

Vale of White Horse District Council

Local Plan 2031 Part 2

Appendices - Consultation Draft

March 2017

Contents

Appendix A: Site Development Templates	3
1. INTRODUCTION	3
2. GENERAL REQUIREMENTS FOR ALL HOUSING SITE ALLOCATIONS	5
Appendix B: Land Safeguarded for Future Transport Schemes - Maps	37
Appendix C: Land Safeguarded for Upper Thames Reservoir	44
Appendix D: The Saved Policy from Local Plan 2011 regarding Grove Airfield	45
Appendix E: Nationally Described Internal Space Standards	49
Appendix F: Open Space Standards and Leisure and Sports Facilities Standards	49
Appendix G: Registered Parks and Gardens	52
Appendix H: Primary and Secondary Retail Frontages	53

Appendix A: Site Development Templates

1. INTRODUCTION

This section sets out the Site Development Templates for the additional sites allocated for housing development in the Local Plan 2031 Part 2. The Site Development Templates identify key objectives for each site and set out requirements relating to issues such as infrastructure provision, urban design, landscaping, ecology, flood risk and drainage.

The Site Development Templates comprise two parts; general requirements and site specific details. These parts highlight the issues that should be addressed in detail at the planning application stage and should be read together.

Core Policies 8a (Additional site allocations for Abingdon-on-Thames and Oxford Fringe Sub-Area) and **15a (Additional site allocations for South East Vale Sub-Area)** explain that the additional 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 Site Development Templates.

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

In order to achieve this we will expect every application for the additional sites 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, and
- 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 has prepared a Design Guide Supplementary Planning Document (SPD) for the Vale which looks specifically at enhancing local distinctiveness, as well as ensuring high quality development. The design guidelines will be treated as a 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 additional 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 2031, unless material considerations indicate otherwise. The Site Development 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.

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 35% affordable housing and a suitable mix of housing in line with **Core Policies 24 and 22**.
- Have regard to, and contribute towards, the aims and objectives of any adopted Neighbourhood Development 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. Developers should enter into discussion with Thames Water as early as possible to agree a way forward.

Access and highways:

- Create a permeable road network within the site with clearly defined route hierarchies.
- Contribute towards public transport.
- Connect to existing cycleways and Public Rights of Way (PRoW) wherever possible to enhance 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 (**Core Policy 35**).

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 implemented.
- Development should achieve a net gain in biodiversity, for example, by incorporating 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 **(Core Policy 44)**.

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 **(Core Policy 42)**.
- 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 also provide ecological and water quality benefits.

Historic environment and cultural heritage:

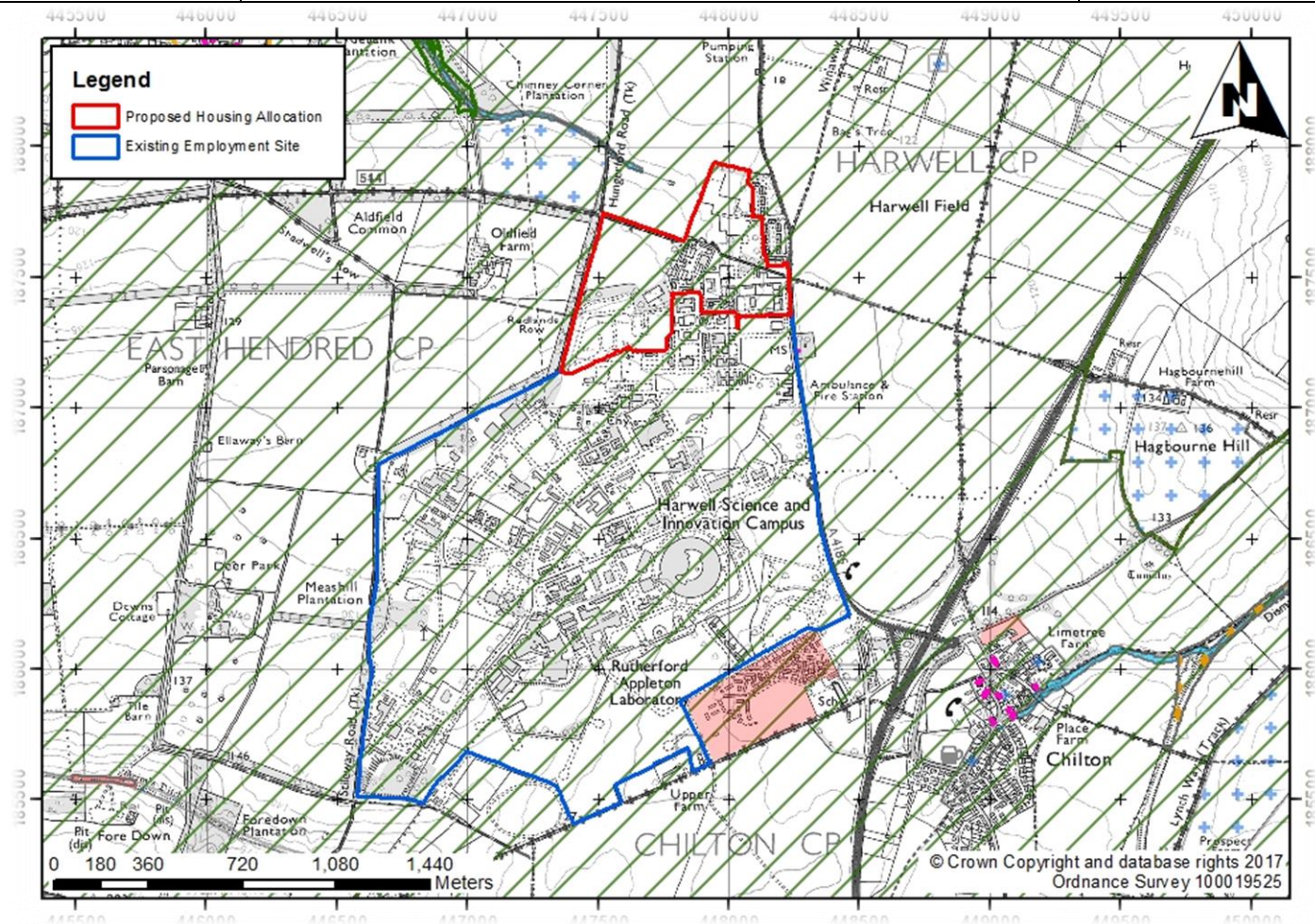
- Evaluation of potential archaeological features on the site should be undertaken prior to any planning application being determined, unless it can be demonstrated that such an evaluation is not appropriate for the site. Appropriate mitigation may be required depending on the outcome of that evaluation.
- Development should respect listed buildings, conservation areas, scheduled 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.

**SOUTH EAST VALE SUB AREA
SITE DEVELOPMENT TEMPLATES**

Site: 1
HELAA Reference: HASC_A

Harwell Campus

Proposed Allocation
Around 1,000 dwellings, subject to
masterplanning.



Site: 1 HELAA Reference: HASC_A	Harwell Campus
<p>Site Specific Requirements:</p> <p>Key Objectives</p> <ul style="list-style-type: none"> • To deliver a high quality and a self-sufficient sustainable community, that follows a comprehensive development framework approach to planning for the Campus as a whole in accordance with Core Policy 15b: Harwell Campus Comprehensive Development Framework. • To provide a tailored mix and tenure of housing to meet the identified needs of the Campus in accordance with Core Policy 15b. • To contribute towards infrastructure in the Science Vale Area Strategy as set out in the Oxfordshire Local Transport Plan. • To ensure that development is sensitively planned to reflect the site's location within the North Wessex Downs Area of Outstanding Natural Beauty (AONB). <p>Urban Design Principles</p> <ul style="list-style-type: none"> • Masterplanning should take into account the strategy for growth in this area and ensure that development positively contributes to the wider objectives of Science Vale; a vital area for UK economic growth. • The site's masterplan should be developed in accordance with Core Policy 15b and follow a comprehensive development framework approach, resulting in an exemplar scheme that provides for the specific needs of the campus, as a whole. • Masterplanning of the site needs to ensure that there are no significant adverse impacts on the setting of the North Wessex Downs AONB. <p>Utilities</p> <ul style="list-style-type: none"> • Upgrade the sewer network. • Possible off-site reinforcement works may be required to the existing high voltage distribution network. <p>Access and Highways</p> <ul style="list-style-type: none"> • Investigate access arrangements. • A transport assessment will be undertaken on how the cumulative impact of development has impacted the traffic flow of the A34. • Contribute to the reconfiguration and new access junctions along the A4185, if required. • Contribute towards any necessary mitigation measures identified through the site transport assessment. • Contribute towards improved bus services for the area. • Contribute towards improvements of NCN route 544 (Icknield Way). • Surface upgrades to Hungerford Road (byway) between junction with Icknield Way and the A4130. 	

Social and Community

- Contribute towards improved healthcare provision for the area.
- Depending on the scale of development, a new primary school may be required on site.
- Contribute towards the need for additional secondary school places in Didcot.
- Contribute towards improving the existing services and facilities on the adjacent campus.

Environmental Health

- Undertake contaminated land investigations to ensure that the land is safe and suitable for the intended use.
- The site may be adversely affected by road noise from the A4185, resulting in a detrimental impact on any proposed residential development. Proposals will need to demonstrate suitability for the existing acoustic environment.
- The site may be adversely affected by lighting and noise pollution from the existing employment uses, resulting in an impact on any proposed residential development. Proposals will need to demonstrate suitability for the existing acoustic environment.
- Mitigation may be necessary against the impact of local traffic on the area's air quality.

Landscape considerations

- The site lies within the North Wessex Downs Area AONB. A comprehensive landscape scheme will be required to minimise impact on the AONB, liaising closely with Natural England and the AONB Partnership in accordance with **Core Policy 15b**.
- A Landscape and Visual Impact Assessment will be required.

Biodiversity and green infrastructure

- Conserve and enhance areas of wildlife value, having regard to the woodland in the south west corner as a key biodiversity area in accordance with **Core Policy 15b**.
- Archaeology: Predetermination evaluation and appropriate mitigation may be required.

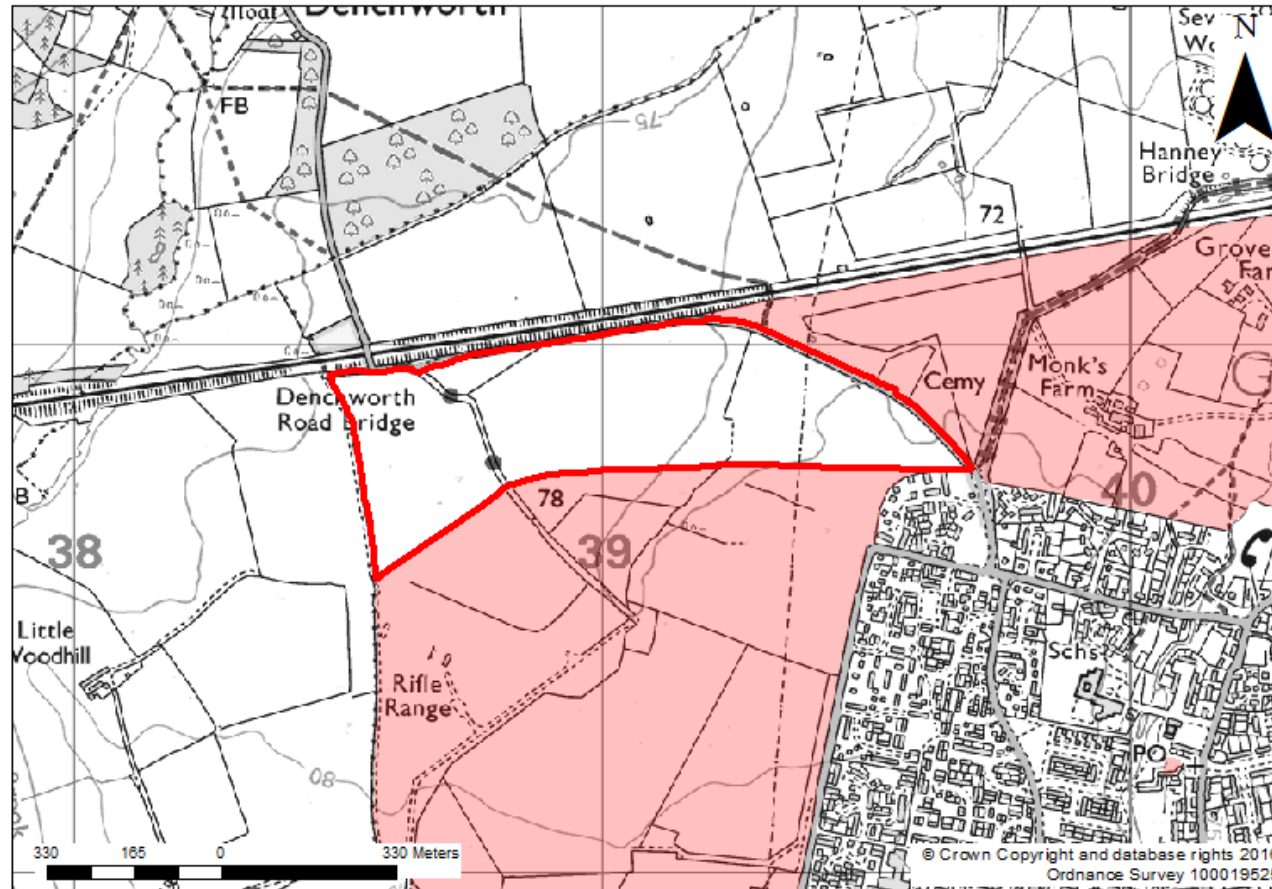
Flood Risk and Drainage

- Mitigation measures may be required to prevent any detrimental impact on groundwater quality.
- Incorporate Green Infrastructure within SUDs to improve biodiversity and water quality.
- Significant infrastructure for waste water facilities will be required alongside the growth of the Campus.

SITE 3
HELAA Reference: GROV_A

North-West of Grove

Proposed Allocation
Around 300 dwellings up to 2031.



SITE 3 HELAA Reference: GROV_A	North-West of Grove
<p>Site Specific Requirements:</p> <p>Key Objectives</p> <ul style="list-style-type: none"> • To deliver a high quality, sustainable, urban extension to the north-west of Grove, which is also integrated with the centre of the settlement so residents can access existing facilities. • To contribute towards infrastructure in the Science Vale Area Strategy, as set out in the Oxfordshire Local Transport Plan. <p>Urban Design Principles</p> <ul style="list-style-type: none"> • Ensure that the site maximises connectivity with the existing settlement of Grove and also to the neighbouring allocations of Monks Farm and Grove Airfield. • Incorporate active frontages, particularly along the route of the Grove Northern Link Road (GNLR). • Buildings should be predominantly two stories high. • Land used for noise buffers shall not be counted towards recreational space. • Conserve and enhance the setting of the nearby cemetery on Downsview Road. <p>Utilities</p> <ul style="list-style-type: none"> • Upgrade the sewer network. <p>Access and Highways</p> <ul style="list-style-type: none"> • Investigate access arrangements. • Contribute to the completion of the Grove Northern Link Road and any necessary mitigation measures identified through the site Transport Assessment. • Contribute to a premium bus service from Grove to Milton Park and Oxford. • Provide a network of safe and attractive footpaths connecting the development with the centre of Grove village, and the adjacent allocations of Grove Airfield and Monks Farm. <p>Social and Community</p> <ul style="list-style-type: none"> • Depending on the scale of development, provide a new primary school on site or contribute towards expansion of existing / planned schools in the vicinity. • Contribute towards improved healthcare provision. • Contribute towards the need for additional secondary school places in Grove / Wantage. 	

Landscape considerations

- Create a new landscape structure to contain new housing, while limiting the impact of development on the wider landscape. The landscape structure should build upon the existing landscape features to meet the Oxfordshire Wildlife and Landscape Study, (OWLS) whilst coordinating with the Grove Airfield development and the existing settlement of Grove Village.

Environmental Health

- The site may be adversely affected by noise from the existing railway line. Proposals will need to demonstrate suitable mitigation and provide an adequate buffer.
- Undertake ground contamination surveys to ensure that the site is suitable for its intended use.

Biodiversity and Green Infrastructure

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

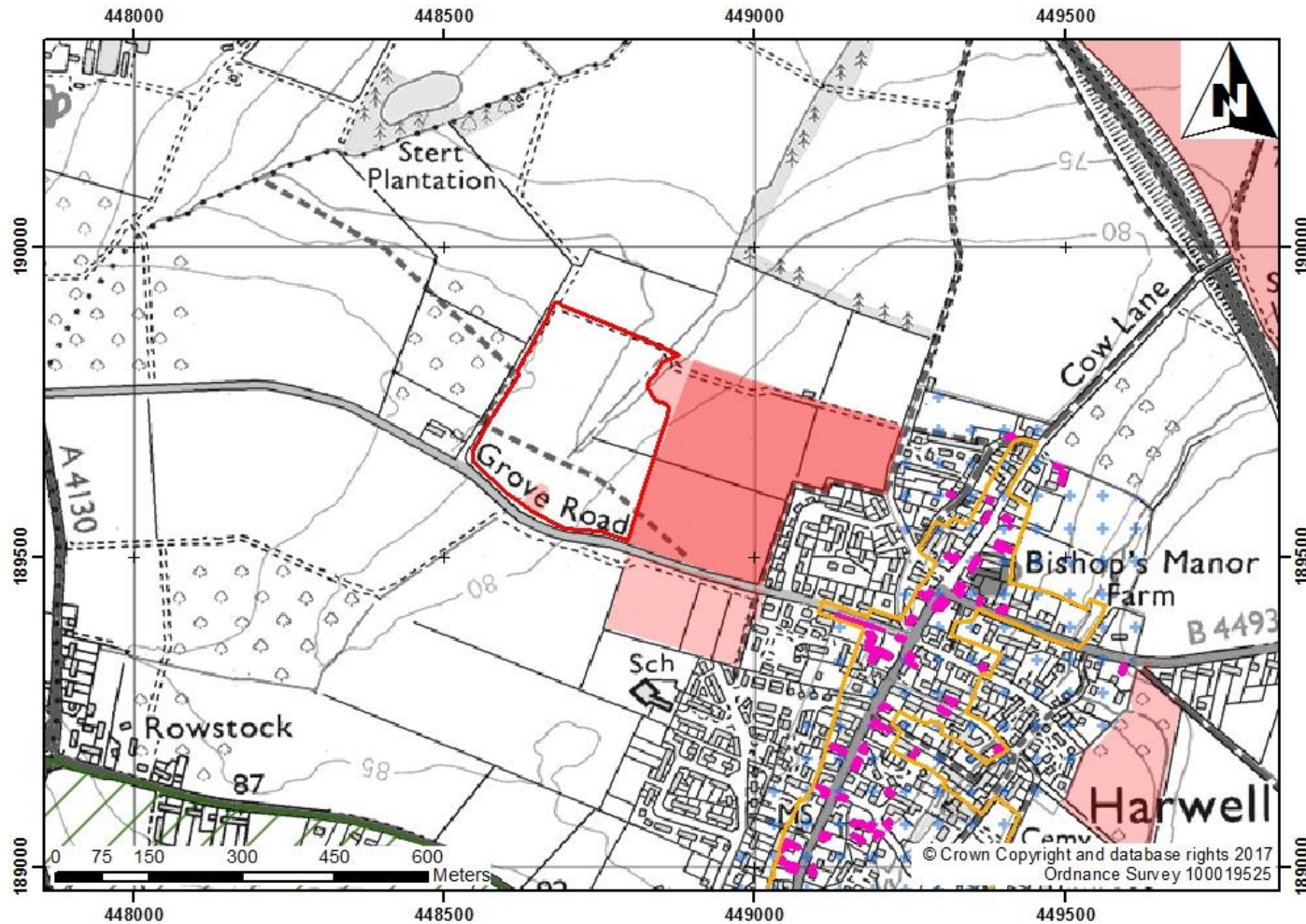
Flood Risk and Drainage

- Mitigation measures may be required to prevent any detrimental impact on groundwater quality.

SITE 5
HELAA Reference: HARW_A

West of Harwell Village

Proposed Allocation
Around 100 dwellings.



SITE 5 HELAA Reference: HARW_A	West of Harwell Village
<p>Site Specific Requirements:</p> <p>Key Objectives</p> <ul style="list-style-type: none"> • To deliver a high quality, sustainable, urban extension to Harwell village, which is integrated with Harwell so residents can access existing facilities. • To contribute towards infrastructure in the Science Vale Area Strategy, as set out in the Oxfordshire Transport Plan. <p>Urban Design Principles</p> <ul style="list-style-type: none"> • Integrate the existing public rights of way into the site's masterplan. • Retain, where possible, mature rows of trees, as this provides a good shelterbelt. • Retain the historic field patterns, as far as possible. • 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 <p>Utilities</p> <ul style="list-style-type: none"> • Upgrade the sewer network. • Consideration will be given to the high voltage power lines which traverse the site. • A detailed water supply strategy will be required. <p>Access and Highways</p> <ul style="list-style-type: none"> • 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 site's Transport Assessment. • Contribute towards improved frequency and hours of service on the strategic bus route between Wantage, Harwell and Didcot. • Contribute to improving the area's cycling network. <p>Social and Community</p> <ul style="list-style-type: none"> • Contribute towards improved healthcare provision. • Contribute towards increasing primary school capacity. 	

- Contribute towards a new secondary school at Great Western Park or Didcot North East.

Landscape considerations

- Mitigation to minimise impacts on:
 - the site's landscape setting, including the approach to Harwell village; 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 relation to sensitive views from the surrounding countryside, particularly the AONB.
- Retain the historic field pattern within the site's boundaries, 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.

Biodiversity and green infrastructure

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

Flooding 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.
- 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.

**ABINGDON-ON-THAMES AND OXFORD FRINGE SUB AREA
SITE DEVELOPMENT TEMPLATES**

SITE 22 HELAA Reference: SHIP_A	Dalton Barracks (Shippon)
<p>Site Specific Requirements:</p> <p>Key objectives</p> <ul style="list-style-type: none"> • To deliver an exemplar, sustainable, mixed use community that reflects ‘Garden Village’ principles and follows a comprehensive development framework approach in accordance with Core Policy 8b, • To make effective use of land, by re-using land that has been previously developed upon (brownfield). <p>Urban design principles</p> <ul style="list-style-type: none"> • Development should be brought forward in the context of a comprehensive development framework for the whole site in accordance with Core Policy 8b. • The masterplan should give consideration to the development potential of the entire site and ensure infrastructure requirements are considered from the outset. • The Masterplan should ensure any development on land that is retained with the Oxford Green Belt are compatible uses within the Green Belt in accordance with Core Policy 13. • Proposals for buildings and structures will not unacceptably harm the character and appearance of the surrounding area, taking into account their location, scale, bulk and height. <p>Utilities</p> <ul style="list-style-type: none"> • Upgrade the sewer network. <p>Access and highways</p> <ul style="list-style-type: none"> • The development should be in accordance with and meet the requirements of a travel plan for the whole site to make necessary contributions in order to implement sustainable transport initiatives, including minimising car usage and increasing the use of public transport, walking and cycling. • Access to the A34 should be investigated, along with cycle/ pedestrian access to proposed Park and Ride sites at Lodge Hill and Cumnor. • Contribute towards enhancements to existing cycle and footpath network, particularly on the Faringdon Road towards Abingdon-on-Thames. • Contributions are required to assist the delivery of the upgrading of the Lodge Hill interchange. • Contributions towards enhancing public transport corridors in the area, particularly to ensure good access to routes between Abingdon-on-Thames and Oxford, which may form part of the new Park and Ride services. • Retain or appropriately divert existing public footpaths and byways, unless otherwise specifically agreed. 	

Social and Community

- Contribute towards improved healthcare provision.
- New primary schools will be required on site (one two form entry school for the first 1200 dwellings) – masterplanning should consider the need for education provision for the overall development and ensure the requirements are planned from the outset. Secondary provision may need to be provided on-site and this should be taken into account through masterplanning from the outset. This matter requires further investigation with the site promoter working with both the District and County Councils.

Environmental Health

- Undertake detailed studies to investigate any potential ground contamination issues arising from the existing use of the site and set out proposals to adequately mitigate these issues to ensure the site is suitable for its proposed use, where appropriate.
- Ensure there are no adverse impacts on the water quality or quantity entering Cothill Fen SAC which is located a short distance to the west.

Landscape Considerations

- The development should be in accordance with and make necessary contributions to a comprehensive landscape plan for the whole site, informed by a Landscape and Visual Impact Assessment, and incorporating a Country Park of at least 80 hectares.
- Retain onsite mature trees, where possible.

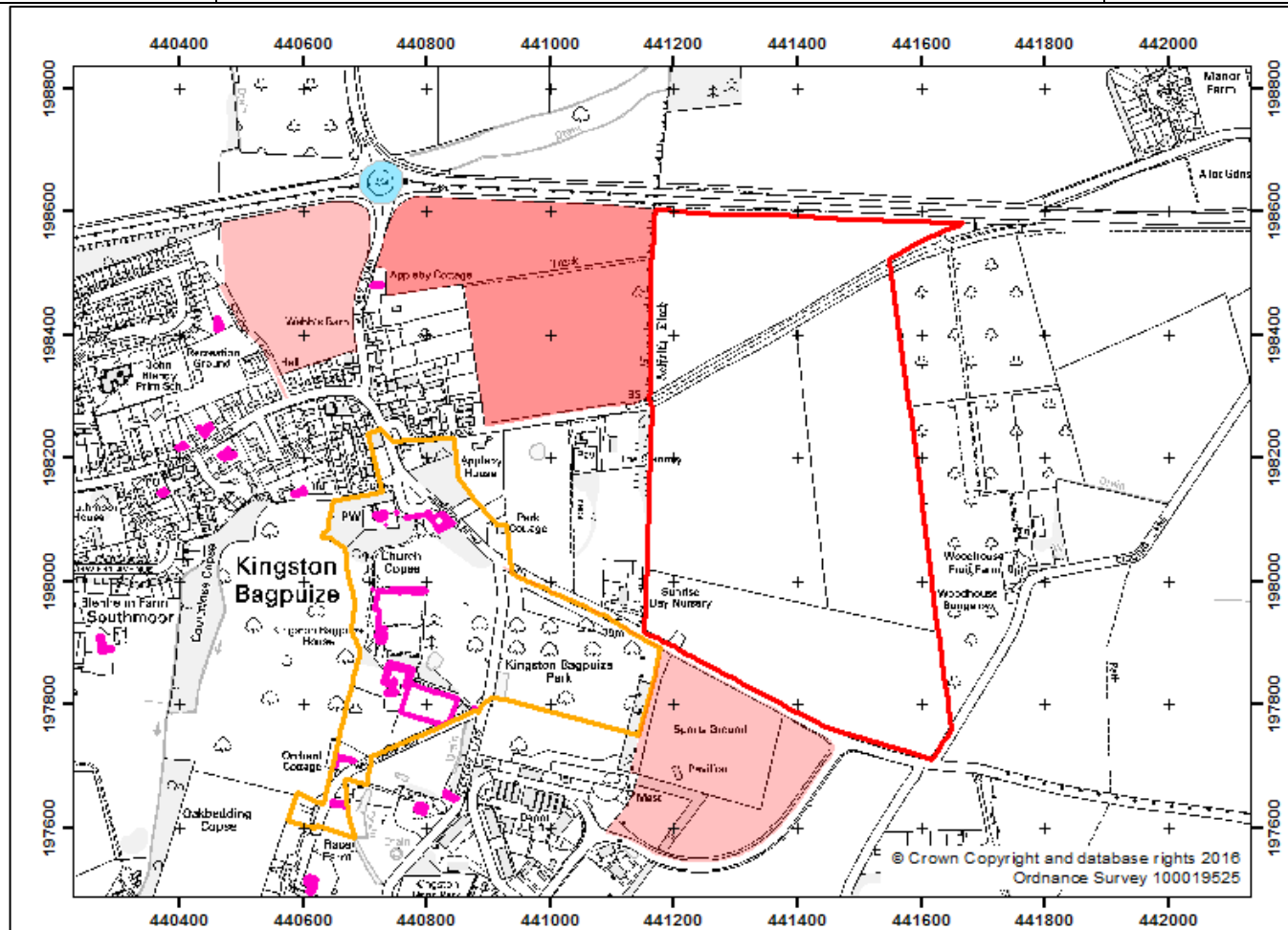
Biodiversity and green infrastructure

- Proposals should demonstrate that there would be no adverse impact on Cothill Fen SAC.
- Recreational impacts on Cothill Fen SAC should be assessed and used to inform on-site mitigation through the provision of significant alternative natural greenspace (in the form of a Country Park of at least 80 hectares). This mitigation should be considered alongside potential infrastructural improvements within the SAC.
- Ensure there are no adverse impacts on Dry Sandford Pits, SSSI.
- Ensure there are no adverse effects in relation to two nearby sites, situated along Sandford Brook (downstream): Barrow Farm Fen SSSI; and Gozzards Ford Fen Local Wildlife Site.
- Consideration will be taken, where appropriate, to mitigate against any adverse effects on other priority habitat species, as identified through survey work.

SITE 27
HELAA Reference: KBAG_A

East of Kingston Bagpuize with Southmoor

Proposed Allocation
Around 600 dwellings, subject to masterplanning.



Site Specific Requirements:**Key Objectives**

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

Urban Design Principles

- The site should be carefully masterplanned, taking into consideration nearby permissions and allocations while including opportunities to increase the site's connectivity and linkages to the centre of the existing settlement (to the west), and the wider community.
- Respect the setting of site's current rural setting.
- All adjacent features require careful consideration, namely the A4120 to the north, the committed housing sites to the west and south, the Millennium Green to the west, and Kingston Bagpuize Conservation Area to the southwest. Also, masterplanning should consider the value of the old Oxford Road, which runs through the site as a Bridleway and cycleway, linking Kingston Bagpuize to Fyfield and beyond.
- Adopt a permeable, perimeter block layout within the site to optimise connectivity within and beyond 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 lines traversing the site will need to be considered as part of the overall masterplan.
- Upgrade the sewer network system.

Access and highways

- Investigate access arrangements. Potential for two access points and an opportunity to provide a new gateway into the village
- Access to the A420 and/or A415 will be a primary consideration. A single access onto the A415 on the site's southern edge would likely give rise to traffic passing through the village and/or along Digging Lane, in order to access the A420.
- Contribute towards future strategic infrastructure improvement on the A420, A415 and any necessary mitigation measures identified through the site Transport Assessment.
- Contribute towards increasing the frequency of buses on route 66 from Swindon to Oxford.
- Consider potential options to alleviate current traffic flows through the centre of Kingston Bagpuize with Southmoor. A solution should be sought; and safety at the existing A420 junctions should be considered.

- Contributions will be made towards existing public transport routes in the area. There may be the potential to enhance the Abingdon/Witney route along the A415, and the potential to deliver a new bus stop adjacent to the site.
- Contributions towards improvements to the existing bridleway / cycle route through the site, which links the site to the old village of Kingston Bagpuize to the West, and Abingdon-on-Thames to the east.

Social and Community

- Delivery of a new on site primary school.
- Contribute towards the need for additional secondary school places in the Faringdon/Abingdon area.
- Contribute towards improvements to the existing healthcare facilities in the area.

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.
- Undertake ground contamination surveys to ensure that the site is suitable for its intended use.

Landscape considerations

- This land forms the eastern approach to the village, and is highly visible from the main road; indicating a need for careful landscaping.
- Consider the sensitive approach to Kingston Bagpuize Park along the A415, which forms part of the Kingston Bagpuize Conservation Area.
- 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.
- Retain and respect the eastern edge of the site marked by Aelfrith's Dyke, an early medieval boundary ditch, part of the Anglo Saxon landscape.

Biodiversity and Green Infrastructure

- The adjacent Millennium Green (nature reserve) is associated with a population of Great Crested Newts. Undertake necessary studies to investigate possible impact on protected species and set out measures to mitigate against any harmful impacts.
- Consider potential for impacts to Frilford Heath SSSI and Appleton Lower Common SSSI, which are linked to the site by the bridleway.
- 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.

- 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 and the Natural Environment and Rural Communities Act (NERC) 2006 (which places a duty on local authorities to enhance biodiversity). Provision should be made for the long term management of these areas.

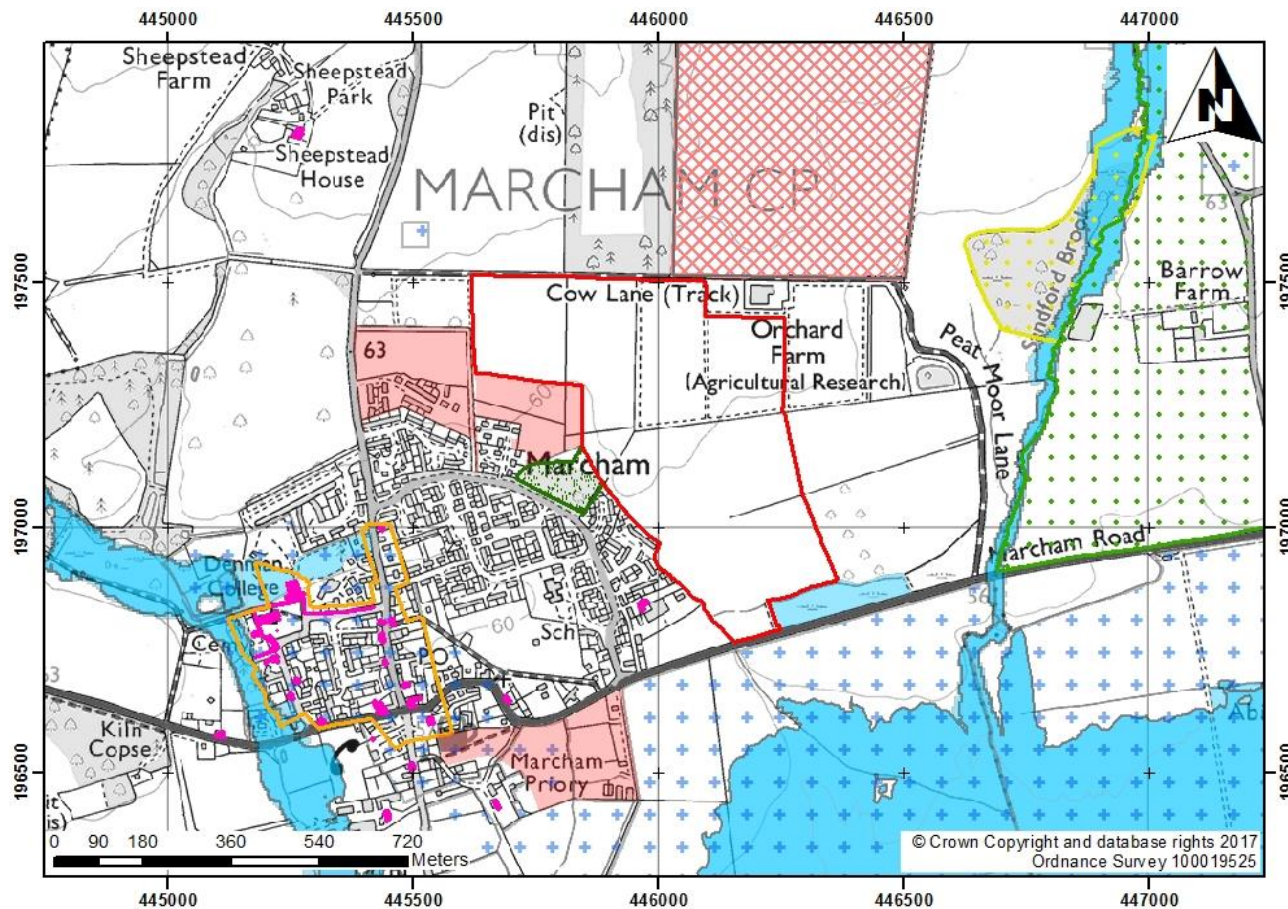
Flood Risk and Drainage

- Opportunities to incorporate Green Infrastructure within the SUDs to improve biodiversity and water quality are encouraged.
- Mitigation measures may be required to prevent any detrimental impact on the groundwater quality.

SITE 25
HELAA Reference: MRCM_A

North-East of Marcham

Proposed Allocation
Around 400 dwellings,
subject to
masterplanning.



SITE 25 HELAA Reference: MRCM_A	North-East of Marcham
<p>Site Specific Requirements:</p> <p>Key Objectives</p> <ul style="list-style-type: none"> To deliver a high quality, sustainable, urban extension to the north-east of Marcham which is also integrated with Marcham village, so residents can access existing facilities in the settlement. <p>Urban Design Principles</p> <ul style="list-style-type: none"> Integrate with the existing built form of Marcham, including recent developments to the west of the site. Ensure ease of walking / cycling to the centre of Marcham village (under 1km). <p>Utilities</p> <ul style="list-style-type: none"> Upgrade the sewer network. Consideration will be given to the existing high voltage power line which traverses the site. <p>Access and highways</p> <ul style="list-style-type: none"> Investigate access arrangements. Contribute towards infrastructure improvements along the A415 (Marcham Bypass, Frilford Lights) and elsewhere, if required. Detailed investigation to understand impact on A34 junction at Marcham and identify mitigation, if required. Consider potential options to alleviate current traffic flows through the centre of Marcham, which is a designated Air Quality Management Area (AQMA). Contribute towards the provision of a new bypass for Marcham. Contribute towards existing public transport routes in the area. There may be the potential to enhance the Abingdon / Witney route along the A415, and potential to deliver a new bus stop adjacent to the site. <p>Social and Community</p> <ul style="list-style-type: none"> Contribute towards improvements to the existing healthcare facilities in the area. Contribute towards the expansion of the existing Church of England primary school. Contribute towards the expansion of the existing secondary school capacity for the area in Abingdon-on-Thames. 	

Environmental Health

- Undertake studies to investigate any potential ground contamination issues arising from the former landfill to the north of the site and set out proposals to adequately mitigate these to ensure the site is suitable for its proposed use, where appropriate.
- Part of the site lies within the Air Quality Management Area for Marcham. An air quality impact assessment will be required to predict the likely changes in local air quality and identify practical mitigation where appropriate.
- The site may be adversely affected by road noise, resulting in an impact on any proposed residential development. Proposals will need to demonstrate suitability for the existing acoustic environment.

Landscape Considerations

- Consider landscape sensitivity of the eastern part of the site, which may require some mitigation.
- Consider the potential impact of development upon the setting of Denman College and Marcham Conservation Area.

Biodiversity and Green Infrastructure

- Consider potential impacts to Cothill Fen SAC and a number of SSSI sites in the area. This should include consideration of hydrological, recreational and air pollution impacts.
- Regard will be taken to the adjacent small patch of ancient woodland (Hyde's Copse).
- Regard will be taken to habitat conservation and enhancement, as the land is a designated Conservation Target Area.
- Consider the potential for onsite archaeology, given the presence of the adjacent Scheduled Monument (Settlement Site north of Cow Lane).
- Provide details on how the site will contribute to the delivery of new Green Infrastructure and/or the improvement of existing assets.

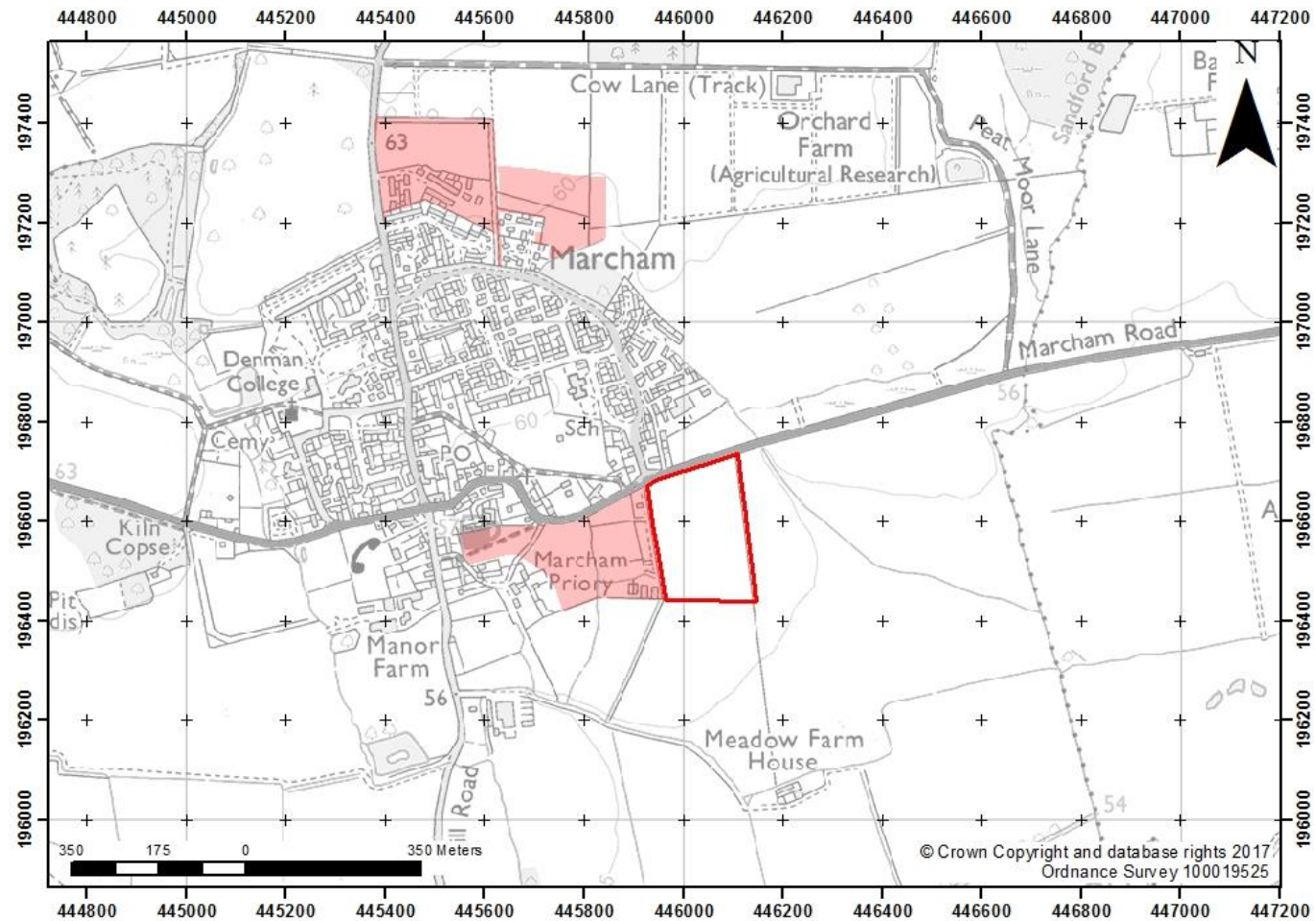
Flood Risk and Drainage

- Opportunities to incorporate Green Infrastructure within SUDs to improve biodiversity and water quality are encouraged.
- Mitigation methods may be required to prevent any detrimental impact on groundwater quality.

SITE 6
HELAA Reference: MRCM_B

South-East of Marcham

Proposed Allocation
Around 120 dwellings, subject to
masterplanning.



SITE HELAA Reference: MRCM_B	South-East of Marcham
<p>Site Specific Requirements:</p> <p>Key Objectives</p> <ul style="list-style-type: none"> To deliver a high quality, sustainable, urban extension to the south-east of Marcham which is also integrated with Marcham village, so residents can access existing facilities in the settlement. <p>Urban Design Principles</p> <ul style="list-style-type: none"> Seek to enhance the connectivity of the site with the allocated site to the North west of the village. The design of the properties should be no higher than two stories. Masterplanning should take into account the strategy for introducing a more positive and sensitive edge to the development, in relation to the existing settlement. <p>Utilities</p> <ul style="list-style-type: none"> Upgrade the sewer network. <p>Access and Highways</p> <ul style="list-style-type: none"> Access to the A415 will be a primary consideration. Consider potential options to alleviate current traffic flows through the centre of Marcham, which is a designated Air Quality Management Area (AQMA). Contribute towards infrastructure improvements along the A415 (Marcham Bypass, Frilford Lights) and elsewhere if required. Contribute towards existing public transport routes in the area. There may be the potential to enhance the Abingdon / Witney route along the A415, and the potential to deliver a new bus stop adjacent to the site. <p>Social and Community</p> <ul style="list-style-type: none"> Contribute towards improvements to the existing healthcare facilities in the area. Contribute towards the expansion of the existing Church of England primary school. Contribute towards the expansion of the existing secondary school capacity for the area in Abingdon-on-Thames. <p>Environmental Health</p> <ul style="list-style-type: none"> Part of the site lies within the Air Quality Management Area for Marcham. An air quality impact assessment will be required to predict the likely changes in local air quality and identify practical mitigation where appropriate. 	

- The site may be adversely affected by road noise, resulting in an impact on any proposed residential development. Proposals will need to demonstrate suitability for the existing acoustic environment.

Landscape Considerations

- Consideration will need to be given to the impact from development on the Lowland Vale landscape.

Biodiversity and green infrastructure

- Consider methods to enhance the biodiversity value of the site for both the natural environment, and future occupants of the new development.
- Provide details on how the site will contribute to the delivery of new Green Infrastructure and/or the improvement of existing assets.

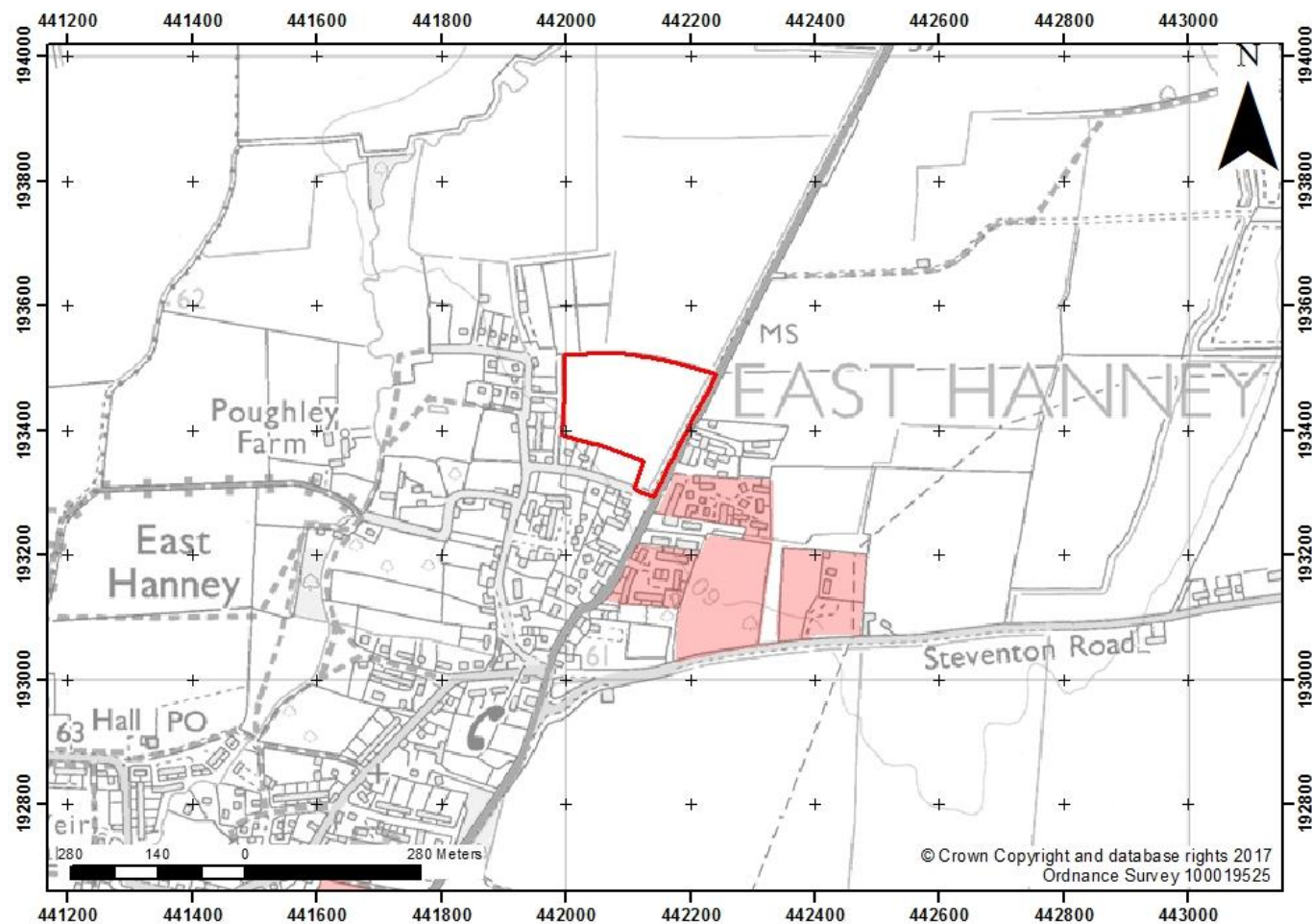
Flood Risk and Drainage

- A site specific flood risk assessment will be required.

SITE 7
HELAA Reference: EHAN_C

North of East Hanney

Proposed Allocation
Up to 80 dwellings, subject to
masterplanning.



SITE HELAA Reference: EHAN_C	North of East Hanney
<p>Site Specific Requirements:</p> <p>Key Objectives</p> <ul style="list-style-type: none"> To deliver a high quality and sustainable urban extension to the north of East Hanney village which is also integrated with the centre of village so residents can access existing facilities. <p>Urban Design Principles</p> <ul style="list-style-type: none"> The site should seek to maximise connectivity with the existing settlement to the south. Provide a pedestrian link to Ashfields Lane, for safe access to the bus stop and village facilities. Masterplanning should take into account the strategy for introducing a more positive and sensitive edge to the development, in relation to the existing settlement. Lower densities should be located towards the southern boundary of the development. Dwellings closest to Ashfields Lane should have a frontage onto the lane, reflecting the existing pattern of development. <p>Utilities</p> <ul style="list-style-type: none"> Upgrade the sewer network. <p>Access and Highways</p> <ul style="list-style-type: none"> Consider in detail access arrangements for the site. Contribute towards infrastructure improvements along the A338 (Frilford Lights) and elsewhere if required. Contribute towards the further enhancement of existing public transport routes in the area. <p>Social and Community</p> <ul style="list-style-type: none"> Contribute towards improvements to the existing healthcare facilities in the area. Contribute towards the expansion of the existing St. James primary school. Contribute towards the expansion of existing secondary school places in the area. <p>Environmental Health</p> <ul style="list-style-type: none"> The site may be adversely affected by road noise, resulting in an impact on any proposed residential development. Proposals will need to demonstrate suitability for the existing acoustic environment. 	

Landscape Considerations

- Development should seek to conserve and where possible, enhance, the adjacent conservation area through appropriate design and careful landscaping.

Biodiversity and Green Infrastructure

- Consider methods to enhance the biodiversity value of the site for both the natural environment and future occupants of the new development.

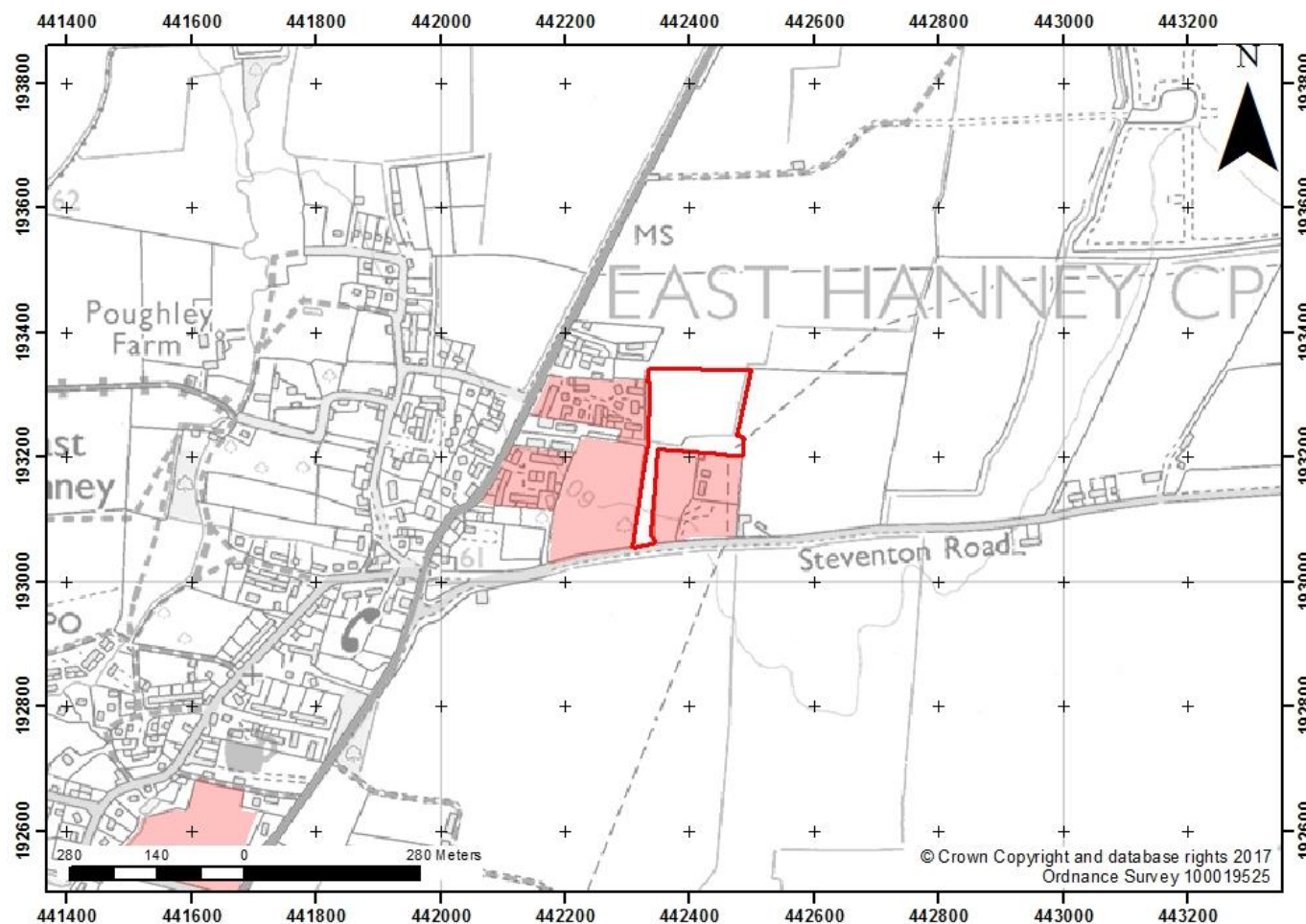
Flood Risk and Drainage

- A site specific Flood Risk Assessment will be required.

SITE 8
HELAA Reference: EHAN_D

North-East of East Hanney

Proposed Allocation
Up to 50 dwellings, subject to
masterplanning.



SITE HELAA Reference: EHAN_D	North-East of East Hanney
<p>Site Specific Requirements:</p> <p>Key Objectives</p> <ul style="list-style-type: none"> • To deliver a high quality, sustainable, urban extension to the north-east of East Hanney which is also integrated with East Hanney village, so residents can access existing facilities in the settlement. <p>Urban Design Principles</p> <ul style="list-style-type: none"> • Site should seek to maximise connectivity, where possible, through adjacent sites, and with the existing core of the village to the west. • Masterplanning should take into account the strategy for introducing a more positive and sensitive edge to the development, in relation to the existing settlement. • The design of the properties should be no higher than two stories. <p>Utilities</p> <ul style="list-style-type: none"> • Upgrade the sewer network. <p>Access and Highways</p> <ul style="list-style-type: none"> • Consider in detail access arrangements for the site. • Contribute towards infrastructure improvements along the A338 (Frilford Lights) and elsewhere if required. • Contribute towards existing public transport routes in the area. <p>Social and Community</p> <ul style="list-style-type: none"> • Contribute towards improvements to the existing healthcare facilities in the area. • Contribute towards the expansion of the existing St. James primary school. • Contribute towards the expansion of existing secondary school places in the area. <p>Landscape Considerations</p> <ul style="list-style-type: none"> • This land forms the eastern and northern approach to the village, and is highly visible from the main road; indicating a need for careful landscaping. • Protect and integrate existing trees and hedges into the development, where possible. 	

Biodiversity and Green Infrastructure

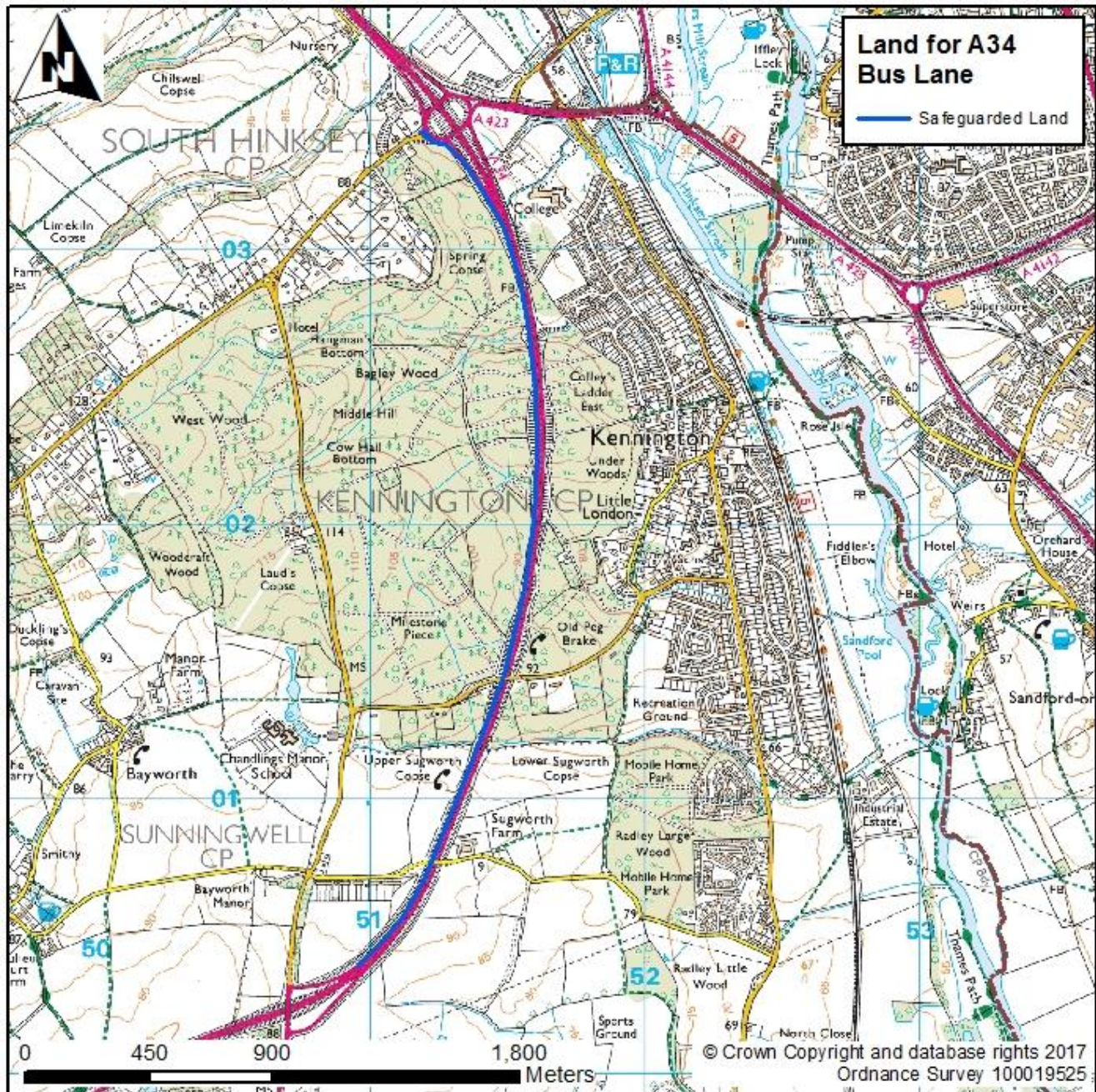
- Consider methods to enhance the biodiversity value of the site for both the natural environment and future occupants of the new development.

Flood Risk and Drainage

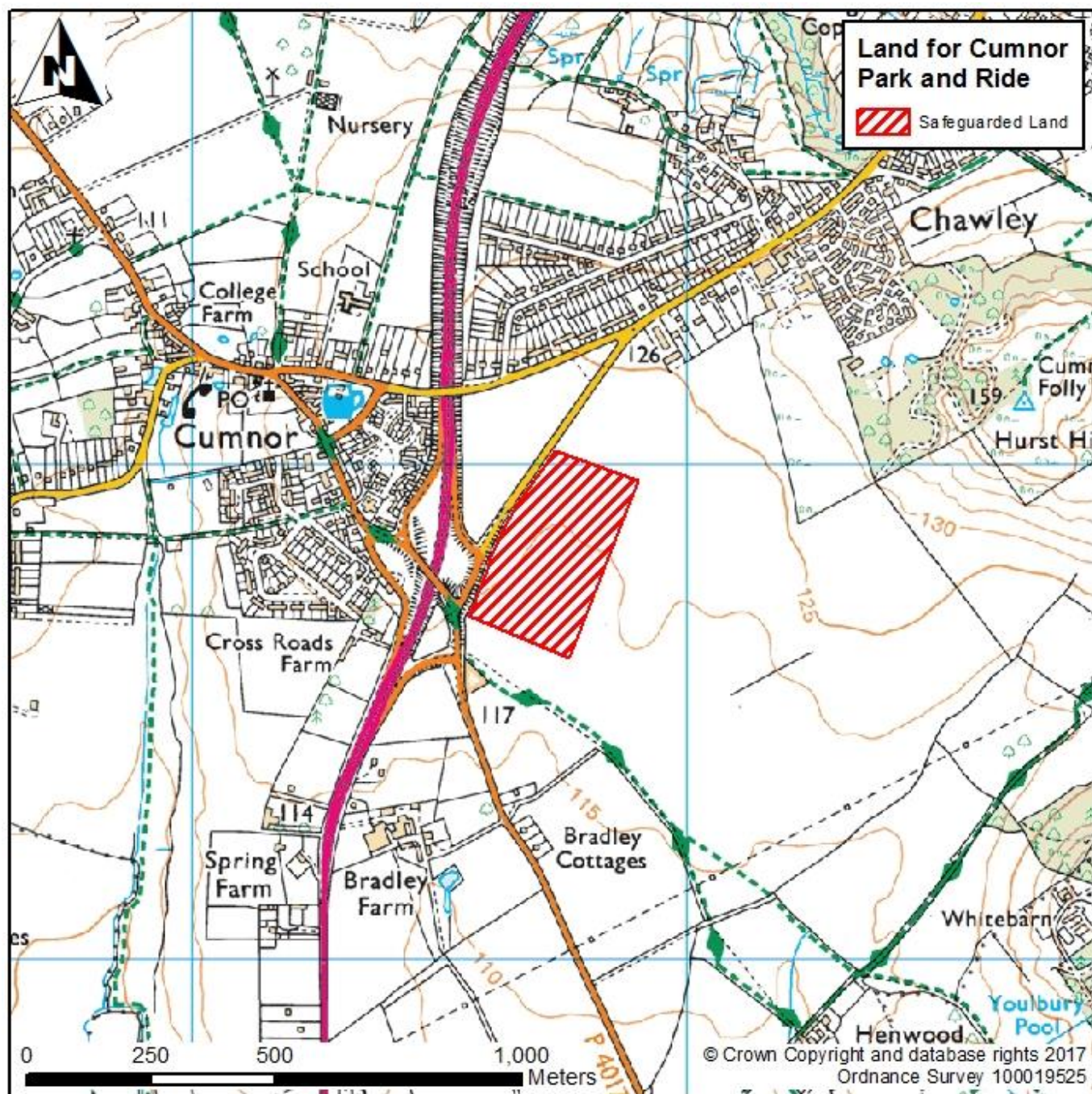
- A site specific Flood Risk Assessment will be required.

Appendix B: Land Safeguarded for Future Transport Schemes - Maps

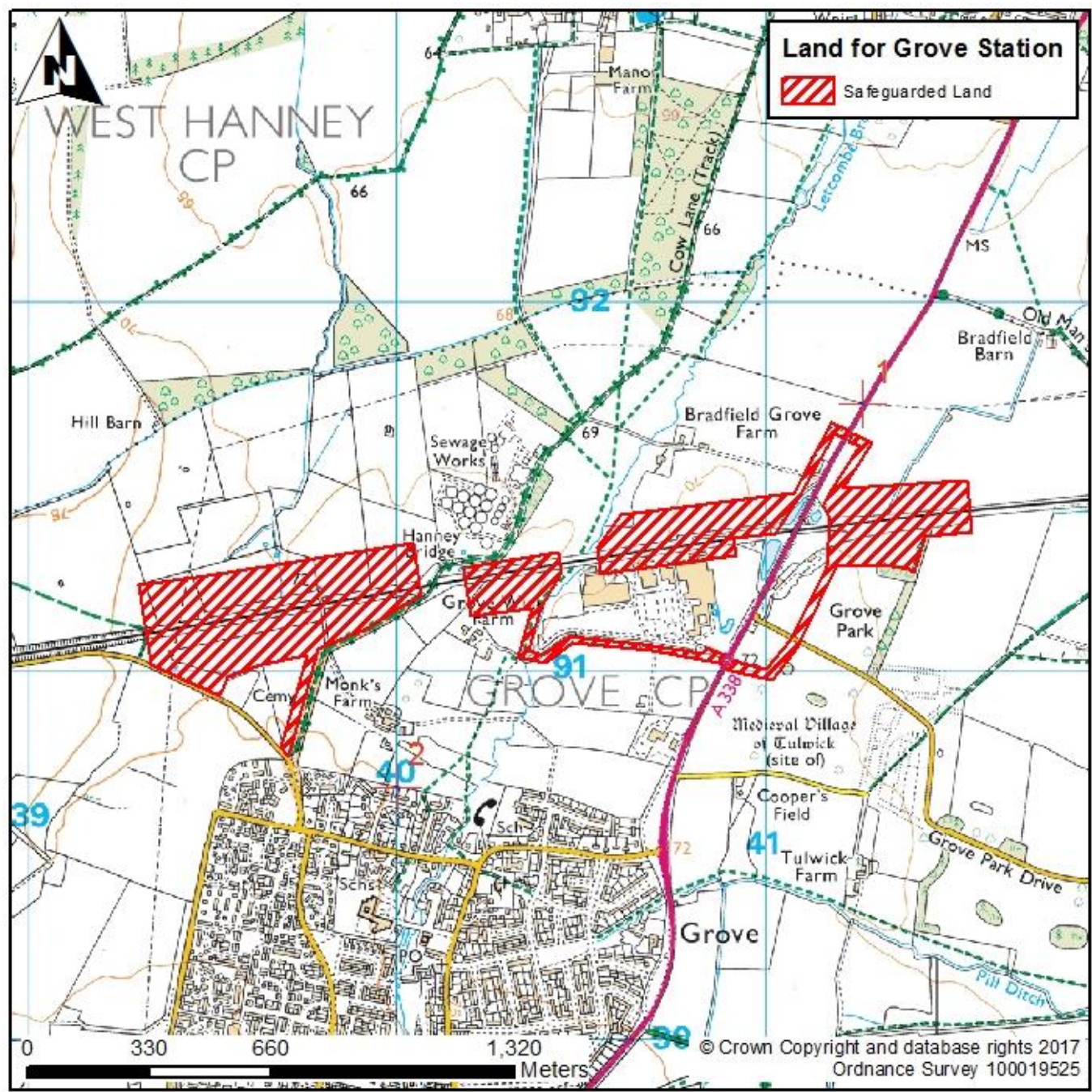
Land Safeguarded for A34 Bus Lane



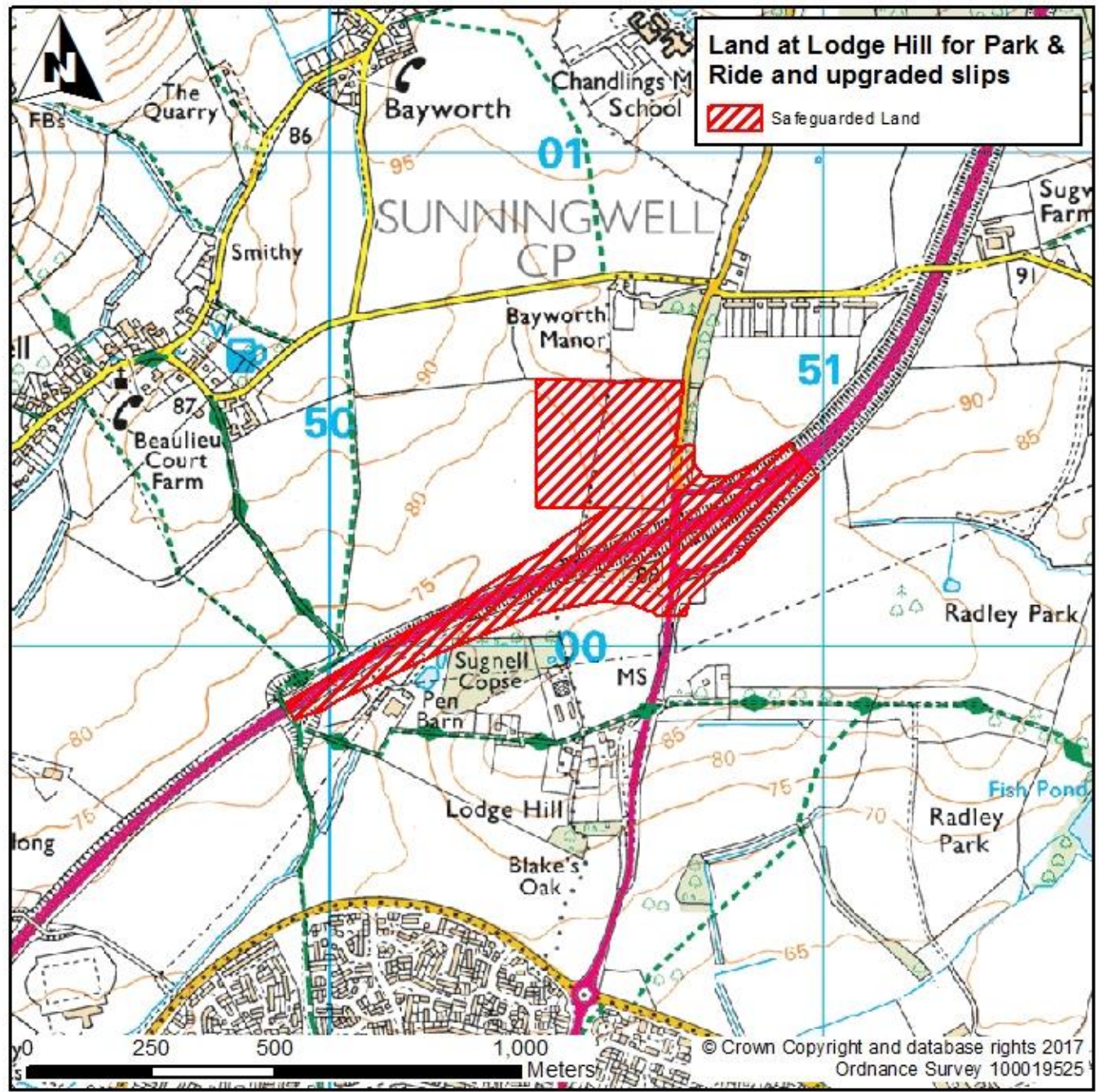
Land Safeguarded for Cumnor Park and Ride



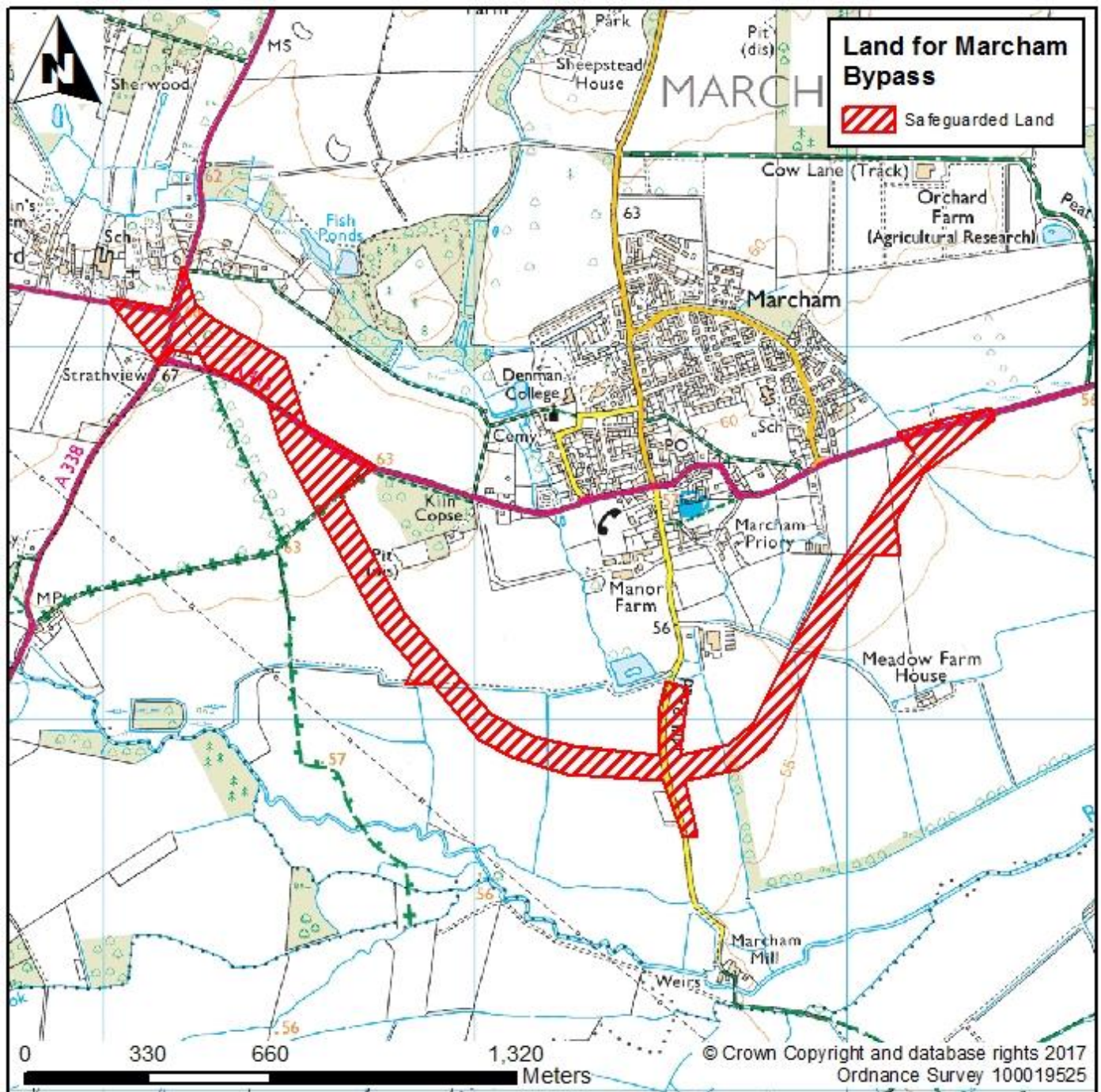
Land Safeguarded for Grove Train Station



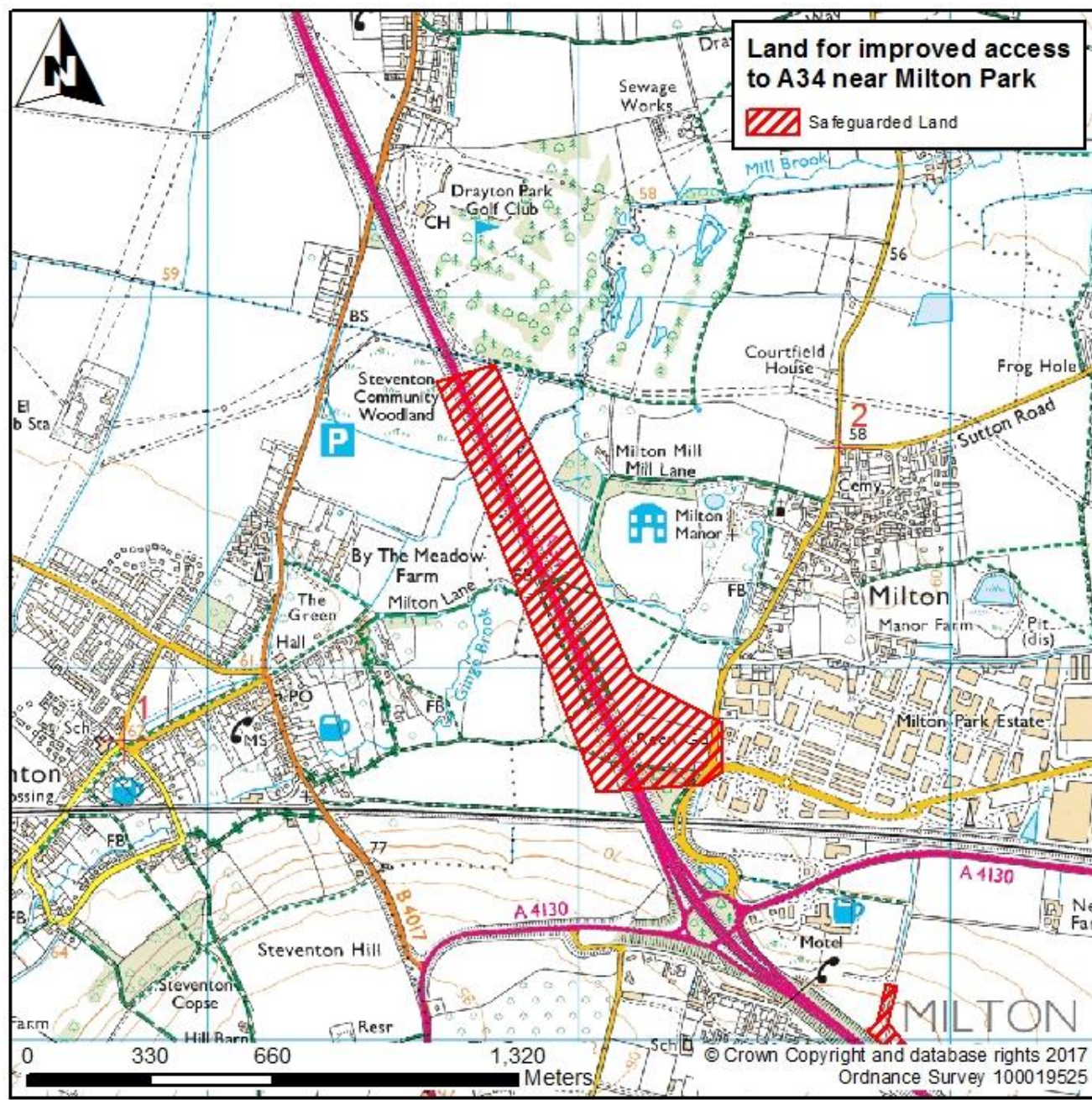
Land Safeguarded for Lodge Hill Park and Ride



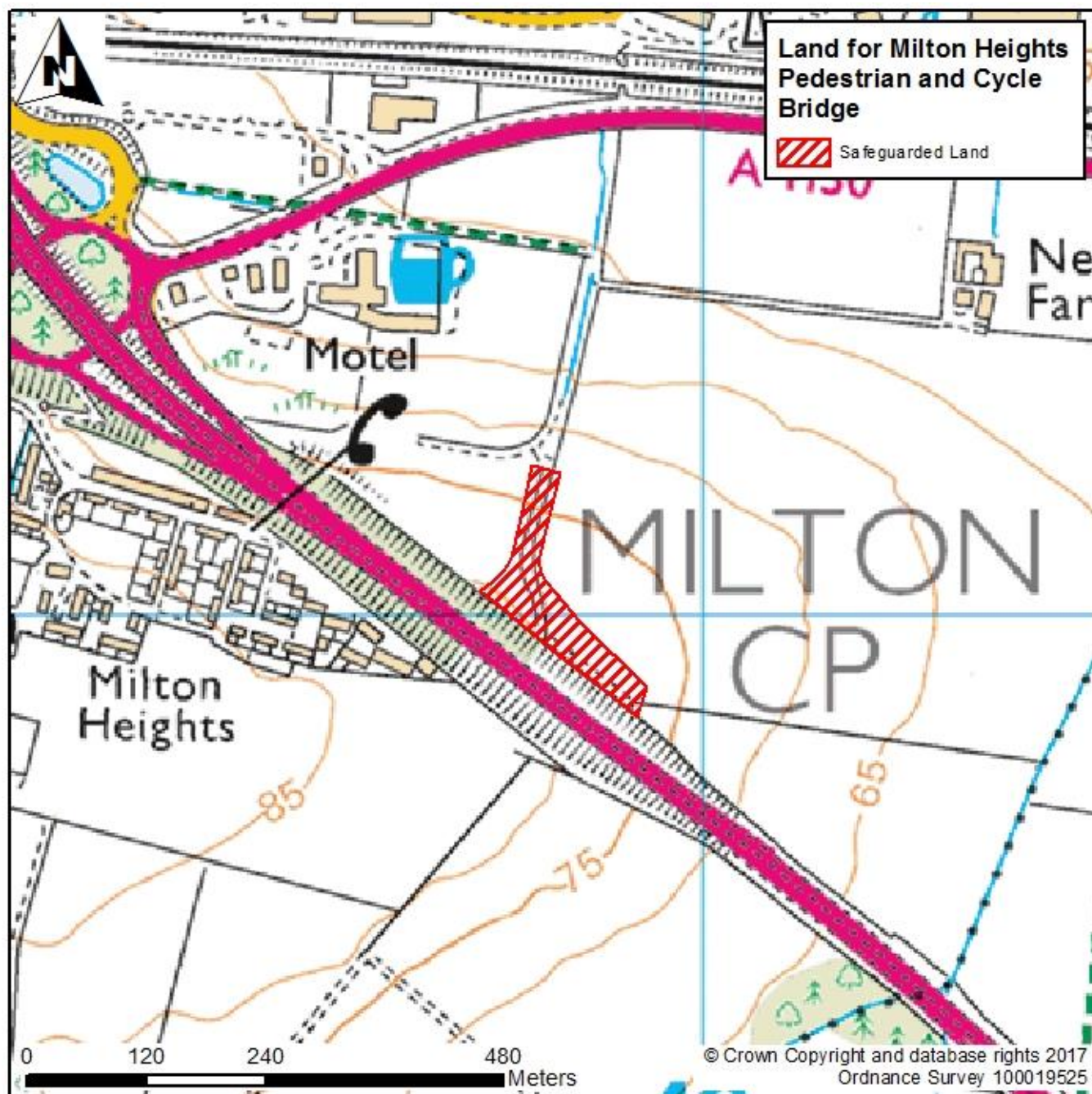
Land Safeguarded for Marcham bypass



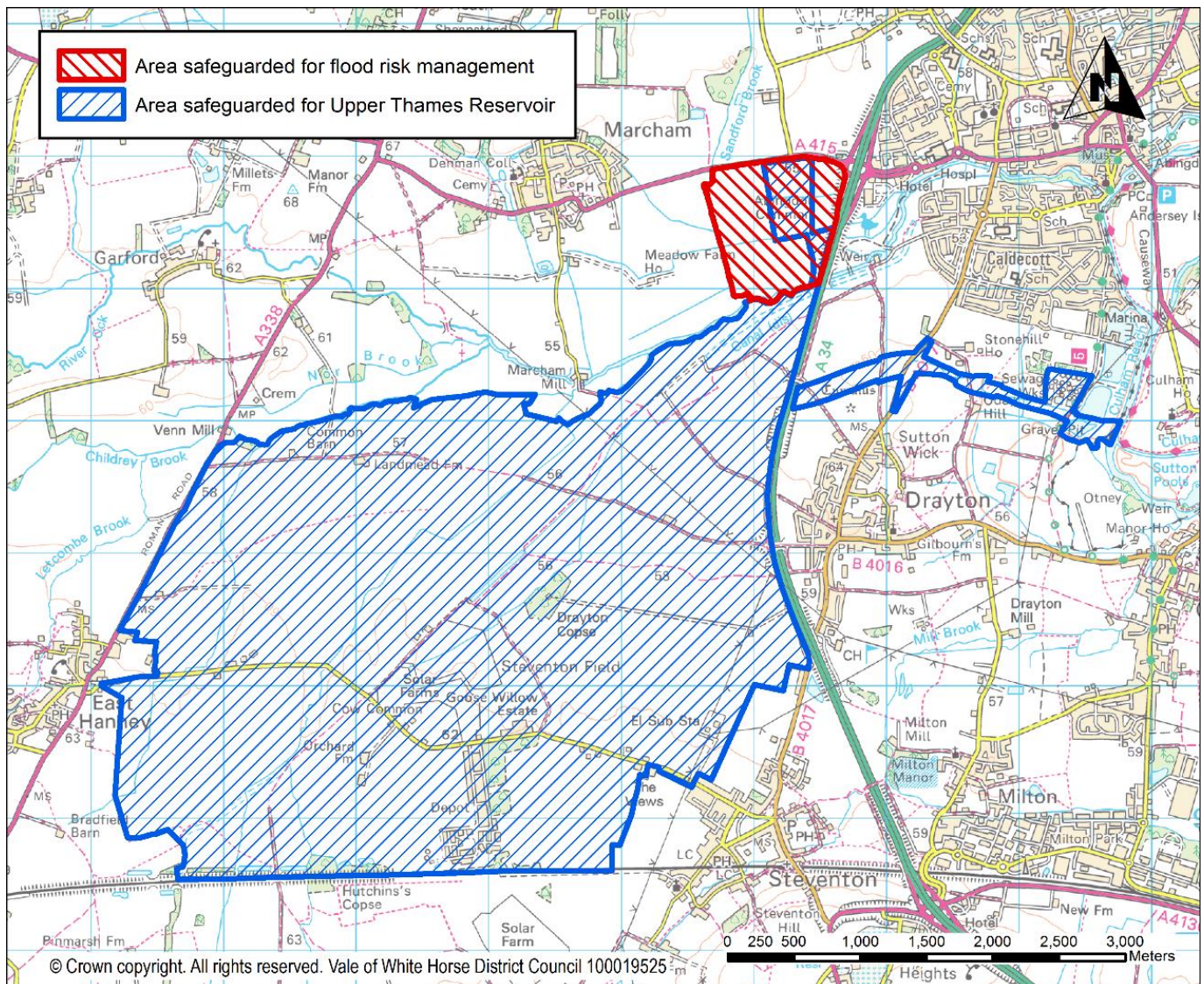
Land Safeguarded for Milton Slips



Land Safeguarded for Milton Heights Pedestrian and Cycle Bridge



Appendix C: Land Safeguarded for Upper Thames Reservoir



Appendix D: The Saved Policy from Local Plan 2011 regarding Grove Airfield

POLICY H5

THE FORMER AIRFIELD WEST OF GROVE IS IDENTIFIED AS A STRATEGIC HOUSING SITE WHERE DEVELOPMENT WILL LAST BEYOND THE LIFETIME OF THIS PLAN. PROPOSALS WILL ONLY BE PERMITTED WHERE THEY ARE IN ACCORDANCE WITH COMPREHENSIVE DEVELOPMENT PRINCIPLES AND GUIDELINES WHICH ACHIEVE A DISTINCTIVE HIGH QUALITY, SUSTAINABLE DEVELOPMENT WHICH WILL INTEGRATE SUCCESSFULLY WITH THE EXISTING VILLAGE AND ITS COMMUNITY AND WHERE ALL NECESSARY ON-SITE AND OFF-SITE INFRASTRUCTURE AND SERVICE REQUIREMENTS ARE MET. THE INFRASTRUCTURE AND FACILITIES TO SERVICE THE NEW DEVELOPMENT WILL BE REQUIRED TO BE PROVIDED AT THE EARLIEST PRACTICABLE STAGE OF THE DEVELOPMENT. THE DEVELOPMENT OF THE SITE WILL INCLUDE THE ON-SITE PROVISION OF:

- i) ABOUT 2500 DWELLINGS TO 2021, OF WHICH SOME 500 DWELLINGS WILL BE BUILT BY 2011. THE LAND DEVELOPED FOR HOUSING (ABOUT 62.5 HECTARES) WILL BE AT 40 DWELLINGS PER HECTARE AVERAGE NET DENSITY OVER THE SITE AS A WHOLE;**
- ii) A MIX OF DWELLING TYPES AND SIZES IN ACCORDANCE WITH POLICY H16 BELOW;**
- iii) 40% OF THE DWELLING UNITS TO BE AFFORDABLE HOUSING IN ACCORDANCE WITH POLICY H17, WITH THE UNITS DISTRIBUTED EVENLY THROUGHOUT THE AREA USED FOR HOUSING;**
- iv) HOUSING SUITABLE FOR THE ELDERLY, WITH WARDEN CONTROL, IF APPROPRIATE TO THE IDENTIFIED NEED;**
- v) A MIXED USE LOCAL CENTRE ACCESSIBLE TO ALL TO INCLUDE;**
 - a. A PRIMARY SCHOOL**
 - b. A COMMUNITY CENTRE OF AT LEAST 1400 SQUARE METRES**
 - c. AN INDOOR COMMUNITY SPORTS HALL AND HARD SURFACED AREAS FOR SPORT**
 - d. A LIBRARY**
 - e. LOCAL SHOPS AND RETAIL SERVICES, INCLUDING A SUPERMARKET AND FURTHER SMALL PREMISES INCLUDING AT LEAST A PHARMACY, A POST OFFICE AND A PUBLIC HOUSE, CAFE OR WINE BAR (NOT LESS THAN 1000 SQUARE METRES IN TOTAL)**
 - f. SMALL PREMISES WITHIN CLASS B1 OF THE USE CLASSES ORDER**
 - g. LIVE-WORK UNITS WITH INTERNAL ACCESS BETWEEN THE WORKSPACE AND A DWELLING AT UPPER FLOOR LEVEL**
 - h. RESIDENTIAL USES ON THE UPPER STOREYS OF USES d-g) ABOVE, WHERE APPROPRIATE**
 - i. A PRIMARY CIVIC SPACE INCLUDING A PAVED PEDESTRIAN AREA AND PUBLIC GARDEN**
 - j. FACILITIES FOR PRE-SCHOOL CHILDREN**
 - k. PARKING FOR CARS, MOTORCYCLES, MOPEDS AND CYCLES AND**
 - l. CLOSED CIRCUIT TELEVISION;**
- vi) AN ADDITIONAL PRIMARY SCHOOL;**
- vii) A SECONDARY SCHOOL;**
- viii) FACILITIES FOR TEENAGERS;**
- ix) A NETWORK OF OPEN SPACES LINKED BY SAFE AND CONVENIENT PEDESTRIAN AND CYCLE ROUTES TO THE LOCAL CENTRE AND THE SURROUNDING COUNTRYSIDE TO INCLUDE**

- a. **EQUIPPED AND INFORMAL CHILDREN'S PLAY AREAS WITHIN OR CLOSE TO THE LAND DEVELOPED FOR HOUSING (ABOUT 5 HECTARES)**
- b. **CIVIC SPACES (ABOUT 3 HECTARES)**
- c. **PLAYING FIELDS FOR OUTDOOR COMMUNITY SPORT (ABOUT 11.25 HECTARES)**
- d. **A COMMUNITY PARK (OF SOME 23 HECTARES)**
- e. **STRUCTURAL LANDSCAPING AREAS AND A BUFFER ZONE TO GROVE TECHNOLOGY PARK (OF SOME 12.5 HECTARES);**
- x) **A PUBLIC ART PROJECT OR PROJECTS;**
- xi) **MEASURES TO ENCOURAGE THE EFFICIENT USE OF ENERGY, WATER AND OTHER RESOURCES;**
- xii) **SURFACE WATER DRAINAGE WORKS;**
- xiii) **A NETWORK OF FOOTPATHS, CYCLE TRACKS, ROADS AND BUS ROUTES AND ASSOCIATED PROVISION WITHIN THE SITE WITH CONNECTIONS TO EXISTING AND FUTURE NETWORKS;**
- xiv) **THE REALIGNMENT OF DENCHWORTH ROAD OR AN ALTERNATIVE ROAD SOUTH OF GROVE TO MABLY WAY IN THE FIRST PHASE OF THE DEVELOPMENT;**
- xv) **A NEW ROAD FROM THE SITE TO THE A338 NORTH OF GROVE TO BE STARTED EARLY IN THE SECOND PHASE OF DEVELOPMENT AND COMPLETED BEFORE ANY MORE THAN 1,500 DWELLINGS IN TOTAL HAVE BEEN BUILT ON THE SITE;**
- xvi) **FINANCIAL CONTRIBUTIONS WILL BE SOUGHT TOWARDS THE FOLLOWING MEASURES THAT WILL NOT BE PROVIDED ON THE SITE INCLUDING:**
 - a. **THE PROVISION OF OFF-SITE FOOTPATHS AND CYCLE TRACK LINKS, ROAD IMPROVEMENTS AND TRAFFIC MANAGEMENT MEASURES IN GROVE, WANTAGE AND THE SURROUNDING AREA. THESE WILL INCLUDE**
 - **MEASURES TO MINIMISE TRAFFIC FROM THE DEVELOPMENT USING DENCHWORTH ROAD AND OXFORD LANE WITHIN THE CURRENT BUILT-UP AREA OF GROVE TO ACCESS THE A338, AND HARCOURT ROAD, HARCOURT WAY AND CHARLTON VILLAGE ROAD THROUGH WANTAGE**
 - **IMPROVING THE LINKS FROM THE SITE TO FACILITIES IN GROVE AND WANTAGE, INCLUDING TO THE PROPOSED RAIL STATION, THE HEALTH CENTRE IN MABLY WAY, WANTAGE TOWN CENTRE AND GROVE TECHNOLOGY PARK**
 - **IMPROVING CYCLE LINKS TO MILTON PARK AND THE HARWELL SCIENCE AND INNOVATION CAMPUS**
 - **IMPROVING THE A338 NORTH OF GROVE, THE A417 EAST OF WANTAGE AND ACCESSES TO THE A34**
 - **A RELIEF ROAD SCHEME FOR WANTAGE;**
 - b. **THE PROVISION OF IMPROVED PUBLIC TRANSPORT SERVICES AND ASSOCIATED FACILITIES (INCLUDING BUS PRIORITY MEASURES AND HIGH QUALITY BUS WAITING FACILITIES) TO**
 - **THE PROPOSED RAIL STATION AT GROVE**
 - **WANTAGE AND THE MAIN EMPLOYMENT AREAS AT THE HARWELL SCIENCE AND INNOVATION CAMPUS, MILTON PARK, ABINGDON AND OXFORD; AND**

- c. ENHANCING EXISTING INFRASTRUCTURE AND SERVICES IN GROVE AND WANTAGE INCLUDING WANTAGE SWIMMING POOL AND FIRE STATION AND THE RESTORATION OF THE WILTS AND BERKS CANAL.**

Appendix E: Nationally Described Space Standards Level 1

This table represents Level 1 of the Housing Standards. The standard Gross Internal Areas set out in this table are organised by storey height to take account of the extra circulation space needed for stairs to upper floors.

Individual dwelling types are expressed with reference to the number of bedrooms (denoted as 'b') and the number of bed spaces (or people) that can be accommodated within these bedrooms (denoted as 'p'). A three bedroom (3b) home with one double bedroom (providing two bed spaces) and two single bedrooms (each providing one bed space) is therefore described as 3b4p.

Number of Bedrooms	Number of Bed Space	1 Storey Dwelling	2 Storey Dwelling	3 Storey Dwelling	Built in Storage
1b	1p	39 (37)*	-	-	1
	2p	50	58	-	1.5
2b	3p	61	70	-	2
	4p	70	79	-	
3b	4p	74	84	90	2.5
	5p	86	93	99	
	6p	95	102	108	
4b	5p	90	97	103	3
	6p	99	106	112	
	7p	108	115	121	
	8p	117	124	130	
5b	6p	103	110	116	3.5
	7p	112	119	125	
	8p	121	128	134	
6b	7p	116	123	129	4
	8p	125	132	138	

Appendix F: Open Space Standards and Leisure and Sports Facilities Standards

The standards for open space supports Development Policy 32 of the Vale of White Horse Local Plan 2031. They are also detailed in the Open Spaces Report (2017) that assesses the quantity, quality and accessibility of all public open space in the District.

Quantity standards for open space

Category of Open Space	Definition	Requirement
Children's Play and Youth Provision	Designated Equipped Playing Space (NEAPs and LEAPs), MUGAs, skateboard parks and similar facilities	0.25ha per 1,000 of Designated Equipped Play Space 0.3ha per 1,000 for Youth/MUGA provision
Public Open Space	All areas of public open space that have a recreational function but do not fall in the above categories e.g. parks and gardens and amenity green space	15% of the residential area
Allotments	An area containing allotment plots, which the occupier, for the purposes of producing fruit or vegetables for consumption by individuals and family, wholly or mainly cultivates	0.23ha per 1,000 in Market Towns 0.4ha per 1,000 elsewhere

Quality standards for open space

Category of Open Space	Quality standards
Children's Play and Youth Provision	LEAPs and NEAPs to meet Fields In Trust standard
Public Open Space	Green Flag Standard
Allotments	Local Standard

Accessibility standards for open space

Category of Open Space	Accessibility
Children's Play and Youth Provision	LEAP – 400m walk NEAP – 1000m walk Youth/MUGA provision – 1000m walk
Public Open Space	5,625m drive 480m walk

Allotments	1000m walk
------------	------------

Leisure and Sports Facilities Standards

The standards for leisure and sport facilities supports Development Policy 33 of the Vale of White Horse Local Plan 2031. They are also detailed in the following studies:

- Leisure and Sports Facilities Study (2014)
- Playing Pitch Study (2015)
- Local Leisure Facilities Study (2017)

These studies assess the quantity, quality and accessibility of all leisure and sports facilities in the District.

Quantity standards for leisure and sports facilities

Categories of Leisure	Definition	Requirement
Outdoor Sports Facilities	Includes all outdoor sports facilities whether naturally or artificially surfaced e.g. playing pitches (football, rugby union, hockey and cricket), bowling greens and tennis courts	<p>Artificial grass playing pitches - 0.03 large size 3G AGPs per 1,000</p> <p>Grass playing pitches – 1.16ha per 1000</p> <p>Bowling Greens – 0.049 rinks per 1,000</p> <p>Tennis Courts – 0.39 courts per 1,000</p>
Indoor Sports Facilities	Includes all indoor facilities e.g. sports halls, swimming pools, athletics tracks, health and fitness, indoor bowls, and squash	<p>Sports Halls – 0.29 courts per 1000</p> <p>Swimming Pools – 11.36 sq m water space per 1000</p> <p>Health and Fitness Centres – 5.64 stations per 1000</p> <p>Bowling Greens – 0.08 rinks per 1000</p> <p>Squash – 0.1 courts per 1000</p>

Quality standards for leisure and sports facilities

Categories of Leisure	Quality standards
Outdoor Sports Facilities	Reflect best practice including design guidance
Indoor Sports Facilities	

	from Sport England and the National Governing Body
--	--

Accessibility standards for leisure and sports facilities

Categories of Leisure	Quality standards
Outdoor Sports Facilities	<p>Artificial grass playing pitches – 20 minute drive</p> <p>Grass playing pitches</p> <p>15 minute drive for football and cricket 20 minute drive for rugby</p> <p>Bowling Greens – 15 minute drive</p> <p>Tennis Courts – 10 minute drive time from a club site</p>
Indoor Sports Facilities	<p>20 minute drive - Sports Halls; Swimming Pools; Squash –</p> <p>15 minute drive - Health and Fitness Centres</p> <p>Vale wide – Bowling Greens</p>

Appendix G: Registered Parks and Gardens

Historic England has recognised eight parks and gardens in the Vale of White Horse District that are registered under the Historic Building and Ancient Monuments Act 1953. These are as followed

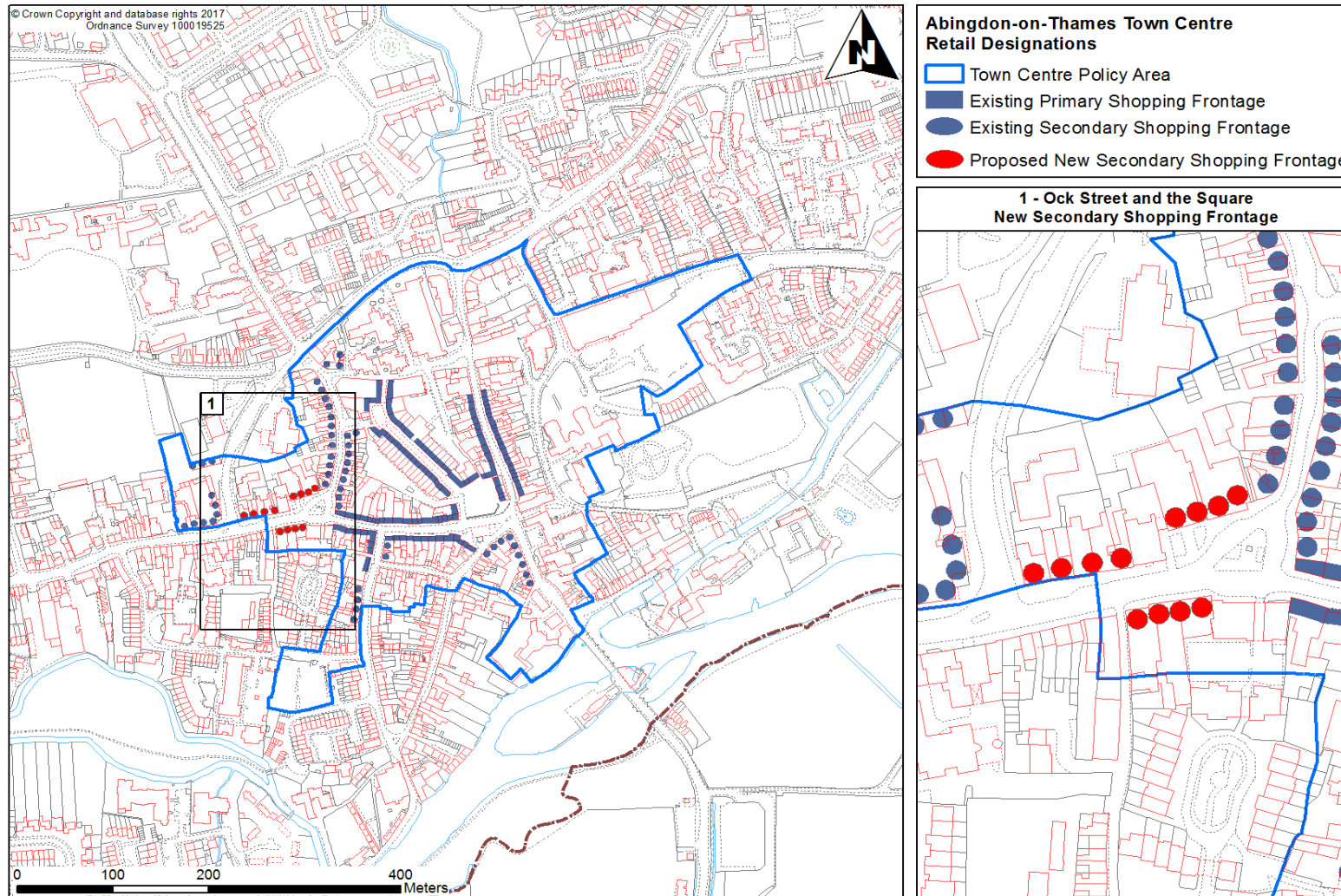
- Ashdown House
- Buckland House
- Buscot
- Compton Beauchamp
- Hinton Manor
- Pusey House
- Sutton Courtenay Manor
- Albert Park, Abingdon

For more information on registered parks and gardens please look at the following link:

<https://historicengland.org.uk/listing/>

Appendix H: Primary and Secondary Retail Frontages

Abingdon-on-Thames



Wantage Town Centre

