

Western Vale Sub Area Strategy

Core Policy 20: Spatial Strategy for Western Vale Sub-Area

General Comments

Category	Summary	Council Response
Balance of housing and employment provision	Object to the balance of housing provision at Faringdon and Shrivenham reflecting the level of employment.	The housing provision within the Western Vale reflects the overarching sustainable spatial strategy embedded within the Plan. The proposed strategic sites are supported by a robust site selection process as demonstrated within the Strategic Sites Selection Topic Paper (TOP03). Alongside the housing allocations within Faringdon, there are a number of existing employment sites in particular along Park Road to balance provision. In addition to this, the draft Faringdon Neighbourhood Plan (LNP03) proposes additional employment sites.
Clear separation between retail and other employment uses should be maintained in Faringdon	One comment stating a clear spatial and functional separation between retail and other employment uses should be maintained in Faringdon, except where above-shop office space makes these uses compatible in the town centre.	The Plan should be read as a whole which seeks to protect the retail function of town centres including at Faringdon.
East Challow	A number of comments regarding East Challow; relating to; Site 23 for 200 dwellings should be reinstated as submitted evidence demonstrates 200 can be accommodated; East Challow should not be within the Western Sub-Area as it separating the village from its service centre Wantage and the Science Vale area; and the western field adjoining Canal Way (1.2ha) is considered suitable for the development of around 30 dwellings.	The proposed strategic sites are supported by a robust site selection process as demonstrated within the Strategic Sites Selection Topic Paper (TOP03). This details why East Challow is not proposed stating the site cannot accommodate 200 dwelling due to landscape constraints.
English Heritage General Comment	English Heritage welcomes the reference to the historic character and landscape setting having been maintained in the vision for the Western Vale Sub-Area on page 84, although we would prefer “conserved and enhanced” as part of the positive and clear strategy for the conservation, enjoyment and enhancement of the historic environment as required by the NPPF. We also welcome	The Council acknowledges English Heritage's support for certain parts of the vision for the Western Vale and agree the proposed modification would provide a positive and clearer strategy for the conservation, enjoyment and enhancement of the historic environment.

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	the statement that "The countryside and villages will have maintained their distinctive character".	
General Comment	general comments regarding CP20, relating to; the process of the Local Plan; villages should escape major developments partly due to lack of infrastructure; refers to Great Coxwell Parish as being a larger village which is incorrect, as identified in the settlement hierarchy; Stanford in the Vale has become hyphenated which it is not; the Plan fails to recognised the roles that development at the lowest order settlements have played in the past in maintaining a housing supply; and support for rural/village character being maintained. It is proposed by one comment that four tiers of the settlement hierarchy should be expanded to refer to the lowest order rural communities and settlements as a fifth tier.	The Council acknowledges the points raised. The provision of housing within the Western Vale reflects the overarching sustainable spatial strategy embedded within the Plan. Appendix A of the Plan sets out Site Development Templates for each site setting out specific infrastructure and development requirements to support development.
General Comment - Policy Wording	A number of comments are made relating to the policy wording. These include: <ul style="list-style-type: none"> Core Policy 20 refers to Great Coxwell Parish as being a larger village. This is incorrect, as identified in the settlement hierarchy. Furthermore, throughout this (and many other sections of the Local Plan Stanford in the Vale has become hyphenated – it is not, and should not be referred to in this way. As currently drafted, Core Policy 20 fails to recognise the important role that development at the lowest order settlements (those ranked below the current four tiers of the settlement hierarchy) have played in the past in maintaining the supply of housing in the Vale. Consequently the Plan is not justified and is inconsistent with national policy and it is thus unsound. Little Coxwell Parish Council supports the sentiments expressed that "The quality of the rural environment will have been maintained" and "The countryside and villages will have maintained their distinctive character". However various policies within the plan make these predictions seem highly optimistic. 	The Council acknowledges Great Coxwell Parish is not a larger village and this should be amended in the Plan. Support acknowledged from Little Coxwell Parish Council. The Town and Villages Facilities Study Update 2014 (COM 04) has robustly assessed the hierarchy of settlements in the Vale which is reflected in the Plan.

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Impact on A420 from the Vale and Swindon's growth	Around 15 comments regarding the impact of development on the A420 which is a major road which is already congested and has capacity problems in particular on the Buckland to Pusey stretch. This issue has slipped between the three responsible authorities and no specific improvements are included in the Plan. There is also concern there is no mention of the level of growth at Swindon within the Local Plan and the impact this will have on the Vale.	The Local Plan has been informed by specific evidence testing the impact of the proposed growth on the highway network through the Evaluation of Transport Impacts Study (ETI) (TRA02-02.1) which has been prepared in collaboration with the Highways Authority. The District Council, Oxfordshire County Council and Swindon Borough Council have continually worked in partnership regarding strategic cross boundary matters including the A420 as demonstrated within the Duty to Cooperate Topic Paper (TOP01 and DLP10) and the Statement of Common Ground (April 2014), this details discussions on the impact of growth on respective areas. The Council are continuing to work and develop a A420 Route Strategy in partnership with OCC and Swindon Borough Council which will inform the LTP4 and other required improvements along the A420 in the future
Oxfordshire County Council - General Comments	Swindon Local Plan 26. The local plan examination and consultation on proposed main modifications has taken place. These do not change the scale of the new Eastern Villages allocation (8000) and do not include additions to the plan to refer to transport impacts outside of Swindon or the need to work in liaison with neighbouring authorities to mitigate them. The proposed main modifications only deal with local public transport services between the site and Swindon town centre rather than in the context of the strategic public transport network linking Swindon with Oxford. The Vale's plan includes a commitment to work with Swindon to overcome cross boundary issues and our consultation response urges the Inspector to reconsider these points. We are now awaiting the Inspector's report.	The Council acknowledges Oxfordshire County Council's comments.
Stagecoach Comments	Stagecoach supports the Western Vale Sub Area Strategy. They also greatly welcome, the recognition in paragraph 5.125-5.126 that junction improvements on A420 at Coxwell Road, and west of Shrivenham in particular, are to be taken forward, improving the safe and efficient operation of both existing service and its further	The Council acknowledges support from Stagecoach. In regards to the A420 and bus provision, the District Council are continuing to work with Oxfordshire County Council and Swindon Borough Council regarding significant cross boundary matters including transport and the A420 which is reflected in the LTP4.

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	improvement. They share the concerns of all stakeholders about congestion on the A420, in particular at Swindon and for the avoidance of doubt, consider that service 66 should be seen as providing a major inter-urban strategic public transport link, and be developed as such, focused as the first priority on cross boundary trips originating /terminating within Oxfordshire.	
Swindon Borough Council General Comment	Swindon Borough Council support para 5.125 regarding joint working however suggest links are make between the Core Policies and the Site Templates to provide a clear indication to the decision maker	The Council acknowledges Swindon Borough Council's support regarding joint working and we will continue to work with Swindon Borough Council on cross boundary matters. There are links within the relevant Core Policies to the Site Development Templates.
Western Vale Vision	<ul style="list-style-type: none"> • The Plan has very little benefit for the Western Vale and Faringdon. 	The Council are satisfied the Plan adequately addressed the priorities and growth within the Western Vale Area.

Faringdon Sites

Category	Summary	Council Response
Balance of housing and employment provision in Faringdon	A number of comments raised concerns relating to the balance of housing provision at Faringdon reflecting the level of employment and that housing growth has been imposed and led by developers.	The housing provision within the Western Vale reflects the overarching sustainable spatial strategy embedded within the Plan. The proposed strategic sites are supported by a robust site selection process as demonstrated within the Strategic Sites Selection Topic Paper (TOP03). Alongside the housing allocations within Faringdon, there are a number of existing employment sites in particular along Park Road to balance provision. In addition to this, the draft Faringdon Neighbourhood Plan proposes additional employment sites.
Capacity of South West Faringdon Site	A general support for the allocation however highlight concerns regarding the capacity of the South West Faringdon Site reflecting the outcomes of the Landscape Study.	Support noted. The Council consider the capacity identified in the Plan for this site is appropriate based on robust evidence including Landscape Studies (NAT04.1-04.12). The capacity for this site set out within the Site Development Template in Appendix A of the Plan (pgs. 51-52) is sufficiently flexible as to ensure masterplanning can respond to potential constraints on the site. Therefore the Template identifies 'around 200 homes, subject to masterplanning'.
CP 20 - Faringdon	Faringdon is allocated 550 houses, 350 of which were in the 2011 LP and with which we agreed. However, the other 200, plus the 400 for Great Coxwell (that are effectively in Faringdon), give an unsustainable growth of 28% on the current tax base of 3373. This does not include the houses currently under construction and unoccupied. The 2011 census reported 3013 occupied dwellings; hence, Faringdon is predicted to grow by at least 43% since the last census. Abingdon, population 35,000 has an allocation of 1,000 houses ~the same number as for Faringdon.	The provision of housing at Faringdon will help to meet the objectively assessed housing needs of the District. The distribution of housing is based on the overarching sustainable spatial strategy of the Plan. The Strategic Sites Selection Topic Paper (TOP03) demonstrates a robust process and assessment has been undertaken to site selection.
CP20 – land south of Faringdon	The allocation south west of Faringdon is well located in terms of pedestrian and cycle way accessibility.	Point noted.
CP20 - South West Faringdon	The allocation south west of Faringdon is well located in terms of pedestrian and cycle way accessibility.	Point Noted
East of Coxwell Road / South of Faringdon	A number of comments relating to too many houses and concerns raised regarding the A420, infrastructure capacity, coalescence of Faringdon and Great Coxwell, an error relating to	These sites are required to assist in meeting the District's objectively assessed housing need and the Strategic Sites Selection Topic Paper (TOP03) demonstrates a robust process has been undertaken to site

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Sites - General Comments	Site 18 which does not list the site as being in the Parish of Great Coxwell and due to large amount of houses being built, and concerns Great Coxwell is defined as a larger village.	selection. Also Appendix A of the Plan sets out in detail the site specific requirements for each of the allocations including the specific site requirements/contributions for infrastructure improvements including the A420 through the Site Development Template. Strategic development is located at Faringdon, within the parish of Great Coxwell. There is no strategic development directed to the village of Great Coxwell. The Council agree there is an omission in the title of the Site Development Template for the site East of Coxwell Road.
English Heritage - Land south of Park Road Site	English Heritage makes no comment on the merits or otherwise of this site allocation but we welcome the principle of an archaeological investigation. However, we would like this principle to go further and require the investigation to inform the scheme, with any significant remains being retained in situ wherever possible. This comment is without prejudice to any comments we may wish to make on any future planning application for the development of this site.	The Council acknowledge the principle English Heritages points and will continue to work with English Heritage on such matters.
English Heritage - South West of Faringdon Site	English Heritage makes no comment on the merits or otherwise of this site allocation but we welcome the principle to “Retain the historic field pattern within the site.....” This comment is without prejudice to any comments we may wish to make on any future planning application for the development of this site.	Support acknowledged
Faringdon Neighbourhood Plan	The District Council have failed to take notice of the infrastructure requirements within the Faringdon Neighbourhood Plan.	It is not a requirement of the Local Plan to reflect or repeat the amount of detail that a Neighbourhood Plan includes. However the Infrastructure Delivery Plan does include strategic infrastructure items that are required to ensure the delivery of the Plan.
Faringdon's Settlement Boundary	One respondent would like Faringdon's settlement boundary to be limited in respect of the town's development boundary, its relation to the A420, and allocated/ safeguarded employment land, including Wicklesham Quarry.	The Settlement Boundaries have been updated in the Proposed Adopted Policies Map.
Growth at Faringdon / Great Cowell	A number of comments are concerned over the level of growth at Faringdon being unsustainable reflecting the number of existing dwellings.	The provision of housing at Faringdon will help to meet the objectively assessed housing needs of the District. The distribution of housing is based on the overarching sustainable spatial strategy of the Plan. The

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		Strategic Sites Selection Topic Paper (TOP03) demonstrates a robust assessment process has been undertaken to site selection. Also Appendix A of the Plan includes a Site Development Template for this site setting out the site specific requirements for this allocation including the specific site requirements/contributions for infrastructure improvements.
Object to East of Coxwell Road / South of Faringdon Sites	A number of comments objecting to the allocations at East of Coxwell Road and South of Faringdon sites, reflecting the following; Great Coxwell will coalesce with Faringdon, which is contrary to the Settlement Hierarchy; too many houses proposed on these sites which will destroy the character of the village; the existing infrastructure of both Faringdon and Great Coxwell operate already at capacity; the site will make the traffic situation on the A420 even more severe as it is already the case; the developments on the site of Swindon (which aren't considered in the Plan) will make a bad situation considerably worse and Site 18 is not listed as being in the Parish of Great Coxwell which is incorrect.	These sites are required to assist in meeting the District's objectively assessed housing need and the Strategic Sites Selection Topic Paper (TOP03) demonstrates a robust process has been undertaken to site selection. Also Appendix A of the Plan includes a Site Development Template for this site setting out the site specific requirements for this allocation including the specific site requirements/contributions for infrastructure improvements. Strategic development is located at Faringdon, within the parish of Great Coxwell. There is no strategic development directed to the village of Great Coxwell. The Council agree there is an omission in the title of the Site Development Template for the site East of Cowell Road.
Object to East of Coxwell Road / South of Faringdon Sites	A number of comments objecting to the allocations at East of Coxwell Road and South of Faringdon sites, reflecting the following; Great Coxwell will coalesce with Faringdon, which is contrary to the Settlement Hierarchy; too many houses proposed on these sites which will destroy the character of the village; the existing infrastructure of both Faringdon and Great Coxwell operate already at capacity; the site will make the traffic situation on the A420 even more severe as it is already the case; the developments on the site of Swindon (which aren't considered in the Plan) will make a bad situation considerably worse and Site 18 is not listed as being in the Parish of Great Coxwell which is incorrect.	These sites are required to assist in meeting the District's objectively assessed housing need and the Strategic Sites Selection Topic Paper (TOP03) demonstrates a robust process has been undertaken to site selection. Also Appendix A of the Plan includes a Site Development Template for this site setting out the site specific requirements for this allocation including the specific site requirements/contributions for infrastructure improvements. Strategic development is located at Faringdon, within the parish of Great Coxwell. There is no strategic development directed to the village of Great Coxwell. The Council agree there is an omission in the title of the Site Development Template for the site East of Cowell Road.
OCC - Education - Land South of Park Road Site	Park Road, Faringdon: 350 homes. This development is subject to current S106 negotiations, and is required to provide a site and	The Council will continue to work with the County on these matters.

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	proportionate capital funding for a new primary school, and contribute towards expansion of secondary and SEN provision.	
OCC - Highways - East of Coxwell Road Site	East of Coxwell Road (200 dwellings) • This site has been the subject of an Outline Planning Application for 200 dwellings and a formal transport response has been made to the planning authority. • Highway improvements will be required including major improvement to A420/Coxwell Road junction. Footway provision and widening will be necessary along Coxwell Road as well as new bus stops and a pedestrian crossing point. Amendment to a local speed limit will also be necessary. • Improvement to a Public Right of Way (PROW) will be required. • PT contributions will be required.	Appendix A of the Plan includes a Site Development Template (pgs. 53-54) for this site setting out in detail the site specific requirements for this allocation which does include the points raised by the County, as it is identified in the Template major upgrade is required to A420/Great Coxwell Road junction, local mitigation should be provided and bus infrastructure improvements will be required. The Council will continue to work with the County on these matters.
OCC - Highways - Land South of Park Road Site (1)	Land South of Park Road (350 dwellings) • This site has been the subject of an Outline Planning Application for 380 dwellings and a formal transport response has been made to the planning authority. Highway improvements will be required to Park Road (widening and pedestrian crossing) and its junction with A420. A change to the local speed limit will also be necessary. • PT contributions would be required as well as new bus stops. • Public Right of Way (PROW) would be affected.	Appendix A of the Plan includes a Site Development Template (pgs. 55-56) for this site setting out in detail the site specific requirements for this allocation which does include the points raised by the County, as it is identified in the Template required improvements including widening of Park Road, and footpaths and cycleways. The Council will continue to work with the County on these matters.
OCC - Highways - Land South of Park Road Site (2)	Land south of Park Road, Faringdon This site is adjacent to the strategic 66 bus route between Oxford, Faringdon and Swindon, which was improved recently to operate twice per hour and for which contributions are being sought towards an improvement towards an eventual four buses per hour and towards infrastructure improvements along the route, such as the proposed roundabout at the junction of Coxwell Road and the A420 main road. Financial contributions would be expected towards both the bus service and the infrastructure improvements, which would benefit bus operation. New bus stops on Park Road have already been requested from developers of this and adjacent sites	The Council will continue to work with the County on such matters. Appendix A of the Plan includes a Site Development Template (pgs. 55-56) for this site setting out in detail the site specific requirements.

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OCC - Highways - South of Faringdon Site	South Faringdon, Great Coxwell (Site for up to 200 dwellings) • Could be expected to generate 1000 veh trips per day, 100 trips in peak hour. • Development proposal (The Steeds) has been submitted as a planning application (P13/V1102/O) and a full Transport Response has been made. Major upgrade of A420/Great Coxwell Road junction will be delivered but contributions to wider improvements along A420 will not be secured.	Appendix A of the Plan includes a Site Development Template (pgs. 49-50) for this site setting out in detail the site specific requirements for this allocation which does include the points raised by the County, as it is identified in the Template a major upgrade to A420/Great Coxwell Road Junction will be required and necessary mitigation identified through the Transport Assessment. The Council will continue to work with the County on these matters.
OCC - Highways - South-West of Faringdon Site	South West of Faringdon (Site for up to 200 dwellings) • Could be expected to generate 1000 veh trips per day, 100 trips in peak hour. • Expected to contribute towards upgrading the A420 junction at Coxwell Road and wider improvements along the A420 corridor. However, the upgrade of this junction has been secured through other funding. Contributions towards wider improvements along the A420 corridor would depend upon there being defined and deliverable route strategy objectives. • A development proposal on part of this site has been submitted as a planning application (P13/V1653/O – 126 dwellings) and a full Transport Response has been made. • Satisfactory site access could be taken from B4019 Highworth Road. Local mitigation (e.g. footways, crossing points, traffic management, etc.) would be required. PT contributions would be required.	Appendix A of the Plan includes a Site Development Template (pgs. 51-52) for this site setting out in detail the site specific requirements for this allocation which does include the points raised by the County, as it is identified in the Template contributions towards improvements to A420 corridor, access can be taken from Highworth Road, and local mitigation will be required. The Council will continue to work with the County on these matters.
OCC - Public Transport - East of Coxwell Road Site	East of Coxwell Road, Faringdon This site is adjacent to the strategic 66 bus route between Oxford, Faringdon and Swindon, which was improved recently to operate twice per hour and for which contributions are being sought towards an improvement towards an eventual four buses per hour and towards infrastructure improvements along the route, such as the proposed roundabout at the junction of Coxwell Road and the A420 main road. Financial contributions would be expected towards both the bus service and the infrastructure improvements, which would benefit bus operation. New bus	Appendix A of the Plan includes a Site Development Template (pgs. 53-54) for this site setting out in detail the site specific requirements for this allocation which does include the points raised by the County, as it is identified in the Template contributions towards improved bus service frequency between Swindon, Faringdon and Oxford and infrastructure improvements. The Council will continue to work with the County on these matters.

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	stops on Coxwell Road have already been requested from developers of this and adjacent sites.	
OCC - Public Transport - South of Faringdon Site	South Faringdon This site is adjacent to the strategic 66 bus route between Oxford, Faringdon and Swindon, which was improved recently to operate twice per hour and for which contributions are being sought towards an improvement towards an eventual four buses per hour and towards infrastructure improvements along the route, such as the proposed roundabout at the junction of Coxwell Road and the A420 main road. Financial contributions would be expected towards both the bus service and the infrastructure improvements, which would benefit bus operation. New bus stops on Coxwell Road have already been requested from developers of this and adjacent sites.	Appendix A of the Plan includes a Site Development Template (pgs. 49-50) for this site setting out in detail the site specific requirements for this allocation which does include the points raised by the County, as it is identified in the Template contributions towards bus frequency and infrastructure. The Council will continue to work with the County on these matters.
OCC - Public Transport - South-West of Faringdon Site	South West Faringdon The location of this site is less satisfactory, being at least 500 metres (and considerably more from parts of the site) from the nearest Highworth Road bus stops on the Coxwell Road. The developer should consider funding the relocation of these stops nearer to the Highworth Road junction, to reduce walking distances and also redesign these stops to deter car parking. The developer would contribute to the route 66 strategy of improved bus service frequency (up to four buses per hour) between Swindon, Faringdon and Oxford, and associated infrastructure improvements, such as the proposed roundabout at the Coxwell Road/A420 junction.	Appendix A of the Plan includes a Site Development Template (pgs. 51-52) for this site setting out in detail the site specific requirements for this allocation which does include the points raised by the County, as it is identified in the Template contributions towards the route 66 strategy for improved bus service frequency between Swindon, Faringdon and Oxford and associated infrastructure improvements. The Council will continue to work with the County on these matters.
South of Faringdon Site - General Comments	One comment generally agrees with the principle of the site however raises a number of concerns; impact on the Great Barn; potential coalescence; and impact on views and public enjoyment of space.	Support acknowledged for general agreement of the principle of the site. Appendix A of the Plan includes a Site Development Template for this site setting out the site specific considerations and requirements. This has identified that development will need to protect the landscape setting of Great Coxwell and retain an open gap between the village and the proposed development in Faringdon and create a landscape buffer on the southern and western part of the site to soften the

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		interface with the higher ground to the west and to prevent coalescence with Great Coxwell.
South-West of Faringdon Site Capacity	Concern that the proposed capacity of 200 dwellings is over estimated, as the Landscape Capacity Study indicates that the majority of the site is unsuitable for development on landscape and visual grounds, with a maximum capacity of 115 homes.	The Strategic Sites Selection Topic Paper (TOP03) sets out the process of how sites were robustly assessed and selected including assessment of site capacity. The Site Development Template states around 200 homes subject to masterplanning work and sets out the landscape considerations for the site. This provides some flexibility enabling site constraints to be fully considered with the capacity reflecting this.
Support for Land South West of Faringdon	Support the principle of allocating land at South West Faringdon (respondent part owns)	Support acknowledged
Support for South of Faringdon Site	One comment supports this allocation.	Point noted. It is considered the Site Template for South of Faringdon covers the site specific requirements adequately supported by relevant evidence.
Support for South-West of Faringdon Site	A number of comments support this allocation however the following comments were raised regarding the Site Template; there is ability to relocate the overhead power line; the provision of access from South Faringdon allocation should not be discounted and would direct traffic to Coxwell Road rather than Highworth Road; a need for contributions towards the 66 service to be justified; the delivery of adequate pedestrian and cycle links from Fernham Road is unrealistic however, the potential for access from Coxwell Road through the scheme should address any concerns; the allocation is a distance from the A420 and there should be no requirement to consider noise and air quality impacts from this road; no contamination risk exists; and none of the allocation is susceptible to flooding.	The Council acknowledges support for this site and agreement on a number of infrastructure/development requirements which are set out in Appendix A of the Plan in a Site Development Template (pgs. 51-52) for this site. This Template sets out in detail the site specific requirements including linkages to the adjacent allocation and footways and crossing points will be required however the location can be determined through masterplanning. The Council will continue to work with the relevant bodies and site promoters to ensure the most sustainable scheme is delivered including contributions towards necessary infrastructure.
Supports for East of Coxwell Road Site	One support for allocation however the following comments were made regarding the Site Template; reference to 'existing and planned facilities and services on site', however, there are none identified except for open space therefore the on-site linkages can only be to open space and this should be referred to	The Council acknowledges support for this site and agreement on a number of infrastructure/development requirements which are set out in Appendix A of the Plan in a Site Development Template (pgs. 53-54) for this site. This Template sets out in detail the site specific requirements including linkages to existing services and not just

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	in the policy; a major upgrade of A420/Great Coxwell Road junction should be the subject of a financial contribution to fund the improvements proposed which ought to be delivered by the Highway Authority; the delivery of 'adequate pedestrian and cycle links from Fernham Road to Coxwell Road' involves land outside the proposed allocation; unclear why, when the proposed allocation is such a distance away from the A420, there is any requirement to consider noise and air quality impacts from this road; unclear what contamination risk exists; landscape buffer would not necessarily prevent the coalescence however a landscaping buffer is more appropriate for assimilating development into the area and enhancing the existing hedges and hedgerow trees.	planned, upgrade to the A420/Great Coxwell Road junction which can be discussed in conjunction with Oxfordshire County Council, ensure adequate links to nearby areas to ensure permeability, and undertake air, noise and contaminated land investigations to ensure and demonstrate no adverse impacts. The Council will continue to work with the relevant bodies and site promoters to ensure the most sustainable scheme is delivered including contributions towards necessary infrastructure.
Thames Water - Water Capacity - East Coxwell Road Site	Thames Water have highlighted a number of concerns stating the water supply network, sewage treatment capacity and sewerage network capacity in this area are highly unlikely to be able to support the demand anticipated from this development. In regards to waste water, Thames Water request the following paragraph is included in the Development Plan. "Developers will be required to demonstrate that there is adequate 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."	The Council acknowledges Thames Water's points on water supply network and sewage treatment capacity and will continue to work with Thames Water on these matters. The Site Development Template (pgs. 53-54) includes the need for sewage upgrade and the paragraph requested is included at the beginning of Appendix A which sets out the general requirements for all sites (pg. 3).
Thames Water - Water Capacity - Land south of Park Road Site	Thames Water have highlighted a number of concerns stating the water supply network, sewage treatment capacity and sewerage network capacity in this area are highly unlikely to be able to support the demand anticipated from this development. In regards to waste water, Thames Water request the following paragraph is included in the Development Plan. "Developers will be required to demonstrate that there is adequate waste water capacity both on and off the site to serve the development and	The Council acknowledges Thames Water's points on water supply network and sewage treatment capacity and will continue to work with Thames Water on these matters. The Site Development Template (pgs. 53-54) includes the need for sewage upgrade and the paragraph requested is included at the beginning of Appendix A which sets out the general requirements for all sites (pg. 3).

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	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."	
Thames Water - Water Capacity - South of Faringdon Site	Thames Water have highlighted a number of concerns stating the water supply network, sewage treatment capacity and sewerage network capacity in this area are highly unlikely to be able to support the demand anticipated from this development. In regards to waste water, Thames Water request the following paragraph is included in the Development Plan. "Developers will be required to demonstrate that there is adequate 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."	The Council acknowledges Thames Water's points on water supply network and sewage treatment capacity and will continue to work with Thames Water on these matters. The Site Development Template (pgs. 53-54) includes the need for sewage upgrade and the paragraph requested is included at the beginning of Appendix A which sets out the general requirements for all sites (pg. 3).
Thames Water - Water Capacity - South-West of Faringdon Site	Thames Water have highlighted a number of concerns stating the water supply network, sewage treatment capacity and sewerage network capacity in this area are highly unlikely to be able to support the demand anticipated from this development. In regards to waste water, Thames Water request the following paragraph is included in the Development Plan. "Developers will be required to demonstrate that there is adequate 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."	The Council acknowledges Thames Water's points on water supply network and sewage treatment capacity and will continue to work with Thames Water on these matters. The Site Development Template (pgs. 53-54) includes the need for sewage upgrade and the paragraph requested is included at the beginning of Appendix A which sets out the general requirements for all sites (pg. 3).

North of Shrivenham Site

Category	Summary	Council Response
Alternative Site - South Shrivenham	The Local Plan Part 1 would be more effective and better justified if it allocated land south of Shrivenham for development (as proposed in the Housing Update Consultation February 2014), alongside a smaller scheme north of Shrivenham. Further consideration should be given to this land in the Local Plan Part 1, and the role it might play in helping meet Oxford's unmet housing needs.	The proposed strategic sites are supported by a robust site selection process as demonstrated within the Strategic Sites Selection Topic Paper (TOP03). Subsequent to the Housing Delivery Update (Feb 2014) (PLP01.1) the Council worked with the Parish Council and responded to representations through focusing development to the North of Shrivenham.
CP20 - Shrivenham	<ul style="list-style-type: none"> Shrivenham is a Local Service Centre and not a Larger Village 	The Council agrees Shrivenham is a Larger Village and thus reference to Shrivenham being a Local Service Centre is an error and will be corrected.
English Heritage - North of Shrivenham Site	English Heritage makes no comment on the merits or otherwise of this site allocation but we welcome the principles "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 the Shrivenham 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" and "Views across the site to the listed church (St Andrews) should be accommodated in the site layout". This comment is without prejudice to any comments we may wish to make on any future planning application for the development of this site.	The Council acknowledges support from English Heritage on certain principles.
Impact of Swindon's Growth on Shrivenham	A number of comments are concerned of the level of growth at Swindon and the impact this will have specifically on Shrivenham and the A420 and a lack of recognition of this in the Local Plan.	The District Council and Swindon Borough Council have continually worked in partnership regarding strategic cross boundary matters including the A420 as demonstrated within the Duty to Cooperate Topic Paper (TOP01 and DLP10) and the Statement of Common Ground (April 2014), which details discussions on the impact of growth on respective areas. The Council are continuing to work and develop a A420 Route Strategy in partnership with Oxfordshire County Council

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		and Swindon Borough Council, which will inform the LTP4 and other required improvements along the A420 in the future.
Level of Growth at Shrivenham	A number of comments raised concerns that too much housing is proposed at Shrivenham in particular reflecting the SHMA as 500 homes would be a 55% increase.	The provision of housing at Shrivenham will help to meet the objectively assessed housing needs of the District as set out in the SHMA (HOU01 - 01.3). The distribution of housing is based on the overarching sustainable spatial strategy of the Plan. The Strategic Sites Selection Topic Paper (TOP03) demonstrates a robust process and assessment has been undertaken to site selection.
Natural England - North of Shrivenham	North of Shrivenham. The Landscape Capacity Study says that the capacity for this site is for some 400 dwellings, while some 500 have been allocated. 20. The expanded North of Shrivenham site now adjoins Tuckmill Meadows SSSI. We are concerned that development here will have an adverse impact on the SSSI due to recreational and hydrological effects. 21. In terms of recreational effects we are confident that recreational effects can be managed by way of mitigation, but advise that to be sound this needs to be covered in the development requirement, which should be amended as follows: "Contribute towards redressing the identified Green Infrastructure deficit in the area surrounding Shrivenham, and ensure there is no recreational impact on Tuckmill Meadows SSSI". 22. In terms of hydrological effects, we are not confident that it will be possible to Demonstrate that development will not affect the hydrological systems which feed into the Tuckmill Meadows Site of Special Scientific Interest (SSSI), and consequently we advise that there is no certainty that the policy is deliverable. Additional evidence is needed to show that this policy and thus the plan as a whole is deliverable and thus sound.	The Council acknowledges Natural England's points regarding the recreational impact on the Tuckmill Meadows SSSI and will continue to work with Natural England on this matter. The Site Development Template for this site does include the need for development to not adversely impact on the hydrological systems of the SSSI.
Object to North of Shrivenham regarding landscape/biodiversity	A number of comments raised concerns regarding potential significant risk of hydrological and recreational impacts too the Tuckmill Meadows SSSI from a development in this	The Council is working with Natural England regarding impacts of the development upon the Tuckmill Meadow SSSI. The Council has prepared a HRA (DLP06) to accompany the Plan which meets the

Category	Summary	Council Response
	location and there is a need for additional evidence to show that this policy is deliverable in this respect and lack of clarity regarding potential air quality impact on Oxford Meadows SAC (HRA).	regulatory requirements and clarifies the impact of this site on air pollution.
Object to North of Shrivenham Site	A number of comments are objecting to the site, relating to: Shrivenham is too small for so many additional people and houses, lack of employment provision and opportunities to reflect increase in housing: lack of capacity with existing infrastructure to handle growth in particular the A420; lack of consideration to Shrivenham as a village and its rural character and concerns regarding the impact on wildlife, disturbance of noise and light from leisure facilities.	The level of housing proposed at Shrivenham is required to assist in meeting the District's objectively assessed housing need as set out in the SHMA (HOU01-01.3) and reflects the sustainable spatial strategy that underpins the Plan. The site has been robustly assessed through the site selection assessment process as demonstrated within the Strategic Sites Selection Topic Paper (TOP03). Appendix A of the Plan includes a Site Development Template (pgs. 57-58) for this site setting out site specific development and infrastructure requirements to support development, this includes contributions/improvements to the A420, conservation and enhancement of the conservation area , and a number of landscape considerations. Shrivenham does have existing employment areas that provide employment opportunities.
OCC - Education - North of Shrivenham Site (1)	North Shrivenham: 500 homes Shrivenham Primary School has previously had spare places, but demand has risen in recent years. The underlying growth in local population which is shown in the rising trend in pupil numbers is expected to further reduce the level of future spare places. Recently permitted housing developments will lead to rising numbers at the school. When considered in addition to this, the housing levels in the revised Local Plan would require the village to have a total of 1.5 forms of entry in primary education provision. Initial school site expansion analysis indicates that the current school site area is below the minimum recommended for a 1 form entry school, and thus even more so for any larger size of school. Acquisition of additional site area for the school is needed to support its expansion. Options for acquiring land are being explored. If the school cannot be satisfactorily expanded, a new primary school will be required, within the allocated development	The Council will continue to work with the County on these matters, in particular the options for addressing primary school capacity. It should be noted the planning application for Phase 1 includes land for a primary school.

Category	Summary	Council Response
	<p>site The county council is working with the Faringdon Academy of Schools, of which Shrivenham Primary Schools is a member, to explore options for meeting the needs of housing development in this area. Expansion of secondary school and SEN school capacity serving the area will also be required. The village is in the designated area of Faringdon Community College, which is already planning towards expansion to 240 places per year - approximately 1400 places in total – to meet the needs of population growth in this area. The additional Local Plan proposed allocations would require further extension to 270 places per year; the feasibility of this is being assessed.</p>	
OCC - Education - North of Shrivenham Site (2)	<p>Shrivenham – Extant permissions and this allocation will require a solution of expansion of the existing primary school on its current site or relocation elsewhere.</p>	<p>The Council will continue to work with the County on these matters, in particular the options for addressing primary school capacity. It should be noted the planning application for Phase 1 includes land for a primary school.</p>
OCC - Highways - North of Shrivenham Site	<p>Oxfordshire County Council have raised a number of transport concerns specifically relating to A420, the need for the developer to contribute to route 66 for improved infrastructure and frequency of service, number of trips generated, footways, satisfactory accesses and local mitigation will be required. They have also raised education concerns specifically relating to capacity at Shrivenham Primary School and potential solutions and capacity at Faringdon Community College.</p>	<p>Appendix A of the Plan includes a Site Development Template (pgs. 57-58) for this site setting out in detail the site specific requirements for this allocation which does include the points raised by the County, as it is identified in the Template improvements to the A420 corridor, local mitigation (e.g. footways, crossing points, traffic management, PROW etc.) will be required and contribute towards any necessary mitigation measures identified through the site Transport Assessment. The Council will continue to work with the County on these matters.</p>
OCC - Public Transport - North of Shrivenham Site	<p>North Shrivenham Much of this large site is over 500 metres from existing and possible new bus stops on the strategic 66 bus service between Oxford, Faringdon and Swindon. The developer would fund a pair of new stops on Faringdon Road near the junction with Pennyhooks Lane, as well as a connecting footpath from the development. The developer would contribute to the route 66 strategy of an improved bus service frequency of up to 4 buses per hour between</p>	<p>Appendix A of the Plan includes a Site Development Template (pgs. 57-58) for this site setting out in detail the site specific requirements for this allocation which does include the points raised by the County, as it is identified in the Template funding a new pair of bus stops and connecting footpath on Faringdon Road near the junction with Pennyhooks Lane is required and contribute to the route 66 strategy of improved bus service frequency between Swindon, Faringdon and</p>

Category	Summary	Council Response
	Swindon, Faringdon and Oxford, and associated infrastructure improvements, such as the proposed junction improvement roundabout at the western end of Townsend Road at its junction with the A420.	Oxford, and associated infrastructure improvements. The Council will continue to work with the County on these matters.
Reinstate South of Shrivenham Site	A number of comments stating they would like site 30 - South of Shrivenham to be reinstated and amend dwellings requirements at both sites to reflect previous iteration of the Plan. Delivery of two sites reduces risks associated with one site, this site is available for development, and planned A420 junction upgrade could be financed jointly by contributions from both developments.	The proposed strategic sites are supported by a robust site selection process as demonstrated within the Strategic Sites Selection Topic Paper (TOP03). Subsequent to the Housing Delivery Update (Feb 2014) the Council worked with the Parish Council and responded to representations through focusing development to the North of Shrivenham.
Support for North of Shrivenham Site	A number of comments support the allocations however a few issues were raised; they would like Shrivenham to be identified as a Local Service Centre (Spatial Vision and on page 87); and would like specific changes to the Site Template to reflect discussions on the application including; there is nothing to suggest where the important views are and if the Plan has specific ideas about what views should be retained, then evidence will have to be provided; recommended that the first bullet point is clarified to show that junction upgrades will be elsewhere; in terms of conservation area the 4th bullet point should be amended to remove the word “character” and replace it with “setting” and should be modified to reflect design discussions; and it is unrealistic to seek the retention of all the hedgerows on the site however it should allow for their replacement elsewhere on site.	The Council acknowledges support for this site and agreement on a number of infrastructure/development requirements which are set out in Appendix A of the Plan in a Site Development Template (pgs. 57-58) for this site. This Template sets out in detail the site specific requirements including views specifically to the listed church and upgrade to the A420 junction which will be discussed in conjunction with Oxfordshire County Council. The Council will continue to work with the relevant bodies and site promoters to ensure the most sustainable scheme is delivered. Shrivenham is identified as a larger village in accordance with the Town and Village Facilities Study Update (COM04).
Thames Water - Water Capacity - North of Shrivenham Site	Thames Water have highlighted a number of concerns stating the water supply network, sewage treatment capacity and sewerage network capacity in this area are highly unlikely to be able to support the demand anticipated from this development. In regards to waste water, Thames Water request the following paragraph is	The Council acknowledges Thames Water's points on water supply network and sewage treatment capacity and will continue to work with Thames Water on these matters. The paragraph requested is included at the beginning of Appendix A of the Plan which sets out the general requirements for all sites (pg. 3).

Category	Summary	Council Response
	<p>included in the Development Plan. "Developers will be required to demonstrate that there is adequate 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."</p>	

West of Stanford in the Vale Site

Category	Summary	Council Response
Concerns regarding West of Stanford in the Vale Site	A number of comments raised specific concerns regarding the site relating to; inadequate local bus service, close to capacity at Stanford in the Vale Primary School, infrastructure requirements to be delivered in advance of development, relocation of Seven Acres Nursery to the area NW of the site; new Mains Sewer required; improvements to the Treatment Works; improvements to Water Pressure as pre-requisite of development; no flood mitigation in particular the provision of SUDS and green buffer; improvements to the Junction at A417 and Cottage Road; more traffic calming measures crossing facilities and provision of safe, off-road cycle route along A417; healthcare has not been fully considered; SHLAA considers unsuitable access points; and provision of superfast broadband. Also contributions towards bus services has been sought however there is still a lack of money to fund a bus service therefore OCC must prepare a detailed strategy that will deliver real results in terms of public transport availability for inhabitants. Also a number of the issues raised above should be included in the Site Template.	The Council acknowledges the points raised which have either been addressed in the Site Development Template or in the Plan as a whole. Appendix A of the Plan includes a Site Development Template (pgs. 47-48) for this site setting out in detail the site specific requirements for this allocation. This states development will need to contribute towards improving the Faringdon-Wantage bus service 67 passing the site and 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. It also includes the need for a crossing facility on A417 and the necessary mitigation measures. It is identified in the Site Development Template that development will need to contribute towards increasing nearby primary school capacity and the Council are continuing to work with Oxfordshire County Council regarding education provision. Core Policy 7 sets out the requirement for timely delivery of infrastructure either prior or during development. At the start of Appendix A it includes general requirements for all developments including the need for proposal to demonstrate that there is adequate waste water capacity and it should be recognised the Plan as a whole addresses water supply. The site specific requirements in the Site Development Template highlight that a small part of the site is susceptible to surface water flowing and investigation and mitigation may be necessary. The SHLAA has demonstrated that suitable access can be achieved to the site which is reflected in the Site Development Template however specific access point/s to the site will be considered and assessed at the masterplanning stage
Object to West of Stanford in the Vale Site	A number of comments object to the site, relating to: access points considered unsuitable; outcome of recent Public Enquiry (Appeal Ref: APP/V3120/A/13/2203341) states there should not be a precedent of development on the western side of the road; so many additional houses and will alter the nature and character of the village; and impact on roads and landscape.	The proposed strategic site is supported by a robust site selection process as demonstrated within the Strategic Sites Selection Topic Paper 3 (TOP03) which shows a landscape assessment (NAT04.5-04.12) has been undertaken to inform the site selection process. . The distribution of housing is based on a sustainable spatial strategy that underpins the Plan. Appendix A of the Plan includes a Site Development

Category	Summary	Council Response
		<p>Template (pgs. 47-48) for this site setting out in detail the site specific requirements for this allocation including highways and landscape considerations. This recognises that a small part of the site may be susceptible to flooding and further investigations may be necessary. The SHLAA has demonstrated that suitable access can be achieved to the site which is reflected in the Site Development Template however specific access point/s to the site will be considered and assessed at the masterplanning stage.</p>
OCC - Education - West of Stanford in the Vale Site (1)	<p>31. Stanford in the Vale - Recently permitted housing growth is expected to take up the already limited primary capacity. Therefore an allocation in the Local Plan would mean the school would need to be expanded to create a 1.5 form entry school. Evidence to show that an expansion of the school is feasible, or that there is another satisfactorily viable solution, is required to make the allocation of development in this location acceptable. Therefore the delivery of this site is contingent on a solution being able to be delivered within the required timeframe for the development.</p>	<p>The Council will continue to work with the County on these matters, in particular in addressing the options for addressing primary school capacity.</p>
OCC - Education - West of Stanford in the Vale Site (2)	<p>Stanford in the Vale: 200 homes Stanford in the Vale Primary School currently has a low level of spare places, evenly distributed across age groups. Children at the school mostly live within the catchment area. The level of housing growth recently permitted is expected to result in the school being completely full, and may result in some in-area children not being able to get into school. The Local Plan proposal in addition would require the school to expand to 1.5 form entry. Initial school site expansion analysis indicates that the current school site area is below the minimum recommended for a 1 form entry school, and thus even more so for any larger size of school. Acquisition of additional site area for the school is needed to support its expansion. Options for acquiring land are being explored. Initial estimates of the cost of expanding the school to 1.5 form entry significantly exceed the scale of developer contributions to be expected from the proposed Local Plan scale of housing, and would need to be supplemented by</p>	<p>The Council will continue to work with the County on these matters, in particular in addressing the options for addressing primary school capacity.</p>

Category	Summary	Council Response
	<p>contributions from other developments in the area. There could, therefore, be viability concerns about expanding the village school on this scale of housing. Expansion of secondary school and SEN school capacity serving the area will also be required. Stanford in the Vale is within the current designated area of King Alfred's Academy, but is closer to Faringdon Community College, and some children from the village choose each school. It will be closer to the new Grove Airfield secondary school when it opens than to King Alfred's. Page 47 of the Local Plan Appendix A and page 54 of the Infrastructure Delivery Plan support this requirement for educational provision. In both cases Faringdon is specified in the context of secondary education; Stanford in the Vale is currently part of the Wantage/Grove partnership of schools, and for the purposes of school capacity planning should be considered in the context of the planned new Grove Airfield secondary school. As such, that contributions should be assessed at the new school building rate rather than at extension rates. Please note that all sites will be expected to contribute towards Special Education Needs schools, which needs to be reflected in the IDP and Site Templates.</p>	
OCC - Highways - West of Stanford in the Vale Site	<p>Oxfordshire County Council have raised a number of transport concerns specifically relating to A420, number of trips generated, satisfactory accesses, local bus service and improvements, and local mitigation will be required. Also they have raised education concerns specifically relating to capacity at Stanford in the Vale Primary School and Faringdon Community College.</p>	<p>Appendix A of the Plan includes a Site Development Template (pgs. 47-48) for this site setting out in detail the site specific requirements for this allocation which does include the points raised by the County, as it is identified in the Template that 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 and contribute towards any necessary mitigation measures identified through the site Transport Assessment. The Council will continue to work with the County on these matters.</p>
OCC - Public Transport - West of Stanford in the Vale Site	<p>West Stanford in the Vale This site is served by the Faringdon - Wantage bus service 67, as well as some other local routes. Additional bus stops would be required near the junction of Cottage Road and Faringdon Road, along with a high-quality footpath connecting to the development site. The developer would be expected to contribute to</p>	<p>Appendix A of the Plan includes a Site Development Template (pgs. 47-48) for this site setting out in detail the site specific requirements for this allocation which does include the points raised by the County, as it is identified in the Template contributions towards improving the Faringdon-Wantage bus service 67 passing the site will be required.</p>

Category	Summary	Council Response
	the cost of maintaining and enhancing the Faringdon-Wantage bus route. This link is currently not strong, and there is a risk of this bus services being curtailed as a consequence of the Council's revenue funding reductions.	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. The Council will continue to work with the County on these matters.
Site Capacity of West of Stanford in the Vale Site	A number of representations support the allocation however four of these stated the site can deliver more than 200 homes, and there is no technical evidence to support the reduction in housing numbers at this site. One representation stated the Council should be taking account of the additional housing demand arising from the housing need unable to be met within Oxford City Council.	The Council acknowledges support for this allocation. The Plan is meeting the objectively assessed housing needs and boosting housing supply in line with the SHMA (HOU01-01.3) and Core Policy 2 sets out the District's approach to addressing unmet need in Oxfordshire. In regards to the capacity of the site, the Council has responded to the Parish Council and their developing Neighbourhood Plan as it is considered there were other sites that could accommodate housing in Stanford in the Vale which could be identified through their Neighbourhood Plan. It was therefore agreed a smaller capacity could be delivered on this site. It should be recognised the capacity for this site set out within the Site Development Template in Appendix A of the Plan (pgs. 47-48) is sufficiently flexible as to respond to masterplanning as it identifies 'around 200 homes, subject to masterplanning'.
Thames Water - Water Capacity - West of Stanford in the Vale	Thames Water have highlighted a number of concerns stating the water supply network, sewage treatment capacity and sewerage network capacity in this area are highly unlikely to be able to support the demand anticipated from this development. In regards to waste water, Thames Water request the following paragraph is included in the Development Plan. "Developers will be required to demonstrate that there is adequate 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."	The Council acknowledges Thames Water's points on water supply network and sewage treatment capacity and will continue to work with Thames Water on these matters. The Site Development Template (pgs. 47-48) includes the need for sewage upgrade and the paragraph requested is included at the beginning of Appendix A which sets out the general requirements for all sites (pg. 3).
West of Stanford in the	A site promoter is supporting the site however has raised a number of specific issues; linkages (preferable to the south however limited due to existing permission south of the site); landscape mitigation	The Council acknowledges support for this site and agreement on a number of infrastructure/development requirements which are set out in Appendix A of the Plan in a Site Development Template (pgs. 47-48)

Category	Summary	Council Response
Vale Site (site promoter issues)	(recognising the relationship with White Horse Business Park and how development to the west of the allocated land can add to the landscape character of the area); upgrade to Sewer Network considered through development management process, not policy without evidence, access from Ware Road needs to be allowed to enable good linkages to surrounding facilities, Environmental Health Assessments will be carried out, specific landscape requirements are imposed in such a broad brush policy however the landscape strategy will respond to analysis and technical constraints, and flood risk and drainage will be considered.	for this site. This Template sets out in detail the site specific requirements including identification of the requirement to upgrade the sewage works which has been highlighted by Thames Water. The Template also includes landscape requirements to ensure impacts are minimised and the need for linkages to ensure the site is permeable. The Council will continue to work with the relevant bodies and site promoters to ensure the most sustainable scheme is delivered.

Core Policy 21: Safeguarding of Land for Strategic Highway Improvements within the Western Vale Sub-Area

Category	Summary	Council Response
A420 Junctions	Four comments received providing support for the proposed safeguarding of land for highway improvements. However a number of points of concern/clarification were also raised; bus priority on approach to relevant junctions be incorporated; the policy does not go far enough given the scale of housing; clarity is required in the policy as to what improvements will be necessary, how development will need to provide/contribute to improvements as not clear as to what junction upgrades will be required or the cost; it is recommended that the policy be modified to remove the third paragraph to address the uncertainty it generates and it should be recognised that the need for junction improvement is due to locally delivered growth and broader development proposals along the A420 corridor and funding of an improvement scheme should reflect this and not be left to local development alone to deliver (as implied at paras 5.124 to 5.126); and by reason of the wider transport benefits which will be secured along the A420, it would also be prudent in the policy to identify that the works would be promoted by the Highway Authority.	<p>CP21 safeguards land to ensure the delivery of junction improvements to the A420 at Faringdon and Shrivenham is not prejudiced. It is also made clear in the Development Site Templates for proposed sites at Faringdon and Shrivenham that all appropriate sites contribute to the appropriate junction upgrades.</p> <p>The Highways Authority (OCC) are progressing a Route Based Strategy for the A420 as part of preparing the LTP4. This process will set out what further highway improvements will be needed along the A420 to ensure its long term effective use. Contributions for such improvements will be sought in the usual way.</p>
A420 Route Strategy	One representation specifically relating to the need for the A420 Route Strategy to already be in place.	Noted. The Highways Authority (OCC) are progressing a Route Based Strategy for the A420 as part of preparing the LTP4. This process will set out what further highway improvements will be needed along the A420 to ensure its long term effective use. Contributions for such improvements will be sought in the usual way.
Capacity on A420	Around 8 representations raised specific concerns regarding the capacity of the A420, in particular that the road is already at capacity, inadequate improvements proposed, and infrastructure should be in place prior to development and lack of joint working between the Vale and Swindon Borough Council.	The Highways Authority (OCC) are progressing a Route Based Strategy for the A420 as part of preparing the LTP4. This process will set out what further highway improvements will be needed along the A420 to ensure its long term effective use. Contributions for such improvements will be sought in the usual way. This work is collaborative and involves joint working with Swindon Borough Council, the VoWH and a community group, the Western Vale Village Alliance.

Category	Summary	Council Response
Object to Policy	A number of objections were received stating that more junctions should be safeguarded; that the Western Vale Villages submission on Core Policy 7 of the Plan, which outlines modifications and improvements that are required to the A420 is supported; that there is cumulative impact within the Vale and in Swindon which needs to be further understood to provide the County Council with confidence that growth in this area can be satisfactorily supported. • A route based study will be conducted under LTP4.	<p>The Highways Authority (OCC) are progressing a Route Based Strategy for the A420 as part of preparing the LTP4. This process will set out what further highway improvements will be needed along the A420 to ensure its long term effective use. Contributions for such improvements will be sought in the usual way.</p> <p>The CP21 safeguards land to ensure the delivery of junction improvements to the A420 at Faringdon and Shrivenham is not prejudiced. This approach does not however prevent further schemes for being identified and brought forward should they be found to be necessary through the LTP work.</p>
OCC - CP21 (1)	Oxfordshire County Council state that development adjacent to this route can be accommodated by improving the frequency of the Route 66 core bus route and by providing improved junction arrangements, to avoid delays.	Noted.
OCC - CP21 (2)	A420 development 25. The cumulative impact of growth within the Vale and in Swindon needs to be further understood to provide the county council with confidence that growth in this area can be satisfactorily supported, transport and education is a particular concern. As many of the sites are planning applications this is currently being done through the planning system. A route based study will be conducted under LTP4	Noted. The VoWH will continue to work positively with the Highways Authority (OCC) to assist in the preparation of the LTP4 and its future iterations.
Swindon Borough Council - CP21	Swindon Borough Council supports the safeguarding of land for junction improvements and would like to continue joint working.	Noted.