

**VALE OF WHITE HORSE LOCAL PLAN 2031  
(Part 1 Strategic Sites and Policies)  
EXAMINATION**

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## **STAGE 2 - MATTERS AND QUESTIONS**

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Matter 7 – Supporting Infrastructure and Services - (Core Policies CP7, CP12, CP17 – CP19, CP21 and CP33 – CP36)

Supplementary Statement made by Ferax Planning on behalf of  
Mays Properties and Minscombe Properties (873665)

- 1.0 Mays Properties and Minscombe Properties together have interests in land at Milton Interchange south of the A4130 currently identified as a site for Trunk Road Services (see saved Policy TR10).
- 2.0 Background:
- i. The site of the Milton Services Area which is controlled by Mays and Minscombe is to be designated as part of a new Didcot Enterprise Zone, but it is not an allocated employment site.
  - ii. Neighbouring land, (also identified in TR10 for Trunk Road Services), south of the A4130 adjacent to the Mays and Minscombe land, is designated as part of the Milton Park Enterprise Zone and is subject to a Local Development Order allowing a range of “B” class and sui generis uses, as well as Trunk Road Services uses.
  - iii. Land opposite (to the north of the A4130), known as Milton Gate, is rapidly being developed in a mixed-use development of roadside services, sui generis and employment uses under the Milton Park Local Development Order.

- iv. In early 2014 a joint planning application (P14/V0087/FUL) was submitted for the provision of a new junction on the A4130 together with an internal access road to serve the land under different ownerships. Permission was granted on 2<sup>nd</sup> May, 2014.
- v. The current landowners have worked together to produce a comprehensive Master Plan for the development of most of the area identified for Trunk Road Services.
- vi. Two planning applications have recently been submitted to VWHDC on behalf of Mays Properties and Minscombe Properties for development on land south of the A4130 and east of the A34, for roadside services and other appropriate development.
- vii. The current applications are in outline with all matters reserved for future determination except for access, although an illustrative Master Plan has been prepared (copy enclosed) which provides a good indication of the way the land may be developed.
- viii. There have been ongoing discussions with Planning Officers which have helped the evolution of plans and ideas.
- ix. The masterplan proposals are founded on an extant planning permission for a new junction on the A4130 with an access road through the site. This is of fundamental importance because it demonstrates a comprehensive approach to the proposals and their deliverability.
- x. The collaborative and cooperative working of the two land owners/developers will help to ensure that a high quality design can be achieved. The area can be treated as a whole in terms of landscaping, drainage, the provision of services, the approach to pedestrian access and site permeability and a shared approach to design.
- xi. The location should be considered in relation to its position within Science Vale UK. Also in close proximity is the current development of Great

Western Park (3300 homes), the suggested Valley Park residential development (2550+ homes), the proposed new development at Milton Heights (460 homes), and the adjoining proposed development of North West of Valley Park (800 homes). Also within a 2km catchment area are the existing settlements of Milton, Milton Heights and Steventon.

### 3.0 Commentary:

- i. The likely traffic generation from North West of Valley Park (800 homes) will exceed the capacity of the consented Milton Service Area (Backhill Lane) junction onto the A4130. This development cannot take place without having an adverse impact on development sites (at Milton Service Area) by limiting their ability to be developed as consented, unless there is a commitment by the developer of North West of Valley Park to bear the burden of any required additional infrastructure upgrade.
- ii. Limited foul drainage capacity means that development proposed at North West of Valley Park (800 homes) and Milton Heights (460 homes) cannot proceed with existing infrastructure until major improvements have been carried out to the network. Developers of the two residential developments should at the earliest opportunity seek a coordinated solution with other developers, to the provision of foul water drainage and utility supplies in order that the proposed Mays & Minscombe developments are not held up. Particularly as the installation of capacity at a later date may affect adversely development which has already taken place.
- iii. In all development proposals, the Local Plan should encourage developers to work together to look strategically at infrastructure provision.
- iv. Proposals for development at the Milton Service Area (Mays and Minscombe) will provide important services and facilities which will support both the tourist economy, local businesses and some of the nearby residential schemes.
- v. By virtue of being in such close proximity to the nearby residential areas, and by providing excellent footpath and cycleway linkages as part of the scheme, the proposed employment-generating development by Mays and

Minscombe is consistent with Core Policy 33 (Promoting Sustainable Transport and Accessibility) and Core Policy 35 (Promoting Public Transport, Cycling and Walking), and in doing so will reduce the reliance on the public infrastructure of the district.

- vi. Core Policy CP17: Delivery of Strategic Highway Improvements within South-East Vale Sub-Area explains that “All developments within the South-East Vale Sub-Area will be required to contribute in accordance with Core Policy 7: Providing Supporting Infrastructure and Services. Within the South-East Vale Sub-Area this will include contributions towards the infrastructure identified within the Science Vale Area Strategy [including] Backhill Lane Tunnel (pedestrian and cycle link) and junction on the A4130.” It should be noted that all contributions should be proportionate. As part of their developments, Mays and Minscombe will be procuring this junction, with its associated road widening / dualling, to fully mitigate any highways impacts , so that a requirement for further infrastructure contributions from these developments would exceed the proportionality test.
  
- vii. Core Policy 34: A34 Strategy deals with aspects of the Trunk Road as it passes through the District. This Trunk Road is a major piece of strategic infrastructure in the district. However no mention is made of roadside service provision, as is currently the case in Saved Policy TR10 from the Vale Local Plan 2011. This would seem to be a strategic omission. It is acknowledged that, in the introduction to Chapter 6: District Wide Policies of the Draft Local Plan 2031, the previously saved policies will be dealt with in Stage 2. However, it would seem that the provision of roadside services at Milton Heights (as permitted by saved policy TR10), is such an important aspect of strategic infrastructure in the District, that it should be included in Core Policy 34, with appropriate explanatory text. This would also be consistent with Core Policy 31: Development to Support the Visitor Economy.