

WORKING DRAFT

VALE OF WHITE HORSE LOCAL PLAN 2031

PART 1: STRATEGIC SITES AND POLICIES

**APPENDIX A: SITE DEVELOPMENT
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1. INTRODUCTION

This section sets out development site templates for the sites allocated for strategic housing development in the Local Plan 2031 Part 1. The development site templates identify key objectives for each site and set out requirements relating to issues such as infrastructure provision, urban design, landscaping, ecology and flood risk and drainage.

The development site templates comprise two parts; general requirements (section two) and site specific details (section three). These parts highlight the issues that should be addressed in detail at the planning application stage and should be read together.

Core policies 8 (Spatial Strategy for Abingdon-on-Thames and Oxford Fringe Sub-Area), 15 (Spatial Strategy for South East Vale Sub-Area) and 20 (Spatial Strategy for Western Vale Sub-Area) explain that the strategic site allocations will be brought forward through a master planning process involving the community, local planning authority and the developer. The core policies go on to state that the sites should meet any requirements set out in the development site templates.

In bringing forward the strategic housing sites the Council will expect to see high quality developments, in accordance with the National Planning Policy Framework, Core Policy 37 and Core Policy 38, which are sustainable in the long term, and which integrate with and contribute to the existing settlement.

In order to achieve this we will expect every application to be accompanied by:

- A Masterplan which identifies the vision for the development and sets out a clear description of the type of place that will be created.
- A detailed Design and Access Statement that sets out the vision for the site and demonstrates a commitment to creating a successful place, with well-designed new homes and supporting infrastructure.
- An Infrastructure Schedule that sets out the planned infrastructure for the scheme and how it will be delivered.
- A Development Delivery Agreement which shows the proposed programme of house building, and demonstrates the number of homes the development will contribute to the district's five year housing land supply.
- A Statement of Community Involvement that sets out how the Parish Council and other local organisations have been involved in the master planning process.

The council is preparing a Design Guide Supplementary Planning Document (SPD) for the Vale which look specifically at enhancing local distinctiveness as well as ensuring high quality development schemes. Once adopted, the design guidelines will be treated as material consideration in the assessment of all future planning schemes.

In all housing development areas community involvement and consultation is key to ensuring that the appropriate facilities are identified and designed to meet the needs of those who will use them. Community engagement and involvement is essential for ensuring that new communities integrate with existing communities.

Where there is agreement between the local community and site promoters, the council will seek to be flexible in how the sites are delivered providing the strategic housing requirement is met and urban design principles and infrastructure provision is not compromised.

Development must comply with all relevant policies in the Local Plan, unless national circumstances indicate otherwise. The development site templates highlight some of the key requirements for development at each site at the time of writing and do not preclude other requirements being identified at a later date. The Infrastructure Delivery Plan (IDP) captures this detail and is a live document that should be read in conjunction with the site templates. Where there is conflict, the IDP will be taken to set out the most up to date requirements.

Oxfordshire County Council has responsibility for some of the infrastructure or services identified, such as schools and transport. Detailed requirements for these elements will need to be investigated and agreed with the county council.

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2. GENERAL REQUIREMENTS FOR ALL HOUSING SITE ALLOCATIONS

Subject to viability testing, development will be required to meet the following:

Key objectives:

- Contribute towards provision of necessary education services and facilities.
- Contribute to the delivery of strategic transport infrastructure measures, where required.
- Provide 40% affordable housing and a suitable mix of housing in line with core policies 18 and 21.
- Have regard to and contribute towards the aims and objectives of any relevant neighbourhood plans.

Utilities:

- Liaise with Thames Water, gas and electricity providers to ensure that appropriate works are carried out if needed.
- Proposals will need to demonstrate that there is adequate water supply capacity and/or waste water capacity both on and off the site to serve the development and that it would not lead to problems for existing or new users. In some circumstances it may be necessary for developers to fund studies to ascertain whether the proposed development will lead to overloading of existing waste water infrastructure.

Access and highways:

- Create a permeable road network within the site with clearly defined route hierarchies.
- Contribute towards public transport.
- Connect to existing footpaths, cycleways and public rights of way (PROW) wherever possible to enhance pedestrian permeability and connectivity.
- Safeguard PROW.
- A Transport Assessment should be submitted with a planning application to identify the measures that will be taken to adequately mitigate or compensate for any harmful transport impacts.

Social and community:

- Contribute towards education capacity (early years, special education needs, primary and secondary).
- Provide public open space and recreational facilities in accordance with the requirements of the Infrastructure Delivery Plan (IDP).
- Contribute towards health care and leisure provision, where appropriate, in accordance with the requirements of the IDP.

Urban design principles:

- Design of development should enable a high degree of integration and connectivity between new and existing communities.
- Housing should be designed to a density that is appropriate for the location.
- Development should make a positive contribution towards local character and distinctiveness.

Environmental health:

- Investigate potential noise and air pollution impacts and ensure that the land is safe and suitable for the intended use.

Biodiversity:

- Habitat and species surveys should be carried out in accordance with the Guidelines for Ecological Impact Assessment produced by the Chartered Institute of Ecology and Environmental Management and relevant best practice guidance.
- Important ecological assets should be retained where possible. If loss is unavoidable then appropriate mitigation or, as a last resort, compensation measures should be provided.
- Development should achieve a net gain in biodiversity, for example, by incorporating new natural habitats into development and designing buildings with integral bat boxes and bird nesting opportunities, in appropriate circumstances.

Landscape considerations:

- Landscape and visual impact assessment or appraisal (LVIA) will need to be undertaken. The LVIA should inform the site design, layout, capacity and mitigation requirements.
- A Landscape Strategy should be submitted with a planning application.

Flood risk and drainage:

- A Flood Risk Assessment/surface water drainage strategy, based on information available in the council's Strategic Flood Risk Assessment and liaison with the Environment Agency will need to support a planning application.
- Sustainable Urban Drainage (SUDs) principles and methods should be used to drain the surface water from the development. SUDs features should be designed and managed to provide an ecological and water quality enhancement.

Historic environment and cultural heritage:

- Predetermination evaluation of potential archaeological features on the site should be undertaken prior to any planning application being determined, unless it can be demonstrated that such an evaluation is not appropriate for this site. Appropriate mitigation may be required depending on the outcome of that evaluation.
- Development should respect listed buildings, conservation areas, scheduled ancient monuments, registered parks and gardens and their settings and look for opportunities to enhance or better reveal their significance.
- Heritage assets should be conserved and enhanced, where appropriate.
- Environmental Impact Assessments, Heritage Statements, Impact Assessments and Conservation Area Appraisals should be undertaken to establish the local character and distinctiveness, and the significance of heritage assets and their settings.

Key to site template map symbols

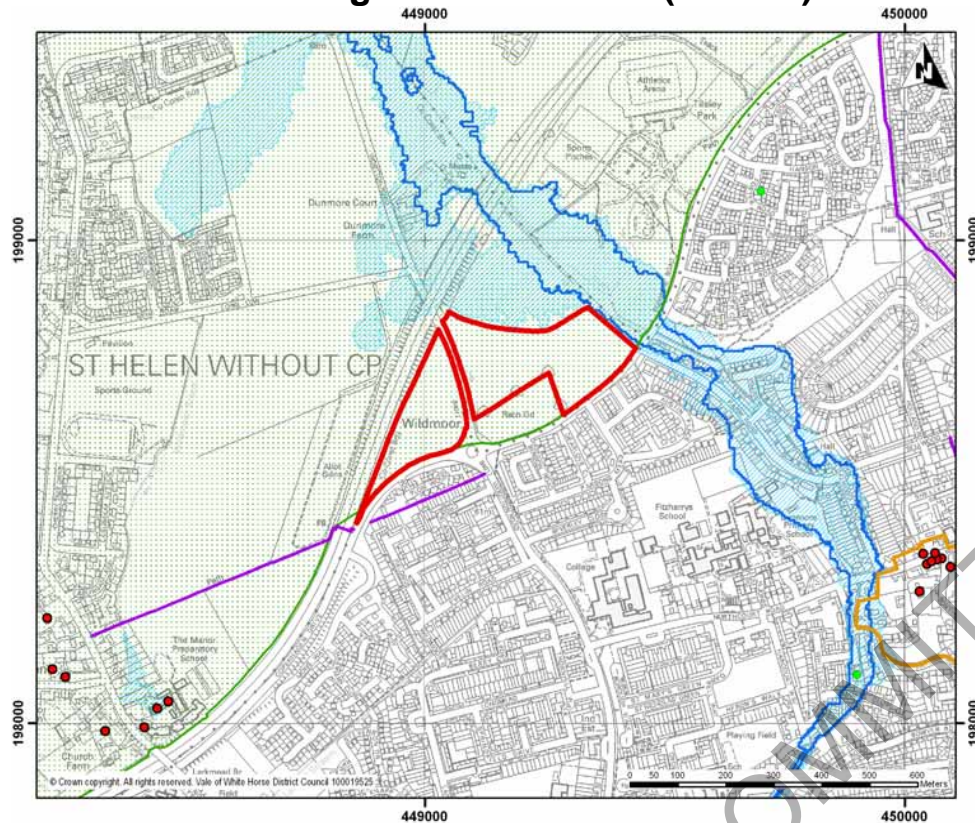
	Strategic housing site		Great Western Community Forest		Local Nature Reserves
	Listed buildings		Green Belt		National Nature Reserves
	District Outline		SSSI		Protected Species
	Mineral Consultation Area		Scheduled Ancient Monuments		Special Areas of Conservation
	Local Wildlife Sites		Historic Park and Gardens		Public Rights of Way
	Conservation Area		Ancient Woodland		Flood Zone 3
	AONB				Flood Zone 2

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3. Abingdon on Thames and Oxford Fringe Sub-Area

In addition to the general requirements set out in section two, development will be required to meet the following infrastructure requirements.

North West of Abingdon-on-Thames (8.13 ha)



Use: Around 200 homes, subject to detailed masterplanning.

Key objectives:

- To deliver a high quality and sustainable urban extension to Abingdon-on-Thames which is integrated with Abingdon-on-Thames so residents can access existing facilities in the town.

Urban design principles:

- Provide appropriate setbacks from all physical barriers along the boundaries of the site.
- Provide access to the adjacent recreational ground.

Access and highways:

- Contribute towards delivery of south facing slips on A34 at Lodge Hill.
- Access should be provided from Copenhagen Drive and Dunmore Road. Implications of access arrangements on residential road junctions and potential congestion along Dunmore Road will need to be investigated. Junction improvements at Dunmore Road/A4183 may be required.
- Contribute towards future strategic infrastructure improvements to Abingdon and any necessary mitigation measures identified through the ongoing Local Plan transport modelling.
- Layout of site should be mindful of future expansion of the A34 and should not preclude this.
- Improve or make financial contributions towards improved bus services (e.g. bus stops, pedestrian crossing, shelters and real time information displays) in Abingdon, including on the B4017 to the north of Wildmoor Roundabout, along Copenhagen Drive and Dunmore Road, as appropriate.
- Contribute to the cost of an hourly bus service between Abingdon and Cumnor (extending to Oxford), which would be routed along the Wootton Road through the development site.
- Development should include appropriate provision for pedestrians to cross Dunmore Road.

3. Abingdon on Thames and Oxford Fringe Sub-Area

In addition to the general requirements set out in section two, development will be required to meet the following infrastructure requirements.

Social and community:

- Contribute towards a new 'one and a half form entry' primary school on the North Abingdon-on-Thames site.
- Contribute towards expanding secondary school capacity in Abingdon.

Environmental health:

- Investigate potential noise and air pollution impacts from the A34, Copenhagen Drive, Dunmore Road, and the B4017 and mitigate (if required) to offset any adverse impacts.
- Consider potential impact on Abingdon-on-Thames Air Quality Management Area (AQMA) and mitigate (if necessary).

Landscape considerations:

- Provide a wide recreational landscape corridor along the southern boundary to Dunmore Road to link the playing fields with the Sports Centre.
- Reinforce stream side vegetation along the eastern boundary.
- Plant a woodland belt and copse along Wootton Road to prevent visual intrusion on views through the A34 bridge in the approach from Wootton.
- Improve tree cover along the A34 boundary to screen the road and mitigate noise.
- Protect and enhance existing boundary features.
- Include appropriate landscape mitigation measures within design to minimise the visual impact of the development on the Green Belt.

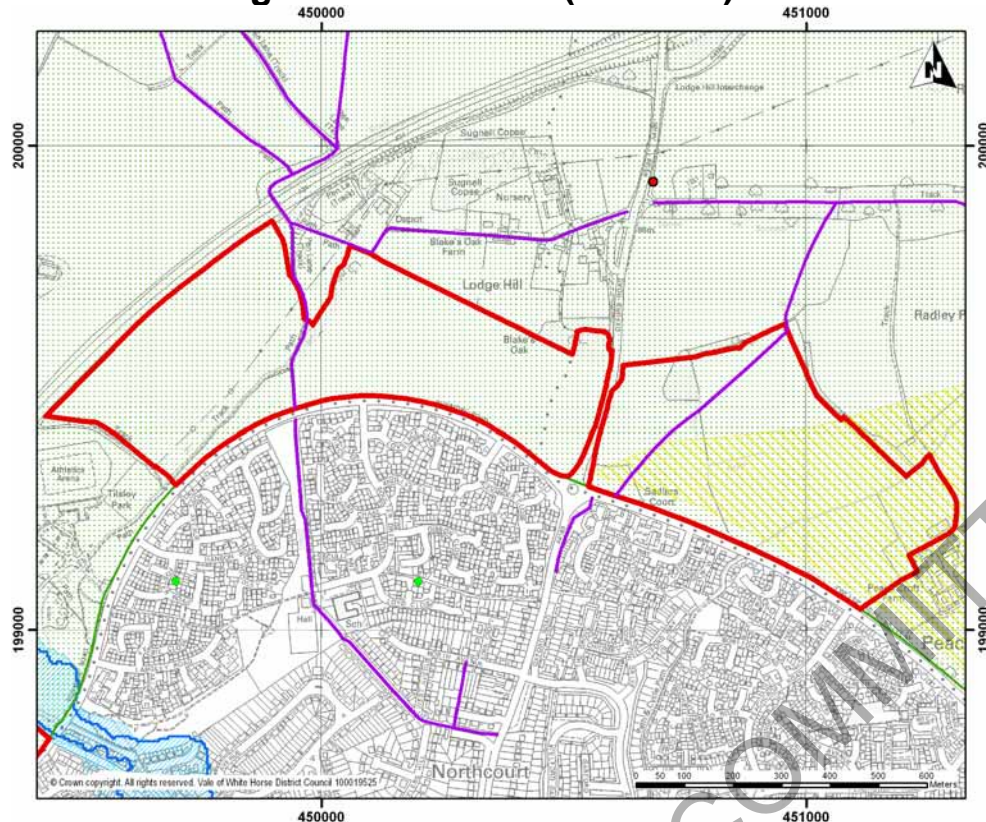
Flood risk and drainage:

- Locate development outside of Flood Zones 2 and 3.
- The south west corner of the site is susceptible to surface water flooding; investigate and mitigate (if necessary).
- Site is considered a high risk to groundwater; mitigation measures may be required to prevent any detrimental impact on groundwater quality.

3. Abingdon on Thames and Oxford Fringe Sub-Area

In addition to the general requirements set out in section two, development will be required to meet the following infrastructure requirements.

North of Abingdon-on-Thames (53.82 ha)



Use: Around 800 homes, subject to detailed masterplanning.

Key objectives:

- To deliver a high quality, sustainable urban extension to Abingdon-on-Thames integrated with Abingdon-on-Thames so residents can access existing facilities in the town.

Urban design principles:

- Prepare a Green Infrastructure (GI) strategy for the entirety of the site to set the framework for development. Development should:
 - contribute to GI provision around the northern edge of Abingdon-on-Thames linking to Radley Park and the Sports Centre;
 - create a substantive GI corridor linking the Sports Centre Grounds to Lodge Hill along the line of the stream; and
 - enhance GI between the site and Lodge Hill.
- Development should include links from the east to the west of the site, from the site to the ring road and beyond into the development to the south of the ring road. A pedestrian crossing will need to be provided along this route to connect development sites to the north and south of the ring road. This will need to be undertaken in consultation with Oxfordshire County Council.
- Adopt a permeable, perimeter block layout within the site to optimise connectivity within and beyond the site.
- Create a sense of place around the River Stort, e.g. by providing a linear walkway whilst taking advantage of any existing paths and public rights of way.
- Houses will need to front onto the ring road but the treatment of the area between the ring road and the housing line will need to be carefully considered. Create an attractive area at this location along the ring road with particular consideration being given to soft and hard landscaping for the benefit of both pedestrians and cyclists.
- Affordable housing should be evenly distributed across the site and should not be used as a buffer between less desirable aspects of the site (e.g. A34) and market housing.

3. Abingdon on Thames and Oxford Fringe Sub-Area

In addition to the general requirements set out in section two, development will be required to meet the following infrastructure requirements.

Utilities:

- Overhead power lines traversing the western part of the western portion of the site will need to be considered as part of an overall masterplan for this site.
- Upgrade the sewer network.

Access and highways:

- Contribute towards delivery of south facing slips on A34 at Lodge Hill.
- Access for the western portion of the site to be provided off Dunmore Road (not Oxford Road). Implications of access arrangements on residential road junctions and potential congestion along Dunmore Road will need to be investigated. Junction improvements at Dunmore Road/A4183 may be required.
- Access arrangements for the eastern portion of the site will need to be investigated.
- Contribute towards future strategic infrastructure improvements to Abingdon and any necessary mitigation measures identified through the ongoing Local Plan transport modelling work.
- Layout of site should be mindful of future expansion of the A34 and should not preclude this.
- Improve or make financial contributions towards improved bus services (e.g. bus stops, pedestrian crossing, shelters and real time information displays) in Abingdon, including on the A4183 to the north of Peachcroft Roundabout, along Copenhagen Drive and Dunmore Road, as appropriate.
- Contribute towards additional buses from north Abingdon towards Didcot and other Science Vale destinations to reduce the number of car journeys in this direction at peak times.

- Include appropriate provision for pedestrians to cross Dunmore Road and Twelve Acre Drive.

Social and community:

- A new 'one and a half form entry' primary school will be required on the site. This should be on a 2.22 ha site to allow for future growth.
- Contribute towards expanding secondary school capacity in Abingdon.
- Police presence will need to be provided on site either through a neighbourhood office or as part of a community hub.

Environmental health:

- Investigate potential noise and air pollution impacts from the A34, A4183, Dunmore Road & Twelve Acre drive and mitigate (if required) to offset any adverse impacts.
- Consider potential impact on Abingdon-on-Thames Air Quality Management Area (AQMA) and mitigate (if necessary).

Landscape considerations:

- Limit development to those parts of the site identified in the Landscape Capacity Study (2014) as being suitable for development.
- Retain existing trees and hedgerows.
- Plant additional trees along the A34, the ring road and along Twelve Acre Drive.
- Further woodland planting south of Lodge Hill.
- Limit development to the lower slopes of Lodge Hill.
- Consider potential impacts on the North Vale Corallian Ridge.
- Design of the development should include appropriate landscape mitigation measures to minimise the visual impact of the development on the Green Belt.

3. Abingdon on Thames and Oxford Fringe Sub-Area

In addition to the general requirements set out in section two, development will be required to meet the following infrastructure requirements.

Biodiversity and green infrastructure:

- Incorporate an appropriate buffer along either side of the River Stort into the overall development.

Flood risk and drainage:

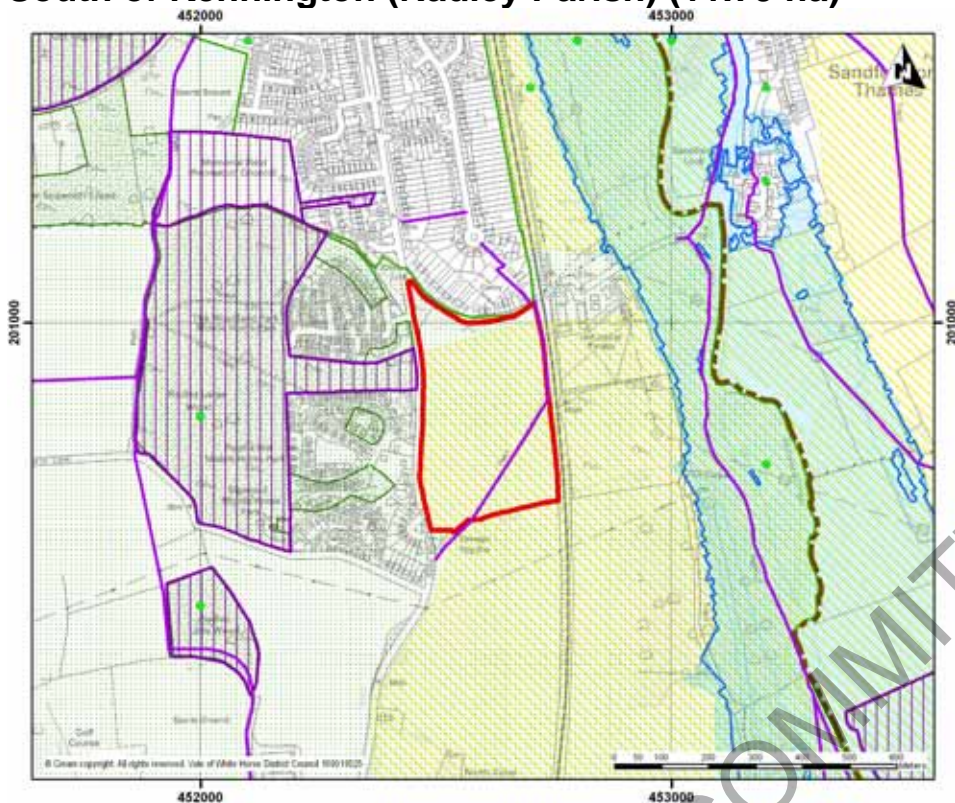
- Mitigate any detrimental impact on groundwater quality (if required).

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3. Abingdon on Thames and Oxford Fringe Sub-Area

In addition to the general requirements set out in section two, development will be required to meet the following infrastructure requirements.

South of Kennington (Radley Parish) (11.79 ha)



Use: Around 270 homes, subject to masterplanning.

Key objectives:

- To deliver a high quality and sustainable urban extension to Kennington which is integrated with Kennington so residents can access existing facilities in the village.

Urban design principles:

- Include links to Radley Large Wood, adjacent housing and nearby facilities and services (where possible and appropriate).
- Affordable housing should be evenly distributed across the site and should not be used as a buffer between less desirable aspects of the site (e.g. the railway line) and market housing.

Utilities:

- Overhead power lines traversing the southern part of the site will need to be considered as part of an overall masterplan for this site.
- Upgrade the sewer network.

Access and highways:

- Contribute towards delivery of south facing slips on the A34 at Lodge Hill.
- Access from Sandford Lane is not likely to be acceptable; principle access for the site should be obtained from Kennington Road via a suitable junction.
- Local mitigation (e.g. footways, crossing points, traffic management etc) may be required within Kennington and beyond.
- Contribute towards future strategic infrastructure improvements to Abingdon and any necessary mitigation measures identified through the ongoing Local Plan transport modelling.
- Contribute towards the cost of enhancing the Abingdon-Kennington-Oxford premium bus route, with particular emphasis on the reliability and frequency of the peak hour service.

3. Abingdon on Thames and Oxford Fringe Sub-Area

In addition to the general requirements set out in section two, development will be required to meet the following infrastructure requirements.

- Provide new footpaths to connect directly with the Pebble Hill Premium Route bus stops.

Social and community:

- Contribute towards the capital cost of expanding St Swithun's primary school and the Matthew Arnold School for secondary education.

Environmental health:

- Site is located adjacent to the historic land fill site at Sandford Lane. Undertake contaminated land investigations to ensure that the land is safe and suitable for the intended use.
- Mitigate noise pollution from the rail-line.

Landscape considerations:

- Sensitively design the layout to take account of the gradient of the site, particularly to the south and views in and out of the site.
- Create a new village edge on the southern side of the development with planting.
- A buffer should reduce the impact of the railway.
- Retains existing mature tree belts surrounding the north, western and southern boundaries of the site.
- Retain existing small copse and infill gaps in tree cover.
- Provide a wooded link between the copse and Radley Large Wood.
- Consider potential impacts on the North Vale Corallian Ridge.
- Include appropriate landscape mitigation measures within the design to minimise the visual impact of the development on the Green Belt.

Biodiversity and green infrastructure:

- Development should contribute towards management of the adjacent Local Wildlife Site.

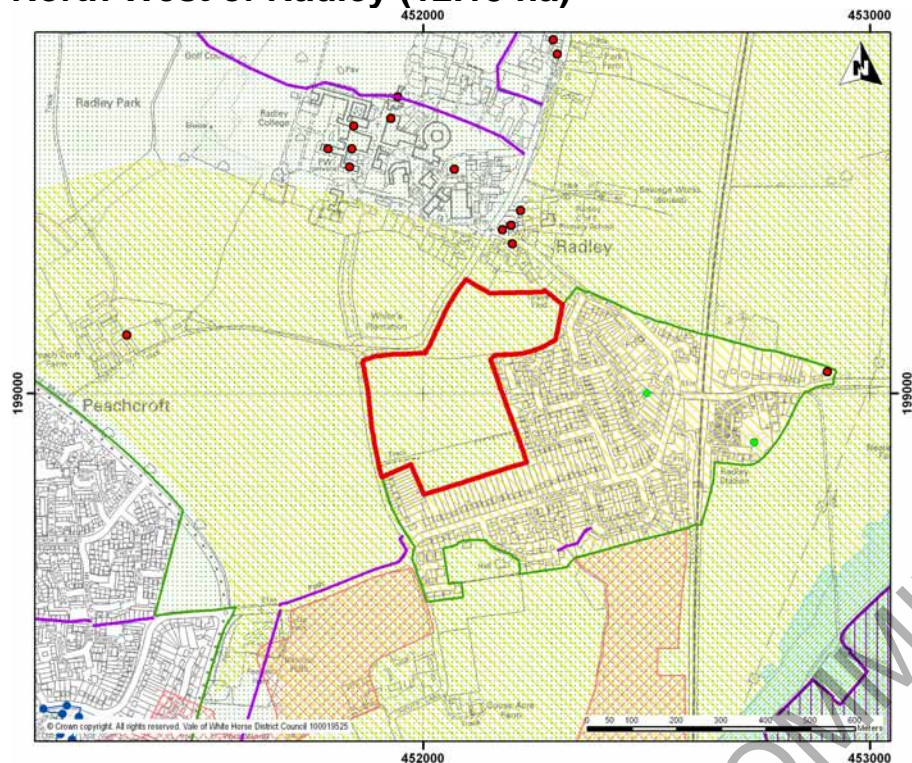
Flood risk and drainage:

- Investigate the flooding potential of the stream which passes through the site and propose appropriate mitigation measures (if necessary).

3. Abingdon on Thames and Oxford Fringe Sub-Area

In addition to the general requirements set out in section two, development will be required to meet the following infrastructure requirements.

North West of Radley (12.15 ha)



Use: Around 240 homes, subject to masterplanning.

Key objectives:

- To deliver a high quality and sustainable urban extension to Radley which is integrated with Radley so residents can access existing facilities in the village.
- To protect the landscape setting of the village.

Urban design principles:

- Include linkages (where possible and appropriate) between the site, the adjacent housing developments and nearby facilities and services.
- Preserve the setting of Radley College, including views to and from the College as well as the parkland setting of the College.

Utilities:

- Overhead power line that traverses the southern part of the site will need to be considered as part of an overall masterplan for this site.
- Upgrade the sewer network.

Access and highways:

- Contribute towards delivery of south facing slips on the A34 at Lodge Hill.
- Access to be provided from White's Lane which has poor alignment; a highway improvement scheme will be required to remove sub-standard bends.
- Local mitigation (e.g. footways, crossing points, traffic management etc) may be required within Radley and beyond.
- Contribute towards future strategic infrastructure improvements to Abingdon and any necessary mitigation measures identified through the ongoing Local Plan transport modelling.
- Contribute towards the cost of enhancing the Abingdon-Kennington-Oxford premium bus route, with particular emphasis on the reliability and frequency of the peak hour service.

3. Abingdon on Thames and Oxford Fringe Sub-Area

In addition to the general requirements set out in section two, development will be required to meet the following infrastructure requirements.

- Improvements to existing bus stops (Gooseacre and Radley Church) and walking access routes to these and the rail station may also be required.

Social and community:

- Contribute towards the expansion of Radley Primary School and expansion of secondary school capacity in Abingdon.

Environmental health:

- Consider potential impact on Abingdon-on-Thames Air Quality Management Area (AQMA) and mitigate (if necessary).
- The site lies partly over the footprint of Whites Lane landfill. Undertake adequate contaminated land investigations to ensure that the land is safe and suitable for the intended use.

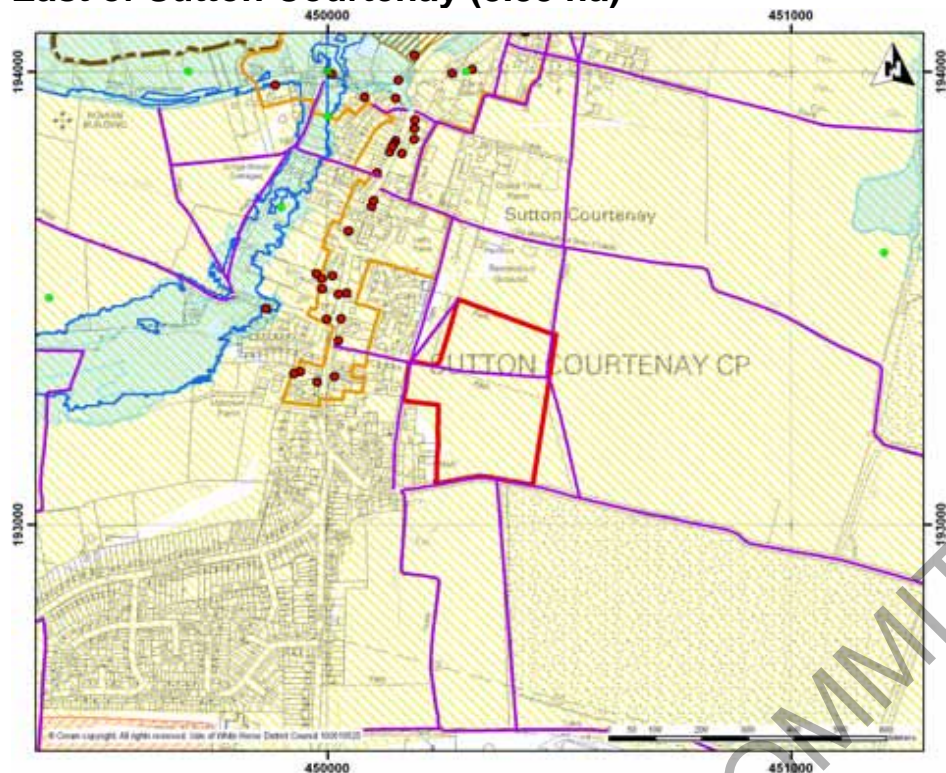
Landscape considerations:

- Carefully design the interface between the existing settlement of Radley and the new development with improved footpath linkages.
- Reinforce the landscape approach to Radley along White's Lane with planting.
- Retain existing trees and hedgerows (where possible).
- Consider potential impacts on the North Vale Corallian Ridge.
- Conserve and enhance the semi-rural setting of the historic core of Radley.

3. Abingdon on Thames and Oxford Fringe Sub-Area

In addition to the general requirements set out in section two, development will be required to meet the following infrastructure requirements.

East of Sutton Courtenay (8.83 ha)



Use: Around 220 homes, subject to masterplanning.

Key objectives:

- To deliver a high quality and sustainable urban extension to Sutton Courtenay which is integrated with Sutton Courtenay so residents can access existing facilities in the village.

Urban design principles:

- Create a green infrastructure link to the recreation ground located to the north of the site.
- Sensitively design development to minimise any impact on the setting of Sutton Courtenay conservation area, which lies in close proximity to the site to the west.
- An appropriate settlement edge should be incorporated into the design of the eastern boundary.

Utilities:

- Overhead power line which crosses a small section of the site to the west will need to be considered as part of an overall masterplan for the site.

Access and highways:

- Investigate access arrangements. Access from B4016 may be possible. Contribution and/or onsite mitigation towards countryside access will be sought from the development.
- Contribute towards future strategic infrastructure improvements to Abingdon and any necessary mitigation measures identified through the ongoing Local Plan transport modelling.
- Relocate existing bus stops at High Street garage closer to the junction of the High Street with Frilsham Street, along with improved infrastructure (e.g. shelters) and footways.
- Contribute towards the cost of an enhanced frequency of bus service (route 32) between Didcot and Abingdon via Sutton Courtenay.

3. Abingdon on Thames and Oxford Fringe Sub-Area

In addition to the general requirements set out in section two, development will be required to meet the following infrastructure requirements.

Social and community:

- Contribute towards increasing the capacity of the primary school in Sutton Courtenay and expansion of secondary school capacity in Didcot.

Environmental health:

- Investigate potential noise and odour impacts from the nearby landfill operations and mitigate (if required) to offset any adverse impacts.
- Site is in proximity to the Hobbyhorse Lane North and South landfill uses. Undertake contaminated land investigations to ensure that the land is safe and suitable for the intended use.

Landscape considerations:

- Retain and enhance existing vegetation to boundaries.
- Create a new landscape structure, building on existing landscape features to meet the Oxfordshire Wildlife and Landscape Study (OWLS) landscape strategy, policy NE11 (areas for landscape enhancement) of the Local Plan 2011 and any updates to this policy set out in the Local Plan 2031 Part 2.

Biodiversity and green infrastructure:

- Integrate existing hedges.
- Contribute towards redressing the identified partial Green Infrastructure deficit in Sutton Courtenay.

Flood risk and drainage:

- Parts of the site are susceptible to surface water flooding (particularly in the north east and south east of the site); investigate and mitigate (if necessary).

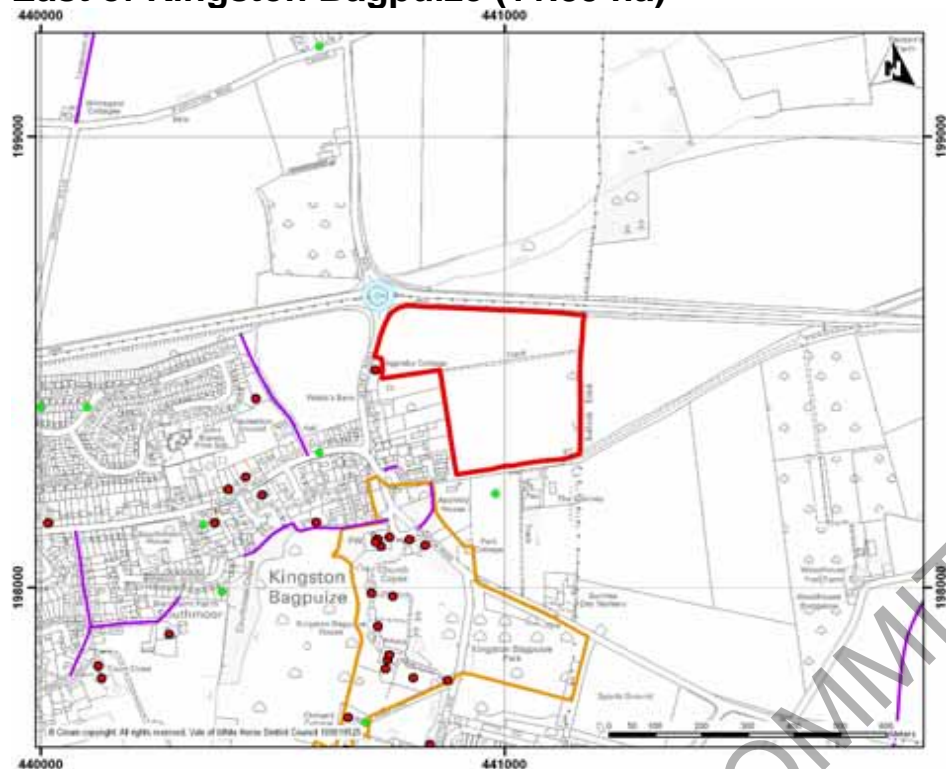
Minerals:

- Site is underlain by deposits of sand and gravel. Surrounding land uses limit amount of commercially workable mineral resource and consequently Oxfordshire County Council has no justification for an objection to housing development on this site on minerals safeguarding policy grounds.

3. Abingdon on Thames and Oxford Fringe Sub-Area

In addition to the general requirements set out in section two, development will be required to meet the following infrastructure requirements.

East of Kingston Bagpuize (11.85 ha)



Use: Around 280 homes, subject to masterplanning.

Key objectives:

- To deliver a high quality and sustainable urban extension to Kingston Bagpuize which is integrated with Kingston Bagpuize so residents can access existing facilities in the village.

Urban design principles:

- Adopt a permeable, perimeter block layout within the site to optimise connectivity within and beyond the site.
- Sensitively design development to minimise any impact on the setting of the conservation area to the south west of the site.
- Respect the setting of Appleby Cottage, a listed grade II building to the north west of the site.
- Affordable housing should be evenly distributed across the site and should not be used as a buffer between less desirable aspects of the site (e.g. A420) and market housing.

Utilities:

- Overhead power traversing the site will need to be considered as part of an overall masterplan for the site.

Access and highways:

- Investigate access arrangements. Potential for two access points and an opportunity to provide a new gateway into the village. Full direct site access onto A420 will not be acceptable, although a scheme to permit egress from the site could be possible. Development access to land to the west of A415 Witney Road may be satisfactory but will be difficult to achieve without substantial highway works being carried out.
- Contribute towards future strategic infrastructure improvement on the A420, A415 and any necessary mitigation measures identified through the ongoing Local Plan transport modelling.
- Contribute towards increase the frequency of buses on route 66 from Swindon to Oxford.

3. Abingdon on Thames and Oxford Fringe Sub-Area

In addition to the general requirements set out in section two, development will be required to meet the following infrastructure requirements.

Social and community:

- Contribute towards increasing capacity at John Blandy Primary School and secondary school capacity at Faringdon Community College.
- Consider possible loss of recreational amenity as development is liable to impact the public right of way network.

Environmental health:

- Investigate potential noise and air pollution impacts from the A420 and A415 and mitigate (if required) to offset any adverse impacts.
- Buffers shall not be counted towards recreational space.

Landscape considerations:

- Retain existing trees and hedgerows.
- Mass and scale of the built form should be designed to avoid being visually intrusive to sensitive views from the surrounding countryside, North Vale Corallian Ridge, A420, A415 and public rights of way.
- Respect the eastern edge of the site marked by Aelfriths Dyke, an early medieval boundary ditch, part of the Anglo Saxon landscape.

Biodiversity and green infrastructure:

- Include Green Infrastructure to retain a mosaic of habitats and linear features to ensure that structural diversity and habitat connectivity through the site is maintained.
- Implement a sensitive directional lighting scheme to ensure that additional lighting does not impact on the retained green corridors across the site.

- Great Crested Newts have been recorded in ponds adjacent to this site. Any future development should enhance the connectivity of the ponds and include areas of new Great Crested Newts habitat.
- Include biodiversity enhancements such as SUDS, hedgerow and tree planting, creation of ponds, creation of habitat for bats in buildings and bird boxes, creation of hibernacula for reptiles and amphibians, log piles for invertebrates, hedgehog domes and creation of wildflower grasslands in the development design in line with planning policy NRM5 and the NERC Act (which places a duty on local authorities to enhance biodiversity). Provision should be made for the long term management of these areas.

Flood risk and drainage:

- Opportunities to incorporate green infrastructure within SUDs to improve biodiversity and water quality are encouraged.
- The east boundary has early medieval boundary ditches which should be retained for drainage and/or archaeological value with a suitable buffer zone from any development.
- Mitigation measures may be required to prevent any detrimental impact on groundwater quality.

Minerals:

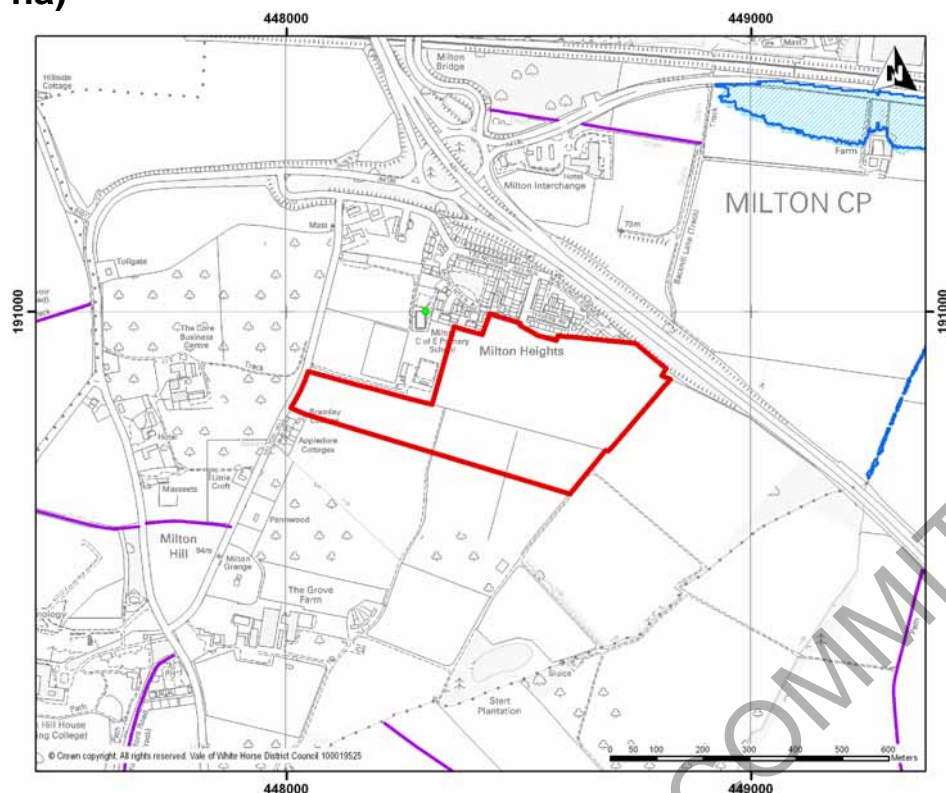
- Site may contain sand deposits which may form part of a potentially workable resource. Further assessment may be required to establish whether the site contains a mineral resource that should either be safeguarded or extracted in advance of built development.

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4. South East Vale Sub-Area

In addition to the general requirements set out in section two, development will be required to meet the following infrastructure requirements.

Milton Heights, Milton Parish west of the A34 (15.81 ha)



Use: Around 300 homes, subject to masterplanning.

Further policy requirements may be set out in the Joint Science Vale Area Action Plan.

Key objectives:

- The development of this site shall take into account the design and layout of nearby strategic housing sites, including

Valley Park, North West Valley Park and East of Harwell Campus, with respect to each of the following:

- Pedestrian and vehicular access routes, including public rights of way (PROW).
- The location of facilities and services and the creation of desire lines in the direction of these.
- Green infrastructure.
- Areas of open space.
- To deliver an exemplar, sustainable development and community that is integrated with the existing settlement of Milton Heights.
- To contribute towards infrastructure in the Science Vale Area Strategy.

Urban design principles:

- Masterplanning should take into account the strategy for growth in this area and ensure that development positively contributes to the wider objectives of the Science Vale; a vital area for UK economic growth.
- Mitigate the visual impact of the site, particularly from the A4130. Design site roads to permit the operation of bus routes through the site from Didcot centre to Milton Park and Harwell Campus.
- The site is adjacent to St. Blaise Primary School. Development must not prevent the school from expanding its facilities on-site due to proximity of buildings or overlooking / child protection issues. Therefore, any development must be set back from the shared boundaries.
- Affordable housing should be evenly distributed across the site and should not be used as a buffer between less desirable aspects of the site (e.g. A34) and market housing.

4. South East Vale Sub-Area

In addition to the general requirements set out in section two, development will be required to meet the following infrastructure requirements.

Utilities:

- Upgrade the sewer network.

Access and highways:

- Investigate access arrangements. Access may be provided from the A4130 Milton Hill. A major upgrade of Milton Hill will be required between the access point and Milton interchange.
- Local mitigation (e.g. footways, crossing points, traffic management etc) will be required.
- Contribute towards future strategic infrastructure improvement for Abingdon and any necessary mitigation measures identified through the ongoing Local Plan transport modelling.
- Contribute to general bus network enhancement. Provision of a new bus stop should be considered.
- Opportunity to link pedestrian and cycle routes from this site to the North West Valley Park site allocation over A34.
- Layout of site should be mindful of future expansion of the A34 and should not preclude this.
- The site is adjacent to St. Blaise Primary School. Any development must ensure that future traffic and access arrangements at the site do not give rise to a greater risk to vehicular / pedestrian / cyclist safety arising as a result of the potential for conflict between school children walking / cycling to school and commuter traffic leaving / arriving at the proposed development site.

Social and community:

- Contribute towards increasing the capacity of St. Blaise Primary School. Land for the expansion of the school will need to be identified.

- Contribute towards increasing secondary school capacity in Didcot.
- Provide public open space and recreational facilities in accordance with the Vale's emerging playing pitch strategy and the emerging Science Vale Action Plan.
- Contribute towards additional community facilities and services.

Environmental health:

- Investigate potential noise and air pollution impacts from the A34, A4130 and railway; mitigate (if required) to offset any adverse impacts.
- Site is considered a high risk to groundwater; mitigation measures may be required to prevent any detrimental impact on groundwater quality.

Landscape considerations:

- Retain and enhance existing boundary vegetation, tree belts and orchards.
- Protect distant views from the higher ground to the north (Corallian Ridge) and the North Wessex Downs to the south.
- Create linkages with the existing village.
- Plant a new woodland edge to the south and eastern boundaries to create a strong countryside edge and link with the existing and new green infrastructure.
- Create a new landscape structure using existing or former field boundaries, tree belts and woodland to sub-divide the site and meet the Oxfordshire Wildlife and Landscape Study (OWLS) landscape strategy.

4. South East Vale Sub-Area

In addition to the general requirements set out in section two, development will be required to meet the following infrastructure requirements.

Biodiversity and green infrastructure:

- Assess the ecological value of the two ponds within 500 meters of the southern site boundary.
- Retain and enhance the settings of tree belts.

Flood risk and drainage:

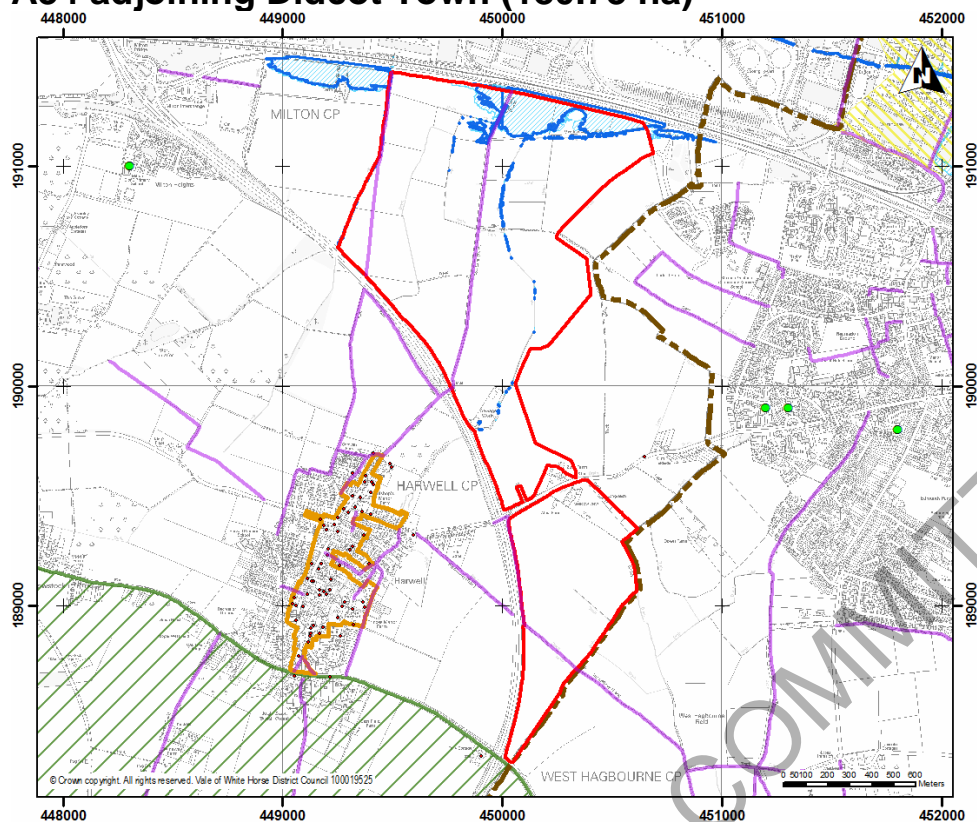
- Investigate areas that are susceptible to flooding and mitigate (if necessary).

COMMITTEE DRAFT

4. South East Vale Sub-Area

In addition to the general requirements set out in section two, development will be required to meet the following infrastructure requirements.

Valley Park, Harwell and Milton Parishes east of the A34 adjoining Didcot Town (180.73 ha)



Use: At least 2,550 homes, subject to masterplanning.

Further policy requirements may be set out in the Joint Science Vale Area Action Plan.

Key objectives:

- The development of this site shall take into account the design and layout of nearby strategic housing sites, including

North West Valley Park, Milton Heights, East of Harwell Campus and the existing site at Great Western Park (which is partly located in South Oxfordshire), with respect to each of the following:

- Pedestrian and vehicular access routes, including public rights of way (PROW).
- The location of facilities and services and the creation of desire lines in the direction of these.
- Green infrastructure.
- Areas of open space.
- To deliver an exemplar, sustainable and mixed use urban extension.
- To create a sustainable community that is integrated with Didcot, Great Western Park and the Milton Park Enterprise Zone so residents can access existing services and facilities in these locations.
- To contribute to balanced employment and housing growth in Science Vale Oxford.
- To contribute towards infrastructure in the Science Vale Area Strategy.

Urban design principles:

- The site will be brought forward with a masterplan showing a comprehensive phasing programme for development.
- Valley Park and North West Valley Park should be planned together, preferably as a joint plan or as a minimum through closely aligned masterplans taking an integrated approach to the joint site area.
- Masterplanning should take into account the strategy for growth in this area and ensure that development positively contributes to the wider objectives of the Science Vale; a vital area for UK economic growth.
- The Design and Access Statement for the site will need to

4. South East Vale Sub-Area

In addition to the general requirements set out in section two, development will be required to meet the following infrastructure requirements.

- consider the distinctive character areas within the site.
- Site is a gateway to Didcot and development should carefully consider the uses on the frontage of the A4130.
- The development must be designed having regard to the layout of the North-West Valley Park development to the west and the Great Western Park development to the east.
- Design of the development should enable a high degree of integration and connectivity between new and existing communities, particularly the Great Western Park development and North-West Valley Park development.
- Affordable housing should be evenly distributed across the site and should not be used as a buffer between less desirable aspects of the site (e.g. A34) and market housing.
- Careful consideration of street frontages should ensure that an appropriate building line is established and incorporation of active frontages.
- A layout that maximises the potential for sustainable journeys within the neighbourhood, on foot or by bicycle, with a legible hierarchy of routes will be particularly encouraged.
- Spatial layout of site should provide good permeability by the bus, so this mode of transport can operate efficiently on direct routes, with stops linked to concentrations of population.
- Provide public open space that will form a well connected network of green areas suitable for both formal and informal recreation.
- The primary schools and neighbourhood centre will need to be centrally located and on key nodes/legible routes to ensure that these are accessible to all of the community.

Utilities:

- Contribute to a new gas supply.

- Contribute to new electrical substations.
- Retain the 11,000 volt power lines that cross the site.
- Install cable networks.
- Connect to local water mains.
- Upgrade the sewer network.

Access and highways:

- Provide the proposed Harwell Link Road.
- Investigate access arrangements. Vehicular access to be provided onto A4130 and through Valley Park to the B4493 to the A417. Access on the A4130 will need to take into account the Science Bridge and enable its delivery.
- Layout of site should be mindful of future expansion of the A34 and should not preclude this.
- Connect footpaths, cycle tracks, roads and bus routes to:
 - local services and facilities on the site;
 - secondary school and district centre at Great Western Park;
 - Didcot railway station;
 - Didcot town centre ;
 - Harwell Campus; and
 - Milton Park (via an improved footpath and cycle access under the railway at Backhill Lane).
- The northern corridor of the site will accommodate the landing of the science bridge and associated transport works, including duelling of the A130. This land should help frame the gateway to Didcot and have a positive impact on the transformation. A footpath and cycleway from Great Western Park and the existing local centre to Milton Park should be provided along this corridor to offer a more attractive approach to the town from the A34. A boulevard type approach will be encouraged.

4. South East Vale Sub-Area

In addition to the general requirements set out in section two, development will be required to meet the following infrastructure requirements.

- Contribute towards a new high-quality bus services to Didcot town centre/railway station and to the major employment sites at Milton Park and Harwell Campus, until such a time as these services can be operated on a fully-commercial basis.
- Design site roads to permit the operation of bus routes through the site from Didcot centre to Milton Park and Harwell Campus.
- Contribute towards any necessary mitigation measures identified through the ongoing Local Plan transport modelling.

Social and community:

- Two new 'two form entry' primary schools will be required to accommodate growth on Valley Park and North-West Valley Park site allocations; 2.22 ha of land is required for each school. One school may need to be 'three form entry' at least during peak years and will require a site of 3.01 ha. The schools should be provided across this site and the adjacent Valley Park site, with appropriate pro-rata contributions.
- Contribute towards enlargement of the secondary school at Great Western Park, Didcot.
- Provide land (1.6 ha) and contribute towards a 100 pupil special needs school.
- Provide a neighbourhood centre of approximately 500 sqm, to include local shops and other community facilities to serve the development.
- Provide a community centre of approximately 1400sqm.
- Provide public open space and improved recreational facilities in Didcot in accordance with the Vale's emerging playing pitch strategy and the emerging Science Vale Action Plan.
- Public open space should be dispersed throughout the site to create a network of interlinked spaces.

- Playing pitches will need to be provided and should be delivered in a way that maximizes permeability and legibility throughout the site.
- Contribute towards the Didcot Leisure Centre.
- Police presence will need to be provided on site either through a neighbourhood office or as part of a community hub.

Environmental health:

- Investigate potential noise and air pollution impacts from the A34, A4130 and railway; mitigate (if required) to offset any adverse impacts.
- Undertake contaminated land investigations to ensure that the land is safe and suitable for the intended use.

Landscape considerations:

- The boundary between the development areas and Harwell village must be carefully treated in order to protect the separate identities of Valley Park and Harwell.
- Sensitively plan development to the south of the site to avoid any adverse impact on the setting of the North Wessex Downs AONB. Landscaping and design features should be used to minimise any noise and light pollution impacts on the AONB.
- Retain and enhance the footpath to the south of the site (the Driftway).
- Retain parkland trees within the site and retain and enhance existing boundary vegetation.
- Create a new landscape structure building on existing landscape features to meet the Oxfordshire Wildlife and Landscape Study (OWLS) landscape strategy with a

4. South East Vale Sub-Area

In addition to the general requirements set out in section two, development will be required to meet the following infrastructure requirements.

masterplan which coordinates with the adjacent Great Western Park to provide linkages.

Biodiversity and green infrastructure:

- A site wide mitigation strategy will be required and a suitable receptor site/nature reserve identified.
- Contribute towards redressing the identified Green Infrastructure deficit in the area surrounding Didcot, link into other strategies for the area (e.g. the emerging GI strategy for Science Vale) and provide attractive green pathways through and around the proposed development areas e.g. use of Harwell Cow Lane bridge into Harwell Village, use of Driftway as an historic green road. This may be delivered by providing sufficient GI on-site or through a financial contribution for off-site provision.

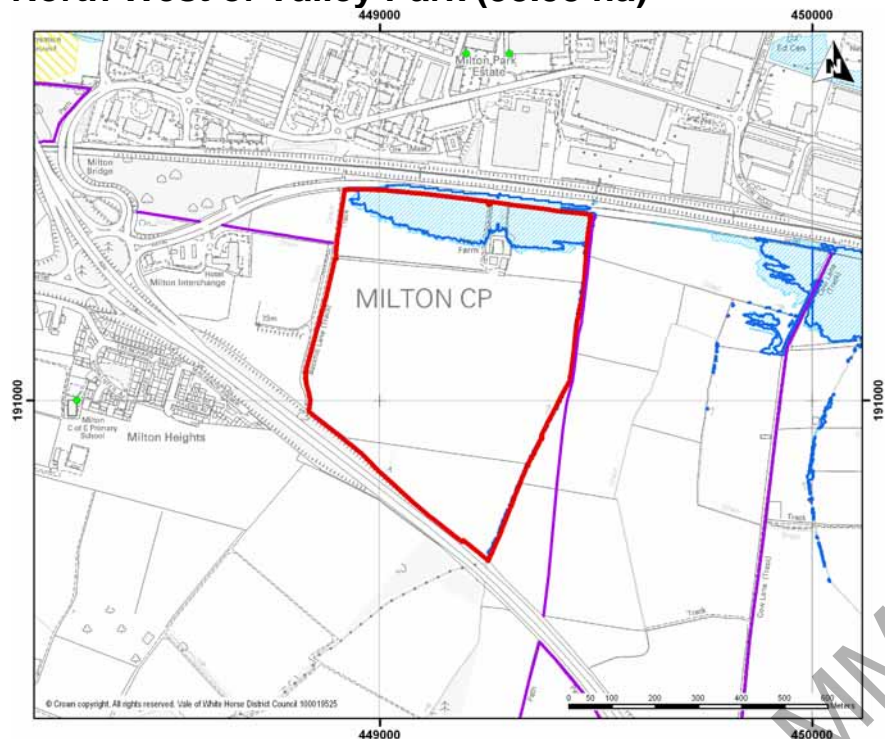
Flood risk and drainage:

- Drainage Strategy should set out the sewerage infrastructure provision. The sewer route through the site will be protected by an easement. The site will be connected to the sewage treatment works located to the north of Great Western Park.
- No development will be permitted within Flood Zones 2 and 3, other than essential infrastructure.
- Areas to the north of the site are susceptible to surface water flooding; investigate and mitigate (if necessary).
- Site is considered high risk to groundwater; mitigation measures may be required to prevent any detrimental impact on groundwater quality.
- Contribute to attenuation features for surface water draining into the sewers.

4. South East Vale Sub-Area

In addition to the general requirements set out in section two, development will be required to meet the following infrastructure requirements.

North West of Valley Park (38.58 ha)



Use: At least 800 homes, subject to masterplanning.

Further policy requirements may be set out in the Joint Science Vale Area Action Plan.

Key objectives:

- The development of this site shall take into account the design and layout of nearby strategic housing sites, including Valley Park, Milton Heights and East of Harwell Campus, with respect to each of the following:

- Pedestrian and vehicular access routes, including public rights of way (PROW).
- The location of facilities and services and the creation of desire lines in the direction of these.
- Green infrastructure.
- Areas of open space.
- To deliver an exemplar, sustainable and mixed use urban extension.
- To create a sustainable community that is integrated with Didcot, Great Western Park and the Milton Park Enterprise Zone.
- To contribute to balanced employment and housing growth in Science Vale Oxford.
- To contribute towards infrastructure in the Science Vale Area Strategy.

Urban design principles:

- The site will be brought forward with a masterplan showing a comprehensive phasing programme for development.
- Valley Park and North West Valley Park should be planned together, preferably as a joint plan or as a minimum through closely aligned masterplans taking an integrated approach to the joint site area.
- Masterplanning should take into account the strategy for growth in this area and ensure that development positively contributes to the wider objectives of the Science Vale; a vital area for UK economic growth.
- The Design and Access Statement for the site will need to consider the distinctive character areas within the site.
- Site is a gateway to Didcot and development should carefully consider the uses on the frontage of the A4130.
- Design of development must consider the layout of the Valley Park development to the east.

4. South East Vale Sub-Area

In addition to the general requirements set out in section two, development will be required to meet the following infrastructure requirements.

- Design of the development should enable a high degree of integration and connectivity between new and existing communities, particularly the Great Western Park development.
- Careful consideration of street frontages should ensure that an appropriate building line is established and incorporation of active frontages.
- A layout that maximises the potential for sustainable journeys within the neighbourhood, on foot or by bicycle, with a legible hierarchy of routes will be particularly encouraged.
- Spatial layout of the site should provide good penetration by the bus, so this mode of transport can operate efficiently on direct routes, with stops linked to concentrations of population. The public transport route should avoid passing the front of any primary schools.
- Provide public open space that will form a well connected network of green areas suitable for both formal and informal recreation.

Utilities:

- Contribute to a new gas supply.
- Contribute to new electrical substations.
- Retain the 11,000 volt power lines that cross the site.
- Install cable networks.
- Connect to local water mains.
- Upgrade the sewer network.

Access and highways:

- Create east-west movements through this site in the direction of Didcot town to link with access roads in Valley Park and Great Western Park.
- Investigate access arrangements. Access should be possible

onto A4130 and through Valley Park.

- Provide a landscaped corridor along the northern edge of the site. This should provide a footpath and cycleway from the adjacent Valley Park development to Milton Park and offer a more attractive approach to the town from the A34. Care must be taken to ensure these are not unmanaged areas of green space.
- Opportunity to link pedestrian and cycle routes from this site to the Milton Heights site allocation over A34.
- Layout of site should be mindful of future expansion of the A34 and should not preclude this.
- Contribute towards a new high-quality bus services to Didcot town centre/railway station and to the major employment sites at Milton Park and Harwell Campus, until such a time as these services can be operated on a fully-commercial basis.
- Design roads to permit the operation of bus routes through the site from Didcot centre to Milton Park and Harwell Campus.
- Contribute towards any necessary mitigation measures identified through the ongoing Local Plan transport modelling.

Social and community:

- The following will need to be provided across this site and/or the adjacent Valley Park site, with appropriate pro-rata contributions:
 - Two new 'two form entry' primary schools will be required to accommodate growth on Valley Park and North-West Valley Park site allocations; 2.22 ha of land is required for each school. One school may need to be 'three form entry' at least during peak years and will require a site of 3.01ha.
 - Provide land (1.6 ha) and contribute towards a 100 pupil special needs school.

4. South East Vale Sub-Area

In addition to the general requirements set out in section two, development will be required to meet the following infrastructure requirements.

- Provide a neighbourhood centre of approximately 500 sqm, to include local shops and other community facilities to serve the development.
- Provide community centre of approximately 1400sqm.
- Provide public open space and recreational facilities in locations that are accessible for this site and the adjacent Valley Park site, in accordance with the Vale's emerging playing pitch strategy and the emerging Science Vale Action Plan.
- Police presence will need to be provided on site either through a neighbourhood office or as part of a community hub.
- Contribute towards the Didcot Leisure Centre.

Environmental health:

- Investigate potential noise and air pollution impacts from the A34, the A4130 and the railway; mitigate (if required) to offset any adverse impacts.
- Undertake contaminated land investigations to ensure that the land is safe and suitable for the intended use.

Landscape considerations:

- Retain parkland trees within the site and retain and enhance existing boundary vegetation.
- Create a new landscape structure building on existing landscape features to meet the Oxfordshire Wildlife and Landscape Study (OWLS) landscape strategy with a masterplan which coordinates with the Valley Park development and Great Western Park to the east to provide linkages.

Biodiversity and green infrastructure:

- A site wide mitigation strategy will be required and a suitable

receptor site/nature reserve identified.

- Contribute towards redressing the identified Green Infrastructure deficit in the area surrounding Didcot and link to other strategic for the area (e.g. the emerging GI strategy for Science Vale).
- Contribute towards enlargement of the secondary school at Great Western Park, Didcot.

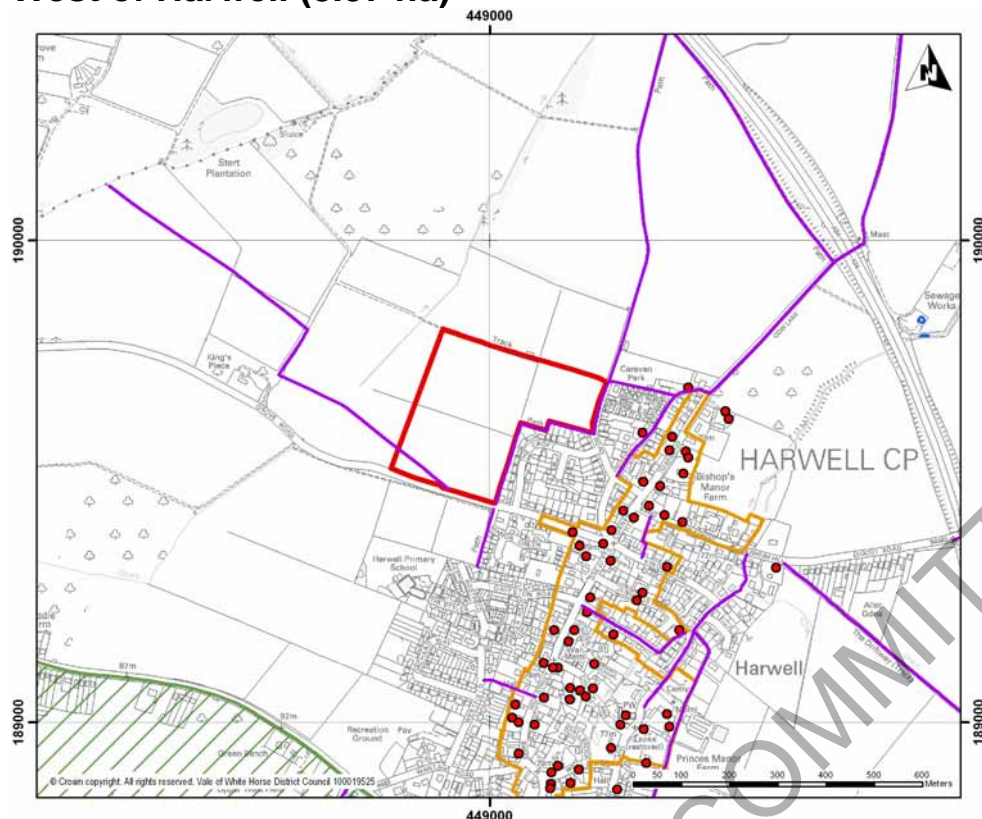
Flood risk and drainage:

- A Drainage Strategy should set out the sewerage infrastructure provision. The sewer route through the site will be protected by an easement. The site will be connected to the sewage treatment works located to the north of Great Western Park.
- No development will be permitted within Flood Zones 2 and 3, other than essential infrastructure.
- Areas in the northern part of the site are susceptible to surface water flooding; investigate and mitigate (if necessary).
- Site is considered high risk to groundwater; mitigation measures may be required to prevent any detrimental impact on groundwater quality.
- Contribute to attenuation features for surface water draining into the sewers will be required.

4. South East Vale Sub-Area

In addition to the general requirements set out in section two, development will be required to meet the following infrastructure requirements.

West of Harwell (8.57 ha)



Use: Around 200 homes, subject to masterplanning.

Key objectives:

- To deliver a high quality and sustainable urban extension to Harwell which is integrated with Harwell so residents can access existing facilities in the village.
- To contribute towards infrastructure in the Science Vale Area Strategy.

Urban design principles:

- The layout and design of development should be sensitive to the topography of the site.
- An appropriate settlement edge and gateway feature should be incorporated into the design for the western boundary.

Access and highways:

- Access can be taken from Grove Road but this and its junction with A4130 will need to be improved (Grove Road has a width restriction).
- Local mitigation (e.g. footways, crossing points, traffic management etc) will be required.
- Contribute towards any necessary mitigation measures identified through the ongoing Local Plan transport modelling.
- Contribute towards improved frequency and hours of service on the strategic bus route between Wantage, Harwell and Didcot.

Social and community:

- Contribute towards increasing the capacity of Harwell Community Primary School and appropriate secondary schools.

Landscape considerations:

- Mitigation to minimise impacts on:
 - the site's landscape setting, including the approach to Harwell village;
 - the aims of policy NE9 of the Local Plan (i.e. protecting distant views from the high ground of the Corallian Ridge and the North Wessex Downs AONB); and
 - the purposes and special qualities, including the setting, of the North Wessex Downs AONB.

4. South East Vale Sub-Area

In addition to the general requirements set out in section two, development will be required to meet the following infrastructure requirements.

- The mass and scale of the built form should be designed to avoid being visually intrusive in sensitive views from the surrounding countryside and particularly the AONB.
- Retain the historic field pattern within the site, utilising tree belts and hedgerows as a framework for the subdivision of the site into development land parcels.
- Retain and protect the rural character of Grove Road and the approach to Harwell village e.g. by minimising loss of the existing mature hedgerow.
- Layout and design should allow for some long distance views to be retained.
- Existing boundary vegetation should be retained.
- Create a new landscape structure (including new tree / hedgerow planting) to contain the new housing. The landscape structure should build on existing landscape features to meet the Oxfordshire Wildlife and Landscape Study (OWLS) landscape strategy.
- Retain and enhance the existing footpath.
- Plant a woodland edge along the western boundary.
- An intrusive ground investigation and remediation strategy may be required to understand levels of contamination on site to ensure there will be no detrimental impact on groundwater quality.

Biodiversity and green infrastructure:

- Contribute towards redressing the identified Green Infrastructure deficit in Harwell.

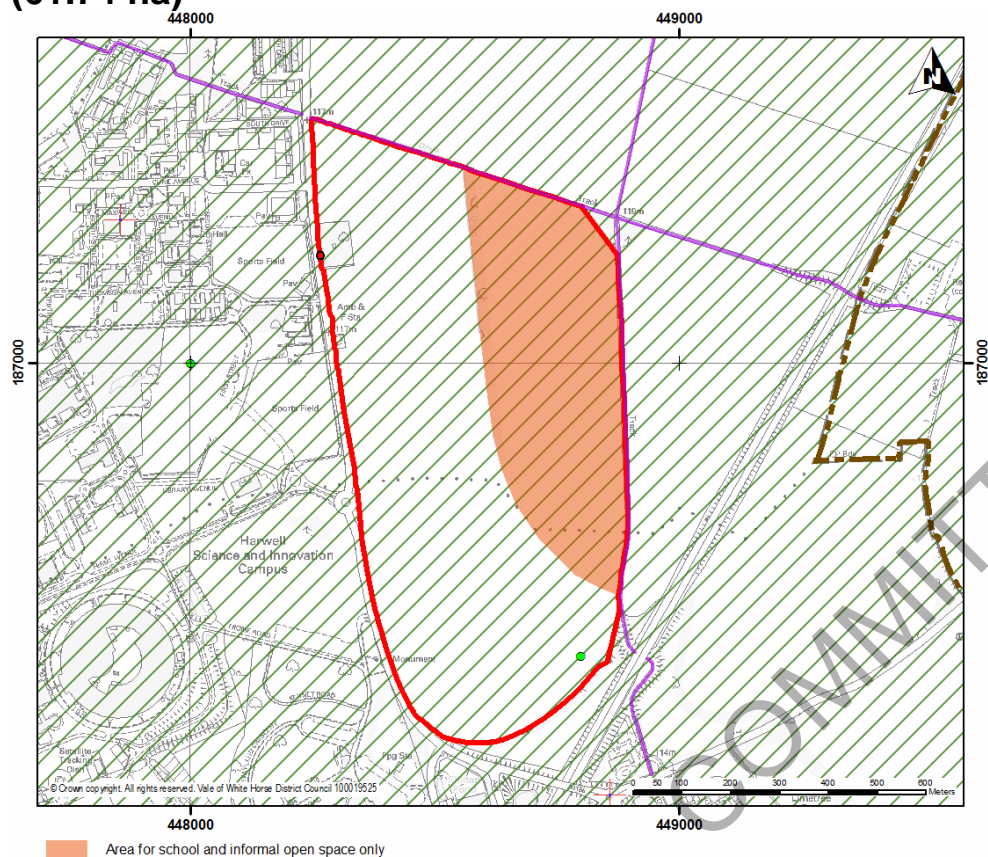
Flood risk and drainage:

- Parts of the site may be susceptible to surface water flooding; investigate and mitigate (if necessary).
- The site is considered high risk to groundwater and mitigation measures may be required to prevent any detrimental impact on groundwater quality.

4. South East Vale Sub-Area

In addition to the general requirements set out in section two, development will be required to meet the following infrastructure requirements.

East of Harwell Campus (Harwell and Chilton Parishes) (61.74 ha)



Use: Around 850 homes to the east of the campus.

Further policy requirements may be set out in the Joint Science Vale Area Action Plan.

Key objectives:

- The development of this site shall take into account the design and layout of nearby strategic housing sites, including Valley Park, North West Valley Park and Milton Heights, with respect to each of the following:
 - Pedestrian and vehicular access routes, including public rights of way (PROW).
 - The location of facilities and services and the creation of desire lines in the direction of these.
 - Green infrastructure.
 - Areas of open space.
- Unique opportunity for a parkland campus settlement in a sensitive AONB setting that demands the highest standards of landscape masterplanning and urban design.
- Advance planting strategy.
- Opportunity for exemplary modern design next to a world class science park, a unique setting that demands a unique design response.
- Parkland and open space fringe to the north and east of the site to minimise and soften landscape impact.
- To deliver a high quality and sustainable community that is integrated with the internationally significant Harwell Campus.
- To contribute towards infrastructure in the Science Vale Area Strategy.
- To provide or support additional high quality facilities, to complement those already available on the campus.
- To ensure that development is sensitively planned to reflect the site's location within the North Wessex Downs Area of Outstanding Natural Beauty (AONB).

Urban design principles:

- Masterplanning should take into account the strategy for

4. South East Vale Sub-Area

In addition to the general requirements set out in section two, development will be required to meet the following infrastructure requirements.

growth in this area and ensure that development positively contributes to the wider objectives of the Science Vale; a vital area for UK economic growth.

- Proposals should have regard to the recommendations set out in the Harwell Campus Landscape and Visual Impact Assessment (LVIA). Only the western part of the site (labelled areas A and B in the LVIA) is suitable for built development. The eastern part of the site may be suitable for school provision (area C) and informal open space (area D). Higher density development should be concentrated in the southern part of the site.
- The spatial layout of the site should ensure that both the residential and employment parts of the Harwell site can be served by the same bus route.
- The design of development should reflect the campus character of the adjacent Harwell Campus, creating a cohesive identity for the development as a whole. The proportion of public open space will be higher than the normal requirements.
- Green routes will need to be incorporated into the site and linkages created with the adjacent site for pedestrians, cyclists, public transport users and car users.

Utilities:

- A detailed water supply strategy will be required.
- Upgrade the sewer network.

Access and highways:

- Investigate access arrangements. Satisfactory accesses may be possible from the A4185 Newbury Road. Strategic access to the A34 south would be via Chilton interchange and this may require an upgrade for capacity provision.
- Provide a network of footpaths and cycle ways to the campus,

local facilities and the countryside which connect to the Icknield Way (which runs along the northern boundary of the site) and the wider footpath network.

- Retain the Icknield Way and maintain the open character of this route where possible.
- Contribute towards a new high quality bus service to Didcot town centre/railway station and to Milton Park, Harwell Campus and Valley Park, until such time as these services can be operated on a fully-commercial basis.
- Design roads to permit the operation of bus routes through the site from Didcot centre to Milton Park and Valley Park.
- Contribute towards additional buses to serve the residential site along with service enhancements (such as evening and Sunday services).
- Contribute towards any necessary mitigation measures identified through the ongoing Local Plan transport modelling.

Social and community:

- A new 'two form entry' primary school (on 2.22 ha of land) will be required to accommodate growth at East of Harwell Campus and North West of Harwell Campus. This is likely to be located to the east of the East of Harwell Campus site.
- Contribute towards secondary school capacity in the area.
- Development will need to provide public open space and recreational facilities in accordance with the Vale's emerging playing pitch strategy and the emerging Science Vale Action Plan.
- A police presence is required on site either through a neighbourhood office or as part of a community hub.

4. South East Vale Sub-Area

In addition to the general requirements set out in section two, development will be required to meet the following infrastructure requirements.

Environmental health:

- Investigate potential noise and air pollution impacts from the A34 and A4185 and mitigate (if required) to offset any adverse impacts.

Landscape considerations:

- Development must have regard to the high level landscape and visual impact assessment (LVIA) undertaken for this site on behalf of the council. Any development must have regard to this report in association with additional more detailed LVIA work to inform the site design, capacity and any necessary mitigation requirements.
- Mitigation to minimise impacts on:
 - the landscape character of the site, including the open, rural setting of the Icknield Way; and
 - the purposes and special qualities, including the setting, of the North Wessex Downs AONB.
- The mass and scale of the built form should be designed to avoid being visually intrusive in sensitive views from the surrounding countryside within the AONB.
- Landscaping and design features should be used to minimise any noise and light pollution impacts on the AONB.
- Retain the historic field pattern within the site, utilising hedgerows as a framework for the subdivision of the site into development land parcels. The sub-division of the site should be maximised and significant new tree planting incorporated.
- Retain, enhance and sensitively integrate existing vegetation.
- Plant a new woodland edge along the northern boundary.
- The layout and design should allow for open views to the Ridgeway in key locations and for some long distance views to be retained.

Biodiversity and green infrastructure:

- Contribute towards redressing the identified Green Infrastructure deficit in the area surrounding Harwell.

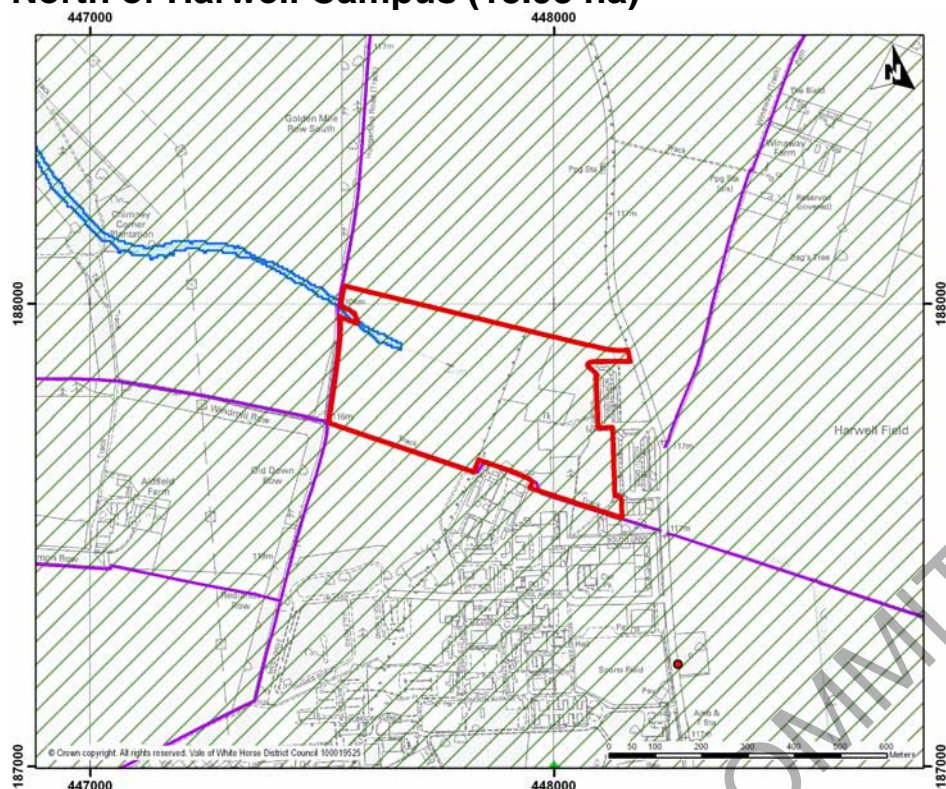
Flood risk and drainage:

- Areas to the centre and east of the site are susceptible to surface water flooding; investigate and mitigate (if necessary).

4. South East Vale Sub-Area

In addition to the general requirements set out in section two, development will be required to meet the following infrastructure requirements.

North of Harwell Campus (18.93 ha)



Use: Around 550 homes, subject to masterplanning.

Key objectives:

- The development of this site shall take into account the design and layout of the existing commitment to the south (permission for 120 homes) and be masterplanned to collaborate with the East of Harwell Campus to deliver a self-sufficient and sustainable community.
- To contribute to balanced employment and housing growth in

the Science Vale Oxford area.

- To contribute towards infrastructure in the Science Vale Area Strategy.
- To ensure that development is sensitively planned to reflect the site's location within the North Wessex Downs Area of Outstanding Natural Beauty (AONB).

Urban design principles:

- Masterplanning should take into account the strategy for growth in this area and ensure that development positively contributes to the wider objectives of the Science Vale; a vital area for UK economic growth.
- Proposals should have regard to the recommendations set out in the Harwell Campus Landscape and Visual Impact Assessment (LVIA). Higher density development should be concentrated in the southern part of the site.
- The design of development should reflect the campus character of the adjacent Harwell Campus, creating a cohesive identity for the development as a whole.
- Adopt a permeable, perimeter block layout to optimise connectivity within and beyond the site to employment, housing and facilities.
- Carefully consider street frontages in order to create an appropriate building line and incorporate active frontages.
- Public open space should form a well connected network of green areas suitable for formal and informal recreation.
- Buildings should be predominantly two storeys.

Utilities:

- Upgrade the sewer network.

4. South East Vale Sub-Area

In addition to the general requirements set out in section two, development will be required to meet the following infrastructure requirements.

Access and highways:

- Investigate access arrangements.
- Site access would be taken from A4185 Newbury Road at the location of the existing residential access.
- Contribute towards the any necessary mitigation measures identified through the ongoing Local Plan transport modelling.
- Provide improved pedestrian and cycle links to Chilton Primary School.
- Site layout should ensure public transport can be accessed through the site or that the site is within walking distance of improved bus services within the campus.
- Construct Curie Avenue and internal roads within the new development to Oxfordshire County Council adopted road standards.

Social and community:

- A new 'two form entry' primary school (on 2.22 ha of land) will be required to accommodate growth at East of Harwell Campus and North West of Harwell Campus. This is likely to be located to the east of the East of Harwell Campus site and contributions will be required towards its expansion.
- Contribute towards the expansion of the appropriate secondary school in the area.
- Contribute towards improving the existing services and facilities on the adjacent campus including the provision of a larger food store for residents and employees.
- Allow appropriate access to existing public open space and recreational facilities opposite the site and/or within the campus.

Environmental health:

- Decommission the sewage treatment works.
- Undertake contaminated land investigations to ensure that the land is safe and suitable for the intended use.

Landscape considerations:

- The site lies within the North Wessex Downs Area of Outstanding Natural Beauty (AONB). A comprehensive landscape scheme will be required to minimise impact on the AONB.
- The mass and scale of the built form will need to be designed to avoid being visually obtrusive when viewed from the surrounding countryside within the AONB.
- Landscaping and design features should be used to minimise any noise and light pollution impacts on the AONB.
- Plant a new woodland edge along the northern and western boundary.
- Retain existing trees and hedgerows where possible.

Biodiversity and green infrastructure:

- A campus-wide mitigation strategy will be required and a suitable receptor site/ nature reserve identified.
- Contribute towards redressing the identified Green Infrastructure deficit in the area surrounding Harwell.

Flood risk and drainage:

- Incorporate green infrastructure within SUDs to improve biodiversity and water quality.
- Mitigation measures may be required to prevent any detrimental impact on groundwater quality.

4. South East Vale Sub-Area

In addition to the general requirements set out in section two, development will be required to meet the following infrastructure requirements.

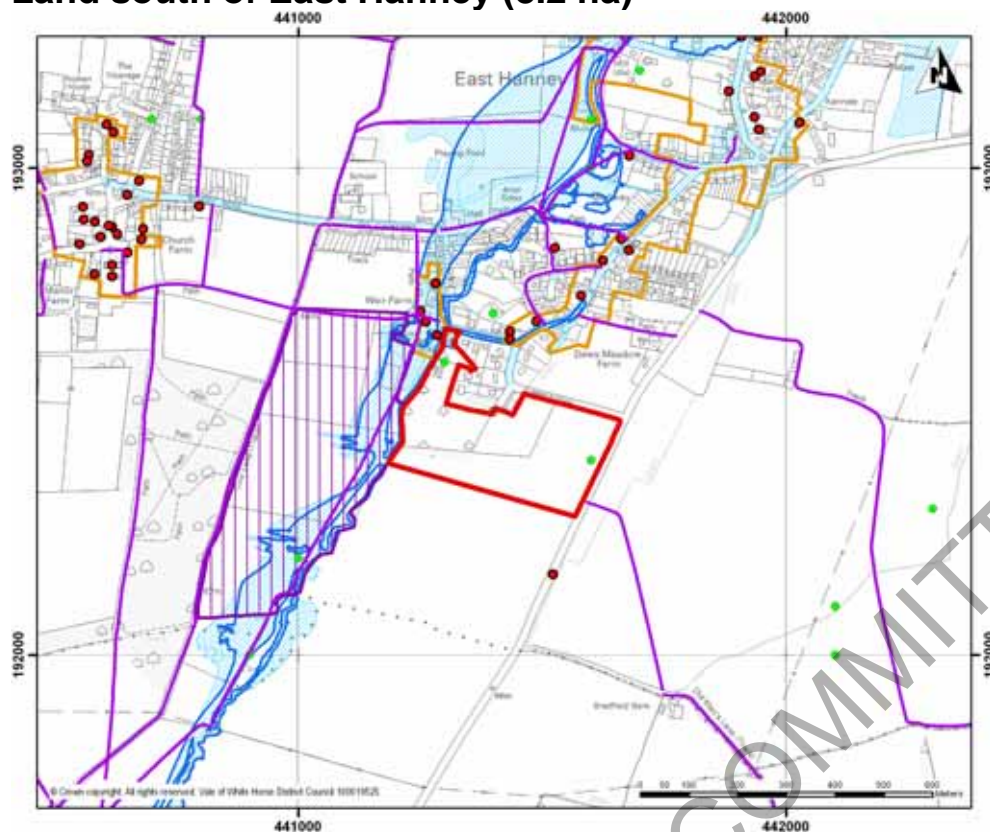
- A porous pavement system rather than soakaways should be used due to the underlying chalk geology.

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4. South East Vale Sub-Area

In addition to the general requirements set out in section two, development will be required to meet the following infrastructure requirements.

Land south of East Hanney (8.2 ha)



Use: Around 200 homes, subject to masterplanning.

Key objectives:

- To deliver a high quality and sustainable extension to East Hanney which is integrated with East Hanney so residents can access existing facilities in the village.

Urban design principles:

- An appropriate settlement edge should be incorporated into the design for the south boundary.

Access and highways:

- Access to be provided from A338 with an extension southwards of the 30 mph limit.
- Improvements to A338 junctions will be required.
- Local mitigation (e.g. footway provision and culverting of highway ditch) will be required.
- Contribute towards any necessary mitigation measures identified through the ongoing Local Plan transport modelling.
- Transport mitigation to relieve Steventon and improvements to Steventon Road will be required.
- Provide new bus stops and associated infrastructure on A338 to the east of the site.
- Contribute to enhancement of the x30 and 31 bus routes from Wantage to Oxford.

Social and community:

- Contribute towards increasing the capacity of St James Primary School and nearby secondary schools.

Environmental health:

- Investigate potential noise and air pollution impacts from the A338 and mitigate (if required) to offset any adverse impacts.

Landscape considerations:

- Mitigation to minimise impacts on:
 - the site's landscape setting, including the rural setting of and approach to East Hanney and the

4. South East Vale Sub-Area

In addition to the general requirements set out in section two, development will be required to meet the following infrastructure requirements.

- nearby conservation area; and
- the aims of policy NE9 of the Local Plan 2011 (i.e. protecting distant views from the high ground of the Corallian Ridge and the North Wessex AONB) and any updates to this policy set out in the Local Plan 2031 Part 2.
- The mass and scale of the built form should be designed to avoid being visually intrusive to sensitive views from the surrounding countryside.
- Retain the rural character of Steventon Road beyond the village / extended village and the A338.
- Retain, enhance and sensitively integrate existing vegetation and ditches into the development.
- Sensitively design the new access and junction from the A338 to avoid harm to the rural character of the road and minimise loss of the existing mature hedgerow.
- Plant a woodland edge to the southern boundary to create a strong countryside edge.
- Retain the historic field pattern within the site, utilising tree belts and hedgerows as a framework for the subdivision of the site into development land parcels.
- The layout and design of development should allow for some long distance views to be retained.
- Create a new landscape structure (including new tree / hedgerow planting) to contain the new housing. The landscape structure should build on existing landscape features to meet the Oxfordshire Wildlife and Landscape Study (OWLS) landscape strategy.

Biodiversity and green infrastructure:

- The Letcombe Brook and its flood plain is a positive asset within the landscape and care should be taken with the siting of any development along its boundary.
- The Cowslip Meadows Local Wildlife Site is adjacent to the site and contains UK Priority Habitat. Development must not impact this site.

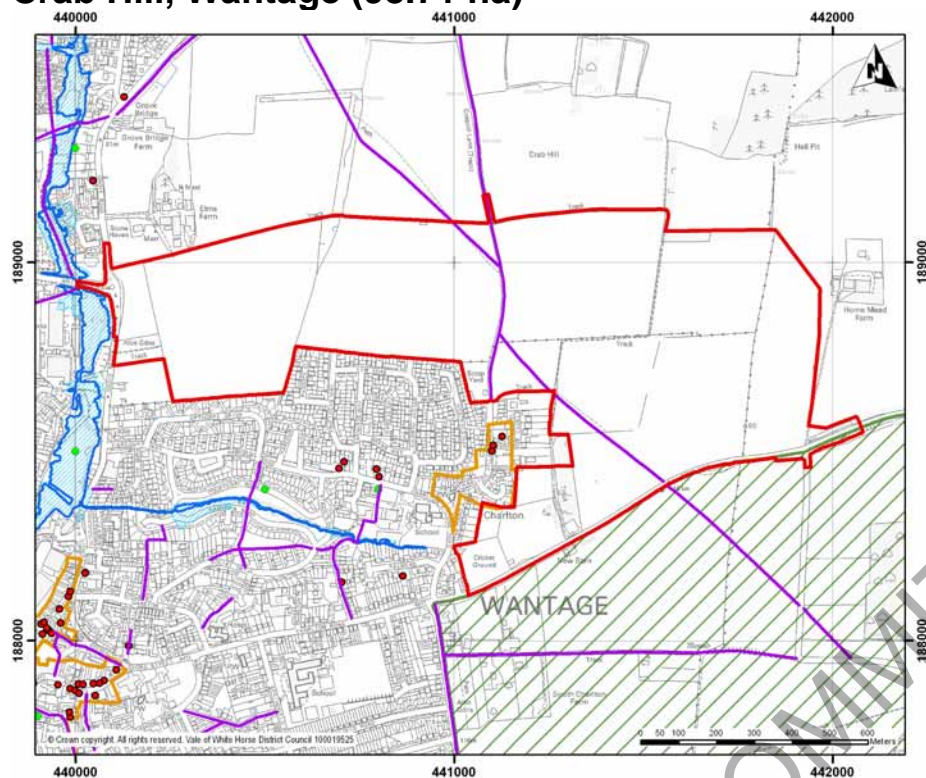
Flood risk and drainage:

A site wide drainage strategy using SUDs will be required.

4. South East Vale Sub-Area

In addition to the general requirements set out in section two, development will be required to meet the following infrastructure requirements.

Crab Hill, Wantage (98.71 ha)



Use: Around 1500 homes, subject to masterplanning.

Key objectives:

- To deliver a high quality, sustainable urban extension which is integrated with Wantage so residents can access existing facilities in the town.
- To contribute to balanced employment and housing growth in Science Vale Oxford.

Urban design principles:

- Development densities should generally be lower towards the outer limits of the site to help create a successful transition to the countryside.
- Adopt a permeable, perimeter block layout within the site to optimise connectivity.
- Use public open spaces in the design to form a well connected network of green areas suitable for formal and informal recreation.
- Suitably locate the new primary school to ensure accessibility to all of the community.
- A maximum building height of three storeys should apply and should be limited to areas of greater density, such as the neighbourhood centre, or to create landmark features or points of interest to provide legibility and generate variety.

Utilities:

- Upgrade the sewer network.

Access and highways:

- Investigate access arrangements.
- Provide the eastern and western extents of the Wantage Eastern Link Road (WELR) at the A417 and A338 for direct access. The full WELR will be supported by other developer contributions within the Wantage and Grove area.
- Contribute towards any necessary mitigation measures identified through the ongoing Local Plan transport modelling.
- Improve pedestrian and cycle links to Wantage town centre, secondary schools and to the Science Vale area.

4. South East Vale Sub-Area

In addition to the general requirements set out in section two, development will be required to meet the following infrastructure requirements.

- Retain or appropriately divert existing public footpaths and byways unless otherwise specifically agreed.
- Agree appropriate treatment of Byway Open to All Traffic (BOAT) with Oxfordshire County Council.

Social and community:

- A new 'two form entry' primary school will be required on site. This will need to be provided on 2.22ha of land and as part of Phase 1 of development.
- Contribute towards a new secondary school at Grove Airfield.
- Contribute to improvements to or replacement, of the Wantage Leisure Centre.

Environmental health:

- Investigate potential noise and air pollution impacts along the edge of the site where it adjoins the A417 and the Wantage Eastern Link Road (WELR).
- Remediate any contamination from the electricity sub-station on the site and telecoms mast north of the site.
- An electromagnetic field survey of the telecoms mast on site.

Landscape considerations:

- This is a prominent and visible site. Development must be sensitively designed to minimise any impact on the AONB and the wider Lowland Vale landscape.
- Design of development needs to consider the views into and out of the development, including the screening and or framing of views to reduce the impact on this sensitive landscape.
- Shelter belt planting should be used to minimise any

impact upon the landscape.

- Sensitive design of the Wantage Eastern Link Road to minimise the visual impact of the proposals due to the levels changes east of the A338.
- Retain, where possible, existing trees, woodland and hedges, particularly those along the edges of the site.

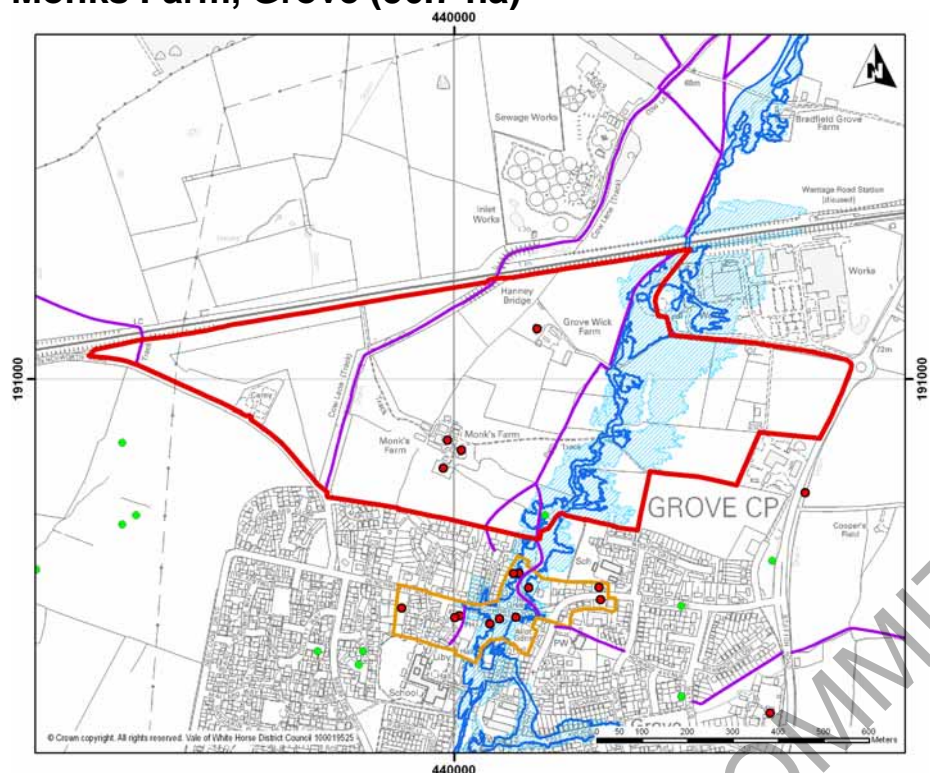
Biodiversity and green infrastructure:

- Contribute towards the identified Green Infrastructure deficit in the area surrounding Wantage.

4. South East Vale Sub-Area

In addition to the general requirements set out in section two, development will be required to meet the following infrastructure requirements.

Monks Farm, Grove (56.7 ha)



Use: Around 750 homes and circa 6 ha of employment land, subject to masterplanning.

Key objectives:

- To deliver a high quality, sustainable and mixed use urban extension which is integrated with Grove so residents can access existing facilities in the village.
- To contribute to balanced employment and housing growth in Science Vale Oxford area.

- To contribute towards infrastructure in the Science Vale Area Strategy.

Urban design principles:

- Adopt a permeable, perimeter block layout within the site to optimise connectivity.
- Carefully consider street frontages in order to create an appropriate building line and incorporate active frontages, particularly along the Grove Northern Link Road (GNLR).
- Use public open spaces in the design to form a well connected network of green areas suitable for formal and informal recreation.
- The primary school and community centre should be appropriately located to ensure accessibility to all of the community.
- Buildings should be predominantly two storey, although some 2 ½ storey may be acceptable as urban design 'features'.
- 'Undevelopable' land around Letcombe Brook and land used for noise and odour buffers shall not be counted towards recreational space.
- Submit a Heritage Statement to show how the listed buildings on Monks Farm and Grove Wick Farm together with their setting, have been sensitively considered.

Utilities:

- Upgrade the sewer network.

Access and highways:

- Investigate access arrangements. Proposals should seek to deliver site access arrangements which enable Monks Farm to connect to the A338.

4. South East Vale Sub-Area

In addition to the general requirements set out in section two, development will be required to meet the following infrastructure requirements.

- Contribute towards A417 and A338 site access and A338 corridor improvements, including Frilford junction.
- Contribute towards the Grove Northern Link Road (GNLR) required for access to the Grove Airfield development.
- Contribute towards the Wantage Eastern Link Road and any necessary mitigation measures identified through the ongoing Local Plan transport modelling.
- Provide a network of safe and attractive footpaths and cycle tracks connecting with Grove village centre and the Science Vale area.

Social and community:

- Contribute towards expanding Grove Church of England Primary School.
- Contribute towards a new secondary school at Grove Airfield.
- Contributions towards improvements to, or replacement of the Wantage Leisure Centre.

Environmental health:

- Investigate potential noise impacts from the railway line (abutting the northern boundary) and the William's F1 site and garage (adjacent to the north eastern part of the site). Mitigation measures will be required to offset any adverse impacts.
- An odour buffer around the sewage works to the north of the site. Development shall not take place in the odour buffer.

Landscape considerations:

- Create a new landscape structure to contain the new housing

and limit the impact on the wider landscape. The landscape structure should build on existing landscape features to meet the Oxfordshire Wildlife and Landscape Study (OWLS) landscape strategy and coordinates with the Grove Airfield development and existing Grove.

- The Letcombe Brook and its flood plain is a positive asset within the landscape and care should be taken with the siting of any development along its boundary.
- Retain, enhance and sensitively integrate existing rights of way into the development.
- Retain trees and hedgerows, particularly along the western verge, provided they are in good condition and make a positive contribution to the landscape.

Biodiversity and green infrastructure:

- A maximum of three crossings over the brook will be allowed to reduce the impact on ecology.
- The main road bridge over the Letcombe Brook will need to be designed so that the bridge does not compromise the functioning of the ecological corridor. Enhancements to the Letcombe Brook and its corridor should include restoration of the channel and surrounding habitats.
- Contribute towards redressing the identified Green Infrastructure deficit in the area surrounding Wantage and Grove.

Flood risk and drainage:

- No development should take place within Letcombe Brook corridor and flood zones (other than Grove Northern Link Road).
- Investigate potential impacts of foul water discharge into the Letcombe Brook from Wantage Sewerage Treatment

4. South East Vale Sub-Area

In addition to the general requirements set out in section two, development will be required to meet the following infrastructure requirements.

Works. Some mitigation of flows from the sewerage works can be made by a reduction in the surface water runoff. If appropriate, mitigation or compensation measures should be provided to offset any negative impacts on the Brook.

- Run-off less than Greenfield run-off rates for surface water for the development should be discussed and agreed with the council's ecologist, flood engineer and the Environment Agency.

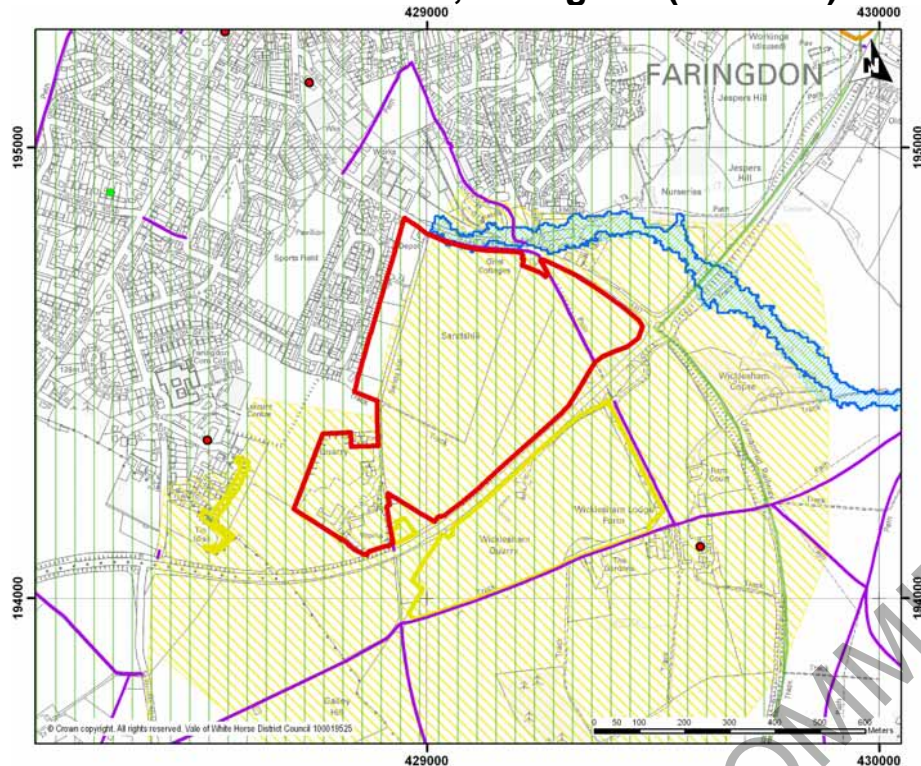
COMMITTEE DRAFT

COMMITTEE DRAFT

5. Western Vale Sub-Area

In addition to the general requirements set out in section two, development will be required to meet the following infrastructure requirements.

Land south of Park Road, Faringdon (27.85 ha)



Use: Around 350 homes and up to 3 ha of business development compatible with neighbouring uses, subject to masterplanning.

Key objectives:

- To deliver a high quality, sustainable and mixed use urban extension which is integrated with the existing development in Faringdon so residents can access existing facilities in the village.

Urban design principles:

- Adopt a permeable, perimeter block layout within the site to optimise connectivity.
- Carefully consider street frontages in order to create an appropriate building line and incorporate active frontages.
- Use public open spaces in the design to form a well connected network of green areas suitable for formal and informal recreation.
- The primary school should be located in a suitable position to allow for connectivity between it and Faringdon Community College.
- Buildings should be predominantly two storey, with potential for some 2 ½ storey along the northern edge.
- The built form should incorporate appropriate visual and amenity mitigation measure to address the proximity of the A420.

Utilities:

- Upgrade the sewer network.

Access and highways:

- Investigate access arrangements. Access via Park Road will require improvements (e.g. widening). A417/A420 junction should be improved. Ensure footpaths and cycle ways connect to Faringdon centre and other areas where infrastructure and services are located, including to the secondary school.
- Retain Sandhill Lane.
- Proposals should include a road through the site of a suitable standard to serve the employment development in the south western corner.

5. Western Vale Sub-Area

In addition to the general requirements set out in section two, development will be required to meet the following infrastructure requirements.

Social and community:

- A new 'two form entry' primary school will be required on the site. This should be 2.22 ha to allow for future growth.
- Contributions towards extending and improving Faringdon Community College will be required.

Environmental health:

- Investigate potential noise and air pollution impacts from the A420 and mitigate (if required) to offset any adverse impacts.
- Address any issues of contaminated land arising from quarrying by undertaking a contaminated land investigation to ensure that the land is safe and suitable for the intended use.

Landscape considerations:

- This is a sensitive site which contributes to the landscape setting of Faringdon and The Folly. Views from the A420 and the south east are particularly important. Careful siting of development and extensive landscaping will be required to mitigate the impact on the landscape.
- Landscape Strategy should contribute to the Great Western Community Forest, including provisions for the creation of a diverse woodland environment.
- Integrate existing trees and hedges into the development.

Biodiversity and green infrastructure:

- Incorporate measures to protect the SSSI on the edge of the site.
- Contribute towards redressing the identified Green Infrastructure deficit in the area surrounding Faringdon.

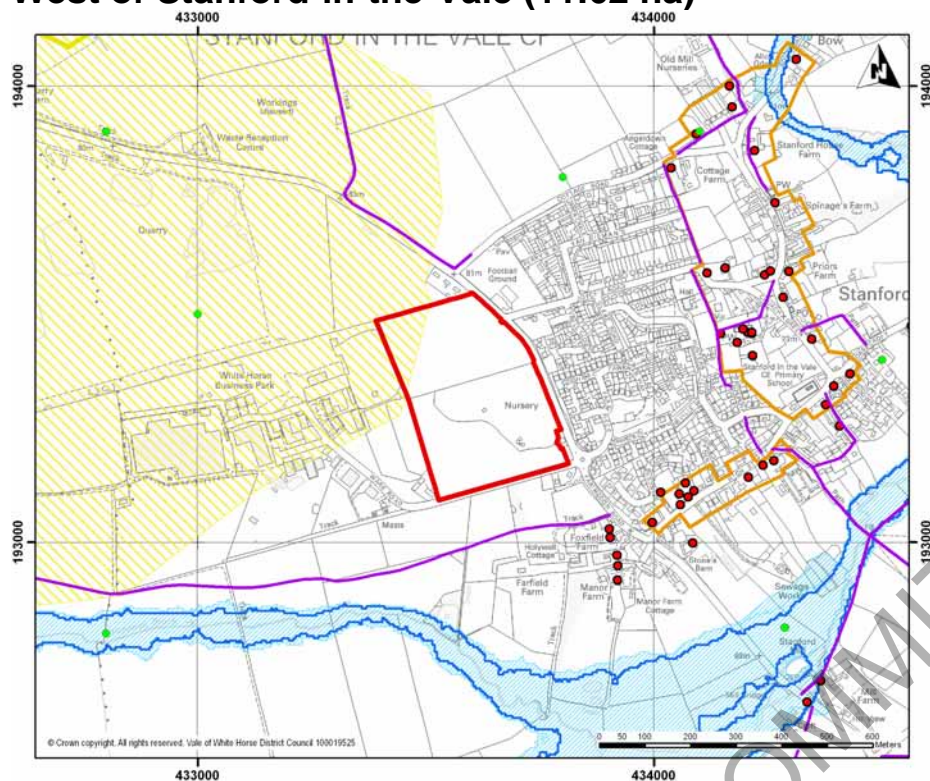
Historic environment and cultural heritage:

- An archaeological field evaluation of the site has shown evidence suggesting activity between the late 1st and early 4th centuries AD. A programme of archaeological work, prior to commencement of development, is recommended including;
- organising and implementing an archaeological investigation; and
- following the approval of the Written Scheme of Investigation, a staged programme of archaeological investigation carried out by the commissioned archaeological organisation in accordance with the approved Written Scheme of Investigation. The programme of work should include all processing, research and analysis necessary to produce an accessible and useable archive and a full report for publication which should be submitted to the Local Planning Authority.

5. Western Vale Sub-Area

In addition to the general requirements set out in section two, development will be required to meet the following infrastructure requirements.

West of Stanford-in-the-Vale (11.62 ha)



Use: Around 200 homes, subject to masterplanning.

Key objectives:

- To deliver a high quality and sustainable urban extension to Stanford-in-the-Vale which is well integrated with Stanford-in-the-Vale, so residents can access existing facilities in the village.

Urban design principles:

- Include linkages between the site and adjacent housing developments and nearby facilities and services where possible and appropriate.
- Design of the development should include appropriate landscape mitigation measures to minimise the visual impact of the development on the countryside.

Utilities:

- Upgrade the sewer network.

Access and highways:

- Access can be taken from the A417 Faringdon Road.
- A crossing facility on A417 will be required.
- Local mitigation (e.g. footways, crossing points, traffic management, PROW etc) will be required.
- Contribute towards any necessary mitigation measures identified through the ongoing Local Plan transport modelling.
- Contribute towards improving the Faringdon-Wantage bus service 67 passing the site. Additional bus stops will be required near the junction of Cottage Road and Faringdon Road, along with a high-quality footpath connecting to the development site.
- Contribute towards wider improvements along the A420 corridor.

Social and community:

- Contribute towards increasing nearby primary school capacity and increasing capacity at Faringdon Community College.

Environmental health:

- Investigate potential noise and air pollution impacts from the

5. Western Vale Sub-Area

In addition to the general requirements set out in section two, development will be required to meet the following infrastructure requirements.

A417, the industrial estate and the quarry; mitigation measures may be required to offset any adverse impacts.

- Site is near to Shellingford Quarry landfill; liaise with the Environment Agency regarding perimeter gas monitoring from the site.
- Part of site formerly utilised for general quarrying; undertake contaminated land investigations to ensure that the land is safe and suitable for the intended use.

Landscape considerations:

- Create a new landscape structure to contain the new housing and limit the impact on the wider landscape. The landscape structure should build on existing landscape features to meet the Oxfordshire Wildlife and Landscape Study (OWLS) landscape strategy.
- Additional tree planting along the A417 and in existing hedgerows along northern boundary of the site.
- Create a link with the recreation ground east of the A417.
- Landscape Strategy should contribute to the aims of the Great Western Community Forest, including provisions for the creation of a diverse woodland environment.

Biodiversity and green infrastructure:

- Undertake a hedgerows analysis to determine any hedgerows that are worthy of retention.
- Contribute towards redressing the identified Green Infrastructure deficit in the area surrounding West Stanford-in-the-Vale.

Flood risk and damage:

- A small part of the site (in the south east) is susceptible to surface water flooding; investigate and mitigate (if necessary).

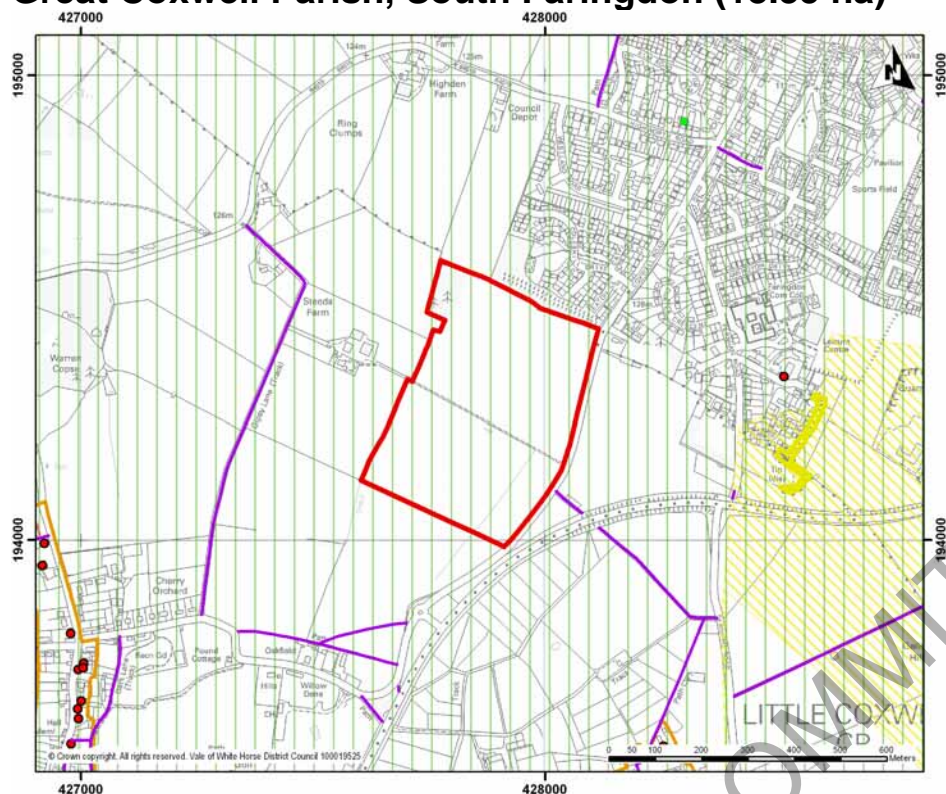
Minerals

- Sand and limestone deposits within the site are constrained by existing adjacent housing and other development. Consequently, Oxfordshire County Council has no justification for an objection to housing development on this site on minerals safeguarding policy grounds.

5. Western Vale Sub-Area

In addition to the general requirements set out in section two, development will be required to meet the following infrastructure requirements.

Great Coxwell Parish, South Faringdon (18.35 ha)



Use: Around 200 homes, subject to masterplanning.

Key objectives:

- To deliver a high quality and sustainable urban extension to Faringdon which is integrated with Faringdon so residents can access existing facilities in the town.
- To protect the landscape setting of Great Coxwell and retain an open gap between the village and the proposed development in Faringdon.

Urban design principles:

- Include linkages to the existing and planned facilities and services on site and to the adjacent site allocations.
- Housing will need to front the public realm including roads and areas of public open space.

Utilities:

- Upgrade the sewer network.

Access and highways:

- Access should be provided from Coxwell Road. A major upgrade of A420/Great Coxwell Road junction will be required.
- Contribute to bus stops, frequency and infrastructure improvements along the strategic 66 bus route.
- Contribute towards wider improvements along the A420 corridor and any necessary mitigation measures identified through the ongoing Local Plan transport modelling.
- Provide adequate pedestrian and cycle links to Fernham Road and Coxwell Road.

Social and community:

- Contribute towards increasing primary school capacity in Faringdon and increasing secondary school capacity at Faringdon College.

Environmental health:

- Investigate potential noise and air pollution impacts from the A420 and mitigate (if required) to offset any adverse impacts.
- Undertake contaminated land investigations to ensure that the land is safe and suitable for the intended use.

5. Western Vale Sub-Area

In addition to the general requirements set out in section two, development will be required to meet the following infrastructure requirements.

Landscape considerations:

- Create a landscape buffer on the southern and western part of the site to soften the interface with the higher ground to the west and to prevent coalescence with Great Coxwell.
- Create a new landscape structure, building on existing landscape features to meet Oxfordshire Wildlife and Landscape Study (OWLS) landscape strategy and contribute to the aims of the Great Western Community Forest.
- Integrate existing trees and hedges into the development.
- Landscape Strategy should contribute to the aims of the Great Western Community Forest, including provisions for the creation of a diverse woodland environment.

Biodiversity and green infrastructure:

- Plant new tree and hedgerow along the southern edge of the site.
- Contribute towards redressing the identified Green Infrastructure deficit in the area surrounding Faringdon.

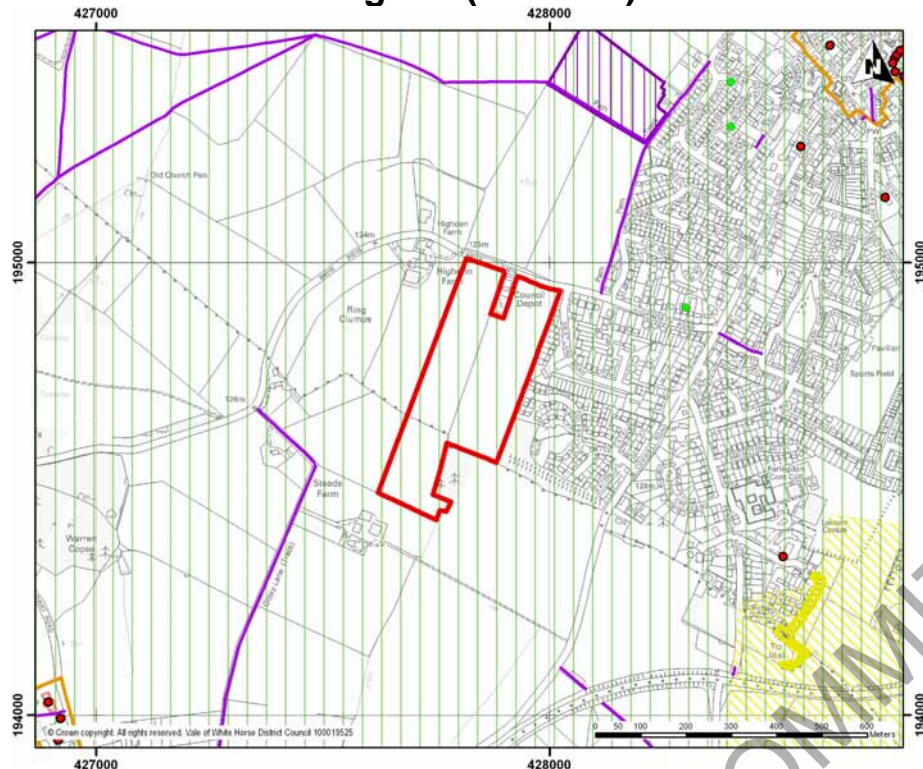
Flood risk and damage:

- A Flood Risk Assessment/surface water drainage strategy should include consideration of any areas of the site which are susceptible to surface water flooding. Appropriate mitigation measures will need to be implemented (if necessary).

5. Western Vale Sub-Area

In addition to the general requirements set out in section two, development will be required to meet the following infrastructure requirements.

South West of Faringdon (10.47 ha)



Use: Around 200 homes, subject to masterplanning.

Key objectives:

- To deliver a high quality and sustainable urban extension to Faringdon which is integrated with Faringdon so residents can access existing facilities in the town.
- To protect the landscape setting of Faringdon and the wider area.

Urban design principles:

- Include linkages to the existing and planned facilities and services, including the adjacent public open space and to the adjacent site allocation (South Faringdon).
- The layout and design of the scheme should be sensitive to the topography of the site and avoid being visually obtrusive when viewed from the surrounding countryside.

Utilities:

- Overhead power line that crosses a small section of the site (in the south western corner) will need to be considered as part of an overall masterplan for the site.
- Upgrade the sewer network.

Access and highways:

- Access can be taken from B4019 Highworth Road.
- Local mitigation (e.g. footways, crossing points, traffic management etc) will be required.
- Contribute towards wider improvements along the A420 corridor and any necessary mitigation measures identified through the ongoing Local Plan transport modelling.
- Consider funding the relocation of existing bus stops on Coxwell Road nearer to the Highworth Road junction to reduce walking distances (currently at least 500 meters) and redesign these stops to deter car parking.
- Contribute to the route 66 strategy of improved bus service frequency between Swindon, Faringdon and Oxford, and associated infrastructure improvements.
- The site allocation wraps around the Faze youth club and former highway depot on Highworth Road. Careful consideration must be given to how the site is accessed in relation to the need to ensure the safety of users of the youth

5. Western Vale Sub-Area

In addition to the general requirements set out in section two, development will be required to meet the following infrastructure requirements.

club (pedestrian and vehicular).

Social and community:

- Contribute towards increasing nearby primary school capacity and capacity at Faringdon Community College.
- Development must not prevent Oxfordshire County Council from fully utilising the adjacent former highway depot and youth club site.
- Development must be set back from shared boundaries to avoid giving rise to complaints due to noise / lighting etc arising from the adjacent uses.

Environmental health

- Undertake contaminated land investigations to ensure that the land is safe and suitable for the intended use.

Landscape considerations:

- The mass and scale of the built form should be designed to avoid being visually intrusive in sensitive views from the surrounding countryside.
- The site includes a visually prominent hill with tree clump. The impact of introducing buildings on the rising ground which is part of the landform should be assessed to avoid adverse impacts on the distinctive clump feature.
- Create a new landscape structure (including new tree / hedgerow planting) to contain the new housing. The landscape structure should build on existing landscape features to meet the Oxfordshire Wildlife and Landscape Study (OWLS) landscape strategy.
- Retain and enhance existing hedgerows on the boundary.
- Protect views towards the site from Faringdon, Badbury Hill and the Thames Valley.

- Sensitively design the new access and junction from the B4019 to avoid harm to the rural character of the road and minimise loss of the existing mature hedgerow.
- Retain the historic field pattern within the site, utilising tree belts and hedgerows as a framework for the subdivision of the site into development land parcels.
- Plant new native woodland belt along the western and southern boundaries to link existing woodland belts and create a strong, vegetated edge to the settlement and backdrop to views of the clump from the Bedbury Hill.
- The Landscape Strategy for the site should contribute to the aims of the Great Western Community Forest, including provisions for the creation of a diverse woodland environment.

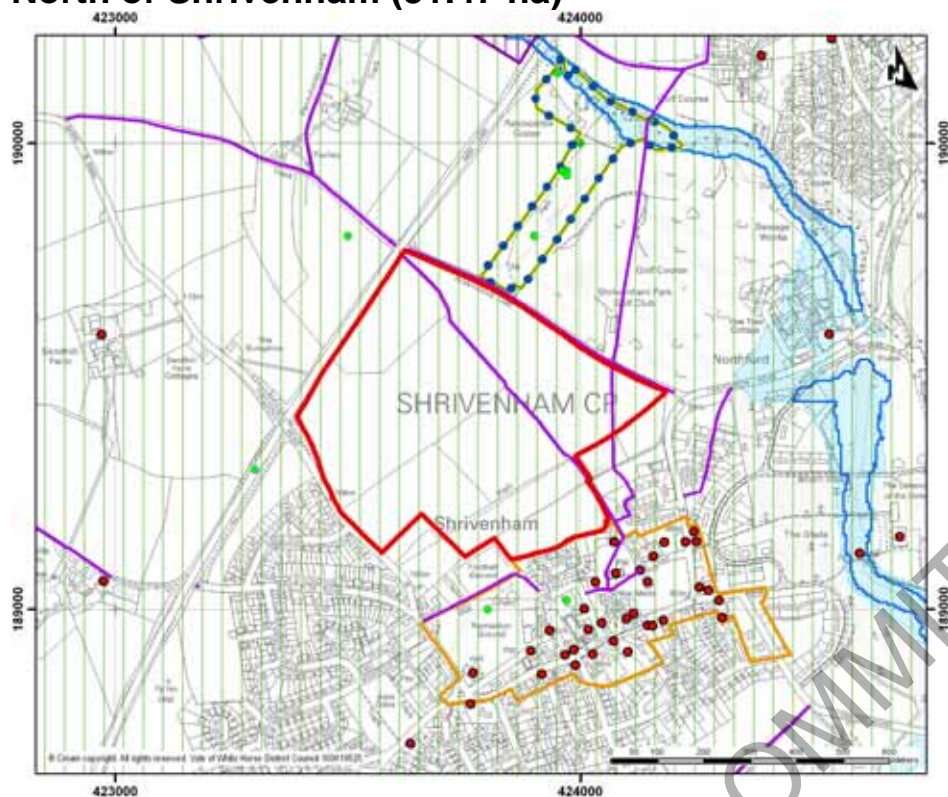
Biodiversity and green infrastructure:

- Contribute towards redressing the identified Green Infrastructure deficit in the area surrounding Faringdon.

5. Western Vale Sub-Area

In addition to the general requirements set out in section two, development will be required to meet the following infrastructure requirements.

North of Shrivvenham (31.47 ha)



Use: Around 500 homes, subject to masterplanning.

Key objectives:

- To deliver a high quality and sustainable urban extension to Shrivvenham which is integrated with Shrivvenham so residents can access existing facilities in the village.
- To have regard to the Shrivvenham Community Survey.

Urban design principles:

- Site will require a masterplan showing a comprehensive phasing programme for development.
- Provide areas of public open space in appropriate locations so that these areas enhance the overall appearance of the site.
- Create clear and well designed links and connections between the existing movement network, housing and areas of open space.
- The layout of any development scheme must take account of important views in this area.
- Development should be sensitively designed to conserve and enhance the setting of Shrivvenham conservation area, which adjoins the site to the south east.
- Affordable housing should be evenly distributed across the site and should not be used as a buffer between less desirable aspects of the site (e.g. A420) and market housing.

Access and highways:

- Access can be taken from B4000 Highworth Road.
- Local mitigation (e.g. footways, crossing points, traffic management etc) will be required.
- Contribute towards wider improvements along the A420 corridor and any necessary mitigation measures identified through the ongoing Local Plan transport modelling.
- Developer should fund new pair of stops and connecting footpath on Faringdon Road near the junction with Pennyhooks Lane.
- Contribute to the route 66 strategy of improved bus service frequency between Swindon, Faringdon and Oxford, and associated infrastructure improvements.

5. Western Vale Sub-Area

In addition to the general requirements set out in section two, development will be required to meet the following infrastructure requirements.

Social and community:

- Contribute towards increasing primary school capacity in Shrivenham, including the potential expansion or relocation of Shrivenham primary school.
- Contribute towards increasing secondary school capacity at Faringdon Community College.

Landscape considerations:

- Plant woodland along the northern boundary to create a new strong edge of settlement.
- Include landscaping measures to meet the Oxfordshire Wildlife and Landscape Study (OWLS) landscape strategy, the aims of policy NE12 (Great Western Community Forest) of the Local Plan 2011 and any updates to this policy set out in the Local Plan 2031 Part 2.
- Undertake detailed assessment of the impact on the setting of the Conservation Area.
- Retain part of the south of the site (the area closest to Shrivenham Conservation Area) to preserve the existing character of the conservation area.
- Views across the site to the listed church (St. Andrews) should be accommodated in the site layout.
- Enhance existing footpath routes and create new links, especially east/west across the site.
- Retain existing trees and hedgerows.

Environmental health:

- Investigate potential noise and air pollution impacts from the A420 and mitigate (if required) to offset any adverse impacts.

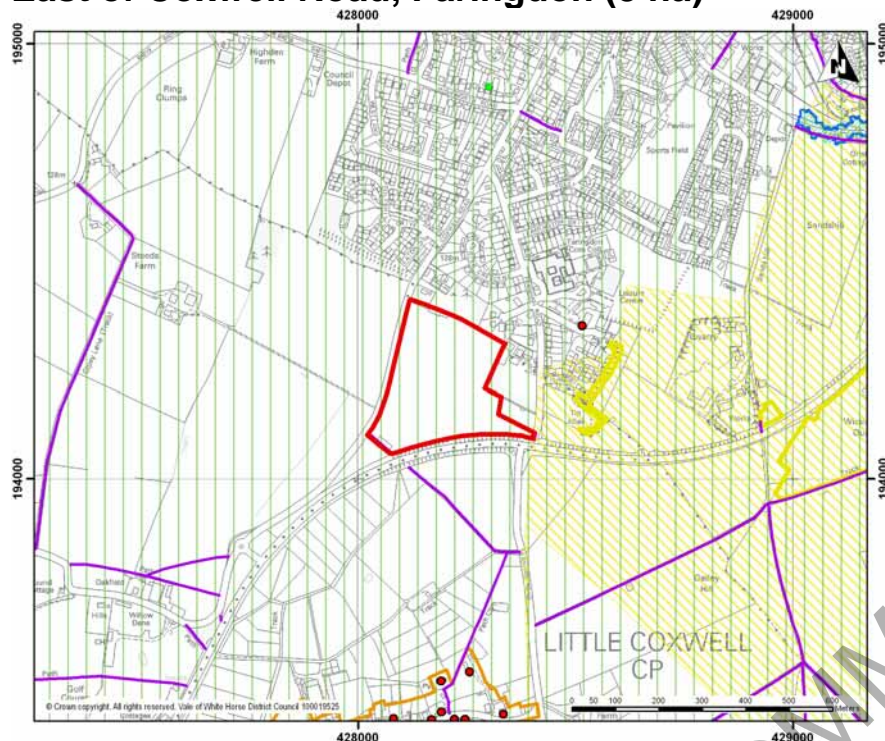
Biodiversity and green infrastructure:

- Undertake a tree survey to establish which trees should be retained.
- Demonstrate that development will not affect the hydrological systems which feed into the Tuckmill Meadows Site of Special Scientific Interest (SSSI), which is located in close proximity to the site to the north east.
- Contribute towards redressing the identified Green Infrastructure deficit in the area surrounding Shrivenham. In this regard land adjacent to the site to the north could contribute towards the Green Infrastructure provision.

5. Western Vale Sub-Area

In addition to the general requirements set out in section two, development will be required to meet the following infrastructure requirements.

East of Coxwell Road, Faringdon (8 ha)



Use: Around 200 homes, subject to masterplanning.

Key objectives:

- To deliver a high quality and sustainable urban extension to Faringdon which is integrated with Faringdon so residents can access existing facilities in the town.
- To protect the landscape setting of Great Coxwell and retain an open gap between the village and the proposed development in Faringdon.

Urban design principles:

- Include linkages to the existing and planned facilities and services on site and to the adjacent site allocation (South Faringdon).
- Provide adequate pedestrian and cycle links to Fernham Road and Coxwell Road.
- Housing will need to front the public realm including roads and areas of public open space.
- The layout should incorporate an appropriate visual amenity response to the A420.

Utilities:

- Upgrade the sewer network.

Access and highways:

- Access should be provided from Coxwell Road. A major upgrade of A420/Great Coxwell Road junction will be required.
- Contribute to bus stops, frequency and infrastructure improvements along the strategic 66 bus route.
- Contribute towards any necessary mitigation measures identified through the ongoing Local Plan transport modelling.

Social and community:

- Contribute towards increasing primary school capacity in Faringdon and increasing secondary school capacity at Faringdon Community College.

Environmental health:

- Investigate potential noise and air pollution impacts from the A420 and mitigate (if required) to offset any adverse impacts.

5. Western Vale Sub-Area

In addition to the general requirements set out in section two, development will be required to meet the following infrastructure requirements.

- Undertake contaminated land investigations to ensure that the land is safe and suitable for the intended use.

Landscape considerations:

- Protect and integrate existing trees and hedges into the development, where possible.
- Landscape Strategy should contribute to the aims of the Great Western Community Forest, including provisions for the creation of a diverse woodland and environment.

Biodiversity and green infrastructure:

- Plant new tree and hedgerow along the southern edge of the site.
- The layout of the development should allow badger to pass through the site to reach foraging areas and to provide access to area where activity has previously been recorded.
- Contribute towards redressing the identified Green Infrastructure deficit in the area surrounding Faringdon.

Flood risk and damage:

- A Flood Risk Assessment/surface water drainage strategy should include consideration of any areas of the site which are susceptible to surface water flooding. Appropriate mitigation measures will need to be implemented (if necessary).

COMMITTEE DRAFT