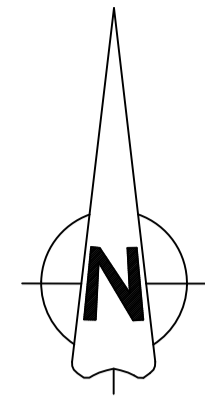


Appendix 1 – Conditions

1	<p>That the development hereby approved shall be carried out in accordance with the details shown on the following approved plans, <i>[plan no's to be inserted]</i>,</p> <p>except as controlled or modified by conditions of this permission.</p> <p>Reason: To secure the proper planning of the area in accordance with Development Plan policies.</p>
2	<p>Development shall not commence until tree protection barriers and signage has been erected in accordance with the details and in the locations shown in the submitted strategic arboricultural method statement (Valley Park Didcot – JSL3180_770 B dated October 2022) and Tree Removal and Protection Plan no's 721 Rev D, 722 Rev D and 723 Rev C. The barriers shall be retained throughout the construction period and at all times during construction, the tree protection areas shall not be used to park or manoeuvre vehicles, site temporary offices or other structures, store building materials or soil, mix cement/concrete or light bonfires.</p> <p>Reason: To protect trees on and off the site in the interest of visual amenity and to minimise any risk of physical damage or pollution to the Moor Ditch during the construction phase (core policies 44 and 46 and development policy 30 of the Vale of White Horse Local Plan 2031).</p>
3	<p>Notwithstanding the requirements of condition 2, development shall not commence until tree protection barriers have been provided around tree T229 in accordance with details that shall first be submitted to and approved in writing by the local planning authority. The approved barriers shall be retained throughout the construction period and at all times during construction, the tree protection areas shall not be used to park or manoeuvre vehicles, site temporary offices or other structures, store building materials or soil, mix cement/concrete or light bonfires.</p> <p>Reason: To protect the tree in the interests of visual amenity (core policy 44 of the Vale of White Horse Local Plan 2031).</p>
4	<p>Development shall not commence until the submitted Landscape and Ecology Management Plan – Phase 1a Infrastructure ECO01583 #2 dated 03/11/2022 and the Ecological Construction Management Plan - Phase 1a Infrastructure ECO01583 dated 29/11/23 have been updated to include the name and contact details for:</p> <ul style="list-style-type: none"> • The Project Manager; • The Site Manager; and, • The Ecological Clerk of Works. <p>Reason: These details are missing from the submitted Ecological Construction Management Plan.</p>

5	<p>No dwelling shall be occupied until the open spaces hereby approved have been delivered (including crossing points to adjacent parcels), in accordance with the plans hereby approved and measures for ensuring the safety of users of the open spaces have been installed in accordance with details which shall first be submitted to and approved in writing by the local planning authority. Thereafter, the open spaces and crossing points to adjacent parcels shall be retained.</p> <p>Reason: To provide adequate open space for this phase of development and active access to adjacent parcels of land in the interests of the living conditions of future residents and in the interests of the character and appearance of the development and to ensure these spaces can be used safely during the construction of development (core policies 37, 38 and 44 and development policies 23 and 33 of the Vale of White Horse Local Plan 2031).</p>
6	<p>No development within flood zones 2 and 3 shall be undertaken until the improvement works to Cow Brook and Meadow Brook specified in the Technical Note 52 Rv1 dated 14 September 2023 and on plan no's 10219-SK-RM1-052 and 053 (Phase 1 Cow Lane Amended Ditch Plan sheets 1 and 2) and 10219-SK-415 Rev A (Watercourse Clearance) have been implemented. Thereafter the approved works shall be retained throughout the lifetime of the development.</p> <p>Reason: To prevent flooding on site (core policy 42 of the Vale of White Horse Local Plan 2031 Part 1).</p>
7	<p>Prior to the installation of any boundary fencing around the foul pumping station hereby approved, details of the boundary treatment shall be submitted to and approved in writing by the local planning authority and only the approved boundary treatment shall be implemented.</p> <p>Reason: In the interest of visual amenity and the character and appearance of the area (core policy 37 of the Vale of White Horse Local Plan 2031).</p>
8	<p>All road junctions shall be provided with visibility splays in accordance with the details shown on the approved plan titled "reserve matters – phase 1 highway works visibility plan" – plan no. 10219-HL-RM1-100-007 Rev S. All visibility splays shall be designed to ensure there is no obstruction to vision above 0.9 metre in height except for trees, relative to the centre line of the adjacent carriageway over the whole of each visibility splay area. Thereafter, the visibility splays shall be permanently maintained free from obstruction to vision except for trees.</p> <p>Reason: In the interest of highway safety and to ensure tree lined streets (policy DP16 of the Vale of White Horse Local Plan 2031 and paragraph 136 of the National Planning Policy Framework).</p>

Appendix 2

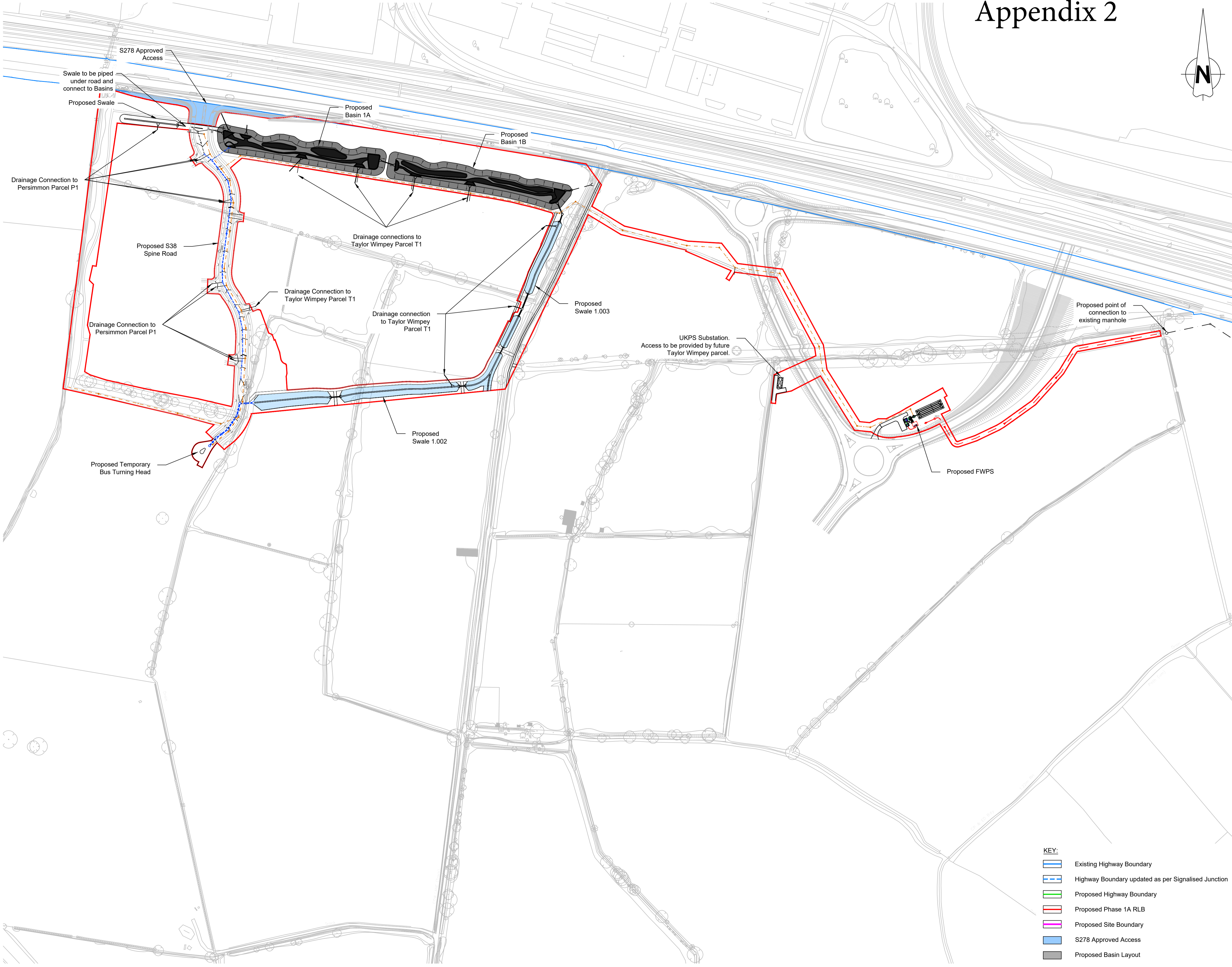


Construction Design and Management (CDM)
Key Residual Risks

Contractors entering the site should gain permission from the relevant land owners and/or principle contractor working on site at the time of entry. Contractors shall be responsible for carrying out their own risk assessments and for liaising with the relevant services companies and authorities. Listed below are Site Specific key risks associated with the project.

- 1) Overhead and underground services
- 2) Street Lighting Cables
- 3) Working adjacent to water courses and flood plain
- 4) Soft ground conditions
- 5) Working adjacent to live highways
- 6) Unchartered services

- NOTES:**
1. Do not scale from this drawing.
 2. All dimensions in metres unless otherwise stated.
 3. Brookbanks Consulting Ltd has prepared this drawing for the sole use of the client. The drawing may not be relied upon by any other party without the express agreement of the client and Brookbanks Consulting Ltd. Where any data supplied by the client or from other sources has been used, it has been assumed that the information is correct. No responsibility can be accepted by Brookbanks Consulting Ltd for inaccuracies in the data supplied by any other party. The drawing has been produced based on the assumption that all relevant information has been supplied by those bodies from whom it was requested.
 4. No part of this drawing may be copied or duplicated without the express permission of Brookbanks Consulting.
 5. All planting in visibility splays to be agreed and approved by the Principal Designer and in all cases no planting to be above 600mm in height above the carriageway. Also no obstructions of any kind within the visibility splay areas.
 6. All Brookbanks Consulting drawings should also be read in conjunction with any drawings produced by third parties connected with this project.
 7. All works within existing Public Highway, including any temporary works or traffic management measures, are subject to the approval of Oxfordshire County Council. When works are required on the Public Highway, the Contractor shall liaise with and obtain all Statutory Approvals from Oxfordshire County Council, before commencing these works. These approvals include, but are not limited to, approval of traffic management measures, issue of works commencement notices, road opening notices, temporary traffic regulation orders etc.



AA	Bus Turning Head & RLB Amended	CL	SM	SM	29.11.23
Z	Updated to LPA comments received 25th October 2023 & RSA 2	CL	SM	SM	27.11.23
Y	Updated to LPA comments received Jun/Jul 2023	CDW	SM	SM	10.08.23
X	Details amended	CL	SM	SM	01.04.23
W	Junction Layout & RLB amended	CL	SM	SM	10.02.23
V	Layout amended to clients comments of 07.11.22	CDW	SM	SM	08.11.22
U	RLB & Drainage updated	CL	SM	SM	31.10.22
T	Layout updated to suit TPO's tree, LPA & OCC Pre app s38 comments	CL	SM	SM	22.09.22
S	RLB, road layout & drainage updated for RM Submission	MA	SM	SM	04.02.22
R	Revised to Substation and RM	JS	SM	SM	03.02.22
Q	Revised to TW RLB	HG	DS	DS	11.01.22
P	RLB updated	HG	DS	DS	20.12.21
N	RLB updated	HG	DS	DS	17.12.21
M	RLB updated	HG	DS	DS	16.12.21
L	RLB updated	HG	DS	DS	15.12.21
K	Approved access added	HG	SM	SM	10.11.21
J	Red Line Boundary updated	HG	SM	SM	02.11.21
H	Red Line Boundary updated	HG	SM	SM	26.10.21
G	Red Line Boundary updated	CDW	SM	SM	13.10.21
F	Boundary updated	GG	DS	DS	31.03.20
E	Boundary updated	GG	DS	DS	20.03.20
D	Access to Parcel P1 updated	PS	DS	DS	12.08.19
C	Layout Updated	PS	DS	DS	25.03.19
B	Layout Updated	PS	DS	DS	20.03.19
A	Red line revised	MA	DS	DS	06.02.19
-	First Issue	PS	DS	DS	30.11.18

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Hallam Land Management | **PERSIMMON** | **Taylor Wimpey**

Valley Park, East of A34
 Didcot, Oxfordshire

Reserve Matters - Phase 1 Highway Works - Redline Plan

Status	Status Date
Approval	NOV 2018
Drawn	Checked
PS	DS
Date	30.11.2018
Scale	Number
1:2000	10219-HL-RM1-100-010
Rev	AA

KEY:

	Existing Highway Boundary
	Highway Boundary updated as per Signalised Junction
	Proposed Highway Boundary
	Proposed Phase 1A RLB
	Proposed Site Boundary
	S278 Approved Access
	Proposed Basin Layout

UNIL TECHNICAL APPROVAL HAS BEEN OBTAINED FROM THE RELEVANT LOCAL AUTHORITIES, IT SHOULD BE UNDERSTOOD THAT ALL DRAWINGS ARE ISSUED AS PRELIMINARY AND NOT FOR CONSTRUCTION. SHOULD THE CONTRACTOR COMMENCE SITE WORK PRIOR TO APPROVAL BEING GIVEN, IT IS ENTIRELY AT HIS OWN RISK.