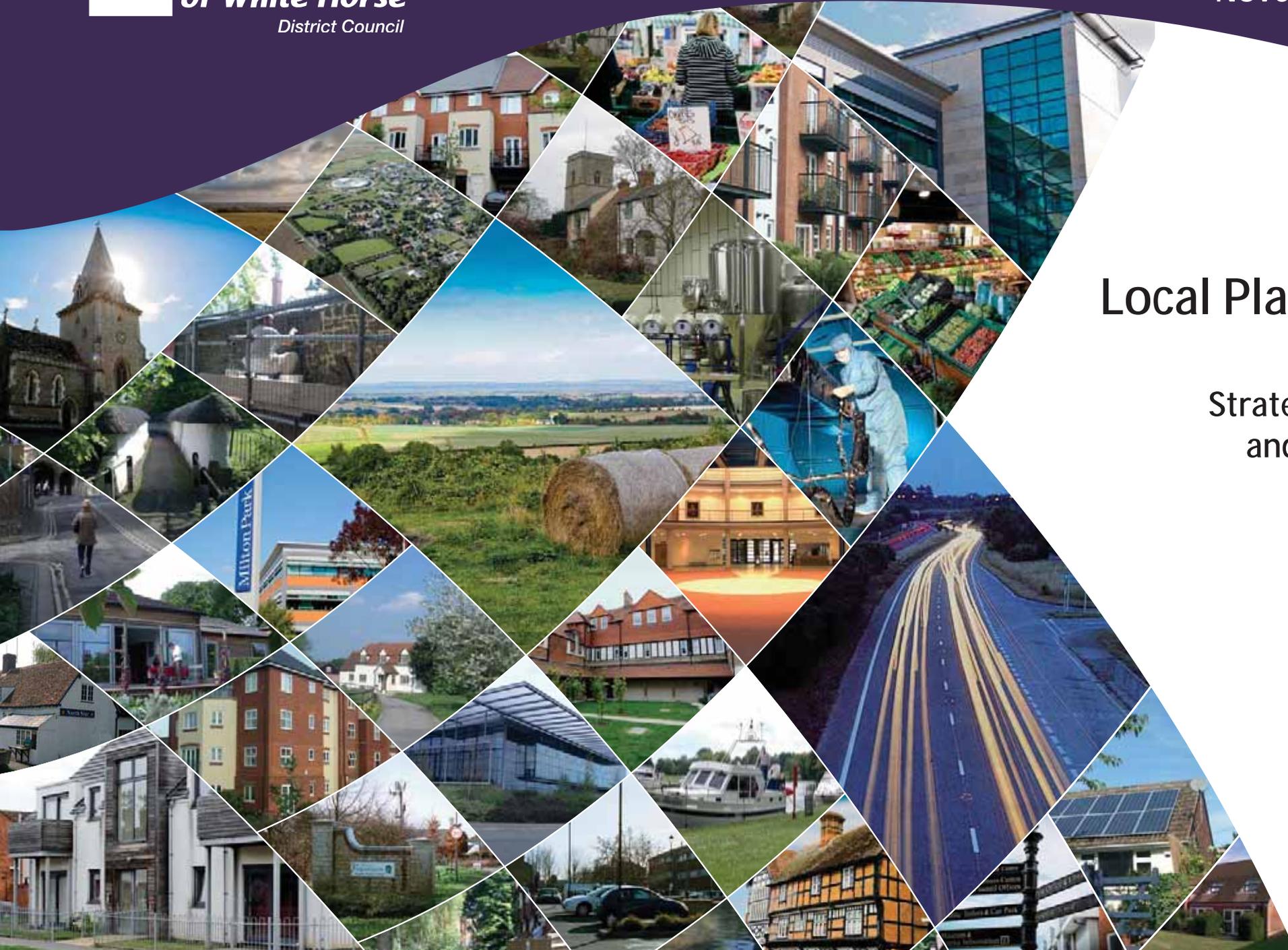




**Vale
of White Horse**
District Council

Publication Version
November 2014



Local Plan 2031

Part 1

Strategic Sites and Policies

VALE OF WHITE HORSE LOCAL PLAN 2031 PART 1: STRATEGIC SITES AND POLICIES

APPENDICES

November 2014

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APPENDIX A: SITE DEVELOPMENT TEMPLATES

1. INTRODUCTION

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

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

Core Policies 8 (Spatial Strategy for Abingdon-on-Thames and Oxford Fringe Sub-Area), 15 (Spatial Strategy for South East Vale Sub-Area) and 20 (Spatial Strategy for Western Vale Sub-Area) explain that the strategic site allocations will be brought forward through a masterplanning process involving the community, Local Planning Authority and the developer. The core policies go on to state that the sites should meet any requirements set out in the Development Site Templates.

In bringing forward the strategic housing sites the Council will expect to see high quality developments, in accordance with the National Planning Policy Framework 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 strategic 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 masterplanning process.

The council is preparing a Design Guide Supplementary Planning Document (SPD) for the Vale which looks specifically at enhancing local distinctiveness as well as ensuring high quality development. Once adopted, 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 strategic housing

requirement is met and urban design principles and infrastructure provision is not compromised.

Development must comply with all relevant policies in the Local Plan 2031, unless material considerations indicate otherwise. The Development Site Templates highlight some of the key requirements for development at each site at the time of writing and do not preclude other requirements being identified at a later date. The Infrastructure Delivery Plan (IDP) captures this detail and is a live document that should be read in conjunction with the site templates. Where there is conflict, the IDP will be taken to set out the most up-to-date requirements.

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

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 in to 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 footpaths, cycleways and public rights of way (PROW) wherever possible to enhance pedestrian permeability and connectivity.
- Safeguard PROW.
- A Transport Assessment should be submitted with a planning application to identify the measures that will be taken to adequately mitigate or compensate for any harmful transport impacts (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)

and other evidence base studies.

- Contribute towards health care and leisure provision, where appropriate, in accordance with the requirements of the IDP.

Urban design principles:

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

Environmental health:

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

Biodiversity:

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

Landscape considerations:

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

Historic environment and cultural heritage:

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

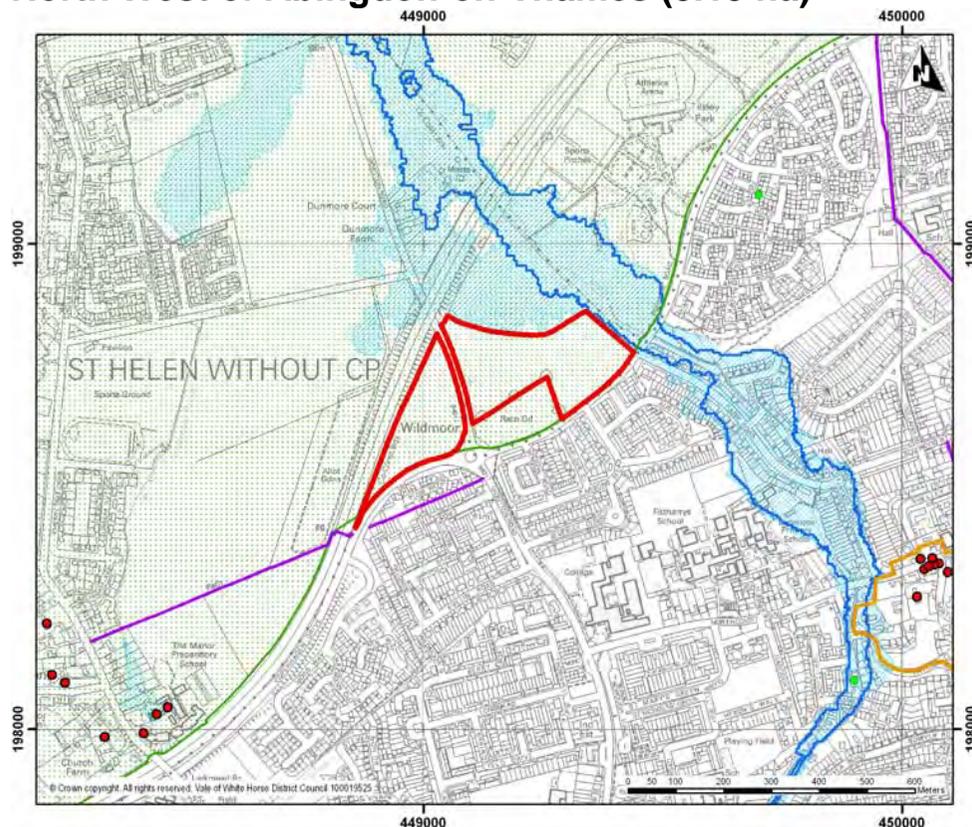
Key to site template map symbols

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

3. Abingdon-on-Thames and Oxford Fringe Sub-Area

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

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



Use: Around 200 homes, subject to detailed masterplanning.

Key objectives:

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

Urban design principles:

- Provide appropriate setbacks from all physical barriers along the boundaries of the site.
- Provide access to the adjacent recreational ground.
- Affordable housing should be evenly distributed across the site and should not be used as a buffer between less desirable areas of the site (e.g. A34) and market housing

Access and highways:

- Contribute towards delivery of south facing slips on A34 at Lodge Hill.
- Access should be provided from Copenhagen Drive and Dunmore Road. Implications of access arrangements on residential road junctions and potential congestion along Dunmore Road will need to be investigated. Junction improvements at Dunmore Road/A183 may be required.
- Contribute towards future strategic infrastructure improvements to Abingdon-on-Thames and any necessary mitigation measures identified through the site Transport Assessment.
- Layout of site should be mindful of future expansion of the A34 and should not preclude this.
- Improve or make financial contributions towards improved bus services (e.g. bus stops, pedestrian crossing, shelters and real time information displays) in Abingdon-on-Thames, including on the B4017 to the north of Wildmoor Roundabout, along Copenhagen Drive and Dunmore Road, as appropriate.
- Contribute to the cost of an hourly bus service between Abingdon and Cumnor (extending to Oxford), which would be routed along the Wootton Road through the development site.

3. Abingdon-on-Thames and Oxford Fringe Sub-Area

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

- Development should include appropriate provision for pedestrians to cross Dunmore Road.

the Green Belt.

Social and community:

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

Environmental health:

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

Landscape considerations:

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

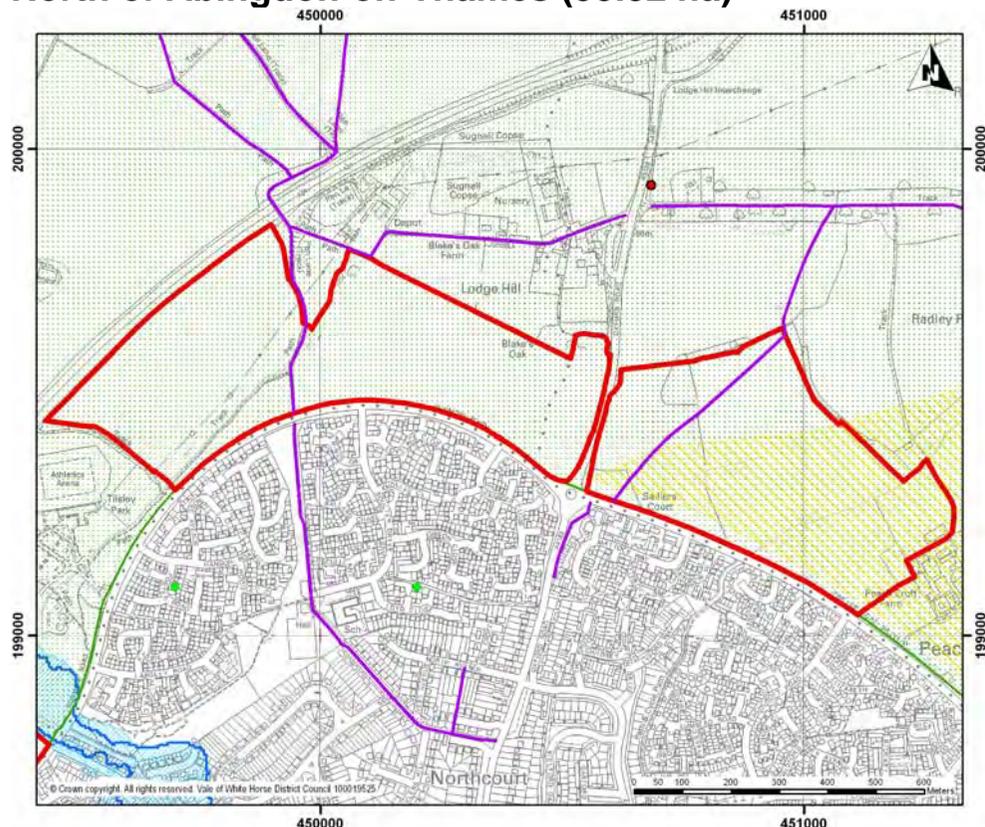
Flood risk and drainage:

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

3. Abingdon-on-Thames and Oxford Fringe Sub-Area

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

North of Abingdon-on-Thames (53.82 ha)



Use: Around 800 homes, subject to detailed masterplanning.

Key objectives:

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

Urban design principles:

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

3. Abingdon-on-Thames and Oxford Fringe Sub-Area

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

Utilities:

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

Access and highways:

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

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

Social and community:

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

Environmental health:

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

Landscape considerations:

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

3. Abingdon-on-Thames and Oxford Fringe Sub-Area

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

of the development on the Green Belt.

Biodiversity and green infrastructure:

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

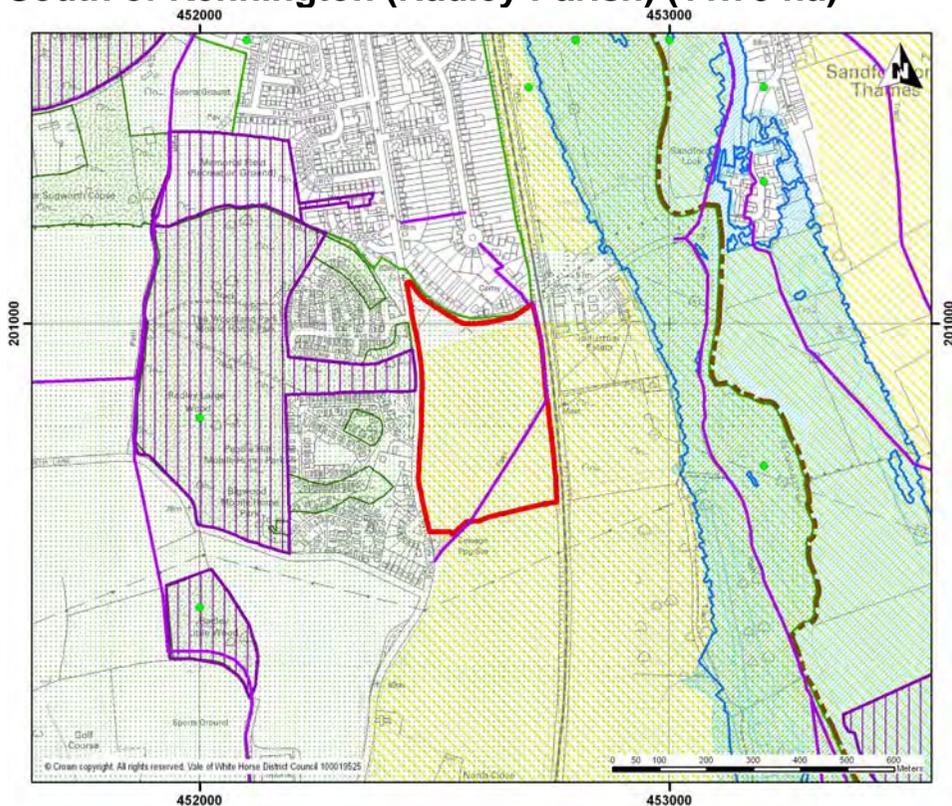
Flood risk and drainage:

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

3. Abingdon-on-Thames and Oxford Fringe Sub-Area

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

South of Kennington (Radley Parish) (11.79 ha)



Use: Around 270 homes, subject to masterplanning.

Key objectives:

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

Urban design principles:

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

Utilities:

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

Access and highways:

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

3. Abingdon-on-Thames and Oxford Fringe Sub-Area

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

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

Social and community:

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

Environmental health:

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

Landscape considerations:

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

Biodiversity and green infrastructure:

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

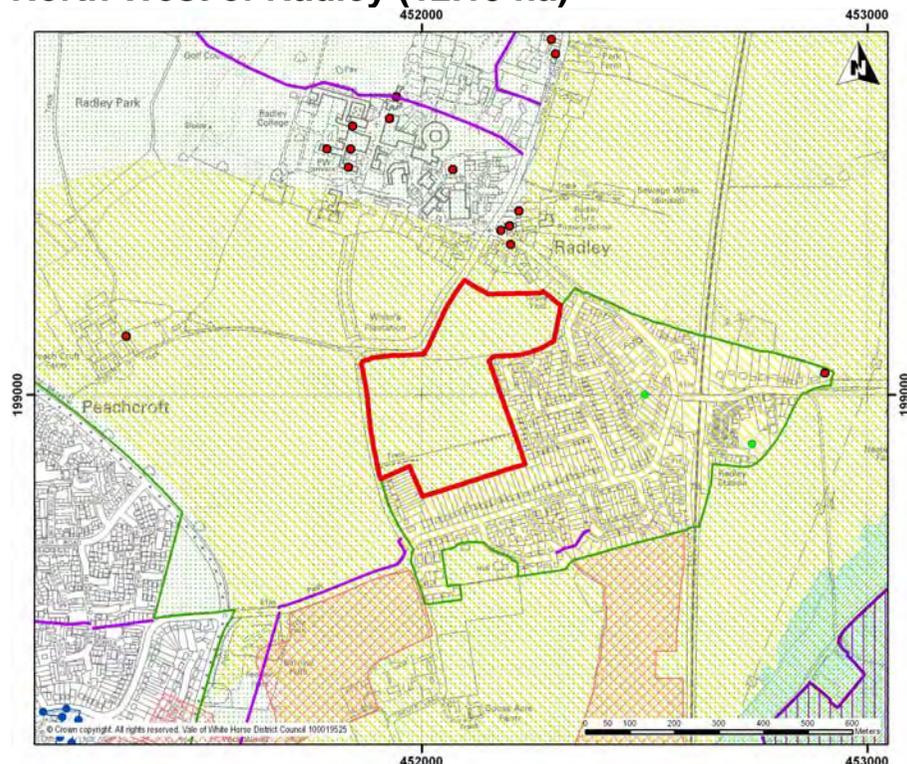
Flood risk and drainage:

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

3. Abingdon-on-Thames and Oxford Fringe Sub-Area

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

North West of Radley (12.15 ha)



Use: Around 240 homes, subject to masterplanning.

Key objectives:

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

Urban design principles:

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

Utilities:

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

Access and highways:

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

3. Abingdon-on-Thames and Oxford Fringe Sub-Area

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

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

Social and community:

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

Environmental health:

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

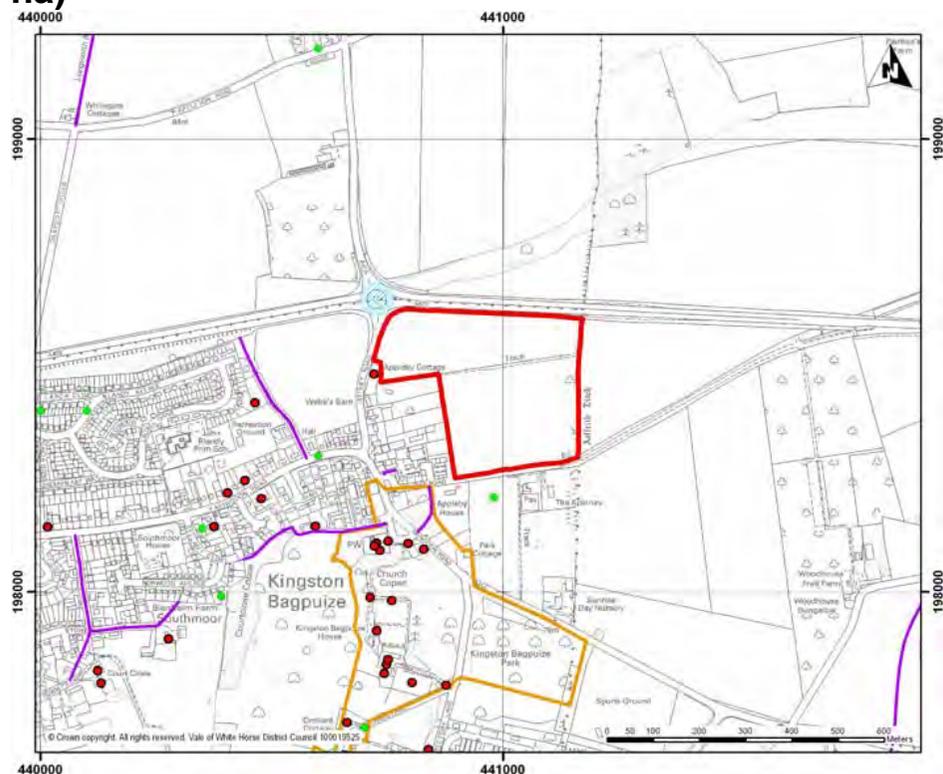
Landscape considerations:

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

3. Abingdon-on-Thames and Oxford Fringe Sub-Area

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

East of Kingston Bagpuize with Southmoor (11.85 ha)



Use: Around 280 homes, subject to masterplanning.

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:

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

Utilities:

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

Access and highways:

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

3. Abingdon-on-Thames and Oxford Fringe Sub-Area

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

Social and community:

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

Environmental health:

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

Landscape considerations:

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

Biodiversity and green infrastructure:

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

- Great Crested Newts have been recorded in ponds adjacent to this site. Any future development should enhance the connectivity of the ponds and include areas of new Great Crested Newts habitat.
- Include biodiversity enhancements such as SUDS, hedgerow and tree planting, creation of ponds, creation of habitat for bats in buildings and bird boxes, creation of hibernacula for reptiles and amphibians, log piles for invertebrates, hedgehog domes and creation of wildflower grasslands in the development design in line with planning policy 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 SUDs to improve biodiversity and water quality are encouraged.
- The east boundary has early medieval boundary ditches which should be retained for drainage and/or archaeological value with a suitable buffer zone from any development.
- Mitigation measures may be required to prevent any detrimental impact on groundwater quality.

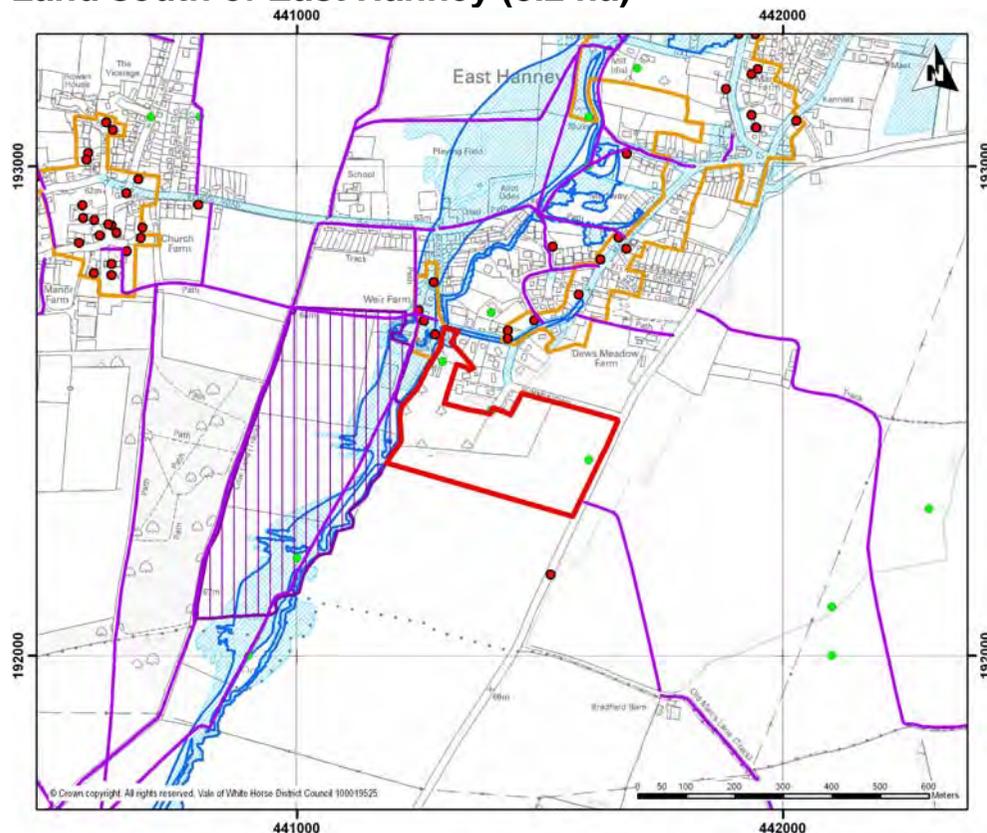
Minerals:

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

3. Abingdon-on-Thames and Oxford Fringe Sub-Area

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

Land south of East Hanney (8.2 ha)



Use: Around 200 homes, subject to masterplanning.

Key objectives:

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

Urban design principles:

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

Access and highways:

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

Social and community:

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

Environmental health:

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

Landscape considerations:

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

3. Abingdon-on-Thames and Oxford Fringe Sub-Area

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

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

Biodiversity and green infrastructure:

- The Letcombe Brook and its flood plain is a positive asset within the landscape and care should be taken with the

siting of any development along its boundary.

- The Cowslip Meadows Local Wildlife Site is adjacent to the site and contains UK Priority Habitat. Development must not impact this site.

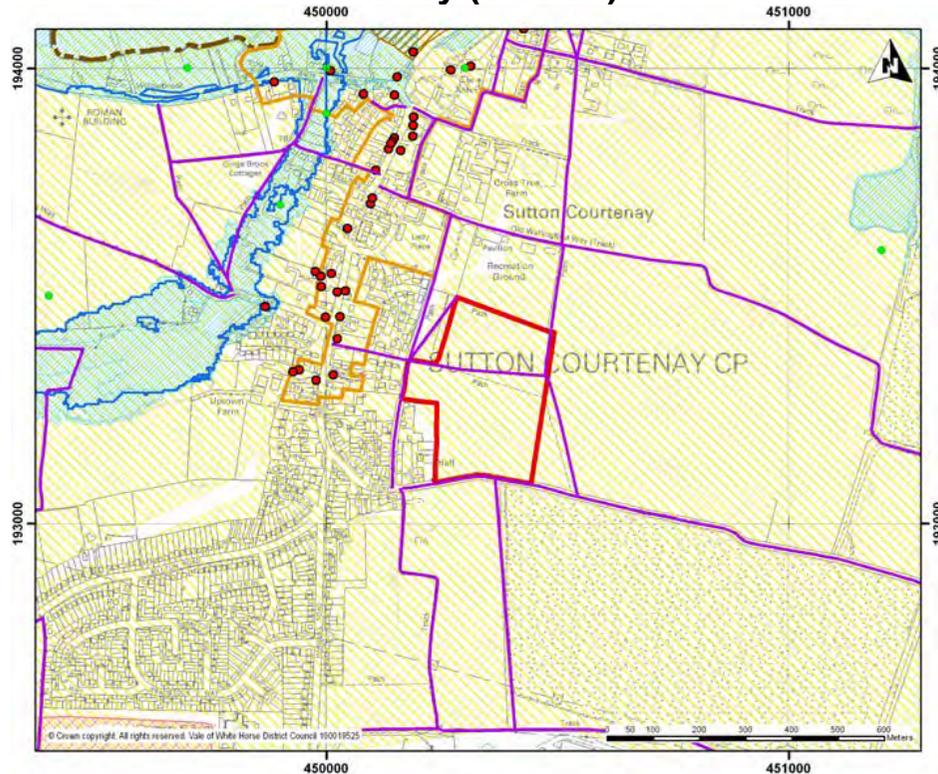
Flood risk and drainage:

- A site wide drainage strategy using SUDs will be required.

4. South East Vale Sub-Area

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

East of Sutton Courtenay (8.83 ha)



Use: Around 220 homes, subject to masterplanning.

Key objectives:

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

Urban design principles:

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

Utilities:

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

Access and highways:

- Investigate access arrangements. Access from B4016 may be possible. Contribution and/or onsite mitigation towards countryside access will be sought from the development.
- Contribute towards future strategic infrastructure improvements to Abingdon-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 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.

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 capacity of the primary school in Sutton Courtenay and expansion of secondary school capacity in Didcot.

Environmental health:

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

Landscape considerations:

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

Biodiversity and green infrastructure:

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

Flood risk and drainage:

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

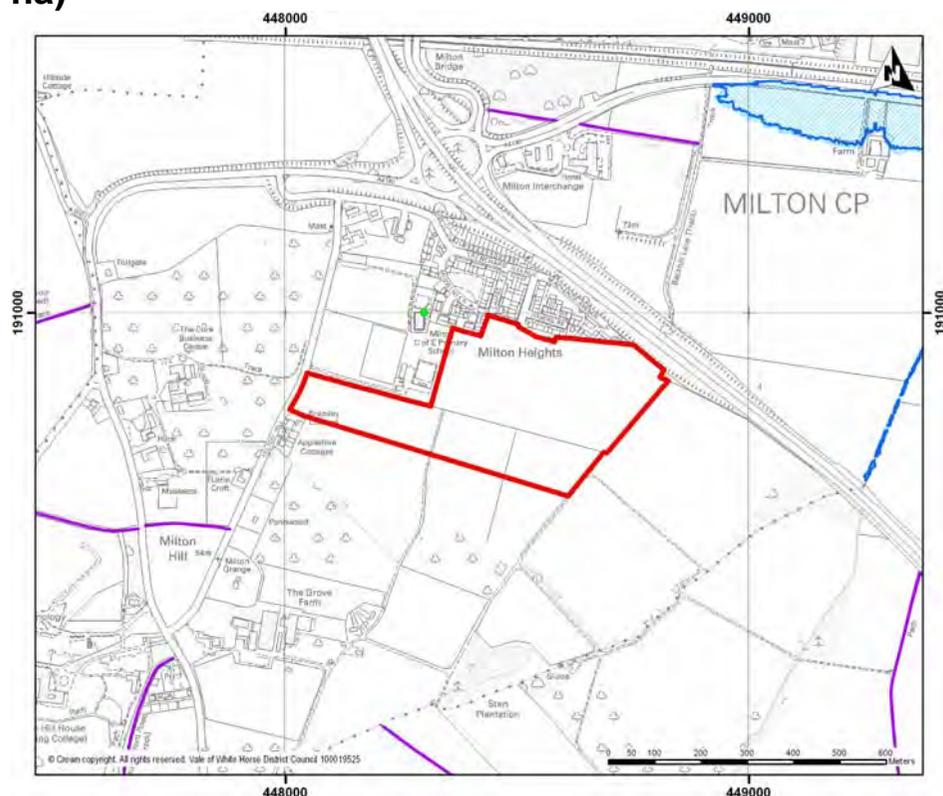
Minerals:

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

4. South East Vale Sub-Area

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

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



Use: Around 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, North West Valley Park and East of Harwell Campus, with respect to each of the following:
 - Pedestrian and vehicular access routes, including

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

4. South East Vale Sub-Area

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

Access and highways:

- Investigate access arrangements. 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 secondary school capacity in Didcot.

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

Environmental health:

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

Landscape considerations:

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

Biodiversity and green infrastructure:

- Assess the ecological value of the two ponds within 500 metres of the southern site boundary.

4. South East Vale Sub-Area

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

- Retain and enhance the settings of tree belts.

Flood risk and drainage:

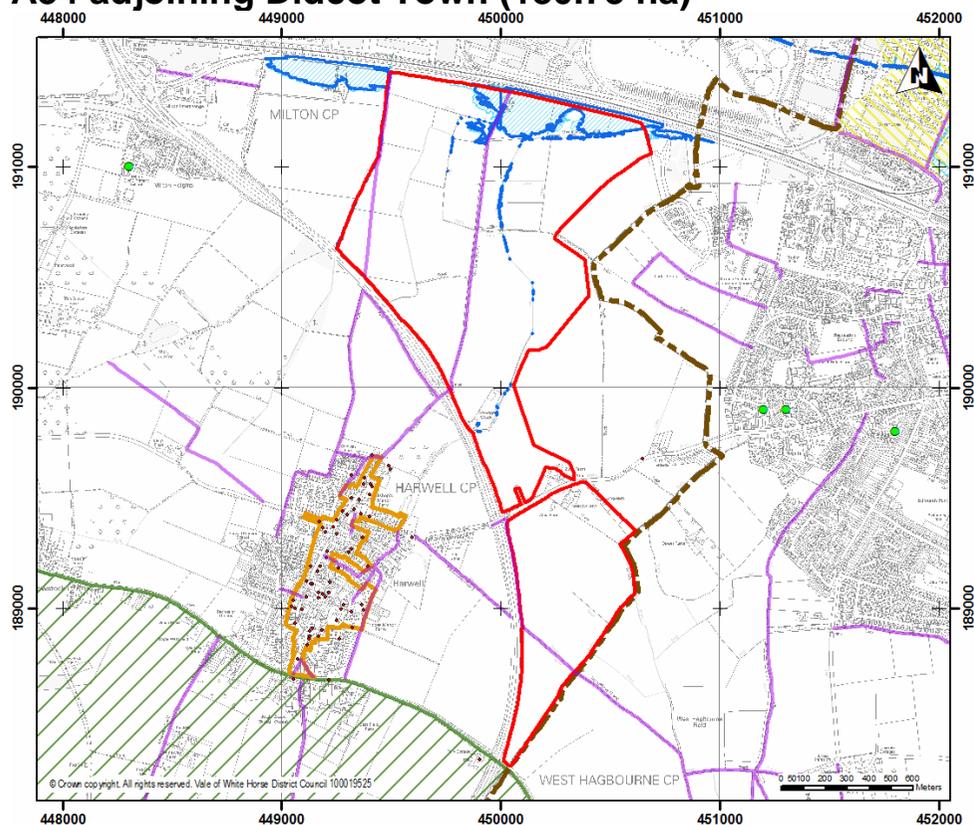
- Investigate areas that are susceptible to flooding and mitigate (if necessary).

Further policy requirements may be set out in the 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.

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



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

Key objectives:

- The development of this site shall take into account the design and layout of nearby strategic housing sites, including North West Valley Park, Milton Heights, East of Harwell Campus and the existing site at Great Western Park (which is partly located in South Oxfordshire), with respect to each of

the following:

- Pedestrian and vehicular access routes, including public rights of way (PROW).
- The location of facilities and services and the creation of desire lines in the direction of these.
- Green Infrastructure.
- Areas of open space.
- To deliver an exemplar, sustainable and mixed use urban extension.
- To create a sustainable community that is integrated with Didcot, Great Western Park and the Milton Park Enterprise Zone so residents can access existing services and facilities in these locations.
- To contribute to balanced employment and housing growth in Science Vale.
- 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.
- Site is a gateway to Didcot and development should carefully consider the uses on the frontage of the A4130.

4. South East Vale Sub-Area

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

- The 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 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 A4130. 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.

4. South East Vale Sub-Area

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

- Design 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.

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.
- Contribute towards enlargement of the secondary school at Great Western Park, Didcot.
- Provide land (1.6 ha) and contribute towards a 100 pupil special needs school.
- Provide a neighbourhood centre of approximately 500 sqm, to include local shops and other community facilities to serve the development.
- Provide a community centre of approximately 1400 sqm.
- Provide public open space and improved recreational facilities in Didcot in accordance with the Vale's emerging playing pitch strategy and the emerging Science Vale Area Action Plan.
- Public open space should be dispersed throughout the site to create a network of interlinked spaces.
- Playing pitches will need to be provided and should be delivered in a way that maximizes permeability and legibility throughout the site.

- Contribute towards the Didcot Leisure Centre.
- Police presence will need to be provided on site either through a neighbourhood office or as part of a community hub.

Environmental health:

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

Landscape considerations:

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

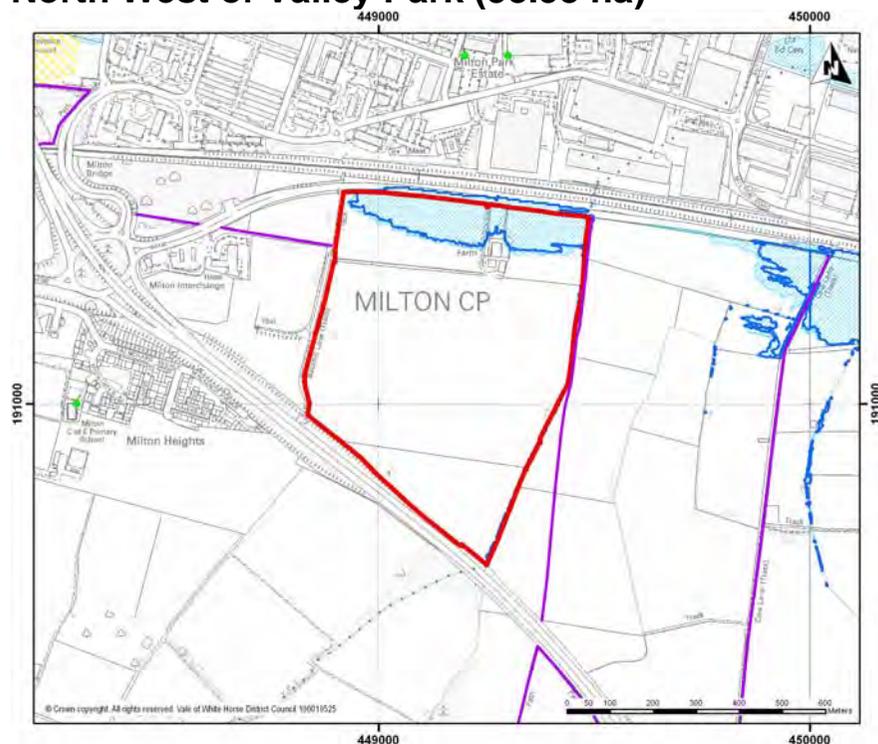
- Drainage Strategy should set out the sewerage infrastructure provision. The sewer route through the site will be protected by an easement. The site will be connected to the sewage treatment works located to the north of Great Western Park.
- No development will be permitted within Flood Zones 2 and 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.

Further policy requirements may be set out in the 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 West of Valley Park (38.58 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, Milton Heights and East of Harwell Campus, with respect to each of the following:
 - Pedestrian and vehicular access routes, including public rights of way (PROW).

- The location of facilities and services and the creation of desire lines in the direction of these.
- Green Infrastructure.
- Areas of open space.
- To deliver an exemplar, sustainable and mixed use urban extension.
- To create a sustainable community that is integrated with Didcot, Great Western Park and the Milton Park Enterprise Zone.
- To contribute to balanced employment and housing growth in Science Vale.
- 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.
- Site is a gateway to Didcot and development should carefully consider the uses on the frontage of the A4130.
- Design of development must consider the layout of the Valley Park development to the east.

4. South East Vale Sub-Area

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

- Design of the development should enable a high degree of integration and connectivity between new and existing communities, particularly the Great Western Park development.
- Careful consideration of street frontages should ensure that an appropriate building line is established and incorporation of active frontages.
- A layout that maximises the potential for sustainable journeys within the neighbourhood, on foot or by bicycle, with a legible hierarchy of routes will be particularly encouraged.
- Spatial layout of the site should provide good penetration by the bus, so this mode of transport can operate efficiently on direct routes, with stops linked to concentrations of population.
- Provide public open space that will form a well connected network of green areas suitable for both formal and informal recreation.
- 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 time as these services can be operated on a fully-commercial basis.
- Design roads to permit the operation of bus routes through the site from Didcot centre to Milton Park and Harwell Campus.
- Contribute towards any necessary mitigation measures identified through the site Transport Assessment.

Utilities:

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

Access and highways:

- Create east-west movements through this site in the direction of Didcot town to link with access roads in Valley Park and Great Western Park.
- Investigate access arrangements. Access should be possible onto A4130 and through Valley Park.

Social and community:

- The following will need to be provided across this site and/or the adjacent Valley Park site, with appropriate pro-rata contributions:
 - Two new 'two form entry' primary schools will be required to accommodate growth on Valley Park and North-West Valley Park site allocations; 2.22 ha of land is required for each school. One school may need to be 'three form entry' at least during peak years and will require a site of 3.01ha.
 - Provide land (1.6 ha) and contribute towards a 100 pupil special needs school.
 - Provide a neighbourhood centre of approximately 500

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.

- 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 and the emerging Science Vale Area Action Plan.
- Police presence will need to be provided on site either through a neighbourhood office or as part of a community hub.
- Contribute towards the Didcot Leisure Centre.

Environmental health:

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

Landscape considerations:

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

Biodiversity and green infrastructure:

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

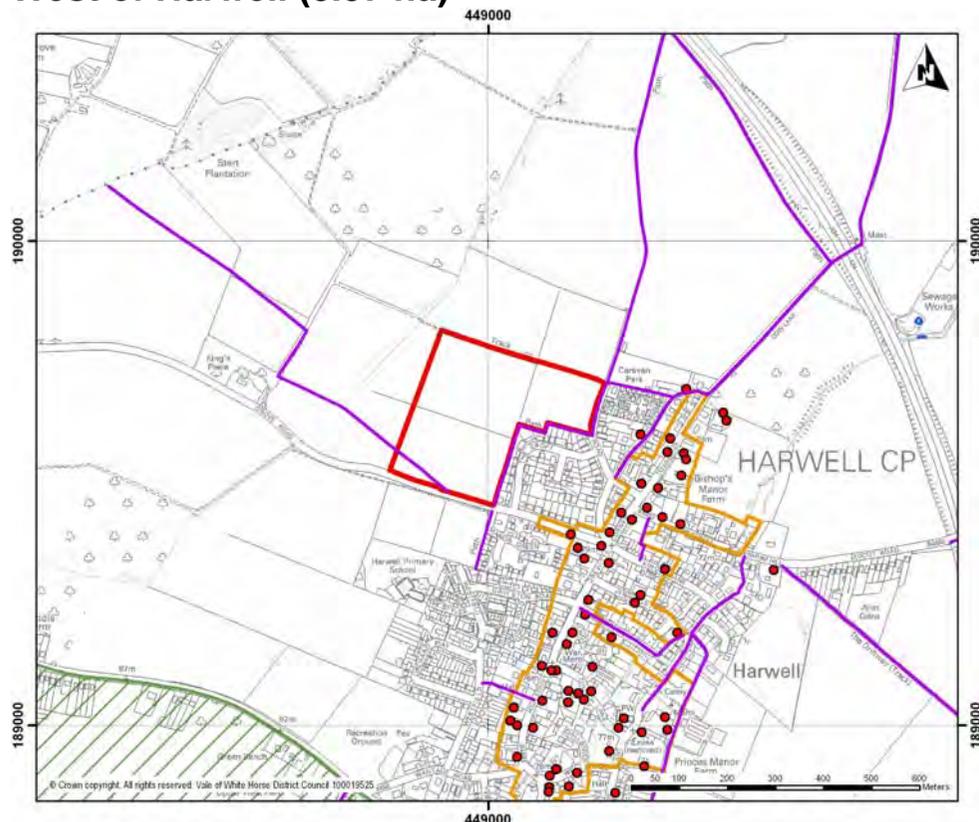
- A Drainage Strategy should set out the sewerage infrastructure provision. The sewer route through the site will be protected by an easement. The site will be connected to the sewage treatment works located to the north of Great Western Park.
- No development will be permitted within Flood Zones 2 and 3.
- 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.

Further policy requirements may be set out in the 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.

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.

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.

Social and community:

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

Landscape considerations:

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

4. South East Vale Sub-Area

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

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

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

Biodiversity and green infrastructure:

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

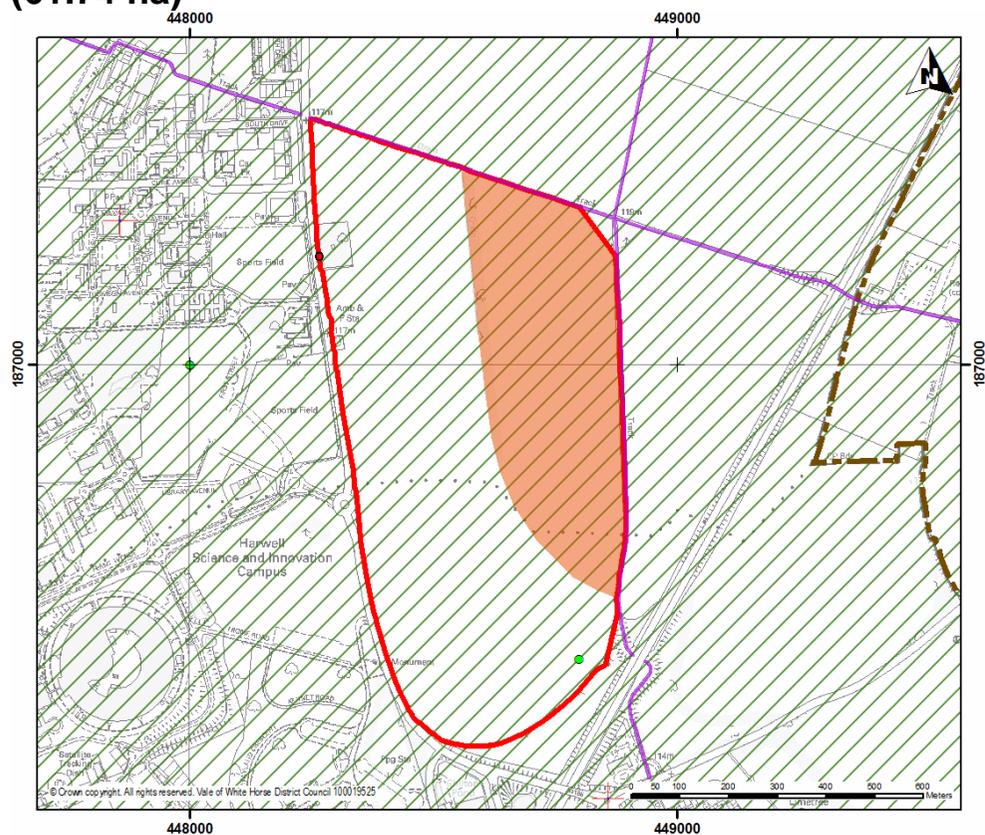
Flood risk and drainage:

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

4. South East Vale Sub-Area

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

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



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

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).

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.

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.

- 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.

Social and community:

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

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.

Landscape considerations:

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

Biodiversity and green infrastructure:

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

Flood risk and drainage:

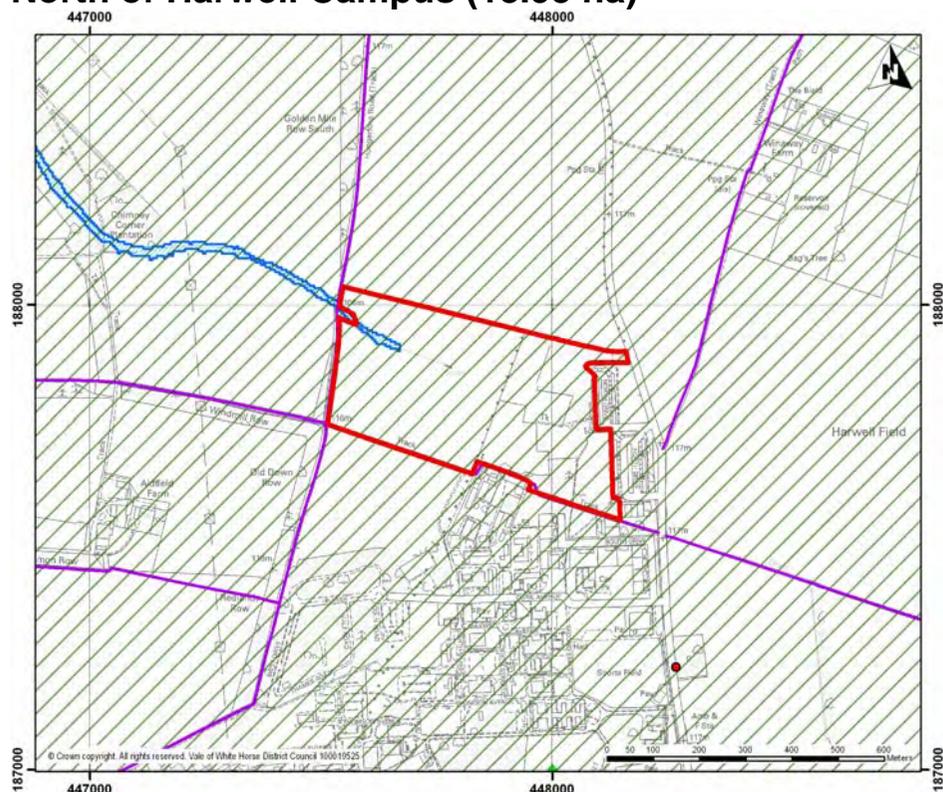
- Areas to the centre and east of the site are susceptible to surface water flooding; investigate and mitigate (if necessary).

Further policy requirements may be set out in the 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)



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 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.
- Buildings should be predominantly two storeys.

Utilities:

- Upgrade the sewer network.

4. South East Vale Sub-Area

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

Access and highways:

- Investigate access arrangements.
- Site access would be taken from A4185 Newbury Road at the location of the existing residential access.
- Contribute towards 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 it.
- Contribute towards the expansion of the appropriate secondary school in the area.
- Contribute towards improving the existing services and facilities on the adjacent campus.
- Allow appropriate access to existing public open space and recreational facilities opposite the site and/or within the campus.

Environmental health:

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

Landscape considerations:

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

Biodiversity and green infrastructure:

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

Flood risk and drainage:

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

4. South East Vale Sub-Area

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

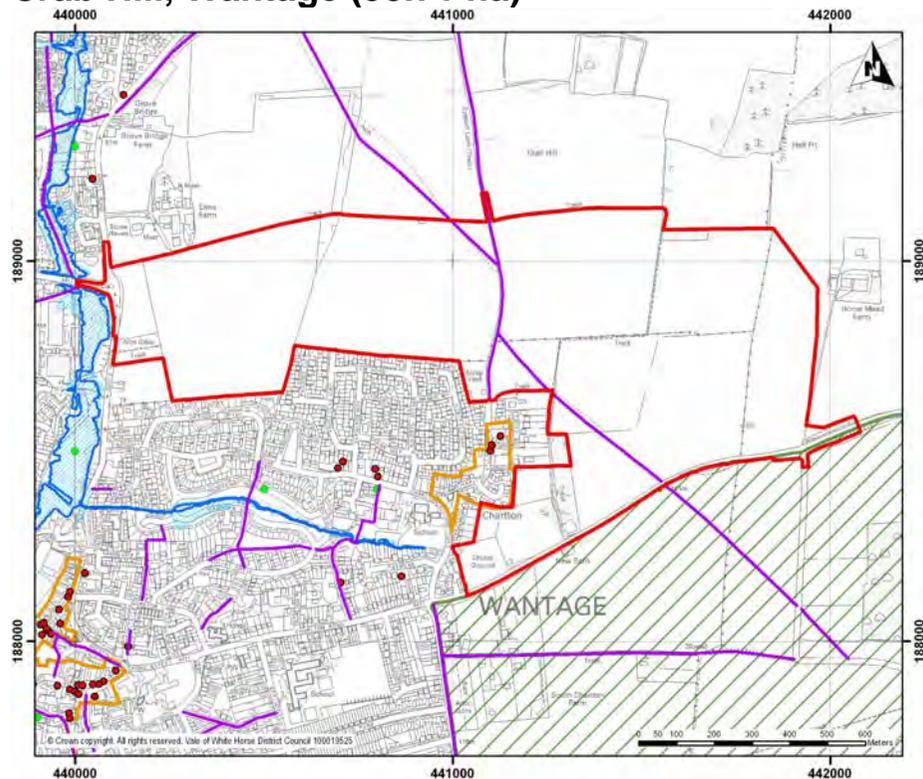
- A porous pavement system rather than soakaways should be used due to the underlying chalk geology.

Further policy requirements may be set out in the 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:

- Provide the eastern and western extents of the Wantage Eastern Link Road (WELR) at the A417 and A338 for direct access. The full WELR will be supported by other developer contributions within the Wantage and Grove area.
- Contribute towards any necessary mitigation measures identified through the 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.

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.

- Agree appropriate treatment of Byway Open to All Traffic (BOAT) with Oxfordshire County Council.

Social and community:

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

Environmental health:

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

Landscape considerations:

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

minimise the visual impact of the proposals due to the levels changes east of the A338.

- Retain, where possible, existing trees, woodland and hedges, particularly those along the edges of the site.

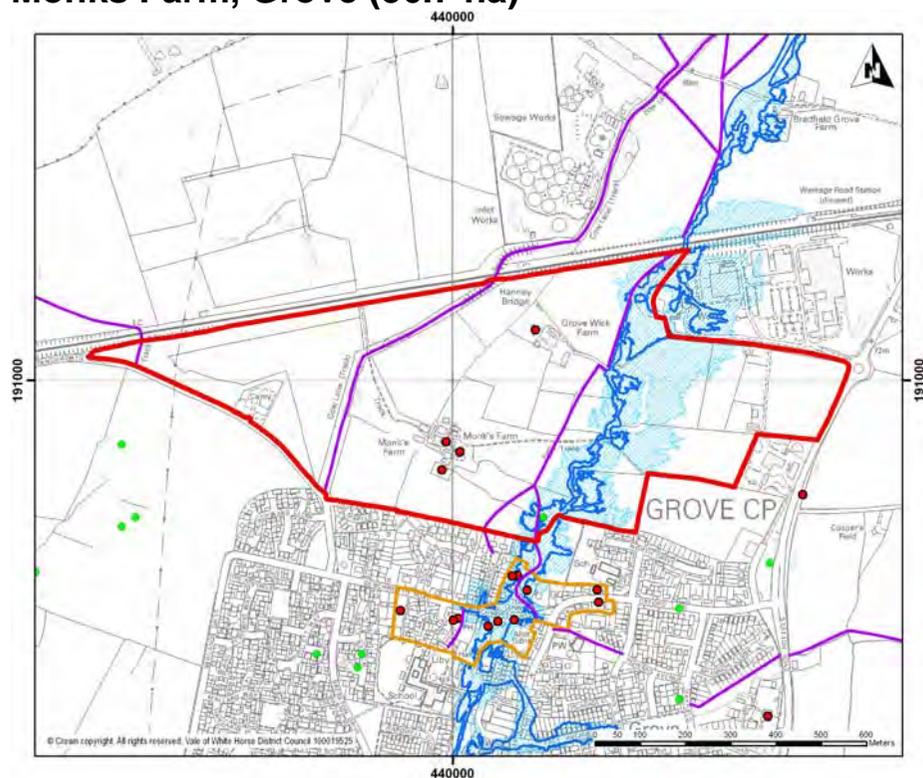
Biodiversity and green infrastructure:

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

4. South East Vale Sub-Area

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

Monks Farm, Grove (56.7 ha)



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

Key objectives:

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

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

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 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

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.

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

Environmental health:

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

Landscape considerations:

- Create a new landscape structure to contain the new housing and limit the impact on the wider landscape. The landscape

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

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

Biodiversity and green infrastructure:

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

Flood risk and drainage:

- No development should take place within Letcombe Brook corridor and flood zones (other than Grove Northern Link Road, 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

4. South East Vale Sub-Area

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

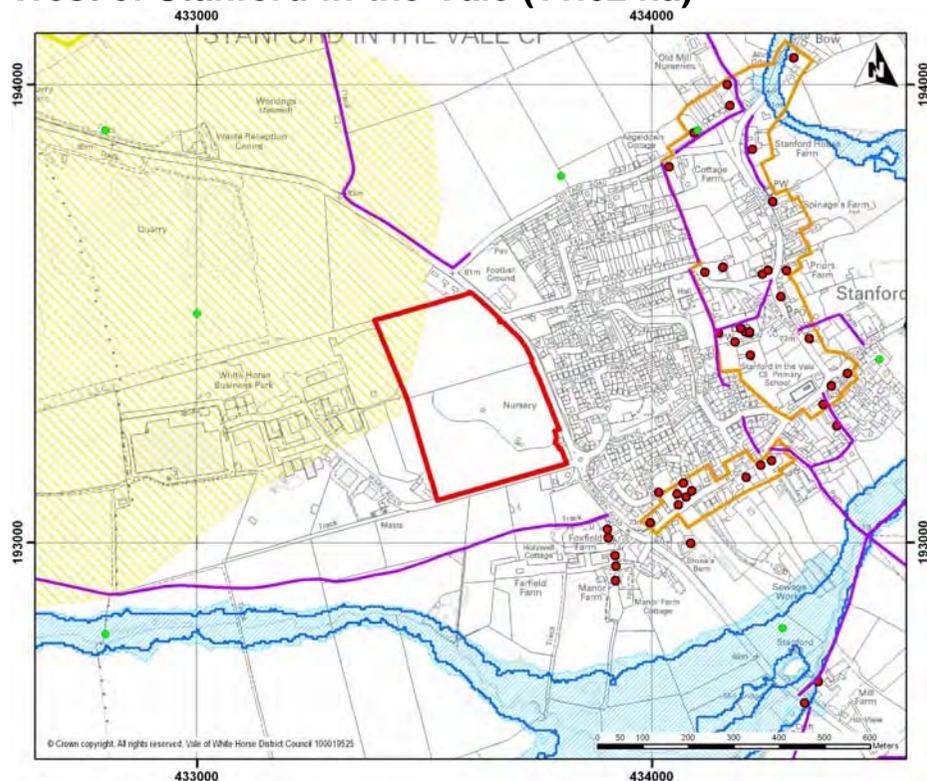
works can be made by a reduction in the surface water runoff. If appropriate, mitigation or compensation measures should be provided to offset any negative impacts on the Brook.

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

5. Western Vale Sub-Area

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

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



Use: Around 200 homes, subject to masterplanning.

Key objectives:

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

Urban design principles:

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

Utilities:

- Upgrade the sewer network.

Access and highways:

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

Social and community:

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

Environmental health:

- Investigate potential noise and air pollution impacts from the A417, the industrial estate and the quarry; mitigation

5. Western Vale Sub-Area

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

measures may be required to offset any adverse impacts.

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

Landscape considerations:

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

Biodiversity and green infrastructure:

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

Flood risk and damage:

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

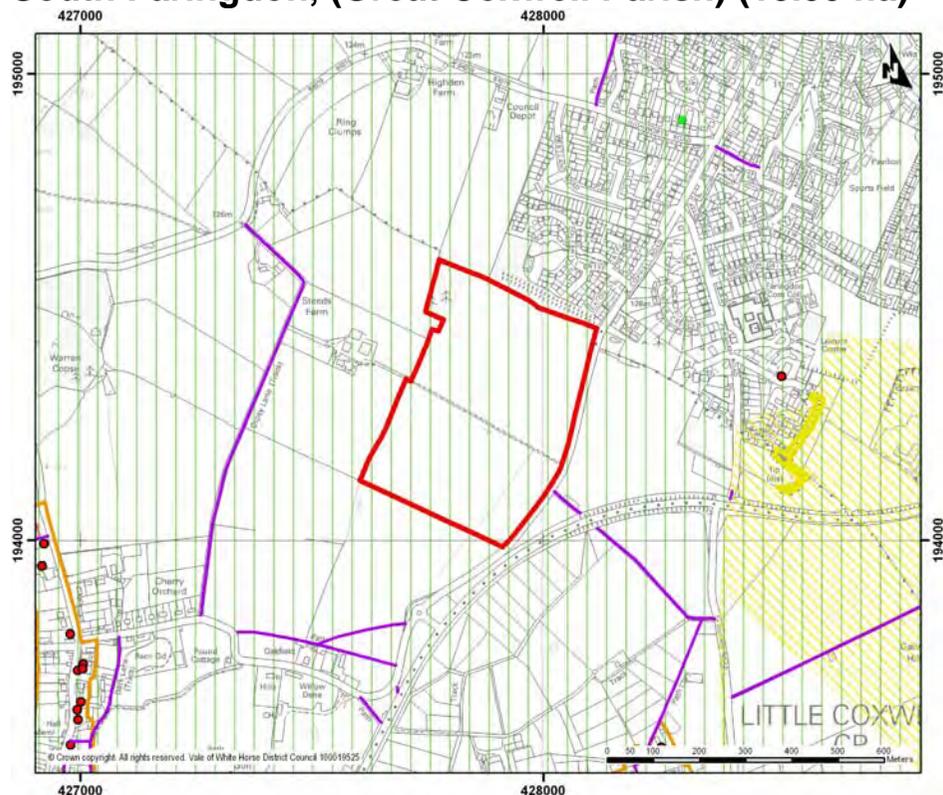
Minerals

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

5. Western Vale Sub-Area

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

South Faringdon, (Great Coxwell Parish) (18.35 ha)



Use: Around 200 homes, subject to masterplanning.

Key objectives:

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

Urban design principles:

- Include linkages to the existing and planned facilities and services on site and to the adjacent site allocations (South West of Faringdon and East of Coxwell Road, Faringdon).
- Housing will need to front the public realm including roads and areas of public open space.

Utilities:

- Upgrade the sewer network.

Access and highways:

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

Social and community:

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

Environmental health:

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

5. Western Vale Sub-Area

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

Landscape considerations:

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

Biodiversity and green infrastructure:

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

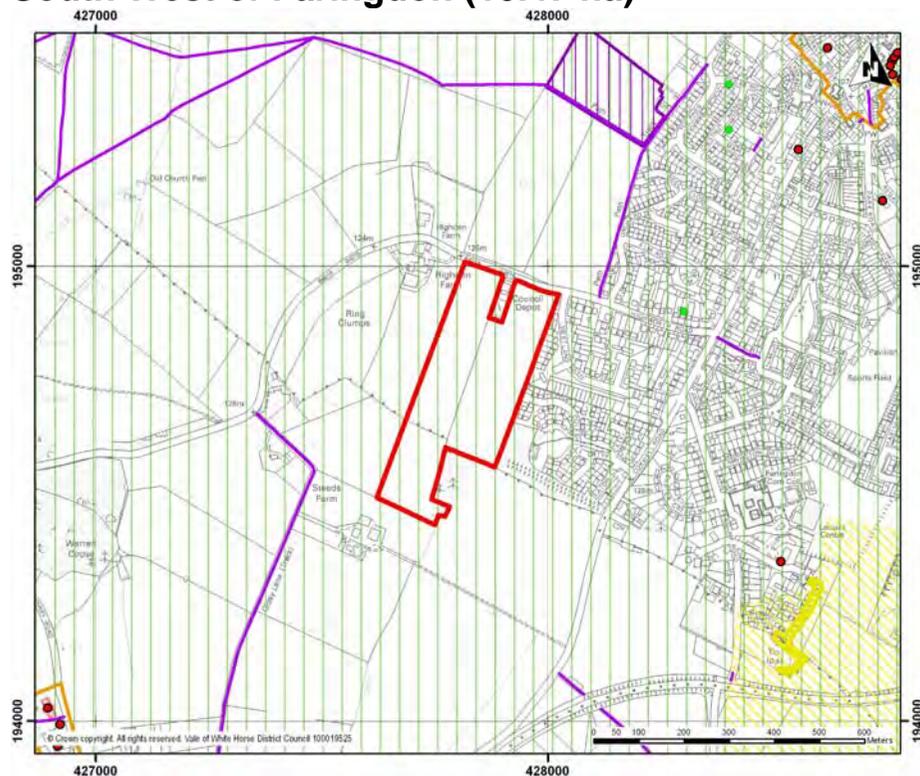
Flood risk and damage:

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

5. Western Vale Sub-Area

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

South West of Faringdon (10.47 ha)



Use: Around 200 homes, subject to masterplanning.

Key objectives:

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

Urban design principles:

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

Utilities:

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

Access and highways:

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

5. Western Vale Sub-Area

In addition to the general requirements set out in section two, development will be required to meet the following infrastructure requirements.
club (pedestrian and vehicular).

Social and community:

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

Environmental health

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

Landscape considerations:

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

B4019 to avoid harm to the rural character of the road and minimise loss of the existing mature hedgerow.

- Retain the historic field pattern within the site, utilising tree belts and hedgerows as a framework for the subdivision of the site into development land parcels.
- Plant new native woodland belt along the western and southern boundaries to link existing woodland belts and create a strong, vegetated edge to the settlement and backdrop to views of the clump from the Badbury Hill.
- The Landscape Strategy for the site should contribute to the aims of the Great Western Community Forest, including provisions for the creation of a diverse woodland environment.

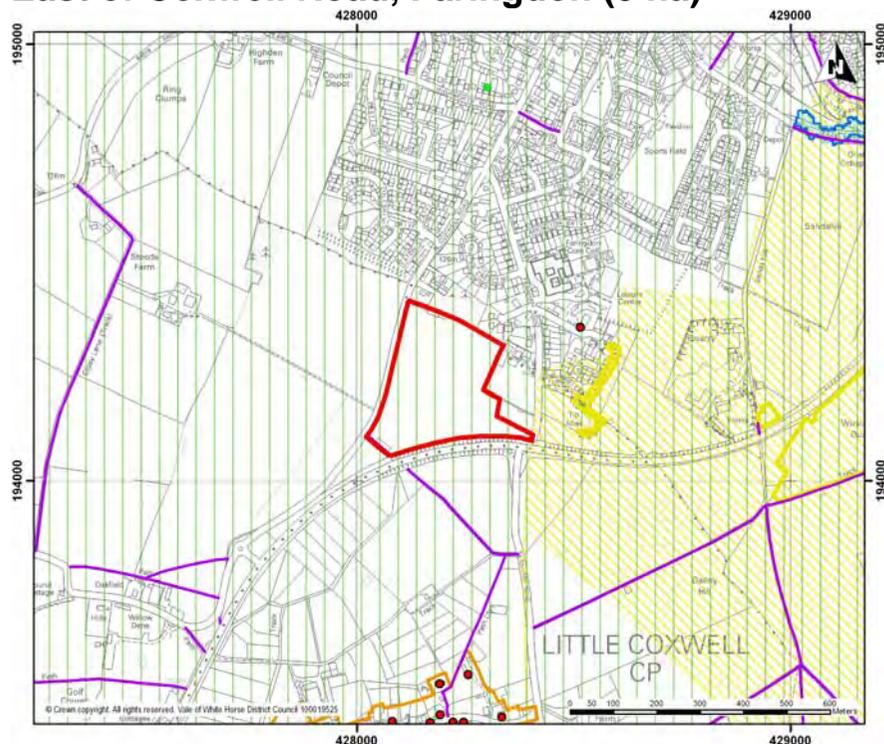
Biodiversity and green infrastructure:

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

5. Western Vale Sub-Area

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

East of Coxwell Road, Faringdon (8 ha)



Use: Around 200 homes, subject to masterplanning.

Key objectives:

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

Urban design principles:

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

- Upgrade the sewer network.

Access and highways:

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

Social and community:

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

5. Western Vale Sub-Area

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

Environmental health:

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

Landscape considerations:

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

Biodiversity and green infrastructure:

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

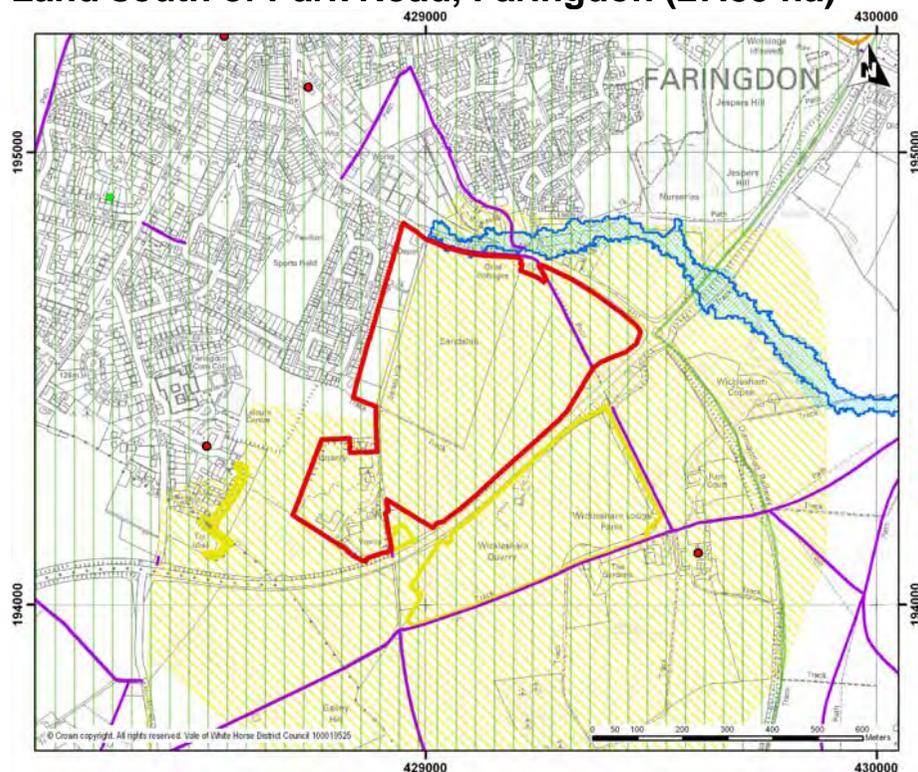
Flood risk and damage:

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

5. Western Vale Sub-Area

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

Land south of Park Road, Faringdon (27.85 ha)



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

Key objectives:

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

Urban design principles:

- Adopt a permeable, perimeter block layout within the site to optimise connectivity.
- Carefully consider street frontages in order to create an appropriate building line and incorporate active frontages.
- Use public open spaces in the design to form a well connected network of green areas suitable for formal and informal recreation.
- The primary school should be located in a suitable position to allow for connectivity between it and Faringdon Community College.
- Buildings should be predominantly two storey, with potential for some 2 ½ storey along the northern edge.
- The built form should incorporate appropriate visual and amenity mitigation measure to address the proximity of the A420.
- Affordable housing should be evenly distributed across the site and should not be used as a buffer between less desirable areas of the site (e.g. A420) and market housing

Utilities:

- Upgrade the sewer network.

Access and highways:

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

5. Western Vale Sub-Area

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

Social and community:

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

Environmental health:

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

Landscape considerations:

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

Biodiversity and green infrastructure:

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

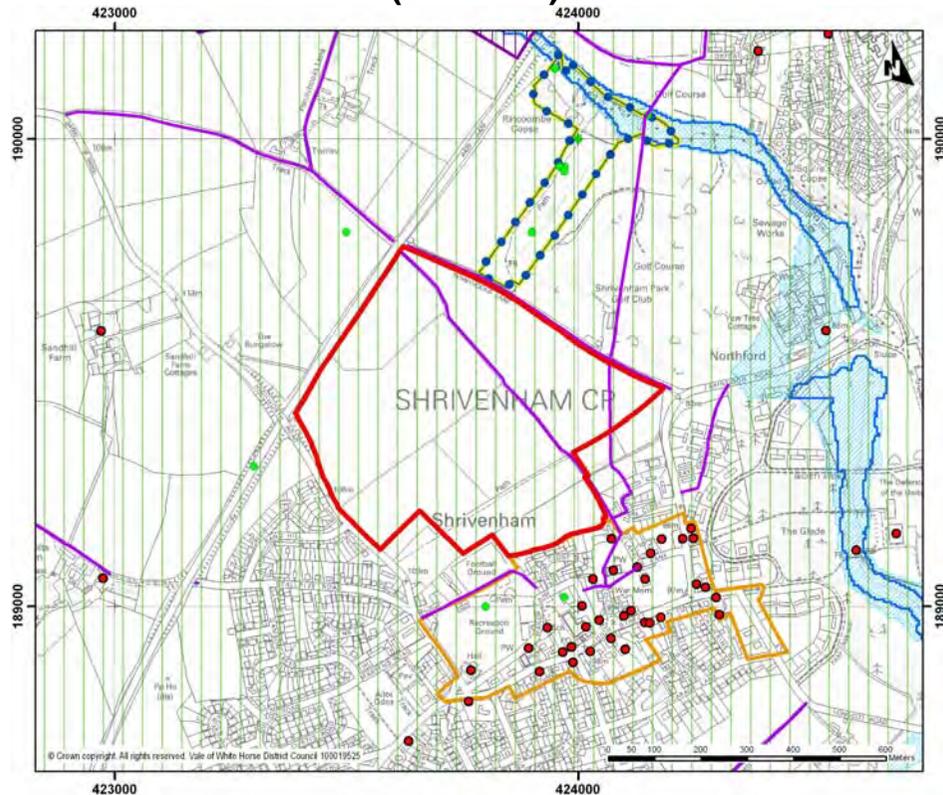
Historic environment and cultural heritage:

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

5. Western Vale Sub-Area

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

North of Shrivenham (31.47 ha)



Use: Around 500 homes, subject to masterplanning.

Key objectives:

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

Urban design principles:

- Site will require a masterplan showing a comprehensive phasing programme for development.
- Provide areas of public open space in appropriate locations so that these areas enhance the overall appearance of the site.
- Create clear and well designed links and connections between the existing movement network, housing and areas of open space.
- The layout of any development scheme must take account of important views in this area.
- Development should be sensitively designed to conserve and enhance the setting of Shrivenham Conservation Area, which adjoins the site to the south east.

Access and highways:

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

5. Western Vale Sub-Area

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

Social and community:

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

Landscape considerations:

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

Environmental health:

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

Biodiversity and green infrastructure:

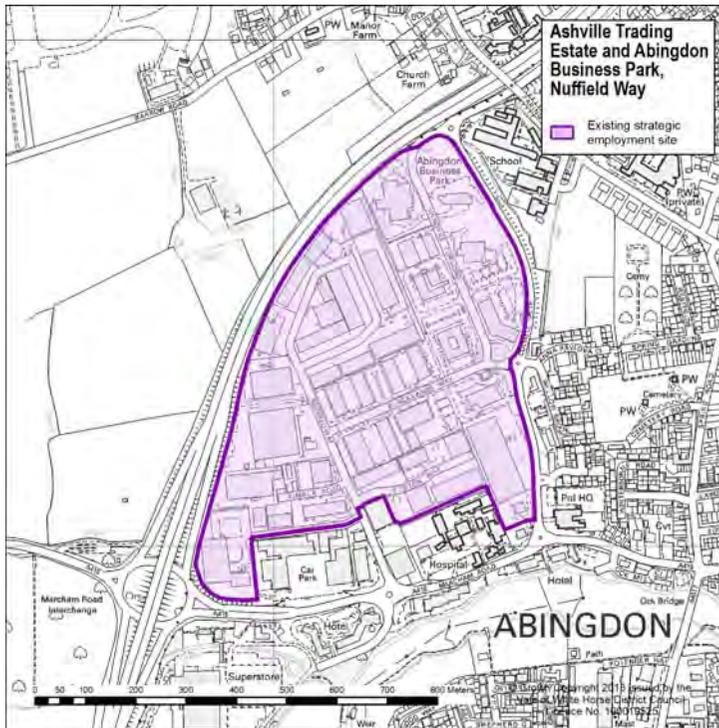
- Undertake a tree survey to establish which trees should be retained.
- Demonstrate that development will not affect the hydrological systems which feed into the Tuckmill Meadows Site of Special Scientific Interest (SSSI), which is located in close proximity to the site to the north east.
- Contribute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

Appendix B: Existing Strategic Employment Sites

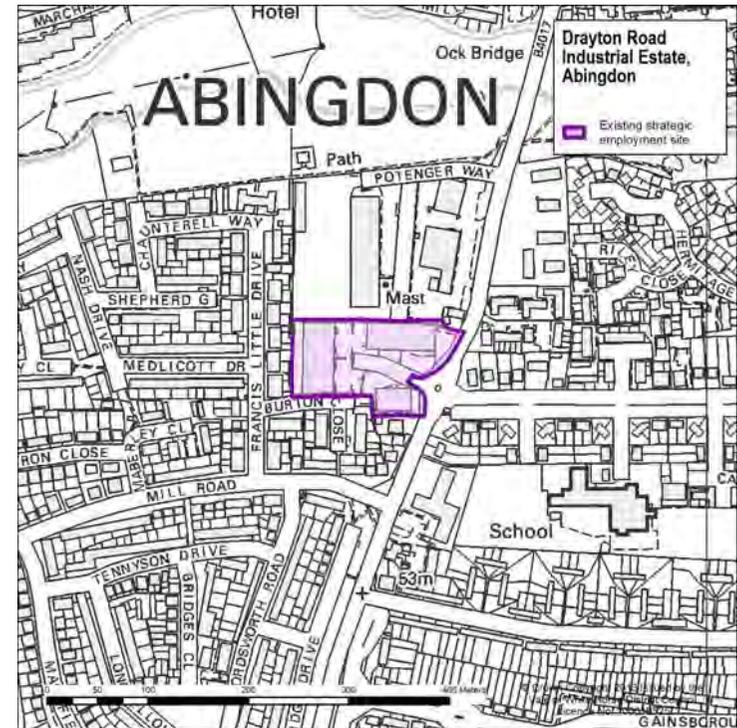
The maps below show the areas identified as existing strategic employment sites. These sites will be safeguarded for employment uses in accordance with **Core Policy 29: Change of use of existing employment land and premises.**

Maps of Milton Park and Harwell Campus are provided in **Appendix C**, and hence are not included below.

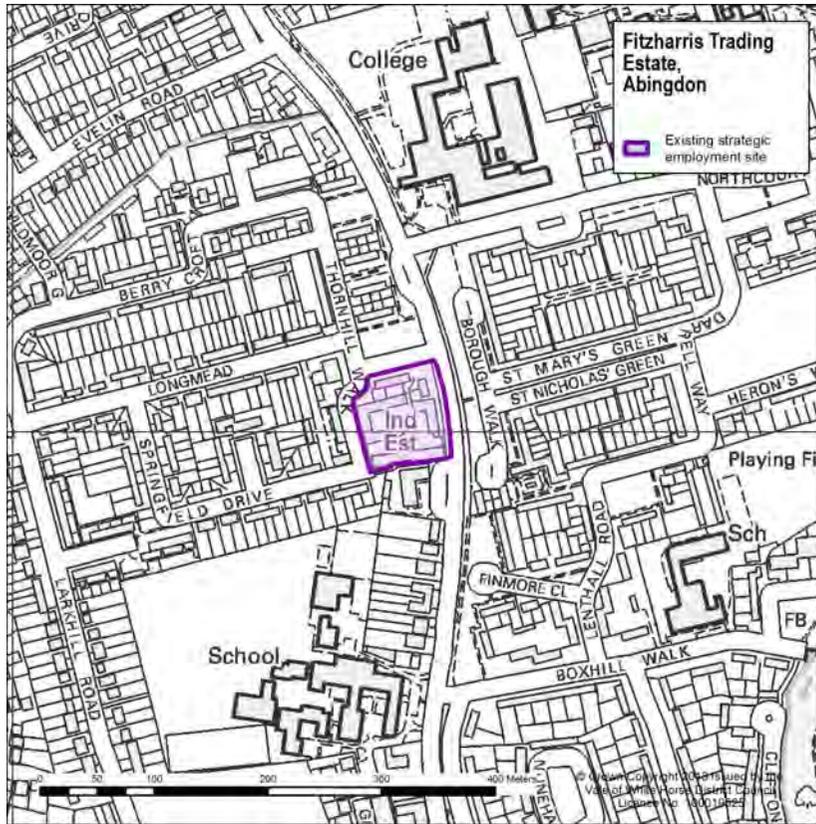
Abingdon-on-Thames



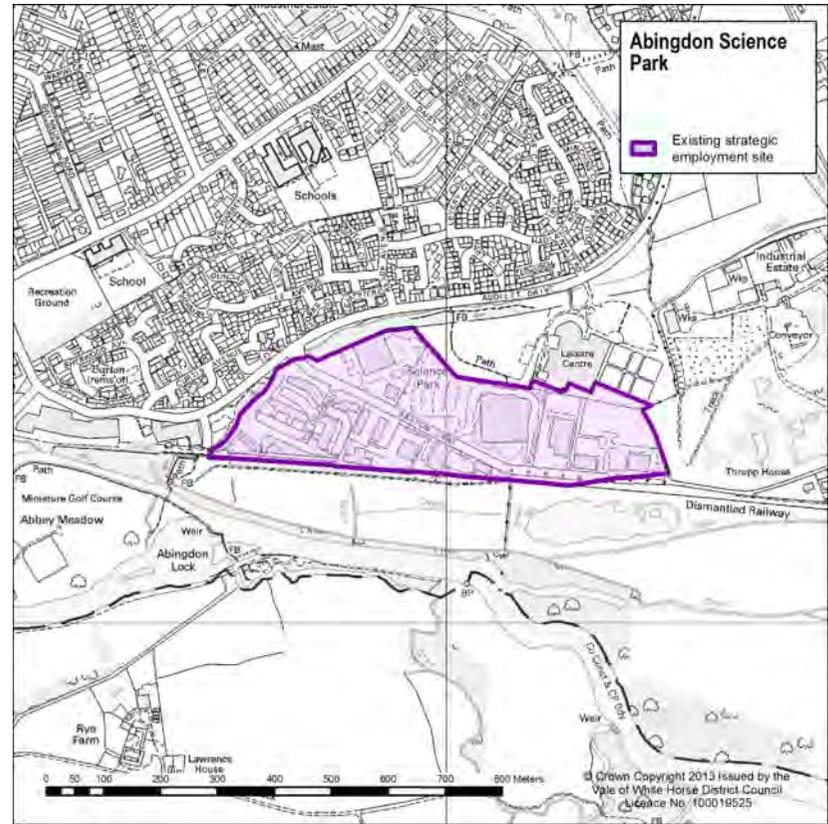
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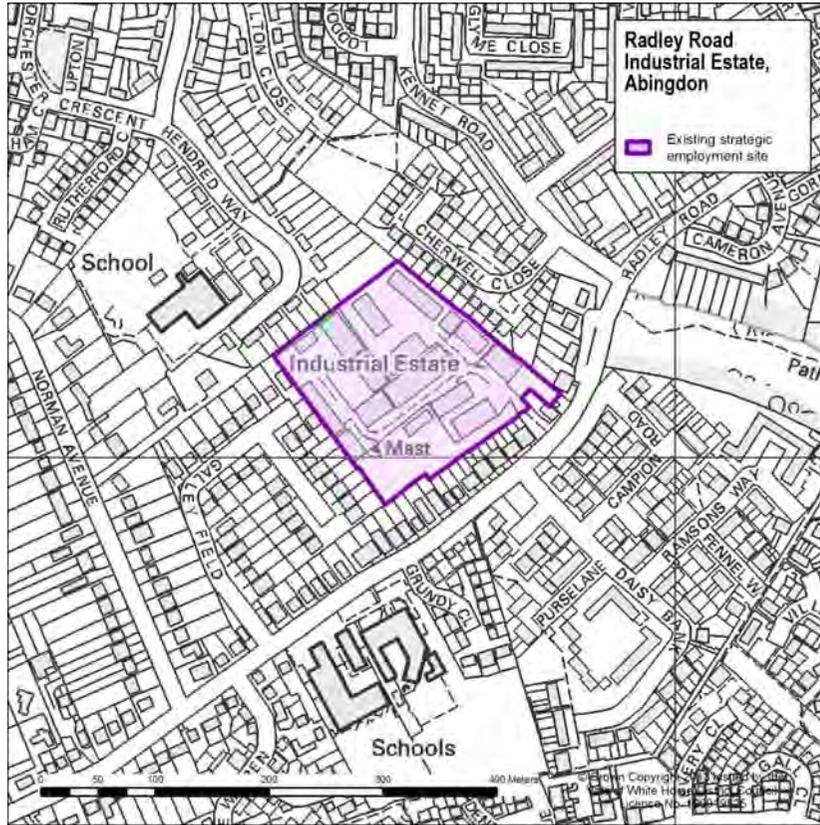
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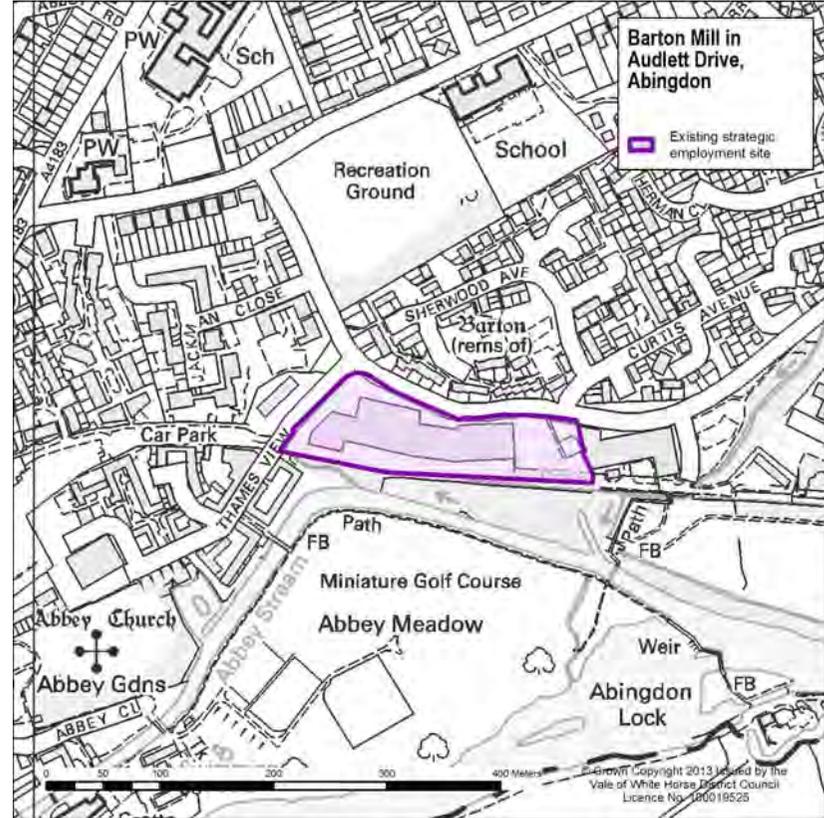
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B4

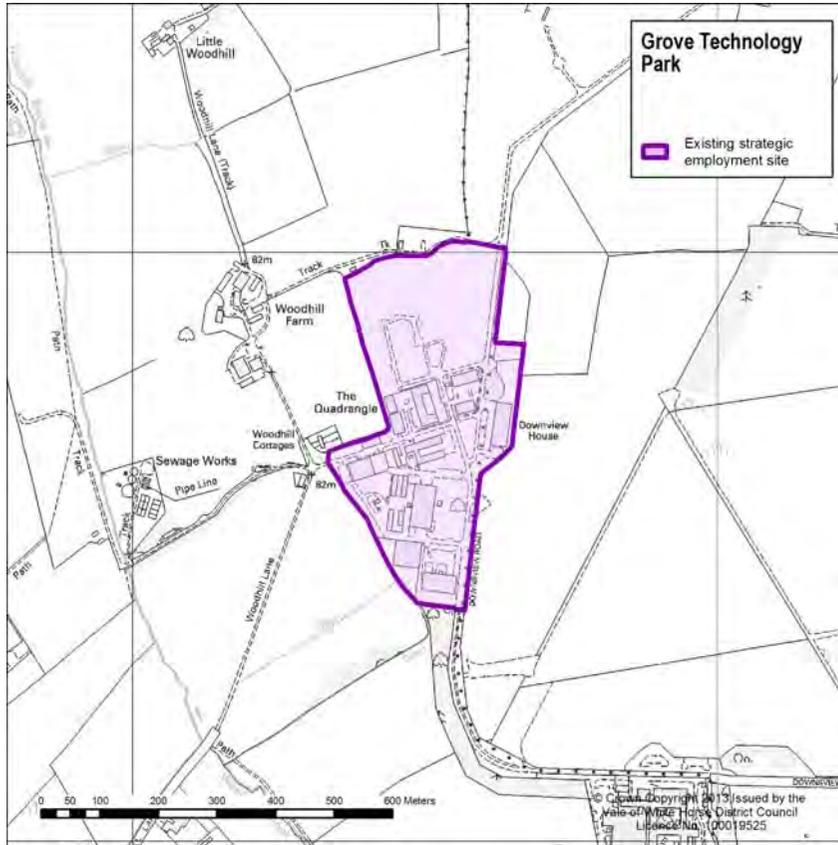


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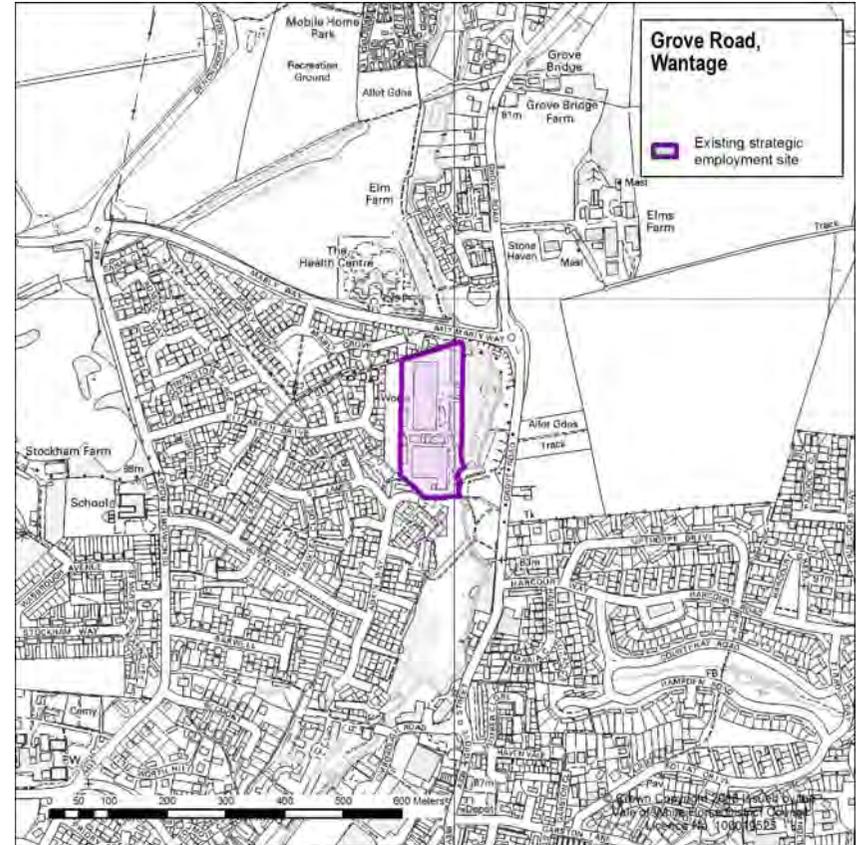


B6

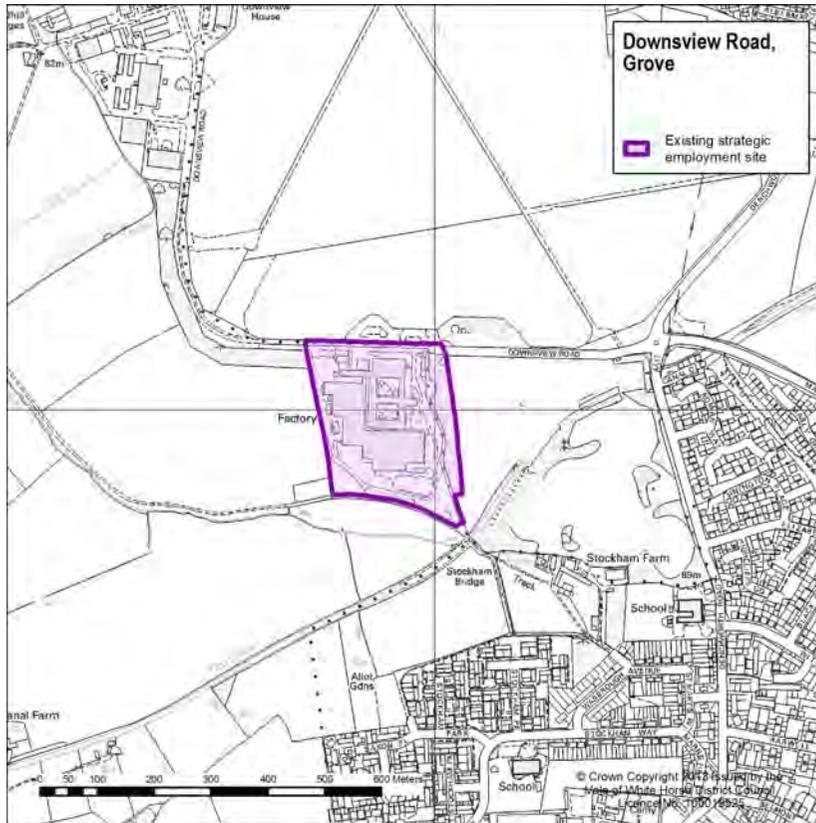
Wantage and Grove



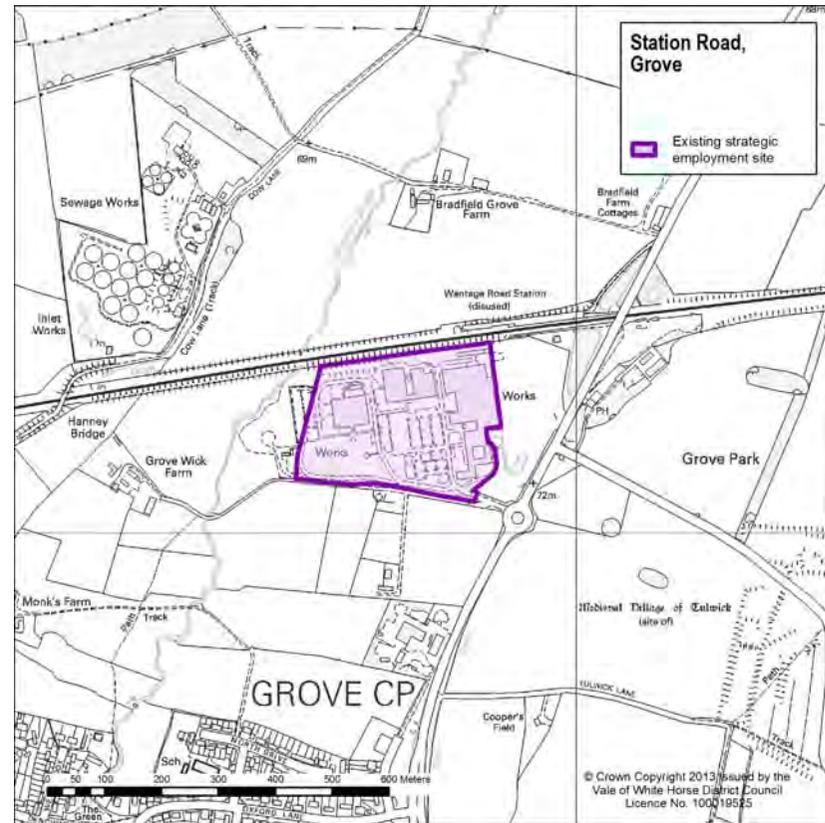
B7



B8

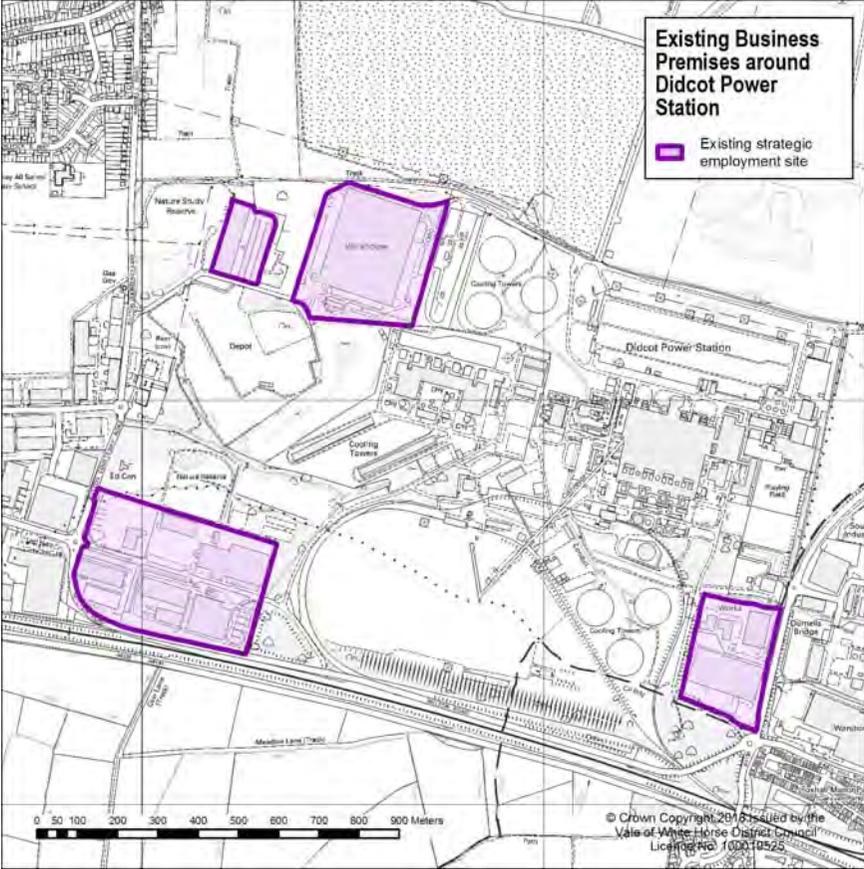


B9



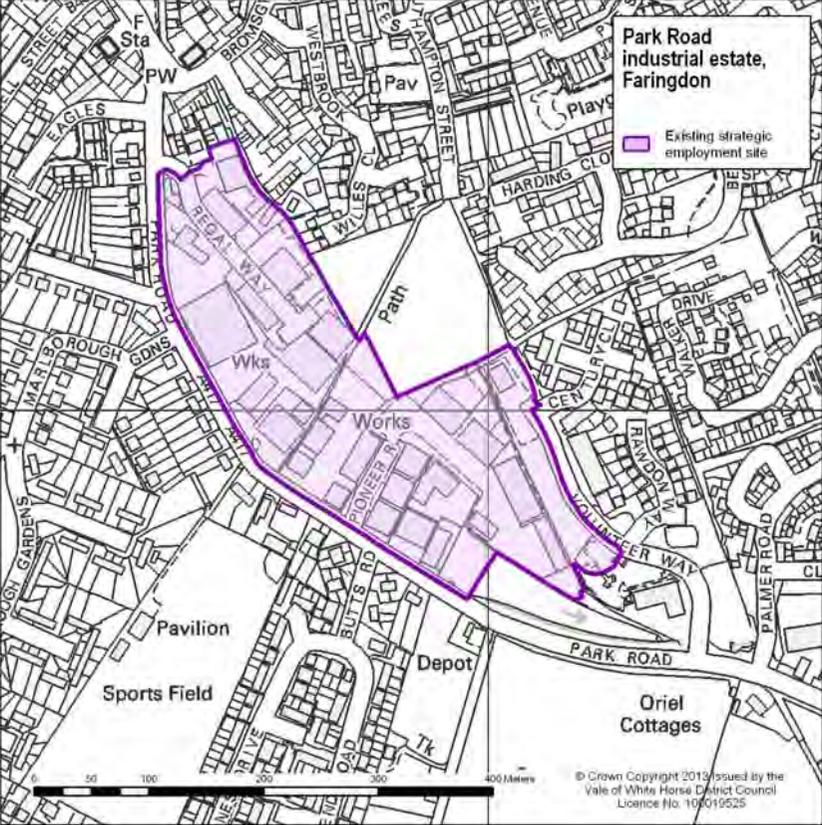
B10

Didcot area



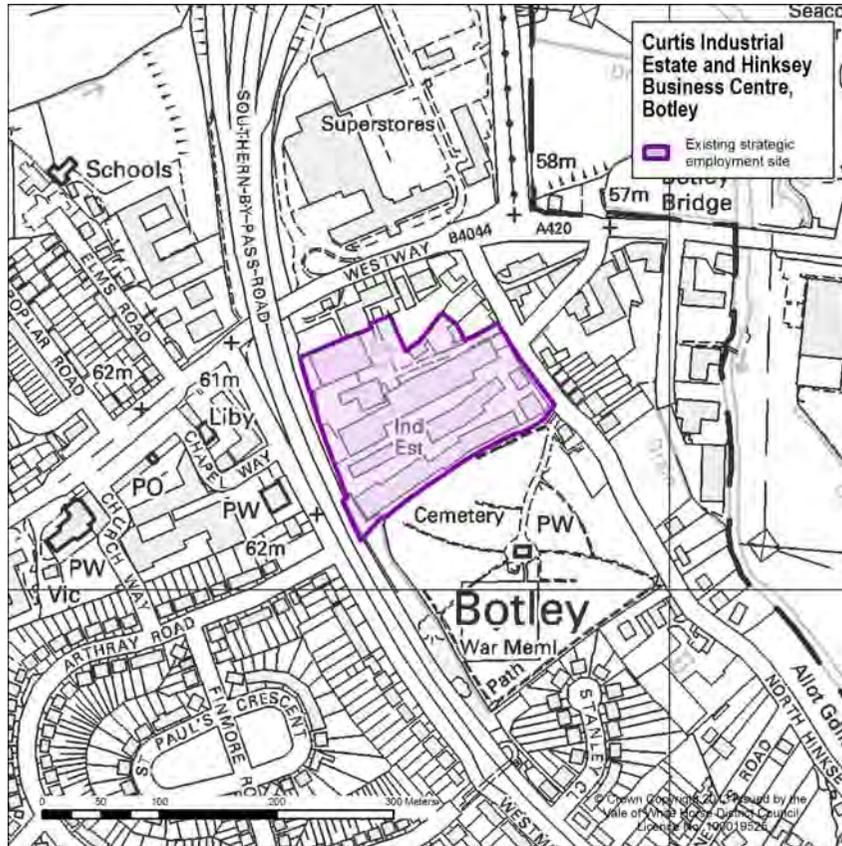
B11

Faringdon

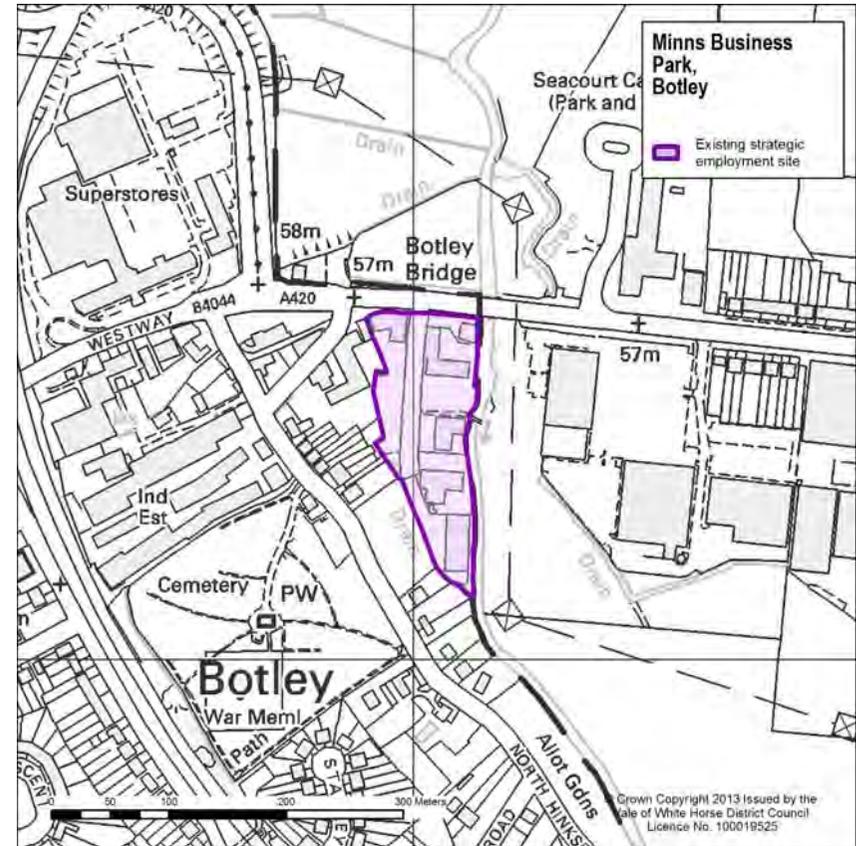


B12

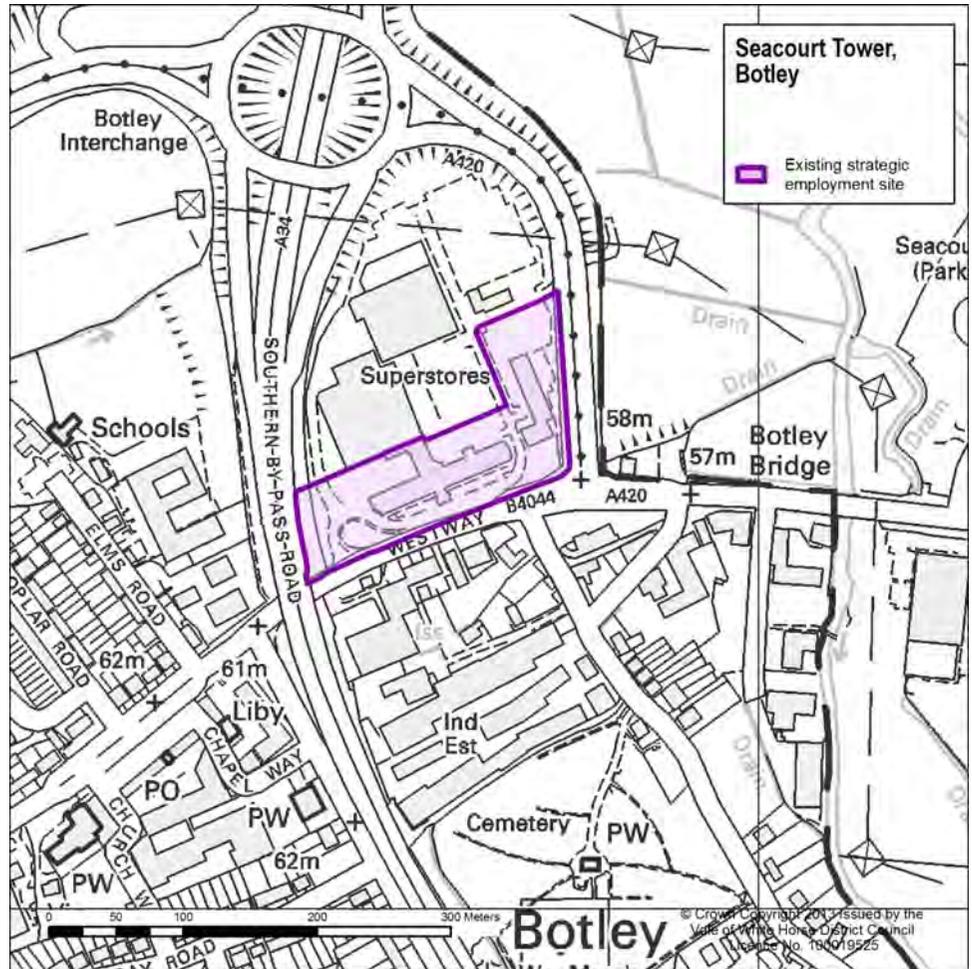
Botley



B13



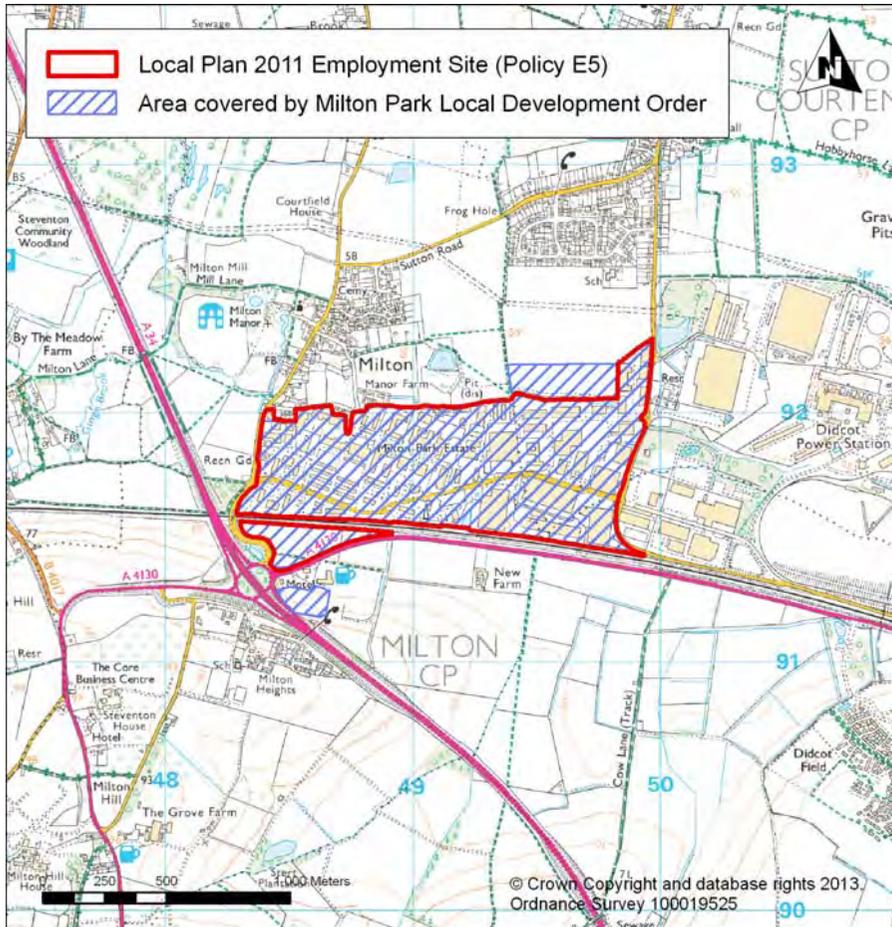
B14



B15

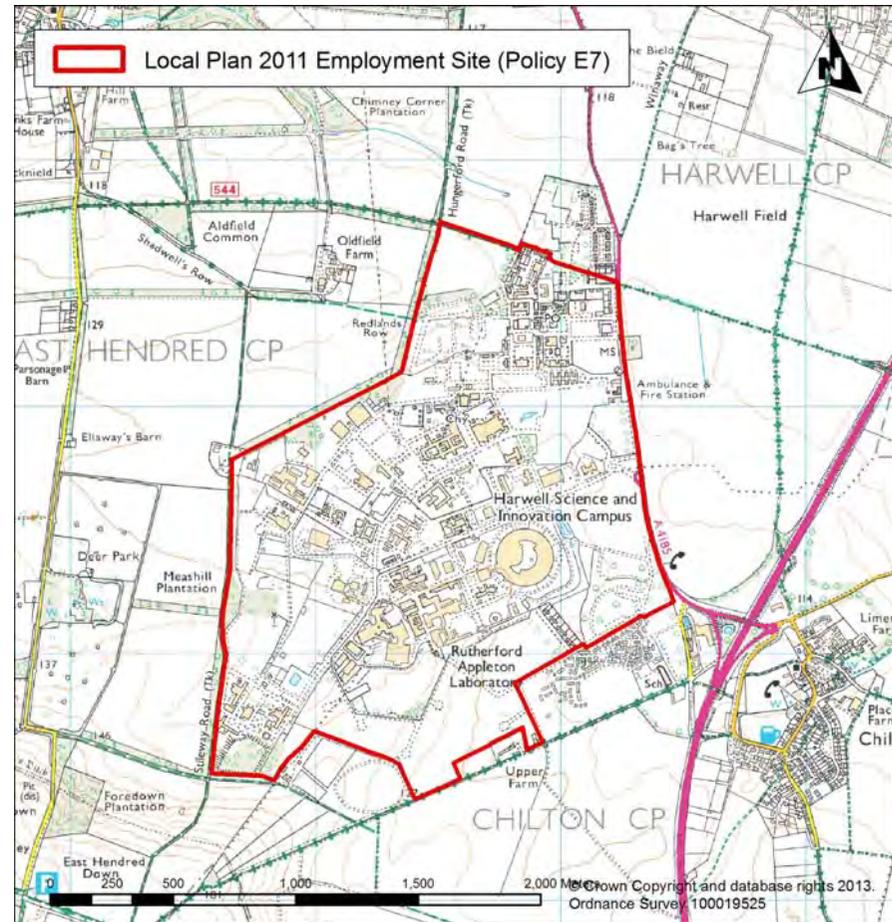
Appendix C: Site maps for Milton Park and Harwell Campus

Milton Park



C1

Harwell Campus



C2

Appendix D: List of Rural Multi User Sites and Large Campus Style sites as identified in the Local Plan 2011

Rural Multi-User Sites

Ardington:

Home Farm, and the Works and Bakers Yard

Challow:

W&G Estate

Radley Parish:

Sandford Lane Industrial Estate, Kennington

Kingston Bagpuize with Southmoor:

Kingston Business Park

Stanford-in-the-Vale:

White Horse Business Park

Steventon:

Station Yard Industrial Estate

Watchfield:

Shrivenham Hundred Business Park

Wootton:

Wootton Business Park

Large Campus Style Sites

Milton Hill:

Milton Hill Business and Technology Centre

Sutton Courtenay:

Amey¹

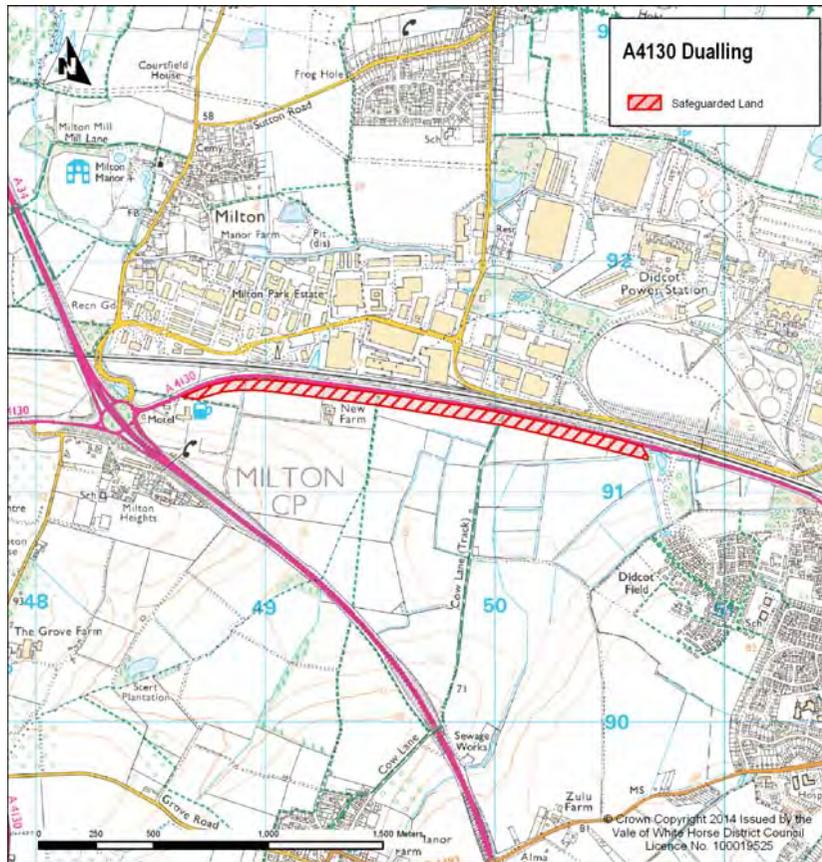
Tubney Wood

Oxford Instruments

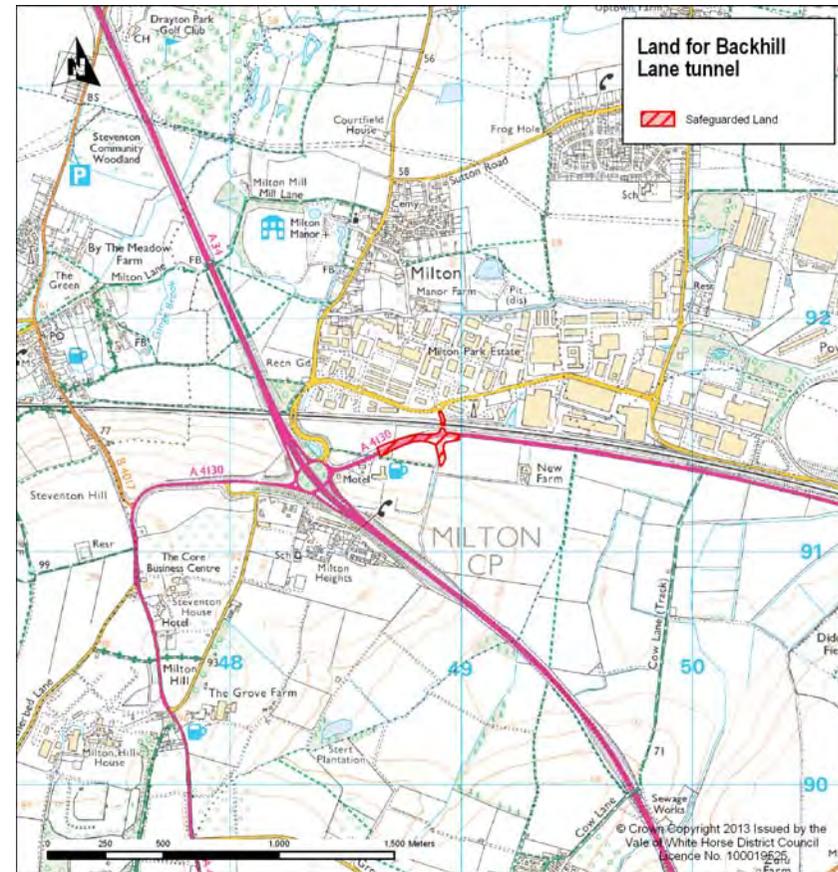
¹ The Amey site in Sutton Courtenay has outline planning permission for housing as at 9 April 2013

Appendix E: Land for Safeguarding for future transport schemes- maps

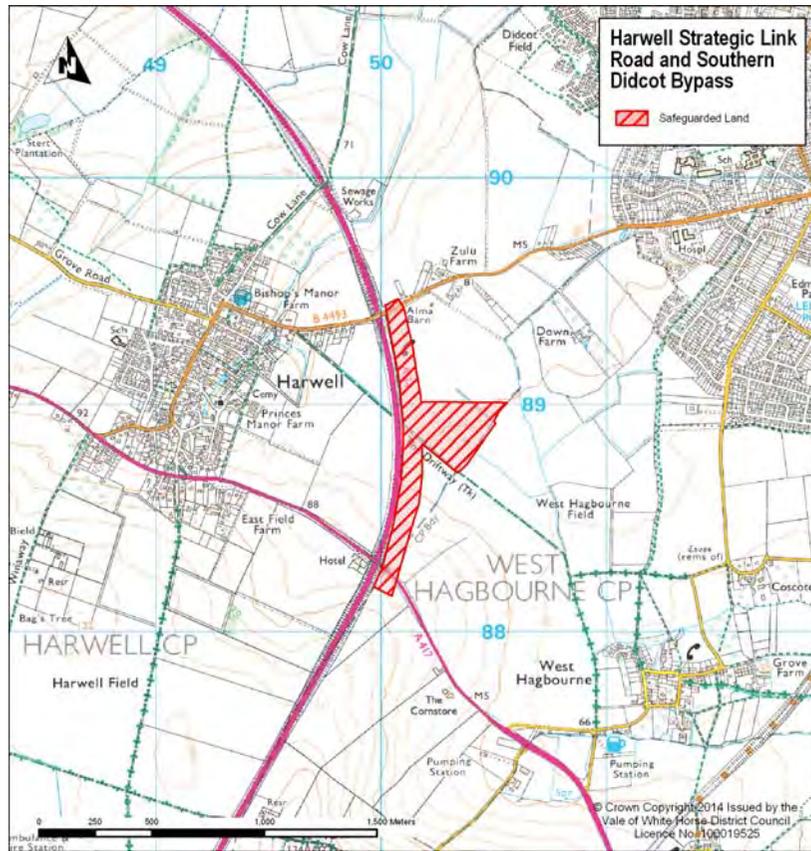
Maps showing safeguarding of land for transport schemes in the South-East Vale Sub-Area (Core Policy 18)



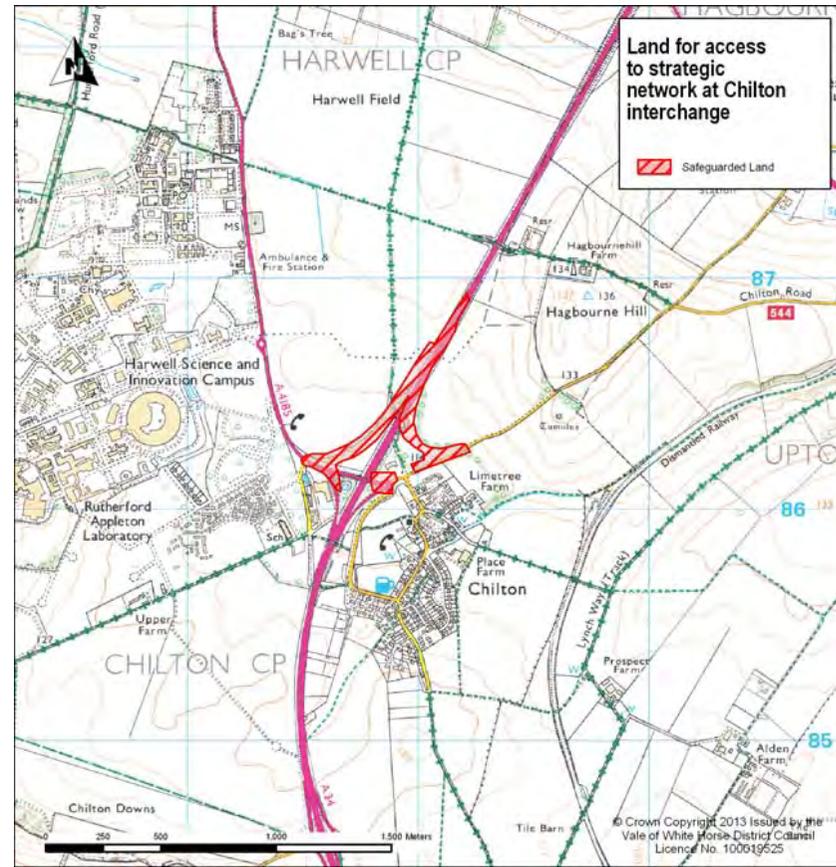
E1



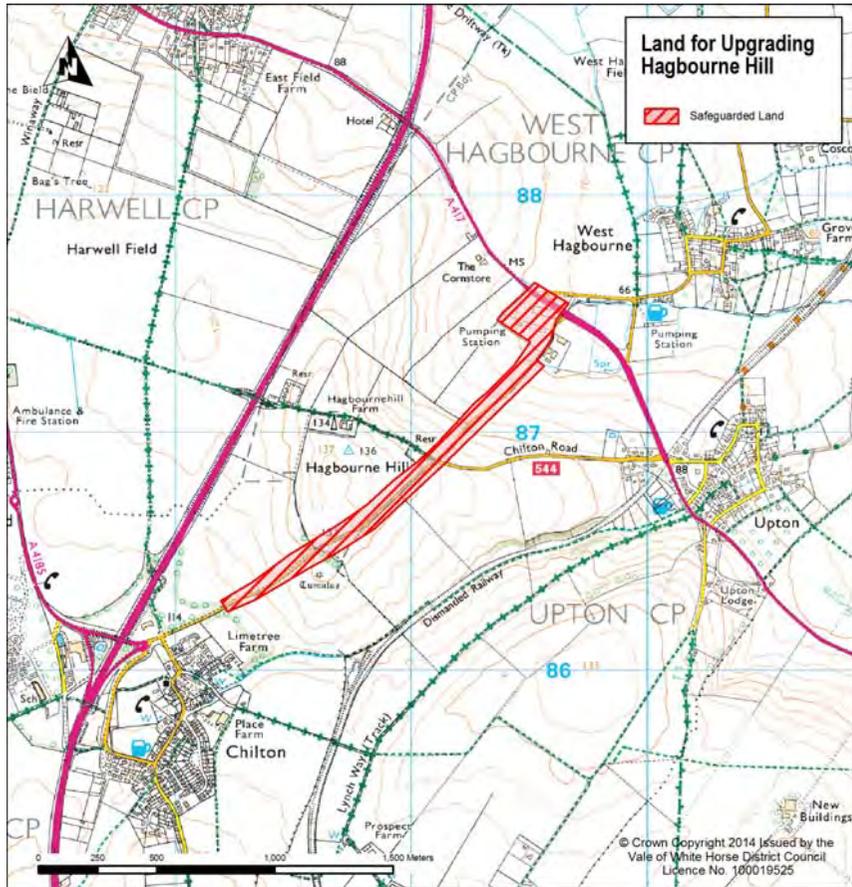
E2



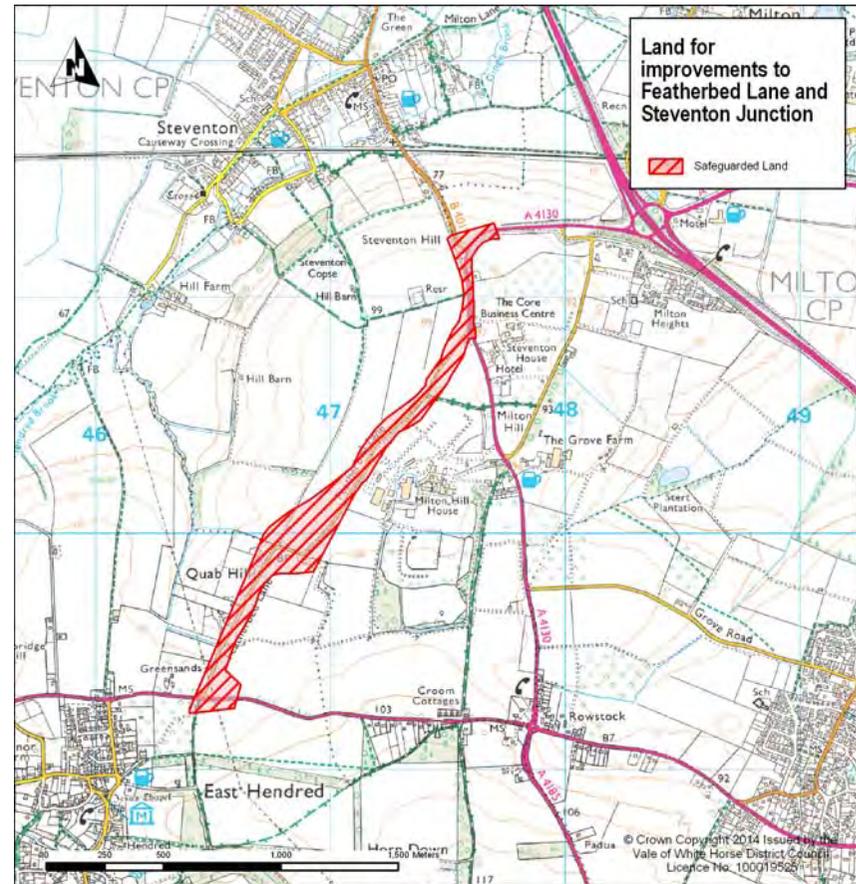
E3



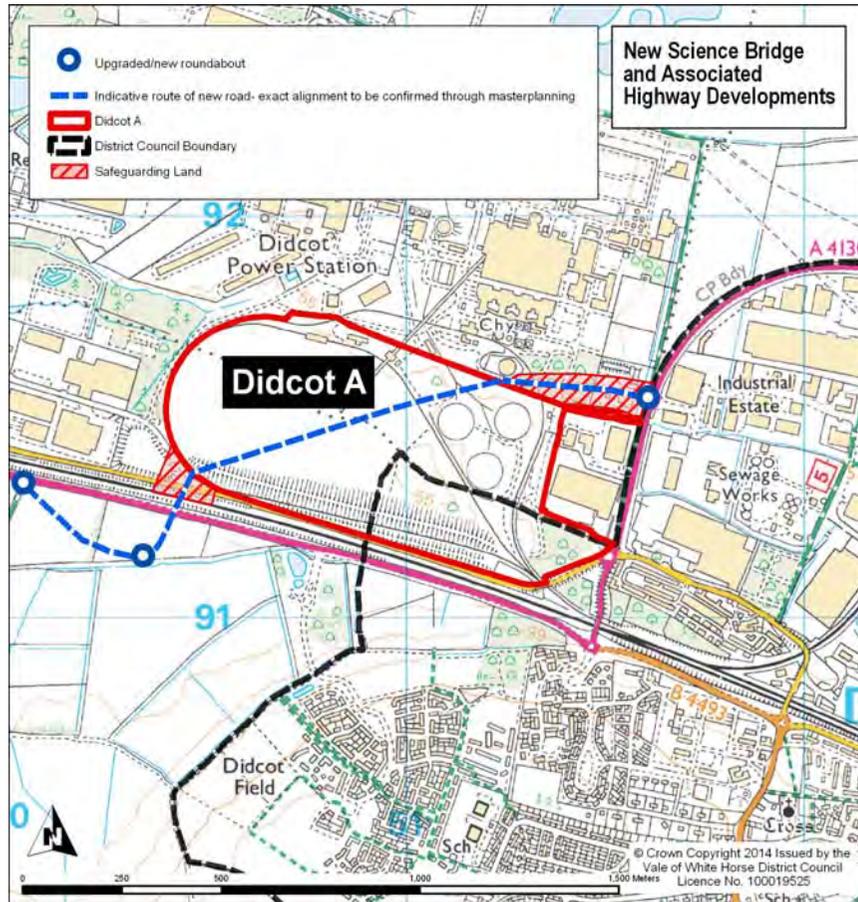
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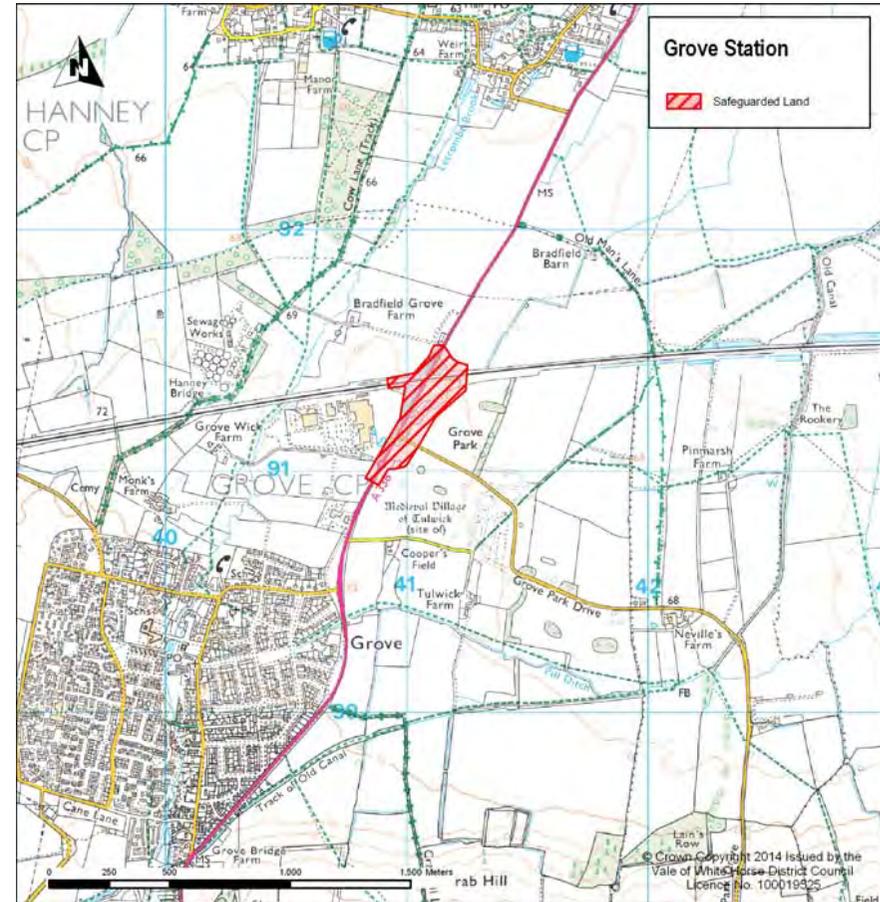
E5



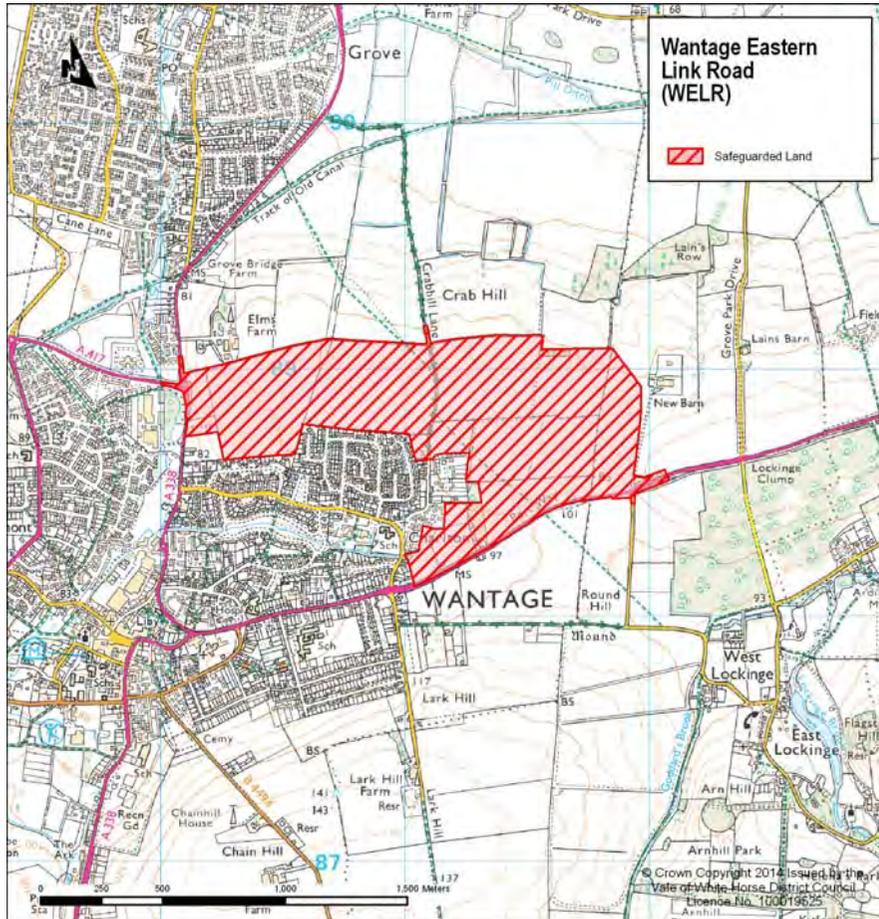
E6



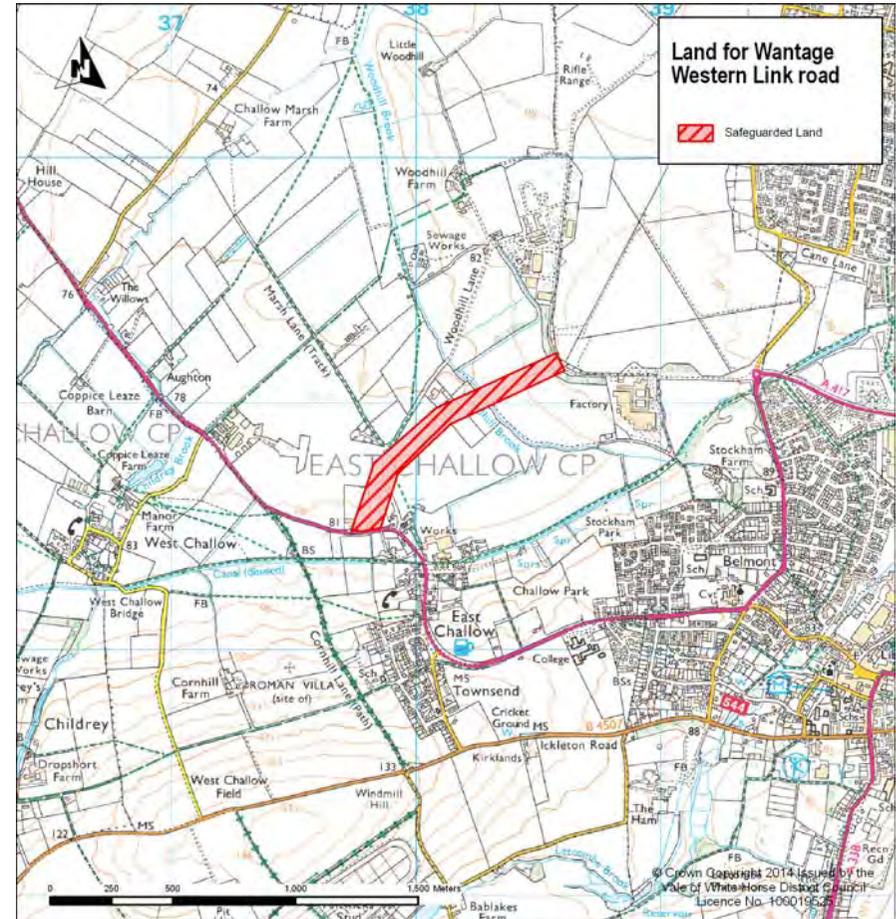
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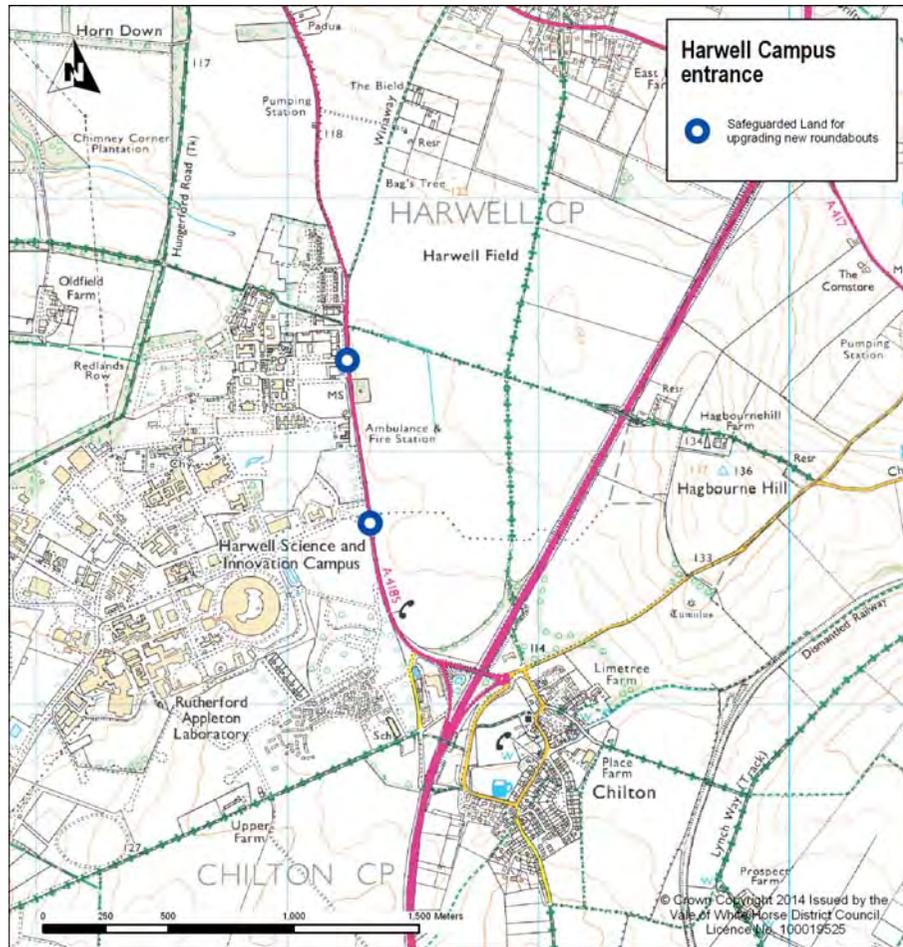
E8



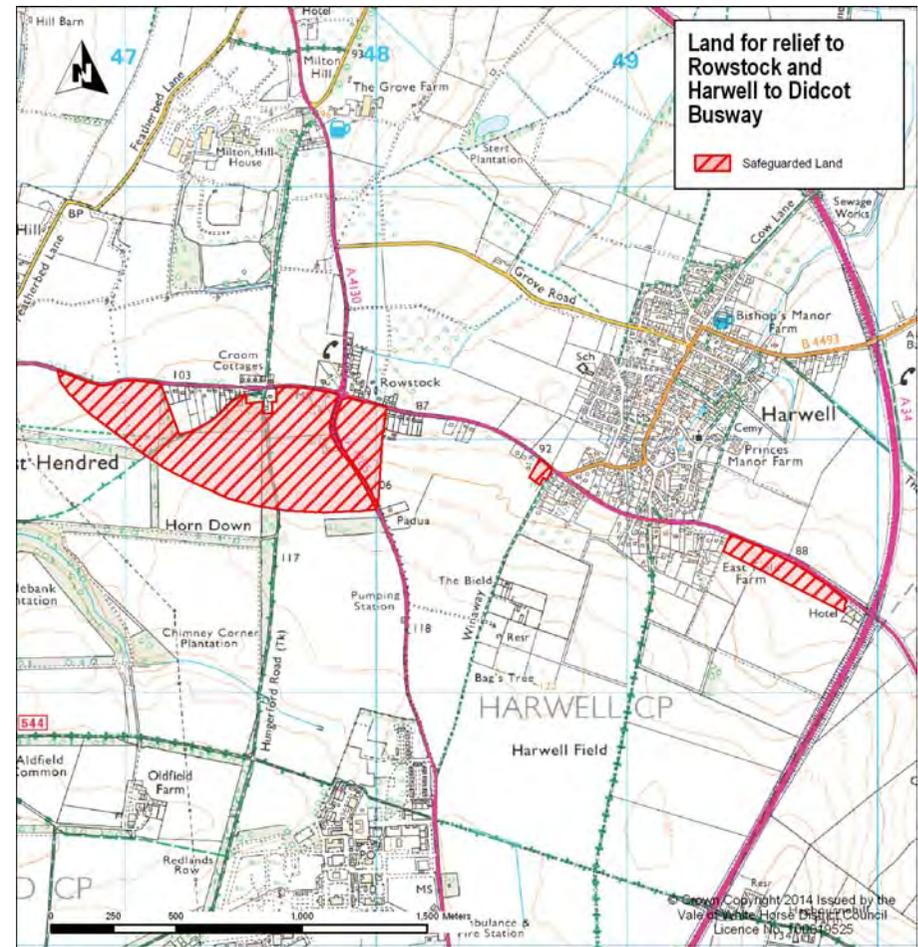
E9



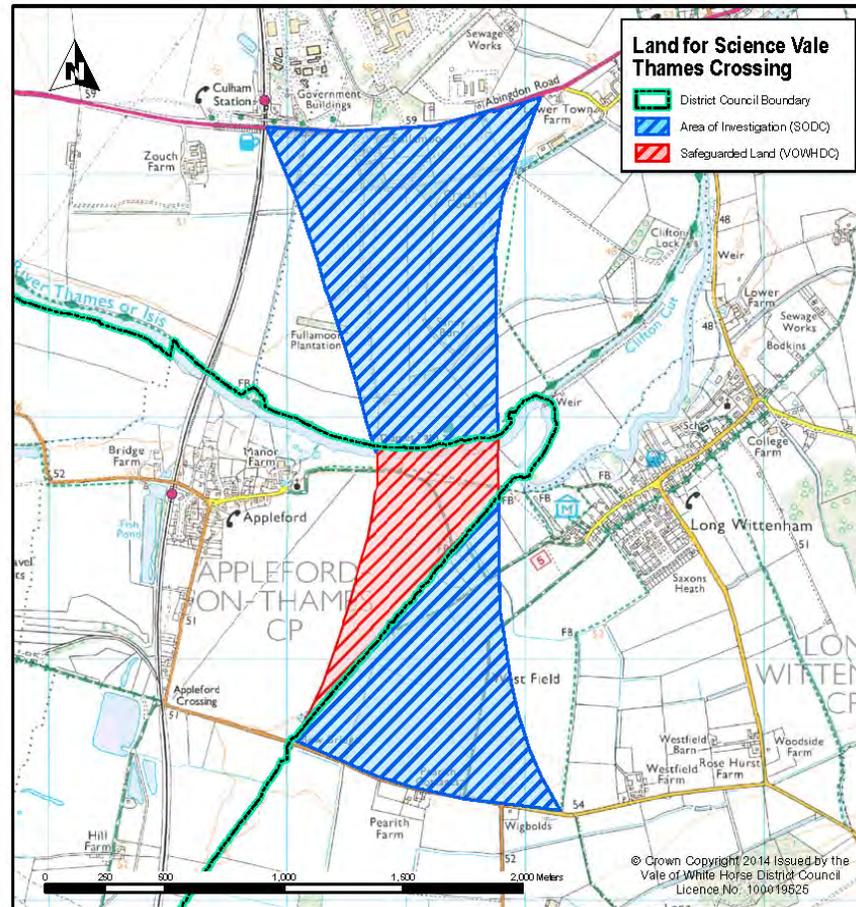
E10



E11

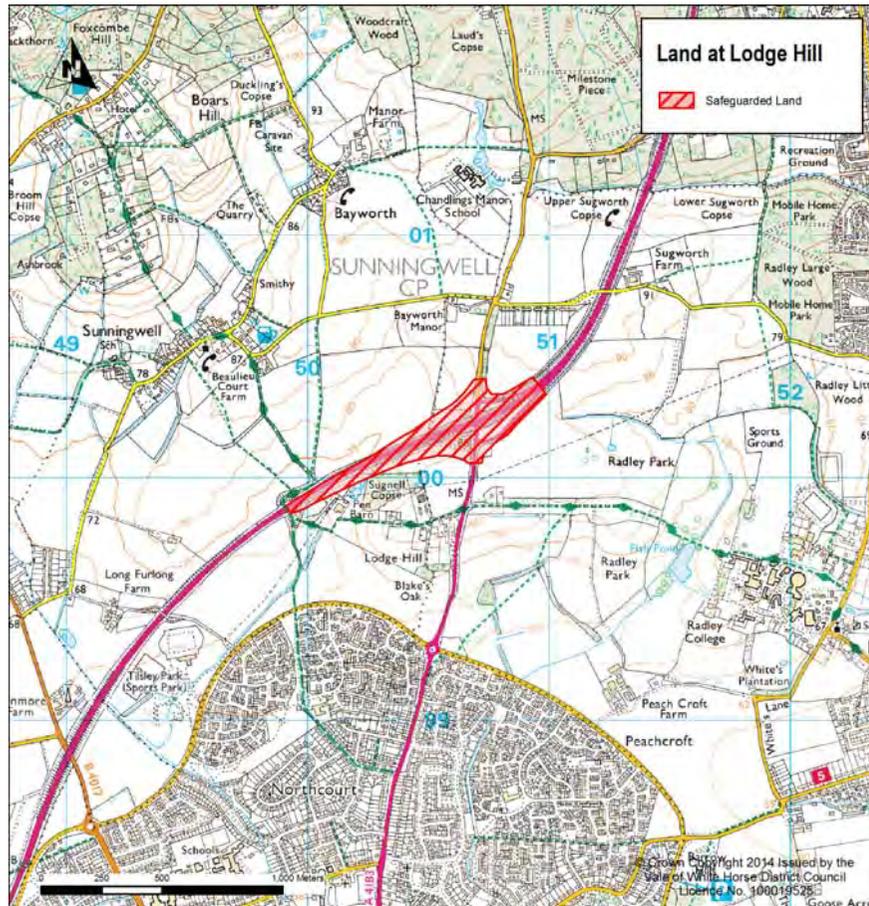


E12

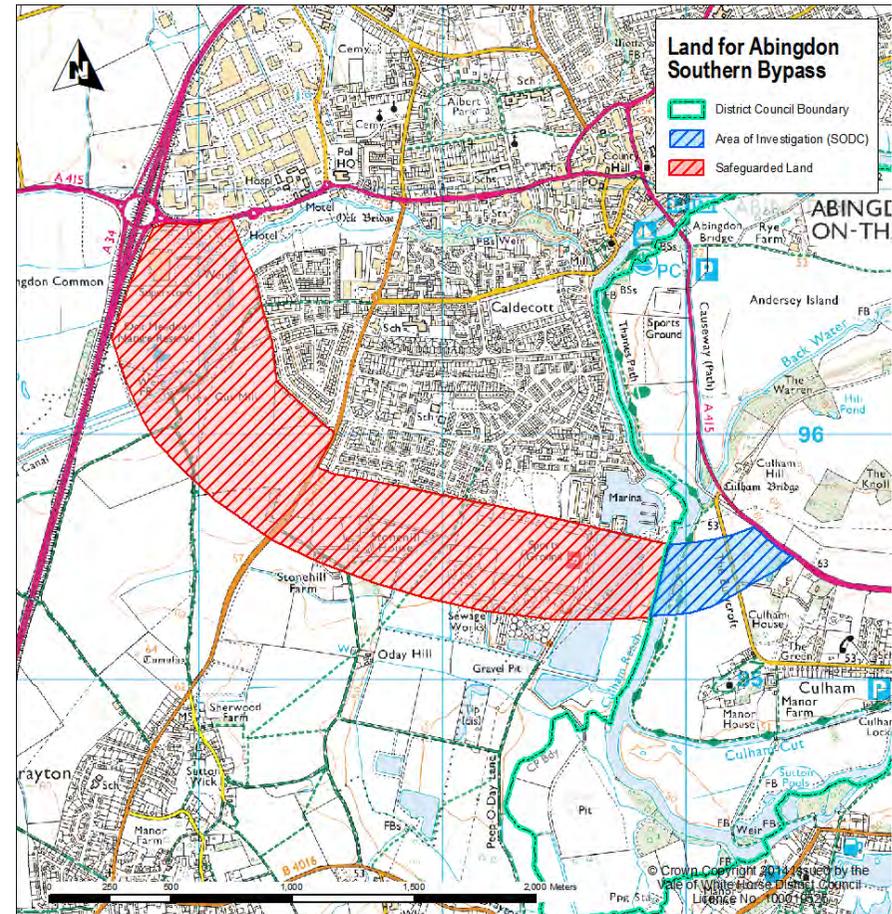


E13

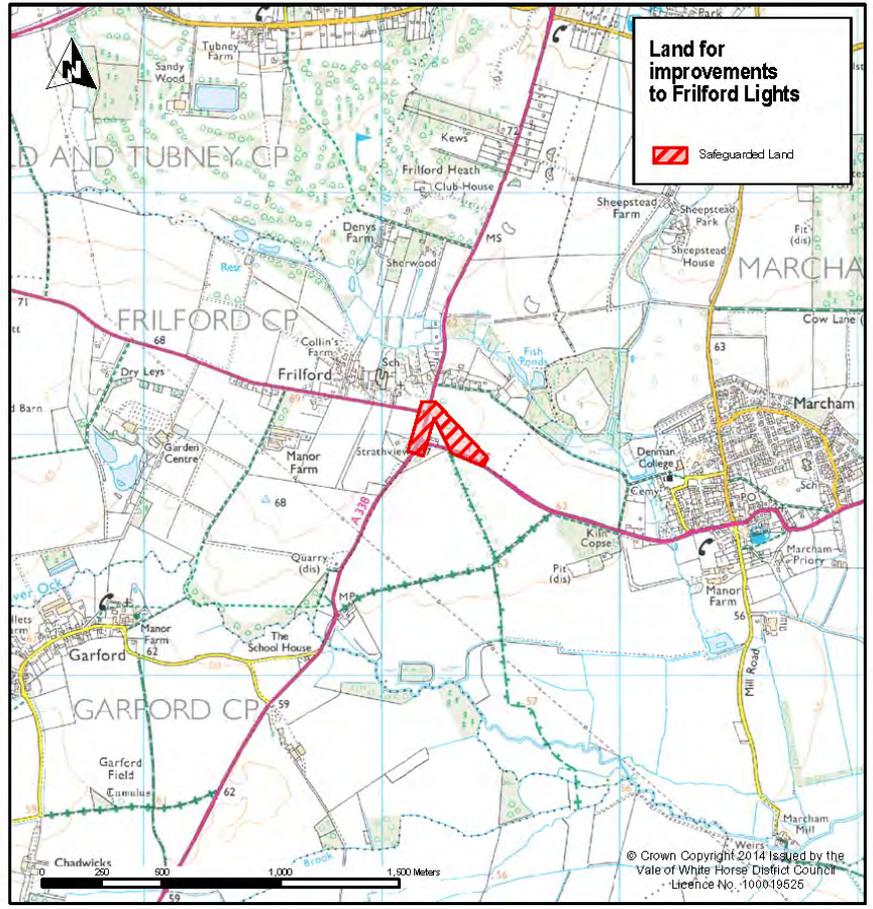
Maps showing safeguarding of land for transport schemes in the Abingdon and Oxford Fringe Sub-Area (Core Policy 12)



E14

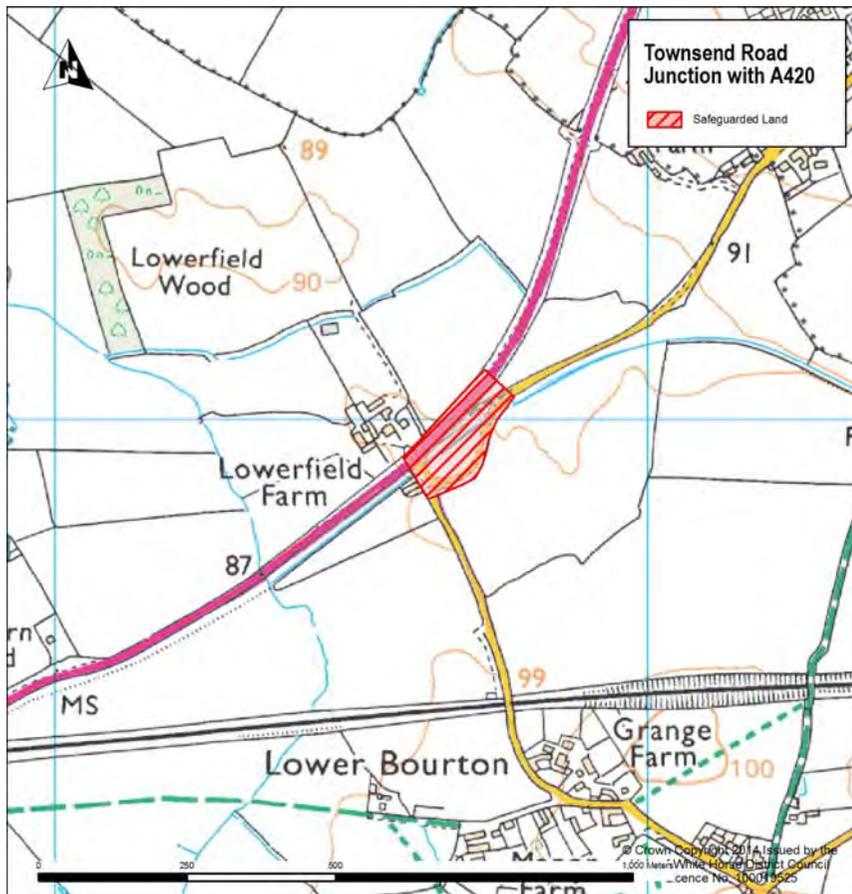


E15

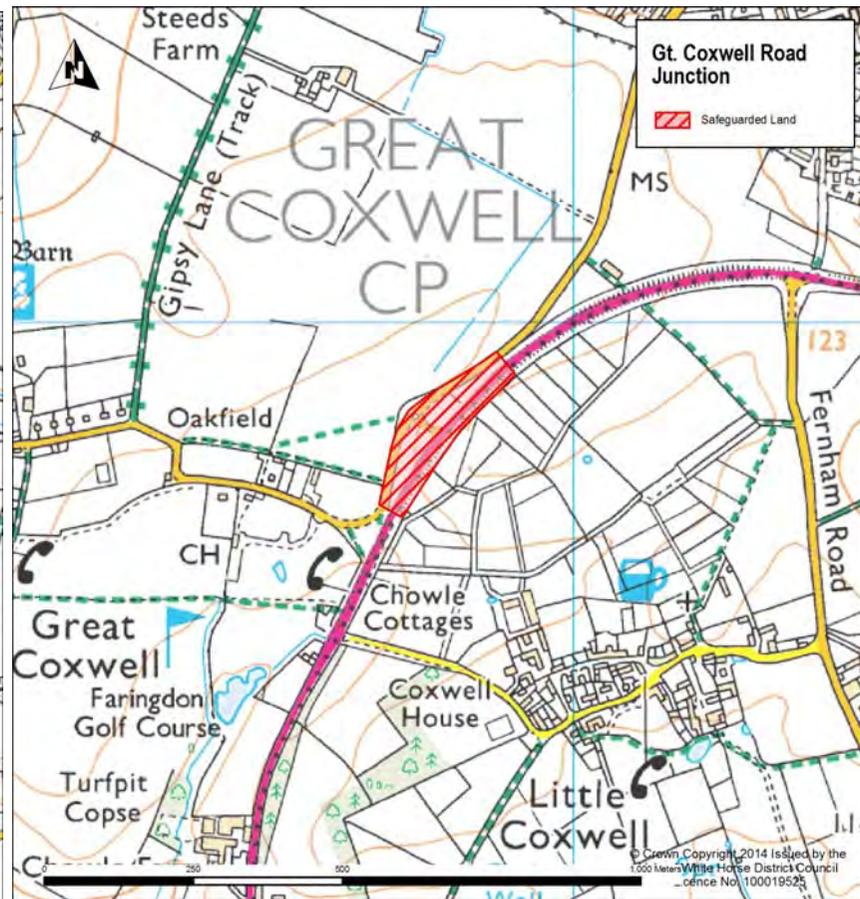


E16

Maps showing safeguarding of land for transport schemes in the Western Vale Sub-Area (Core Policy 21)

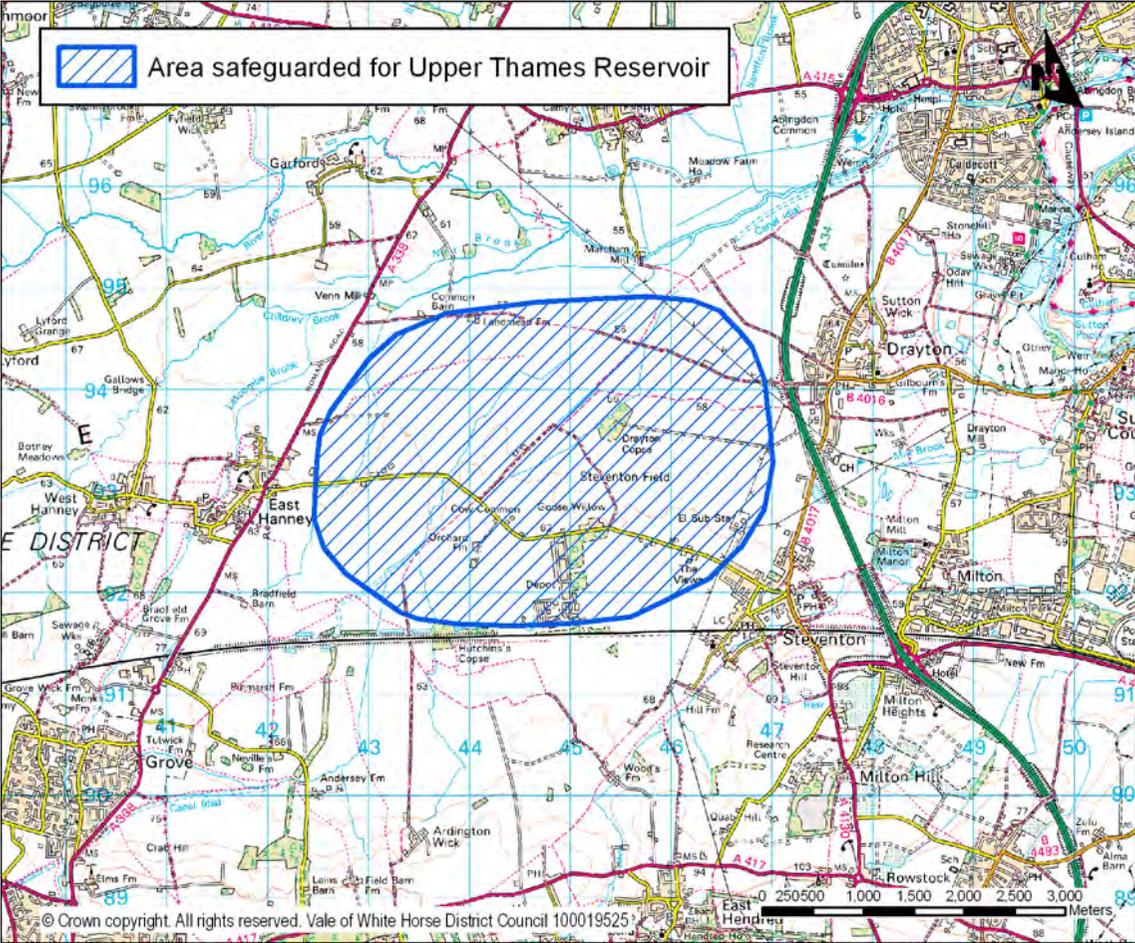


E17



E18

Appendix F: Land for safeguarding for proposed reservoir



F1

Appendix G: List of Saved Policies (Local Plan 2011)

There are a number of Saved Local Plan 2011 Policies that will remain in place until they are reviewed as part of the Local Plan 2031 Part 2. The saved policies are listed below.

Chapter 3: Local Plan strategy

- GS6 Redevelopment of buildings outside settlements
- GS7 Re-use of vernacular buildings outside settlements
- GS8 Re-use of non vernacular buildings outside settlements

Chapter 4: General policies for development

- DC3 Design against crime
- DC4 Public art
- DC5 Access
- DC6 Landscaping
- DC7 Waste collection and recycling
- DC9 The impact of development on neighbouring uses
- DC10 The effect of neighbouring or previous uses on new development
- DC12 Water quality and resources
- DC16 Illuminated advertisements
- DC20 External lighting

Chapter 5: Transport

TR5 The national cycle network
TR6 Public car parking in the main settlements
TR10 Lorries and roadside service

Chapter 6: Historic environment

HE1 Preservation and enhancement: implications for development
HE4 Development within setting of listed building
HE5 Development involving alterations to a listed building
HE7 Change of use of listed building
HE8 Historic parks and gardens
HE9 Archaeology
HE10 Archaeology
HE11 Archaeology

Chapter 7: Natural environment

NE6 The North Wessex Downs Area of Outstanding Natural Beauty
NE7 The North Vale Corallian Ridge
NE8 The landscape setting of Oxford
NE9 The Lowland Vale
NE10 Urban fringes and countryside gaps
NE11 Areas for landscape enhancement
NE12 Great Western Community Forest

Chapter 8: Housing

H5 Strategic housing site west of Grove
H7 Major development west of Didcot
H14 The sub-division of dwellings
H20 Accommodation for dependant relatives
H23 Open space in new housing development
H25 Garden extensions

Chapter 9: Community facilities and services

CF1 Protection of existing services and facilities
CF2 Provision of new community services and facilities
CF3 Cemetery provision in Faringdon
CF4 Cemetery provision in Wantage
CF5 Public houses

Chapter 10: Leisure

L1 Playing space
L2 Urban Open Space and Green Corridors
L3 Urban Open Space and Green Corridors
L4 Allotments
L6 Major leisure and entertainment facilities
L7 Retention of small-scale local leisure facilities
L8 Provision of small-scale local leisure facilities
L9 The provision of countryside recreation facilities
L10 Safeguarding and improving public rights of way
L11 The Ridgeway

- L12 The Thames Path
- L13 Proposed Park at Folly Hill, Faringdon
- L14 Wilts and Berks Canal
- L15 Wilts and Berks Canal
- L17 The River Thames
- L18 Land South of the Abingdon Marina

Chapter 11: Economy

- E1 Abingdon (specific allocations to be saved as identified in Core Policy 4; other allocations will not be saved)
- E2 Botley Area (specific allocations to be saved as identified in the Core Policy 4; other allocations will not be saved)
- E3 Faringdon (specific allocations to be saved as identified in Core Policy 4; other allocations will not be saved)
- E4 Grove Technology Park
- E5 Milton Park
- E6 West of Didcot Power Station
- E7 Harwell Science and Innovation Campus
- E8 Local Rural Sites
- E11 Rural Multi-User Sites
- E12: Large Campus Style Sites
- E13: Ancillary uses on key employment sites
- E15 Steventon Storage Facility (former Home Office Stores Site, Steventon)
- E16: New buildings required for agricultural purposes
- E18: Farm shops
- E19: Farm shops
- E20: The keeping, rearing and training of horses
- E21: Loss of facilities for the keeping, rearing and training of horses

Chapter 12: Shopping and town centre

- S2: Primary shopping frontages and Abingdon and Wantage
- S3: Secondary shopping frontages for Abingdon and Wantage
- S4: Non retail uses in Abingdon and Wantage town centres
- S5: Non retail uses in Faringdon Town Centre
- S6: Upper floors in town centres
- S8: The Limborough Road area, Wantage
- S10: Ock Street, Abingdon
- S11: Park Road, Faringdon
- S12: Policies for local shopping centres
- S13: Development of village shops
- S14: Loss of village and other local shops
- S15: Garages and garage shops

Chapter 13: Tourism

- T2: Tourist facilities on existing sites
- T4: Camping and caravanning

Appendix H: Monitoring and Implementation Framework

Strategic Policies	Indicators	Targets	Actions if not on target
CP1: Presumption in Favour of Sustainable Development	- Number of successful appeals for major development	- No successful appeal for major development	- Review appeal decisions upheld
CP3: Settlement Hierarchy; CP4: Meeting our Housing Needs; CP8: Spatial Strategy for Abingdon on Thames and Oxford Fringe Sub-Area; CP15: Spatial Strategy for South East Vale Sub-Area; CP20: Spatial Strategy for Western Vale Sub-Area	- Permissions and developments for major residential development - On allocated sites or within larger settlements [†] - Outside settlements on sites not allocated	- Meet annual housing delivery targets, incl. targets identified for the ringfence - Housing delivery in accordance with adopted Settlement Hierarchy and delivery strategy for the sub areas - Maintain a deliverable five year housing land supply in accordance with national requirement (National Planning Policy	- Review issues and actions available to bring forward / accelerate housing delivery, incl.: - Cooperate with key stakeholders to address challenges to delivery - Consider the additional release / allocation of housing land - Where concerns relating to development viability could be demonstrated, the Council may re-negotiate terms of obligations / s106 requirement / conditions - Local Plan policies for housing supply would not be considered up to date if

[†] Larger settlements are classified as Market Town, Local Service Centre or a Larger Village

Strategic Policies	Indicators	Targets	Actions if not on target
		Framework) - Focus housing development on strategic sites - Allocated sites are safeguarded for housing developments	the Council fails to demonstrate a five year supply of deliverable sites – applications would be determined through national policies - If persistent under delivery, need for a Local Plan review
CP6: Meeting Business and Employment Needs CP8: Spatial Strategy for Abingdon on Thames and Oxford Fringe Sub-Area; CP15: Spatial Strategy for South East Vale Sub-Area CP20: Spatial Strategy for Western Vale Sub-Area CP28: New Employment Development on Unallocated Sites CP29: Change of Use of Existing	- Permissions and developments for employment uses by location	- Number of jobs in the district (inc. target identified for sub areas) over the plan period – “satisfactory” progress should be made by the end of the first five years - Year on year increase in all B use class floorspace - 95% of B Class development on strategic sites and saved allocations and town centres	- Review issues and actions available to bring forward employment development, incl.: - Cooperate with key stakeholders to address challenges to delivery - Consider the additional release / allocation of employment land

Strategic Policies	Indicators	Targets	Actions if not on target
Employment Land and Premises		<ul style="list-style-type: none"> - Allocated sites are safeguarded for employment developments, unless it could be demonstrated that criteria in CP29 are met - In rural areas, new employment developments limited to the re-use, conversion or adaptation of suitable existing buildings 	
<p>CP7: Providing Supporting Infrastructure and Services;</p> <p>CP12: Safeguarding of Land for Transport Schemes in the Abingdon on Thames and Oxford Fringe Sub-Area</p> <p>CP17: Delivery of Strategic Highway Improvements within the</p>	<ul style="list-style-type: none"> - Contributions taken to mitigate the impact of development (incl. s106, s278 and revenues from CIL - if applicable) - Projects identified by Council's infrastructure 	<ul style="list-style-type: none"> - Timely delivery of projects identified by the Council's infrastructure evidence base (Infrastructure Delivery Plan), incl. projects identified through: <ul style="list-style-type: none"> - Adopted Local Plan (CP17 & CP16) 	<ul style="list-style-type: none"> - Review issues and actions available to enable delivery of infrastructure projects, incl.: <ul style="list-style-type: none"> - Cooperate with key stakeholders to address challenges to delivery - Investigate alternative funding sources - Identify risks to development and

Strategic Policies	Indicators	Targets	Actions if not on target
<p>South-East Vale Sub-Area;</p> <p>CP18: Safeguarding of land for transport schemes in the South East Vale Sub Area;</p> <p>CP21: Safeguarding of Land for Strategic Highway Improvements within the Western Vale Sub-Area</p> <p>CP14: Upper Thames Reservoir;</p> <p>CP33: Promoting Sustainable Transport and Accessibility</p>	<p>planning evidence base</p> <ul style="list-style-type: none"> - Permissions and developments by location - Department for Transport (DfT) Core Accessibility Indicators and other accessibility indicators - Oxfordshire County Council (OCC) car parking standards 	<ul style="list-style-type: none"> - Science Vale UK Integrated Transport Package, incl. the Wantage Eastern Link Road - Supplementary Planning Document (SPD) / masterplan for strategic sites - Local Transport Plan - Local Enterprise Partnership and relevant strategies - Local communities and neighbourhood plans - Infrastructure partners' capital / investment strategies - The safeguarding of land required for strategic 	<p>possible contingency measures</p> <ul style="list-style-type: none"> - Phasing of development to allow for necessary provisions to be made - Review Council's infrastructure planning evidence base. Where necessary, prioritise developer contributions sought to projects critical and necessary to the delivery of new developments, incl. the review regulation 123 list (if applicable)

Strategic Policies	Indicators	Targets	Actions if not on target
		<p>infrastructure projects. New development that would prejudice the delivery of projects would also be resisted (CP12, CP18 & CP16)</p> <ul style="list-style-type: none"> - Increase number of households with good transport access to key services or work - Car parking provisions should met standards agreed with OCC 	
<p>CP10: Abbey Shopping Centre and the Charter, Abingdon on Thames; CP11: Botley Central Area; CP9: Harcourt Hill Campus; CP16: Didcot A Power Station;</p>	<ul style="list-style-type: none"> - Permissions and developments within policy areas - Related SPD / masterplan 	<ul style="list-style-type: none"> - Prepare (and keep up to date) necessary SPD / masterplan for identified schemes - Proposals and developments accord with the SPD or agreed masterplan for the policy 	<ul style="list-style-type: none"> - Review issues and actions available to enable delivery of schemes, incl.: - Cooperate with key stakeholders to address challenges to delivery - Review and if required revise adopted SPD / masterplan - Promote policy areas as location

Strategic Policies	Indicators	Targets	Actions if not on target
		<p>area</p> <ul style="list-style-type: none"> - Developments would not cause unacceptable harm to the built and natural environment and should demonstrate how they will mitigate against the impacts of development 	<p>for investment and development</p>
CP13: The Oxford Green Belt	<ul style="list-style-type: none"> - Permissions and developments within Green Belt boundary 	<ul style="list-style-type: none"> - New buildings in Green Belt are limited to ancillary structures to acceptable Green Belt uses identified by the adopted Local Plan 	<ul style="list-style-type: none"> - Review decisions for development within the Green Belt
CP24: Affordable Housing; CP25: Rural Exception Sites	<ul style="list-style-type: none"> - Permissions and developments for affordable housing by location, - Provision of affordable housing through rural 	<ul style="list-style-type: none"> - All housing development proposals with a net gain of three or more units to provide 35% percent affordable housing - Of the affordable provisions, around 75 percent would be social / 	<ul style="list-style-type: none"> - Review decisions for lower affordable housing provision - Review issues and actions available to enable development, incl.: <ul style="list-style-type: none"> - Cooperate with key stakeholders to address challenges to delivery - Where concerns relating to

Strategic Policies	Indicators	Targets	Actions if not on target
	exception - Contributions taken towards the provision of affordable housing	affordable rented and 25 percent intermediate housing - Delivery of affordable housing follows the “preferred hierarchy” adopted in core policy (CP24)	development viability could be demonstrated, the Council may re-negotiate terms of obligations / s106 requirement / conditions
CP23: Housing Density;	- Density of permissions and developments by location	- Minimum net density of 30 dwellings per hectare for all permissions and developments - Achieve higher development densities in locations with good access to services and public transport, i.e. main towns	- Review issues and actions available, incl.: - Cooperate with key stakeholders to address challenges to delivery
CP22: Housing Mix	- Housing mix of permissions and developments for 10	- Housing Mix on consented sites of 200 or more homes, in aggregate, broadly compliant to	- Review decisions for development (permission and developments for 10 or more units)

Strategic Policies	Indicators	Targets	Actions if not on target
	or more units	housing mix recommended in the SHMA	<ul style="list-style-type: none"> - Review issues and actions available, incl.: <li style="padding-left: 20px;">- Cooperate with key stakeholders to address challenges to delivery - Where concerns relating to development viability could be demonstrated, the Council may permit a variation to mix
CP27: Meeting the Needs of Gypsies, Travellers and Travelling Show People	<ul style="list-style-type: none"> - Permissions and developments for gypsies, travellers and travelling show people by location 	<ul style="list-style-type: none"> - Minimum provision of 13 pitches (net) for gypsies, travellers and travelling show people over the plan period - Maintain a five year supply of pitches - Pitches provided are within reasonable walking distance of facilities (indicatively 1km) 	<ul style="list-style-type: none"> - Review issues and actions available to enable the delivery of additional pitches, incl.: <li style="padding-left: 20px;">- Cooperate with key stakeholders to address challenges to delivery <li style="padding-left: 20px;">- Consider the release / allocation of land for pitches

Strategic Policies	Indicators	Targets	Actions if not on target
<p>CP26: Accommodating Current and Future Needs of the Ageing Population</p>	<ul style="list-style-type: none"> - Permissions and developments for housing by location - Demand and supply for specialist accommodation 	<ul style="list-style-type: none"> - All strategic site allocations include: <ol style="list-style-type: none"> 1. Housing mix for older people including affordable housing 2. Lifetime Homes standards for older people - Developments accord with housing mix policies adopted (CP22) - Meet demand and reduce supply gap for specialist accommodation 	<ul style="list-style-type: none"> - Review issues and actions available to enable delivery of schemes for older people, incl.: - Cooperate with key stakeholders to address challenges to delivery - Consider the release / allocation of land for specialist accommodation - Where concerns relating to development viability could be demonstrated, the Council may re-negotiate terms of obligations / s106 requirement / conditions
<p>CP30: Further and Higher Education; CP31: Development to Support the Visitor Economy</p>	<ul style="list-style-type: none"> - Permissions and developments by location 	<ul style="list-style-type: none"> - Additional / improved further and higher education facilities across the district - Development in locations 	<ul style="list-style-type: none"> - Review decisions for development - Review issues and actions available to bring forward development, incl.: - Cooperate with key stakeholders

Strategic Policies	Indicators	Targets	Actions if not on target
		<p>which is in accord with adopted policies (CP30 & CP31)</p> <ul style="list-style-type: none"> - Timely provision of new facilities identified in the Infrastructure Delivery Plan (IDP) 	<p>to address challenges to delivery</p> <ul style="list-style-type: none"> - Consider the additional release / allocation of land
<p>CP32: Retailing and Other Main Town Centre Uses</p>	<ul style="list-style-type: none"> - Permissions and developments for all A, B1 and D2 uses by location 	<ul style="list-style-type: none"> - New developments are focused within designated town centre areas or sites identified by this Local Plan (CP10 & CP11) 	<ul style="list-style-type: none"> - Review decisions for development - Review issues and actions available to bring forward development, incl.: <ul style="list-style-type: none"> - Cooperate with key stakeholders to address challenges to delivery - Consider the additional release / allocation of land
<p>CP40: Sustainable Design and Construction;</p> <p>CP37: Design and Local Distinctiveness</p>	<ul style="list-style-type: none"> - Number of schemes consented out supported by the Architects Advisory Panel 	<ul style="list-style-type: none"> - Prepare (and keep up to date) necessary conservation area appraisals and management plans 	<ul style="list-style-type: none"> - Review decisions for development - Review issues and actions available to bring forward development, incl.: <ul style="list-style-type: none"> - Cooperate with key stakeholders to address challenges to delivery

Strategic Policies	Indicators	Targets	Actions if not on target
<p>CP38: Design Strategy for Strategic and Major Development Sites</p> <p>CP39: The Historic Environment</p>	<ul style="list-style-type: none"> - Conservation area appraisals and management plans 		<ul style="list-style-type: none"> - Seek to progress new and reviews of conservation area appraisals and management plans
<p>CP41: Renewable Energy</p>	<ul style="list-style-type: none"> - Production of electricity (MWh e) and heat (MWh th) from renewable sources 	<ul style="list-style-type: none"> - Annual net increase in the generation of electricity and heat from renewable sources 	<ul style="list-style-type: none"> - Review issues and actions available to bring forward development, incl.: <ul style="list-style-type: none"> - Cooperate with key stakeholders to address challenges to delivery
<p>CP42: Flood Risk</p>	<ul style="list-style-type: none"> - Permissions and developments on flood zones - Number of unresolved objections from Environment 	<ul style="list-style-type: none"> - Residential / non residential uses would not be permitted on functional floodplain (Flood Zone 3b) or any area of flood risk from rivers or other sources (Flood Zone 2 or 	<ul style="list-style-type: none"> - Review decisions for development - Review issues and actions available to bring forward development, incl.: <ul style="list-style-type: none"> - Consider the additional release / allocation of land

Strategic Policies	Indicators	Targets	Actions if not on target
	Agency for residential / non residential uses	above) - No unresolved objection from Environment Agency on residential / non residential uses	
CP43: Natural Resources	- Household waste sent for recycling, energy recovery and landfill	- Annual reduction in the level of household waste sent to landfill - Annual increase in the level of household waste sent for recycling or energy recovery - Maintain or achieve reduction in the level of development on unallocated Greenfield sites (targets to be identify in Annual Monitoring Report AMR))	- Review decisions for development - Review issues and actions available, incl.: - Cooperate with key stakeholders to address challenges

Strategic Policies	Indicators	Targets	Actions if not on target
CP44: Landscape	<ul style="list-style-type: none"> - Permissions and developments within designated AONB areas 	<ul style="list-style-type: none"> - Developments would not conflict with the aims of conservation and enhancement of AONB - Locally valued features are protected, maintained and where possible, enhanced 	<ul style="list-style-type: none"> - Review issues and actions available, incl.: <ul style="list-style-type: none"> - Cooperate with key stakeholders to address challenges
CP45: Green Infrastructure; CP46: Conservation and Improvement of Biodiversity	<ul style="list-style-type: none"> - Change in areas of: <ul style="list-style-type: none"> - biodiversity importance - UKBAP priority habitat - non agri-environment biodiversity gains - Change in number of UKBAP priority species 	<ul style="list-style-type: none"> - Net increase in areas of: <ul style="list-style-type: none"> - biodiversity importance - UKBAP priority habitat - non agri-environment biodiversity gains - Net increase in number of UKBAP priority species - Net increase in number of farmland birds 	<ul style="list-style-type: none"> - Review decisions for development - Review issues and actions available, incl.: <ul style="list-style-type: none"> - Cooperate with key stakeholders to address challenges

Strategic Policies	Indicators	Targets	Actions if not on target
	<ul style="list-style-type: none"> - Distribution and status of farmland birds 		

Glossary

Term	Explanation
Abingdon’s Integrated Transport Strategy (AbITS)	A 2001 area transport strategy for Abingdon-on-Thames, superseded by the third Oxfordshire County Council Local Transport Plan (LTP3 2011-2030). For more information please visit: http://www.oxfordshire.gov.uk/cms/content/abingdon-area-transport-strategy
Access to Natural Greenspace Standard (ANGSt)	<p>ANGSt is a tool in assessing current levels of accessible natural greenspace, and planning for better provision. The three underlying principles of ANGSt are:</p> <ul style="list-style-type: none"> a) Improving access to greenspaces b) Improving naturalness of greenspaces c) Improving connectivity with greenspaces <p>ANGST sets a maximum recommended standard on walking distance people should have to travel to have access to accessible natural greenspace. For more information see ‘Nature Nearby’ publication from Natural England , available online at: http://publications.naturalengland.org.uk/publication/40004</p> <p>For more information please visit: http://www.naturalengland.org.uk/regions/east_of_england/ourwork/qi/accessiblenaturalgreenspacestandardangst.aspx</p>
Adopted Policies Map	A map of the local planning authority's area which must be reproduced from, or based on, an Ordnance Survey map; include an explanation of any symbol or notation which it uses; and illustrate geographically the application of the policies in the adopted development plan. Where the adopted policies map consists of text and maps, the text prevails if the map and text conflict.
Adoption	Formal approval by the Council of a DPD or SPD where upon it achieves its full weight in making planning decisions
Affordable Housing	<p>Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices.</p> <p>Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision.</p> <p>Social rented housing is owned by local authorities and private registered providers (as defined in section 80 of the Housing and Regeneration Act 2008), for which guideline target rents are determined through the national rent regime. It may also be owned by other persons and provided under equivalent rental arrangements to the above, as agreed with the local authority or</p>

Term	Explanation
	<p>with the Homes and Communities Agency.</p> <p>Affordable rented housing is let by local authorities or private registered providers of social housing to households who are eligible for social rented housing. Affordable Rent is subject to rent controls that require a rent of no more than 80% of the local market rent (including service charges, where applicable).</p> <p>Intermediate housing is homes for sale and rent provided at a cost above social rent, but below market levels subject to the criteria in the Affordable Housing definition above. These can include shared equity (shared ownership and equity loans), other low cost homes for sale and intermediate rent, but not affordable rented housing.</p> <p>Homes that do not meet the above definition of affordable housing, such as “low cost market” housing, are not affordable housing for planning purposes.</p>
Air Quality Management Area (AQMA)	Areas designated by local authorities because they are not likely to achieve national air quality objectives by the relevant deadlines.
Allowable Solutions	System of off-site contributions to projects to enable developments to achieve Zero Carbon status.
Ancient Monument	Any scheduled monument, or any other monument, which in the opinion of the Secretary of State, is of public interest by reason of the historic, architectural, artistic or archaeological interest attributed to it
Authority Monitoring Report (AMR)	<p>A report produced at least annually assessing:</p> <ul style="list-style-type: none"> • progress with the preparation of the local plan and other policy documents against the timetable published in the Local Development Scheme, and • the extent to which adopted plan policies are being successfully implemented.
Area of Outstanding Natural Beauty (AONB)	A national designation to conserve and enhance the natural beauty of the landscape. The AONB in the Vale of White Horse District is the North Wessex Downs
Area of Outstanding Natural Beauty Management Plan	The Management Plan presents an agreed agenda for the North Wessex Downs AONB, setting out objectives and policies for AONB partners that are realistic and achievable in the next five years. The Management Plan Working Group is taking forward the Delivery Plan.

Term	Explanation
	<p>For more information on the North Wessex Downs Area of Outstanding Natural Beauty Management Plan please visit:</p> <p>http://www.northwessexdowns.org.uk/About-Us/aonb-management-plan.html</p>
B1, B2, B8 use classes	<p>Business uses as defined in the Town and Country Planning (Use Classes) Order 1987.</p> <p>B1 covers offices, research and development and light industrial.</p> <p>B2 covers general industrial.</p> <p>B8 covers storage or distribution.</p>
Better Broadband for Oxfordshire Project	<p>Better Broadband for Oxfordshire is a £25m project to bring fibre broadband to over 90 per cent of homes and businesses in the county by the end of 2015.</p> <p>It's a collaboration between Oxfordshire County Council, the Government (through BDUK) and BT that will boost the local economy by creating and protecting jobs</p> <p>For more information please visit:</p> <p>http://www.betterbroadbandoxfordshire.org.uk/home</p>
Building Research Establishment Environment Assessment Method (BREEAM)	<p>A widely used environmental assessment method for buildings. BREEAM assesses buildings against set criteria for sustainable building design, construction and operation, and provides an overall score.</p>
Carbon Compliance	<p>The overall onsite contribution to zero carbon.</p>
Climate Change Adaptation and mitigation	<p>Climate change adaptation: Adjustments to natural or human systems in response to actual or expected climatic factors or their effects, including from changes in rainfall and rising temperatures, which moderate harm or exploit beneficial opportunities.</p> <p>Climate change mitigation: Action to reduce the impact of human activity on the climate system, primarily through reducing greenhouse gas emissions.</p>

Term	Explanation
Code for Sustainable Homes (The Code)	Provides a comprehensive measure of sustainability of a new home by rating and certifying new homes against nine categories of sustainable design: energy/CO2, pollution, water, health and well-being, materials, management, surface water run-off, ecology and waste. The Government has announced its intention to wind down the code and include its element in Building Regulations
Community Forest	An area identified through the England Community Forest Programme to revitalise countryside and green space in and around major conurbations.
Community Infrastructure Levy (CIL)	A levy that local authorities can choose to charge on new developments in their area. The money can be used to support development by funding infrastructure.
Community Right to Build Order	An Order made by the local planning authority (under the Town and Country Planning Act 1990) that grants planning permission for a site-specific development proposal or classes of development
Comparison retail	Retail items not bought on a frequent basis, for example televisions and white goods (fridges, dishwashers etc).
Conservation Area	An area designated by the District Council under Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990 as an area of special architectural or historical interest, the character or appearance of which it is desirable to preserve or enhance. There are additional controls over demolition, minor developments and the felling of trees.
Conservation Target Areas (CTA)	These are county-wide important areas of landscape that present the best opportunities for prioritising the conservation, enhancement and re-creation of designated sites and important habitats.
Consultation	A process by which people and organisations are asked their views about planning decisions, including the Local Plan.
Convenience retail	The provision of everyday essential items, such as food.
Core Strategy	Term no longer used to describe a Development Plan Document setting out the long-term spatial vision, strategic objectives and policies relating to future development of the district. This document would now be part of the Local Plan. In the case of the Vale, it is Local Plan 2031 Part 1.
Countryside Rights of Way Act 2000 (CROW Act 2000)	Provides for public access on foot to certain types of land, amends the law relating to public rights of way. It also places a duty on local authorities to produce management plans for each AONB and to have regard to the purpose of conserving and enhancing the natural beauty of the AONBs when performing their functions

Term	Explanation
	For more information on the Act please visit: http://www.legislation.gov.uk/ukpga/2000/37/contents
Decentralised Energy	Local renewable energy and local low-carbon energy usually, but not always, on a relatively small scale encompassing a diverse range of technologies.
Deliverability	To be considered deliverable sites should be available now, offer a suitable location for development now and be achievable with a realistic prospect that housing will be delivered on the site within five years and, in particular, that the site is viable.
Designated heritage asset	A World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated under the relevant legislation.
Design and Access Statement	A report accompanying and supporting a planning application as required by the Town and Country Planning (Development Management Procedure) (England) Order 2010 as amended. They provide a framework for applicants to explain how a proposed development is a suitable response to the site and its setting, and demonstrate that it can be adequately accessed by prospective users.
Development Plan	This includes adopted Local Plans, neighbourhood plans and the Waste and Minerals Local Plan, and is defined in section 38 of the Planning and Compulsory Purchase Act 2004. Planning applications have to be decided in accordance with the Development Plan unless material considerations indicate otherwise
Development Plan Documents (DPDs)	Development Plan Documents set planning policies in local authority areas. All DPDs are subject to public consultation and independent examination
Duty-to-Cooperate	Created in the Localism Act 2011, and amends the Planning and Compulsory Purchase Act 2004. It places a legal duty on local planning authorities, county councils in England and public bodies to engage constructively, actively and on an ongoing basis to maximise the effectiveness of Local and Marine Plan preparation in the context of strategic cross boundary matters.
Enterprise Zone	Areas around the country that support both new and expanding businesses by offering incentives through means such as business rates relief and simplified planning procedures.
Employment Land Review (ELR)	<p>An evidence base study to assess the quantity, quality and viability of the district's employment land supply and forecast the future demand for employment land over the next planning period.</p> <p>For more information please visit: www.whitehorsedc.gov.uk/evidence</p>

Term	Explanation
Employment site	A designation that has defined boundaries and is used to safeguard areas in the district for employment uses (both existing and proposed).
Evidence Base	Information gathered by a planning authority to support the Local Plan and other Development Plan Documents.
Exception Test	The Exception Test provides a method of managing flood risk while still allowing necessary development to occur. The Exception Test is only appropriate for use when there are large areas in Flood Zones 2 and 3, where the Sequential Test alone cannot deliver acceptable sites, but where some continuing development is necessary for wider sustainable development reasons, taking into account the need to avoid social or economic blight.
Extra Care Housing	Extra Care Housing is a type of self contained housing that offers care and support that falls somewhere between traditional sheltered housing and residential care.
Five Year Housing Land Supply	Paragraph 47 of the National Planning Policy Framework (NPPF) requires Local Planning Authorities to identify and update annually a supply of specific deliverable sites sufficient to provide five years worth of housing against their housing requirements with an additional buffer of 5% or 20% (moved forward from later in the plan period) to ensure choice and competition in the market for land.
Flood and Water Management Act 2010	<p>An Act to make provision about water, including provision about the management of risks in connection with flooding and coastal erosion. The Act makes County Councils responsible for leading the coordination of flood risk management in the area as the Lead Local Flood Authority</p> <p>For more information on the Act please visit: http://www.legislation.gov.uk/ukpga/2010/29/contents</p>
Flood Zone 1	Land having a less than 1 in 1,000 annual probability of river or sea flooding. This is the zone at lowest flood risk.
Flood Zone 2	Land having between a 1 in 100 and 1 in 1,000 annual probability of river flooding; or Land having between a 1 in 200 and 1 in 1,000 annual probability of sea flooding.

Term	Explanation
Flood Zone 3	<p>Flood Zone 3a</p> <p>Land having a 1 in 100 or greater annual probability of river flooding; or Land having a 1 in 200 or greater annual probability of sea flooding.</p> <p>This is the zone at the highest flood risk</p> <p>Flood Zone 3b</p> <p>This zone comprises land where water has to flow or be stored in times of flood. Local planning authorities should identify in their Strategic Flood Risk Assessments areas of functional floodplain and its boundaries accordingly, in agreement with the Environment Agency.</p>
Green Belt	Designated land around a town or city where land is kept permanently open and where development is severely restricted. The extent of the Oxford Green Belt is defined on the Proposals Map.
Green Belt Review	<p>The purpose of the Vale of White Horse Green Belt Review:</p> <ol style="list-style-type: none"> 1. To review the land within the Green Belt against the five purposes of the Green Belt as outlined in paragraph 80 of the National Planning Policy Framework. 2. To make an assessment of opportunities to enhance the beneficial use of the Green Belt as outlined in paragraph 81 of the National Planning Policy Framework. 3. To review land on the edge of the Green Belt to ascertain if the designation should be extended 4. To assess whether any of the washed over villages should be included as an inset village. Need to review the role of the edge of settlements in contribution to five purposes of the Green Belt in the light of the original designation which set the 'inner' boundaries very tightly around the villages with no land for them to grow
Green Infrastructure (GI)	Green infrastructure includes sites protected for their importance to wildlife or the environment, nature reserves, greenspaces and greenway linkages. Together they provide a network of green space both urban and rural, providing a wide range of environmental and quality of life benefits.

Term	Explanation
Grove Northern Link Road (GNLR)	GNLR – Local road required to access development at Grove Airfield, to be located on Monk’s Farm site and land north of Grove Airfield.
Habitats Regulations Assessment (HRA)	Used to assess the impacts of proposals and land-use plans against the conservation objectives of a European Protected site and to ascertain whether it would adversely affect the integrity of that site.
Heritage Asset	A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage asset includes designated assets (such as Scheduled Ancient Monuments, Conservation Areas, Historic Parks and Gardens and Listed Buildings) and non designated assets (not designated as one of the above but of good local character or interest).
Historic Environment Record	Information services that seek to provide access to comprehensive and dynamic resources relating to the historic environment of a defined geographic area for public benefit and use. Oxfordshire County Council hold the Historic Environment Record for the County.
Housing Need	The quantity of housing required for households who are unable to access suitable housing without financial assistance.
Housing Need Assessment (HNA)	A district wide assessment of predominantly affordable housing need including a district wide housing needs survey.
Indices of Multiple Deprivation (IMD)	An indicative measure of deprivation for small areas across England.
Infrastructure	All the ancillary works and services that are necessary to support human activities, including roads, sewers, schools, hospitals, etc.
Infrastructure Delivery Plan (IDP)	A live document that identifies future infrastructure identified by the Council and other service providers as being needed to support the delivery of the Local Plan. It explains what is required, its cost, how it will be provided and when.
Larger village	Larger villages are defined as settlements with a more limited range of employment, services and facilities, where unallocated development will be limited to providing for local needs and to support employment, services and facilities within local communities
Lifetime Homes Standards	Incorporates 16 design criteria that can be universally applied to new homes at minimal cost. Each design feature adds to the

Term	Explanation
	comfort and convenience of the home and supports the changing needs of individuals and families at different stages of life.
Listed Building	Buildings and structures which are listed by the Department for Culture, Media and Sport as being of special architectural and historic interest and whose protection and maintenance are the subject of special legislation. Listed building consent is required before any works are carried out on a listed building.
Local Development Framework (LDF)	This term has been replaced by the term 'Local Plan'. It was used to describe a portfolio of Local Development Documents that provide a framework for delivering the spatial planning strategy for the area. It also contains a number of other documents, including the Authority Monitoring Report, and any 'saved' plans that affect the area.
Local Development Order (LDO)	An Order made by a local planning authority (under the Town and Country Planning Act 1990) that grants planning permission for a specific development proposal or classes of development.
Local Development Scheme (LDS)	This sets out the timetable and work programme for the preparation of the local plan and other Local Development Documents.
Local Enterprise Partnership (LEP)	A body, designated by the Secretary of State for Communities and Local Government, established for the purpose of creating or improving the conditions for economic growth in an area. For more information on Oxfordshire's LEP please visit: http://www.oxfordshirelep.org.uk/cms/
Localism Act 2011	The Localism Act introduced changes to the planning system (amongst other changes to local government) including making provision for the revocation of Regional Spatial Strategies, introducing the Duty to Cooperate and Neighbourhood Planning.
Local Plan	The plan for the local area that sets out the long-term spatial vision and development framework for the district and strategic policies and proposals to deliver that vision. This replaces the Local Development Framework.
Local Plan Part 1 (LPP1)	This document contains long-term spatial vision and strategic policies that guide growth in the district.
Local Plan Part 2 (LPP2)	This document will contain the more detailed development management policies and site allocations for non-strategic sites.

Term	Explanation
Local Service Centre	Local Service Centres are defined as larger villages or neighbourhoods to larger settlements with a level of facilities and services and local employment to provide the next best opportunities for sustainable development outside the Market Towns.
Local Transport Plan (LTP)	For more information please visit: http://www.oxfordshire.gov.uk/cms/content/local-transport-plan-2011-2030 .
Major Development	Definition as per Part 1, Section 2 of The Town and Country Planning (Development Management Procedure) (England) Order 2010. The main criteria listed by the Order is development of 10 or more dwellings.
Market Town	Market Towns are defined as settlements that have the ability to support the most sustainable patterns of living within the Vale through their current levels of facilities, services and employment opportunities.
Material Consideration	This is a matter that should be taken into account in deciding a planning application or on an appeal against a planning decision. This can include issues such as overlooking/loss of privacy, parking, noise, effect on listed building and conservation area, or effect on nature conservation etc
National Planning Policy Framework (NPPF or The Framework)	This sets out the Government's planning policies for England and how these are expected to be applied at a local level. The NPPF is a material consideration when deciding on planning applications or appeals https://www.gov.uk/government/publications/national-planning-policy-framework--2
National Planning Practice Guidance (NPPG)	The National Planning Practice Guidance is a planning practice on-line resource covering a range of planning issues. http://planningguidance.planningportal.gov.uk/
Natural Environment and Rural Communities Act (NERC) 2006	An Act to make provision about bodies concerned with the natural environment and rural communities; to make provision in connection with wildlife, sites of special scientific interest, National Parks and the Broads; to amend the law relating to rights of way; to make provision as to the Inland Waterways Amenity Advisory Council; to provide for flexible administrative arrangements in connection with functions relating to the environment and rural affairs and certain other functions; and for connected purposes. For more information please visit: http://www.legislation.gov.uk/ukpga/2006/16/contents

Term	Explanation
Neighbourhood Plan	A plan prepared by a Town or Parish Council or Neighbourhood Forum for a particular neighbourhood area (made under the Planning and Compulsory Purchase Act 2004).
New Growth Point	The New Growth Points initiative provides support to local communities who wish to pursue large scale and sustainable growth, including new housing, through a partnership with Government
Non-designated heritage assets	These are buildings, monuments, sites, places, areas or landscapes identified as having a degree of significance meriting consideration in planning decisions but which are not formally designated heritage assets. In some areas, local authorities identify some non-designated heritage assets as 'locally listed'.
Older People	People over retirement age, including the active, newly-retired through to the very frail elderly, whose housing needs can encompass accessible, adaptable general needs housing for those looking to downsize from family housing and the full range of retirement and specialised housing for those with support or care needs.
Oxfordshire City Deal	The Oxford and Oxfordshire City Deal sets out the actions the region will take to create new jobs, support research and businesses, and improve housing and transport.
Oxfordshire Local Investment Plan	For more information please visit: http://www.oxford.gov.uk/Direct/OxfordshireLocalInvestmentPlan.pdf
Oxfordshire Skills Strategy	Sets the future direction for skills development in the county to 2020 to support economic growth. For more information please visit: http://www.oxfordshireskillsboard.org/oxfordshire-skills-strategy-2020/
Oxfordshire Statement of Cooperation	The Oxfordshire Statement of Cooperation outlines matters on which the six local authorities in Oxfordshire will continue to cooperate. In particular, the document sets out how the parties involved will manage the outcomes of the Strategic Housing Market Assessment, should any of the Local Planning Authorities in Oxfordshire not be able to meet their full objectively assessed housing need. For more information please visit: https://www.oxfordshire.gov.uk/cms/content/spatial-planning-and-infrastructure-partnership

Term	Explanation
Planning & Compulsory Purchase Act 2004	This Act updated the Town & Country Planning Act 1990. The Planning and Compulsory Purchase Act 2004 introduced a new statutory system of regional and local planning and has since been amended by the Localism Act 2011.
Preferred Options	This is a non-statutory stage of consultation of the Local Plan setting out the preferred options for growth in the area, based on the findings of previous consultation. The Vale chose to undertake a second iteration of Preferred Options consultation in early 2013.
Regional Strategy	The South East Plan (2009) was extant until March 2013 and therefore was used to inform the development of the Local Plan 2031 Part 1 until that point. An assessment of the South East Plan policies was made to ascertain any important considerations that might need to be taken forward once the plan was revoked.
Registered Provider	Registered Providers are independent housing organisations registered with the Homes & Communities Agency under the Housing Act 1996. Most are housing associations, but there are also trusts, co-operatives and companies.
River Basin Management Plan	River basin management plans (RBMPs) are drawn up for the 10 river basin districts in England and Wales as a requirement of the water framework directive. The Vale of White Horse District is covered within the Thames River Basin Management Plan (2009). For more information please visit: https://www.gov.uk/government/publications/thames-river-basin-management-plan
Route Based Strategy (RBS)	Route-based strategies are being taken forward by the Highways Agency to enable a smarter approach to investment planning and support greater participation in planning for the strategic road network from local and regional stakeholders
Rural Exception Site	Small sites used for affordable housing in perpetuity where sites would not normally be used for housing. Rural exception sites seek to address the needs of the local community by accommodating households who are either current residents or have an existing family or employment connection. Small numbers of market homes may be allowed at the local authority's discretion, for example where essential to enable the delivery of affordable units without grant funding.
Science Vale Area Action Plan	Significant change proposed around Didcot in the Vale of White Horse and South Oxfordshire Districts including housing, employment and large infrastructure projects, as well as the proposals across the Science Vale area has led to the preparation of a proposed Joint Area Action Plan for the Science Vale area. The purpose of the Area Action Plan (AAP) is to ensure effective delivery and implementation of this change.
Section 106 agreement	A legal agreement under section 106 of the Town and Country Planning Act. They are legal agreements between a planning authority and a developer, or undertakings offered unilaterally by a developer, that ensure that certain extra works related to a

Term	Explanation
	development are undertaken.
Sequential Test	A planning principle that seeks to identify, allocate or develop certain types of location of land before others. For example, brownfield housing sites before greenfield sites, or town centre retail sites before out-of-centre sites. With regard to flood risk, it seeks to locate development in areas of lower flood risk (Flood Zone 1) before considering Flood Zones 2 or 3.
Settlement Hierarchy	A way of identifying and classifying settlements within the Vale and provides a guide to where development may be sustainable according to the role and function of the settlement. For more information please see Core Policy 3: Settlement Hierarchy
Strategic Flood Risk Assessment (SFRA)	<p>Study carried out by one or more local planning authorities to assess the risk to an area from flooding from all sources, now and in the future, taking account of the impacts of climate change, and to assess the impact that land use changes and development in the area will have on flood risk.</p> <p>The purpose of the Strategic Flood Risk Assessment (SFRA) is to identify and analyse current and future broad scale flooding issues for key locations across the district. The Vale's SFRA has been prepared jointly with South Oxfordshire District Council.</p>
Site of Special Scientific Interest (SSSI)	Identified protected areas of nature conservation and scientific value identified by Natural England as being of national (and sometimes international) importance.
Smaller village	Smaller villages have a low level of services and facilities, where any development should be modest in scale and primarily be to meet local needs.
Southern Central Oxfordshire Transport Study (SCOTS)	<p>For more information please visit:</p> <p>http://www.southoxon.gov.uk/services-and-advice/planning-and-building/planning-policy/evidence-studies/transport-strategy</p>
Spatial Strategy	The overview and overall approach to the provision of jobs, homes and infrastructure over the plan period.
Special Area of Conservation (SAC)	An area designated to protect the habitats of threatened species of wildlife under EU Directive 92/43.
Stakeholders	Groups, individuals or organisations that may be affected by, or have a key interest in, a development proposal or planning policy. They may often be experts in their field or represent the views of many people.

Term	Explanation
Statement of Community Involvement (SCI)	The SCI sets out standards to be achieved by the local authority in relation to involving the community in the preparation, alteration and continuing review of all DPDs and in development Statement of Community Involvement (SCI) control decisions. It is subject to independent examination. In respect of every DPD the local planning authority is required to publish a statement showing how it complied with the SCI.
Strategic Environmental Assessment (SEA)	An assessment of the environmental effects of policies, plans and programmes, required by European legislation, which will be part of the public consultation on the policies.
Strategic Housing Land Availability Assessment (SHLAA)	An assessment of the land capacity across the District with the potential for housing. More details can be found at http://www.whitehorsedc.gov.uk/evidence
Strategic Housing Market Assessment (SHMA)	An assessment of existing and future housing need and demand within a defined housing market area, focusing on all aspects of the housing market. More details are available in paragraph 159 of the NPPF.
Strategic Site	A broad location considered as having potential for significant development that contributes to achieving the spatial vision of an area. In the context of the Vale Local Plan 2031, it refers to sites of 200+ dwellings.
Supplementary Planning Document (SPD)	Documents which add further detail to the policies in the Local Plan. They can be used to provide further guidance for development on specific sites, or on particular issues, such as design. Supplementary planning documents are capable of being a material consideration in planning decisions but are not part of the development plan.
Sustainability Appraisal (SA)	The process of assessing the economic, social and environmental effects of a proposed plan. This process implements the requirements of the SEA Directive. Required to be undertaken for all DPDs.
Sustainable Development	A widely used definition drawn up by the World Commission on Environment and Development in 1987: "development that meets the needs of the present without compromising the ability of future generations to meet their own needs". The NPPF taken as a whole constitutes the Government's view of what sustainable development in England means in practice for the planning system.
Sustainable Drainage Systems (SUDs)	SUDs seek to manage surface water as close to the source as possible, mimicking surface water flows arising from a site prior to the proposed development. Typically SUDs involve a move away from piped systems to softer engineering solutions inspired by natural drainage processes.

Term	Explanation
Sustainable Transport Modes	Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, low and ultra low emission vehicles, car sharing and public transport.
SVUK Integrated Transport Package	Transport related measures to facilitate growth in the SVUK.
Thames Water Resources Management Plan (WRMP)	Water companies in England and Wales are required to produce a Water Resources Management Plan (WRMP) every five years which sets out how they aim to maintain water supplies over a 25 year period. For more information on Thames Water's Water Resources Management Plan, please visit: http://www.thameswater.co.uk/about-us/5392.htm
Transport Assessment (TA)	A comprehensive and systematic process that sets out transport issues relating to a proposed development. It identifies what measures will be required to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport and what measures will need to be taken to deal with the anticipated transport impacts of the development.
Transport Statement	A simplified version of a transport assessment where it is agreed the transport issues arising out of development proposals are limited and a full transport assessment is not required.
Travel Plan	A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives through action and is articulated in a document that is regularly reviewed.
UK Competitiveness Index	The UKCI provides a benchmarking of the competitiveness of the UK's localities, and it has been designed to be an integrated measure of competitiveness focusing on both the development and sustainability of businesses and the economic welfare of individuals
Wantage Eastern Link Road (WELR)	Strategic highway connecting the A417 and A338 to be located on/adjacent to the Crab Hill strategic site.
Windfall sites	Sites which have not been specifically identified as available in the Local Plan process. They normally comprise previously-developed sites that have unexpectedly become available.

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