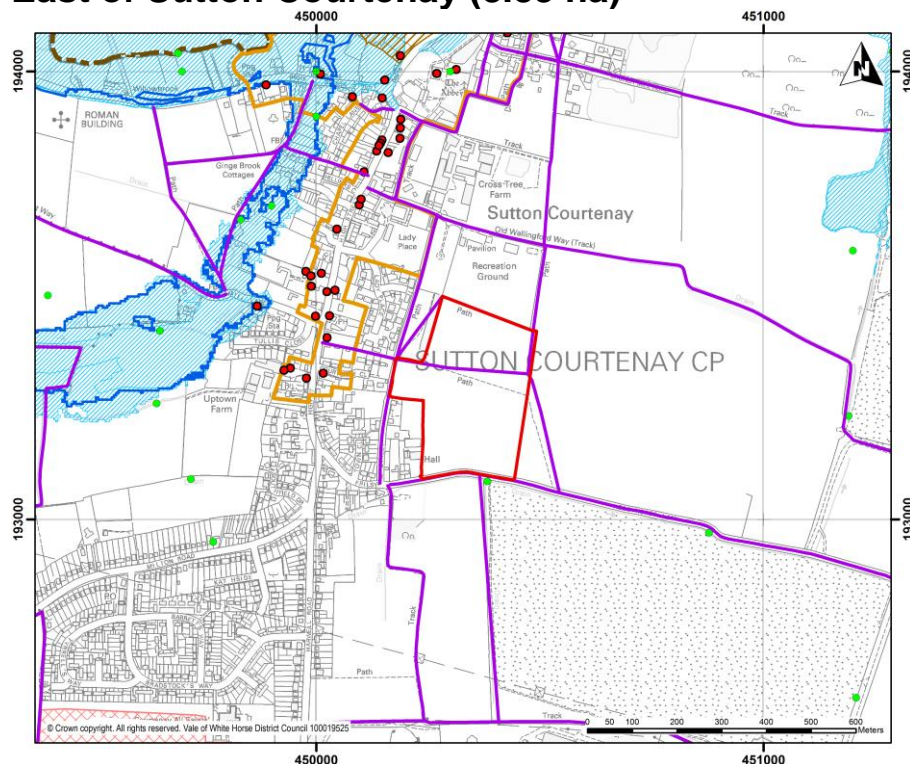


4. South East Vale Sub-Area

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

East of 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.

- **UPGRADE THE SEWER NETWORK.**

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Access and highways:

- Investigate access arrangements. **ACCESS FROM FRILSHAM STREET IS PREFERRED BUT** 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-on-Thames and any necessary mitigation measures identified through the site Transport Assessment.
- Relocate existing bus stops at High Street Garage closer to the junction of the High Street with Frilsham Street, along

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.

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-on-Thames via Sutton Courtenay.

Social and community:

- Contribute towards **EDUCATION PROVISION** increasing the capacity of the primary school in Sutton Courtenay and expansion of secondary school capacity in Didcot **EXPANDING SECONDARY SCHOOL CAPACITY IN ABINGDON-ON-THAMES.**

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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).

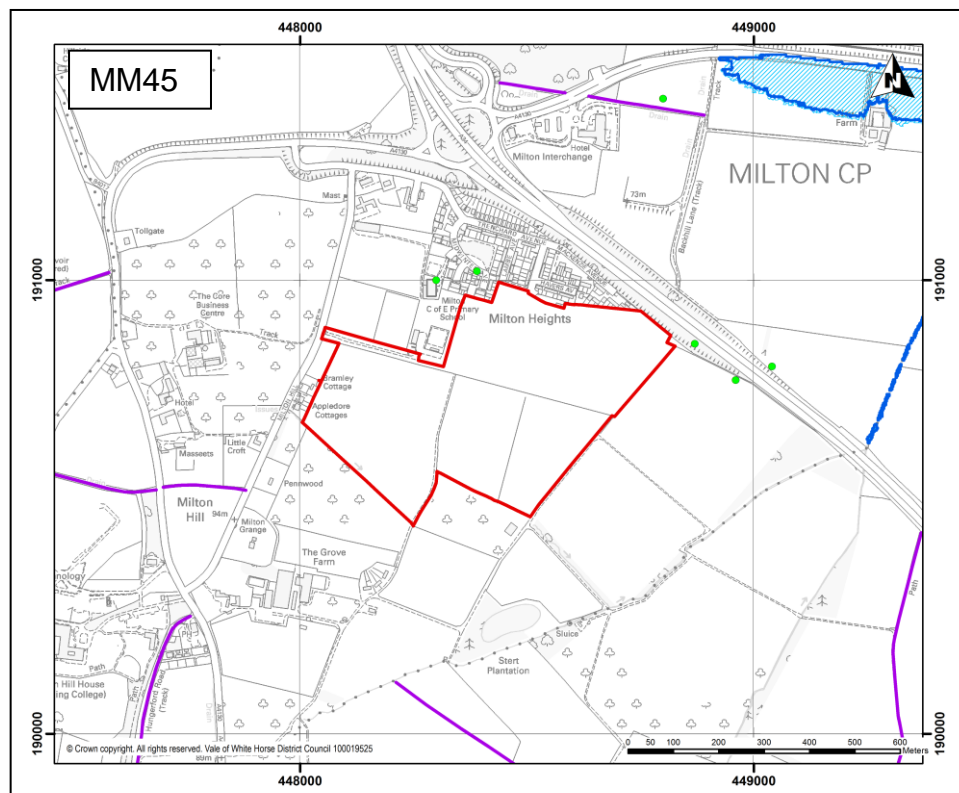
Minerals:

- 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.

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 25 ha)



Use: Around 400 homes, subject to masterplanning.

Key objectives:

- The development of this site shall take into account the

design and layout of nearby strategic housing sites, including Valley Park and North West Valley Park, 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 as set out in the Oxfordshire Local Transport Plan.

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 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.

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.

- 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.

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-on-Thames and any necessary mitigation measures identified through the site Transport Assessment.
- 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 **TO A NEW** secondary school capacity in **AT GREAT WESTERN PARK OR** Didcot **NORTH EAST.**
- Provide public open space and recreational facilities in accordance with the Vale's emerging playing pitch strategy.
- Contribute towards additional community facilities and services.

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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

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.

- (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.

Biodiversity and green infrastructure:

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

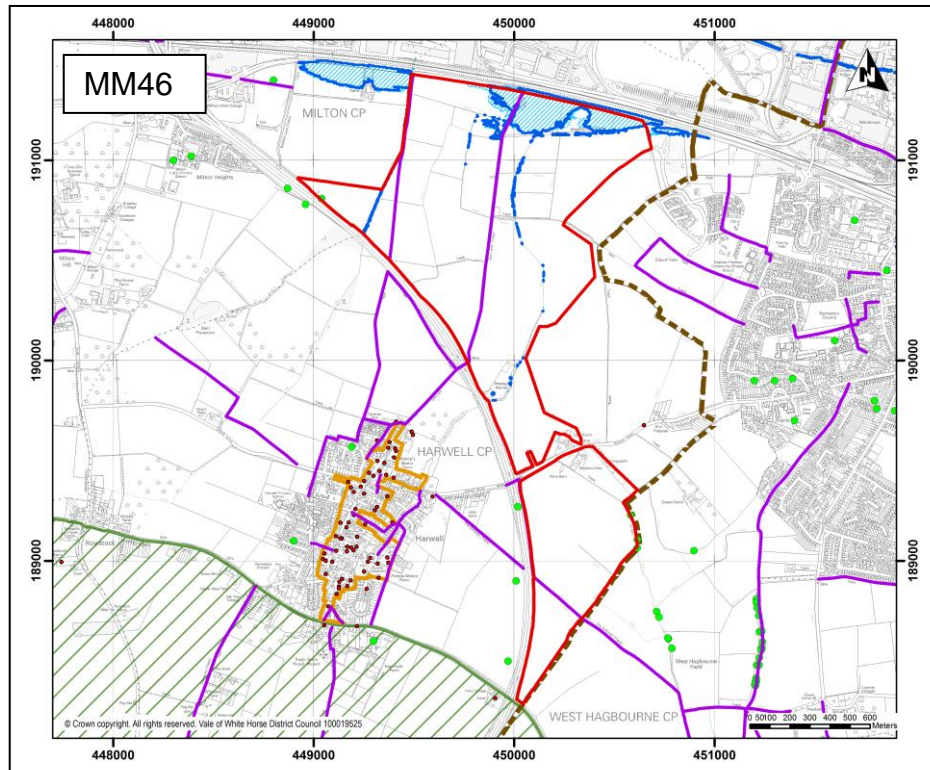
Flood risk and drainage:

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

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 (180.73 186 ha)



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

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 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.
- To contribute towards infrastructure in the Science Vale Area Strategy as set out in the Oxfordshire Local Transport Plan.

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

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 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.
- 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 (Core Policy 17).
- 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

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 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.
- 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 site Transport Assessment.

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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 North West Valley Park site, with appropriate pro-rata~~

~~contributions.~~ **THREE NEW PRIMARY SCHOOLS ARE REQUIRED IN RESPECT OF THE TWO SITES. ONE NEW PRIMARY SCHOOL WILL BE REQUIRED ON THE NORTH WEST VALLEY PARK SITE AND TWO OTHER NEW PRIMARY SCHOOLS WILL BE REQUIRED ON THE VALLEY PARK SITE.**

- Contribute **TO A NEW** ~~towards enlargement of the~~ secondary school at Great Western Park **OR** Didcot **NORTH EAST.**
- 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 1400 sqm.
- Provide public open space and improved recreational facilities in Didcot in accordance with the Vale's emerging playing pitch strategy.
- 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.

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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.

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 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 Green Infrastructure on-site or through a financial contribution for off-site provision.

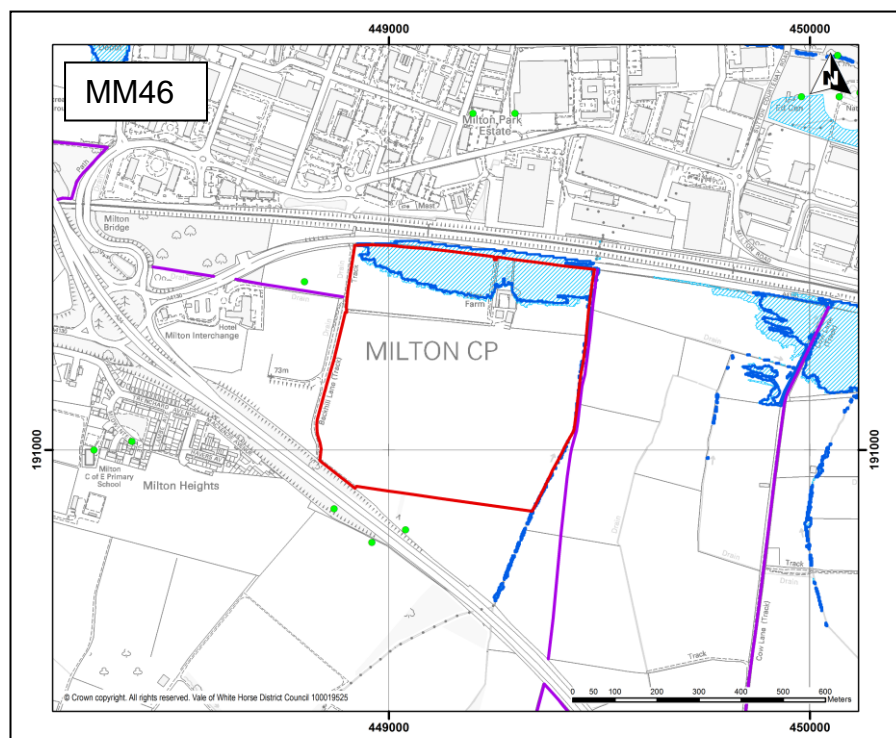
Flood risk and drainage:

- 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.
- 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 33.25 ha)



Use: At least 800 homes, subject to masterplanning.

Key objectives:

- The development of this site shall take into account the design and layout of nearby strategic housing sites, including 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.
- 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.
- To contribute towards infrastructure in the Science Vale Area Strategy as set out in the Oxfordshire Local Transport Plan.

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 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.

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.

- 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 **AND FUTURE DEVELOPMENT OF THE MILTON INTERCHANGE SERVICES TO THE WEST.**
- 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.
- Provide public open space that will form a well connected network of green areas suitable for both formal and informal recreation.

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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.
- **PROVIDE LAND FOR WIDENING OF THE A4130.**
- 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

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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.

identified through the site Transport Assessment.

- **SHOULD ACCESS TO THE SITE BE PROVIDED FROM THE A4130 VIA MILTON INTERCHANGE SERVICES, ANY NECESSARY IMPROVEMENTS WOULD BE FACILITATED BY PROMOTERS/DEVELOPERS OF THE ALLOCATION.**

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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.~~

MM47

THREE NEW PRIMARY SCHOOLS ARE REQUIRED IN RESPECT OF THE TWO SITES. ONE NEW PRIMARY SCHOOL WILL BE REQUIRED ON THE NORTH WEST VALLEY PARK SITE AND TWO OTHER NEW PRIMARY SCHOOLS WILL BE REQUIRED ON THE VALLEY PARK SITE.

- Provide land (1.6 ha) and contribute towards a 100 pupil special needs school.
- **CONTRIBUTE TO A NEW SECONDARY SCHOOL AT GREAT WESTERN PARK OR DIDCOT NORTH EAST.**
- Provide a neighbourhood centre of approximately 500

MM48

sqm, to include local shops and other community facilities to serve the development.

- Provide community centre of approximately 1400 sqm.
- 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.
- 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.

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:

- 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.

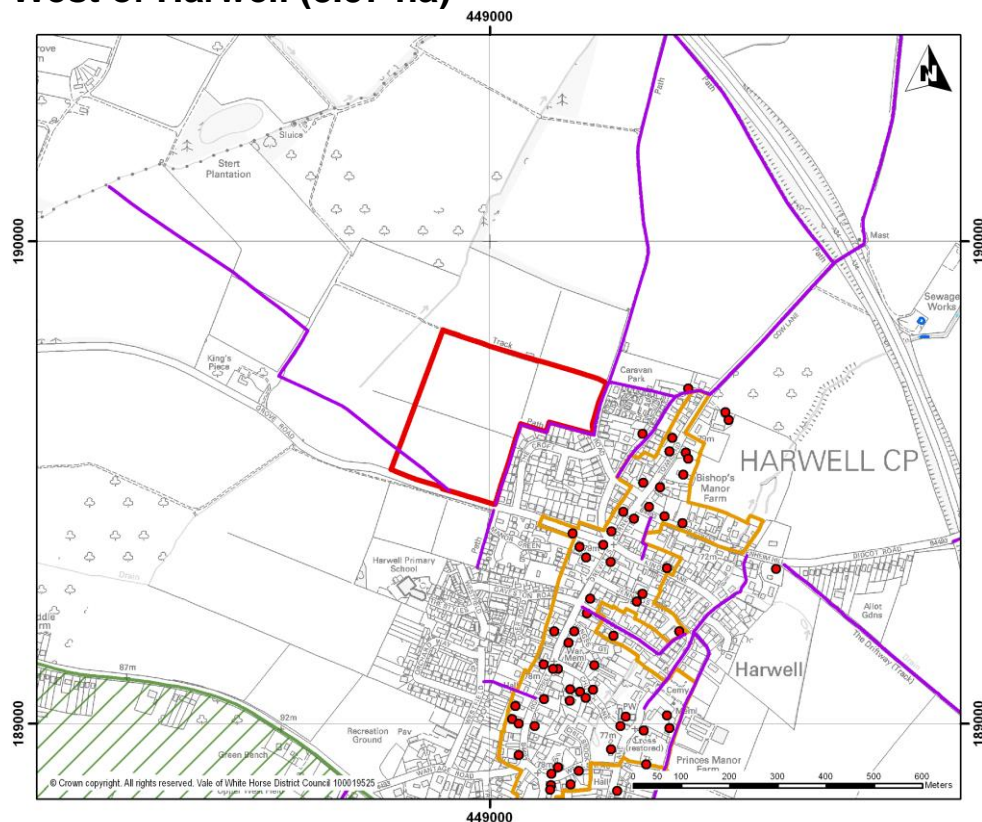
Flood risk and drainage:

- 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 as set out in the Oxfordshire Local Transport Plan.

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.

Utilities:

- **UPGRADE THE SEWER NETWORK.**
- **A DETAILED WATER SUPPLY STRATEGY WILL BE REQUIRED.**

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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 site Transport Assessment.
- Contribute towards improved frequency and hours of service on the strategic bus route between Wantage, Harwell and Didcot.

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.

Social and community:

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

MM53

- **CONTRIBUTE TO A NEW SECONDARY SCHOOL AT GREAT WESTERN PARK OR DIDCOT NORTH EAST.**

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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 2011 (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.
- 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.

Biodiversity and green infrastructure:

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

Flood risk and drainage:

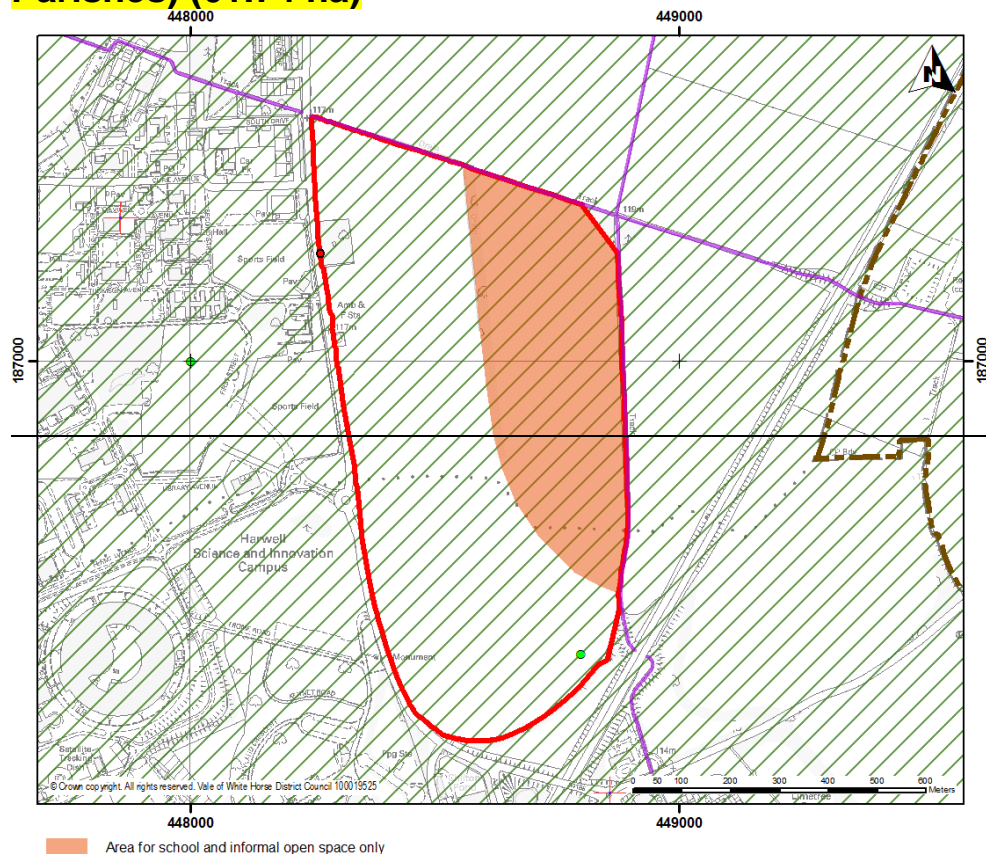
- Parts of the site may be susceptible to surface water flooding; investigate and mitigate (if necessary).
- The site is considered high risk to groundwater and mitigation measures may be required to prevent any detrimental impact on groundwater quality.
- An intrusive ground investigation and remediation strategy may be required to understand levels of contamination on site to ensure there will be no detrimental impact on groundwater quality.

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)

MM54



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

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 as set out in the Oxfordshire Local Transport Plan.
- 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).

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.

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 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 site Transport Assessment.

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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.

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 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.

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

MM54

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).

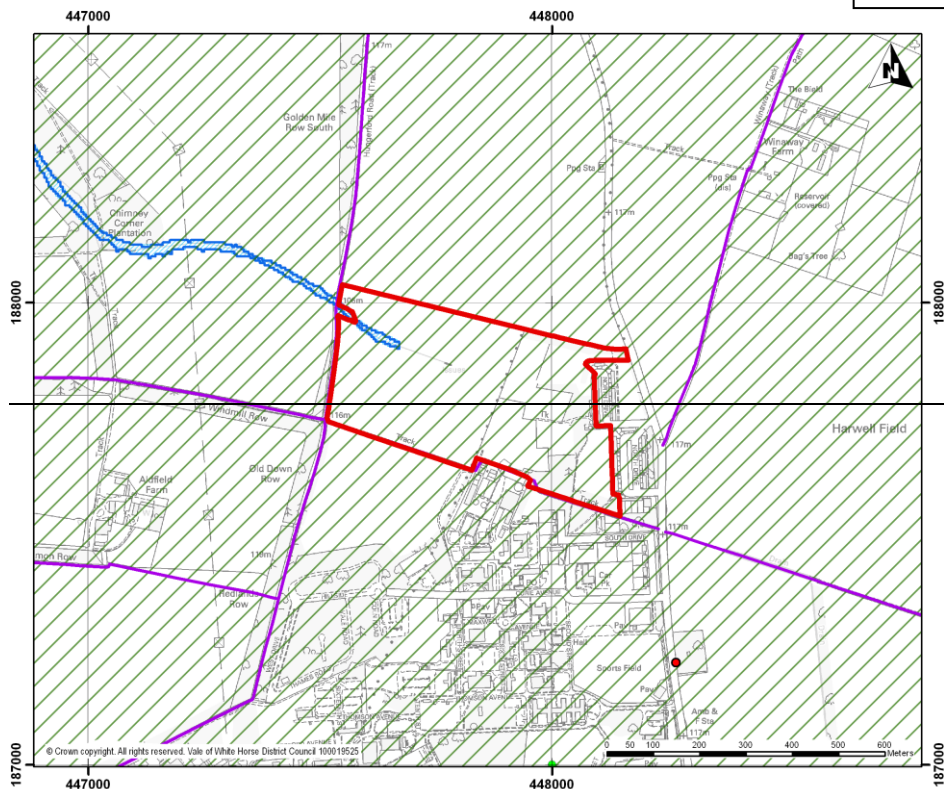
Further policy requirements may be set out in the Joint Science Vale Area Action Plan.

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)

MM55



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 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).

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 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.

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.

- Buildings should be predominantly two storeys.

Utilities:

- Upgrade the sewer network.

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 site Transport Assessment.
- 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 **A NEW**

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.

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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.

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.

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Flood risk and drainage:

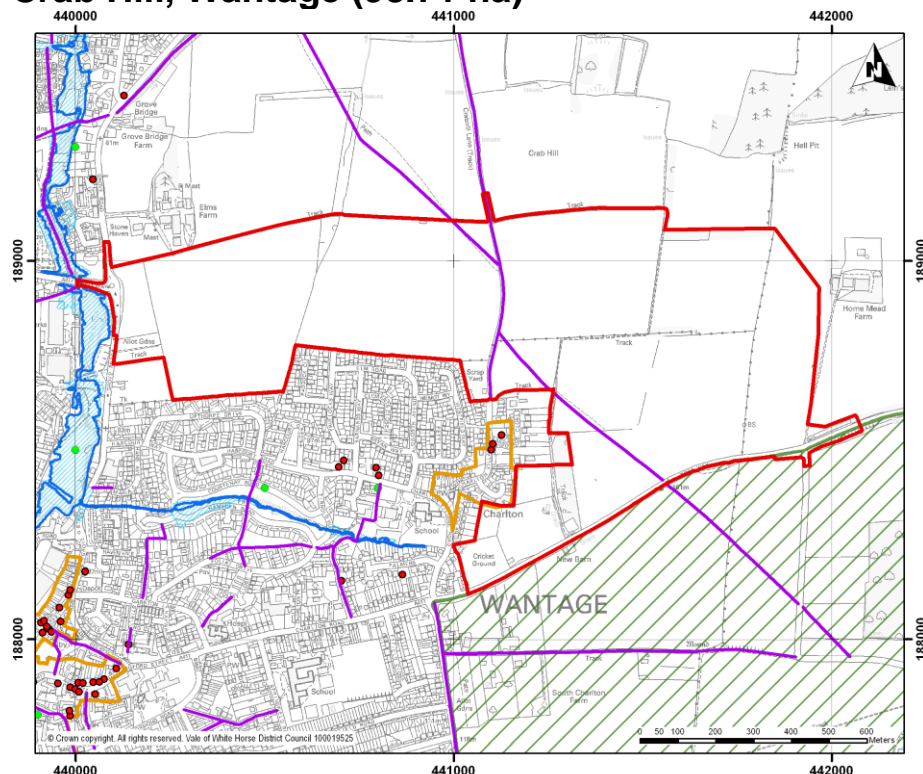
- Incorporate Green Infrastructure within SUDs to improve biodiversity and water quality.
- Mitigation measures may be required to prevent any detrimental impact on groundwater quality.
- A porous pavement system rather than soakaways should be used due to the underlying chalk geology.
-

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

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.

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.

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 any necessary mitigation measures identified through the site Transport Assessment.
- Improve pedestrian and cycle links to Wantage town centre, secondary schools and to the Science Vale area.
- 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:

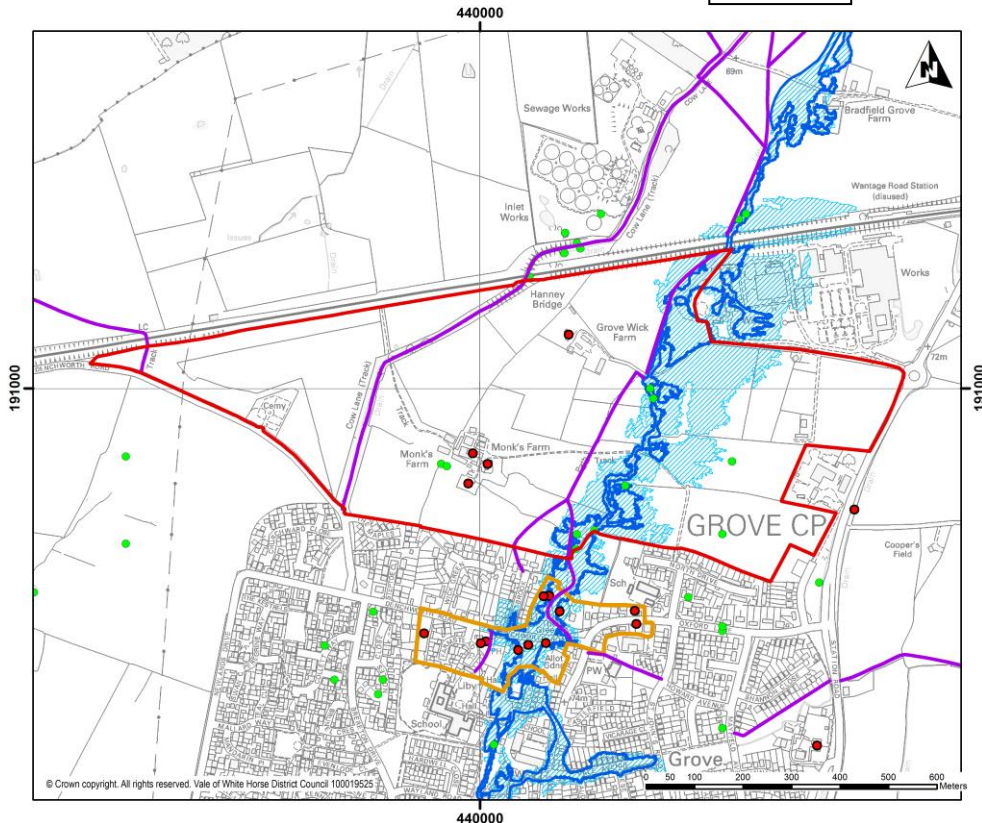
- Contribute towards the identified Green Infrastructure deficit in the area surrounding Wantage.

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 60.63 ha)

MM56



Use: Around 750-885 homes and circa 6 ha of employment land, subject to masterplanning.

MM56

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.
- 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.
- 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.
- Affordable housing should be evenly distributed across 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.

site and should not be used as a buffer between less desirable areas of the site (e.g. A338) and market housing.

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.
- Contribute towards A417 and A338 site access and A338 corridor improvements, including Frilford junction.
- Deliver the Grove Northern Link Road (GNLR) required for access to the Grove Airfield development with site boundary.
- Contribute towards the Wantage Eastern Link Road and any necessary mitigation measures identified through the site Transport Assessment.
- 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 **OR PROVIDE A NEW SCHOOL WITHIN THE MONKS FARM SITE.**
- Contribute towards a new secondary school at Grove Airfield.

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- 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 coordinate 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.

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:

- 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.

the council's ecologist, flood engineer and the Environment Agency.

Flood risk and drainage:

- **NO DEVELOPMENT SHOULD TAKE PLACE WITHIN FLOOD ZONES 2 AND 3 (WITH THE EXCEPTION OF THE GROVE NORTHERN LINK ROAD).**

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