & pollution that the development will bring. The local roads are already gridlocked at rush hour and school times.	Part 5 (Paragraph 5.49) of the SPD recognises that there are local concerns regarding existing traffic congestion in the surrounding area that need to be understood and mitigated, where appropriate. Issues regarding traffic flows and potential congestion will be addressed by the travel plan and Transport Assessment that will accompany the planning application for the site. Key highway infrastructure improvements are identified in the SPD. There will be an opportunity to comment on the specific package of mitigation measures set out in the Transport Assessment as part	

Name/ Organisation/ Comment ID	Category	Comment Summary	Officer Response	Proposed Modification
			of the planning application process.	
179193431	Climate change	<p>As seen at COP26 the world needs to act now to avert the effects of global warming. Pleasantly surprised that the plans have considered some of these (and other) concerns, including climate change & global warming and that they are trying to mitigate against these. However, planners need to go further and be more radical.</p> <p>To help reduce carbon dioxide levels, increase shaded areas & improve the living environment, the planners need to significantly increase the number of trees & shrubs they plan to plant.</p>	<p>Noted.</p> <p>Part 5 (SDR1) of the SPD requires the development to optimise passive design through landscaping. Further advice regarding this is provided in Part 6 of the SPD (see paragraphs 6.12-6.13).</p>	
179243475	Cycling	Support any plans for a designated, multi-discipline community cycle venue, open to all to be included as part of development.	See response to 177497221	
179241473 Cotswold Cycles	Cycling	Seen positive impact of a purpose made complex for whole of community to use in three other areas which have gone through redevelopment. The three include Liverpool, Manchester and Preston and another in Hillingdon.	See response to 177497221	

Name/ Organisation/ Comment ID	Category	Comment Summary	Officer Response	Proposed Modification
		Nothing between those up north and Hillingdon so this would bring the whole area and communities together for everyone's health and wellbeing now and in the future.		
177764031	Cycle infrastructure	Infrastructure must presume that walking and cycling are the principle means of transport. e.g., cycle lanes taking priority across junctions as in Europe	<p>Part 5 of the SPD (Paragraph 5.49) and bullet 1 of SDR4 require the developer to make the necessary contributions to implement sustainable transport initiatives, including minimising car usage and increasing the use of public transport, walking and cycling. Bullets 2 and 3 of SDR4 also require the developer to design a development that prioritises walking, cycling and public transport and provides a network of safe and attractive walking and cycling routes through the development and connecting with the surrounding area, including through Shippon to Abingdon and cycle routes to Radley Station and Oxford.</p> <p>Part 5 (Paragraphs 5.57 - 5.58) requires the developer to explore measures to improve</p>	

Name/ Organisation/ Comment ID	Category	Comment Summary	Officer Response	Proposed Modification
			<p>cycling facilities, including routes within Shippon, routes to Wootton and routes to Abingdon. These enhancements should be delivered to the highest quality and in line with DfT and OCC design standards.</p>	
177764031	Climate Change	<p>Should be clear that fossil fuels should not be used under any circumstances. Conflict between section 5.8 and 5.9 which states houses should be net zero and sections 6.14 and 6.17 which offer a let-out clause. This is not acceptable.</p> <p>Should state how renewable options are to be utilised.</p> <p>Reference should be made to use of community group looks and/or air source heat pumps for hot water and space heating. Should be explicitly stated that gas or oil fuelled systems must not be used.</p>	<p>The SPD cannot require the development to not use fossil fuels as this is not a policy requirement of the Local Plan.</p> <p>However, bullet 1 of SDR1 does require the developer to seek to achieve net zero operational carbon by using 100% renewable energy sources and the highest levels of fabric efficiency. Bullet 3 of SDR1 also requires the developer to maximise on-site renewable energy generation – generating all energy from on-site renewable sources, where possible.</p>	

Name/ Organisation/ Comment ID	Category	Comment Summary	Officer Response	Proposed Modification
179250183	Cycling	Cycling important to local community. Friends and families should enjoy cycling in a safe, closed environment. Consider allocating a portion of the development to a closed road cycling circuit.	See response to 177497221	
179251138	Cycling	Would like to see a designated multi-disciple community cycle venue. Would be enjoyed by cyclists within large catchment area	See response to 177497221	
179251684	Cycling	Would like to see a dedicated cycle venue to replace the races which was held at Dalton Barracks. Would be great community venue for dedicated cyclists and young cyclists.	See response to 177497221	
179253699	Cycling	Use space for greater good of community such as space for off road cycling. Currently used as a training groups for a couple of local sports club. Would be in local and wider Oxfordshire's community interest to have this as a recreational space to promote outdoor activities, sport and healthy living.	See response to 177497221	
179258437	Cycling	Site is a local opportunity for bicycle races with the university and local cycling club. Losing this would severely reduce the opportunities for females to race. Travelling to race is costly and Dalton is local and easy to access. Houses can be built elsewhere, why take away a facility that is loved by a community if you are	See response to 177497221	

Name/ Organisation/ Comment ID	Category	Comment Summary	Officer Response	Proposed Modification
		not prepared to replace it with a better area to race.		
179259134	Cycling	<p>Cycle racing at Dalton barracks a key part of the Oxfordshire cycling community, particularly in the development of girls and women's cycling which is massively underrepresented.</p> <p>A section of the land should be allocated to ART to support this side of the sport and promote healthy activity in the local community.</p>	See response to 177497221	
179259208	Cycling	<p>Main interaction with this site has been in taking part in bike racing and triathlon training.</p> <p>Thousands of different people (including adults of all ages and children from nearby and further afield) take part in these races. It would be damaging to lose access to this facility.</p> <p>The sporting value of the land should be preserved. Does not mean opposing developing but incorporating these uses into plans. A purpose-built venue to cater for the needs of road, cyclocross, bmx and freestyle cyclists would provide for the significant demand for these facilities and would showcase this area for cycling activity.</p>	See response to 177497221	

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		<p>Consider the needs of those making use of this area. This is an opportunity to ensure that they do not lose out, that their needs are fulfilled well, and that this area becomes known for great cycling facilities for all.</p>		
179263367	Principle and location of development	<p>Totally against this development - should be retained as an airfield.</p> <p>Airfields should be preserved for future generations and not become the future slums of the UK.</p> <p>Developments should be carried out on suitable infill sites and be in keeping with the area.</p>	<p>Part 2 of the Vale of White Horse Local Plan allocates the Dalton Barracks Strategic Allocation for a mixed-use development including 1,200 homes. The suitability of the site for development was assessed during the plan-making process and examined by an independent examiner. The role of the SPD is to provide further detail to the policies in the Local Plan to help deliver the mixed-use community envisaged for the site.</p>	
179263367	Traffic congestion	<p>Developments of this nature will have a devastating effect on the overcrowded roads around Oxford especially the A34 through Abingdon.</p>	<p>Part 5 (Paragraph 5.49) of the SPD recognises that there are local concerns regarding existing traffic congestion in the surrounding area that need to be understood and mitigated, where appropriate. Issues regarding traffic flows and potential congestion will</p>	<p>Text added to Part 1 of the SPD to clarify the role of the Transport Assessment in the planning application process and the opportunity to comment on a detailed package of</p>

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			<p>be addressed by the travel plan and Transport Assessment that will accompany the planning application for the site. There will be an opportunity to comment on the specific package of mitigation measures set out in the Transport Assessment as part of the planning application process.</p>	<p>mitigation measures at this stage.</p> <p>(See M7).</p>
The British Horse Society	Bridleways	<p>Welcomes the opportunity to create and improve connections to the local public rights of way network.</p> <p>The green space/parkland to the north and west of the garden village site have room to accommodate a public bridleway route. Need to design into this plan how the connections/links with the northern half of the site will work and their legal status.</p> <p>Includes 'Exploring the provision of new footpaths, cycleways and bridleways within the parkland'. Map does not show any indicative routes.</p> <p>The Masterplan shows proposed pedestrian and cycle paths connections to the more rural roads</p>	<p>Bullet 5 of SDR 4 requires the developer to explore the provision of new footpaths, cycleways, and bridleways within the parkland.</p> <p>Point regarding no access for equestrians and cyclists to Cothill Fen noted. However, as emphasised in bullet 16 of SDR4 the provision of these accesses needs to avoid any increased recreational pressure so the design will need to discourage pedestrian movement from these routes onto Cothill Fen SAC. This will be an important issue to be</p>	<p>Text added to Part 1 of the SPD to clarify the role of the Transport Assessment in the planning application process and the opportunity to comment on a detailed package of mitigation measures at this stage.</p> <p>(See M7).</p>

Name/ Organisation/ Comment ID	Category	Comment Summary	Officer Response	Proposed Modification
		<p>at Gozzard's Ford and Honeybottom Lane. This creates a loop (via Blackhorse Lane) on roads that are also used by equestrians. It should be noted that there is no access to Cothill Fen (SAC) for cyclists and equestrians.</p> <p>Increased use of the rural road network will impact on the safety of local riders who currently use those roads to access off-road riding routes. Would expect additional off-road routes to be provided in mitigation for all vulnerable road users, including equestrians, pedestrians and cyclists. Would be best achieved by dedicating those routes as Bridleways –successfully demonstrated in the Icknield Greenway, (between Wantage and Harwell Campus).</p>	<p>considered as part of the masterplanning process.</p> <p>Part 5 (Paragraph 5.49) of the SPD recognises that there are local concerns regarding existing traffic congestion in the surrounding area that need to be understood and mitigated, where appropriate. Issues regarding traffic flows and potential congestion will be addressed by the travel plan and Transport Assessment that will accompany the planning application for the site. There will be an opportunity to comment on the specific package of mitigation measures set out in the Transport Assessment as part of the planning application process.</p>	
179265306	Cycling	<p>Currently used as a cycle race circuit. Riders travel significant distances to race there. Would be disappointing if this was to be replaced with housing if an alternative wasn't also considered. No other race circuits in the area (closest being Bath/ London).</p>	See response to 177497221	

Name/ Organisation/ Comment ID	Category	Comment Summary	Officer Response	Proposed Modification
		Suggests a custom-built race circuit which could be built with the consultation of the current organisers of these events (Abingdon Race Team).		
179264619 Avison Young on behalf of National Grid	General	National Grid has no comments to make in response to this consultation.	Noted.	
179266402 The Coal Authority	General	Vale of White Horse District Council lies outside the defined coalfield and therefore the Coal Authority has no specific comments to make.	Noted.	
179266819 Scottish and Southern Electricity Networks	General	No comments to make.	Noted.	
179268583 Oxfordshire Clinical Commissioni ng Group	Health and healthcare provision	Welcomes the inclusion of Health in the planning for future developments within this area. Recognises that this will come with significant impact on current primary care (GP) services. Without primary care infrastructure funding services will not be able to be maintained at satisfactory levels.	Noted. The Site Development template for Dalton Barracks requires contributions towards improvements to the existing healthcare and other community facilities in the area.	

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		<p>Welcomes continued close working with VoWH planning colleagues as planning applications arise, as healthcare services in the area are already under considerable strain from new housing developments (built, approved, or planned).</p> <p>Note the inclusion of affordable housing (p.46) and would like key worker housing to be considered as this supports local practices and provides Trusts' ability to secure staffing.</p> <p>Page 48 raises new Health Care provision - OCCG will continue to work with Planners and the Developers to ensure new residents can benefit from health care provision. It should be noted that this will require additional health care infrastructure funding, and perhaps an allocation of land to enable local service provision to continue in suitable accommodation.</p> <p>Page 50 refers to a Health Impact Assessment and this is welcomed.</p> <p>No mention of homeless, gypsy, traveller, or ethnic community provision, and this diversity within communities may need to be considered.</p> <p>Healthy place shaping envisaged for a garden community is welcomed with support for both physical and mental well-being of residents.</p>	<p>Part 5 (Paragraph 5.37) of the SPD also recognises that Policy INF6.2 of the St Helen Without and Wootton Neighbourhood Plan supports the development of new medical facilities for use by existing and future residents. This is reflected in bullet 3 of SDR3 that requires the developer to explore the potential to provide new medical facilities as part of the masterplanning process.</p> <p>Core Policy 8b does not require the provision of any gypsy and traveller pitches as part of the development. The housing needs of gypsies, travellers and travelling showpeople are addressed by Core Policy 27 of the Local Plan.</p>	

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		<p>OCCG values the strong relationships and dialogue between both the South and Vale District Council Planning departments, and welcome continued meetings to discuss issues which arise.</p>		
179268378	Loss of aviation facility	<p>The nation is forcing general aviation into fewer places to operate from.</p> <p>Only the military that will be moving out in 2024/25. Huge scope for civilian operators to operate successfully from this site. Currently a civilian gliding operation that exists on site.</p> <p>We will never get these sites back. Understand the need for more houses, we also require large sites for operations like gliding schools, power flight training schools, flying clubs, etc. Training grounds for future pilots, aeronautical engineers, mechanical engineers, architects. They teach young people confidence, teamwork, coordination, professionalism, organisation.</p> <p>Another excellent facility will be destroyed for future inhabitants of the area.</p>	<p>Part 2 of the Vale of White Horse Local Plan allocates the Dalton Barracks Strategic Allocation for a mixed-use development including 1,200 homes. The suitability of the site for development was assessed during the plan-making process and examined by an independent examiner. The role of the SPD is to provide further detail to the policies in the Local Plan to help deliver the mixed-use community envisaged for the site.</p>	

Name/ Organisation/ Comment ID	Category	Comment Summary	Officer Response	Proposed Modification
179268378	Traffic Congestion	The location is wrong. Houses typically have two vehicles so potentially proposing 2400 vehicles going to work on the A34 from an already busy junction.	<p>Part 2 of the Vale of White Horse Local Plan allocates the Dalton Barracks Strategic Allocation for a mixed-use development including 1,200 homes. The suitability of the site for development was assessed during the plan-making process and examined by an independent examiner. The role of the SPD is to provide further detail to the policies in the Local Plan to help deliver the mixed-use community envisaged for the site.</p> <p>Part 5 (Paragraph 5.49) of the SPD recognises that there are local concerns regarding existing traffic congestion in the surrounding area that need to be understood and mitigated, where appropriate. Issues regarding traffic flows and potential congestion will be addressed by the travel plan and Transport Assessment that will accompany the planning application for the site. There</p>	<p>Text added to Part 1 of the SPD to clarify the role of the Transport Assessment in the planning application process and the opportunity to comment on a detailed package of mitigation measures at this stage.</p> <p>(See M7).</p>

Name/ Organisation/ Comment ID	Category	Comment Summary	Officer Response	Proposed Modification
			<p>will be an opportunity to comment on the specific package of mitigation measures set out in the Transport Assessment as part of the planning application process.</p>	
179268378	Employment	<p>Planning to introduce a school and some local facilities increasing employment by 20 or 30 people?</p>	<p>Part 5 (Paragraphs 5.44 – 5.46) of the SPD explains that opportunities to live and work within the site will be provided through on-site facilities, such as the primary school and local centre. Also, the design of the development will support opportunities for start-up businesses through the provision of home offices, live-work homes, and shared and flexible office spaces. In addition, the development will also contribute towards delivering new and improved high-quality and high-frequency bus services to local major employment sites such as Milton Park, Harwell Campus and Culham Science Centre.</p>	

Name/ Organisation/ Comment ID	Category	Comment Summary	Officer Response	Proposed Modification
			Paragraph 5.47 and bullet 9 of SDR3 require the developer to prepare a site-specific Community Employment Plan to demonstrate how opportunities for local employment can be created.	
179268378	Affordability	Houses will be priced to account for the location. They will not be cheap and will exclude those who cannot afford to live in the area that they grew up in. The housing stock won't take into account local people.	Part 5 of the SPD (Paragraph 5.28) recognises the importance of affordability. Bullet 3 of SDR2 requires the developer to provide 35% affordable homes in line with Local Plan Core Policy 24.	
179269333	Traffic/ Movement	Are there any plans to improve off site road junctions, e.g., at Long Tow/Wootton Road and on Faringdon Road and Shippon? With 1200 houses that equates to some 7200 extra vehicle movements.	Part 5 (Paragraph 5.49) of the SPD recognises that there are local concerns regarding existing traffic congestion in the surrounding area that need to be understood and mitigated, where appropriate. Issues regarding traffic flows and potential congestion will be addressed by the travel plan and Transport Assessment that will accompany the planning application for the site. There will be an opportunity to comment on the specific	Text added to Part 1 of the SPD to clarify the role of the Transport Assessment in the planning application process and the opportunity to comment on a detailed package of mitigation measures at this stage. (See M7).

Name/ Organisation/ Comment ID	Category	Comment Summary	Officer Response	Proposed Modification
			package of mitigation measures set out in the Transport Assessment as part of the planning application process.	
179272523	Climate Change	See comments under response ID: 179287315 - One Planet Abingdon Climate Emergency centre	See officer response under response ID: 179287315 - One Planet Abingdon Climate Emergency centre	
179273559 Bluestone Planning on behalf of Abingdon Race Team	Cycling provision	<p>[Extensive background detail and context provided in full comment]</p> <p><u>Summary</u> It is requested that the use of the airfield for the purpose of cycling is recognised and that cycling facilities of the equivalent are either included in, or provided for, in the masterplanning for the development.</p> <p>Clear policy support throughout the development plan to prevent the loss of this community facility. The 'red line' of the development area encroaches on the part of the airfield which is currently used by ART for community training and Cycle events. As such, within the masterplanning for the SPD area, an area should be allocated for a cycle track for the continued use by ART and the wider community as a community facility, as the replacement of</p>	See response to 177497221	

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		<p>'equivalent or improved' is required by policy DP8 of the LPP2.</p> <p>If a cycle track cannot be included within the masterplanning for the draft SPD area then it is requested that financial contributions are sought for this provision, just off the SPD site area, or for a future phase of the development and that this should be secured in a legal agreement.</p> <p>It is understood that this area forms a strategic site allocation and that the draft SPD is the start of a long-term process for the sustainable development of that site; however, ART do believe that it is possible for an area to be assigned for cycling use and, with the support of British Cycling to be developed for community use for generations to come. This would form a social aspect of sustainable development.</p> <p>The actual build and associated costs for such a project would be minimal and it is not considered that the use of an area for cycling would be detrimental to the nearby SSSI or harmful to the Green Belt, given that it would be a compatible use for such a site. This would satisfy the environmental aspect of sustainable development.</p> <p>The money which could be generated from the use of a purpose-built facility, being hired and</p>		

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		used throughout the year could be driven back into the local community in a variety of ways as well as providing local jobs and use of local contractors etc. in the construction phases. This would clearly achieve the economic aims of sustainable development.		
179275224	Wildlife	Development will encroach on old grassland - this area is steeped in wildlife, in particular Skylarks. These are 'red' listed protected birds - have they been considered?	Part 3 of the SPD recognises that there are several designated wildlife sites close to the site, and the SPD focuses on the areas of greatest significance – Cothill Fen Special Area of Conservation, Dry Sandford Pit SSSI and Barrow Farm Fen SSSI. Core Policy 8b of the Local Plan and the Site Development Template require that there are no adverse impacts on these sites. This is repeated and emphasised within the SPD. 30 hectares of significant alternative natural greenspace (SANG) is required to mitigate potential recreational impacts on these areas. Part 3 of the SPD also recognises that other habitats and a variety of protected and priority species have been recorded on the site. The Site	Text added to Part 1 of the SPD to clarify the role of the species surveys in the planning application process and the opportunity to comment on a detailed package of mitigation measures at this stage. (See M7). Amend paragraph 3.25 to clarify that there is opportunity to comment on the findings of the surveys and proposed mitigation measures as part of the planning application process. (See M26).

Name/ Organisation/ Comment ID	Category	Comment Summary	Officer Response	Proposed Modification
			<p>Development Template requires mitigation to be considered against any adverse effects on priority habitat species. This will be identified through survey work undertaken as part of the planning application process. There will be an opportunity to comment on the survey work and proposed mitigation as part of this process.</p>	
179275224	Flooding	<p>Frequent flooding in the area causes road closures - is this development going to exasperate that situation, and have considerations been made for diverted traffic which already causes local chaos?</p>	<p>Part 3 (Paragraph 3.26) of the SPD recognises that the Environment Agency (EA) flood mapping shows the Strategic Allocation to be in an area with a low probability of flooding (Flood Zone 1). There is an area of Flood Zone 3 beyond the western boundary of the site, associated with the Sandford Brook.</p> <p>Part 5 (Paragraph 5.16) of the SPD explains that to minimise the risk and impact of flooding, Core Policy 42: Flood Risk requires all development to incorporate sustainable</p>	<p>Text added to Part 1 of the SPD to clarify the role of the Transport Assessment in the planning application process and the opportunity to comment on a detailed package of mitigation measures at this stage.</p> <p>(See M7).</p>

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			<p>drainage systems (SuDS) and ensure that runoff rates are attenuated to greenfield run-off rates.</p> <p>Bullets 10 and 11 of SDR5 and bullet 8 of DG5 require a Sustainable Urban Drainage System to be delivered as an integral part of the development's open space network.</p> <p>Part 5 (Paragraph 5.49) of the SPD recognises that there are local concerns regarding existing traffic congestion in the surrounding area that need to be understood and mitigated, where appropriate. Issues regarding traffic flows and potential congestion will be addressed by the travel plan and Transport Assessment that will accompany the planning application for the site. There will be an opportunity to comment on the specific package of mitigation measures set out in the</p>	

Name/ Organisation/ Comment ID	Category	Comment Summary	Officer Response	Proposed Modification
			Transport Assessment as part of the planning application process.	
179275224	Separation of settlements	Was advised that the new development was going to have a large boundary area to ensure separation from the existing village - this is not the case looking at the plans?	The Shippon Green Buffer shown on the Development Framework reflects the green buffer indicated on the map on page 79 of the St Helen Without and Wootton Neighbourhood Plan. This map supports Policy SS5.2 of the Neighbourhood Plan that requires the delivery of an appropriate green buffer between the new development and Shippon to separate the Garden Village physically and visually from the surrounding settlements.	
179275224	Housing needs	Are planners looking to accommodate demands from local families, with certain requirements e.g., studio flats for first time buyers, properties with annexes as more of us are taking care of elderly relatives.	Part 5 of the SPD (Paragraph 5.26 - 5.28) recognises that the Dalton Barracks Strategic Allocation should deliver a wide range of homes for all life stages, incorporating a mix of dwelling types, tenures and sizes that reflect the needs of current and future households,	

Name/ Organisation/ Comment ID	Category	Comment Summary	Officer Response	Proposed Modification
			and that they need to be affordable and adaptable.	
179275224	Roads and traffic	<p>Barrow Road and Elm Tree Walk are busy, fast, commuter routes - however, it looks like the public transport, cyclists and walkers will be diverted onto part of this route. How is this going to be solved?</p> <p>Confirm where the exit and entry roads are for the new development- confusing on the plan</p> <p>Most village roads are single/ very narrow, are there plans for road widening to accommodate extra traffic?</p>	<p>Part 5 (Paragraph 5.49) of the SPD recognises that there are local concerns regarding existing traffic congestion in the surrounding area that need to be understood and mitigated, where appropriate. Issues regarding traffic flows and potential congestion will be addressed by the travel plan and Transport Assessment that will accompany the planning application for the site. There will be an opportunity to comment on the specific package of mitigation measures set out in the Transport Assessment as part of the planning application process.</p> <p>Amendments to the Development Framework are needed to clarify that access arrangements are indicative.</p>	<p>Text added to Part 1 of the SPD to clarify the role of the Transport Assessment in the planning application process and the opportunity to comment on a detailed package of mitigation measures at this stage.</p> <p>(See M7).</p> <p>Amend the development framework to explain that the access arrangements shown are indicative, and that:</p> <ul style="list-style-type: none"> at the planning application stage, a transport assessment will explore the access and movement strategy on

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			Detailed work to establish the best access point(s) and route(s) will form part of the planning application process when the details of the travel plan and Transport Assessment are known.	<p>the specific application scheme.</p> <ul style="list-style-type: none"> The County Council will confirm the required approach at the planning application stage in the light of detailed modelling work. <p>(See M84).</p>
179274860 Didcot Phoenix Cycling Club	Cycling	<p>Strategic importance of the site to cycling. Supports competitive and inclusive cycling events. These events bring in voluntary contributions from the cycling community and sustain the sport in the long term.</p> <p>Competitive cycle racing is under pressure from increased road traffic and more events are becoming impractical. The site currently addresses this challenge and, if a cycling circuit preserved, has the potential to be a key cycling facility.</p> <p>Submit that the incorporation of a cycling facility be considered as part of this process.</p>	See response to 177497221	

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179276058 Marcham Parish Council	Site location	Sensible site location between existing communities on land that could not be restored to its state before its current use.	Noted	
179276058 Marcham Parish Council	Impact on nearby communities	Should be a 'green cordon' to the west to protect existing communities. Without, there is risk of infill ribbon development (contrary to Local Plan) on the A415, Faringdon Road to the west and Blackhorse Lane to the north. Should be similar (but more extensive) than the separation proposed to existing villages within the St Helens neighbourhood plan.	The western side of the allocation is in the Green Belt. Core Policy 8b of the Local Plan clearly states that any development on this area of the site will be limited to Green Belt-compatible development and will include parkland on the western and northern sides. This is also shown on the Opportunities and Challenges Map and Development Framework Map, figures 3.8 and 5.2 of the SPD.	
179276058 Marcham Parish Council	Protected open space	The following areas should be designated as protected open space – not for development (Including major 'industrial' agricultural facilities): area to the West, settlement site (marked on fig 3.8), Barrow Farm Fen, Gozzards Farm Fen, Hitchcopse South sandpit, wetlands and copses to the North of the A415 (particularly by Peatmoor Lane), sufficient existing farmland to ensure that the villages remain as separate entities and there was space for wildlife, linking land (to allow a corridor for wildlife movement).	Noted. As set out in Part 1 (Paragraph 1.5) of the SPD, this supplementary planning document applies to the Dalton Barracks Strategic Allocation and the requirements set out in Core Policy 8b and the	Amend the development framework to explain that the access arrangements shown are indicative, and that: <ul style="list-style-type: none"> at the planning application stage, a transport assessment will explore the access and

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		<p>A matching area to the south of the A415 – to ensure that no barrier is set to wildlife movement (apart from the A415 itself) and to prevent development on the area affected by flooding. Area to the North West, north of Faringdon Road and west of Blackhorse Lane towards Cothill and Hitchcopse Pit Nature Reserve (providing a wildlife link to the north from this protected open space. Infill could increase flooding as this area drains towards the flood area around the Ock river.</p>	<p>corresponding Site Development Template. The SPD cannot introduce new planning policies, such as designating protected open space, particularly on land that lies outside the Strategic Allocation.</p>	<p>movement strategy on the specific application scheme.</p> <ul style="list-style-type: none"> The County Council will confirm the required approach at the planning application stage in the light of detailed modelling work. <p>(See M58).</p>
<p>179276058 Marcham Parish Council</p>	<p>Vehicle Transport, Access and Traffic</p>	<p>Access provided only by 2 routes.</p> <p>The plans are contradictory as they allow for more vehicles - parts of the plans operate on the assumption of fewer vehicles; will exacerbate congestion (contrary to Wootton and St Helen Without Neighbourhood Plan which wishes to reduce traffic along Barrow Road); put traffic along minor roads – with no apparent upgrade plan.</p> <p>Assumption of increased traffic is correct as the assumptions on non-vehicle traffic increasing may turn out to be incorrect.</p> <p>Given an increase in traffic, the extra capacity is inadequate – particularly the access to the south</p>	<p>The County Council require a minimum of two access points for a development of this size. Amendments to the Development Framework are needed to clarify that access arrangements are indicative. Detailed work to establish the best access point(s) and route(s) will form part of the planning application process when the details of the travel plan and Transport Assessment are known.</p> <p>Part 5 (Paragraph 5.49) of the SPD recognises that there are local concerns regarding</p>	

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		<p>which has the A34 as its main link – a route that is already congested; has a congested link to the middle of Abingdon and to sites East of Abingdon (like Culham).</p> <p>Should any traffic from the Barracks site turn west on the A415, it will impact the Marcham AQMA.</p> <p>The increased traffic at the Marcham Interchange will have a major impact on Marcham (and other locations to the West). These vehicle transport proposals are inadequate. To ensure sustainability for Marcham more road infrastructure is required. Measures should be included to protect Marcham during the construction phase i.e., no deliveries to the site should go through the centre of Marcham.</p> <p>The plans also include Secondary access prioritised for pedestrians and cyclists to the south, east, and west. Measures must be put in place to avoid increased recreational pressure on Cothill Fen SAC.</p> <p>The site is an attractive location only if its Transport infrastructure is adequate and sustainable.</p>	<p>existing traffic congestion in the surrounding area that need to be understood and mitigated, where appropriate. Issues regarding traffic flows and potential congestion will be addressed by the travel plan and Transport Assessment that will accompany the planning application for the site. Key highway infrastructure improvements are identified in the SPD. There will be an opportunity to comment on the specific package of mitigation measures set out in the Transport Assessment as part of the planning application process.</p> <p>The Site Development Template requires that the occupation of the dwellings on the site does not begin prior to satisfactory air quality mitigation for Marcham.</p> <p>Core Policy 8b and the SPD require no adverse impact on Cothill Fen SAC and protection</p>	

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			<p>for the SSSI located to the north west of the site. A project level HRA is also required to demonstrate that any potential recreational pressures, as well as pressures arising as a result of worsening air quality and hydrology are mitigated. Part 5 (Paragraph 5.58) of the SPD clearly states that any re-establishment of east west connections between Shippon and Gozzard's Ford must include measures to avoid increased recreational pressure on Cothill Fen. This requirement is repeated at bullet 16 of SDR4.</p>	
<p>179276058 Marcham Parish Council</p>	<p>Cycling and Walking</p>	<p>Providing a shared footway/ cycleway along the unnamed road between the junction of Marcham Road A415 and the site access on Barrow Road (subject to detailed investigation) (P53) Faringdon Road is not safe for cyclists as there are no cycle paths or pavements and the existing road is too narrow to provide them. It is not clear what cyclists will do when they get to the A415 as the cycle track/pathway to the east is narrow, constrained by ditches and other features, on the south side of the A415, leading directly to the A34 slip roads meaning that</p>	<p>Part 5 of the SPD (Paragraph 5.49) repeats the requirements of the Dalton Barracks Site Template that requires the development at the Dalton Barracks Strategic Allocation to come forward in accordance with a travel plan for the site, which makes necessary contributions to implement sustainable transport initiatives, including minimising car usage and increasing the</p>	<p>Add bullet to SDR4 requiring the enhancement of existing and provision of new walking and cycling routes. (See M61). Modify text at paragraph 5.58 to clarify that the enhancements listed are</p>

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		<p>cyclist will have to cross fast streams of traffic before they can get anywhere.</p> <p>The cycle track/pathway to the west is narrow, constrained by ditches and other features, on the south side of the A415, leading to the Marcham AQMA – an entirely inappropriate place to send cyclists or pedestrians; and leading to the congested Frilford lights</p> <p>Proposals for Secondary access are inadequate. These plans will adversely affect Marcham by increasing cycle/pedestrian traffic on routes that are already unsuitable for the existing level of traffic.</p>	<p>use of public transport, walking and cycling. Paragraphs 5.57 – 5.58 set out the need to explore measures to improve walking and cycling facilities and ensure that enhancements are delivered to the highest quality, prioritising pedestrians, and cyclists, and in accordance with DfT and OCC guidance, including the Local Transport Note and Design Standards. It details seven proposed enhancements.</p>	<p>not inclusive and may need further investigation.</p> <p>(See M52).</p>
179276058 Marcham Parish Council	General	<p>These plans can be worked up to make a sustainable community.</p> <p>An ordinary estate development without interesting or special features should not be allowed.</p> <p>Marcham has less housing than is in this proposal. However, there is strong similarity in layout terms. It is worth examining Marcham's experience to see if lessons can be learned.</p>	<p>Core Policy 8b requires the development at the Dalton Barracks Strategic Allocation to follow Garden Village principles and for new housing to be of an exemplar standard.</p>	

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179276058 Marcham Parish Council	Education	<p>2 form entry primary school proposed. Local plan calls for this school to serve Marcham developments as well. How this would work is not clear as the separation of Barracks from Marcham means that walking is impractical. Any new primary school would have to be available when the first houses were occupied – as there are no suitable nearby schools. In recent years, there have been periods when Marcham’s school capacity was below that required – meaning that primary pupils had to travel away from Marcham.</p> <p>Any need to transport primary pupils to schools outside the Barracks site would impact the Transport infrastructure. To avoid this there needs to be commitment to build primary capacity and a plan that ensures that the school is available when the first houses are occupied.</p> <p>No plans to build a new secondary school and that capacity will be provided elsewhere – presumably by expansion of existing capacity. Unclear whether financial contributions would be adequate - detailed calculations need to be shown. No travel to secondary schools would be by school bus (given location) meaning that pupils would have to make their own way or be transported. These pupils will simply be adding to traffic congestion on their route to school.</p>	<p>Part 5 (Paragraph 5.49) of the SPD recognises that there are local concerns regarding existing traffic congestion in the surrounding area that need to be understood and mitigated, where appropriate. Issues regarding traffic flows and potential congestion will be addressed by the travel plan and Transport Assessment that will accompany the planning application for the site. There will be an opportunity to comment on the specific package of mitigation measures set out in the Travel Assessment and their timings as part of the planning application process.</p> <p>Part 5 (Paragraph 5.40) recognises that the primary school should be near the local centre, to enable and optimise the sharing of facilities and increase sustainability. This requirement is also set out at bullet 5 of SDR3. Paragraph 5.41 also requires other</p>	

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		<p>Many secondary pupils for Marcham travel by bus (plus a few by bicycle). Some by car – particularly when they take part in ‘out of school’ activities.</p> <p>Needs to be a risk assessment regarding pupil travel; and a commitment to spend money necessary for pupils to travel safely (expanding on plans outlined on P53).</p>	<p>measures to support walking and cycling to school.</p>	
<p>179276058 Marcham Parish Council</p>	<p>Medical Facilities</p>	<p>No commitment to providing medical facilities. Marcham’s experience is that the lack of facilities nearby is a major problem – particularly the need to use private transport to get to medical facilities. Public transport is usually not practical due to the state of those making the journey; the need for meeting appointment schedules; the location of the facilities. The need to transport people to medical facilities would impact the Transport infrastructure.</p>	<p>Core Policy 8b of the Local Plan only requires a financial contribution to existing healthcare facilities and the SPD cannot require more than this. Notwithstanding this, bullet 3 of SDR3 requires the developer to explore the potential for new medical facilities.</p>	
<p>179276058 Marcham Parish Council</p>	<p>Recreation</p>	<p>Confusion with regard to use of the surrounding area for recreation. On P29 there is a proposal to deter access to reduce recreational pressure. Does this mean that the proposal is to stop recreation?</p> <p>Proposal quotes ‘Drive to’ times with regard to sports facilities (see p65).</p>	<p>Core Policy 8b requires the provision of parkland of at least 30 hectares. The parkland is significant alternative natural greenspace (SANG) intended to mitigate the recreational impacts of the development on the Cothill Fen SAC and SSSIs</p>	<p>Modify paragraph 5.92 and remove tables from SPD - instead include references to Appendix K. (See M76).</p>

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		<p>The need to transport people for recreation outside the site would impact on the Transport infrastructure. Marcham's experience is that local recreation facilities within the Community are a major contribution to 'good living' With the emphasis on recreation and 'good living' the lack of on-site recreation is a major omission.</p>	<p>The tables on page 65 of the SPD are based on the standards set out at Appendix K of the Local Plan Part 2.</p>	
<p>179276058 Marcham Parish Council</p>	<p>Work location</p>	<p>Proposals for having work locations on site are unclear. Marcham has only 1 nearby significant employer and few local people work there. Difficulty of getting staff from a very local catchment area due to the need to have the correct skills mix.</p> <p>The result is that those who have a work location have to travel. Travel is usually by private vehicle because of:</p> <ol style="list-style-type: none"> 1. The range of work locations 2. An hourly service on buses is inadequate for commuting purposes unless you work to a rigid pattern (not the current norm and flexible work timing is increasing in both public and private sectors) 3. The limited range of locations that can be accessed by public transport without changes or walking 4. The need to move kit both for those who take equipment with them (like carers or plumbers) - even knowledge workers need papers and laptops 	<p>Part 5 (Paragraphs 5.44-5.47) of the SPD discusses how the development should seek to promote local employment opportunities. This includes providing local opportunities for employment through on-site facilities such as the primary school and local centre; delivering new high-quality and high-frequency bus services to major employment sites; and ensuring that the design of the development supports opportunities to establish start-up businesses through the provision of home offices, live-work homes and shared and flexible office spaces. The developer is required to maximise opportunities for local produce,</p>	

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		<p>Marcham has major problems on capacity for travel to work and this lack of capacity causes congestion and pollution as well as personal frustration.</p> <p>The need to transport people to work outside the site would impact the Transport infrastructure.</p>	<p>suppliers, and services, during both construction and operation demonstrated by a site-specific Community Employment Plan (CEP) that will support the planning application. The CEP should identify any significant issues with the construction industry such as material shortages. There will be opportunity to comment on the CEP as part of the planning application process.</p>	
179276058 Marcham Parish Council	Car dependency	<p>Core Policy 8b and Para 5.65 have been interpreted as a restriction on the use of Private Vehicles through:</p> <ol style="list-style-type: none"> 1. Limiting access to the site 2. Hoping that car numbers and use decreases 3. Restricting parking <p>Appears to be 'putting the cart before the horse'. Car dependency will only reduce by providing adequate alternatives. Simply reducing car capacity will lead to congestion and increased pollution (particularly before all vehicles are electric)</p> <p>Restricting the use of private vehicles discriminates against: anyone with reduced mobility such as the old or infirm; people with travel with children – this particularly discriminates against women; those who require</p>	<p>Part 5 of the SPD (Paragraph 5.49) and bullet 1 of SDR4 require the developer to make the necessary contributions to implement sustainable transport initiatives, including minimising car usage and increasing the use of public transport, walking and cycling. Bullets 2 and 3 of SDR4 also require the developer to design a development that prioritises walking, cycling and public transport and provides a network of safe and attractive walking and cycling routes</p>	

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		<p>vehicles for their work; those who don't work at a single location; care workers who require transport between locations and an ability to move equipment; anyone who works unsocial hours; those working at sites outside the 'local' area; anyone trying to get to a major supermarket.</p> <p>Marcham's experience - private vehicle use is virtually essential and not having a vehicle is a major problem in having a full life.</p>	<p>through the development and connecting with the surrounding area, including through Shippon to Abingdon and cycle routes to Radley Station and Oxford.</p>	
179276058 Marcham Parish Council	Electric Vehicles and Parking Strategy	<p>The parking strategy set out in 5.70 and in Design Guidance DG7 is incompatible with electric vehicle charging. The only practical solution for charging is direct from domestic premises due to:</p> <ol style="list-style-type: none"> 1. Cost (and individual cost control) 2. Ensuring that equipment is available 3. Ensuring that equipment is working). 4. Minimisation of cabling (with its attendant safety issues, maintenance and theft risks) <p>Oxfordshire Electric Charging strategy accepts the need to have charging at dwellings and off-road locations. The proposed approach for the Barracks is inconsistent with this strategy.</p>	<p>As set out at paragraph 6.52 of the SPD, to create a safe and visually interesting environment, that is not dominated by cars, a balanced approach to achieve convenient parking close to homes, while reducing the dominance of car parking in the street-scene, must be adopted from the outset of the masterplanning process. DG7 sets out guidance on how this could be achieved. This includes delivering electric vehicle charging infrastructure that takes account of the Oxfordshire Electric Vehicles Infrastructure Strategy.</p>	

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			<p>In December 2021, requirements regarding the provision of electric vehicle charging points for new residential buildings were introduced by Building Regulations Approved Document S. Text will be added to the SPD to acknowledge this.</p>	
179276058 Marcham Parish Council	Parking	<p>Marcham has suffered lack of private parking in some areas. This has led to:</p> <ol style="list-style-type: none"> 1. Parking on front areas 2. Parking on pavements 3. Congested streets (which are dangerous) 4. A major source of friction between neighbours <p>Unless parking arrangements meet residents needs, they will take their own approach. Inadequate arrangements will lead to parking on house frontages or pavements.</p> <p>If the site is to be an attractive location, adequate on-site parking needs to be available. A reduction in car use will come about if proper alternatives are provided. The plan should be rewritten to provide the parking facilities but attract people away from car use.</p>	<p>Bullet 13 of SDR4 requires the provision of a range of well-designed parking options for both residents and visitors.</p> <p>Also, bullet 12 of DG7 recognises the potential for inappropriate ad-hoc parking and advises that car-parking should be designed to ensure that it does not have a detrimental impact on walking, cycling and public transport provision.</p>	

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		<p>p85 - The designers of parking arrangements should note that the reduction in car ownership is a possibility – not a certainty. Consequently, the design should allow for the maintenance (or increase) in the proportion of houses that have vehicles. The designers also need to distinguish between:</p> <ol style="list-style-type: none"> 1. A reduction in car ownership 2. A reduction in car use (with car owners retaining their cars for journeys that are not practical by the proposed public transport or walk/cycle measures) <p>If the latter is the outcome, parking will need to be at current levels. Even when electric vehicles become the norm, adequate parking will still be needed and near to domestic premises.</p> <p>If it turns out that less parking is needed, then the approach set out in 5.71 will work. This should remain in the design guidance.</p>		
179285383	No comment	No comments submitted	n/a	n/a
179287315 One Planet Abingdon Climate	Climate Change	Full compliance with the SPD would create an exemplar development. Could the council confirm that these standards will be applied to all new development in the district.	As set out in Part 1 (Paragraph 1.5) of the SPD, this supplementary planning document applies to the Dalton Barracks Strategic Allocation	

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Emergency centre		<p>There is a performance gap in relation to the standards of new building - recommends that this is considered by the SPD. Frustration and anger now being expressed by those familiar with climate science, seeing the lack of progress in reducing emissions.</p> <p>Doubts about the extent that housebuilding is required to meet housing needs (distribution and affordability are greater causes of homelessness) and whether the building of new houses and infrastructure can be done within carbon budgets. Heavy burden on the Council to ensure that the development, for which there are less damaging alternatives (such as retrofitting and subdividing existing under-occupied properties), does not give rise to net carbon emissions or loss of biodiversity.</p> <p>1.6 Core Policy 40 Sustainable Design and Construction - Emphasize that this covers embodied and operational carbon.</p> <p>Photographs are of developments using masonry and large areas of paving that have high levels of embodied carbon, no examples of PV. Springfield Meadows Kingston Bagpuize is nearby and will be carbon negative/energy positive. No lower standards should be acceptable.</p>	<p>and the requirements set out in Core Policy 8b and the corresponding Site Development Template. The SPD cannot introduce new planning policies, unlike the Salt Cross Garden Village Draft Area Action Plan, which is a development plan document and, therefore, can introduce new planning policy.</p> <p>The SPD's vision is to deliver a highly sustainable mixed-use development that is flexible to future change. Bullets 1 - 9 of SDR1 seek to deliver the highly sustainable and resilient development envisaged. Core Policy 37 of the Local Plan requires all proposals for new development to be of a high-quality design that is sustainable and resilient to climate change and Core Policy 40 encourages developers to incorporate climate change adaptation and design measures. Part 5 of the SPD (SDR1) builds on this encouraging the</p>	

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		<p>Other models of zero carbon housing e.g., Passivhaus could be referred to.</p> <p>Most if not all the houses should be in terraces for energy conservation and efficient use of land. Saltcross AAP has specified a typography limited to terraces and medium rise apartments to maximize energy efficiency.</p> <p>Global/local heating is of growing concern. Shade will be a huge deal. Developments need wildlife friendly, climate-resilient trees and shrubs that can grow to maturity. These will provide passive cooling. The whole development should be part of wider wildlife corridors to allow wildlife to survive and thrive.</p> <p>Whole development should incorporate rainwater attenuation and composting capacity. They should have room for built-in separation of waste, and grey water recycling that leads into the garden. Compost toilets are the best way to reduce the demand for water and pressure on the sewerage system. The SPD should require these alternatives to be assessed during the application process.</p> <p>2.4 The site should be located in its 'bioregion' (i.e., the Thames Headwaters) that would serve as a guiding principle when looking at 'green infrastructure' and the water networks.</p>	<p>development at Dalton Barracks Strategic Allocation to achieve net zero operational carbon by using 100% renewable energy sources and the highest levels of fabric efficiency. DG1 provides guidance on a range of measures that could be incorporated to increase the sustainability of the development.</p> <p>Part 5 of the SPD (Paragraph 5.28) recognises the importance of affordability. Bullet 3 of SDR2 requires the developer to provide 35% affordable homes in line with Local Plan Core Policy 24.</p> <p>Paragraph 6.11 of the SPD encourages applicants to consider incorporating Passivhaus style fabric to minimise heating and cooling requirements.</p> <p>Part 5 (SDR1) of the SPD requires the development to optimise passive design</p>	

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		<p>Development could be used to repair damage caused by the creation of the airfield.</p> <p>There are building techniques which allow for nesting/hibernating. Built form should accommodate biodiversity.</p> <p>2.6 Might have to be carbon negative/energy positive to compensate for existing low performing housing and other sectors; transport/aviation, military, agriculture, manufacturing.</p> <p>4.15 The TCPA have prepared various guidance documents that outline practical steps for delivering Garden Cities. The RTPI TCPA have updated this advice https://www.rtpi.org.uk/media/3568/rising-to-the-climate-crisis-1.pdf The Council should confirm that it will not be following Garden City/Village principles drawn up in very different circumstances, addressing problems that did not include reducing carbon emissions.</p> <p>To ensure consistency the SPD should reference Policy Option 01 of the draft Oxfordshire Plan 2050</p>	<p>through landscaping as well as maximising water efficiency through low flow sanitary ware and white goods, installing high efficiency plumbing features, rainwater harvesting and grey water recycling.</p> <p>Part 5 (SDR5) of the SPD also requires maximising biodiversity net gain by protecting and enhancing biodiverse features by providing a range of well-connected and appropriately designed alternative spaces and maximising opportunities for biodiversity enhancement in built up areas.</p> <p>The Strategic Allocation is part of the Dalton Barracks Garden Village, therefore, as stated in Core Policy 8b and confirmed by the SPD, the development will follow Garden Village principles. The SPD also encourages the development at Dalton Barracks Strategic Allocation to achieve net zero</p>	

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		<p>SPD should point out that energy efficiency should not be 'subject to viability'. This could be a material consideration but not in a case where it is paramount to approve a carbon neutral/negative development, and on land that is in public ownership as the development principles are being framed. It is important for this SPD to be consistent with other elements of the development plan.</p> <p>SDR2 - Strategic Design Requirements for delivering exemplar, and highly sustainable homes:</p> <p>1 Building a lifetime neighbourhood is more important than the proportion of Lifetime Homes. Some homes with enhanced mobility standards will be necessary but overall design should ensure that residents can continue to live in the same area but not necessarily the same house. All larger dwellings should be designed in such a way that sub-division would be cheap and easy.</p> <p>2 Should be reflected in design of dwellings. Need not necessarily require space exclusively to 'work'. Provision should be made for local serviced offices/workshops.</p> <p>3 It is not clear how or why the 'local context' would influence densities? The size of the dwellings should reflect the average size of households in the Abingdon area.</p>	<p>operational carbon, as explained above.</p> <p>The Oxfordshire Plan 2050 is a draft emerging document and subject to change.</p> <p>Part 5 (Paragraph 5.26) of the SPD recognises that a wide range of homes should be delivered for all life stages. This is required by bullet 3 of SDR2.</p> <p>Part 5 (Paragraph 5.46) of the SPD recognises that the development should support opportunities to establish start-up businesses through not just the provision of home offices but also live-work homes and shared and flexible office spaces. This is required by bullet 8 of SDR3.</p> <p>The National Design Guide (paragraphs 65 and 66) advises that "well-designed new development makes efficient use of land with an amount and mix of</p>	

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		<p>4 Will only work if the footpaths, cycle paths and speed of traffic are addressed. Most residents will need to cycle/walk to towns or villages. The SPD should consider the local network of the footpaths/cycle paths to get to these places. This would depend on maintaining close to full occupation of dwellings in the neighbourhoods. This would be done through the balance of dwelling sizes and their adaptability.</p> <p>5 Should be in terraced blocks for energy conservation purposes and efficient use of land.</p> <p>SDR5 - Strategic Design Requirements The importance of the location in the Thames Headwaters bioregion should be acknowledged and should inform all work involving green and blue infrastructure.</p> <p>5.91 This misses the market gardening area of the garden city model. The Green Belt represents an excellent opportunity for community farming, agroecology etc. The plan emerging for the garden village at Saltcross has a community farm.</p> <p>6.8 Offsetting carbon should not be accepted as compliance with the SPD. An exception could be made where carbon neutrality in construction is not feasible. In these cases, a carbon offsetting fund could be set up to be used for the</p>	<p>development and open space that optimises density. It also relates well to and enhances the existing character and context. Built form is determined by good urban design principles that combine layout, form and scale in a way that responds positively to the context. The appropriate density will result from the context, accessibility, the proposed building types, form and character of the development.” The SPD follows this approach.</p> <p>Part 5 of the SPD (Paragraph 5.49) repeats the requirements of the Dalton Barracks Site Template that requires the development at the Dalton Barracks Strategic Allocation to come forward in accordance with a travel plan for the site, which makes necessary contributions to implement sustainable transport initiatives, including minimising car usage and increasing the use of public transport, walking</p>	

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		<p>retrofitting of existing houses on/adjacent to the site.</p> <p>6.9 See recommendation below of a housing/energy assistant</p> <p>6.18 Post Occupancy Evaluation important, but too late in respect of 'fabric first' energy efficient construction. Monitoring should be required by the SPD during construction by e.g., an energy assistant.</p> <p>6.19 Should address the 'performance gap'; the significant failure of residents to adopt behaviours as desired by the designs and aspirations of the developer and council. For low energy housing, facilitation and assistance is necessary. Should be requiring the appointment of assistants to ensure that residents are aware of the specifications and expectations consistent with net zero carbon – The operation of the heating and ventilation systems, the active travel arrangements, the public transport, the car club(s), the limited parking, EV charging etc.</p> <p>Could also recommend the appointment of One Planet Living assistant(s) to provide help in meeting energy, local food systems and biodiversity goals (see Elmbrook NW Bicester).</p>	<p>and cycling. Paragraphs 5.57 – 5.58 set out the need to explore measures to improve walking and cycling facilities and ensure that enhancements are delivered to the highest quality, prioritising pedestrians and cyclists, and in accordance with DfT and OCC guidance, including the Local Transport Note and Design Standards. It details seven proposed enhancements.</p> <p>Core Policy 8b of the Local Plan states that any development on the area of the site that remains in the Green Belt will be limited to Green Belt-compatible development. This includes agriculture.</p> <p>Bullet 9 of SDR5 requires the provision of opportunities for people to grow their own food through the provision of allotments, communal gardens and growing spaces associated with the primary</p>	

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		<p>Same principle applies to the gardens, allotments, and community and market gardening. Gardening assistants can encourage planting to provide a biodiverse landscape within and around the built-up area. Residents can be organized in the design, implementation and maintenance of smaller and larger planted areas across the development as well as harvesting of produce. This assistance can make a material difference to the Garden Village and should be a requirement of the SPD</p> <p>13 The electrification of transport will be central to the development and occupation of the site. The SPD should pick up the references to car sharing (car clubs) in the Government's 2021 Decarbonisation of Transport. This would enable car parking to be reduced and public and private green space to be increased. Site development templates at Appendix 1 do not include carbon emissions etc?</p> <p>Reliance on 'minimising' and 'maximising' can have uncertain outcomes as the feasibility of carbon negative/energy positive development has been shown to be possible (Springfield Meadows at Kingston Bagpuize. Measurement of carbon management and energy efficiency should be stated in the Appendices or in the policies themselves.</p>	<p>school throughout the development.</p> <p>Bullet 11 of SDR4 requires the provision of sufficient infrastructure to accommodate the sustainable use of vehicles, including car clubs.</p>	

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		<p>Local energy systems are now being explored and should be a requirement of the SPD unless shown/proved to be impractical in energy and not financial terms.</p> <p>SPD is a long step forward from previous planning policies in the VWH. Such policies have been seen to fail in other places due to failures in implementation and arguments about viability. Expert assistance is required throughout the development process to narrow the 'performance gap'. Viability should not be an issue with publicly owned land and with the official support for net zero carbon development. The ambition to regenerate local food is not sufficiently supported by policy or the potential to use surrounding Green Belt land.</p> <p>The planning of green/blue infrastructure should start with the identification of the bioregion in which the site is located to maximize the potential to link into and regenerate wildlife and water networks.</p> <p>Once approved, the Council should adopt these standards for all developments within the district.</p>		
179289636 Oxford Preservation Trust	Green belt and landscape setting	Support the principles of SDR5 which seeks to ensure that the layout is driven by landscape and ensuring that the development is designed to have a positive relationship with the Green Belt, whilst also responding to locally significant	Noted. Part 3 (Paragraph 3.20) of the SPD recognises that part of Dalton's Barracks, including	

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		<p>viewpoints from and to the North Wessex Downs AONB and Boars Hill.</p> <p>Pleased to see a large area of the site is to be retained as the Shippon Green Buffer as allocated within the Neighbourhood Development Plan.</p> <p>Would like to see a commitment and requirement towards the protection and enhancement of the surrounding Green Belt land - so that this can be preserved in a positive way.</p> <p>Hope comments assist in ensuring the SPD can deliver a clear framework that enables the delivery of housing and associated development, whilst also ensuring that the scheme does not detract from the wider setting Oxford.</p>	<p>some of the strategic allocation, remain in the Green Belt. Any development within the remaining Green Belt will need to comply with Core Policy 13 of the Local Plan, which sets out what types of development are considered appropriate in the Green belt and are, therefore, permitted.</p> <p>Core Policy 8b requires the western and northern sides of the site that remain within the Green Belt to include parkland.</p>	
179302247	Cycling	<p>Multi-discipline community cycle venue would be a great asset for Abingdon and wider region. If children can be introduced to cycling on a safe venue closed to traffic that would be brilliant. Events could be organized to attract people and businesses, and all for exercising, so for better health.</p>	See response to 177497221	

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179303016	Cycling	Support the plans for a cycling circuit development in Oxfordshire	See response to 177497221	
179303679	Cycling	<p>Would be fantastic to see the plan include continuation of “closed road” cycling facilities.</p> <p>Travels from a neighbouring county to make use of these events due to the lack of provision in immediate locality. Would be a shame and oversight to not include any provisions for the continuation of this given the increasing popularity of competitive cycling and the encouragement it gives to exercise.</p>	See response to 177497221	
179307632	Cycling	The airfield is excellent for hosting bike races. There is no comparable facility in the county.	See response to 177497221	
179255817	Infrastructure/ traffic	<p>SPD glosses over the east - west infrastructure requirements and does not address the need to limit traffic through Gozzards Ford, Frilford Heath and Tubney.</p> <p>Understand that Marcham bypass is still protected for development, the Faringdon Road through Gozzards Ford which suffers from a current high volume of traffic is a frequent preferred route. Even if Marcham bypass is</p>	Part 5 (Paragraph 5.49) of the SPD recognises that there are local concerns regarding existing traffic congestion in the surrounding area that need to be understood and mitigated, where appropriate. Issues regarding traffic flows and potential congestion will be addressed by the travel	Text added to Part 1 of the SPD to clarify the role of the Transport Assessment in the planning application process and the opportunity to comment on a detailed package of mitigation measures at this stage.

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		<p>constructed how will minimising traffic on Faringdon Road be addressed, current situation is unsustainable? Unrealistic to assume that residents will work in the immediate area connected by the A34 – undoubtedly some will travel westwards towards Swindon, connecting with the A420.</p>	<p>plan and Transport Assessment that will accompany the planning application for the site. There will be an opportunity to comment on the specific package of mitigation measures set out in the Transport Assessment as part of the planning application process.</p>	<p>(See M7).</p>
179309853	Cycling	<p>Support submission by Abingdon Race Team about alternative provision for closed road cycling training and events.</p> <p>Many new members attracted to the club and triathlon by the prospect of a safe, car-free cycle training space.</p> <p>Not against new housing and the general development of this area. Support the idea that developers should provide funding for a suitable alternative nearby and a legal agreement is made to ensure this happens.</p>	<p>See response to 177497221</p>	
179311541	Cycling	<p>Immensely important site to cyclists across the region.</p> <p>Clubs and organisations promoting events here have been instrumental in supporting talent and young people's sport and aspirations.</p>	<p>See response to 177497221</p>	

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179312664	Cycling	<p>Important cycle circuit is preserved for many reasons:</p> <ul style="list-style-type: none"> - Won't be the dangers of riding on open roads - good for the environment - will also encourage people to use their bike for other reasons e.g., riding to work. - schools, youth clubs and the local community will also benefit. - it encourages people to keep fit in a safe car free environment <p>Racing has brought thousands of people to the local area - great for the local community. If the cycling facility is not preserved, then thousands of people will not be visiting the local area anymore.</p>	See response to 177497221	
179313983	Cycling	<p>Important cycle circuit is preserved for many reasons:</p> <ul style="list-style-type: none"> - Won't be the dangers of riding on open roads - good for the environment - will also encourage people to use their bike for other reasons e.g., riding to work. - schools, youth clubs and the local community will also benefit. - it encourages people to keep fit in a safe car free environment 	See response to 177497221	

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		Racing has brought thousands of people to the local area - great for the local community. If the cycling facility is not preserved, then thousands of people will not be visiting the local area anymore.		
179313828	Cycling	<p>Very few places to race in the Midlands and taking this away would have a massive impact on participation.</p> <p>Please include new racetrack in planning proposal so that you don't force this cycling community to shut down.</p>	See response to 177497221	
179313725	Cycling	It is the only safe, traffic-free area in which to practise skills and engage in group training. Loss of this facility would be sorely felt. Would be great if a traffic free road cycling circuit could be built into the plans (at the NE corner?)	See response to 177497221	
178965397	SSSIs, SACs and Wildlife	<p>Part 2 - point 2.6</p> <p>Re-establishment of Sandford Lane emitting into Honeybottom Lane would nullify attempts to reduce recreational pressure on Cothill Fen SAC, Dry Sandford Pit SSSI and other local SSSI's including Hitchcopse Pit, which suffers from use of bikes. Some cyclists use footpaths and do not obey signs prohibiting cyclists. Detrimental effect of increased recreational use of Cothill Fen and surroundings were clear during lockdown.</p>	St Helen Without and Wootton Neighbourhood Plan recognises there to be opportunities that arise through the proposed Garden Village, including the possibility of re-opening historic paths between villages that were severed by the construction of the barracks and airfield. This opportunity is also identified in	<p>Amend title of photo on page 24.</p> <p>(See M21).</p> <p>Add sown wildlife meadow to examples in paragraph 5.80.</p> <p>(See M72).</p>

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		<p>Part 3 The photo at 3.21 captioned “Cothill Fen Special Area of Conservation” is a photo of part of Dry Sandford Pit SSSI.</p> <p>Point 3.23 Gozzards Ford Local Wildlife Site must be protected, particularly due to its close proximity to the development site.</p> <p>Protection should be added for key habitats and species found in the required surveys.</p> <p>Part 5 Point 5.16 buildings should where possible be designed to accommodate swift boxes.</p> <p>Point 5.80 The parkland should include a sown wildlife meadow to support the insect populations of the local wildlife sites.</p> <p>Point 5.84 Planted trees should be native species and typical of the locality. Should be enough open, undisturbed space to retain the existing lark population.</p>	<p>Part 2 of the SPD at paragraph 2.6.</p> <p>Part 5 (Paragraph 5.58) of the SPD recognises that in order to re-establish these routes, measures must be put in place to avoid increased recreational pressure on Cothill Fen SAC. This is required as part of bullet 16 of SDR4. Both Core Policy 8b and the Site Development Template make it clear that the development must demonstrate no adverse impact on Cothill Fen Sac and protect the SSSIs.</p> <p>The detailed measures to mitigate the potential hydrological, recreational, air pollution and ecological isolation impacts on nearby wildlife sites will be considered by a project level HRA as part of the planning application process. There will be an opportunity to comment on the impacts identified and proposed mitigation as part of this process.</p>	

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			<p>Incorrect titling of the photo at 3.21 is noted and will be addressed.</p> <p>Paragraph 5.80 refers to the parkland providing a mosaic of wildlife habitats. Sown wildflower meadow can be added to the examples given.</p>	
178965397	Transport and traffic	<p>Should be no private car ownership. Car clubs and other shared usage, public transport and walking and cycle routes should suffice. Even electric vehicles will generate pollution and noise disturbance and will not decrease congestion.</p> <p>Critical that car usage is minimised from the outset. Current developments are putting pressure on the local roads and the North Abingdon development will soon also contribute to congestion.</p>	<p>The role of supplementary planning documents (SPDs) is to build upon and provide more detailed advice or guidance on policies in the adopted local plan. As they do not form part of the development plan, they cannot introduce new planning policies into the development plan. Core Policy 8b nor any other policy in the Local Plan requires car free development so the SPD is unable to require this. However, Core Policy 8b and the SPD require the development to be in accordance with the requirements of a travel plan for the site to make the necessary contributions in order to implement sustainable</p>	<p>Text added to Part 1 of the SPD to clarify the role of the Transport Assessment in the planning application process and the opportunity to comment on a detailed package of mitigation measures at this stage.</p> <p>(See M7).</p>

Name/ Organisation/ Comment ID	Category	Comment Summary	Officer Response	Proposed Modification
			<p>transport initiatives, including minimising car usage and increasing the use of public transport, walking and cycling.</p> <p>Part 5 (Paragraph 5.49) of the SPD recognises that there are local concerns regarding existing traffic congestion in the surrounding area that need to be understood and mitigated, where appropriate. Issues regarding traffic flows and potential congestion will be addressed by the travel plan and Transport Assessment that will accompany the planning application for the site. There will be an opportunity to comment on the specific package of mitigation measures set out in the Transport Assessment as part of the planning application process.</p>	

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179314450	Community Led Housing	<p>With planning >1000 homes the community will be as important as the green spaces.</p> <p>Would/could community led housing play a greater role in the early stages of design? Thereby engaging and building a community at the same pace as the development. Creating better buy-in from the new community to look after the spaces and community assets.</p> <p>Community Led housing e.g., Co-Housing, self-finish homes can be included at planning stages and can help with the allocation of self-build register requirement.</p> <p>Opportunity to collaborate with an increasing number of Community led housing schemes that have been identified as adding value to developments.</p>	<p>Development Policy 1 of the Local Plan supports the provision of plots for sale to self and custom builders. While the policy doesn't specifically refer to community-led housing, it doesn't prohibit these types of projects coming forward.</p> <p>Bullet 8 of SDR2 in the SPD requires the developer to provide opportunities to deliver Self and Custom Build homes.</p> <p>Part 5 (Paragraphs 5.32 to 5.48 and 5.96 to 5.103) of the SPD recognises the importance of community facilities, local opportunities for employment and long-term stewardship of community assets.</p>	<p>Modify bullet 8 of SDR2 to reference community-led housing.</p> <p>(See M43).</p>
179317075	Cycling	<p>Reference made to the cycling and walking infrastructure strategy. No acknowledgment of Dalton Barrack's existing place within the regional cycling infrastructure.</p> <p>One of few regional facilities that offers accessible traffic-free cycling for all. Have</p>	See response to 177497221	

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		<p>participated in events organised by ART and other local cycling clubs. Wide variety of events is equally reflected in the breadth of participants.</p> <p>Need to maintain this facility merits reference in SPD. Consideration should be made as to how best to maintain and improve this facility, via consultation with cycling organisations.</p>		
179318885	Cycling	<p>Site provides a safe and welcoming community for cyclists of all abilities. Racing allows people to come together and give a purpose to maintaining fitness and staying out of hospital. If we don't have an outlet like this in the local area cyclists are more likely to have to use the road. Keeping this facility keeps both parties happy.</p>	See response to 177497221	
179313305	General	<p>Development on the airfield supported in principle - much to commend in the SPD.</p> <p>1.12: All the relevant WSHWNP policies should be quoted in the SPD e.g., housing for young and old and Barrow Road traffic.</p>	Noted. St Helen Without Parish Council have also suggested adding policies to paragraph 1.12.	<p>Modify text as proposed by Parish Council.</p> <p>(See M9).</p>
179313305	Garden Village	Garden village standards must be adhered to.	Core Policy 8b requires the development at the Dalton Barracks Strategic Allocation to follow Garden Village principles. The SPD reinforces this requirement. See	

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			paragraphs 1.6, 1.15, 2.1 to 2.9 and figure 5.1.	
179313305	Number of homes	Para 7.3. Would like this amended to stipulate 1200 is the maximum number of homes permitted.	Planning permission can be sought for any type of development or any parcel of land whether it is supported by local planning policy or not. There is a need to clarify how a planning application for development which is outside the scope of the development allocated in the Local Plan will be considered.	Amend paragraph 7.3 to clarify how a planning application for development which is outside the scope of the development allocated in the Local Plan will be considered and the role of the SPD. (See M104)
179313305	Impact on setting	Concerns over protection of Shippon so its character and rural aspect is maintained. 2.6: seems inward looking when discussing quality, design, sustainability and use of technology. SPD also needs to look at impact on its neighbours. Shippon's character needs to be respected as do the green buffer zones as set out in the NP.	The role of supplementary planning documents (SPDs) is to build upon and provide more detailed advice or guidance on policies in the adopted local plan. As they do not form part of the development plan, they cannot introduce new planning policies into the development plan. In the introduction to the SPD on page 7 it explains that the SPD is focused on the allocated site.	

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			<p>Paragraph 2.6 sets out the opportunities that result from the site's Garden Village status.</p> <p>Part 3 (Paragraph 3.29) of the SPD recognises the historic centre of Shippon to be an important heritage asset and that the St Helen Without Neighbourhood Plan requires a green buffer between the new development and Shippon. It recommends preparing a separation study to ensure the new and existing communities are well connected and that the design of the green buffer does not conflict with other development plan policies. Part 5 (Paragraph 5.82) recognises the need to consider, as part of the masterplanning process, how the parkland and other green infrastructure can be used to deliver this buffer and reinforce the physical and visual separation between the development and village of Shippon. This requirement is</p>	

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			also set out at bullet 3 of SDR6.	
179313305	Climate change	5.5 Delighted that new technologies to support climate change issues are supported. Developers must produce sustainable homes, carbon neutral, not using fossil fuels.	<p>Noted. The SPD cannot introduce new planning policies into the development plan and, therefore, cannot require the development to not use fossil fuels as this is not a requirement of the Local Plan.</p> <p>However, bullet 1 of SDR1 does require the developer to seek to achieve net zero operational carbon by using 100% renewable energy sources and the highest levels of fabric efficiency. Bullet 3 of SDR1 also requires the developer to maximise on-site renewable energy generation – generating all energy from on-site renewable sources, where possible.</p>	
179313305	Traffic congestion	Concerns over traffic congestion/ timely development of supporting infrastructure.	Part 5 (Paragraph 5.49) of the SPD recognises that there are local concerns regarding existing traffic congestion in the surrounding area that need to be understood and	Text added to Part 1 of the SPD to clarify the role of the Transport Assessment in the planning application process and the

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			<p>mitigated, where appropriate. Issues regarding traffic flows and potential congestion will be addressed by the travel plan and Transport Assessment that will accompany the planning application for the site. There will be an opportunity to comment on the specific package of mitigation measures set out in the Travel Assessment and their timings as part of the planning application process.</p>	<p>opportunity to comment on a detailed package of mitigation measures at this stage.</p> <p>(See M7).</p>
179313305	Access to site	<p>Fig 5.2, Map page 69 – Poorly thought through and inaccurate so leading to confusion/ concern. Should be deleted from SPD in current format due to:</p> <p>A) The northern access of vehicle arrow stops at green perimeter fence of the Army Operational Area; it cannot pass through the Army Barracks (dead end).</p> <p>B) means the only access to strategic allocation for vehicles is south onto Barrow Road. To protect Shippon, should only approach and exit from the west. Not feasible.</p> <p>C) Upgrading of road infrastructure from site entrance to the Marcham Road Interchange/A34</p>	<p>Amendments to the Development Framework are needed to clarify that access arrangements are indicative. Detailed work to establish the best access point(s) and route(s) will form part of the planning application process when the details of the travel plan and Transport Assessment are known.</p>	<p>Amend the development framework to explain that the access arrangements shown are indicative, and that:</p> <ul style="list-style-type: none"> at the planning application stage, a transport assessment will explore the access and movement strategy on the specific application scheme.

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		<p>needs to happen in line with the commencement of work on the strategic allocation.</p> <p>D) public transport access suggested on Farringdon Road inappropriate - passes through a green buffer zone and through the RAF Gates. A footpath cycle way through here would be acceptable and workable but the public transport should move north.</p> <p>E) northern green link along Sycamore Close and out onto Cholswell Road would be suitable for the transport entry/exit point onto the site as this route is used daily by vehicles and will need to remain a vehicle route for homeowners living in houses situated outside the allocated area. Green link route and the public transport access points should be flipped round.</p> <p>Map at page 79 of NP shows why vehicle access has to remain out onto Cholswell Road. Some properties in this part have been sold into private ownership so residents will need this access point after Army has gone.</p>		<ul style="list-style-type: none"> The County Council will confirm the required approach at the planning application stage in the light of detailed modelling work. <p>(See M84).</p>
179313305	Non-designated heritage assets	3.34: NP lists non-designated heritage assets three of which impact on the strategic allocation site. Farringdon Road and Sandford Lane should be respected, and their original route used as footpaths/ cycle paths across the development. The RAF Gates in Farringdon Road sit within a green buffer zone of the NP, they are protected by the NP and would make a	Part 3 (Paragraph 3.34) of the SPD requires the development to conserve and enhance all non-designated heritage assets, where appropriate. Figure 3.7 shows all the local heritage assets including the non-designated heritage	

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		fine memorial to the history of the Airbase and latterly the Army Barracks. The importance and meaning of these gates to the people of Shippon and the surrounding area cannot be overstated.	assets identified within the St Helen Without and Wootton Neighbourhood Plan. As explained in paragraph 3.30, national policy requires that a proportionate assessment of the significance of any heritage assets affected is undertaken, including any contributions made by their setting.	
179313305	HRA	3.24: Rather than each building company producing an HRA for its own part(s) of site, the LA should commission one independently and developers can buy into it.	The Site Development Templates requires a project level HRA is undertaken to consider the impact on Cothill Fen SAC. This requirement is repeated in the SPD. As part of the planning application process the applicant will need to demonstrate through the HRA that the proposed development will not impact the nearby designated sites. The scope of the HRA will need to reflect this and an appropriate level of detail will need to be included to demonstrate this.	

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			A district wide HRA was prepared to support the Local Plan at examination.	
179319006	Cycling	Many have enjoyed riding and racing at Dalton Barracks. A venue dedicated to cycling would provide a hub for the safe development of junior riders in a pastime that is healthy and sociable. Similar venues at Hillingdon and Gravesend but these are both 1-2 hours from Abingdon/Oxford.	See response to 177497221	
179319253	Cycling	<p>Dalton Barracks has hosted numerous bike racing events for many years.</p> <p>Ask that the developer considers an area for a closed circuit to accommodate the existing cycling scene in this part of Abingdon. Its off-road location promotes cycling to any potential newbies who want to try it, in a safe car free environment. By not having a closed circuit in the development, it will leave a big hole amongst the cycling scene in Oxfordshire.</p> <p>Fully support the formal statement made by ART and hope that the council and the developer allow for this to happen.</p>	See response to 177497221	

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179319991	Cycling	<p>Support Abingdon Race Team's plans for a designated, multi-discipline, community cycle venue, open to all. Feel strongly that it should be included to guarantee a future for racing.</p> <p>Currently the only off-road circuit for bike racing in the area and has been a valued venue for club and team racing across the age, gender and ability range. So important for cyclists and cycling fans in Oxfordshire and surrounding counties.</p>	See response to 177497221	
179333163	Cycling	<p>Incredibly important site for local sport. Hosts regular cycling events, that are central to health the area's sport. Development of the site could represent the end of these events, or the opportunity to create new permanent high-quality facilities, e.g., a road race and off-road circuit.</p> <p>Such facilities would add value to the housing development, offering safe high quality activity facilities. This would boost health and wellbeing of the development's inhabitants, and the wider community.</p>	See response to 177497221	
179335179	Traffic and transport	A34 junction at Lodge Hill – discussed for many years. Are people from this development going to use that when the A34 Marcham Road interchange is closer.	Part 5 (Paragraph 5.49) of the SPD recognises that there are local concerns regarding existing traffic congestion in the surrounding area that need	Text added to Part 1 of the SPD to clarify the role of the Transport Assessment in the planning application

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		<p>To support walking and cycling, the school should be central to the community - current road network of Shippon on school days between 8-9am congested with traffic.</p> <p>Local roads cannot cope with traffic demands. More houses will make Shippon and Abingdon a massive car park and increase pollution.</p>	<p>to be understood and mitigated, where appropriate. Issues regarding traffic flows and potential congestion will be addressed by the travel plan and Transport Assessment that will accompany the planning application for the site. There will be an opportunity to comment on the specific package of mitigation measures set out in the Travel Assessment and their timings as part of the planning application process.</p> <p>Part 5 (Paragraph 5.40) recognises that the primary school should be near the local centre, to enable and optimise the sharing of facilities and increase sustainability. This requirement is also set out at bullet 5 of SDR3. Paragraph 5.41 also requires other measures to support walking and cycling to school.</p>	<p>process and the opportunity to comment on a detailed package of mitigation measures at this stage.</p> <p>(See M7).</p>

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179335179	General	<p>The land chosen is totally wrong - if you must build somewhere then the area of the airfield to the north of the current Army houses in Cholswell Road and Spey Road would be much more suitable.</p> <p>Looking for honesty and realism in the document not just buzz words, along with movement to a better location for the residents of Shippon.</p>	<p>Part 2 of the Vale of White Horse Local Plan allocates the Dalton Barracks Strategic Allocation for a mixed-use development including 1,200 homes. The suitability of the site for development was assessed during the plan-making process and examined by an independent examiner. The role of the SPD is to provide further detail to the policies in the Local Plan to help deliver the mixed-use community envisaged for the site.</p>	
179335179	Impact on setting of Shippon	<p>Shippon will totally change and lose its character.</p> <p>From the plans we will have a school immediately behind our garden so not a physical or visual separation.</p>	<p>Part 3 (Paragraph 3.29) of the SPD recognises the historic centre of Shippon to be an important heritage asset and that the St Helen Without Neighbourhood Plan requires a green buffer between the new development and Shippon. It recommends preparing a separation study to ensure the new and existing communities are well connected and that the design of the green buffer does not</p>	

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			<p>conflict with other development plan policies. Part 5 (Paragraph 5.82) recognises the need to consider, as part of the masterplanning process, how the parkland and other green infrastructure can be used to deliver this buffer and reinforce the physical and visual separation between the development and village of Shippon. This requirement is also set out at bullet 3 of SDR6.</p> <p>The green buffer shown at figure 3.6 of the SPD reflects the green buffer shown on the Garden Village Buffer map at page 79 of the St Helen Without and Wootton Neighbourhood Plan. The Garden Village Buffer map clearly shows two separate areas - a green buffer and a primary school playing field - represented by two different symbols on the key. Given the location of the school playing field it will naturally form part of the green buffer.</p>	

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179335179	Light pollution	Minimising the impact of light pollution - just like the current film set? Just not possible.	<p>Core Policy 8b requires any external lighting scheme designed as part of the development to have a minimal impact in terms of light pollution.</p> <p>The role of supplementary planning documents (SPDs) is to build upon and provide more detailed advice or guidance on policies in the adopted local plan.</p>	
179335179	Impact on nature	The proposed area was a nature haven until the film set descended.	The recent filming that took place on the site is outside the scope of the SPD.	
179335179	Creation of local jobs	SPD mentions local jobs - Would be interested to see how many local jobs have been provided by the film set on the current site - this was promised in the planning application.	<p>The recent filming that took place on the site is outside the scope of the SPD.</p> <p>Part 5 (Paragraphs 5.44 – 5.46) of the SPD explains that opportunities to live and work within the site will be provided through on-site facilities, such as the primary school and local centre. Also, the design of the development will support</p>	

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			<p>opportunities for start-up businesses through the provision of home offices, live-work homes, and shared and flexible office spaces. In addition, the development will also contribute towards delivering new and improved high-quality and high-frequency bus services to local major employment sites such as Milton Park, Harwell Campus and Culham Science Centre.</p> <p>Paragraph 5.47 and bullet 9 of SDR3 require the developer to prepare a site-specific Community Employment Plan to demonstrate how opportunities for local employment can be created.</p>	
179338044	Impact on existing communities	<p>Would like to see an additional section which directly addresses the mitigation of the GV's impact and the opportunities it offers the existing community.</p> <p>Are there Local Plan and NP Policies/ assessments that are directly relevant to its external impact?</p>	<p>The introduction to the SPD on page 7, explains that the SPD is focused on the allocated site. The process for considering the larger Garden Village site will take place through the preparation of future development plans. Part</p>	

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			<p>1 (Paragraphs 1.14 and 1.15) of the SPD explains that the wider MOD base at Dalton Barracks was awarded Garden Village status in 2019 and that the Strategic Allocation will be delivered to Garden Village principles.</p>	
179338044	Strategic Allocation	<p>Strategic Allocation Plan (SAP) differs from that proposed by the DIO in their delivery document e.g., locations of country park and local centre. How will this be reconciled in the masterplan for the SAP? Will the complete GV mean that the northern part of the proposed country park will be built over?</p>	<p>The SPD Development Framework (Figure 5.2) was prepared taking into consideration the Indicative Development Framework Plan prepared by the DIO for the wider site. It places the primary school and local centre for this part of the site in similar locations.</p> <p>The process for considering the larger Garden Village site will take place through the preparation of future development plans. Part 1 (Paragraphs 1.14 and 1.15) of the SPD explains that the wider MOD base at Dalton Barracks was awarded Garden Village status in 2019 and that the Strategic Allocation will be</p>	

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			delivered to Garden Village principles.	
179338044	Accessibility of document	p.3. Colour coding - what about colour blind people? Would be useful to use symbols. The orange and yellow colours with white text in the body of the SPD are particularly hard to read due to low contrast. Suggest changing to black text.	Noted.	Change format to make the document more accessible. (See M2).
179338044	Structure of SPD	p.3. Additional section "Impact on and Key Benefits for Existing Community" - Would make it much clearer and easier to see relevant statements.	Noted. However, we do not consider this to be the role of the SPD as set out in Policy 8b of LPP2.	
179338044	Engagement and consultation	p.7. Garden Communities Programme - the PC were not consulted as stated and the proposal incorrectly stated the GV would be an extension of an existing town (should have been standalone) - note WSHWNP includes a buffer between GV and Shippon.	Comment on engagement noted. Modifications proposed to address this. Part 3 (Paragraph 3.29) of the SPD explains that the St Helen Without Neighbourhood Plan requires a green buffer between the new development and Shippon. It recommends preparing a separation study to ensure the new and existing communities are well connected and that the design	Modify text as proposed by St Helen Without Parish Council. (See M27).

Name/ Organisation/ Comment ID	Category	Comment Summary	Officer Response	Proposed Modification
			<p>of the green buffer does not conflict with other development plan policies. Part 5 (Paragraph 5.82) recognises the need to consider, as part of the masterplanning process, how the parkland and other green infrastructure can be used to deliver this buffer and reinforce the physical and visual separation between the development and village of Shippon. This requirement is also set out at bullet 3 of SDR6.</p>	
179338044	Accessibility of the development	<p>"highly accessible development" - suggests a dormitory development - further on the SPD highlights employment at the various science and technology centres in and around Oxford.</p> <p>"links to Abingdon, Oxford City and Science Vale" - implies dormitory development</p>	<p>Core Policy 8b aims to deliver a highly sustainable and accessible development, ensuring excellent public transport, cycleway and footpath connections to Oxford and Abingdon.</p> <p>The development is required to be in accordance with a travel plan for the site and to make necessary contributions in order to implement sustainable transport initiatives, including minimising car usage and</p>	

Name/ Organisation/ Comment ID	Category	Comment Summary	Officer Response	Proposed Modification
			<p>increasing the use of public transport, walking and cycling. This is recognised at paragraph 5.49 of the SPD and the requirements are set out at bullet 1 of SDR4 in the SPD.</p> <p>The Site Development Template for Dalton Barracks requires contributions towards new high-quality bus services to major employment sites if possible, Milton Park, Harwell Campus and Culham Science Centre. This is recognised at paragraph 5.62 of the SPD.</p> <p>The role of supplementary planning documents (SPDs) is to build upon and provide more detailed advice or guidance on policies in the adopted local plan.</p>	
179338044	Landscape-led	"landscape-led" - an early brief definition would be helpful.	<p>Include brief definition of landscape-led in part 2 of the SPD.</p> <p>Part 5 (Paragraph 5.77) of the SPD provides a more detailed</p>	<p>Text added to paragraph 2.7 to provide a brief definition of landscape-led.</p> <p>(See M13)</p>

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			explanation of what is meant by a 'landscape-led' approach to design.	
179338044	Masterplanning	For clarity what is a masterplan and who produces it should be explained. What is the role of the Vale's Masterplanning Lead?	Noted.	Text added defining masterplanning and clarifying that the developer will prepare the required masterplan. (See M30).
179338044	Future potential of the wider site	"fully decommissioned by 2028/29" "vacant by 2024/25" - Not clear that these dates will be met. Logistics divisions could stay on operational part beyond 2028/29 but that a larger part of the airfield could be released for development. Questions over how the northern part of the airfield be secured and what activities will continue? The airfield is routinely used for community activities.	The commentary is based on the latest information provided by the MOD. The introduction to the SPD on page 7, explains that the SPD is focused on the allocated site. The process for considering the larger Garden Village site will take place through the preparation of future development plans.	Delete last sentence in paragraph 3.3. (See M14).
179338044	Settlement hierarchy	Gozzard's Ford and Cothill are hamlets not villages	Noted.	Modify text as proposed by St Helen Without Parish Council. (See M17).

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179338044	Typographical error	Honeywell Road should be Honeybottom Lane 5.82 - typo "S55.2" should be SS5.2.	Noted.	Errors to be corrected. (See M19 and M73).
179338044	Character of Abingdon	"Abingdon on Thames is a vibrant town" some might challenge this as it has lost out to neighbouring towns.	Noted.	
179338044	Relationship between existing MOD barracks and surrounding villages	<p>MOD housing serves a much wider area than just DB as it uniquely can house larger families.</p> <p>The MOD facilities serve a multicultural community and includes the only Ghurkha Temple in the area.</p> <p>There is also the Edward Brooks Barracks to the north of Cholswell Road</p> <p>The community centre is not within the fence and is available for use by the local Community</p> <p>The playing fields to the east of Cholswell Road were designated a Local Green Space in the WSHWNP and are accessible and used by the whole community for events bringing the army community together with the local community.</p>	Noted.	<p>Modify paragraph 3.13 to address this.</p> <p>(See M18).</p>

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179338044	Air quality	Air quality is currently being assessed in Shippon.	Noted. Development Policy 26 of the Local Plan requires development proposals to demonstrate that they are minimising any impacts associated with air quality.	
179338044	Oxfordshire Plan 2050	Will the OX2050 plan set firm targets for housing which will be required to be met in the Local Plan 2041?	This is not relevant to the SPD. Based on what was outlined in Reg 18 Part 2 of the Oxfordshire Plan 2050, there is an intention for the Districts to be provided with a housing requirement by the Oxfordshire Plan. For the Joint Local Plan (JLP) 2041 this will be two requirements, one for the Vale and the other for South. It is envisaged this will be provided as an annual requirement which can then be applied to the JLP timeframes.	
179338044	Innovation Centre	5.46 - Creating an Innovation Centre and Network would be great	Noted. There is no policy requirement to deliver this.	

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179338044	Long term stewardship	Long term stewardship - Not clear how it relates to parish council	<p>Part 5 (Paragraphs 5.100 – 5.101) of the SPD recognises that public engagement and participation are key to determining the most appropriate model of stewardship and that the preparation of a Community Maintenance and Management Plan (CMMP) or equivalent should include appropriate engagement with key stakeholders and the local community in order to identify the most beneficial and cost-effective model. This requirement is also set out at bullet 3 of SDR7.</p> <p>The Parish Council is a key stakeholder and representative of the community.</p>	
179338044	Housing figure	<p>The 4500 figure came from the DIO - should be treated with caution i.e., until JLP 2041 is adopted it is purely speculative.</p> <p>7.3 - Highlights that a planning application could be made for more than the 1200 homes which would be of concern to the existing community.</p>	<p>As set out in the introduction to the SPD on page 7, the SPD is focused on the allocated site. The process for considering the larger Garden Village site will take place through the preparation of future development plans.</p>	<p>Amend paragraph 7.3 to clarify how a planning application for development which is outside the scope of the development allocated in the Local Plan will be</p>

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			<p>Planning permission can be sought for any type of development or any parcel of land whether it is supported by local planning policy or not. There is a need to clarify how a planning application for development which is outside the scope of the development allocated in the Local Plan will be considered.</p>	<p>considered and the role of the SPD. (See M104)</p>
179338044	Pollution	Not just minimising light pollution - any pollution should be minimised.	<p>Core Policy 8b requires any external lighting scheme designed as part of the development to have a minimal impact in terms of light pollution.</p> <p>Development Plan Policies 25, 26 and 27 set out requirements to ensure that new development adequately considers noise and air pollution as well as contaminated land.</p>	

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179338044	Mixed-use	"mixed-use community" - How feasible is this for 1200 homes? Is it only sustainable for a larger GV and therefore the location and services/facilities in the Local Centre will only be possible for a larger development.	<p>Part 2 of the Vale of White Horse Local Plan allocates the Dalton Barracks Strategic Allocation for a mixed-use development including 1,200 homes, incorporating on-site services and facilities, including a local centre.</p> <p>The role of the SPD is to provide further detail to the policies in the Local Plan to help deliver the mixed-use community envisaged for the site by Core Policy 8b.</p>	
179338044	Garden Village Opportunities	"own character" - would it not be better to be in synergy with the existing character of the surrounding villages and hamlets? This is alluded to later in the SPD.	Noted. Modification proposed to address this.	<p>Modify text based on St Helen Without Parish Council proposed wording.</p> <p>(See M12).</p>
179338044	Shippon Green Buffer	6.41 - Clearly the buffer of local green spaces in the WSHWNP between Shippon and the GV needs to be designed to enhance its utility for both communities. The buffer seen as a way of distinguishing between the Old Shippon and its new neighbour.	<p>Paragraph 6.41 is not directly referring to the Shippon Green Buffer.</p> <p>Part 3 (Paragraph 3.29) of the SPD recognises that the St Helen Without Neighbourhood Plan requires a green buffer between the new development</p>	

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			<p>and Shippon. It recommends preparing a separation study to ensure the new and existing communities are well connected and that the design of the green buffer does not conflict with other development plan policies. Part 5 (Paragraph 5.82) recognises the need to consider, as part of the masterplanning process, how the parkland and other green infrastructure can be used to deliver this buffer and reinforce the physical and visual separation between the development and village of Shippon. This requirement is also set out at bullet 3 of SDR6.</p>	
179338044	Garden village principles	<p>This section (Section 2) does not cover other major housing developments in the area such as, North Abingdon, Didcot Garden Town, Culham, Grove, N Oxford etc. How will the GV differ from these as it adopts GV principles? Will the GV suck people away from existing areas which could become less attractive to live in?</p>	<p>As set out in the introduction to the SPD on page 7, the SPD is focused on the allocated site. The process for considering the larger Garden Village site will take place through the preparation of future development plans.</p>	<p>Review photos (See M1)</p>

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		<p>Photograph from Great Western Park Didcot - better if all photographs were from GVs. Misleading as the development did not adhere to GV Principles?</p>	<p>The images used are a mixture of local examples from Oxfordshire and Buckinghamshire as well as Garden Villages. The images will be reviewed before the final document is produced and published.</p>	
179338044	Movement and transport	<p>"well connected by road links" - local roads are rural and some are already heavily congested at peak times.</p> <p>Bus - due to the condition of roads and poor bus suspension ride is extremely rough.</p> <p>Needs a much more forward thinking and innovative approach to people movement, not just walking, cycling and public transport.</p> <p>Rapid advances in technology and changing habits could make traditional cycling and public transport obsolete.</p> <p>5.71 - Not clear that car ownership will reduce.</p>	<p>Policy 8b of the Local Plan requires the development to be in accordance with a travel plan and to make the necessary contributions in order to implement sustainable transport initiatives, including minimising car usage and increasing the use of public transport, walking and cycling. Part 5 (Paragraph 5.49) of the SPD recognises that the travel plan will need to take account of new modes of transport anticipated to become mainstream within the plan period, including electric and automated vehicles. Through the production of the Transport Assessment local concerns regarding existing traffic congestion on roads in the</p>	

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			<p>surrounding area will need to be understood to ensure that the impacts of the proposed development are mitigated, where appropriate.</p> <p>Paragraph 5.68 of the SPD recognises that sufficient infrastructure will need to be designed to accommodate the sustainable use of vehicles.</p>	
179338044	Wildlife	<p>Would be useful to reference BBOWT who look after the local wildlife sites.</p> <p>The airfield site is home to many ground nesting birds which are protected.</p>	<p>Part 3 (Paragraph 3.25) of the SPD recognises that a variety of protected and priority species have been recorded on the site and that up-to-date surveys will be required to inform the masterplanning process and planning application. This will be addressed as part of the planning application process and there will be opportunity to comment on the findings of the surveys and proposed mitigation measures as part of that process.</p>	<p>Modify paragraph 3.21 to reference BBOWT managing the wildlife sites.</p> <p>(See M22).</p>

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179338044	Access	<p>The Barrow Rd entrance to DB is for HGVs. There is a second cars only entrance on Cholswell Road.</p> <p>Barrow Rd was a no through farm track before the airfield was built.</p> <p>Sycamore Close and Hawthorne Avenue are within the army quarters and not really for general access. Merlin Rd is no longer a road.</p> <p>Map - current HGV access is from Barrow Rd. It is not clear how this will operate through the housing primary access route?</p>	<p>Amendments to the Development Framework are needed to clarify that access arrangements are indicative. Detailed work to establish the best access point(s) and route(s) will form part of the planning application process when the details of the travel plan and Transport Assessment are known.</p>	<p>Amend the development framework to explain that the access arrangements shown are indicative, and that:</p> <ul style="list-style-type: none"> • at the planning application stage, a transport assessment will explore the access and movement strategy on the specific application scheme. • The County Council will confirm the required approach at the planning application stage in the light of detailed modelling work. <p>(See M84).</p>
179338044	Low carbon/ climate change	<p>Should mention Hydrogen as a future fuel source. 6.14 - Does not mention Hydrogen as an alternative fuel.</p> <p>6.17 - Off-site renewables could be opportunity for land use in the parish.</p>	Noted.	<p>Amend paragraph 6.14 to refer to hydrogen fuel.</p> <p>(See M87).</p>

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179338044	Cycling	Cycle route - too often these are simply advisory dotted lines. The existing ones often ignored by cyclists who use pavements e.g., Faringdon Rd. Other dedicated cycle routes e.g., on Wootton Rd rarely used by cyclists who prefer to cycle in the main carriageway.	Part 5 (Paragraphs 5.57 - 5.58) requires the developer to explore measures to improve cycling facilities, including routes within Shippon, routes to Wootton and routes to Abingdon. These enhancements should be delivered to the highest quality and in line with DfT and OCC design standards.	
179338044	Traffic	<p>Barrow Rd has a major issue with school traffic and increasingly as a rat run into Abingdon and Oxford as the A415 is heavily congested. Will require careful consideration and design. SHWPC recently produced Strategic Highways Review.</p> <p>5.65 - Local road network is already heavily congested by school traffic and rat runs.</p> <p>5.66 - Why these? There are far more significant and challenging highways closer to the site</p> <p>5.73 - A415 already heavily congested and N Abingdon developments will significantly add to the pressure.</p>	Part 5 (Paragraph 5.49) of the SPD recognises that there are local concerns regarding existing traffic congestion in the surrounding area that need to be understood and mitigated, where appropriate. Issues regarding traffic flows and potential congestion will be addressed by the travel plan and Transport Assessment that will accompany the planning application for the site. There will be an opportunity to comment on the specific package of mitigation measures set out in the Travel Assessment and their timings	Text added to Part 1 of the SPD to clarify the role of the Transport Assessment in the planning application process and the opportunity to comment on a detailed package of mitigation measures at this stage. (See M7).

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		7.6 - "timely delivery of the infrastructure required". Biggest concern for the existing community, particularly, on highways. It should be noted that the DIO delivery document's proposals for changes to local roads was not well received. Unclear how the potential increase in traffic can be accommodated in such roads as Barrow Rd which already is heavily congested.	as part of the planning application process.	
179338044	Historic Routes	"re-establishing historic routes" Why? Given that these were lost some 90 years ago. If this were pursued, then Barrow Rd was a no through farm track ending at Manor Farm.	The historic routes of Sandford Lane and the old Faringdon Road identified on the opportunities and challenges plan (figure 3.8), are identified in the St Helen Without and Wootton Neighbourhood Plan as non-designated heritage assets. Policy DG2 of the Neighbourhood Plan requires heritage assets to be conserved in a manner appropriate to their significance and supports proposals that better reveal their significance, for example, through the provision of open or public space, or by taking opportunities to improve appropriate public access.	

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179338044	Density	Density - Does low density equate to 30 per hectare? Should be noted that much of the housing in the parish is around 10-15 per hectare. How is this difference reconciled to ensure synergy between the GV character and the existing villages and hamlets?	<p>Core Policy 23 of the Local Plan requires all new housing development to deliver a minimum density of 30 dwellings unless specific local circumstances indicate that this would have an adverse effect on the character of the area, highway safety or the amenity of neighbours. Higher densities are encouraged in locations where it will result in the optimum use of land, where there is good access to services and public transport routes.</p> <p>To provide more flexibility and ensure that development at Dalton Barracks makes efficient use of land with an amount and mix of development and open space that optimises density. Reference to specific densities for 'higher' and 'medium' density parts of the site have been removed from DG2.</p>	<p>Remove references to specific densities for 'higher' and 'medium' density parts of the site in DG2.</p> <p>(See M88)</p>

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179338044	Retail	Is it realistic to include retail within the local centre? It is hard to envisage retail being commercially viable.	Noted. Modifications are proposed to clarify the uses. References to retail uses reflect the requirement of Core Policy 8b to deliver a mixed-use community.	Amend wording to paragraph 6.25 and bullet 6 to clarify uses. (See M89 and M90).
179338044	Parking provision	Car and cycle parking - Rapid charging points should be available at key points around the development, some may even be easily accessible to the existing community.	<p>Part 5 (Paragraph 5.68 and 5.69) of the SPD recognises that sufficient infrastructure should be designed to accommodate sustainable use of vehicles including electric and other green vehicle infrastructure. It highlights the Oxfordshire Electric Vehicle Infrastructure Strategy as setting out best practice for delivering charging facilities for electric vehicles in Oxfordshire and DG7 recommends taking account of the standards in the strategy.</p> <p>In December 2021, requirements regarding the provision of electric vehicle charging points for new residential buildings were introduced by Building</p>	Add text to the SPD to acknowledge the introduction Building Regulations Approved Document S.

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			<p>Regulations Approved Document S.</p> <p>Part 5 (Paragraph 5.59) of the SPD recognises that charging infrastructure for electric bikes to support longer cycle trips and improve cycle accessibility needs to be considered as part of the masterplanning process.</p>	
179338696	Cycling	<p>Abingdon Race Team (ART) have staged well attended cycling events for years. Well known amenity on a national basis. A shame to lose a facility that has been so instrumental in supporting cycling at grass roots level. As a female cyclist who likes to race, such opportunities are few and far between.</p> <p>Opportunity in new development to include a space for cycling events to continue and grow.</p>	See response to 177497221	
179360136	Pressure on health care	<p>Additional strain on SCAS ambulance services, the Oxford city hospitals, and the GP surgeries of Oxford. Difficulty attracting suitable applicants for vacancies in health care - because there are none in Oxfordshire for the residents that we have already. Practice nurses and GPs - none available.</p>	<p>Part 2 of the Vale of White Horse Local Plan allocates the Dalton Barracks Strategic Allocation for a mixed-use development including 1,200 homes. The Site Development Template for Dalton Barracks requires the development to contribute towards</p>	

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		<p>Building new medical facilities at Dalton Barracks will take away staff from already hard-pressed local surgeries, further diluting the overworked staff.</p> <p>Consider the effect of expansion plans on the NHS. Not coping now, and this is about to make things so much worse.</p>	<p>improvements to the existing healthcare facilities in the area. The suitability of the site for development and the infrastructure required to support it was assessed during the plan-making process and examined by an independent examiner. The role of the SPD is to provide further detail to the policies in the Local Plan to help deliver the mixed-use community envisaged for the site.</p> <p>Bullet 3 of SDR3 within the SPD requires the developer to explore the potential to provide new medical facilities as this is supported by the Wootton and St Helen Without Neighbourhood Plan. The developer should discuss the most appropriate contribution to delivering health care provision with key stakeholders, including the Oxfordshire Clinical Commissioning Group and Oxfordshire County Council, to inform the masterplanning</p>	

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			process. This is set out at paragraph 5.38 of the SPD.	
179362259	Traffic	<p>Already extremely difficult to get out between 8 and 9 am due to local schools.</p> <p>Traffic from new housing off Wootton Road/Dunmore Road will add to this traffic problem, before taking account of traffic from the proposed new build.</p> <p>Would be better to build either at Cholswell Road end or at the Gozzards Ford end of the airfield. There are existing exits at that end which could be used to reduce the necessity to exit onto Barrow Road.</p>	<p>Part 5 (Paragraph 5.49) of the SPD recognises that there are local concerns regarding existing traffic congestion in the surrounding area that need to be understood and mitigated, where appropriate. Issues regarding traffic flows and potential congestion will be addressed by the travel plan and Transport Assessment that will accompany the planning application for the site. There will be an opportunity to comment on the specific package of mitigation measures set out in the Travel Assessment and their timings as part of the planning application process.</p>	<p>Text added to Part 1 of the SPD to clarify the role of the Transport Assessment in the planning application process and the opportunity to comment on a detailed package of mitigation measures at this stage.</p> <p>(See M7).</p>

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179362259	Wildlife	Attention should be paid to the wildlife which exists on the airfield. There are newts, red kites, foxes, badger and deer which would also be displaced due to these proposed developments.	Part 3 (Paragraph 3.25) of the SPD recognises that a variety of protected and priority species have been recorded on the site and that up-to-date surveys will be required to inform the masterplanning process and planning application. The Site Development Template requires Consideration to be taken, where appropriate, to mitigate against any adverse effects on priority habitat species, as identified through survey work and to provide an additional plan to address invasive non-native species. This will be addressed as part of the planning application process and there will be opportunity to comment on the findings of the surveys and proposed mitigation measures as part of that process.	Amend paragraph 3.25 to make specific reference to the requirements set out in the Site Development Template. Text also added to clarify opportunity to comment on the findings of the surveys and proposed mitigation measures as part of the planning application process. (See M26).
179362259	Loss of leisure/ open space	Loss of use of the area for the many leisure activities which take place here - the annual Air Show, Fireworks, Driving Experiences, Cycle Racing, the RAF use of the airfield for training	The SPD vision includes both a vibrant local centre and network of high-quality green spaces, including 30 hectares of County Park. These provide	Add paragraph to Part 3 setting out current uses taking place at the Dalton Barracks Strategic

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		<p>exercises, and to lose the open space for dog-walking etc.</p>	<p>potential locations for various community events. Although the SPD could seek to specifically encourage the delivery of open space that can accommodate community events.</p>	<p>Allocation or wider MOD site.</p> <p>(See M15).</p> <p>Expand paragraph 5.31 to make specific reference to designing the Local Centre to accommodate community events.</p> <p>(See M44).</p> <p>Add bullet to SDR3 to make specific reference to designing the Local Centre to accommodate community events.</p> <p>(See M48).</p> <p>Add new paragraph to make specific reference to designing part of the open space to accommodate community events.</p> <p>(See M75).</p>

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				<p>Add bullet to SDR6 to make specific reference to designing part of the open space to accommodate community events/recreational activities.</p> <p>(See M80).</p>
179362259	Impact on setting	It is simply not sustainable to build on every piece of land which becomes available and detracts from the lovely town Abingdon used to be.	Part 2 of the Vale of White Horse Local Plan allocates the Dalton Barracks Strategic Allocation for a mixed-use development including 1,200 homes. The suitability of the site for development was assessed during the plan-making process and examined by an independent examiner. The role of the SPD is to provide further detail to the policies in the Local Plan to help deliver the mixed-use community envisaged for the site.	

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179371188	Cycling	Would be fantastic to keep some road and cyclocross racing provision at Dalton Barracks.	See response to 177497221	
179373576 The Friends of Abingdon Civic Society	General	<p>Well produced document with aspirational aims. If guidance on p.37 is adhered to result will be low-carbon pleasant community.</p> <p>Emphasis on 'landscape-led development incorporating a network of high-quality green and blue structure' welcomed.</p> <p>Green space important to wellbeing and should be reflected in design.</p> <p>Pleased to see solar generation to be maximised.</p>	Noted.	
179373576 The Friends of Abingdon Civic Society	Active travel	<p>Proposals for cycleways and footways appear to deliver 'a highly accessible development with attractive cycleways, footways, and excellent public transport services'</p> <p>Pleased to see stepped cycleways.</p> <p>Reinstatement of old Faringdon Road line as a green link is very welcome.</p>	Noted.	

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179373576 The Friends of Abingdon Civic Society	Access	Concerns regarding the two main vehicular access points to the site (traffic congestion, narrow access points, road safety).	Amendments to the Development Framework are needed to clarify that access arrangements are indicative. Detailed work to establish the best access point(s) and route(s) will form part of the planning application process when the details of the travel plan and Transport Assessment are known. There will be opportunity to comment on the detailed proposals as part of this process.	Amend the development framework to explain that the access arrangements shown are indicative, and that: <ul style="list-style-type: none"> • at the planning application stage, a transport assessment will explore the access and movement strategy on the specific application scheme. • The County Council will confirm the required approach at the planning application stage in the light of detailed modelling work. (See M84).
179373576 The Friends of Abingdon Civic Society	Public Transport	Current public transport service totally unsatisfactory and much work to be done to provide regular services.	Part 5 (Paragraph 5.60) explains that the Council is working in partnership with Oxfordshire County Council to plan for substantial public transport improvements, to	

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			<p>which this site may be required to make financial contributions. The Site Development Template from the Local Plan Part 2 (reproduced at Appendix 1 of the SPD) requires the developer to contribute to bus frequency enhancements ensuring high frequency services to Abingdon and Oxford, as well as contributing towards new high quality bus services to major employment sites. These requirements are set out in the SPD at bullet 10 of SDR4. The specific enhancement measures will be identified in the Transport Assessment as part of the planning application process. There will be an opportunity to comment on the specific package of measures set out in the Transport Assessment as part of the planning application process.</p>	

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179373576 The Friends of Abingdon Civic Society	Transport Assessment	Transport plan for site must be based on a full traffic assessment taking into account existing and proposed developments around Abingdon.	Part 5 (Paragraph 5.49) of the SPD requires the developer, through the production of a Transport Assessment to accompany the planning application for the site, to understand local concerns regarding existing traffic congestion on roads in the surrounding area to ensure that the impacts of the proposed development are mitigated, where appropriate.	
179373576 The Friends of Abingdon Civic Society	Infrastructure	Primary school must be delivered early in the development. Same with the delivery of the medical centre and community centre (essential infrastructure to be delivered in tandem with occupation of houses)	The delivery of key infrastructure will be considered as part of the planning application process and agreed as part of any planning approval. There will be an opportunity to comment on the specific package of infrastructure and the timings as part of the planning application process.	
179373576 The Friends of Abingdon Civic Society	Relationship with Abingdon	Lack of clarity about the extent to which the residents of this development will look to Abingdon for facilities which may not be provided in the 'local centre' Will secondary-age pupils have to travel to schools in Abingdon?	Part 2 of the Vale of White Horse Local Plan allocates the Dalton Barracks Strategic Allocation for a mixed-use development including 1,200	

Name/ Organisation/ Comment ID	Category	Comment Summary	Officer Response	Proposed Modification
		<p>Not much detail about how the strategic settlement will relate to the existing settlement at the site. More information necessary about the intended 'settlement hierarchy' between Dalton and Abingdon.</p>	<p>homes. Core Policy 8b requires the mixed-use community to incorporate on-site services and facilities, including education provision (a primary school), a local centre, and to provide local opportunities for employment. The scale of the allocation does not require a secondary school to be built on-site, but rather contribution towards provision in the area.</p> <p>The Site Development Template requires contributions to existing healthcare and other community facilities, appropriate secondary school provision for the area of Abingdon and public transport enhancements.</p>	
179383898	Impact on nearby properties	<p>Would like to see amendment to only show access for pedestrians and cyclists where currently shown as public transport, pedestrians and cyclists as identified on fig 5.2 Development Framework Map.</p>	<p>Amendments to the Development Framework are needed to clarify that access arrangements are indicative. Detailed work to establish the best access point(s) and route(s) will form part of the</p>	<p>Amend the development framework to explain that the access arrangements shown are indicative, and that:</p>

Name/ Organisation/ Comment ID	Category	Comment Summary	Officer Response	Proposed Modification
		<p>Creating access for public transport will require alteration of the existing highway resulting in adverse physical factors.</p> <p>The effect of creating a public transport route will reduce my property value and spoil enjoyment of my property.</p>	<p>planning application process when the details of the travel plan and Transport Assessment are known. There will be opportunity to comment on the detailed proposals as part of this process.</p>	<ul style="list-style-type: none"> • at the planning application stage, a transport assessment will explore the access and movement strategy on the specific application scheme. • The County Council will confirm the required approach at the planning application stage in the light of detailed modelling work. <p>(See M84).</p>
179355463	Traffic and road safety	<p>Figure 3.8. The diagram shows arrows indicating areas where people will be deterred from visiting. This may well be impossible to achieve and may not even be appropriate.</p> <p>Restriction of vehicles through Cothill in terms of access, parking and speed should be prioritised. Cothill Road and Blackhorse Lane have experienced increase in traffic in recent years and speeds are frequently unsafe. Have experienced multiple accidents here.</p>	<p>Part 5 (Paragraph 5.49) of the SPD recognises that there are local concerns regarding existing traffic congestion in the surrounding area that need to be understood and mitigated, where appropriate. Issues regarding traffic flows and potential congestion will be addressed by the travel plan and Transport Assessment that will</p>	<p>Text added to Part 1 of the SPD to clarify the role of the Transport Assessment in the planning application process and the opportunity to comment on a detailed package of mitigation measures at this stage.</p> <p>(See M7).</p>

Name/ Organisation/ Comment ID	Category	Comment Summary	Officer Response	Proposed Modification
		<p>Traffic control on small country roads around the development site will need to be prioritised.</p> <p>Figure 5.2</p> <p>Directing vehicles out along Barrow Road will lead to a large increase in traffic north along Faringdon Road. The road is already busy at times and subject to high vehicle speeds. Hope there will be consideration as to how this could be mitigated. Traffic must be deterred from travelling up Blackhorse Lane and Cothill Road, both already used as rat runs.</p>	<p>accompany the planning application for the site. There will be an opportunity to comment on the specific package of mitigation measures set out in the Travel Assessment and their timings as part of the planning application process.</p>	
179355463	Parkland and recreation	<p>Section 5.8</p> <p>The provision of 30ha of parkland is welcome but is it enough? Will the area of the airfield to the north of the proposed development be used for recreation? The creation of a large, wooded area with bike trails etc would be of great benefit.</p>	<p>Core Policy 8b of the Local Plan and the Site Development Template for Dalton Barracks require at least 30 hectares of parkland to help mitigate recreational impacts on Cothill Fen SAC and neighbouring SSSIs. The SPD cannot introduce new planning policies into the development plan and, therefore, cannot require the delivery of a larger area of parkland. The process for considering the larger Garden Village site, which includes the area of the airfield</p>	

Name/ Organisation/ Comment ID	Category	Comment Summary	Officer Response	Proposed Modification
			to the north of the proposed development, will take place through the preparation of future development plans. There will be opportunity to comment on any proposals as part of the plan-making process.	
179355463	Low carbon design	<p>Development seems appropriate and the design objectives appear worthy and (hopefully) achievable.</p> <p>Carbon neutrality is important: will all buildings be obliged to have solar panels? heat pumps? Have any considerations been given to some sort of district heating?</p>	<p>Bullet 1 of SDR1 in the SPD requires the developer to seek to achieve net zero operational carbon by using 100% renewable energy sources and the highest levels of fabric efficiency. This can be achieved in a number of ways. There is no specific requirement for solar panels, heat pumps or district heating, although there is the opportunity to explore all these measures.</p>	
179355463	Light pollution	<p>Light pollution is striking in the area. The lighting in the development should be low level (where possible), low intensity and downward facing.</p>	<p>Core Policy 8b of the Local Plan requires any external light scheme delivered as part of the development to have minimal impact in terms of light pollution. This requirement is highlighted at paragraph 1.3 of the SPD.</p>	<p>Requirement added to SDR1.</p> <p>(See M39).</p>

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179397715	Cycling	<p>Safe environment for athletes of all ages to train on both bike and run.</p> <p>If an area could be made to provide a cycle circuit giving enough distance to train on without sharing the space with cars that would maintain a working relationship with the current users.</p>	See response to 177497221	
179395913 Wootton Parish Council	General comment	<p>Good to see that the SPD makes use and reference to NP.</p> <p>Wootton Parish Council wholly agrees with and backs the submission from SHWPC to this consultation.</p>	Noted.	
179395913 Wootton Parish Council	Access/ egress	<p>S5.72-73, P55 Object to suggestion that the north-eastern route should be promoted as an equal route of egress from the development. Would like to see the reference to the Cumnor P&R removed, and the arrows on Figure 5.2 amended so the southerly arrow is made thicker therefore indicating that the main route out of the site is to be to the South. Would also like this to be stated in the SPD.</p>	<p>Amendments to the Development Framework are needed to clarify that access arrangements are indicative. Detailed work to establish the best access point(s) and route(s) will form part of the planning application process when the details of the travel plan and Transport Assessment are known.. There will be opportunity to comment on the detailed proposals as part of this process.</p>	<p>Amend the development framework to explain that the access arrangements shown are indicative, and that:</p> <ul style="list-style-type: none"> at the planning application stage a transport assessment will explore the access and movement strategy on the specific application scheme.

Name/ Organisation/ Comment ID	Category	Comment Summary	Officer Response	Proposed Modification
			<p>The reference to the Cumnor Park and Ride at paragraph 5.60 of the SPD is directly related to the content of the extant Oxfordshire Local Transport Plan and Infrastructure Strategy. As part of updating the Local Transport Plan, the county council will be reviewing its park and ride strategy and will consider the role of the proposed outer park and rides in supporting the Local Transport Plan priorities.</p>	<ul style="list-style-type: none"> The County Council will confirm the required approach at the planning application stage in the light of detailed modelling work. <p>(See M84).</p>
<p>179395913 Wootton Parish Council</p>	<p>Primary school provision</p>	<p>S5.39-43, P48. What does the new primary school on the site mean for the three local primary schools of Sunningwell, Wootton, and Dry Sandford. Can all 4 schools can co-exist or is the intention that the new primary school will only service the new development? Would feel happier if there was a reference to expecting all the other local primary schools to continue to co-exist with the new one.</p>	<p>The Site Development Template for Dalton Barracks requires a new two form entry primary school with nursery provision will be required on site. This is based on the infrastructure requirements identified in the Infrastructure Delivery Plan.</p>	
<p>179395913 Wootton Parish Council</p>	<p>Electric Vehicle charging points</p>	<p>S5.69, P55. Insert the words "high-capacity, 3-phase, charging facilities for electric vehicles". References should be included to more and a significant quantity of communal EV charging areas.</p>	<p>Development Plan Policy 17 of the Local Plan requires Transport Assessments and Travel Plans to consider opportunities to support the</p>	

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		Creatively more can be done to intertwine communal EV charging spaces and visitor/resident parking to ensure more spaces are created under the umbrella of EV charging.	<p>take up of electric/ low emissions vehicles, in accordance with best practice. Paragraph 5.69 of the SPD notes that The Oxfordshire Electric Vehicle Infrastructure Strategy sets out best practice for delivering charging facilities for electric vehicles in Oxfordshire and bullet 11 of SDR4 requires sufficient infrastructure to be provided. Bullet 13 of DG7 also refers to taking account of the standards set out in the Oxfordshire Electric Vehicles Infrastructure Strategy.</p> <p>Following on from the Strategy, the Oxfordshire Councils intend to collaborate to develop a Technical Advice Note for developers and planning officers.</p>	
179395913 Wootton Parish Council	Broadband	References to "superfast" should be replaced with "ultrafast". Companies will be compelled to install FTTH rather than FTTC - an essential requirement for residents and to promote home-working (reducing traffic movements).	Core Policy 36 of the Local Plan requires new development to ensure appropriate infrastructure is provided to enable all properties to be connected to	

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			<p>'superfast' broadband. This requirement is set out at bullet 9 of SDR1 in the SPD. The SPD cannot introduce new planning policies into the development plan and, therefore, cannot require more than 'superfast' broadband to be provided.</p>	
179395913 Wootton Parish Council	Parking	<p>Car parking will be one of the largest issues for the development. Ask that the principles set out on p.89 are stringently met. Specifically point 3 (quality of the street), point 5 (wider streets) and point 12 (design to ensure ad-hoc parking doesn't impact use of path)</p> <p>"quality" of the street is subjective but would like to see references to this included in the SPD - for us this means, wider streets for access, more formal paths for safety, and more visitor spaces to avoid need to park on paths.</p>	<p>Noted.</p> <p>Core Policy 37 of the Local Plan requires all proposals for new development to be of a high quality design that secures a high quality public realm with well managed and maintained public areas that are overlooked to promote greater community safety, with clearly defined private spaces.</p> <p>Bullet 2 of SDR4 in the SPD requires designing the development, including the detailed design of highways, footways and cycleways, to prioritise walking, cycling and public transport as the most attractive form of local transport and minimising car</p>	

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			<p>usage. The bullets at DG6 provide guidance on how to achieve this, including providing wide and accessible pavements with adequate seating spaces along them; designing streets as social spaces with the needs of pedestrians, cyclists, and public transport users put above the needs of motorists; and delivering a safe, comfortable, interesting and purposeful network of pedestrian pathways through the development.</p> <p>Bullet 13 of SDR4 requires the development to provide a range of well-designed parking options for residents and visitors to the school, local centre, and community facilities, where necessary so as not to encourage car-use. Bullets 3 to 7 of DG7 provide more guidance on this, including the provision of on-street visitor parking spaces.</p>	

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179413684 Historic England	Historic Environment	Reviewed the document and are satisfied that it appropriately supplements local policy, in respect of the conservation and enhancement of the historic environment.	Noted.	
179423191 National Highways	Highways	<p>Encourage policies and proposals which incorporate measures to reduce traffic generation at source and encourage more sustainable travel behaviour.</p> <p>Will support a proposal that considers sustainable measures, which manage down demand and reduce the need to travel. Infrastructure improvements on the SRN should be considered as a last resort. New growth will need to be considered in the context of local cumulative impact.</p> <p>Critical to interests at this stage is transport evidence including a detailed access strategy. Note that the document suggests details of two main points of access.</p> <p>The transport element is still at an early stage, as the SPD does not include any traffic impact modelling on the SRN.</p> <p>Would expect that traffic impact modelling is carried out as part of the immediate next stage of appraisal. Would be pleased to engage with</p>	<p>Core Policy 8b of the Local Plan requires the development to be in accordance with the requirements of a travel plan for the site to make the necessary contributions in order to implement sustainable transport initiatives, including minimising car usage and increasing the use of public transport, walking and cycling.</p> <p>Part 5 (Paragraph 5.49) of the SPD reemphasises this, however, also recognises that there are local concerns regarding existing traffic congestion in the surrounding area that need to be understood and mitigated, where appropriate. Issues regarding traffic flows and potential congestion will be addressed by the travel plan and Transport Assessment that will accompany the</p>	<p>Text added to Part 1 of the SPD to clarify the role of the Transport Assessment in the planning application process and the opportunity to comment on a detailed package of mitigation measures at this stage.</p> <p>(See M7).</p>

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		<p>VWDC and OCC on the proposed modelling approach from the outset.</p> <p>Strongly supports VWDC's commitment to work with partners to address infrastructure constraints to ensure new development can be accommodated. We will continue to work with all involved Local Authorities' and stakeholders to develop a robust Transport Assessment which would inform the size and scale of development deliverable and support the strategic allocation which identifies those parts of the Motorway and All Purpose Trunk Road network which will be adversely affected by the residual cumulative impacts of development and develop agreed mitigation.</p> <p>Will work with the Local Authorities to ensure a robust managed approach to the funding and delivery of agreed highway mitigations.</p> <p>A meeting would be beneficial to discuss the access proposals and transport strategy going forwards.</p>	<p>planning application for the site. There will be an opportunity to comment on the specific package of mitigation measures set out in the Travel Assessment and their timings as part of the planning application process.</p>	
179433916	SAC, SSSI, LWS (Impacts on wildlife)	<p>Photo page 23 is labelled Cothill fen SAC but it is Dry Sandford Pit geological exposure.</p> <p>What are the plans in this development to mitigate the effects of the climate breakdown we are in and which will get much worse?</p>	<p>A key part of the vision for the site set out at page 14 of the SPD is that the development is highly sustainable and flexible to future change. Climate change action is a key component of the new</p>	<p>Text added to Part 1 of the SPD to clarify the role of up-to-date species surveys and a project level HRA in the planning application process and the opportunity to</p>

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		<p>Protected Conservation Fen sites nearby - Water catchments – There are so many groundwater-dependent wetland spring fen sites near to this development.</p> <p>These are in the absolutely rarest category of 'Lowland Fen irreplaceable habitats as in the NPPF (Alkaline, calcareous, tufa-forming valley spring-fens, of European importance). They are biodiversity hotspots with probable greater biodiversity than even ancient woodland. All of the SAC/SSSI/LWS alkaline spring-fen wetlands should have their rainwater catchments carefully calculated to ascertain if any of them are covered by the proposed development area. The nearest sites i.e. Gozzard's Ford Fen and Barrow Farm Fen should have particular careful study and as a precautionary measure ALL the roof and paving water generated by houses, paving and roads be infiltrated to the ground within the development site in SuDS - should be absolutely no exceedence run-off from ponds or swales to the Sandford Brook, where it may exacerbate erosion and deepening and flood risk further downstream.</p> <p>Applaud plans for every house to have rain gardens and water butts. 'maximising water efficiency' is to be promoted but please do not use rainwater to flush toilets, all rainwater should enter the ground as it naturally would - important</p>	<p>community identified at page 39 of the SPD and Part 5 (Paragraphs 5.1 to 5.24) sets out how the development can address the climate emergency. The bullets at SDR1 set out the requirements for delivering a highly sustainable and resilient development and additional guidance is provided at DG1.</p> <p>Both Core Policy 8b and the Site Development Template make it clear that the development must demonstrate no adverse impact on Cothill Fen SAC and protect the SSSIs. The detailed measures to mitigate the potential hydrological, recreational, air pollution and ecological isolation impacts on nearby wildlife sites will be considered by a project level HRA as part of the planning application process. There will be an opportunity to comment on the impacts identified and proposed mitigation as part of this process.</p>	<p>comment on a detailed package of mitigation measures at this stage.</p> <p>(See M24).</p> <p>Text added setting out evidence required to inform the species surveys and project level HRA.</p> <p>(See M7).</p> <p>Amend bullet 1 of SDR6 to refer specifically to sports facilities and playing pitches.</p> <p>(See M79).</p>

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		<p>to keep groundwater levels in the whole area high for the fens in the face of Climate Breakdown) Droughts such as summer 2018 severely impacted Cothill Fen SAC which had large areas of drying and oxidising peat, liberating CO2 and damaging biodiversity.</p> <p>Recreational impact from the development on protected conservation sites nearby – recognise efforts to control recreation impacts to the country park to be created to the west of the development. current problem of human and dog walking pressure in the Cothill fen SAC, particularly in Cothill Fen NNR where trampling of soft peat on informal footpaths has turned areas of the site into quagmire and eliminated valuable fen vegetation. Already too much recreational pressure in the Cothill fen SAC before any development at Dalton Barracks. At Dry Sandford Pit – another site over-capacity for recreational access (car park very often full, with parking out on the road) and especially frequent dog walking here, even though dogs are specifically not allowed on site by BBOWT. I have observed people drive to the car parks at Cothill specifically to walk dogs along String Lane and through the SAC NNR section to access walking routes past Hitch copse and to Hitchcose Pit. All this will increase with this new development.</p>	<p>Furthermore, Core Policy 8b of the Local Plan and the Site Development Template for Dalton Barracks require at least 30 hectares of parkland to help mitigate recreational impacts on Cothill Fen SAC and neighbouring SSSIs. The process for considering the larger Garden Village site, which includes the area of the airfield to the north of the proposed development, will take place through the preparation of future development plans. There will be opportunity to comment on any proposals as part of the plan-making process.</p> <p>The historic routes of Sandford Lane and the old Faringdon Road identified on the opportunities and challenges plan (figure 3.8), are identified in the St Helen Without and Wootton Neighbourhood Plan as non-designated heritage assets. Policy DG2 of the Neighbourhood Plan requires</p>	

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		<p>I can't see that people from this development will be happy with only the country park to recreate in – it will take years for trees to grow and it to begin to look attractive, people are bound to want to go to older and more attractive treed areas like the Cothill Fen SAC.</p> <p>Much concerned at the proposed re-establishment of the historic route of Sandford Lane. This and the old Faringdon Road are proposed to be re-established for use by walkers, horse riders and cyclists. Sandford Lane will come out into Honeybottom Lane and will increase the number of cyclists going through Cothill Woods and using Hitchcose Pit for recreation, whether they come from Dalton Barracks or elsewhere the old Faringdon Road will channel walkers and cyclists to the Gozzards ford area. And then straight up Blackhorse Lane to the SAC.</p> <p>Neither of these re-established routes will help with the stated aim of restricting access to Cothill fen SAC - this plan will result in directing much extra recreational pressure towards the fen SAC!</p> <p>I cannot therefore support this plan to re-instate these historic routes. Undamaged wildlife is more important than this restoration. These routes are not essential. We are in a Biodiversity</p>	<p>heritage assets to be conserved in a manner appropriate to their significance and supports proposals that better reveal their significance, for example, through the provision of open or public space, or by taking opportunities to improve appropriate public access. As stated above, Core Policy 8b of the Local Plan and the Site Development Template for Dalton Barracks require at least 30 hectares of parkland to help mitigate recreational impacts on Cothill Fen SAC and neighbouring SSSIs and this requirement is stated in the SPD at bullet 2 of SDR6.</p> <p>Part 5 (Paragraphs 5.85 – 5.86 and 5.92 – 5.93) sets out the standards for leisure and open space that the development is expected to meet, and bullet 1 of SDR6 requires that these spaces are provided by the developer. Although this bullet could refer specifically to sports facilities and encourage</p>	

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		<p>Crisis. Keeping our known precious biodiversity is essential.</p> <p>Northern part of the Airfield, beyond this initial site allocation and south of Honeybottom Lane - What will happen to the northern part of the old airfield once it is non-operational and this development in construction? Will it be fenced off from public access? Even if it is fenced, if people want to access an area for recreation, then they will do. This will just become part of a wider recreation area.</p> <p>Note that Honeybottom Lane has a very diverse species road verge that I think is designated as a Road Verge Nature Reserve.</p> <p>Can't find any reference to sports facilities – e.g. football pitch on grass, tennis courts. Would have thought this necessary to cater for the new housing occupants. The green sports area on the east side of current housing will not be enough for existing population plus all from new development (see p 29). Provide new green sports facilities.</p> <p>The Country Park, species and landscaping Full surveys of the Lowland Calcareous Grassland' of the Corallian formation within country park area, should be carried out – particularly insects. The dry sandy calcareous</p>	<p>their consideration at the outset of the masterplanning process.</p> <p>Part 3 (Paragraph 3.25) of the SPD recognises that a variety of protected and priority species have been recorded on the site and that up-to-date surveys will be required to inform the masterplanning process and planning application. This will be addressed as part of the planning application process and there will be opportunity to comment on the findings of the surveys and proposed mitigation measures as part of that process.</p> <p>Specific details regarding the form of the Country Park and tree species will also be considered as part of the planning application process. Although the requirements set out under SDR5 and SDR6 will help inform these. There will be an opportunity to comment</p>	

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		<p>soils are a known hotspot for insect diversity. Do not then sow the country park with boring municipal grass mix that does not support the life cycle needs of any insects currently favoured by airfield management. All native species should be used in plantings in this park. Sow wildflower meadows (hay meadows) with species appropriate to the soil. Much of the area surrounding protected wetland fen site is crucial supporting habitat for the life cycles of rare fen insect species, which depend on nectar and pollen from areas beyond the fen limits. This will help insects from the fens and dry land species.</p> <p>Trees planted to be native species only and with big emphasis on large-leaved and small-leaved limes for nectar-rich flowers to help rare insects from the fens.</p> <p>Suggestions for the mitigation 'potential structural improvements within the Cothill Fen SAC' mentioned on page 101.</p> <p>Cothill fen SAC is much in need of actions to re-wet drying and oxidising peat area. Reversing historic drainage would be a key action to preserve its biodiversity and protect its huge peat carbon store from further oxidation. Keeping it wet enough will encourage new peat formation and carbon dioxide removal, generating carbon sequestration. Not time for</p>	<p>on these details as part of this process.</p>	

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		<p>young trees to grow to be effective enough at CO2 removal at the scale needed. Rewetting fens and stopping peat oxidation should be an absolute priority for any offsetting monies available.</p> <p>Mitigation money should not only be directed at the SAC when Dry Sandford Pit, Barrow Farm fen and Gozzards Ford are also very important, closer and not mentioned. Would like to see mitigation for potential impacts on all these wildlife sites.</p>		
179433916	Light pollution	Ban the use of the new intense white LED lights (both street lights and on houses). These may be cheap but they are death to night flying invertebrates like the extensive moth fauna and glow-worms from the nearby Cothill fen SAC and no doubt found much nearer the development.	Core Policy 8b of the Local Plan requires any external light scheme delivered as part of the development to have minimal impact in terms of light pollution. This requirement is highlighted at paragraph 1.3 of the SPD.	
179435696 Canal and River Trust	Waterways	As the Trust do not own or maintain any waterways in the vicinity of this site the Trust has no comment to make on the proposal.	Noted.	

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179465044 Abingdon-on-Thames Town Council	General	<p>Proposed development likely to have a significant impact on Abingdon in terms of roads, public transport, education, local services and businesses and all aspects of life for both communities.</p> <p>Currently major developments being built to the north of the town. Hope to work constructively with the planning authority and the developer to ensure that the needs of existing and new residents are met.</p>	Noted.	
179465044 Abingdon-on-Thames Town Council	Access and transport	<p>Town Council objectives relating to the proposed development:</p> <ul style="list-style-type: none"> • developing and encouraging active travel; • ensuring that the new community is properly connected to surrounding communities, including Abingdon via good pedestrian and cycling routes and reliable public transport; • ensuring that children and young people who wish to travel to schools and to the college in Abingdon can do so safely. 	<p>Noted.</p> <p>Part 5 of the SPD (Paragraph 5.49) and bullet 1 of SDR4 require the developer to make the necessary contributions to implement sustainable transport initiatives, including minimising car usage and increasing the use of public transport, walking and cycling. Bullets 2 and 3 of SDR4 also require the developer to design a development that prioritises walking, cycling and public transport and provides a network of safe and attractive walking and cycling routes through the development and</p>	

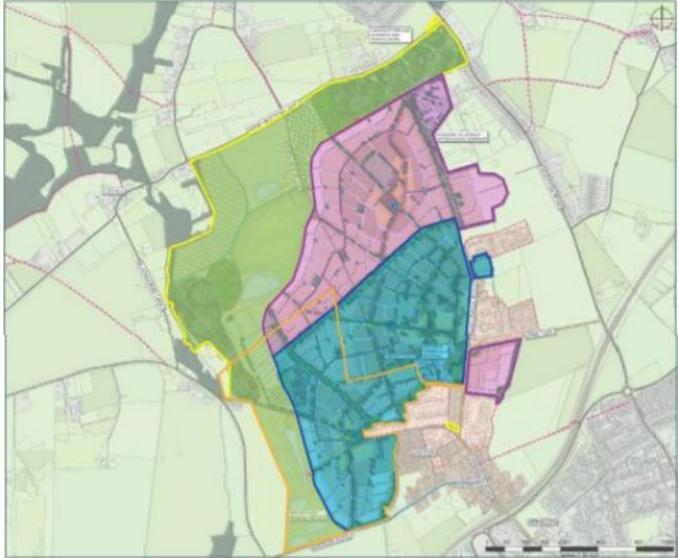
Name/ Organisation/ Comment ID	Category	Comment Summary	Officer Response	Proposed Modification
			connecting with the surrounding area, including through Shippon to Abingdon and cycle routes to Radley Station and Oxford.	
179465044 Abingdon-on-Thames Town Council	Education	Specific areas to note are the expected increase in the number of children and young people attending schools and college in Abingdon The Town Council would also request that consideration is given to the educational needs of the new community and that the expected contributions from developers at the site include funding for education in Abingdon to properly cater for the needs of these new students.	Core Policy 8b of the Local Plan requires the delivery of a mixed-use community incorporating on-site services and facilities including education provision. The Site Development Template requires a new two form entry primary school with nursery provision to be provided on site and contributions towards appropriate secondary school provision for the area in Abingdon-on-Thames.	
179465044 Abingdon-on-Thames Town Council	Highways	Likely increase in traffic as new residents use the town for work, recreation, shopping or road access to other parts of the county. The Town Council is conscious of the likely impact of additional road use through the town arising from the proposed new development and would like to ensure that we are consulted on all aspects of the highway improvements planned. The Town Council notes in particular the likely impact on access to the A415, in particular with	Part 5 (Paragraph 5.49) of the SPD reemphasises this, however, also recognises that there are local concerns regarding existing traffic congestion in the surrounding area that need to be understood and mitigated, where appropriate. Issues regarding traffic flows and potential congestion will be	Text added to Part 1 of the SPD to clarify the role of the Transport Assessment in the planning application process and the opportunity to comment on a detailed package of mitigation measures at this stage.

Name/ Organisation/ Comment ID	Category	Comment Summary	Officer Response	Proposed Modification
		vehicles turning right to head towards Marcham. There is also likely to be an increased hazard from an increase in the number of vehicles driving into Abingdon through Shippon.	addressed by the travel plan and Transport Assessment that will accompany the planning application for the site. There will be an opportunity to comment on the specific package of mitigation measures set out in the Travel Assessment and their timings as part of the planning application process.	(See M7).
179465044 Abingdon-on-Thames Town Council	Healthcare	Imperative to consider health needs of the new residents. Healthcare provision in Abingdon is already stretched and this significant number of new residents who are likely to look to Abingdon for their healthcare needs will add to the pressure.	Core Policy 8b of the Local Plan only requires a financial contribution to existing healthcare facilities and the SPD cannot require more than this. Notwithstanding this, bullet 3 of SDR3 requires the developer to explore the potential for new medical facilities.	
179563067 OXTRAG (Oxfordshire Transport Access Group)	Accessibility	No mention of considering accessibility – safe access for people who are visually impaired and/or use mobility aids.	Bullet 18 of DG6 encourages inclusive street design for all users.	

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179563067 OXTRAG (Oxfordshire Transport Access Group)	Format of SPD	<p>In Section 6, the pale orange type on the white background is extremely difficult to read. The white type on pale orange background (in panels) is almost as bad.</p> <p>Advice from the RNIB was to use good contrast. Avoiding red and green in relation to colour blindness.</p>	Noted.	<p>Change format to make the document more accessible.</p> <p>(See M2).</p>
GL Hearn and Carter Jonas on behalf of Defence Infrastructure Organisation (DIO)	Outline planning application and Planning Performance Agreement (PPA)	<p>VoWH proposed a Planning Performance Agreement (PPA) post adoption of the Local Plan to facilitate preparation of a planning application for 'phase 1' of the DIO's scheme. The form of which is an outline application for up to 2,750 housing units on the allocated site and the built-up area of the site.</p> <p>The DIO and the VoWH exchanged correspondence in 2020 on the extent to which SPD could/should have regard to the wider Dalton Barracks site. DIO's aspiration to deliver a new settlement based on garden village principles, for circa 5,000 new homes and associated infrastructure was discussed.</p> <p>Council's view is that the SPD must be limited to the land allocated in the adopted Local Plan (i.e., the land relating to the reduce allocation for 1,200 homes). Whereas the DIO is clear in its view that at the very least the SPD can, and should, include the built-up area of the Barracks.</p>	<p>Paragraph 8 of the guidance on plan-making within the NPPG sets out the role of supplementary planning documents (SPDs). They should build upon and provide more detailed advice or guidance on policies in the adopted local plan. As they do not form part of the development plan, they cannot introduce new planning policies into the development plan.</p> <p>Core Policy 8b of the Local Plan allocates the Dalton Barracks Strategic Allocation for a mixed-use development including 1,200 homes. It does not allocate the adjacent barracks for development nor the wider site that has been</p>	<p>Amend paragraph 7.3 to clarify how a planning application for development which is outside the scope of the development allocated in the Local Plan will be considered and the role of the SPD.</p> <p>(See M104)</p>

Name/ Organisation/ Comment ID	Category	Comment Summary	Officer Response	Proposed Modification
		<p>Points to the signed PPA that VoWH and DIO have entered into relating to submission of an outline application in Summer 2022 for up to 2,750 new homes plus a primary school and secondary school covering the allocated site and the built-up area of the Barracks. This application is predicated on the military's decision to start vacating the site in 2027.</p> <p>The DIO has to assume that the Council would not have entered into the PPA if it was of the opinion that the redevelopment of the built-up area of the Barracks was not policy compliant.</p> <p>For context the DIO Proposed site wide masterplan showing the SPD Area and the proposed Outline planning application and potential future areas of development can be found in the row below (Figure 2).</p> <p>Further below is the DIO's alternative Development Framework proposed to replace Figure 5.2 in the SPD (Figure 3).</p>	<p>awarded garden village status. As clearly set out in the introduction to the SPD on page 7, the SPD is focused on the allocated site. The process for considering the larger Garden Village site will take place through the preparation of future development plans.</p> <p>Planning permission can be sought for any type and/or quantity of development on any parcel of land whether it is supported by local planning policy or not. Officers are required to determine applications on a case by case basis within the legislative and policy framework.</p> <p>Since the adoption of the Local Plan Part 2, officers have provided a consistent position through the PPA meetings that development of the scale proposed outside of the allocated site would be considered on its own merits against the development plan as a whole.</p>	

Name/ Organisation/ Comment ID	Category	Comment Summary	Officer Response	Proposed Modification
			<p>There is a need to clarify how a planning application for development which is outside the scope of the development allocated in the Local Plan will be considered.</p>	

Name/ Organisation/ Comment ID	Category	Comment Summary	Officer Response	Proposed Modification
GL Hearn and Carter Jonas on behalf of Defence Infrastructure Organisation (DIO)		<p>Figure 5.2: Development Framework Map</p> 		
		<p>Fig 1 - Fig.5.2 Draft Development Framework Map – Dalton Barracks SPD – October 2021</p> <p>Fig 2 – DIO Proposed site wide masterplan showing the SPD Area and the proposed Outline planning application and potential future areas of development</p>		

Name/ Organisation/ Comment ID	Category	Comment Summary	Officer Response	Proposed Modification
GL Hearn and Carter Jonas on behalf of Defence Infrastructure Organisation (DIO)		 <p>Dalton Barracks SPD: Development Framework Map</p> <ul style="list-style-type: none"> Housing Allocation for 1,200 Dwellings (VOWHDC Local Plan Part 2) Main Development Area which is an inset to Greenbelt Predominantly Residential - Phase 1 (1,200 Dwellings in the Allocated Area & Up to 1,550 on the Barracks) Possible Future Garden Village Growth Area Mixed Use Local Centre (Phase 1 Only) Employment (Phase 1 Only) Secondary School Site (Phase 1 Only) Primary School Site (Phase 1 Only) Parkland Green Links Strategic footpath Vehicular Access Routes* <p>Note *Access arrangements to be determined during planning application process</p>		

Fig 3 - DIO's alternative Development Framework proposed for the SPD, at Figure 5.2.

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GL Hearn and Carter Jonas on behalf of Defence Infrastructure Organisation (DIO)	Scope of the SPD	<p>The SPD, at the very least can, and should, include the built-up area of the Barracks. Including the area inset from the Green Belt where there is a policy presumption in favour of redevelopment.</p> <p>The approach of the Council that the SPD cover only the site allocated in the Local Plan Part 2 does not conform with other Local Plan policies (Core Policies 4a, 4 and 43, LPP1), and the NPPF (Paragraphs 22 and 73c).</p> <p>Failure to plan for the redevelopment of the built-up areas of the base will risk the efficient and effective use of both the allocated site and barracks land.</p> <p>The introduction to the SPD (Page 7) should be amended to reflect the site's overall capacity (allocated site plus built-up area of Barracks).</p> <p>The SPD is ambiguous as to how it takes account of the longer-term, strategic vision for the wider site.</p> <p>There is an opportunity to reference and plan for future areas of development. The SPD does this to an extent on page 69 as part of the design framework.</p>	<p>Paragraph 8 of the guidance on plan-making within the NPPG sets out the role of supplementary planning documents (SPDs). They should build upon and provide more detailed advice or guidance on policies in the adopted local plan. As they do not form part of the development plan, they cannot introduce new planning policies into the development plan. Core Policy 8b of the Local Plan allocates the Dalton Barracks Strategic Allocation for a mixed-use development including 1,200 homes. It does not allocate the adjacent barracks for development nor the wider site that has been awarded garden village status. As clearly set out in the introduction to the SPD on page 7, the SPD is focused on the allocated site. The process for considering the larger Garden Village site will take place through the preparation of future development plans.</p>	

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			<p>Paragraph 22 of the NPPF indicates that where the proposed local plan strategy incorporates larger scale development such as new settlements or significant extensions to existing villages and towns, policies should be set within vision that looks at least 30 years ahead., Point 221 of Annex 2 makes it clear that this applies only to plans that have not reached Regulation 19 of the Town and Country Planning (Local Planning) (England) regulations 2012. Part 2 of the Local Plan was adopted in 2019, therefore the requirements of Paragraph 22 do not apply.</p> <p>Point c) of paragraph 73 of the NPPF also relates to the development of strategic policy as part of the development plan-making process rather than the preparation of supplementary planning documents.</p>	

Name/ Organisation/ Comment ID	Category	Comment Summary	Officer Response	Proposed Modification
GL Hearn and Carter Jonas on behalf of Defence Infrastructure Organisation (DIO)	SPD Development Framework	The proposed design/layout of the SPD Framework is somewhat incongruous without the context of the wider site delivery. It appears the SPD Framework has been designed as part of an early phase of a wider scheme, but without the context. The SPD Framework seems to assume that the barracks would become non-operational by virtue of the proximity of development to the fence / operational areas remaining, but the SPD does not take this into account or provide any future development context on the plan or the delivery of the wider scheme. The SPD Framework does broadly align with Policy 8b and deliver 1,200 new dwellings but the proposed plan, as shown, is neither an early phase of a greater, more strategic development, or workable as a stand-alone development.	As the promoter of the site, the DIO have stated that the barracks is to start being vacated in 2027. Therefore it is unclear why there would be any impact, as such no change it considered necessary in this context.	
GL Hearn and Carter Jonas on behalf of Defence Infrastructure Organisation (DIO)	SPD Development Framework - Shippon Green Buffer	The buffer shown on the Development Framework to the south and east is wider than shown on our masterplan, which has been 'fixed' for a number of years following consultation with local stakeholders at our community workshop sessions. We note that the Draft SPD refers to a need to 'visually and physically' separate Shippon and the scheme. Whilst we agree with the principal that there is a need for physical separation, we believe that our proposals meet the requirements of the separation. This is largely due to the fact that the housing fronting	The Shippon Green Buffer shown on the Development Framework reflects the green buffer indicated on the map on page 79 of the St Helen Without and Wootton Neighbourhood Plan. This map supports Policy SS5.2 of the Neighbourhood Plan that requires the delivery of an appropriate green buffer between the new development	

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		<p>the existing green link to the north is currently in military occupation and is seen by the DIO as an integral part of the wider base. It does not therefore make logical sense to see this housing as an integral part of historic Shippon that the SPD is seeking to protect. The result is that there is a reduction of developable land which we do not support on design grounds as we fail to see justification for departure from our current position on our proposed masterplan. This would have implications on the overall capacity of the wider site.</p>	<p>and Shippon and is referred to directly within the policy.</p>	
<p>GL Hearn and Carter Jonas on behalf of Defence Infrastructure Organisation (DIO)</p>	<p>SPD Development Framework – Parkland in the north of the allocated site</p>	<p>The area to the north of the developable area on the SPD Framework (represented by diagonal green fill) is simply shown as Green Belt, without any acknowledgement of its future use for housing land as part of a later phase of development. As such, the SPD Framework gives a clear indication that the diagonal space within the allocation site will remain much wider than on our masterplan without clear justification for that width in terms of positive future land use and without the wider context illustrated.</p> <p>This potentially sterilises further development land for later phases. Although this does not relate to the delivery of the 1,200 dwellings, this would have implications on the overall capacity of the site.</p>	<p>The area to the north of the developable area on the SPD Development Framework (represented by diagonal green fill) is shown as Green Belt (light green fill) and Parkland (diagonal green line fill). This area is needed to provide at least 30 hectares of parkland that is a requirement of Core Policy 8b of the Local Plan.</p> <p>Core Policy 8b makes it clear that the land remaining within the Green Belt, will be limited to Green Belt-compatible development and will include</p>	

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			parkland on the western and northern sides of the site that should be planned for as part of the overall masterplanning for the site.	
GL Hearn and Carter Jonas on behalf of Defence Infrastructure Organisation (DIO)	SPD Development Framework – Green links	<p>We assume that the green links and spaces which are shown on the site-wide masterplan are no longer required, as they are replaced by the green links in the SPD Framework. This Framework indicates a different arrangement of 'green links' within the developable area to our proposals. However, we question whether these green links would provide the same level of connectivity to the parkland, whilst they appear to result in unusable small parcels of land towards the centre which could not be developed efficiently. It is not clear if these are 'broad areas' or definitive green links. In addition, our proposals place a priority on green links providing relatively traffic-free routes for pedestrians and cyclists, negating the need to significant tree planting in development areas. The green links here appear to be aligned with potential highway links.</p> <p>A disproportionately higher average density can be justified if more green links were provided than shown, because residents would have more ready access to connecting green spaces.</p>	The Development Framework shows key green links that should be established as part of the development. These are not necessarily all the green links that should be delivered as part of the development. As set out at bullets 1 and 2 of SDR5 the layout of the development should be driven by landscape from the outset with an interconnected network of multifunctional open space for all ages, including natural and semi-natural green and blue infrastructure corridors. Furthermore, bullets 1 and 5 of SDR6 requires the development to provide multifunctional green corridors and to integrate circular walking, jogging and cycle routes along these green corridors throughout the development.	

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			<p>The green links shown on the Development Framework follow the two historic routes of Sandford Lane and the old Faringdon Road identified on the opportunities and challenges plan (figure 3.8) as well as a green link to Cholswell Road via Sycamore Road to connect the development with the existing Sports Ground.</p> <p>The historic routes are identified in the St Helen Without and Wootton Neighbourhood Plan as non-designated heritage assets by Policy DG2, which requires heritage assets to be conserved in a manner appropriate to their significance and supports proposals that better reveal their significance, for example, through the provision of open or public space, or by taking opportunities to improve appropriate public access.</p>	

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			The Neighbourhood Plan also designated the existing sports ground (Dalton Barracks Sports Field, Cholswell Road) as a Local Green Space.	
GL Hearn and Carter Jonas on behalf of Defence Infrastructure Organisation (DIO)	SPD Development Framework – absence of a secondary school	<p>The quantum of development proposed in Policy 8b is not significant enough to require a new secondary school. As such, it does not form part of the SPD. However, the wider scheme will require a secondary school, and our proposals show a school is best placed within this allocation area using both the parkland to the west and part of what is now shown as housing area. Neither the SPD nor Framework Map makes mention of providing for such future flexibility.</p> <p>Removing any indication of a secondary school in this phase will result in loss of development land in later phases and, therefore, associated housing.</p>	Core Policy 8b of the Local Plan allocates the Dalton Barracks Strategic Allocation for a mixed-use development including 1,200 homes and incorporating on-site services and facilities, including a 2 form entry primary school, a local centre, and local opportunities for employment. The Policy does not require the delivery of a secondary school on-site rather it requires contributions towards appropriate secondary school provision in Abingdon. The SPD cannot introduce new planning policies into the development plan and, therefore, cannot require the delivery of a secondary school. Furthermore, it is very unlikely that the capacity of the allocated site would allow the delivery of a secondary school	<p>Text added to the introduction of the SPD to clarify the opportunity to revisit the SPD if future allocations are made.</p> <p>(See M5).</p> <p>Amend paragraph 7.3 to clarify how a planning application for development which is outside the scope of the development allocated in the Local Plan will be considered and the role of the SPD.</p> <p>(See M104)</p>

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			<p>in addition to the policy requirements.</p> <p>However, it would be beneficial for the SPD to explain upfront that there will be an opportunity to consider revisiting the SPD if any future allocations for development are made by future development plans.</p> <p>There is also a need to clarify how a planning application for development which is outside the scope of the development allocated in the Local Plan will be considered.</p>	
GL Hearn and Carter Jonas on behalf of Defence Infrastructure Organisation (DIO)		The wider Dalton Barracks estate, including the airfield and military training area, support the sites current operational use. As such, there are no existing 'rights' of use other than for military purposes, which need to be factored into the design process.	Noted.	<p>Add paragraph to Part 3 setting out current uses taking place at the Dalton Barracks Strategic Allocation or wider MOD site and encouraging their continuation but clarifying that this cannot be required.</p> <p>(See M15).</p>

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GL Hearn and Carter Jonas on behalf of Defence Infrastructure Organisation (DIO)	Primary school	No objection to the primary school location and size, forming an integral part of the buffer to Shippon.	Noted.	
GL Hearn and Carter Jonas on behalf of Defence Infrastructure Organisation (DIO)	Local centre	No objection to the central location of the local centre to this neighbourhood, collocated with the school and central green space.	Noted.	
GL Hearn and Carter Jonas on behalf of Defence Infrastructure Organisation (DIO)	Extent of development westwards	No objection to the extent of the development westwards.	Noted.	
GL Hearn and Carter Jonas on behalf of Defence Infrastructure	Transport	The approach the Council have taken to masterplan the 1200 units as allocated in policy 8b of the Local Plan Part 2 creates significant difficulties in highways and transport terms, as the site neither functions satisfactorily on a standalone basis or is being presented as part of a wider scheme.	Core Policy 8b and Part 5 of the SPD (Paragraph 5.49) make it clear that any application for the site must be accompanied by a travel plan and Transport Assessment to	Amend the development framework to explain that the access arrangements shown are indicative, and that:

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Organisation (DIO)		As the emerging Oxfordshire Mobility Model (OMM) is not yet available for developer interpretation, DIO cannot support the proposed access routes at this stage, as the necessary testing required, in the context of the wider Dalton Barracks development, has not been undertaken.	<p>accompany the planning application.</p> <p>Amendments to the Development Framework are needed to clarify that access arrangements are indicative. Detailed work to establish the best access point(s) and route(s) will form part of the planning application process when the details of the travel plan and Transport Assessment are known.</p>	<ul style="list-style-type: none"> at the planning application stage a transport assessment will explore the access and movement strategy on the specific application scheme. The County Council will confirm the required approach at the planning application stage in the light of detailed modelling work. <p>(See M84).</p>
GL Hearn and Carter Jonas on behalf of Defence Infrastructure Organisation (DIO)	Access from/to Faringdon Road	The County Council's September 21 Public Transport Note very much envisages a through route, linking Faringdon Road (east) through to the Long Tow / Choslwell Road junction, something reflected in paragraphs 5.62 and 5.64 of the draft SPD. As drawn however, the Development Framework doesn't facilitate such and rather seems to suggest access to / from Faringdon Road (east) only. It is unlikely the County Council would accept routing of this nature and therefore the Development Framework should be amended to more closely	Amendments to the Development Framework are needed to clarify that access arrangements are indicative. Detailed work to establish the best access point(s) and route(s) will form part of the planning application process when the details of the travel plan and Transport Assessment are known	<p>Amend the development framework to explain that the access arrangements shown are indicative, and that:</p> <ul style="list-style-type: none"> at the planning application stage a transport assessment will explore the access and movement strategy on

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		<p>reflect the aspirations of both Council's from a public transport perspective.</p> <p>The Farringdon Road (west) link has been downgraded to a footpath /cycleway only, and without the Barracks reduces the main point of access to a single all vehicle access off Barrow Road. Having the 'primary access for vehicles' pointing directly toward the Barracks is entirely unworkable outside the context of a wider masterplan for the whole site; at the very least there has to be connection to the public highway to the north (again around the Long Tow junction). Indeed, Paragraph 5.73 of the draft SPD makes clear that the access to the site can be established onto Cholswell Road to the north-east, however such is not reflected on the Development Framework.</p> <p>If adopted, and Faringdon Road (east) will only be used for public transport, pedestrians and cyclists, this may put undue pressure on other access points in the wider masterplan, and could have significant deliverability issues for the full capacity of the site. Therefore, it is submitted that such assumptions about restricting access to certain transport modes should only be considered in accordance with the delivery of the whole scheme in its entirety. Ruling out the use of any access point as a general access</p>		<p>the specific application scheme.</p> <ul style="list-style-type: none"> The County Council will confirm the required approach at the planning application stage in the light of detailed modelling work. <p>(See M84).</p>

Name/ Organisation/ Comment ID	Category	Comment Summary	Officer Response	Proposed Modification
		would limit, and in some cases stymie development options going forward.		
GL Hearn and Carter Jonas on behalf of Defence Infrastructure Organisation (DIO)	Highway and public transport improvements	It is noted at Paragraph 5.60 of the draft SPD identifies that the Council is working in partnership with the County Council to plan for 'substantial highway and public transport improvements', before going on to identify three specific schemes. Although DIO fully endorse the principle of substantial public transport improvements, it is concerned that placing seemingly equal emphasis on highway improvements is counter-productive and will simply work against the desired shift away from single occupancy car travel. It is therefore considered that if the combined councils' aspiration is for reduced car travel, less emphasis ought to be placed upon highway improvements.	<p>Policy 8b of the Local Plan requires the development to be in accordance with a travel plan and to make the necessary contributions in order to implement sustainable transport initiatives, including minimising car usage and increasing the use of public transport, walking and cycling.</p> <p>Part 5 (Paragraph 5.49) of the SPD recognises that the travel plan will need to take account of new modes of transport anticipated to become mainstream within the plan period, including electric and automated vehicles. Through the production of the Transport Assessment local concerns regarding existing traffic congestion on roads in the surrounding area will need to be understood to ensure that the impacts of the proposed</p>	

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			<p>development are mitigated, where appropriate.</p> <p>Paragraph 5.68 of the SPD recognises that sufficient infrastructure will need to be designed to accommodate the sustainable use of vehicles.</p> <p>Furthermore, it is not agreed that this paragraph seemingly places equal emphasis on highway improvements. Two of the three bullet points are explicitly about better provision for public transport. The other bullet point, referring to the upgrading the A34 interchange at Lodge Hill to provide south facing slips, will make an important contribution towards improving the attractiveness of walking and cycling within Abingdon and improving bus journey time reliability by helping to relieve vehicular traffic pressures within the town.</p>	

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GL Hearn and Carter Jonas on behalf of Defence Infrastructure Organisation (DIO)	Upgrades to the Frilford Junction	<p>The DIO is also mindful the draft SPD suggests that occupation of dwellings on the site cannot begin until works to upgrade Frilford Junction have been completed (or unless otherwise agreed) and there has been satisfactory air quality mitigation in Marcham.</p> <p>At the time of writing, it is understood that the County Council is already undertaking an optioneering exercise at Frilford to help release development already identified in the Local Plan and thus this ought to rightfully include the first phase of development at Dalton Barracks.</p> <p>It should therefore be the case that these works are contributed to by all those developments within the Local Plan which have an impact at Frilford. It should not therefore be for Dalton to fund and deliver these works in their entirety.</p>	There is no implication that the Dalton Barracks site will be expected to fund and deliver these works in their entirety. Modifications are proposed to clarify this.	<p>Modify bullets 8 and 9 of SDR4 to further clarify what is required from the development with regards to upgrading the Frilford Junction and addressing air quality issues within Marcham.</p> <p>(See M62 and M63).</p>
GL Hearn and Carter Jonas on behalf of Defence Infrastructure Organisation (DIO)		<p>Para 1.9 – p12</p> <p>‘...structured to provide design guidance to inform the preparation of a comprehensive masterplan and / or design code...’ This statement suggests that the design guidance may not actually be used to guide a comprehensive masterplanning process by use of ‘and/or’, whilst design coding may not be required. Potentially conflicts with p31 (para.4.4). Rewording required.</p>	Modification proposed to address this.	<p>Modify text to clarify that a design code may not be required.</p> <p>(See M8).</p>

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GL Hearn and Carter Jonas on behalf of Defence Infrastructure Organisation (DIO)	Engagement and consultation Para 1.16 – p13	<p>Reword to make clear previous consultation covered entire site.</p> <p>“Initial preparation of the SPD commenced alongside the preparation of LLP2 and was progressed on the basis of a scheme for circa 4,500 new homes in accordance with the then draft allocation. The work was undertaken by consultants. A range of...”</p>	Modification proposed to address this.	<p>Modify text to clarify initial preparation of the SPD progressed on the basis of a scheme for circa 4,500 new homes in accordance with the draft allocation.</p> <p>(See M10).</p>
GL Hearn and Carter Jonas on behalf of Defence Infrastructure Organisation (DIO)	Vision Para 2.1 – p15	Requires rewording to include full site capacity “The vision for the Dalton Barracks Strategic Allocation has been informed by the policies in the Local Plan 2031 and the Wootton and St Helen Without Neighbourhood Plan. It also recognises also recognises the principles, characteristics and opportunities presented by the Dalton Barracks site to create a Garden Village of circa 5,250 new homes across the wider site in the longer-term. “	Consideration of the larger Garden Village site’s capacity will take place through the preparation of future development plans.	
GL Hearn and Carter Jonas on behalf of Defence Infrastructure Organisation (DIO)	Garden Village opportunities Para 2.7 – p17	Requires rewording to include wider scheme “A resilient garden community, which over time can grow in a planned way and that can adapt to change ...”	Consideration of the larger Garden Village site will take place through the preparation of future development plans.	

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GL Hearn and Carter Jonas on behalf of Defence Infrastructure Organisation (DIO)	Historic centre of Shippon Para 3.29 – p26	Paragraph states “The historic centre of neighbouring Shippon is an important heritage asset”. This use of language could have masterplan and design and cost implications for the scheme. Given that the Council have not designated Shippon a Conservation Area, we would disagree with this statement, and as there are no existing policy documents to backup this statement, it is unfounded and adds a policy consideration that is beyond the means of an SPD. Remove this wording from the SPD	Noted. Modification proposed to address this.	Modify text to clarify that Shippon contains important heritage assets rather than the centre being an important heritage asset itself. (See M27).
GL Hearn and Carter Jonas on behalf of Defence Infrastructure Organisation (DIO)	Heritage assets Para 3.30 – p26-28	Para 3.30 – p26-28 Reference to heritage assets outside of allocation site is confusing in context of this SPD area. Reword to make clear that these will need to be considered as part of a comprehensive scheme covering the barracks area.	This paragraph and supporting Figure (3.7) clearly state and show that the heritage assets are outside the allocated site.	
GL Hearn and Carter Jonas on behalf of Defence Infrastructure Organisation (DIO)	LETI definition of zero operational carbon Section 5.8 – p42	The LETI guidance states no carbon offsets can be used to achieve the net zero balance. This could limit off-site generation and technological advances throughout the life of the development, noting most power companies still fall back to fossil fuels when demand is high. It suggests the development needs to become an isolated island, which cannot benefit from advances in zero carbon technology or on-grid solutions. It is also contradicted by Section 5.9 and SDR1 which allows on-grid backup.	It is not possible to amend the LETI definition. This paragraph and SDR1 state that all buildings should be seeking to achieve new zero operational carbon. This is considered to accord with the Garden Village principles.	

Name/ Organisation/ Comment ID	Category	Comment Summary	Officer Response	Proposed Modification
		Delete the final sentence 'no carbon offsets can be used to achieve this balance'		
GL Hearn and Carter Jonas on behalf of Defence Infrastructure Organisation (DIO)	Greenfield run-off rates Section 5.16 – Page 42	States run-off to greenfield rates. The LLFA confirmed greenfield rates were required if feasible and evidence would be required as to why the greenfield rate is not able to be achieved, such as the capacity of the existing drainage system. Add the words 'if feasible'.	Noted. Modifications proposed to address this.	Modify text to reflect Core Policy 42 and the need for higher rates to be justified and the risks quantified. (See M36).
GL Hearn and Carter Jonas on behalf of Defence Infrastructure Organisation (DIO)	Zero operational carbon SDR1 – 1 – p44	"Seeking to achieve net zero operational carbon by using 100% renewable energy sources and the highest levels of fabric energy efficiency." Is too prescriptive. Amend wording to "seeking to maximise fabric efficiency and opportunities to use on and off site renewable energy sources, where practical to do so."	SDR1 states that all buildings should be seeking to achieve new zero operational carbon. This is considered to accord with the Garden Village principles.	
GL Hearn and Carter Jonas on behalf of Defence Infrastructure Organisation (DIO)	Renewable energy generation SDR1 – 3 – Page 44	Bullet 3 states all energy from on-site renewable sources. This is too prescriptive and suggests an off-grid island. This would prevent future technological advances being supported such as hydrogen solutions via gas pipes or nearby renewable energy farms. Delete the word 'all'.	No change is necessary, as the point includes the words 'where possible'.	

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GL Hearn and Carter Jonas on behalf of Defence Infrastructure Organisation (DIO)	Lifetime Homes 5.28 – p45	‘...principles of Lifetime Homes can be followed...’ Include ‘where appropriate’ to allow for apartments and other dwelling types where this will not be possible.	Noted, modification proposed to address this.	Modify text to insert ‘where appropriate’. (See M40).
GL Hearn and Carter Jonas on behalf of Defence Infrastructure Organisation (DIO)	MoD buildings outside strategic allocation 5.33 – p47	Reference to potential use of MoD buildings outside of SPD area is confusing. Reword to make clear that these will need to be considered as part of a comprehensive scheme covering the barracks area.	Noted, modification proposed to address this.	Modify text to clarify buildings referred to are outside the strategic allocation. (See M45).
GL Hearn and Carter Jonas on behalf of Defence Infrastructure Organisation (DIO)	Health Impact Assessment SDR3 – 2 – p50	Preparing a Health Impact Assessment to inform the masterplan goes beyond guidance and introduces a new planning policy. Remove from the SPD.	This is a requirement from the Development Template of Local Plan Part 2.	
GL Hearn and Carter Jonas on behalf of Defence Infrastructure	Size of the school SRD3 – 4 & 6 – p50	4 refers to school size of 2.22 ha required, whilst 6 refers to ensuring the school site is of ‘sufficient size’. Suggest combining 6 with 4, or removing word ‘size’ from 6.	Noted, modification proposed to address this.	Modify bullet 6 to remove reference to ‘sufficient size’. (See M50).

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Organisation (DIO)				
GL Hearn and Carter Jonas on behalf of Defence Infrastructure Organisation (DIO)	Location of the school 5.43 – p48 & SRD3 – 7 – p50	5.43 – p48 & SRD3 – 7 – p50 Ensuring no part of any school site is in the greenbelt may reduce the development capacity of the site for housing. Re-word in order to allow playing fields and outside space to be in the Greenbelt. Framework Map also identifies that school will form part of Shippon buffer ie: outside of the Greenbelt.	OCC have specifically requested the inclusion of this requirement, which is set out in their standards and design guidance relating to schools. Amend text in the SPD to clarify source of requirement and ensure it is consistent with the scope of the Local Plan policy that requires one primary school to be delivered by the development.	Amend paragraph 5.43 and bullet 7 of SDR3 to reflect this. (See M46a and M48a)
GL Hearn and Carter Jonas on behalf of Defence Infrastructure Organisation (DIO)	Community Employment Plans SDR3 – 9 – p50	Preparing a site-specific community employment plan to inform the masterplan goes beyond guidance and introduces a new planning policy. Remove from the SPD.	This is a requirement of the Local Plan Part 2 Development Policy 11, as set out in paragraph 5.47.	
GL Hearn and Carter Jonas on behalf of Defence Infrastructure Organisation (DIO)	Parking arrangements 5.70 – p55	'Parking solutions for residents...should...minimise front-of plot parking'. Front of plot parking will be required on some streets to ensure efficient use of land and other higher priority design principles are met, as acknowledged in DG7 (especially 2, 4 & 5). Emphasis should be on well designed streets and parking solutions forming an integral part of	Bullets 4 and 5 of DG7 relate to on-street parking spaces, whereas paragraph 5.70 seeks to minimise front-of-plot parking (allocated off-street parking spaces located directly in front of the property), also known as 'frontage parking'.	Modify paragraph 5.70 and add bullet to DG7 to clarify what is considered an acceptable design for frontage parking solutions. (See M102).

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		<p>that process. Inconsistent with DG7 (especially 8). Remove 'minimise front-of-plot parking', on basis that reference to well designed spaces and inconsistent with other SPD Policies (specifically DG6 & 7).</p>	<p>Large areas of frontage parking can make the parking arrangements visually dominating unless broken up with planting.</p> <p>The SPD encourages the use of on-street parking both for residents and visitors.</p>	
GL Hearn and Carter Jonas on behalf of Defence Infrastructure Organisation (DIO)	Travel Plan SDR4 – 1- p56	<p>A Travel Plan does not deal with design matters; rather it deals with the operation of the site.</p> <p>Suggest amending to simply: "Preparing a Travel Plan and making appropriate contributions to implement sustainable transport initiatives"</p>	Noted, modification proposed to address this.	<p>Modify paragraph to clarify requirement regarding the preparation of a Travel Plan</p> <p>(see M59)</p>
GL Hearn and Carter Jonas on behalf of Defence Infrastructure Organisation (DIO)	Highway works SDR4 – 8 - p57	<p>Ought to be clear that these works are contributed to by all those developments within the Local Plan which have an impact at Frilford. There should also not be a presumption that further works are required here until completion of modelling through OMM.</p> <p>Amend to either:</p> <p>'Upgrading the Frilford Junction in accordance with a phasing plan agreed with the County Council'. Or</p>	Noted, modifications proposed to address this.	<p>Modify bullets 8 and 9 of SDR4 to further clarify what is required from the development with regards to upgrading the Frilford Junction and addressing air quality issues within Marcham.</p> <p>(See M62 and M63).</p>

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		<p>'Contribute to infrastructure improvements as required through a Transport Assessment, which may include Frilford Junction.'</p>		
GL Hearn and Carter Jonas on behalf of Defence Infrastructure Organisation (DIO)	Air quality SDR4 – 9 - p57	<p>Addressing air quality issues within Marcham. Para 5.67 of the SPD, LP Policy 8b (iii) and the LP Development Template seems to suggest that the AQ issue is related to Cothill Fen SAC not Marcham.</p> <p>As such, this might need to focussing / omitting?</p>	Modification proposed to clarify that both Marcham air quality mitigation and a project level HRA to consider the impact on Cothill Fen SAC are required.	<p>Modify text to clarify both Marcham air quality mitigation and a project level HRA are required.</p> <p>(See M7 and M25).</p>
GL Hearn and Carter Jonas on behalf of Defence Infrastructure Organisation (DIO)	Infrastructure for the sustainable use of vehicles SDR4 – 11 - p57	<p>Providing sufficient infrastructure to accommodate sustainable use of vehicles, such as car clubs, car-pooling, on demand and 'pick me up' transport options, electric or other green fuel vehicle infrastructure.</p> <p>These are all laudable objectives, but not necessarily ones we ultimately can / want to include.</p> <p>As such, I suggest we soften to the following which also better reflects para 5.68 of the SPD:</p> <p>'Providing sufficient infrastructure to accommodate sustainable use of vehicles, which may include, but not be limited to car clubs, car-pooling, on demand and 'pick me up' transport options,</p>	Noted. Modification proposed to address this.	<p>Modify text based on proposal put forward by DIO.</p> <p>(See M64).</p>

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		electric vehicle infrastructure, with potential exploration of other green fuel'		
GL Hearn and Carter Jonas on behalf of Defence Infrastructure Organisation (DIO)	Future technologies SDR4 – 12 - p57	Suggest amending to simply: 'Exploring ways to incorporate future technologies'	The inclusion of 'such as autonomous vehicles', is merely an example and considered helpful to understanding.	
GL Hearn and Carter Jonas on behalf of Defence Infrastructure Organisation (DIO)	Main access points SDR4 – 15 - p57	Providing the main access points for all modes of transport from Barrow Road and Cholswell Road, is considered too prescriptive. Suggest amendment to: 'Providing a minimum of two main access points for all modes of transport which could be from Barrow Road, Cholswell Road or Faringdon Road.'	Noted, modification proposed to address this.	Modify text based on proposal put forward by DIO. (See M66).
GL Hearn and Carter Jonas on behalf of Defence Infrastructure Organisation (DIO)	Biodiversity net gain SDR5 – 12 – Page 61	Bullet 12 states 'minimum 10% Biodiversity Net Gain'. This is not law or current included in the Local Plan, and is therefore introducing a new planning policy which is beyond the means of an SPD. Suggest reword to 'Maximising Biodiversity Net Gain being delivered through on-site provision...' Let the Environment Bill confirm the	The Environment Act became law in November 2021 and details the relevant percentage as being at least 10%. Whilst this requirement has no legal effect yet, Core Policy 8b states that the housing allocated will follow Garden	

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		% improvement, to which all planning documents will have to conform.	Village principles. Within the supporting text of Core Policy 8b net biodiversity gains are stated as a Garden Village principle and therefore it is appropriate for the SPD to quantify this in accordance with the Act. Therefore, no change is considered necessary.	
GL Hearn and Carter Jonas on behalf of Defence Infrastructure Organisation (DIO)	Existing trees SDR5 – 19 – Page 62	Bullet 19 states retain 'all' existing high and moderate quality trees. This is too prescriptive. Delete the word 'all' and state 'where practical or possible'.	Noted. Modifications proposed to address this.	Text modified to remove 'all' and insert 'where possible'. (See M71).
GL Hearn and Carter Jonas on behalf of Defence Infrastructure Organisation (DIO)	Street Trees SDR5 – 22 - p62	What is meant by a 'significant contribution'? Green corridors through the site will provide green contributions to the garden village, and negate the need for 'significant' tree planting within streets. Remove from the SPD	The inclusion of trees within the street-scene is supported by the National Design Guide (see paragraphs 77, 79, 90)	
GL Hearn and Carter Jonas on behalf of	Allotments Para 5.91 – p64	Paragraph states that allotments should be accessible within a 1000metre walk. This could be highly restrictive on the proposed design of	The standard is consistent with Appendix K of Local Plan Part 2.	Modify paragraph 5.92 and remove tables from SPD - instead include references to Appendix K.

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Defence Infrastructure Organisation (DIO)		the masterplan, in terms of housing, SUDS and biodiversity net gain. Propose that this wording should be 'within a walkable distance to the majority of residents'.		(See M76).
GL Hearn and Carter Jonas on behalf of Defence Infrastructure Organisation (DIO)	Sports facilities standards 5.93 – p.65	The tables for accessibility to sports facilities are taken from previously existing Sport England Guidance and are not required to be duplicated in the SPD.	The standards are consistent with Appendix K of Local Plan Part 2.	Modify paragraph 5.92 and remove tables from SPD - instead include references to Appendix K. (See M76).
GL Hearn and Carter Jonas on behalf of Defence Infrastructure Organisation (DIO)	Solar PV and green roofs Para 6.13 – p.72 and para 6.17 – p73	These paragraphs both propose and promote the use of green roofs and roof mounted solar PVs. The two are not compatible and these are contradictory. Propose that the SPD clarifies the use of green roofs and roof mounted solar PVs.	Paragraph 6.13 identifies green roofs as a measure that could help optimise the passive design of the development. It is one of several measures that can be considered during the masterplanning process. Paragraph 6.17 details the need to investigate how much of the development's energy consumption could be met by roof-mounted solar PV panels. Any future planning applications should consider both.	Amend paragraph 6.13 to clarify the use of green roofs, where appropriate. (See M86).

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GL Hearn and Carter Jonas on behalf of Defence Infrastructure Organisation (DIO)	Density DG2 – 2 & 3 – p75	1 Medium densities (35dph) and 2 Lower densities (30dph) is too prescriptive. These should be minimum densities, as with 1 re: '40dph+'. Put a '+' after 35 and 30 dph ranges.	Noted. Modification proposed to address this.	Remove references to specific densities for 'higher' and 'medium' density parts of the site in DG2. (See M88).
GL Hearn and Carter Jonas on behalf of Defence Infrastructure Organisation (DIO)	Local centre uses 6.25 – p76 & DG3 -6 – p77	Paragraph 6.25 / DG3 6 gives the impression that the local centre for the 1,200 unit scheme will have a number of retail and leisure uses, which is unlikely to be sustainable for this allocation site alone. The concentration of such uses will be in the larger mixed-use centre within the barracks area. Reference consideration of the wider scheme and the main local centre.	Consideration of the larger Garden Village site will take place through the preparation of future development plans. Modifications are proposed to clarify the uses. References to retail uses reflect the requirement of Core Policy 8b to deliver a mixed-use community.	Amend wording to paragraph 6.25 and bullet 6 to clarify uses. (See M89 and M90).
GL Hearn and Carter Jonas on behalf of Defence Infrastructure Organisation (DIO)	Corner plots and buildings DG4 – 10 – p80	Reference to corner units providing a 'dual aspect design'. This will not be appropriate for all corner units. Add 'where appropriate in the context of the street or space' or similar wording.	This is a well-known principle of high-quality urban design.	

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GL Hearn and Carter Jonas on behalf of Defence Infrastructure Organisation (DIO)	Feature buildings DG4 – 12 – p80	Reference to 'landmark' buildings. Landmark buildings suggest buildings of much wider importance, often to the region. This is not appropriate, whilst 'feature buildings' is appropriate. Remove reference to 'landmark'.	Agree 'landmark' may be inappropriate given the scale of development.	Remove reference to 'landmark' from bullet 12. (See M91).
GL Hearn and Carter Jonas on behalf of Defence Infrastructure Organisation (DIO)	Spatial arrangements DG4 – 16 – p81	Reference only to 'front to front' and 'back-to-back' in relation to blocks and plots appears too prescriptive. Orientation of units may mean we have 'front to gable end' for example. Also covered by other clauses e.g.: 8 & 12. Consider combining with other clauses here.	Agree that some other spatial arrangements may be required. However, front to front and back-to-back should be maximised.	Amend bullet to maximise front to front and back-to-back spatial arrangements. (See M93).
GL Hearn and Carter Jonas on behalf of Defence Infrastructure Organisation (DIO)	Separation of the development and Shippon 6.44 – p82	'A landscaped edge should be delivered on the eastern edge of the site, to help physically and visually separate the development from the village of Shippon.' The visual and physical separation of existing housing in Shippon will not be appropriate in all situations, especially with existing MOD housing frontages. It is too prescriptive and may not be achievable during winter months for example when leaves are not on trees. Consider rewording to allow more flexibility, appropriate to the specific setting.	Wording is consistent with the Wootton and St Helen Without Neighbourhood Development Plan Policy SS5.2 – Separation of Garden Village.	

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GL Hearn and Carter Jonas on behalf of Defence Infrastructure Organisation (DIO)	Integration of planting and services DG5 – 10 – p83	As a principle this is agreed, but reference to the design of services is a detailed design matter and not applicable to an outline application re: reference to ‘coherently designed from the outset’. Requires clarification in the context of this SPD. Requires additional wording / clarification to ensure application at appropriate stage in the design / planning process.	The integration of planting and services needs to be considered from the outset of the masterplanning process to avoid implementation issues arising later. It should be considered throughout.	
GL Hearn and Carter Jonas on behalf of Defence Infrastructure Organisation (DIO)	Bus routes DG6 – 5 – p85	Routing of bus routes through high density areas. Although as a general principle this is acceptable, it will not be the case that every high density area can be served by a bus route, which is how this reads. The point has already also been made in SDR2 – 7. Needs to be reworded as it currently does not read as the principle intends.	The bullet doesn't require every high density area to have a bus routed through it, rather it requires bus routes to pass through higher density areas. Bus stops should be within 400m of all homes.	
GL Hearn and Carter Jonas on behalf of Defence Infrastructure Organisation (DIO)	Street design DG6 – 7 – p85	‘Design residential streets to a maximum of 20mph’. Some streets directly serving residential areas and homes may be slightly higher speed and therefore the definition of ‘residential streets’ requires clarification. Requires qualification in the wording and ‘appropriate highways speeds to be agreed with Highways Authority.’	The design guidance boxes provide ‘guidance’ not ‘requirements’. No caveat is required.	

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GL Hearn and Carter Jonas on behalf of Defence Infrastructure Organisation (DIO)	Street trees DG6 – 10 – p85	States 'Deliver a range of sizes and regularly spaced trees corresponding to the nature and hierarchy of the street.' – infers that every street will be tree-lined. Needs to be reworded to acknowledge that this only applies to streets where trees are appropriate.	The design guidance boxes provide 'guidance' not 'requirements'. No caveat is required.	
GL Hearn and Carter Jonas on behalf of Defence Infrastructure Organisation (DIO)	Street design DG6 – 16 – p86	Reference to 'your streets' – who is 'your'? Is this reference to requiring use of a 'Movement Strategy to inform the detailed design of your streets' a requirement of an outline application, or a Condition to be discharged, or an additional requirement associated with reserved matters (which has to demonstrate these matters in any event)? Requires clarification as to what the purpose of the Movement Strategy as described is, and when it would be required.	Point regarding 'your' noted and will be amended. The design guidance boxes provide 'guidance' not 'requirements'. A 'movement strategy' is a plan of action for all elements of the development's movement system, including walking, cycling, public transport, driving and parking. It should be prepared as part of the masterplanning process and used to inform the detailed street design. It can be used as part of the planning application to support the detailed design of the development. It can form part of a design and access statement.	Amend bullet 16 of DG6 to remove the word 'your'. (See M100). Add text clarifying the purpose of a movement strategy. (See M98 and M100).

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GL Hearn and Carter Jonas on behalf of Defence Infrastructure Organisation (DIO)	Inclusive design DG6 – 18 – p86	<p>'Deliver inclusive design for all users...' Principle is welcomed. However, reference to Building Regulations is required to put this requirement in the context of what is viable e.g.: access to upper storey apartments where lifts not required by the Regs.</p> <p>Requires clarification to ensure the principle is viable and in line with Building Regs.</p>	DG6 relates to street design. This needs to be clarified.	<p>Amend title of design guidance boxes to clarify the theme that the guidance relates to.</p> <p>(See M101).</p> <p>Amend bullet 18 to clarify that it relates to street design.</p> <p>(See M101).</p>
Berks, Bucks and Oxon Wildlife Trust (BBOWT)	Location of development	<p>Object to the allocation of the site due to both on-site and off-site biodiversity impacts.</p> <p>Do not consider that the potential impact on designated sites of national and international importance can be fully mitigated.</p>	<p>Part 2 of the Vale of White Horse Local Plan allocates the Dalton Barracks Strategic Allocation for a mixed-use development including 1,200 homes.</p> <p>The suitability of the site for development, including impacts on on-site and off-site biodiversity, was assessed during the plan-making process and examined by an independent examiner.</p> <p>The role of the SPD is to provide further detail to the policies in the Local Plan to help deliver the mixed-use</p>	

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			community envisaged for the site.	
Berks, Bucks and Oxon Wildlife Trust (BBOWT)	SPD Vision and Objectives Part 2, Page 16	<p>Welcome the opportunities identified under the heading 'Protect the environment and respond to climate change' and the following opportunities identified under the heading 'Deliver high quality and sustainable design':</p> <ul style="list-style-type: none"> • incorporating garden village principles into the design and layout • Seeking net zero operational carbon 	Noted.	
Berks, Bucks and Oxon Wildlife Trust (BBOWT)		<p>The site allocation is located in close proximity to sites that are designated for their fenland habitat, amongst other key wildlife habitats and species. Cothill Fen SAC, Dry Sanford Pit SSSI, Gozzards Ford Fen LWS and Barrow Farm Fen SSSI all contain alkaline spring-fed fen habitat, a rare form of lowland fen priority habitat.</p> <p>Fen habitat is extremely vulnerable to changes in both water quality and water quantity. The designated sites and their habitats are also highly vulnerable to increases in recreational impact, air pollution, and to ecological isolation from impacts on nearby habitats. All of these changes can potentially occur as a result of the proposed site allocation.</p> <p>The SPD needs a dedicated section where the potential impact on designated sites is</p>	<p>Part 3 (Paragraphs 3.21 – 3.27) recognises that there are several designated wildlife sites located close to the site.</p> <p>Paragraph 3.23 states that a key objective to delivering the site is to avoid all direct and indirect impacts to Cothill Fen SAC, Dry Sanford Pit SSSI, Barrow Farm Fen SSSI and Frilford Heath ponds SSSI.</p> <p>Core Policy 8b requires no adverse impact on SAC and protection for SSSI located in the north west of the site. This is repeated in the Site Development Template as well as the requirement that there</p>	<p>Amend paragraph 3.23 to clarify the requirements of the Site Development Template.</p> <p>(See M23).</p>

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		<p>considered, and requirements laid down to ensure that whatever is needed to minimise impact on these key wildlife assets is required of developers.</p> <p>The SPD must clearly state that any development must not result in any adverse impact on the Cothill Fen SAC, SSSIs (including Dry Sandford Pit SSSI and Barrow Farm Fen SSSI) and Local Wildlife Sites (including Gozzards Ford Fen LWS and Hitchcops Pit South LWS). This requirement is supported by planning policy and the NPPF.</p>	<p>are no adverse effects in relation to the water quality of Barrow Farm Fen SSSI; and Gozzards Ford Fen Local Wildlife Sites.</p> <p>Core Policy 46 of the Local Plan sets out when development will be permitted that impacts these sites and the level of protection and mitigation required.</p> <p>In any case, the Site Development Template requires a project level HRA that will assess all impacts on the neighbouring sites and identify measures to mitigate any potential recreational pressures on the nearby designated sites, as well any pressures that arise as a result of worsening air quality and hydrology. This requirement is repeated in paragraph 3.24 of the SPD.</p> <p>In addition, bullet 2 of SDR6 requires the developer to provide at least 30 hectares of</p>	

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			parkland located and designed to provide a buffer and alleviate pressure on Cothill Fen SAC and other designated sites in close proximity.	
Berks, Bucks and Oxon Wildlife Trust (BBOWT)		In order to properly inform any subsequent planning application the SPD needs to set out in detail measures that will serve to mitigate the impact on these nearby designated sites, including ones that will mitigate hydrological impact, recreational impact, air pollution impact and the impact of increased ecological isolation.	The detailed measures to mitigate the potential hydrological, recreational, air pollution and ecological isolation impacts on nearby wildlife sites will be considered by a project level HRA as part of the planning application process.	Clarify role of HRA and its consideration during the planning application process. (See M7).
Berks, Bucks and Oxon Wildlife Trust (BBOWT)	Hydrological impact on designated wildlife sites	<p>We do not consider that the impact on the designated sites can be fully mitigated. However, in order to minimise adverse impact on the designated sites the SPD should require that any application must:</p> <ul style="list-style-type: none"> • be accompanied by a detailed hydrological report that specifically addresses the potential impact of the site allocation on the nearby SAC, SSSIs and LWSs, specifically but not exclusively in relation to the lowland fen habitat. The report must combine both hydrological and ecological expertise. The type of non-ecological drainage report that commonly accompanies many applications 	The June 2018 HRA concluded that 22ha of SANG were required to provide mitigation for the 1,200 net new dwellings to be provided at the Dalton Barracks Strategic Allocation. Policy 8b of the Local Plan requires the provision of 30ha of parkland, which is in excess of the HRA requirement. The policy requirement does not alter the conclusions of the June 2018 HRA.	Clarify role of HRA and its consideration during the planning application process. Add requirements, where appropriate. (See M7).

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		<p>is of a different kind and would not be adequate in this case to address the ecological concerns. The report must be based on a full understanding of the local hydrology and its relation to ecology, including appropriate survey work, and set out in detail what special measures will be used to ensure no change of any kind in water quality and water quantity. This should include an assessment of temporal water quantity (e.g. as well as total water quantity through the year, it should address seasonal variation and changes in relation to specific flood events as fen habitats are particularly vulnerable to such changes in temporal water quantity).</p> <ul style="list-style-type: none"> • include measures to ensure that regular monitoring is required on the designated sites beginning before construction begins and continuing for a considerable time period after occupation, so that any adverse hydrological impact can be identified and addressed through changes to the SuDS schemes or otherwise. • include measures to ensure that the SuDS scheme, and any other measures put in place to prevent any adverse hydrological impact, is maintained in a manner that ensures it continues to function to prevent 	<p>The requirements listed will be addressed as part of the project level HRA and considered as part of the planning application process.</p>	

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		<p>adverse hydrological impact on designated sites in perpetuity (e.g. for as long as the land remains developed). This should include provision for the replacement of elements of the scheme as necessary.</p>		
Berks, Bucks and Oxon Wildlife Trust (BBOWT)	Recreational impact on designated wildlife sites and ecological isolation	<p>We do not consider that the impact on the designated sites can be fully mitigated. However, in order to minimise adverse impact on the designated sites the SPD should require that any application must:</p> <ul style="list-style-type: none"> include measures on many of the designated sites (details to be considered subsequently to this response) including increased wardening, and infrastructure measures such as signage, fencing and footpath work, provided for on an in perpetuity basis (e.g. for as long as the site allocation land remains developed). <p>The resilience of the designated sites to impact is increased by the provision of large areas of habitat creation between and around the designated sites. These habitats should be created and managed by an organisation with considerable expertise in the creation and management of habitat for wildlife.</p> <p>As detailed in our representations on the Local Plan, a minimum of 100+ hectares County Park</p>	<p>The requirements listed will be addressed as part of the project level HRA and considered as part of the planning application process.</p> <p>Core Policy 8b requires the provision of parkland of at least 30 hectares. The parkland is significant alternative natural greenspace (SANG) intended to mitigate the recreational impacts of the development on the Cothill Fen SAC and SSSIs.</p> <p>Additional SANG will be required if the wider site is taken forward in future development plans.</p>	<p>Clarify role of HRA and its consideration during the planning application process. Add requirements, where appropriate.</p> <p>(See M7).</p> <p>Add recommendation that applications for the site get advice from Natural England's Discretionary Advice Service (DAS).</p> <p>(See M25).</p>

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		<p>is needed, including land that would act as a direct buffer to Dry Sandford Pit SSSI and Cothill Fen SAC. The move from the originally proposed 80ha Country Park to a 30ha Country Park is of great concern. We do not consider that 30ha will be of sufficient size to act as a natural greenspace of sufficient scale to deter increased recreational impact on designated biodiversity sites. The Country Park should be predominately made up of high wildlife-value habitat and include a nature reserve of at least 40 hectares, where access is managed.</p>		
Berks, Bucks and Oxon Wildlife Trust (BBOWT)	Air pollution impact on designated wildlife sites	<p>We do not consider that the impact on the designated sites can be fully mitigated. However, in order to minimise adverse impact on the designated sites the SPD should require that any application must:</p> <ul style="list-style-type: none"> include a dedicated report that assesses the air pollution associated with both the construction, and during the subsequent occupation, of the new development, the potential impact and mitigation measures. 	The requirements listed will be addressed as part of the project level HRA and considered as part of the planning application process.	<p>Clarify role of HRA and its consideration during the planning application process. Add requirements, where appropriate.</p> <p>(See M7).</p>
Berks, Bucks and Oxon Wildlife Trust (BBOWT)	Oxford Heights West Conservation Target Area (CTA)	<p>Welcome reference to the Oxford Heights CTA on page 24 of the SPD.</p> <p>The SPD should provide further detail on how the site allocation, if taken forward, could minimise impact on the CTA, and how the key</p>	Conservation Target Areas (CTA) are positive tools to encourage improvements in biodiversity. Given the site is located on the edge of the CTA there is no risk of the	

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		habitat creation priorities for the CTA could be used to inform habitat creation both on and off the site.	development undermining the role of the area e.g. by severing connections through the area. The CTA should not be used as a constraint.	
Berks, Bucks and Oxon Wildlife Trust (BBOWT)	On-site biodiversity	A full suite of appropriate habitat and species surveys is needed to inform the development of the SPD.	<p>Part 3 (Paragraph 3.25) of the SPD recognises that up-to-date surveys will be required to inform the masterplanning process and planning application.</p> <p>These surveys will be considered as part of the planning application process. There will be an opportunity to comment on their findings as part of this process.</p>	
Berks, Bucks and Oxon Wildlife Trust (BBOWT)	Compensatory habitat and long term stewardship	<p>The loss of wildlife habitat on the site, and the potential impact to off-site habitats, will be permanent so the compensation to address both must be permanent. The compensation must be agreed through a S106 agreement, or, as appropriate, an alternative mechanism that will ensure delivery.</p> <p>The most effective method to ensure that any compensation is provided for ever would be for any habitat created both on-site and off-site</p>	Noted.	Add text relating to the management of any habitat created as a form of compensation/mitigation. Add bullet to SDR7 requiring the retention and management of all compensatory habitat in perpetuity.

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		<p>to be retained for ever and managed for wildlife in perpetuity with money provided by an endowment fund. We consider in perpetuity to be at least 125 years in accordance with legislation which defines the 'in perpetuity' period (Perpetuities and Accumulations Act 2009)</p> <p>We welcome the inclusion of a section on Long-term Stewardship on pages 67 – 68. We consider that this section (both the text and Policy SDR7) should be re-worded to address the above issue, and that a method of long-term maintenance and stewardship is chosen which can ensure that all habitat provided to ensure both no net loss and a net gain in biodiversity is both retained, and managed for wildlife, for as long as the site has built development upon it (therefore effectively for ever). Such a model requires mechanisms to ensure both legal protections for the habitat created, and mechanisms (such as endowment funds or otherwise) to ensure that management for wildlife continues – in both cases for as long as there is built development present on the site. We also consider that this requirement should be stated in the section that deals with mitigation for impact on designated sites.</p>		(See M83).

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Berks, Bucks and Oxon Wildlife Trust (BBOWT)	Breeding and wintering birds	<p>Up-to-date surveys are needed to inform the development of the SPD.</p> <p>The SPD needs to consider both the DEFRA guidance on the Conservation of Habitats and Species Regulations 2010, and the NPPF, in considering the potential impact of the development on birds. Any loss of bird populations needs to be compensated, and in particular the loss of priority species such as skylark needs to be addressed with specific compensation. The provision of a nature reserve within a Country Park of at least 100+ hectares could potentially provide appropriate habitat for a number of pairs of skylark but it is very possible that off-site compensation will also be needed. Since the impact on skylark, and potentially other key species, will remain for as long as the land remains developed (e.g. effectively forever) then any compensation would need to be in place in perpetuity (e.g. forever).</p>	<p>Part 3 (Paragraph 3.25) of the SPD recognises that up-to-date surveys will be required to inform the masterplanning process and planning application.</p> <p>These surveys will be considered as part of the planning application process. There will be an opportunity to comment on their findings as part of this process.</p> <p>Core Policy 8b requires the provision of parkland of at least 30 hectares. The parkland is significant alternative natural greenspace (SANG) intended to mitigate the recreational impacts of the development on the Cothill Fen SAC and SSSIs.</p> <p>Additional SANG will be required if the wider site is taken forward in future development plans.</p>	

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Berks, Bucks and Oxon Wildlife Trust (BBOWT)	Species other than birds	<p>Up-to-date surveys are needed to inform the development of the SPD.</p> <p>The SPD should include a dedicated area on key species impacts and how those impacts will be addressed.</p>	<p>Part 3 (Paragraph 3.25) of the SPD recognises that up-to-date surveys will be required to inform the masterplanning process and planning application.</p> <p>These surveys will be considered as part of the planning application process. There will be an opportunity to comment on their findings as part of this process.</p> <p>The Site Development Framework requires consideration, where appropriate, to mitigate against any adverse effects on other priority habitat species, as identified through survey work and provide an additional plan to address invasive non-native species.</p>	<p>Amend paragraph 3.25 to make specific reference to the requirements set out in the Site Development Template.</p> <p>(See M26).</p>
Berks, Bucks and Oxon Wildlife Trust (BBOWT)	Biodiversity net gain	The site allocation is on a habitat of significant value for wildlife, in close proximity to sites of exceptional value for wildlife and is being taken forward as a Garden Village development. As such a net gain % of above 10% should be sought. We would suggest a net gain uplift of	Supplementary planning documents do not form part of the development plan and cannot introduce new planning policies into the development plan.	

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		<p>25% should be required by the SPD of any application.</p> <p>The SPD should emphasise that there is a need for large-scale habitat creation to mitigate the impact on the irreplaceable fen habitat in the nearby designated sites, to provide buffering, to reduce the loss of ecological connectivity, to increase resilience to impact by increasing the area of habitat, and to provide alternative natural greenspace. It is quite possible that the amount of habitat creation required to achieve this will, if scored with the net gain metric, score well above even 25% net gain.</p>	<p>Core Policy 45 of the Local Plan seeks a net gain in Green Infrastructure, including biodiversity. However, a specific percentage requirement is not included. Bullet 12 of SDR5 in the SPD requires the developer to maximise biodiversity net gain, with a minimum net gain of 10%. This reflects the percentage stated in the Environment Act 2021. Whilst this requirement has no legal effect yet, Core Policy 8b states that the housing allocated will follow Garden Village principles. Within the supporting text of Core Policy 8b net biodiversity gains are stated as a Garden Village principle and therefore it is appropriate for the SPD to quantify this in accordance with the Act.</p> <p>The Salt Cross Garden Village Draft Area Action Plan is a development plan document</p>	

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			and, therefore, can introduce new planning policy.	
Berks, Bucks and Oxon Wildlife Trust (BBOWT)	Biodiversity within the built environment	<p>Given the following:</p> <ul style="list-style-type: none"> • the high biodiversity value of the site itself; • the potential impact of the development on the biodiversity of designated sites; and • the decision to pursue the development as a garden village; <p>the SPD should set out an expectation that any development on the site should provide the highest standards, and exemplary ones, of biodiversity in built development. This should be in addition to the need for large scale habitat creation within a County Park and nature reserve.</p> <p>Welcome aspects within the SPD that are asking for delivery of biodiversity in built development (such as high-quality green corridors, green spaces and street trees) as a start but consider that the ask in terms of biodiversity in built development could be strengthened considerably in terms of both the overall message, and the detail.</p>	<p>Noted.</p> <p>Bullet 16 of SDR5 in the SPD requires the developer to maximise opportunities for biodiversity enhancement in built up areas by providing bird and bat boxes in appropriate locations on new buildings and maximising tree and hedge planting to increase permeability of the development for species. Reference could be made to best practice and guidance.</p>	<p>Add reference to RIBA guidance – Designing for Biodiversity: a technical guide for new and existing buildings (2013).</p> <p>(See M68).</p>

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Berks, Bucks and Oxon Wildlife Trust (BBOWT)	Net zero carbon	<p>Welcome the reference on page 72 to net zero carbon. However it is not clear that the Design Guidance policy is specifically requiring applications to deliver Net Zero Carbon.</p> <p>Policy DG1 should be amended to require that and be worded in such a way so as to ensure it is clear it is a requirement and not just something to be considered.</p> <p>We also suggest that DG1 is not worded in a way that does not appear to require delivery of some of what is asked, since the phrase “consider” is used in relation to Passivhaus and passive design and “identify opportunities” in relation to minimising carbon emissions. In both cases the use of these phrases may mean that the suggestion does not appear to be enforceable in any way?</p>	<p>Noted.</p> <p>DG1 of the SPD provides guidance on net zero carbon. Strategic Design Requirements for delivering a highly sustainable and resilient development are set out at SDR1. These include, but are not limited to:</p> <ul style="list-style-type: none"> • seeking to achieve net zero operational carbon; • Optimising passive design; and • Maximising on-site renewable energy generation. 	
St Helen Without Parish Council	General	<p>Site falls within St Helen Without Parish. Appreciates the help and guidance from the SPD team at the Vale in focussing this response. Comments should be framed against the general view that the SPD contains within it much that is to be commended.</p> <p>SPD informed by neighbourhood plan which was formed jointly with Wootton Parish Council. Firm requirement for developers to consult with local community. Never objected to development on</p>	Noted.	

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		site but wishes the development to be of the highest standard, sympathetic to the local character and is supported by appropriate infrastructure. Ready to help in achieving the vision set within the SPD.		
St Helen Without Parish Council	Scope of SPD	Whilst SPD is focussed on allocated site, parish council are assured that entire development will be built as a 'garden village' to the standards set within the SPD.	<p>Clarification:</p> <p>As explained at paragraph 1.5 of the SPD, the content of the SPD and standards, apply to the Dalton Barracks Strategic Allocation allocated at Core Policy 8b of the Local Plan. Consideration of the larger Garden Village site will take place through the preparation of future development plans. These development plans will set their own standards for development. However, the wider Garden Village site, including the allocation, will need to meet garden village principles.</p>	

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St Helen Without Parish Council	Reference to Neighbourhood Plan Page 12 paragraph 1.12	The reference to the policies within paragraph 1.12 should be amended to include the full range of neighbourhood plan policies relating to the Garden village and allocation.	Noted.	Modify text as proposed by Parish Council. (See M9).
St Helen Without Parish Council	Reference to engagement Page 13 Paragraph 1.16	Despite repeated request for individual meetings with stakeholders, these did not take place. Suggest this part of bullet point is removed.	Noted. Remove reference.	Remove reference. (See M11).
St Helen Without Parish Council	Opportunities Page 16 Deliver High quality and sustainable design	To avoid impression that the Garden Village is an entity separate from Shippon, a modification is proposed to the last bullet point.	Noted.	Modify text based on proposal put forward by Parish Council. (See M12).

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St Helen Without Parish Council	Opportunities Page 17 Paragraph 2.7 First bullet point	Not immediately obvious what the word 'change' means and so an alternative is suggested.	Noted.	Modify text based on proposal put forward by Parish Council. (See M13).
St Helen Without Parish Council	Bus services Page 20 Paragraph 3.6	Highlights that the hourly frequency of the bus service through Shippon is a 'pandemic' measure prior to which there were two buses an hour during daytime hours.	Noted.	Text modified to clarify the bus service being referred to with a frequency of one bus per hour. (See M16).
St Helen Without Parish Council	Local Context Page 21 Paragraph 3.12	To ensure nomenclature of settlements, a modification is proposed.	Noted.	Modify text as proposed by Parish Council. (See M17).
St Helen Without Parish Council	Green Belt Page 23 Paragraph 3.19	Proposes to change the wording 'removed from the Green Belt' to 'inset to the Green Belt' to reflect the wording by the Local Plan inspector	Noted	Amend wording. (See M20).
St Helen Without Parish Council	Biodiversity/Protected Wildlife Sites Page 24 Paragraph 3.24	Considers the Vale should commission its own independent HRA due to close proximity of the SSSIs. This is to ensure the impact of the wider site is considered and not just the 1,200 development. Unfair to expect developer for the 1,200 homes to fund a HRA for wider site. Suggestion ensures that recommendations would apply to whole site and not be missed by	The Site Development Templates requires a project level HRA is undertaken to consider the impact on Cothill Fen SAC. This requirement is repeated in the SPD. The SPD does not from part of the development plan and cannot	

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		<p>limiting the HRA to strategic allocation only. Could be made available to prospective developers at a fee.</p>	<p>introduce new planning policies into the development plan.</p> <p>However, as part of the planning application process the applicant will need to demonstrate through the HRA that the proposed development will not impact the nearby designated sites. The scope of the HRA will need to reflect this and an appropriate level of detail will need to be included to demonstrate this.</p>	
<p>St Helen Without Parish Council</p>	<p>Figure 3.6 Page 27</p>	<p>Believes map gives an incorrect impression. School playing field has been removed from the plan which is shown in neighbourhood plan. It gives impression that there is a break in buffer. Always agreed that school playing fields should be part of buffer.</p> <p>Should be clear that purpose of buffer is not to separate the new community from the old but provide a landscape feature and to preserved recreational strip to allow walkers access to Barrow Road. Support provisions in this respect made at 3.29</p>	<p>The green buffer shown on figure 3.6 reflects the green buffer shown on the Garden Village Buffer map at page 79 of the St Helen Without and Wootton Neighbourhood Plan. The Garden Village Buffer map clearly shows two separate areas for the green buffer and primary school playing field represented by two different symbols on the key. Neither policy SS5.2 nor the supporting text refer to the playing field forming part of the</p>	<p>Add additional text to paragraph 3.29 to clarify purpose of green buffer.</p> <p>(See M27).</p>

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			green buffer. However, given the location of the school playing field it will form part of the green buffer.	
St Helen Without Parish Council	Heritage Page 28 Paragraph 3.34	<p>Welcome provision made at 3.30 for a proportionate assessment of heritage assets. Discusses history of the site. Heritage assets even though non designated is an issue of great concern.</p> <p>Suggest deleting the phrase 'where appropriate' in relation to the conservation and enhancement of such assets as this raises the spectre of who decides on what is appropriate which is properly considered by the proportionate assessment referred to at 3.30</p>	<p>Noted.</p> <p>The SPD cannot require the conservation and enhancement of all non-designated heritage assets and this conflicts with the NPPF that requires that their significance is taken into account and a balanced judgement is made having regard to the scale of any harm or loss and the significance.</p>	
St Helen Without Parish Council	Planning application process and policy context	<p>Once consultation has been considered, the SPD will become 'fixed in time' whilst rest of world moves on and policies to which it refers to develop or are replaced.</p> <p>Questions how the SPD will or can be updated to take account of changes in design/planning policy and improvements in technology</p>	The SPD will be reviewed in the light of any future allocations for development made in a future development plan, and there would at that stage be the opportunity to consider updating the SPD or preparing a new SPD (or other planning document, as appropriate) to address this and any significant changes in	Text added to the introduction of the SPD to clarify the opportunity to update the SPD or prepare a new one at a later date. (See M5).

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			policy and practice. There will also be an opportunity to comment on any proposals for the wider site as part of the plan-making process.	
St Helen Without Parish Council	Climate Change Action Page 41 Paragraph 5.5 Bullet Point 5	To take account of future development, an alternative bullet point is proposed.	Paragraph 5.5 details the findings of the Pathways to a zero carbon Oxfordshire work. These findings cannot be amended.	
St Helen Without Parish Council	Vibrant Local Centre Page 47 Paragraph 5.34	After the word 'development', consider inserting ' <i>sited so as to be equally accessible by existing and new residents</i> '	Noted, modification proposed to address this.	Modify text to address point made by the Parish Council. (See M46).
St Helen Without Parish Council	Public Transport Page 54 Paragraph 5.60	SPD makes it clear that appropriate transport infrastructure is critical to support development, however there is a misalignment between the priorities of the Vale and the County Lodge Hill A34 junction and park and ride facility are low in the order of the County's priorities. Doubts as to whether they will be in place for this phase of the development.	The SPD was prepared in conjunction with and reviewed by highway officers at the County Council.	

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St Helen Without Parish Council	Private Vehicles Page 55 Paragraph 5.66	Wish to include another bullet point. <i>'measures to control traffic flow on Barrow Road through the historic centre of Shippon.'</i>	The requirements set out in paragraph 5.66 of the SPD reflect the requirements of the Site Development Template. The SPD does not form part of the development plan and cannot introduce new planning policies/requirements into the development plan. If during the planning application process this is considered an essential mitigation measure that needs to be in place prior to the occupation of dwellings on the site, there is the opportunity to require this through a condition attached to the permission or legal agreement. There is an opportunity to comment on this as part of the process.	
St Helen Without Parish Council	Figure 5.2 – Development Framework Page 69	Lower grey arrow to south of allocation indicates that vehicles can access and exit the site into Barrow Road. Upper grey arrow appears to show vehicles exiting the site into the main army barracks with no means of accessing public highway.	Noted. Amendments to the Development Framework are needed to clarify that access arrangements are indicative. Detailed work to establish the best access point(s) and	Amend the development framework to explain that the access arrangements shown are indicative, and that: <ul style="list-style-type: none"> at the planning application stage a

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		<p>Pink arrow running left to right at eastern flank of the allocation indicates access and agree for public service vehicles into Faringdon Road. Although unsuitable for general public transport, it could be used for buses, taxis etc. if there are some control measures such as bus gates to prevent general traffic using it. Also provided added benefit of keeping old RAF gates.</p> <p>Green pedestrian and cyclist link exiting the site to the east onto Cholswell Road via Sycamore Road would appear to offer a better solution.</p>	<p>route(s) will form part of the planning application process when the details of the travel plan and Transport Assessment are known.</p>	<p>transport assessment will explore the access and movement strategy on the specific application scheme.</p> <ul style="list-style-type: none"> The County Council will confirm the required approach at the planning application stage in the light of detailed modelling work. <p>(See M84).</p>
<p>St Helen Without Parish Council</p>	<p>Delivering the requirements and ambition of the SPD</p> <p>Page 91 Paragraph 7.3</p>	<p>Local Plan Inspector was emphatic when reviewing Local Plan Part 2, that Vale only made a case for 1,200 dwellings on the site. Confused as to how it would be possible for a future application to exceed that number</p>	<p>Planning permission can be sought for any type of development or any parcel of land whether it is supported by local planning policy or not. There is a need to clarify how a planning application for development which is outside the scope of the development allocated in the Local Plan will be considered.</p>	<p>Amend paragraph 7.3 to clarify how a planning application for development which is outside the scope of the development allocated in the Local Plan will be considered and the role of the SPD.</p> <p>(See M104)</p>

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St Helen Without Parish Council	Stewardship	Garden Village model offers exciting opportunities for innovative approaches to community stewardship of green spaces, parks, recreation areas and community assets. Have an interest in this aspect and have made contact Garden village team.	Noted. Part 5 (Paragraphs 5.96 – 5.103) of the SPD and SDR7 set out the requirements for delivering long-term stewardship.	
Oxfordshire County Council	General	Sets out the background for the SPD and the Garden Village status. Recognition within SPD that wider site has capacity for more homes is welcomed. Appreciates opportunity given to our officers to comment informally on an earlier draft version of SPD. Pleased that majority of these have been taken into account.	Noted.	
Oxfordshire County Council	Scope of development	<p>Recognises that the SPD is essentially an extension of Local Plan policy 8b for 1,200 homes and that procedurally the remit of the SPD beyond the allocation is limited.</p> <p>Welcomes acknowledgement within SPD of the garden village site being capable of delivering more homes in particular paragraph 4 on page 7.</p> <p>Understands the DIO is promoting further development and that their view is that the overall capacity is higher than 4,500 homes and still provide necessary facilities including schools.</p>	Paragraph 8 of the guidance on plan-making within the NPPG sets out the role of supplementary planning documents (SPDs). They should build upon and provide more detailed advice or guidance on policies in the adopted local plan. As they do not form part of the development plan, they cannot introduce new planning policies into the development plan. Core Policy 8b of the Local Plan allocates the Dalton Barracks Strategic Allocation	

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		<p>Development of 1,200 homes is unlikely to enable a well framed spatial planning with provision of sufficient infrastructure and self-sustaining services such as education provision, active travel and public transport.</p> <p>Larger Garden Village would provide the necessary funding for infrastructure and facilities and services and the number of people needed for a self-sustaining, thriving community.</p> <p>Larger scale development would allow greater integration of trips and minimise unnecessary car journeys. Would make walking, cycling and public and shared transport the preferred choice in line with the Transport and Connectivity Plan.</p> <p>A masterplan exercise should be undertaken for the full extent of the garden village site. Should be founded on appropriate evidence and identify land for all facilities including schools.</p> <p>Supports paragraph 7.3, however the DIO is proposing more homes, and this should be recognised in the SPD.</p> <p>Due to allocation quantum of 1,200 homes, the development would be unlikely to support a 'vibrant local centre' or provide an 'excellent public transport services' as highlighted in vision. Recognises and supports the aims</p>	<p>for a mixed-use development including 1,200 homes.</p> <p>As set out in the introduction to the SPD on page 7, the SPD is focused on the allocated site. The process for considering the larger Garden Village site will take place through the preparation of future development plans.</p> <p>Part 2 of the Vale of White Horse Local Plan allocates the Dalton Barracks Strategic Allocation for a mixed-use development including 1,200 homes, incorporating a local centre, and ensuring excellent transport, cycleway and footpath connections to Oxford and Abingdon-on-Thames.</p> <p>The role of the SPD is to provide further detail to the policies in the Local Plan to help deliver the mixed-use community envisaged for the site by Core Policy 8b.</p>	

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		behind the SPD vision, objectives and 'key components of the new community'.		
Oxfordshire County Council	Climate change	<p>The strengthened design requirements for energy efficiency and climate change resilience within the SPD is strongly supported and are aligned with the County's commitment to enable whole of Oxfordshire to be carbon neutral by 2050 as referred to in the Pathways to Zero Carbon Oxfordshire Report. SPD encourages the use of Passivhaus. Flags the observations in the above mentioned report that homes built to this standard show a much smaller design performance gap than conventional homes.</p> <p>The report also emphasises the need for new homes to be carbon neutral. Supports the definition of net zero operational carbon. The report also recognises the role of electricity flexibility in enabling zero carbon. SPD mentions storage but may want to consider including policies to support future proofing for flexibility. Consider the RTP1 Planning for a Smart Energy Future report.</p> <p>SPD draws on a range of best practice and policy including Climate Emergency Design guide, the Oxfordshire Electric Vehicle Infrastructure Strategy and the Town and Country Planning Association guidance on delivering garden villages.</p>	Noted.	<p>Add reference to LETI Embodied Carbon Primer.</p> <p>(See M35).</p>

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		<p>Welcomes recognition of the scale and importance of embodied carbon and commitment to reduce overall impact. Recognises that materials in buildings can be thought of a potential store for future reuse and therefore circular principles should be applied.</p> <p>Reference should be made to LETI Embodied Carbon Primer which identifies strategies to reduce embodied carbon.</p>		
Oxfordshire County Council	Innovation	<p>On page 46, it would be good to see text regarding futureproofing for innovation/change incorporated into SDR2</p> <p>On page 55 paragraph 5.64, autonomous vehicle services may not be appropriate in short-term for the site, but futureproofing measures should be taken into account to allow for future bus autonomy.</p> <p>On page 86, under point 18, it refers to the safety and comfort of mobility and visually impaired people. Provided alternative wording to ensure other types of disabilities are considered as strongly.</p>	<p>Part 5 (Paragraph 5.27) of the SPD explains that housing in the district should meet the changes anticipated from the mainstreaming of innovations.</p> <p>The points regarding autonomous vehicles and ensuring all disabilities are considered are noted. Amendments are proposed.</p>	<p>Amend final sentence of paragraph 5.64 to clarify that the masterplanning process should consider futureproofing measures for autonomous vehicles.</p> <p>(See M54).</p> <p>Amend bullet point 18 of DG6 as suggested by OCC.</p> <p>(See M101).</p>

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Oxfordshire County Council	Drainage	SPD has little on how surface water will be managed. Drainage matters must be included in the EIA. A full drainage strategy will be required. Drainage strategy must take into account the County Local Standards, National Standards, the NPPF, Local Policy and the County's climate Emergency declaration. Drainage strategy for site should drive the masterplan for the site layout. SuDS will be expected to be used extensively. The County recommends the applicant utilises the Lead Local Flood Authority Pre-App Service.	Noted. There is limited information on drainage in the SPD.	Add further detail regarding drainage to Part 5 of the SPD after Paragraph 5.17 and considered whether any corresponding Strategic Design Requirements are needed. (See M37).
Oxfordshire County Council	Archaeology	Previous comments have been incorporated. No additional comments to make.	Noted.	
Oxfordshire County Council	Public Rights of Way	SPD is fully supported from a county access strategy and development perspective as it fully meets the aims and ambitions of adopted Oxfordshire Rights of Way Improvement Plan.	Noted.	
Oxfordshire County Council	Education	Previous comments have been incorporated. Version of SPD is clear that the wider site has capacity of around 4,500 homes. Wider masterplan exercise should be undertaken and referenced in SPD. This should include 2.22ha of land each for 3 primary schools and a 1,500 place secondary school on 10.55ha of land.	Noted. For reasons of clarity amend text in the SPD to refer to source of requirement and ensure it is consistent with the scope of the Local Plan policy that requires one primary school to be delivered by the development.	Amend paragraph 5.43 and bullet 7 of SDR3 to reflect this. (See M46a and M48a)

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		<p>Advice around green belt in SPD is supported. Proposals will need to demonstrate it can deliver necessary school capacity including playing fields outside the Green Belt. Any land reserved for school provision beyond the 1,200 development would need to be removed from the green belt prior to transfer to county. Reference to county's school site design criteria and guidance are supported and latest versions are available on request.</p>		
Oxfordshire County Council	Transport	<p>Thanks officers at district council for incorporating the vast majority of comments previously provided.</p> <p>Update reference on page 34 from Residential Design Guide to Oxfordshire Street Design Guide as this has been updated. Hyperlink for the Oxfordshire Local Transport and Connectivity Plan (LTCP) is incorrect. Suggests providing link to draft LTCP. Hyperlink for County Climate Change Action Framework 2020 is incorrect.</p> <p>Amend paragraph 5.51 on page 51 as the full scope of improvements will be informed by the transport assessment supporting a planning application. Proposes alternative text.</p> <p>As part of updating LTCP, the county council will be reviewing its park and ride strategy which will form part of the new Bus Strategy. It will</p>	<p>Refencing and hyperlink errors noted and will be addressed.</p> <p>Suggested amendment to paragraph 5.51 noted and will be addressed.</p> <p>Reference to LTCP noted and will be addressed.</p> <p>Suggested addition to Strategic Design Requirements noted and addressed.</p> <p>Amendments to the Development Framework are needed to clarify that access arrangements are indicative. Detailed work to establish the best access point(s) and</p>	<p>Referencing and hyperlinks checked and updated where needed.</p> <p>(See M1).</p> <p>Amend paragraph 5.51 as suggested by OCC.</p> <p>(See M51).</p> <p>Add detail regarding the review of LTCP to Part 5 of the SPD under paragraph 5.61.</p> <p>(See M53).</p> <p>Amend the development framework to explain that the access arrangements</p>

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		<p>consider role of the proposed outer park and rides in supporting priorities in updated LTCP. Development of updated LTCP will continue throughout 2022 and expected to be adopted in early 2023. Useful to reference review in SPD.</p> <p>An additional requirement should be included in the Strategic Design Requirements on pages 56 and 67 to ensure the 1,200 home development is not designed in a way that inhibits connectivity should further development come forward on the base. Critical to avoid the risk of cutting off future connections that will be fundamental in ensuring high-quality walking and cycling connections and efficient and direct routing of bus services within and beyond the site.</p> <p>Figure 5.2, the development framework, on page 69, includes grey arrows indicating primary access for vehicles. The northern arrow points towards part of existing barracks which is not likely to be delivered within 1,200 homes development. As precise location does not need to be identified at this time and will be informed by the transport assessment and masterplanning work, it would be more appropriate for this to be shown as a dashed arrow pointing to both Faringdon Road and the road connecting Cholswell Road with Sycamore Close but indicating that this has yet to be defined.</p>	<p>route(s) will form part of the planning application process when the details of the travel plan and Transport Assessment are known. Point regarding further development noted.</p> <p>Point regarding reference to Manual for Streets noted and addressed.</p> <p>Part 2 of the Vale of White Horse Local Plan allocates the Dalton Barracks Strategic Allocation for a mixed-use development including 1,200 homes, providing local opportunities for employment and ensuring excellent transport, cycleway and footpath connections to Oxford and Abingdon-on-Thames.</p> <p>The role of the SPD is to provide further detail to the policies in the Local Plan to help deliver the mixed-use community envisaged for the site by Core Policy 8b.</p>	<p>shown are indicative, and that:</p> <ul style="list-style-type: none"> at the planning application stage a transport assessment will explore the access and movement strategy on the specific application scheme. The County Council will confirm the required approach at the planning application stage in the light of detailed modelling work. <p>(See M84).</p> <p>Add requirement to SDR4 to ensure the design of the development takes account of potential future connections with the wider Garden Village.</p> <p>(See M60).</p>

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		<p>For the SPD, it is not necessary to indicate Faringdon Road connection as being only for public transport, pedestrians and cyclists. Recommends removing pink arrows.</p> <p>Should further development come forward, the access and movement strategy will need to be reviewed. Subject to the masterplanning process and further transport statement, the county will expect further access from the existing road network. This could include potential accesses to the east where Cholswell Road and Long Tow meet and to the north near the Whitecross/Honeybottom Land/Fox Lane Junction.</p> <p>Reference to Manual for Streets on page 84 should be removed as it has been superseded. Refer back to guidance and design standards documents mentioned on pages 33 and 34.</p> <p>Concerned that the allocated site for 1,200 dwellings could inhibit the realisation of all opportunities for high-quality pedestrian and cycle connections. This could limit the opportunity to encourage reduction in single occupancy vehicle use and is unlikely to provide the population required for potential bus patronage to support enhancements in bus services.</p>		<p>Remove reference to Manual for Streets and refer to OCC's Street Design Guide.</p> <p>(See M99).</p>

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		<p>With the scale proposed, the new residents will remain dependent on services that are external to the site which could place more pressure on surrounding road network.</p> <p>The 1,200 dwellings would not incorporate a scale of employment uses that would be achievable in a larger development and that would help to achieve a higher level of trip internalisation which would better align with the Government's Garden Communities Prospectus.</p> <p>These issues will also inhibit the proposed development ability to contribute to a number of policies within the county's emerging LTCP. In particular Policies 3, 16 and 26.</p>		
179329808 – VoWH District Council - Arts Development Officer	Public Art	<p>Brilliant work but wouldn't want it to miss out an opportunity to weave in commitment to public art and cultural services for the new community.</p> <p>NPPF: new developments should <i>"Take Account of and support local strategies to improve health, social and cultural well-being for all, and deliver sufficient community and cultural facilities and services to meet local needs"</i></p> <p>The Vale of White Horse District Council Public Art Policy is identified in the Local Plan 2031 as</p>	<p>Delivery of public art is encouraged by bullet 20 of DG4 to add visual interest and sensory richness to the public realm. Policy DP20 of the Local Plan Part 2 can be used to secure provision.</p>	

Name/ Organisation/ Comment ID	Category	Comment Summary	Officer Response	Proposed Modification
		<p>DP20 on page 97 [page 97 quoted in full comment]</p> <p>Public art can be covered within the Design Guide, but also within other specialisms such as Heritage, Urban Design, Landscape, Leisure and Community Engagement.</p> <p>Public art can be delivered via S106 contributions (as in the the case of Great Western Park) or scheduled via condition (as is a the case at Kingsgrove) and it can support the key principle of the Garden Village and directly respond to the vision in this document such as:</p> <ul style="list-style-type: none"> • Build a healthy and sustainable community: • providing facilities for the new community and create a sense of neighbourhood/place • Deliver high quality and sustainable design: • incorporating garden village principles into the design and layout 		
179330258 Vale of White Horse District Council – Environmental	Waste and Environmental Protection	<ul style="list-style-type: none"> • Not much information on contaminated land - might be an issue given the historic use of the site • 3.35 states the extent of contamination is unknown and might cause a constraint to some areas of the site. Helpful to also include 	Section 3 of SPD acknowledges contamination as a possible constraint Contaminated land investigations are required by the Site Development Template.	Text added to paragraph 3.35 to refer to the potential impact of noise from the A34. (See M28).

Name/ Organisation/ Comment ID	Category	Comment Summary	Officer Response	Proposed Modification
Services Manager		<p>reference that the developer will have to undertake a contaminated land assessment and potential remediation works, etc.</p> <ul style="list-style-type: none"> • Need to ensure there is mention of potential noise impacts - will need to be assessed and mitigated against. There is the potential for noise from the A34 to adversely impact the amenity of some of the proposed development. • Would be useful to state that there is a declared Air Quality Management Area in Marcham, to add to the points raised that this issue needs to be addressed (5.66, 5.67). Would also draw attention to our Air Quality Developers Guidance document. • Requested that a line is added to direct people to the latest waste planning policy for the most up to date service, collection and vehicle information when planning the site. 	<p>The Site Development Template also requires potential noise impacts to be investigated. Acknowledgment of potential noise impact added to SPD.</p> <p>Noted. Reference to the Marcham AQMA and Air Quality Developer's Guidance added.</p> <p>Noted. Proposed text added to paragraph 5.19.</p>	<p>Text added to paragraphs 3.35 and 5.66 to refer to Marcham AQMA and Air Quality Developer's Guidance.</p> <p>(See M29 and M55).</p> <p>Text added to paragraph 5.19 referencing the latest waste planning policy.</p> <p>(See M38).</p>
179331197 Vale of White Horse District Council - Head of Housing and Environment	Affordable housing	Housing Development: note point 4 of SDR2 (page 46) is at odds with the current Local Plan. Our RP partners may be resistant to the "sprinkling" of affordable homes across the site. No doubt the RP's will be consultees at a later date.	Noted. Amendments proposed to address this.	Text modified so that it is consistent with the text on affordable housing set out in the recently adopted Developer Contributions SPD.

Name/ Organisation/ Comment ID	Category	Comment Summary	Officer Response	Proposed Modification
179560879 Vale of White Horse District Council - Equality & Inclusivity Officer	Equality and Inclusivity	<p>Core Policy 8b: Point i - be mindful of people with impairment/disabilities that can only get around by having use of a vehicle nearby to their property.</p> <p>Page 33 in the wheel diagram under Public spaces, no mention of accessible to all</p> <p>Page 50. Mentions contribution will be needed towards improvements to existing healthcare and other community facilities. How is this provided, could it mean it may never happen? Those residents that have specific needs requiring them to see GP regularly may be disadvantaged by this.</p> <p>Page 52 Public footpaths/shortcuts could we ensure they would be accessible for all, no steps.</p> <p>Page 64 Need to ensure that play equipment is suitable for all users, including equipment for disabled children.</p> <p>Would be nice to have allotments for people with disabilities. More accessible to incorporate raised beds.</p>	<p>Noted.</p> <p>The diagram is an extract from the National Model Design Code and can't be amended.</p> <p>Healthcare provision will be secured by appropriate contributions. The Site Development Template requires contributions to be made towards improvements to the existing healthcare and other community facilities in the area.</p> <p>Reference is made to the appropriate guidance at paragraph 5.58.</p> <p>Noted. Quality standards are set out in Appendix K of LPP2. Additional text added to paragraph 6.42 and bullets 2 and 5 of SDR5 to reinforce this.</p>	<p>Add 'accessible to key requirement' set out at bullet 2 of SDR5.</p> <p>(See M69).</p> <p>'Accessible' added to bullet 4 of SDR5.</p> <p>(See M70).</p>

Name/ Organisation/ Comment ID	Category	Comment Summary	Officer Response	Proposed Modification
		<ol style="list-style-type: none"> 1. Can elderly, or disabled residents easily access local amenities. 2. Are there going to be safe crossing points for children, people with visual impairments, limited mobility? 3. Ensure pavements in good condition and wide enough for double buggies mobility scooters and wheelchairs, block paving not ideal. 4. Play areas – equipment should be inclusive to all children. Including children with neurodiversity, visual and physical disabilities. 5. Will there be housing for impaired residents if so parking close to property could be imperative to these residents. <p>Provides links to informative websites in full comment.</p>	<p>Points noted. Where relevant, cross referencing has been included to design guidance and standards.</p>	<p>Text correction to paragraph 6.42 proposed. (See M94).</p>
179850487 Vale of White Horse District Council - Landscape Officer	Landscape	<p>Is there anywhere in the SPD which clearly states how much of the allocation is in the Greenbelt and how much is main developable area? It would help to get a quick understanding of the land use budgets. Such as page 10 states 30 hectares of parkland how does this relate to the area of Green belt in the site allocation?</p>	<p>The SPD provides a framework map, rather than detailed land budgets, which we would expect to see detailed in a masterplan supporting a future planning application. The area of the</p>	

Name/ Organisation/ Comment ID	Category	Comment Summary	Officer Response	Proposed Modification
		<p>Page 58- 59 - There could be more mention of accessible and inclusive for all community.</p> <p>https://www.gov.uk/government/publications/national-disability-strategy</p> <p>Need to refer to Policies not just the associated appendixes with regards to Development Policy 33: Open Space and Development Policy 34: Leisure and Sports Facilities</p> <p>Page 60 - point 4 need to add in accessible.</p> <p>Page 66 - are some of the policy requirements of Policy 33: Open Space and 34: Leisure and Sports Facilities going to be accommodated in the 30 hectares parkland along with SUDS? It is not clear in the document what will be allowed in the 30 hectares parkland and whether 30ha is the amount of Green belt in the site allocation.</p>	<p>allocation that remains within the Green Belt is approximately 30 hectares in total.</p> <p>DG5 references accessible to all with regard to public space.</p> <p>Noted</p> <p>Noted</p> <p>Usable public open space is expected to be provided within net residential developable areas of the development.</p> <p>This point is addressed at bullets 10 and 11 of SDR5.</p>	<p>Add 'accessible to key requirement' set out at bullet 2 of SDR5.</p> <p>(See M69).</p> <p>Add paragraph on accessibility.</p> <p>(See M67).</p> <p>Policies added to paragraph 4.26.</p> <p>(See M33).</p> <p>Word added to bullet 4 of SDR5.</p> <p>(See M70).</p>

Name/ Organisation/ Comment ID	Category	Comment Summary	Officer Response	Proposed Modification
		<p>Page 79 point - 5 need get the SUDS holistically integrated into the layout at the outset, this is one the place to mention this.</p> <p><i>Demonstrate a truly landscape-led approach with the urban form and layout of the development designed to create a positive relationship between the built form and parkland and meaningful active green connections.</i></p> <p>Page 80 point - 14 additional text - <i>Ensure a high-quality and diverse soft landscape to support biodiversity, <u>biosecurity</u>, <u>seasonality</u> and sensory richness.</i></p> <p>In this section do we need to incorporate two frequently recurring issues in housing layouts: accessible bin storage with short distances to collection points and incorporation of lighting and trees into street design at an early stage.</p> <p>Page 82 need to get in about accessible.</p> <p>I notice that there is no mention of any type of POS covered by policy such as play, allotments or sports. The policy is 15% with play, allotments</p>	<p>Noted.</p> <p>Requirements relating to bin storage are set out at paragraphs 5.18 - 5.22 (see specifically paragraph 5.21) and bullet 7 of SDR1 in Part 5 of the SPD. Bullets 22 and 23 of SDR5 deal with designing in trees from the outset.</p> <p>Stated in paragraph 6.41 and text correction to 6.42.</p> <p>This is addressed by the requirements set out at SDR6. Specifically bullet 1 that requires a multi-functional green space, green corridors,</p>	<p>Text added to bullet 14 of DG4.</p> <p>(See M92).</p>

Name/ Organisation/ Comment ID	Category	Comment Summary	Officer Response	Proposed Modification
		<p>and sport on top. This is covered on pages 64 and 65. Does reference to incorporating play, allotments and sports into the POS network need to be mentioned in the supporting text?</p> <p>Section 6.42 currently the word attractive is not in the right form.</p> <p><i>There should be a wide range of different types of public open space through the development, including a neighbourhood park, active green corridors, and pocket parks that are <u>attractive</u> and accessible to a diverse range of people. The Local Centre should also include a public open space for community events – for example a market</i></p> <p>6.45 add in lighting to the list in this paragraph.</p> <p>Page 83 rephrase point 6 and 7</p> <p><i>Deliver a high quality of soft landscape that would provide <u>biodiversity, biosecurity, seasonality and sensory richness.</u></i></p> <p><i>Provide a variety of tree species, shrubs, <u>and planting both native and ornamental.</u></i></p> <p>Photo page 88 not ideal as it is showing tree and light column in conflict.</p>	<p>and activity spaces in line with the standards set out in Appendix K of LPP2.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p>	<p>Text correction proposed. (See M94).</p> <p>Text addition proposed. (See M95).</p> <p>Text amendments proposed. (See M96).</p> <p>Review photo. (See M1).</p>

Appendix 6 – Modifications Table

Modification Number	Part	Page	Paragraph	Other reference	Proposed modification
M1	Whole Document				Minor amendments, e.g. typographical corrections, paragraph numbering, updating hyperlinks, reviewing photos etc.
M2	Whole Document				Formatting changes made to make the document more accessible. <i>Remove white text on orange and yellow</i> <i>Use symbols as well as colours to section document</i>
M3	Whole Document				Change references to 'historic routes' to 'historic <u>connections</u> '
M4	Introduction	7	Fourth paragraph	n/a	Amend as follows: “...will take place through the preparation of future development plans, the Oxfordshire Plan 2050 and the Joint Local Plan 2041. <u>There will be an opportunity to comment on any proposals for the wider site as part of these plan-making processes.</u> ”
M5	Introduction	7	n/a	n/a	Add new paragraph (after fourth paragraph) as follows: <u>The SPD will be reviewed in the light of any future allocations for development made in a future development plan, and there would at that stage be the opportunity to consider updating the SPD or preparing a new SPD (or other planning document, as appropriate) to address this and any significant changes in policy and practice.</u>
M6	1	9	1.6	Fifth bullet	Remove bullet point

Modification Number	Part	Page	Paragraph	Other reference	Proposed modification
M7	1	9	n/a	n/a	<p>Add new paragraph (after paragraph 1.8) as follows:</p> <p><u>“It is important to recognise that as part of the planning application process additional evidence will be prepared, for example a Transport Assessment, species surveys and a project level Habitats Regulations Assessment, which will be critical to the masterplanning process and used to identify more detailed proposals to mitigate the impacts of the development. This will form an important part of the planning application. See Figure 7.1. This means the SPD can only guide rather than set out detailed requirements for some of the mitigation measures relating to the design of the highway’s infrastructure and parkland. There will be an opportunity to comment on all detailed measures as part of the planning application process.”</u></p>
M8	1	12	1.9	n/a	<p>Amend as follows:</p> <p>...structured to provide design guidance to inform the preparation of a comprehensive masterplan and, <u>if required,</u> or a design code...</p>
M9	1	12	1.12	n/a	<p>Amend as follows:</p> <p>“...These include: Policies SS3.1 Local Green Space; SS5.1 Garden Village Principles; SS5.2 Separation of the Garden Village; <u>IN1.1 Housing for younger people; IN1.2 Housing for older people and those with additional needs; IN2.1 Timing of infrastructure; IN3.1 Barrow Road; IN3.3 Bus service;</u> IN5.1 New Facilities within the Proposed Garden Village; <u>IN5.5 Broadband;</u> IN6.1 Shippon Community Centre; and IN6.2 Medical Facilities.”</p>

Modification Number	Part	Page	Paragraph	Other reference	Proposed modification
M9a	1	13	1.15		Amend as follows: The SPD relates to the Dalton Barracks Strategic Allocation site area and not the whole of the designated Garden Village...”
M10	1	13	1.16		Amend as follows: “Initial preparation of the SPD commenced alongside the preparation of LLP2 and was <u>progressed on the basis of a scheme for circa 4,500 new homes in accordance with the then draft allocation. The work was</u> undertaken by consultants. A range of...”
M11	1	13	1.16	First bullet	Amend as follows: “individual meetings with local stakeholders comprising Wootton Parish Council, St Helen Without Parish Council , Wootton and St Helen Without Neighbourhood Plan Group and Berks, Bucks and Oxon Wildlife Trist (BOWT) which manages wildlife sites close to the site”.
M12	2	16	2.6	Fifth box Seventh bullet	Amend as follows: “developing a new village community with its own character <u>which has a synergy with the existing communities in the surrounding area.</u> ”
M13	2	17	2.7	First and second bullets	Amend as follows: “A resilient garden community, which can adapt to changes <u>in demographic profile, the impact of emerging challenges related to climate and other environmental issues and socio-economic developments.</u> ” <u>“Landscape led – considering landscape first in the masterplanning process and using it to steer the layout of the development</u>

Modification Number	Part	Page	Paragraph	Other reference	Proposed modification
M14	3	19	3.3	n/a	Amend as follows: “...part of Abingdon Airfield which is used occasionally for both civilian and military use. As established in LPP2, the allocated site will be decommissioned and vacant by 2024/25, enabling the development of 1,200 homes by the year 2031. ”
M15	3	19	n/a	n/a	Add new paragraph (after paragraph 3.3) as follows: <u>“In addition to the military uses taking place at Dalton Barracks, a range of recreational activities and community events also currently take place at the Dalton Barracks Strategic Allocation and on other areas of the wider MOD site. This includes, but is not limited to, off road cycle racing and training, Scouts, car boot sales and firework displays. The developer is encouraged to accommodate these uses, where they currently take place on the strategic allocation, as part of the design of the development, where possible, so that the activities and events can continue. However, it is recognised that this cannot be required, as neither Core Policy 8b or the Site Development Template of LPP2 require this.”</u>
M16	3	20	3.6	n/a	Amend as follows: “The route 4 bus <u>serves the bus stops on Faringdon Road, Cholswell Road, and Long Tow</u> connecting Shippon to Abingdon and Oxford via Botley and Cumnor at a frequency of one bus per hour.”

Modification Number	Part	Page	Paragraph	Other reference	Proposed modification
M17	3	21	3.12	n/a	Amend as follows: “...Other neighbouring settlements include the village <u>hamlets</u> of Gozzard’s Ford, which lies adjacent to the north-west of the site, and Cothill, <u>which lies to the north.</u> and <u>The community of</u> Dry Sandford <u>also</u> that lies <u>less than a mile to the north of the site.</u> ”
M18	3	21	3.13	n/a	Amend as follows: “...including playing fields to the east of Cholswell Road <u>that are designated as a Local Green Space</u> , an officers’ mess, community centre , medical centre, <u>Ghurkha Temple</u> , sports hall, sports court and living accommodation to the west of Cholswell Road. ...There is also <u>a community centre and</u> a small convenience store on Cholswell Road and a preschool, which is primarily used by parents serving in the armed forces. <u>Edward Brooks Barracks lies to the north of Cholswell Road.</u> The MOD housing, Barracks and facilities...”
M19	3	22	n/a	Figure 3.3	Change ‘Honeywell Road’ to ‘Honeybottom Lane’
M20	3	23	3.19	n/a	Amend as follows: “...Therefore, most of the allocated site, the village of Shippon and the built-up area adjacent to the allocated site have been removed from <u>inset to</u> the Green Belt.”
M21	3	24	n/a	Photo	Change title of photo to: <u>“Dry Sandford Pit Site of Special Scientific Interest”</u>

Modification Number	Part	Page	Paragraph	Other reference	Proposed modification
M22	3	24	3.21	n/a	Amend as follows: <p><u>“There are several designated wildlife sites located close to the site <u>managed by the Berkshire, Buckinghamshire and Oxfordshire Wildlife Trust (BBOWT).</u>”</u></p>
M23	3	24	3.23	n/a	Amend as follows: <p>A key objective to delivering the allocated site, as set out in the Site Development Template in Appendix A of LPP2 (reproduced at Appendix 1) and required by Core Policy 8b (reproduced at page 10), is to avoid all direct and indirect impacts to Cothill Fen SAC, Dry Sandford Pit SSSI, Barrow Farm Fen SSSI and Frilford Heath ponds and Fen SSSI. <u>the development of the Dalton Barracks Strategic Allocation must not result in any adverse impact on Cothill Fen SAC, Dry Sandford Pit SSSI, Barrow Farm Fen SSSI and Frilford Heath Ponds and Fen SSSI.</u></p>
M24	3	24	3.24	n/a	Amend as follows: <p>“...The HRA must demonstrate that the development will have no adverse impact on nearby designated sites. <u>There will be an opportunity to comment on the content of the HRA and the proposed mitigation measures as part of the planning application process.</u>”</p>
M25	3	24	n/a	n/a	Add new paragraph (after paragraph 3.24) as follows: <p><u>“To demonstrate that there will be no adverse impact on the nearby designated sites at Cothill Fen, Dry Sandford Pit, Barrow Farm Fen and Gozzards Ford Fen the project level Habitat Regulation Assessment and accompanying surveys will need to be informed by evidence including, but not limited to:</u></p>

Modification Number	Part	Page	Paragraph	Other reference	Proposed modification
					<ul style="list-style-type: none"> • <u>a detailed hydrological report that includes an appropriate level of survey information to assesses the current hydrological regimes feeding into and impacting on the designated lowland fen habitats, the report should combine both hydrological and ecological expertise. The report should include an assessment of both groundwater and surface water flows that feed into the designated sites from the application site and an assessment of the impacts of the development proposals. Where negative impacts are identified it should set out in detail what mitigation and compensation measures are proposed to ensure there are no negative impacts on water quality and water quantity feeding the fen habitats or other priority habitats within the designated sites.</u> • <u>an assessment of the potential for indirect impacts on the designated sites resulting from increased recreational pressure caused by population increases at the application site. Where negative impacts are identified it should detail the proposed mitigation and compensation measures that will be implemented to ensure there are no impacts on the designated sites.</u> • <u>a report that assesses the ecological impacts of air pollution throughout the construction and occupation phases of the development. Where negative ecological impacts are identified mitigation measures should be identified.</u> <p><u>It is recommended that the developer seeks advice on any proposals for the site from Natural England’s Discretionary Advice Service (DAS)⁹ prior to the submission of a planning application.”</u></p> <p><u>Additional footnote (9):</u></p> <p><u>https://www.gov.uk/guidance/developers-get-environmental-advice-on-your-planning-proposals</u></p>

Modification Number	Part	Page	Paragraph	Other reference	Proposed modification
M26	3	25	3.25	n/a	Amend to read as follows: <p>“Other habitats and a variety of protected species have been recorded within the site <u>or within adjoining habitats</u>. <u>In line with the requirements of the Site Development Template, consideration should be taken, where appropriate, to mitigate against any adverse effects on other priority habitat species, as identified through survey work and an additional plan provided to address invasive non-native species.</u> Up-to-date surveys will be required to inform the masterplanning process and planning application <u>processes</u>. <u>There will be an opportunity to comment on the findings of the surveys and proposed mitigation measures as part of that process.</u>”</p>
M27	3	26	3.29	n/a	Amend as follows: <p>“The historic centre of neighbouring Shippon is an <u>contains</u> important heritage assets and the...to ensure the character of Shippon is maintained (see Figure 3.6). <u>The buffer should consist of active green landscape, allowing for footpath and cycleway connections, if appropriate, and should not seek to separate the new community from the existing.</u> A separation strategy should be...”</p>
M28	3	28	3.35	n/a	Amend as follows: <ul style="list-style-type: none"> • The extent of contamination is unknown, but it is anticipated that this could cause constraints to some areas of the allocated site • <u>The potential for noise from the A34 to adversely affect the amenity of some of the proposed development</u>

Modification Number	Part	Page	Paragraph	Other reference	Proposed modification
M29	3	28	n/a	n/a	Add new paragraph (after paragraph 3.35) as follows: <u>“The Marcham Air Quality Management Area was declared by the Council in 2015. It comprises an area along the A415 and includes part of Abingdon Road, Packhorse Lane and Frilford Road from the western village boundary sign to the eastern village boundary sign, all within the village of Marcham.”</u>
M30	4	31	4.4	n/a	Amend as follows: “...Core Policy 8b of the LPP2 (reproduced at page 10) requires a comprehensive approach to masterplanning the Strategic Allocation. <u>Masterplanning is a framework outlining the preferred usage of land and the overall approach to the layout for developers to provide detailed guidance for subsequent planning applications.</u> In line with Core Policy 38, <u>the developer should prepare</u> a design strategy should be prepared for the site comprising a masterplan and Design and Access Statement.”
M31	4	32	4.13	n/a	Replace text with the following: <u>“Sport England’s Active Design Guidance</u> <u>This guidance sets out ten principles of Active Design that have been drawn from urban design practice and practical examples to promote environments that offer individuals and communities the greatest potential to lead active and healthy lifestyles. It is intended for use by planners, health professionals and developers.”</u>

Modification Number	Part	Page	Paragraph	Other reference	Proposed modification
M32	4	34	4.20		<p>Replace text with the following:</p> <p><u>“Oxfordshire County Council Street Design Guide</u></p> <p><u>This document is a street design guide for new developments. It is a living document and so is subject to ongoing changes and updates. The primary purpose of this design guide was to bring together the key design principles from the multitude of disciplines covered by the existing guides. To allow designers to very quickly understand all the County Council elements that will need to be considered in the design of places. It is intended to be a companion to the various existing District Design Guides which generally cover the wider masterplanning element.”</u></p>
M33	4	35-36	4.26	n/a	<p>Add to end of paragraph 4.26 (after bullet - Core Policy 40: Sustainable Design and Construction) as follows:</p> <ul style="list-style-type: none"> • <u>Development Policy 33 - Open Space</u> • <u>Development Policy 34 - Leisure and Sports Facilities</u>
M34	5	40	5.4	n/a	<p>Amend as follows:</p> <p>“National statistics show the district to have higher per capita <u>carbon</u> dioxide emissions than the national averages...”</p>
M34a	5	42	5.9	n/a	<p>Amend as follows:</p> <p><u>“As part of the masterplanning process the development at Dalton Barracks should consider the delivery of a decentralised renewable energy supply (energy that is generated off the main grid). Renewable energy production should be integrated into the development and provided on-</u></p>

Modification Number	Part	Page	Paragraph	Other reference	Proposed modification
					site, where possible, alongside energy storage solutions and infrastructure, <u>for example batteries to store solar energy, so that all the energy generated can be effectively used throughout the day and year</u> ".
M35	5	42	5.12	n/a	Amend paragraph as follows: "...embodied carbon is also encouraged. <u>More information and guidance on reducing embodied carbon can be found in the LETI Embodied Carbon Primer²⁹.</u> " <u>Additional footnote (29):</u> <u>https://b80d7a04-1c28-45e2-b904-e0715cface93.filesusr.com/ugd/252d09_8ceffcbcafdb43cf8a19ab9af5073b92.pdf</u>
M36	5	42	5.16	n/a	Amend as follows: "...and ensure that run-off rates are attenuated to greenfield run-off rates. <u>Higher rates would need to be justified and the risks quantified.</u> "
M37	5	43	n/a	n/a	Add new paragraph (after paragraph 5.16) as follows: <u>"A full drainage strategy will be required that takes account of the County's local standards as well as local policy, national policy and standards and the climate emergency. In line with Core Policy 42 of the Local Plan, the strategy will be expected to use SuDS extensively, which should inform the landscape-led approach to the design of the development."</u>

Modification Number	Part	Page	Paragraph	Other reference	Proposed modification
M38	5	43	5.19	n/a	Amend as follows: “...from building frontages and be sized appropriately. <u>The Council’s Waste Planning Policy, which provides up-to-date information on waste collection schemes and collection vehicles details, should be taken into account.</u> ”
M38a	5	44	n/a	SDR1 Bullet 3	Amend as follows: “Maximising on-site renewable energy generation – <u>considering a decentralised supply and</u> generating all energy from on-site renewable sources, where possible – <u>alongside energy storage solutions, and infrastructure.</u> ”
M39	5	44	n/a	SDR1 New bullet	Add new bullet (after bullet 5) as follows: <u>“Minimising light pollution”</u>
M40	5	45	5.28	n/a	Amend as follows: “...principles of Lifetime Homes can be followed, <u>where appropriate...</u> ”
M41	5	46	n/a	SDR2 Bullet 4	Amend as follows: “Promoting a step change in housing affordability by delivering design-led affordable units <u>distributed evenly</u> across <u>the site</u> a development that is truly tenure blind beyond ‘pepper potting’ (the sprinkling of affordable housing amongst market housing with <u>and in small</u> no affordable home clusters <u>of up to 14 dwellings, where appropriate.</u> ”

Modification Number	Part	Page	Paragraph	Other reference	Proposed modification
M42	5	46	n/a	SDR2	Add new bullet (after bullet 4) as follows: <ul style="list-style-type: none"> • <u>Contributing positively to the local landscape and creating a distinctive character.</u>
M43	5	46	n/a	SDR2 Bullet 8	Amend as follows: “Providing opportunities to deliver self and custom build homes, <u>including broad housing models such as community-led housing.</u> ”
M44	5	47	5.31	n/a	Amend as follows: “The Local centre should provide an attractive and active focus for the community close to the school and other community uses. <u>As part of the masterplanning process consideration should be given to designing the local centre so that it is able to accommodate community events, where appropriate, taking account of the events and activities that currently take place on-site.</u> The Local Centre It should be well connected...”
M45	5	47	5.33	n/a	Amend paragraph as follows: “...It also supports the potential use of current army facilities <u>(outside the strategic allocation)</u> , such as...”
M46	5	47	5.34	n/a	Amend paragraph as follows: “...A new community centre or similar facility brought forward with the development, <u>sited so as to be easily accessible by existing and new residents.</u> should enable the continued running of community...”

Modification Number	Part	Page	Paragraph	Other reference	Proposed modification
M46a	5	48	5.43	n/a	Amend to read as follows: <u>“In line with Oxfordshire County Council’s standards and design criteria,</u> To to protect the provision of school places and ensure that any future expansion/reprovision of school buildings is not prohibited, the setting of any <u>the primary</u> school site should not be within the Green Belt.”
M47	5	49	5.46	n/a	Amend to read as follows: “The design of the development should also support <u>homeworking and</u> opportunities to establish start-up businesses...”
M48	5	50	n/a	SDR3	Add new bullet as follows: <ul style="list-style-type: none"> • <u>Designing the Local Centre to accommodate community events, and, where appropriate, the continuation on those events currently held at the site.</u>
M48a	5	50	n/a	SDR3 Bullet 7	Amend bullet as follows: “Ensuring any <u>the primary</u> school site is not located within the Green Belt to guarantee future flexibility/reprovision of the buildings across the site and provide pupil place continuity over the school’s lifetime.”
M49	5	50	n/a	SDR3 Bullet 8	Amend bullet as follows: “Providing local employment opportunities, <u>including homes designed to support homeworking,</u> allowing people to live and work in the community.”
M50	5	50	n/a	SDR3 Bullet 6	Amend bullet as follows: “Ensuring the site identified for the school is of a sufficient size and <u>an appropriate</u> shape to...”

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M50a	5	51	5.51	n/a	Amend paragraph as follows: “The masterplan should seek to incorporate the characteristics of a 20-minute neighbourhood...”
M51	5	51	5.51	n/a	Amend paragraph as follows: “The development should must contribute to, or directly deliver, infrastructure improvements as required through a transport assessment, including <u>but not limited to,</u> upgrades to...”
M51a	5	53	5.56	n/a	Amend paragraph as follows: “...There is potential for cycle connections to Oxford and Radley train station via Long Tow, Wootton Road, Dunmore Road, Twelve Acre Drive, Radley Road, and National Cycle Route 5, <u>which must be fully explored.</u> Provision for cyclists along this route is intermittent and also requires improvement.”
M51b	5	53	5.57	n/a	Amend paragraph as follows: Measures to improve <u>improvements to</u> walking and cycling facilities that would benefit the development should <u>must</u> be <u>fully</u> explored as part of the masterplanning process and <u>measures to deliver improvements that support active travel</u> agreed with Oxfordshire County Council as highways authority...”
M52	5	53	5.58	n/a	Amend paragraph as follows: “Enhancements to existing and provision of new cycle routes, including cycle lanes and footways along roads throughout the new development, should <u>must</u> be delivered to the highest quality.... “...Enhancements to existing routes shall include:” <u>The following enhancements must be delivered by the development (or if not</u>

Modification Number	Part	Page	Paragraph	Other reference	Proposed modification
					<u>deliverable within highway or land within the applicant’s control, financial contributions made to facilitate their delivery)</u> ”
M52a	5	54	5.59	n/a	Amend paragraph as follows: “The masterplan should must provide a strategic network of safe and attractive walking and cycling routes connecting with the surrounding area including pedestrian and cycle routes through Shippon to Abingdon and cycle routes to Radley Station and Oxford. A long-term approach to developing local cycling and walking networks and a way finding strategy should must also be considered, as well as charging infrastructure for electric bikes to support longer cycle trips and improve cycle accessibility.”
M53	5	54	n/a	n/a	Add new paragraph (after paragraph 5.61) as follows: <u>“As part of updating the Local Transport Plan, the County Council will be reviewing its Park and Ride strategy, which will form part of a new bus strategy. The review will consider the role of the proposed outer Park and Ride sites in supporting the priorities of the updated Local Transport Plan, known as the Local Transport and Connectivity Plan (LTCP). The LTCP is expected to be adopted in 2022.”</u>
M54	5	55	5.64	n/a	Amend paragraph as follows: “...earlier phases of the development. <u>Futureproofing measures for autonomous vehicle services, including buses, should also be considered as part of the masterplanning process.</u> ”
M55	5	55	5.66	n/a	Amend paragraph as follows: “To minimise any impact on the road network <u>and the air quality within the Marcham AQMA</u> , the occupation of dwellings on the site...”

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					<p><u>“Guidance on air quality can be found in the Council’s Air Quality Developer’s Guidance³⁴”</u></p> <p>Add footnote (34) – https://www.whitehorsedc.gov.uk/vale-of-white-horse-district-council/environment-and-neighbourhood-issues/air-quality/air-quality/</p>
M56	5	55	5.67	n/a	<p>Amend paragraph as follows:</p> <p><u>“In addition, To ensure satisfactory air quality mitigation, the developer should undertake...”</u></p>
M56a	5	55	5.69	n/a	<p>Amend as follows:</p> <p><u>“Requirements regarding the provision of electric vehicle charging points for new residential buildings can be found in the Building Regulations Approved Document S (December 2021). The Oxfordshire Electric Vehicle Infrastructure Strategy sets out b</u>The Oxfordshire Electric Vehicle Infrastructure Strategy sets out b<u>est practice for delivering charging facilities for electric vehicles in Oxfordshire can be found in the Oxfordshire Electric Vehicle Infrastructure Strategy.</u></p>
M57	5	55	5.70	n/a	<p>Amend paragraph as follows:</p> <p>“Parking solutions for residents and visitors to schools, retail shops and community facilities should be well designed and varied, minimising front-of-plot parking <u>avoiding large amounts of frontage parking (off-street parking spaces located directly in front of a property)</u>, with sufficient space <u>for adequate planting breaks and</u> to accommodate safe deliveries.”</p>
M58	5	56	n/a	n/a	<p>Add paragraph (after paragraph 5.73) as follows:</p> <p><u>“However, these suggested access arrangements, which are also shown on the Development Framework Map (figure 5.2), are only indicative. Detailed work to establish the appropriate access point(s) and route(s)</u></p>

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					<u>will form part of the planning application process when the details of the travel plan and Transport Assessment are known. The County Council will confirm the required approach at the application stage in the light of detailed modelling work.</u>
M59	5	56	n/a	SDR4 Bullet 1	Amend paragraph as follows: “Preparing and according with the requirements of a Travel Plan, and designing the development accordingly making appropriate contributions to implement sustainable transport initiatives.”
M60	5	56	n/a	SDR4 Bullet 3	Amend bullet to read as follows: “...and cycle routes to Radley Station and Oxford. <u>The design of the development should also take account of potential future connections with the wider Garden Village.</u> ”
M61	5	56	n/a	SDR4 New bullet	Add new bullet (after bullet 3) as follows: <u>“Enhancing existing, or the provision of new, off-site walking and cycling routes.”</u>
M61a	5	57	n/a	SDR4 Bullet 6	Amend bullet to read as follows: “Designing routes to encourage optimise natural surveillance and exploring using innovative approaches for lighting to ensure they are well-lit but do not impact any sensitivity receptors”
M62	5	57	n/a	SDR4 Bullet 8	Amend bullet to read as follows: <u>“Financial contributions towards, or direct delivery of a scheme to Upgrade the Frilford Junction.”</u>

Modification Number	Part	Page	Paragraph	Other reference	Proposed modification
M63	5	57	n/a	SDR4 Bullet 9	Amend bullet to read as follows: <u>“Financial contributions towards, or direct delivery of a scheme to addressing air quality issues within Marcham.”</u>
M64	5	57	n/a	SDR4 Bullet 11	Amend bullet to read as follows: “Providing sufficient infrastructure to accommodate sustainable use of vehicles, such as <u>which may include, but not be limited to,</u> car clubs, car-pooling, on demand and ‘pick me up’ transport options, electric and other green fuel vehicle infrastructure.”
M65	5	57	n/a	SDR4 Bullet 13	Amend bullet as follows: “Providing a range of well-designed parking options for residents and visitors to the school, local centre, and community facilities <u>and parkland</u> , where necessary so as not to encourage car-use.”
M66	5	57 and 55	n/a 5.73	SDR4 Bullet 15	Amend bullet as follows: “Providing the <u>a minimum of two</u> main access points for all modes of transport <u>which could be</u> from Barrow Road and Cholswell Road/ <u>Faringdon Road.</u> ” For consistency amend paragraph 5.73 as follows: “...The north-eastern access can be established onto Cholswell Road <u>/Faringdon Road...</u> ”

Modification Number	Part	Page	Paragraph	Other reference	Proposed modification
M67	5	59	n/a	n/a	<p>Add new paragraph (after paragraph 5.79) as follows:</p> <p><u>“Accessibility of Open Space</u></p> <p><u>To optimise the use of an open space, it must be both worth visiting and accessible. There is more to consider than just the physical aspects of the design, such as distance from home and sociocultural factors. The design of an open space should focus on integration rather than segregation ensuring that as many people as possible can enjoy the space, regardless of ability.”</u></p>
M68	5	59	n/a	n/a	<p>Add new paragraph (after paragraph 5.79) as follows:</p> <p><u>“Biodiversity</u></p> <p><u>Development at the Dalton Barracks Strategic Allocation should maximise biodiversity net gain and protect or enhance existing biodiverse features of the site and surrounding area. Opportunities for biodiversity enhancements in built up areas should also be optimised. Guidance on how to incorporate these measures into the design of the development can be found in the RIBA 2013 publication ‘Designing for Biodiversity: a technical guide for new and existing buildings’.”</u></p>
M69	5	60	n/a	SDR5 Bullet 2	<p>Amend as follows:</p> <p>“Providing an interconnected network of multifunctional and accessible open space for all ages...”</p>
M70	5	60	n/a	SDR5 Bullet 4	<p>Amend as follows:</p> <p>“Integrating a range of accessible open spaces into community life including...”</p>

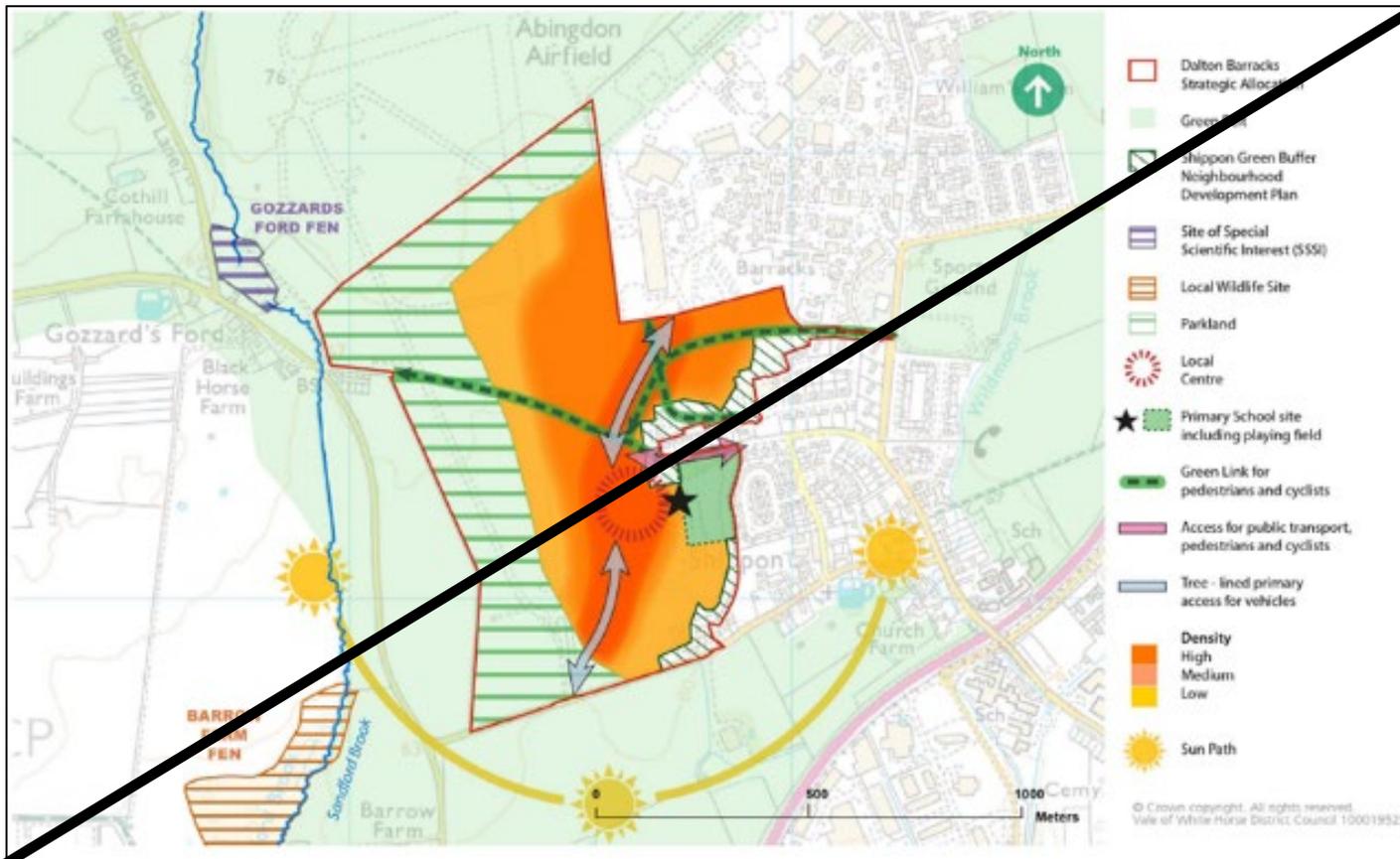
Modification Number	Part	Page	Paragraph	Other reference	Proposed modification
M71	5	62	n/a	SDR5 Bullet 19	Amend as follows: “Retaining all-existing high and moderate quality trees, where possible , and designing the layout...”
M72	5	63	5.80	n/a	Amend as follows: “...It may comprise woodland, scrub, glades, individual specimen trees, meadow grassland/ sown wildflower meadow , amenity areas of grassland...”
M73	5	63	5.82	n/a	Correction: “...Neighbourhood Plan Policy S55.2 SS5.2 .”
M74	5	64	5.86	n/a	Amend to read as follows: “Appendix K of LPP2 sets out the current Leisure and Open Space standards expected to be delivered by development proposals within the district. These standards are supported by a number of evidence-based documents: Open Spaces Report (2016), Leisure and Sports Facilities Study (2014), Playing Pitch Study (2015) and Local Leisure Facilities Study (2016). <u>If these studies are updated, the most recent and up-to-date studies should be utilised by the applicant to inform their proposals.</u> These standards apply to...”
M75	5	64	n/a	n/a	Add new paragraph (after paragraph 5.90) as follows: <u>As part of the masterplanning process consideration should be given to designing part of the open space so that it is able to accommodate community events, taking account of the events and activities that currently take place on-site.</u>

Modification Number	Part	Page	Paragraph	Other reference	Proposed modification
M76	5	64	5.92	n/a	Amend to read as follows: “...in line with the following standards set out in Appendix K of LPP2.”
M77	5	65	n/a	n/a	Add new paragraph (after paragraph 5.94) as follows: <u>“The parkland will provide important alternative natural greenspace to help mitigate the loss of wildlife habitat on-site and the potential impact to nearby off-site habitats. The habitat created both on-site and/or off-site to mitigate the impact of the development must be retained and managed for wildlife in perpetuity.”</u>
M78	5	65	n/a	Sports Facilities Tables	Remove Sports Facilities Tables
M79	5	66	n/a	SDR6 Bullet 1	Amend bullet as follows: “Providing multi-functional green space, green corridors and activity spaces, <u>including sports facilities and playing pitches</u> in line with the standards set out in Appendix K of LPP2.”
M80	5	66	n/a	SDR6	Add new bullet (after bullet 2) as follows: <ul style="list-style-type: none"> • <u>Consider the potential of delivering part of the open space so that it can accommodate the continuation of recreational activities and community events currently held at the site, where appropriate, in particular the provision of facilities to support off-road cycle training and racing such as a closed-circuit cycle track.</u>

Modification Number	Part	Page	Paragraph	Other reference	Proposed modification
M81	5	67	5.97	n/a	Amend as follows: “...for example, green infrastructure, parks and open green spaces, wildlife areas, sports and leisure facilities, and shops <u>retail/community uses.</u> ”
M82	5	68	n/a	n/a	Add new paragraph (after paragraph 5.100) as follows: <u>“It is important that the model chosen is effective in retaining in perpetuity all habitat provided to ensure both no net loss and a net gain in biodiversity and managing this for wildlife. Such a model requires mechanisms to ensure both legal protections for the habitat created, and mechanisms (such as endowment funds or otherwise) to ensure that management for wildlife continues - in both cases for as long as there is built development present on the site.”</u>
M83	5	68	n/a	SDR7	Add new bullet (after bullet 3) as follows: <u>“Ensuring the model chosen can effectively retain and manage all compensatory habitat in perpetuity.”</u>
M84	5	69	n/a	Figure 5.2	Update the Development Framework Map (shown on the next page), as follows: <ol style="list-style-type: none"> 1. Amended alignment of the access from Barrow Road and make corresponding change to the densities, including reducing the density at the site entrance with Barrow Road. 2. Amend the map key: “<u>Key</u> Green Links for pedestrians and cyclists^{**}” 3. Add new pedestrian link next to Barrow Road and add to map key: “<u>Key Green Link for pedestrians</u>” 4. Add “^{**}” to the map key access elements, and add the following text: <u>“The access arrangements are indicative; at the planning application stage a transport assessment will explore the access and movement strategy on the specific application scheme. The County Council will</u>

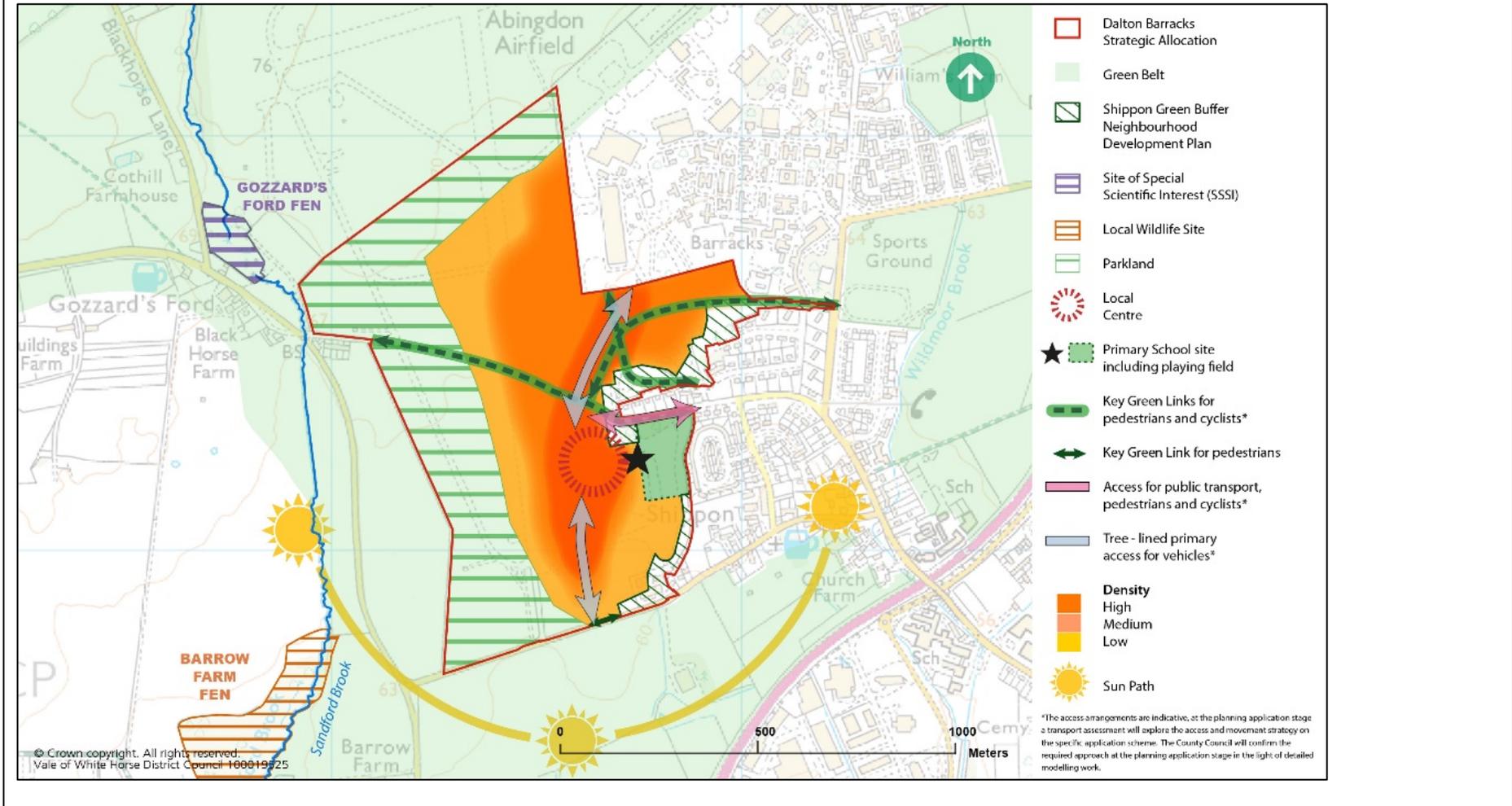
Modification Number	Part	Page	Paragraph	Other reference	Proposed modification
					<u>confirm the required approach at the planning application stage in the light of detailed modelling work.”</u>

Draft SPD version



Modification Number	Part	Page	Paragraph	Other reference	Proposed modification
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Proposed modified version:



Modification Number	Part	Page	Paragraph	Other reference	Proposed modification
M85	Part 6 – Design Guidance boxes 1-7				Amend titles to design guidance boxes to clarify the theme that the guidance relates to.
M86	6	72	6.13	Second bullet	Amend as follows: “Using materials to prevent penetration of heat including use of cool building materials <u>and, where appropriate,</u> green roofs and walls”
M87	6	73	6.14	n/a	Amend as follows: “...and be optimised to operate on more sustainable sources, <u>for example air-source/ground-source heat pumps and hydrogen fuel.</u> ”
M88	6	75	n/a	DG2 Bullets 2 and 3	Amend as follows: “1. Higher densities (40 dph+) 2. Medium densities (35 dph) 3. Lower densities (30 dph ±)”
M89	6	76	6.25	n/a	Amend as follows: “...the community uses should be co-located with retail, <u>homes</u> and other leisure <u>local employment</u> opportunities within the local centre.”

Modification Number	Part	Page	Paragraph	Other reference	Proposed modification
M90	6	77	n/a	DG3 Bullet 6	Amend bullet as follows: Mix uses vertically and horizontally, including, for example, homes above shops retail/community uses and live/work typologies, where appropriate.
M91	6	80	n/a	DG4 Bullet 12	Amend bullet as follows: “Create a positive townscape by: <ul style="list-style-type: none"> • Delivering landmark or feature buildings with high quality materials...”
M92	6	80	n/a	DG4 Bullet 14	Amend bullet as follows: “Ensure a high-quality and diverse soft landscape to support biodiversity, biosecurity, seasonality and sensory richness.”
M93	6	81	n/a	DG4 Bullet 16	Amend bullet as follows: “Maximise Provide ‘front to front’ and ‘back-to-back’ spatial arrangements within the block and plots.”
M94	6	82	6.42	n/a	Amend as follows: “There should be a wide range of different types of public open space through the development, including a neighbourhood park, active green corridors, and pocket parks that are attractive and accessible to a diverse range of people. The Local Centre should also include a public open space for community events – for example a market.”

Modification Number	Part	Page	Paragraph	Other reference	Proposed modification
M95	6	82	6.45	n/a	Amend as follows: “...with all other above and below infrastructure, including utilities, lighting , visibility splays, highway layouts, drainage, etc...”
M96	6	83	n/a	DG5 Bullet 6	Amend bullet as follows: “Deliver a high-quality soft landscape that would provide biodiversity , biosecurity , seasonality and sensory richness.”
M97	6	83	n/a	DG5 Bullet 7	Amend bullet as follows: “Provide a variety of tree species, ornamental shrubs, and flowerbeds planting both native and ornamental. ”
M98	6	84	n/a	n/a	Add new paragraph (after paragraph 6.49) as follows: <u>“As part of the masterplanning process a ‘movement strategy’ should be prepared setting out a plan of action for all elements of the development’s movement system, including walking, cycling, public transport, driving and parking. The movement strategy should inform the detailed street design and is an effective tool for supporting and explaining elements of this.”</u>
M99	6	84	6.51	n/a	Amend as follows: “Specific design standards, more information on and examples of street types can be found in <u>Oxfordshire County Council’s Street Design Guide</u> . Manual for Street 1 (DfT, 2007) and 2 (ICHT, 2010).”

Modification Number	Part	Page	Paragraph	Other reference	Proposed modification
M100	6	86	n/a	DG6 Bullet 16	Amend bullet as follows: “Use a Movement Strategy to inform the detailed street design of your streets and to ensure that the design of a street reflects its order in the street hierarchy.”
M101	6	86	n/a	DG6 Bullet 18	Amend bullet as follows: “Deliver inclusive street design for all users that carefully considers the safety and comfort of users experiencing different forms of disability or impairment, both physical and mental. mobility and visually impaired people ”
M102	6	88	n/a	DG7 New bullet	Add bullet (after bullet 6) as follows: <u>Avoid large amounts of frontage parking (off-street parking spaces located directly in front of a property) and allow sufficient space for adequate planting breaks.</u>
M103	7	91	7.1	n/a	Amend as follows: “This SPD relates to the 1,200-home mixed-use allocation within the...”
M104	7	91	7.3	n/a	Amend as follows: <u>The Garden Village site has an overall capacity of around 4,500 homes, plus supporting land uses. Although this SPD can only plan for the allocated site, it does not preclude, nor predetermine, the outcome of any future plans that are worked up for the wider MOD site covering a larger area or a different scale of development. Any planning application made for development which is outside the scope of the development allocated in the Local Plan will be determined on its own merits taking</u>

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					<u>account of all relevant material considerations.</u> If more than the 1,200 homes are proposed, the impact of this will need to be fully considered and alternative solutions will <u>may</u> need to be identified based on the number of homes proposed. <u>This SPD should continue to be given due weight as a material consideration in the determination of any application associated with the Dalton Barracks Strategic Allocation site.</u>
M105	7	91	n/a	Figure	Updates to the flow diagram to be made for reasons of clarity. Add title as follows: <u>“Figure 7.1: How the SPD fits into the policy context and planning application process”</u>
M106	Appendix 1	93-101	n/a	Site Development Template from LPP2	Replace Site Development Templates with correct versions set out as Appendix A of the Vale of White Horse Local Plan Part 2.

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