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VALE OF WHITE HORSE LOCAL PLAN 2031

PART 1: STRATEGIC SITES AND POLICIES

**APPENDICES
DECEMBER 2016**

APPENDIX A: SITE DEVELOPMENT TEMPLATES

1. INTRODUCTION

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

The Site Development Templates comprise two parts; general requirements (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 master planning process involving the community, Local Planning Authority and the developer. The Core Policies go on to state that the sites should meet any requirements set out in the Site Development Templates.

In bringing forward the 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 master planning process.

The Council has prepared a Design Guide Supplementary Planning Document (SPD) for the Vale which looks specifically at enhancing local distinctiveness as well as ensuring high quality development. The design guidelines will be treated as a material consideration in the assessment of all future planning schemes.

In all housing development areas, community involvement and consultation is key to ensuring that the appropriate facilities are identified and designed to meet the needs of those who will use them. Community engagement and involvement is essential for ensuring that new communities integrate with existing communities.

Where there is agreement between the local community and site promoters, the Council will seek to be flexible in how the sites are delivered, providing the 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 Site Development Templates highlight some of the key requirements for development at each site at the time of writing and do not preclude other requirements being

identified at a later date. The Infrastructure Delivery Plan (IDP) captures this detail and is a live document that should be read in conjunction with the site templates. Where there is conflict, the IDP will be taken to set out the most up-to-date requirements.

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

2. GENERAL REQUIREMENTS FOR ALL HOUSING SITE ALLOCATIONS

Subject to viability testing, development will be required to meet the following:

Key objectives:

- Contribute towards provision of necessary education services and facilities.
- Contribute to the delivery of strategic transport infrastructure measures, where required.
- Provide 35% affordable housing and a suitable mix of housing in line with **Core Policies 24 and 22**.
- Have regard to, and contribute towards, the aims and objectives of any adopted Neighbourhood Development Plans.

Utilities:

- Liaise with Thames Water, gas and electricity providers to ensure that appropriate works are carried out if needed.
- Proposals will need to demonstrate that there is adequate water supply capacity and/or waste water capacity both on and off the site to serve the development and that it would not lead to problems for existing or new users. In some circumstances it may be necessary for developers to fund studies to ascertain whether the proposed development will lead to overloading of existing waste water infrastructure. Developers should enter

into discussion with Thames Water as early as possible to agree a way forward.

Access and highways:

- Create a permeable road network within the site with clearly defined route hierarchies.
- Contribute towards public transport.
- Connect to existing 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).
- 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.

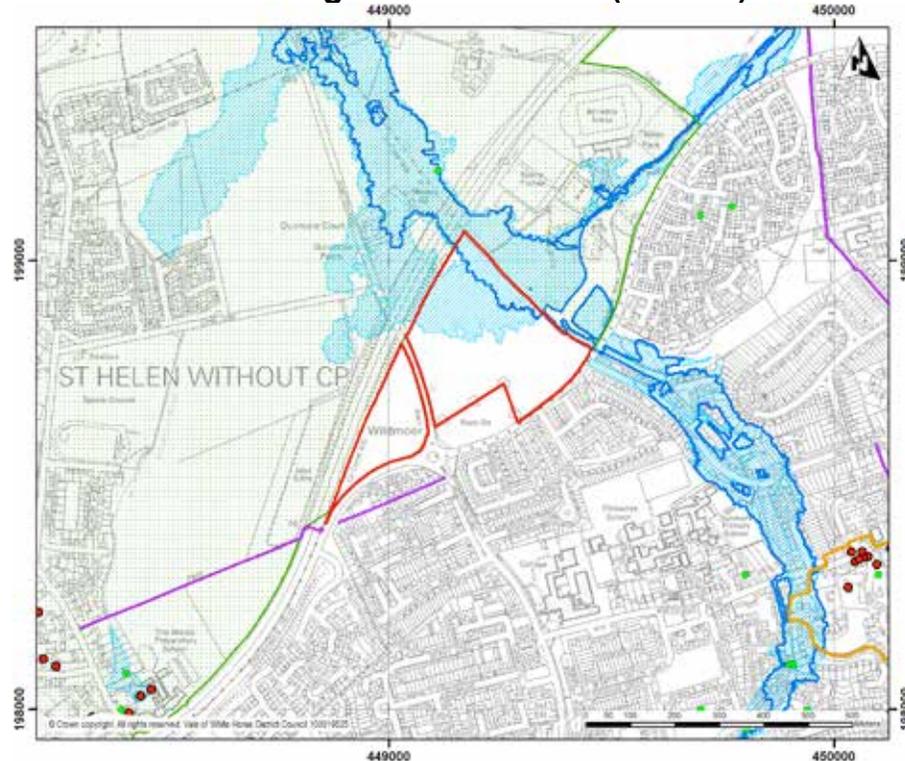
Key to site template map symbols

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

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 (12.6 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:

Vale of White Horse Local Plan 2031 Part 1 – Appendices
December 2016

- Provide appropriate setbacks from all physical barriers along the boundaries of the site.
- Provide access to the adjacent recreational ground.

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/A4183 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.
- Development should include appropriate provision for pedestrians to cross Dunmore Road.

Social and community:

- Contribute towards a new 'one and a half form entry' primary school on the North Abingdon-on-Thames 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.

- 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 the Green Belt.

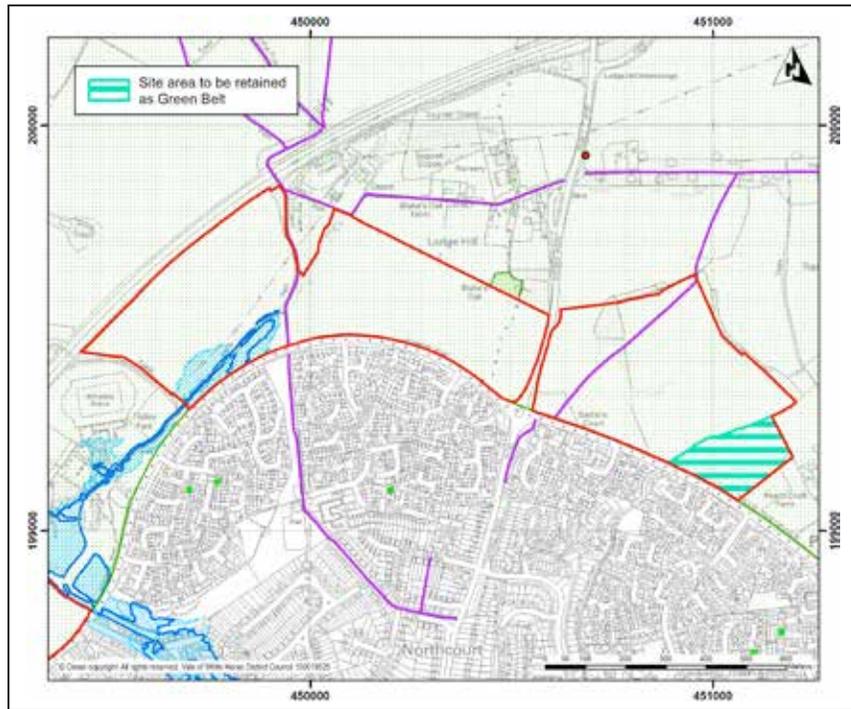
Flood risk and drainage:

- 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 (50.65 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 Stert, 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 aspects 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-on-Thames.
- 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 and 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

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.

landscape mitigation measures to minimise the visual impact of the development on the Green Belt.

- Ensure that any development within the Oxford Green Belt only consists of compatible uses.

Biodiversity and green infrastructure:

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

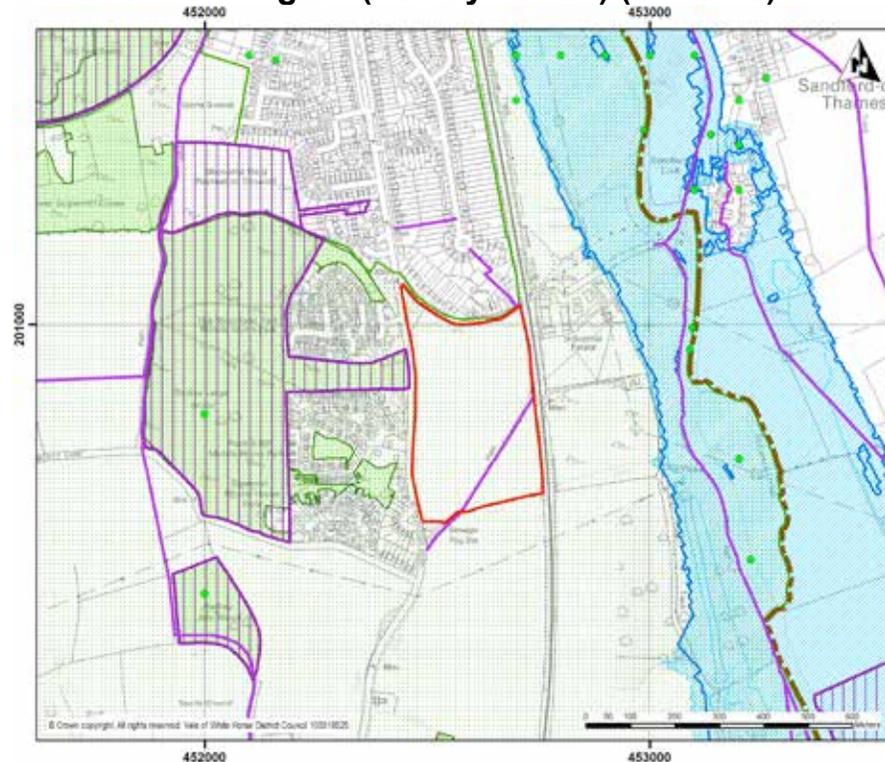
Flood risk and drainage:

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

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 education provision

Environmental health:

- Site is located adjacent to the historic landfill 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.

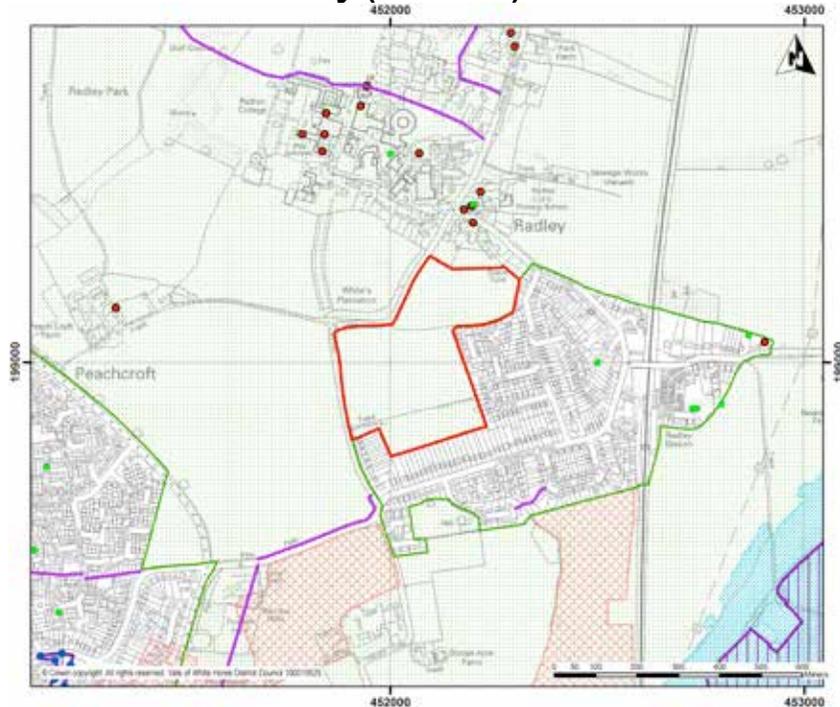
Flood risk and drainage:

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

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.

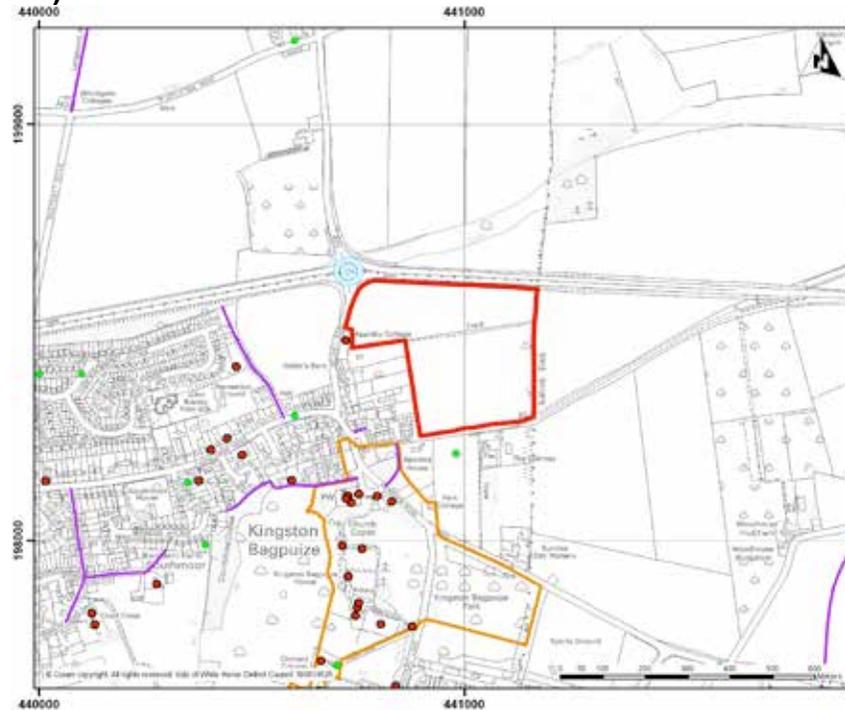
Landscape considerations:

- 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 Grade II listed 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.
- Retain and respect the eastern edge of the site marked by Aelfrith's Dyke, an early medieval boundary ditch, part of the Anglo Saxon landscape.

Biodiversity and Green Infrastructure:

- 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.

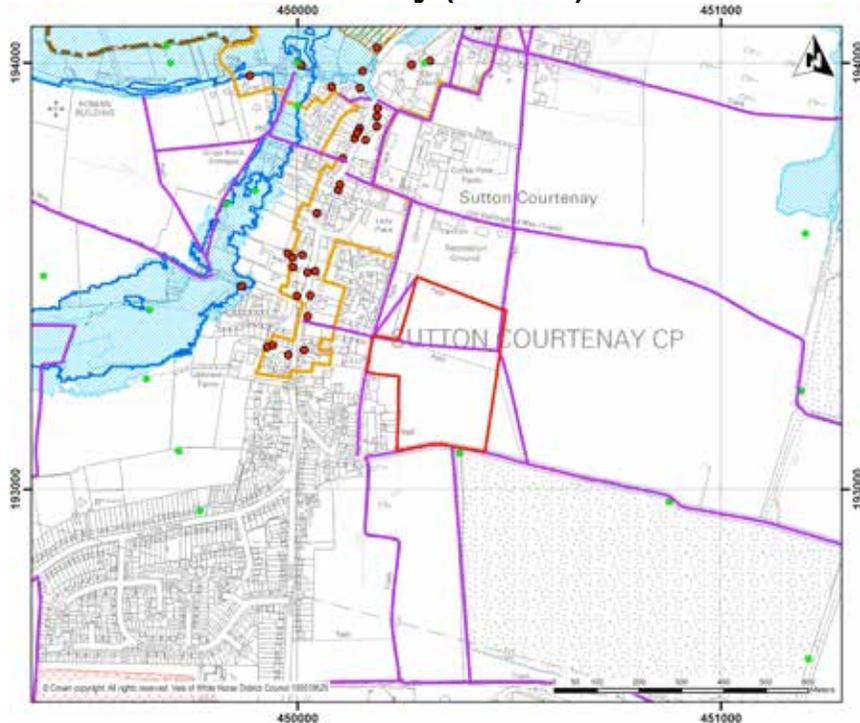
Minerals:

- 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.

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.

- Sensitive design development to minimise any impact on the setting of Sutton Courtenay Conservation Area, which lies in close proximity to the site to the west.
- An appropriate settlement edge should be incorporated into the design of the eastern boundary.

Utilities:

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

Access and highways:

- Investigate access arrangements. 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.

Social and community:

- Contribute towards education provision.

4. South East Vale Sub-Area

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

Environmental health:

- Investigate potential noise and 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).

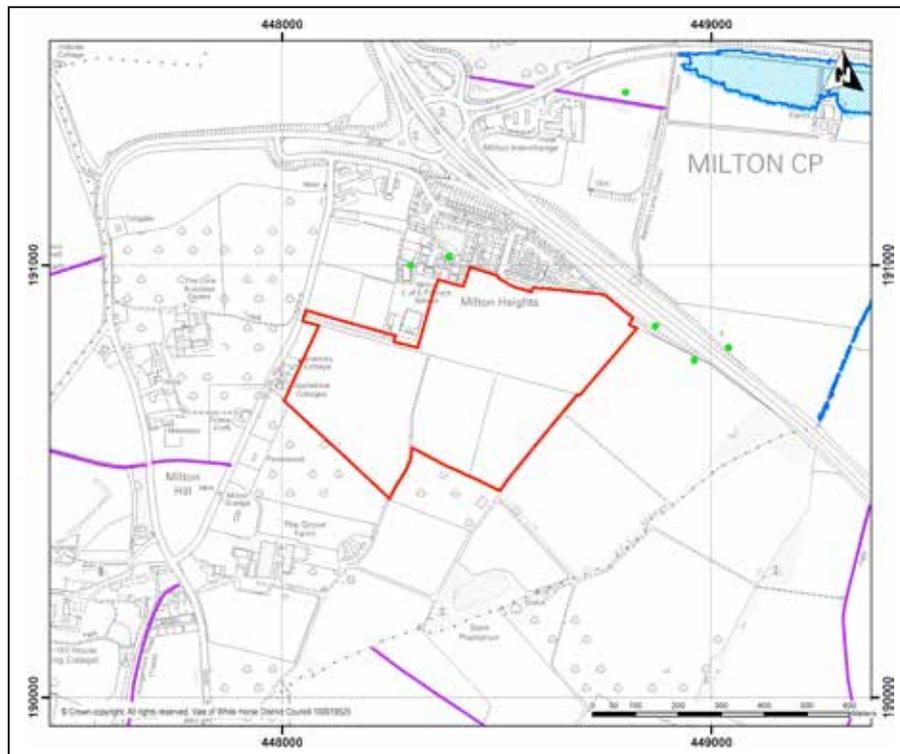
Minerals:

- 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 (25 ha)



Use: Around 400 homes, subject to masterplanning.

Key objectives:

- The development of this site shall take into account the design and layout of nearby strategic housing sites, including Valley Park and North West Valley Park, with respect to each of the following:

- Pedestrian and vehicular access routes, including public rights of way (PRoW).
- The location of facilities and services and the creation of desire lines in the direction of these.
- Green Infrastructure.
- Areas of open space.
- To deliver an exemplar, sustainable development and community that is integrated with the existing settlement of Milton Heights.
- To contribute towards infrastructure in the Science Vale Area Strategy as set out in the Oxfordshire Local Transport Plan.

Urban design principles:

- Masterplanning should take into account the strategy for growth in this area and ensure that development positively contributes to the wider objectives of Science Vale; a vital area for UK economic growth.
- Mitigate the visual impact of the site, particularly from the A4130. Design site roads to permit the operation of bus routes through the site from Didcot centre to Milton Park and Harwell Campus.
- The site is adjacent to St. Blaise Primary School. Development must not prevent the school from expanding its facilities on-site due to proximity of buildings or overlooking / child protection issues. Therefore, any development must be set back from the shared boundaries.
- 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.

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.

Utilities:

- Upgrade the sewer network.

Access and highways:

- Investigate access arrangements. Access may be provided from the A4130 Milton Hill. A major upgrade of Milton Hill will be required between the access point and Milton interchange.
- Local mitigation (e.g. footways, crossing points, traffic management etc) will be required.
- Contribute towards future strategic infrastructure improvement for Abingdon-on-Thames and any necessary mitigation measures identified through the site Transport Assessment.
- Contribute to general bus network enhancement. Provision of a new bus stop should be considered.
- Opportunity to link pedestrian and cycle routes from this site to the North West Valley Park site allocation over A34.
- Layout of site should be mindful of future expansion of the A34 and should not preclude this.
- The site is adjacent to St. Blaise Primary School. Any development must ensure that future traffic and access arrangements at the site do not give rise to a greater risk to vehicular / pedestrian / cyclist safety arising as a result of the potential for conflict between school children walking / cycling to school and commuter traffic leaving / arriving at the proposed development site.

Social and community:

- Contribute towards increasing the capacity of St. Blaise Primary School. Land for the expansion of the school will need to be identified.
- Contribute to a new secondary school at Great Western Park or Didcot North East.
- Provide public open space and recreational facilities in accordance with the Vale's emerging playing pitch strategy.
- Contribute towards additional community facilities and services.

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

4. South East Vale Sub-Area

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

site and meet the Oxfordshire Wildlife and Landscape Study (OWLS) landscape strategy.

Biodiversity and Green Infrastructure:

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

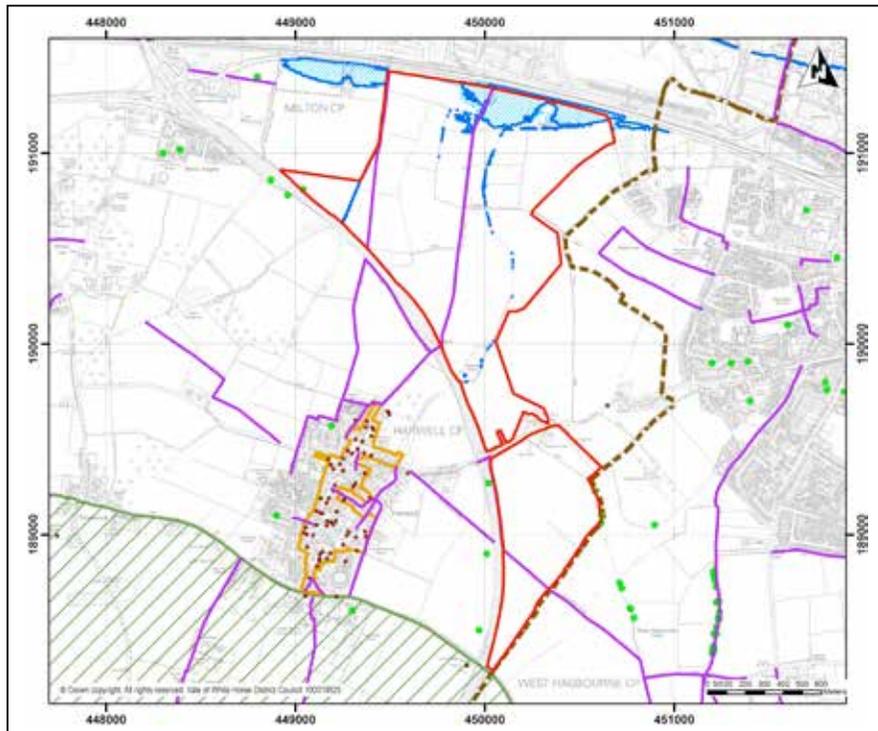
Flood risk and drainage:

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

4. South East Vale Sub-Area

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

Valley Park, Harwell and Milton Parishes east of the A34 adjoining Didcot Town (186 ha)



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

Key objectives:

- The development of this site shall take into account the

design and layout of nearby strategic housing sites, including North West Valley Park, Milton Heights and the existing site at Great Western Park (which is partly located in South Oxfordshire), with respect to each of the following:

- Pedestrian and vehicular access routes, including public rights of way (PRoW).
- The location of facilities and services and the creation of desire lines in the direction of these.
- Green Infrastructure.
- Areas of open space.
- To deliver an exemplar, sustainable and mixed use urban extension.
- To create a sustainable community that is integrated with Didcot, Great Western Park and the Milton Park Enterprise Zone so residents can access existing services and facilities in these locations.
- To contribute to balanced employment and housing growth in Science Vale.
- To contribute towards infrastructure in the Science Vale Area Strategy as set out in the Oxfordshire Local Transport Plan.

Urban design principles:

- The site will be brought forward with a masterplan showing a comprehensive phasing programme for development.
- Valley Park and North West Valley Park should be planned together, preferably as a joint plan or as a minimum through closely aligned masterplans taking an integrated approach to the joint site area.
- Masterplanning should take into account the strategy for growth in this area and ensure that development positively

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.

contributes to the wider objectives of Science Vale; a vital area for UK economic growth.

- The Design and Access Statement for the site will need to consider the distinctive character areas within the site.
- Site is a gateway to Didcot and development should carefully consider the uses on the frontage of the A4130.
- The development must be designed having regard to the layout of the North-West Valley Park development to the west and the Great Western Park development to the east.
- Design of the development should enable a high degree of integration and connectivity between new and existing communities, particularly the Great Western Park development and North-West Valley Park development.
- Affordable housing should be evenly distributed across the site and should not be used as a buffer between less desirable aspects of the site (e.g. A34) and market housing.
- Careful consideration of street frontages should ensure that an appropriate building line is established and incorporation of active frontages.
- A layout that maximises the potential for sustainable journeys within the neighbourhood, on foot or by bicycle, with a legible hierarchy of routes, will be particularly encouraged.
- Spatial layout of site should provide good permeability by the bus, so this mode of transport can operate efficiently on direct routes, with stops linked to concentrations of population.
- Provide public open space that will form a well connected network of green areas suitable for both formal and informal recreation.
- The primary schools and neighbourhood centre will need to be centrally located and on key nodes/legible routes to

ensure that these are accessible to all of the community.

Utilities:

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

Access and highways:

- Provide the proposed Harwell Link Road (Core Policy 17).
- Investigate access arrangements. Vehicular access to be provided onto A4130 and through Valley Park to the B4493 to the A417. Access on the A4130 will need to take into account the Science Bridge and enable its delivery.
- Layout of site should be mindful of future expansion of the A34 and should not preclude this.
- Connect footpaths, cycle tracks, roads and bus routes to:
 - local services and facilities on the site;
 - secondary school and district centre at Great Western Park;
 - Didcot Railway Station;
 - Didcot Town Centre;
 - Harwell Campus; and
 - Milton Park (via an improved footpath and cycle access under the railway at Backhill Lane).
- The northern corridor of the site will accommodate the landing of the Science Bridge and associated transport works, including duelling of the A130. This land should help

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.

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 new high-quality bus services to Didcot town centre/railway station and to the major employment sites at Milton Park and Harwell Campus, until such a time as these services can be operated on a fully-commercial basis.
- Design site roads to permit the operation of bus routes through the site from Didcot centre to Milton Park and Harwell Campus.
- Contribute towards any necessary mitigation measures identified through the site Transport Assessment.

Social and community:

- Three new primary schools are required in respect of the two sites. One new primary school will be required on the North West Valley Park site and two other new primary schools will be required on the Valley Park site.
- Contribute to a new secondary school at Great Western Park or Didcot North East.
- Provide land (1.6 ha) and contribute towards a 100 pupil special needs school.
- Provide a neighbourhood centre of approximately 500 sqm, to include local shops and other community facilities to serve the development.
- Provide a community centre of approximately 1400 sqm.
- Provide public open space and improved recreational

facilities in Didcot in accordance with the Vale's emerging playing pitch strategy.

- Public open space should be dispersed throughout the site to create a network of interlinked spaces.
- Playing pitches will need to be provided and should be delivered in a way that maximizes permeability and legibility throughout the site.
- Contribute towards the Didcot Leisure Centre.
- Police presence will need to be provided on site either through a neighbourhood office or as part of a community hub.

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).

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 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.
- 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.

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.

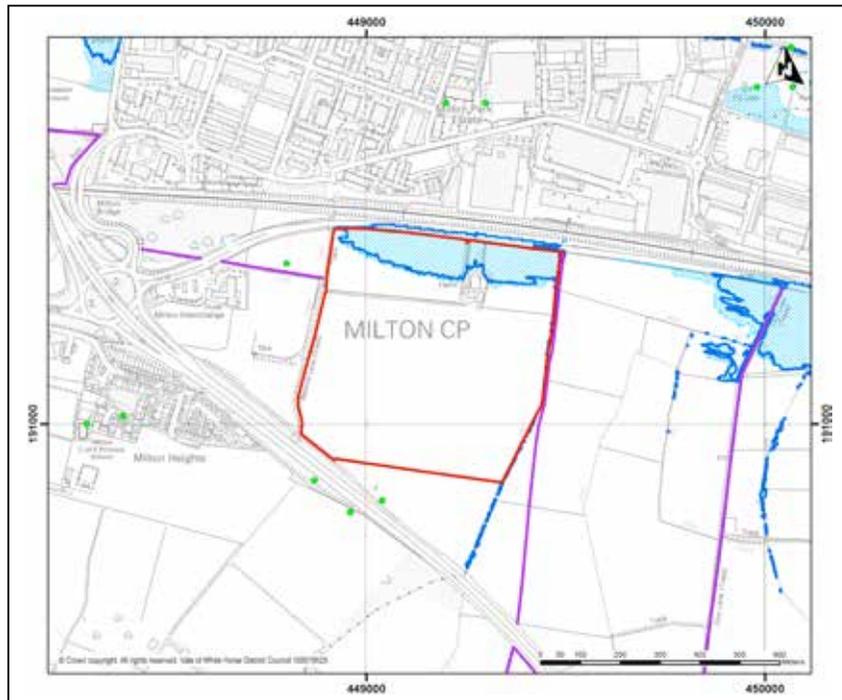
Flood risk and drainage:

- 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).

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 (33.25 ha)



Use: At least 800 homes, subject to masterplanning.

Key objectives:

- The development of this site shall take into account the design and layout of nearby strategic housing sites, including Valley Park and Milton Heights with respect to each of the following:

- Pedestrian and vehicular access routes, including public rights of way (PRoW).
- The location of facilities and services and the creation of desire lines in the direction of these.
- Green Infrastructure.
- Areas of open space.
- To deliver an exemplar, sustainable and mixed use urban extension.
- To create a sustainable community that is integrated with Didcot, Great Western Park and the Milton Park Enterprise Zone.
- To contribute to balanced employment and housing growth in Science Vale.
- To contribute towards infrastructure in the Science Vale Area Strategy as set out in the Oxfordshire Local Transport Plan.

Urban design principles:

- The site will be brought forward with a masterplan showing a comprehensive phasing programme for development.
- Valley Park and North West Valley Park should be planned together, preferably as a joint plan or as a minimum through closely aligned masterplans taking an integrated approach to the joint site area.
- Masterplanning should take into account the strategy for growth in this area and ensure that development positively contributes to the wider objectives of Science Vale; a vital area for UK economic growth.
- The Design and Access Statement for the site will need to consider the distinctive character areas within the site.
- Site is a gateway to Didcot and development should carefully

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.

consider the uses on the frontage of the A4130.

- Design of development must consider the layout of the Valley Park development to the east and future development of the Milton Interchange Services to the 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.
- 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.

Utilities:

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

Access and highways:

- Create east-west movements through this site in the direction of Didcot town to link with access roads in Valley Park and Great Western Park.
- Provide land for widening of the A4130.
- Investigate access arrangements. Access should be possible onto A4130 and through Valley Park.
- Provide a landscaped corridor along the northern edge of the site. This should provide a footpath and cycleway from the adjacent Valley Park development to Milton Park and offer a more attractive approach to the town from the A34. Care must be taken to ensure these are not unmanaged areas of green space.
- Opportunity to link pedestrian and cycle routes from this site to the Milton Heights site allocation over A34.
- Layout of site should be mindful of future expansion of the A34 and should not preclude this.
- Contribute towards new high-quality bus services to Didcot town centre/railway station and to the major employment sites at Milton Park and Harwell Campus, until such a time as these services can be operated on a fully-commercial basis.
- Design roads to permit the operation of bus routes through the site from Didcot centre to Milton Park and Harwell Campus.
- Contribute towards any necessary mitigation measures identified through the site Transport Assessment.
- Should access to the site be provided from the A4130 via Milton Interchange Services, any necessary improvements would be facilitated by promoters/developers of the

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.

allocation.

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:
 - Three new primary schools are required in respect of the two sites. One new primary school will be required on the North West Valley Park site and two other new primary schools will be required on the Valley Park site.
 - Provide land (1.6 ha) and contribute towards a 100 pupil special needs school.
 - Contribute to a new secondary school at Great Western Park or Didcot North East.
 - Provide a neighbourhood centre of approximately 500 sqm, to include local shops and other community facilities to serve the development.
 - Provide community centre of approximately 1400 sqm.
- Provide public open space and recreational facilities in locations that are accessible for this site and the adjacent Valley Park site, in accordance with the Vale's emerging playing pitch strategy.
- Police presence will need to be provided on site either through a neighbourhood office or as part of a community hub.
- Contribute towards the Didcot Leisure Centre.

Environmental health:

- Investigate potential noise and air pollution impacts from the A34, the A4130 and the railway; mitigate (if required) to offset

any adverse impacts.

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

Landscape considerations:

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

Biodiversity and green infrastructure:

- A site wide mitigation strategy will be required and a suitable receptor site/nature reserve identified.
- Contribute towards redressing the identified Green Infrastructure deficit in the area surrounding Didcot and link to other strategies for the area (e.g. the emerging GI strategy for Science Vale).
- Contribute towards enlargement of the secondary school at Great Western Park, Didcot.

Flood risk and drainage:

- A Drainage Strategy should set out the sewerage infrastructure provision. The sewer route through the site will be protected by an easement. The site will be connected to the sewage treatment works located to the north of Great Western Park.

4. South East Vale Sub-Area

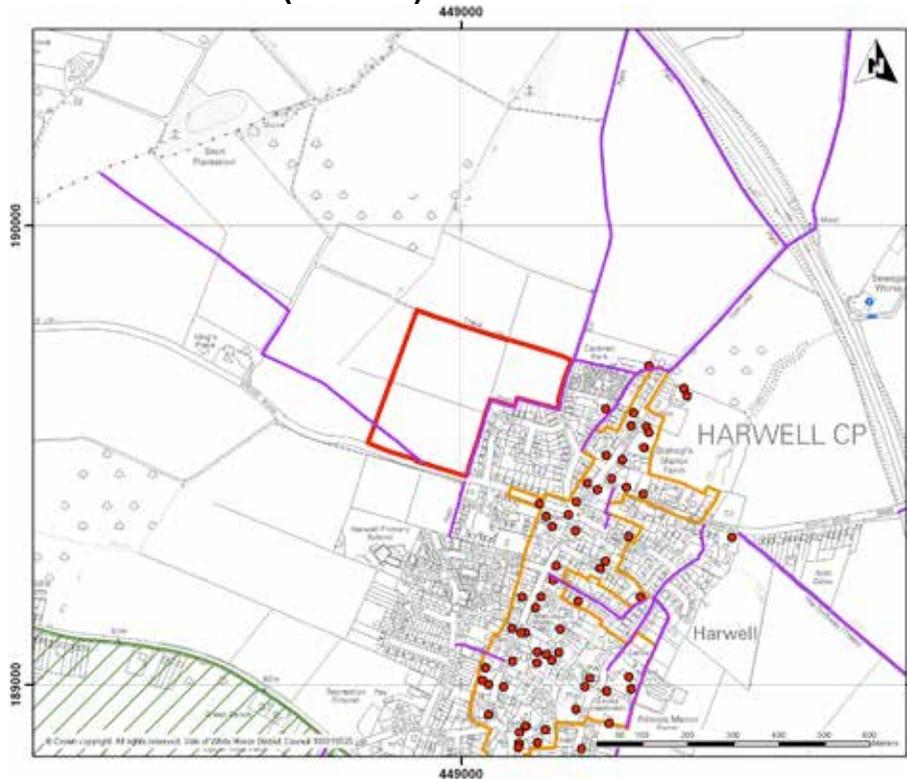
In addition to the general requirements set out in section two, development will be required to meet the following infrastructure requirements.

- No development will be permitted within Flood Zones 2 and 3, other than essential infrastructure.
- Areas in the northern part of the site are susceptible to surface water flooding; investigate and mitigate (if necessary).
- Site is considered high risk to groundwater; mitigation measures may be required to prevent any detrimental impact on groundwater quality.
- Contribute to attenuation features for surface water draining into the sewers will be required.

4. South East Vale Sub-Area

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

West of Harwell (8.57 ha)



Use: Around 200 homes, subject to masterplanning.

Key objectives:

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

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

Urban design principles:

- The layout and design of development should be sensitive to the topography of the site.
- An appropriate settlement edge and gateway feature should be incorporated into the design for the western boundary.

Utilities:

- Upgrade the sewer network.
- A detailed water supply strategy will be required.

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 primary school capacity.
- Contribute to a new secondary school at Great Western Park or Didcot North 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.

Landscape considerations:

- Mitigation to minimise impacts on:
 - the site's landscape setting, including the approach to Harwell village;
 - the aims of Policy NE9 of the Local Plan 2011 (i.e. protecting distant views from the high ground of the Corallian Ridge and the North Wessex Downs AONB); and
 - the purposes and special qualities, including the setting, of the North Wessex Downs AONB.
- The mass and scale of the built form should be designed to avoid being visually intrusive in sensitive views from the surrounding countryside and particularly the AONB.
- Retain the historic field pattern within the site, utilising tree belts and hedgerows as a framework for the subdivision of the site into development land parcels.
- Retain and protect the rural character of Grove Road and the approach to Harwell village e.g. by minimising loss of the existing mature hedgerow.
- Layout and design should allow for some long distance views to be retained.
- Existing boundary vegetation should be retained.
- Create a new landscape structure (including new tree / hedgerow planting) to contain the new housing. The landscape structure should build on existing landscape features to meet the Oxfordshire Wildlife and Landscape Study (OWLS) landscape strategy.
- Retain and enhance the existing footpath.
- Plant a woodland edge along the western boundary.

Biodiversity and Green Infrastructure:

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

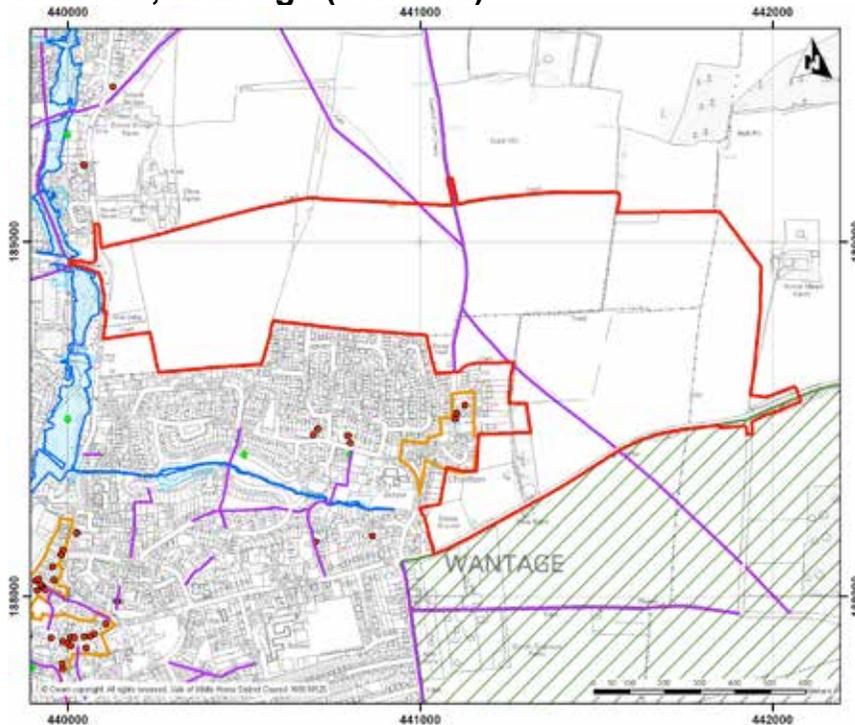
Flood risk and drainage:

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

4. South East Vale Sub-Area

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

Crab Hill, Wantage (98.71 ha)



Use: Around 1500 homes, subject to masterplanning.

Key objectives:

- To deliver a high quality, sustainable urban extension which is integrated with Wantage so residents can access existing facilities in the town.
- To contribute to balanced employment and housing growth in

Science Vale.

Urban design principles:

- Development densities should generally be lower towards the outer limits of the site to help create a successful transition to the countryside.
- Adopt a permeable, perimeter block layout within the site to optimise connectivity.
- Use public open spaces in the design to form a well connected network of green areas suitable for formal and informal recreation.
- Suitably locate the new primary school to ensure accessibility to all of the community.
- A maximum building height of three storeys should apply and should be limited to areas of greater density, such as the neighbourhood centre, or to create landmark features or points of interest to provide legibility and generate variety.

Utilities:

- Upgrade the sewer network.

Access and highways:

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

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.

- Improve pedestrian and cycle links to Wantage town centre, secondary schools and to the Science Vale area.
- Retain or appropriately divert existing public footpaths and byways unless otherwise specifically agreed.
- Agree appropriate treatment of Byway Open to All Traffic (BOAT) with Oxfordshire County Council.

Social and community:

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

Environmental health:

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

Landscape considerations:

- This is a prominent and visible site. Development must be sensitively designed to minimise any impact on the AONB and the wider Lowland Vale landscape.
- Design of development needs to consider the views into

and out of the development, including the screening and/or framing of views to reduce the impact on this sensitive landscape.

- Shelterbelt 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.

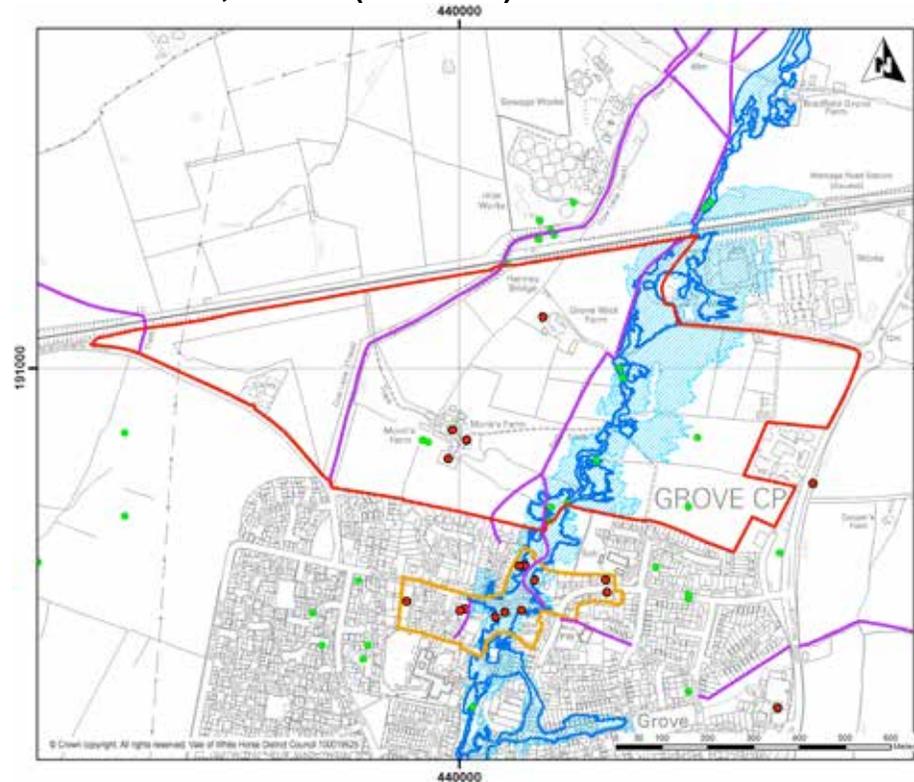
Biodiversity and Green Infrastructure:

- 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 (60.63 ha)



Use: Around 885 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.
- To contribute towards infrastructure in the Science Vale Area Strategy.

Urban design principles:

- Adopt a permeable, perimeter block layout within the site to optimise connectivity.
- Carefully consider street frontages in order to create an appropriate building line and incorporate active frontages, particularly along the Grove Northern Link Road (GNLR).
- Use public open spaces in the design to form a well connected network of green areas suitable for formal and informal recreation.
- Buildings should be predominantly two storey, although some 2 ½ storey may be acceptable as urban design 'features'.
- 'Undevelopable' land around Letcombe Brook and land used for noise and odour buffers shall not be counted towards recreational space.
- Submit a Heritage Statement to show how the listed buildings on Monks Farm and Grove Wick Farm, together with their setting, have been sensitively considered.
- Affordable housing should be evenly distributed across the site and should not be used as a buffer between less desirable areas of the site (e.g. A338) and market housing.

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.

Utilities:

- Upgrade the sewer network.

Access and highways:

- Investigate access arrangements. Proposals should seek to deliver site access arrangements which enable Monks Farm to connect to the A338.
- Contribute towards A417 and A338 site access and A338 corridor improvements, including Frilford junction.
- Deliver the Grove Northern Link Road (GNLR) required for access to the Grove Airfield development with site boundary.
- Contribute towards the Wantage Eastern Link Road and any necessary mitigation measures identified through the site Transport Assessment.
- Provide a network of safe and attractive footpaths and cycle tracks connecting with Grove village centre and the Science Vale area.

Social and community:

- Contribute towards expanding Grove Church of England Primary School or provide a new school within the Monks Farm site.
- Contribute towards a new secondary school at Grove Airfield.
- Contributions towards improvements to, or replacement of the Wantage Leisure Centre.

Environmental health:

- Investigate potential noise impacts from the railway line (abutting the northern boundary) and the William's F1 site

and garage (adjacent to the north eastern part of the site). Mitigation measures will be required to offset any adverse impacts.

- An odour buffer around the sewage works to the north of the site. Development shall not take place in the odour buffer.

Landscape considerations:

- Create a new landscape structure to contain the new housing and limit the impact on the wider landscape. The landscape structure should build on existing landscape features to meet the Oxfordshire Wildlife and Landscape Study (OWLS) landscape strategy and coordinate with the Grove Airfield development and existing Grove.
- The Letcombe Brook and its flood plain is a positive asset within the landscape and care should be taken with the siting of any development along its boundary.
- Retain, enhance and sensitively integrate existing rights of way into the development.
- Retain trees and hedgerows, particularly along the western verge, provided they are in good condition and make a positive contribution to the landscape.

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.

4. South East Vale Sub-Area

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

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

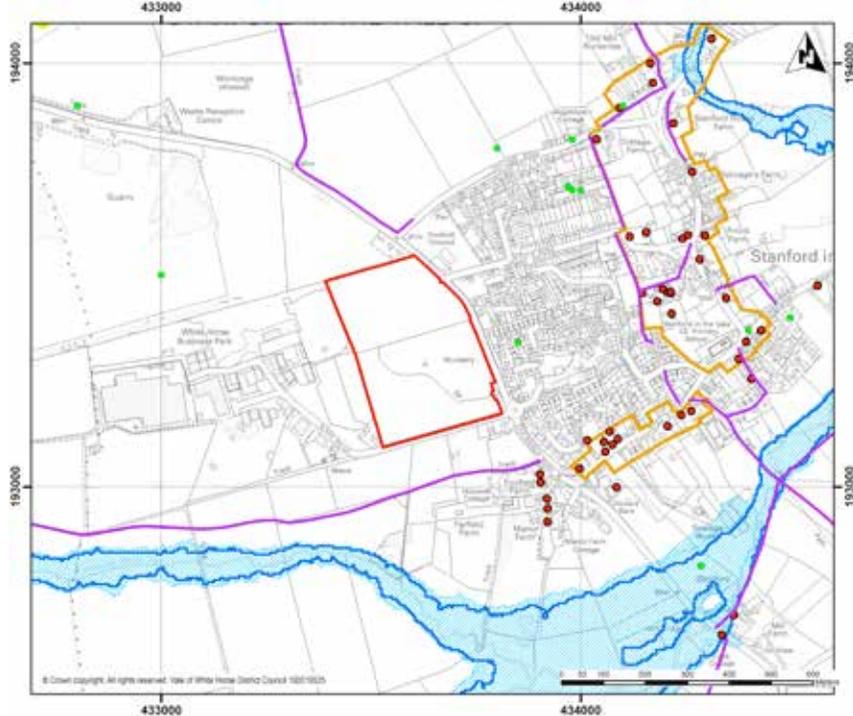
Flood risk and drainage:

- No development should take place within Flood Zones 2 and 3 (with the exception of the Grove Northern Link Road).
- No development should take place within Letcombe Brook corridor and flood zones (other than Grove Northern Link Road, see SFRA for further details).
- Investigate potential impacts of foul water discharge into the Letcombe Brook from Wantage Sewerage Treatment Works. Some mitigation of flows from the sewerage works can be made by a reduction in the surface water runoff. If appropriate, mitigation or compensation measures should be provided to offset any negative impacts on the Brook.
- Run-off less than Greenfield run-off rates for surface water for the development should be discussed and agreed with 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 secondary school capacity serving the area 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 A417, the industrial estate and the quarry; mitigation 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.

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:

- 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 the 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 trees and hedgerows along the southern edge of the site.
- Contribute towards redressing the identified Green Infrastructure deficit in the area surrounding Faringdon.

Flood risk and damage:

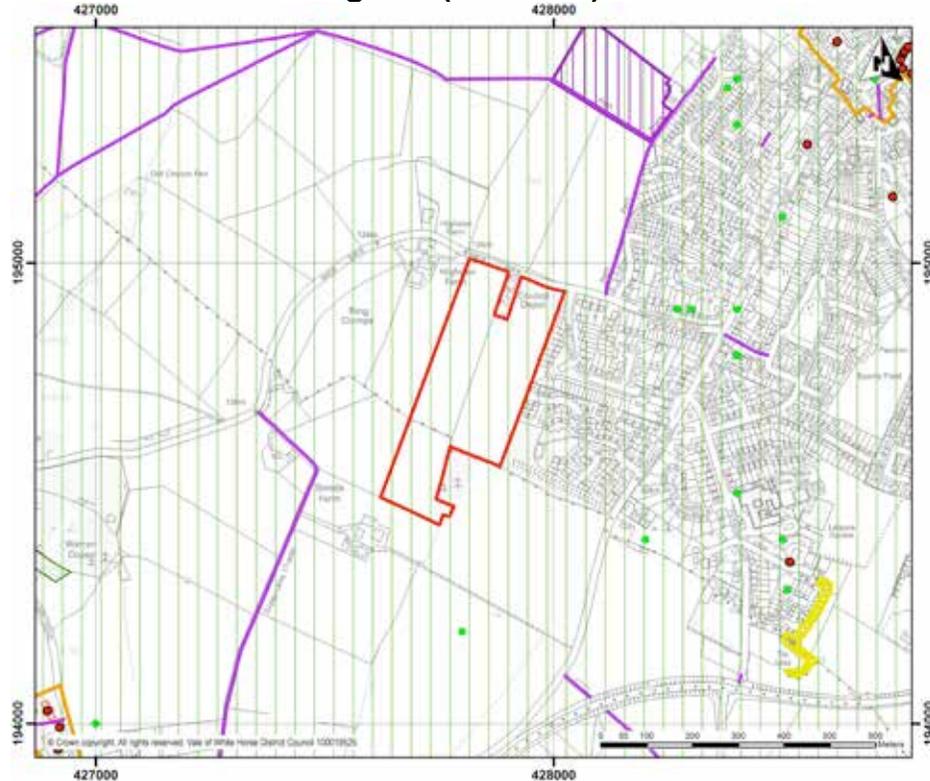
- A Flood Risk Assessment/surface water drainage strategy should include consideration of any areas of the site which are susceptible to surface water flooding. Appropriate mitigation measures will need to be implemented (if necessary).

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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 meters) and redesign these stops to deter car parking.

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.

- 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 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 a 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 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.

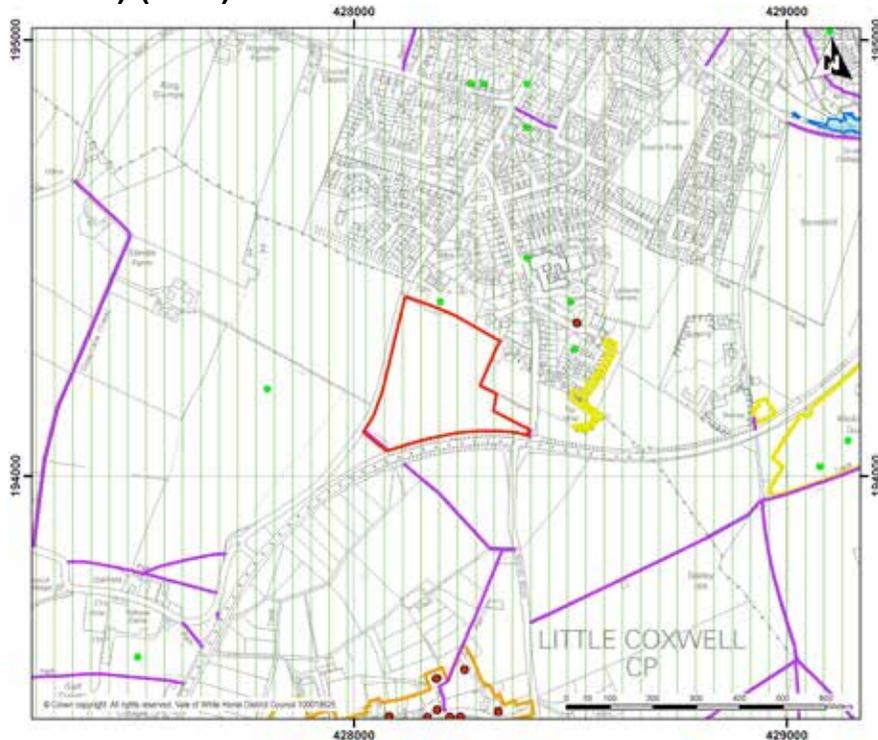
Biodiversity and Green Infrastructure:

- 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 (Great Coxwell Parish) (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.

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 Faringdon and increasing secondary school capacity at Faringdon Community 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.

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 areas where activity has previously been recorded.
- Contribute towards redressing the identified Green Infrastructure deficit in the area surrounding Faringdon.

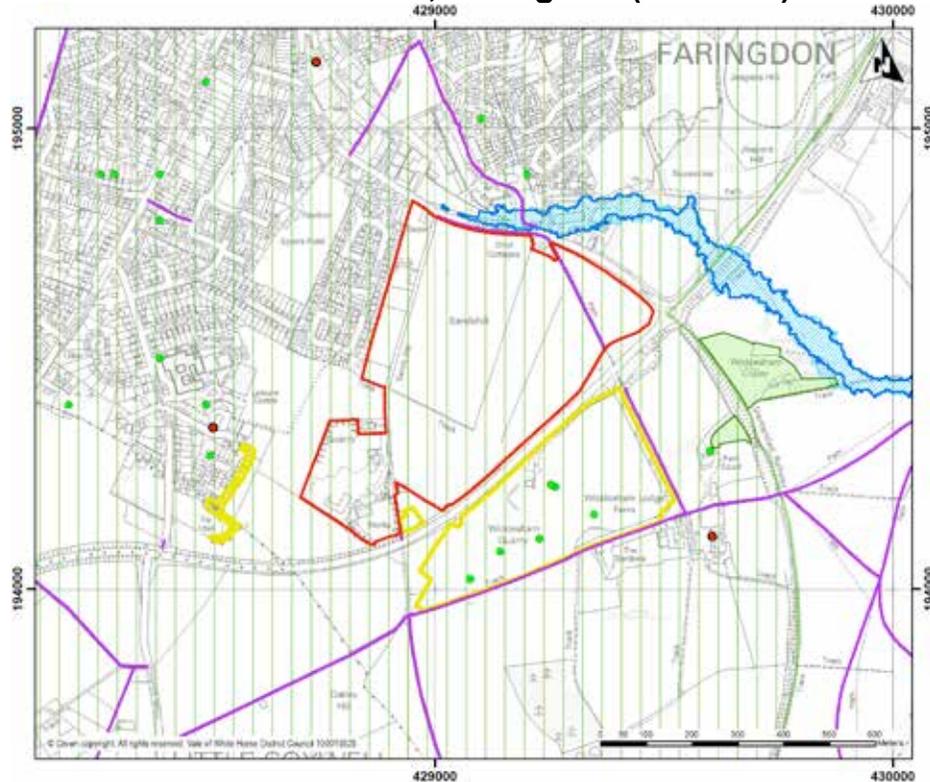
Flood risk and damage:

- 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

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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 measures 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 aspects 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

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.

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 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.
- The 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.

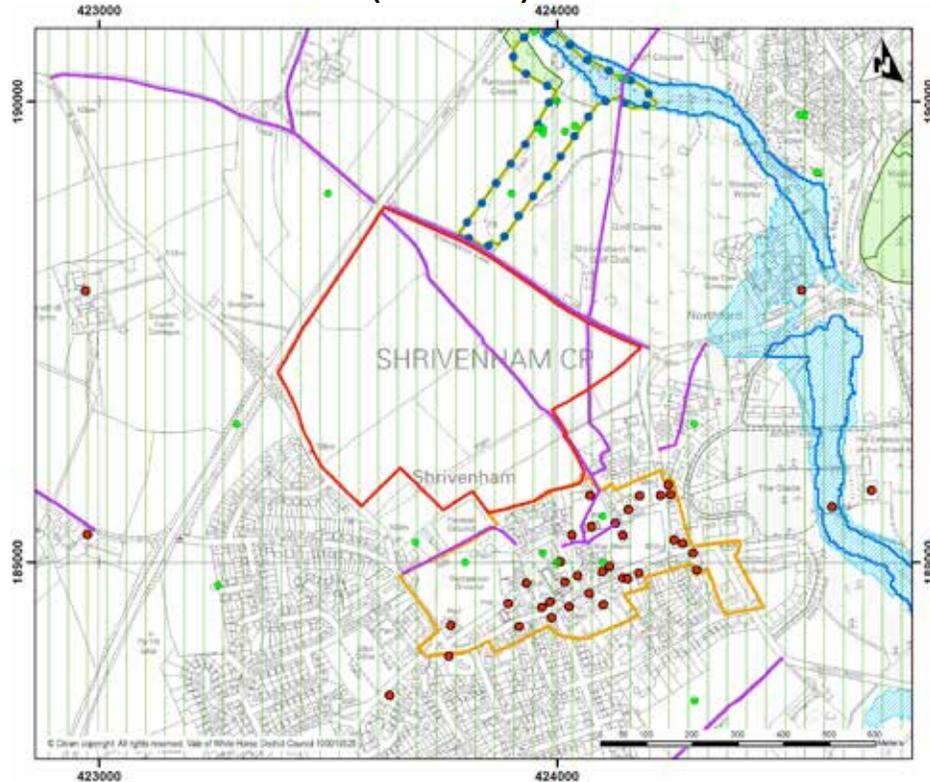
Historic environment and cultural heritage:

- 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.

Utilities:

- Upgrade the sewer network.
- A detailed water supply strategy will be required.

Access and highways:

- Access can be taken from B4000 Highworth Road.
- A strategic junction improvement on the A420 at Shrivenham, in the form of a roundabout, will be required in the vicinity of Highworth Road to directly access the site.
- 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.

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.

- 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.

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:

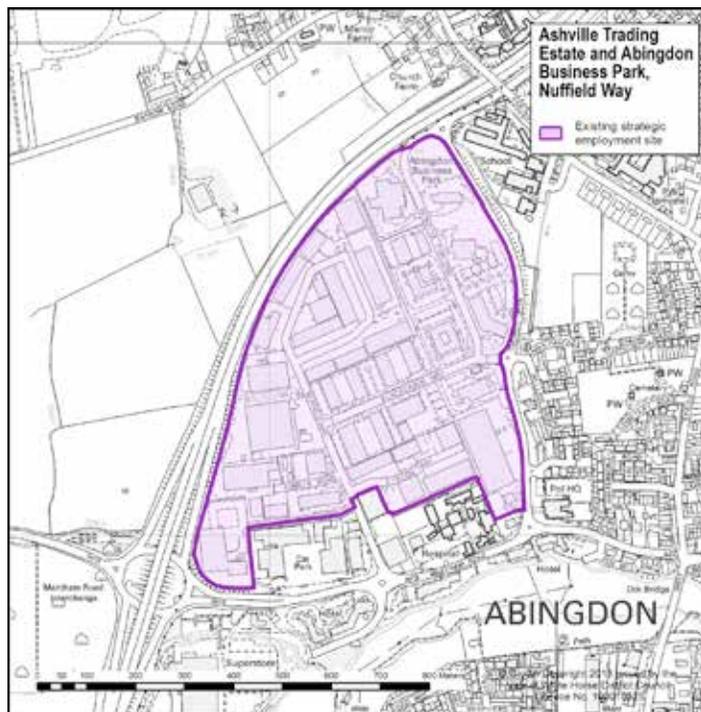
- Undertake a tree survey to establish which trees should be retained.
- Demonstrate that development will not affect the hydrological systems which feed into the Tuckmill Meadows Site of Special Scientific Interest (SSSI), which is located in close proximity to the site to the north east.
- Contribute 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.
- Contribute towards redressing the identified Green Infrastructure deficit in the area surrounding Shrivenham, and ensure there is no recreational impact on Tuckmill Meadows SSSI.

Appendix B: Existing Strategic Employment Sites

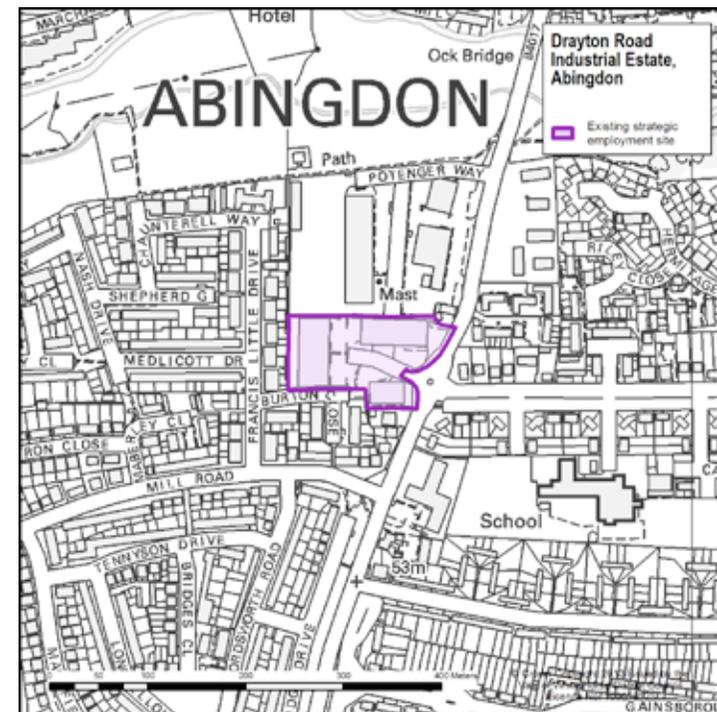
The maps below show the areas identified as existing strategic employment sites. These sites will be safeguarded for employment uses in accordance with **Core Policy 29: Change of use of existing employment land and premises.**

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

Abingdon-on-Thames

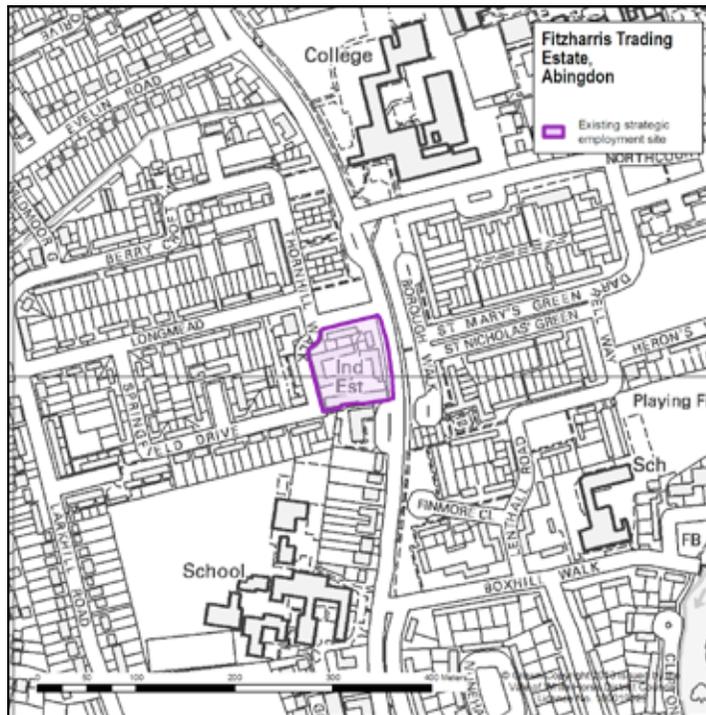


B1

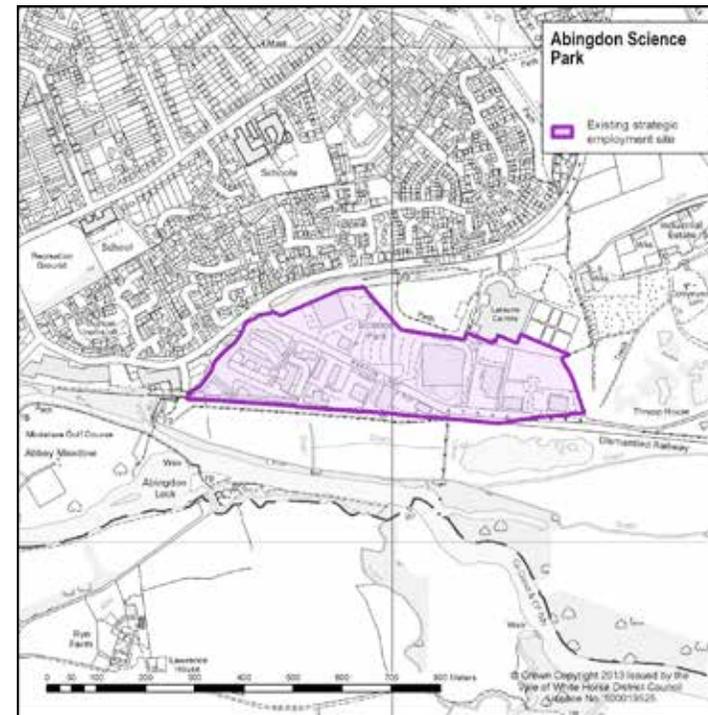


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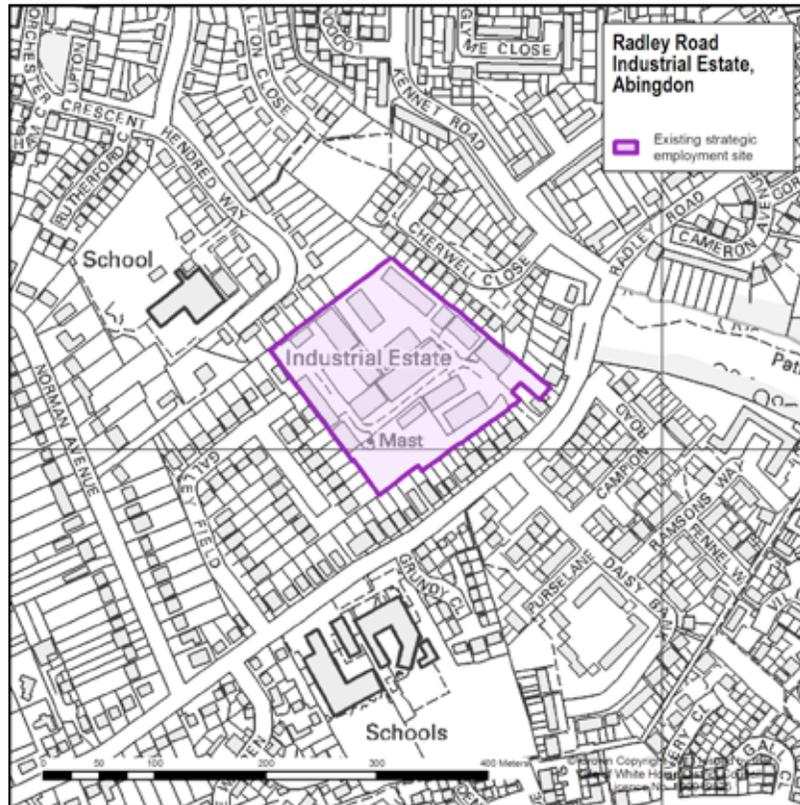


B3

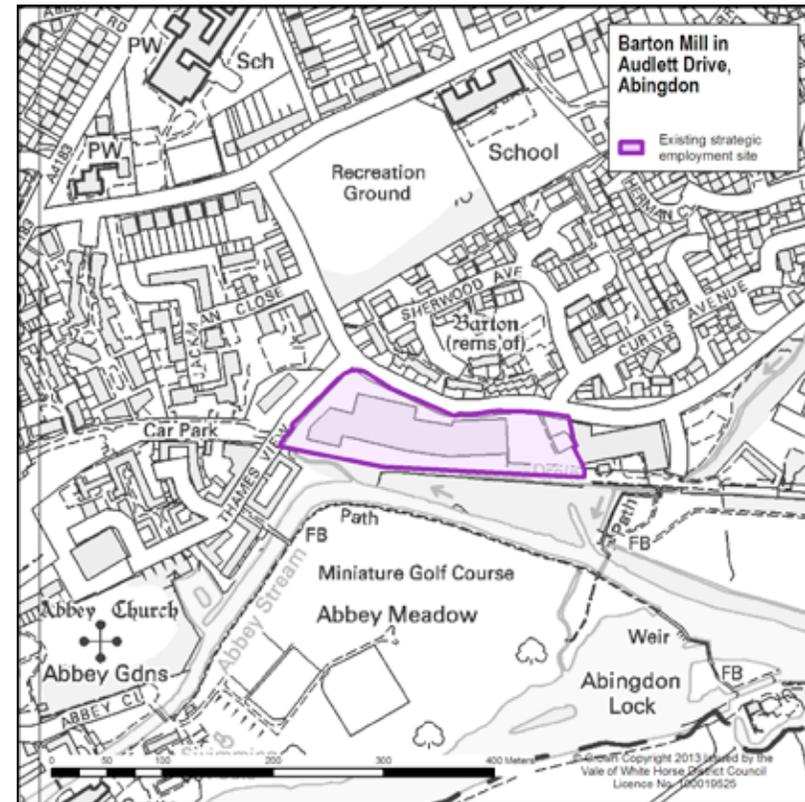


B4

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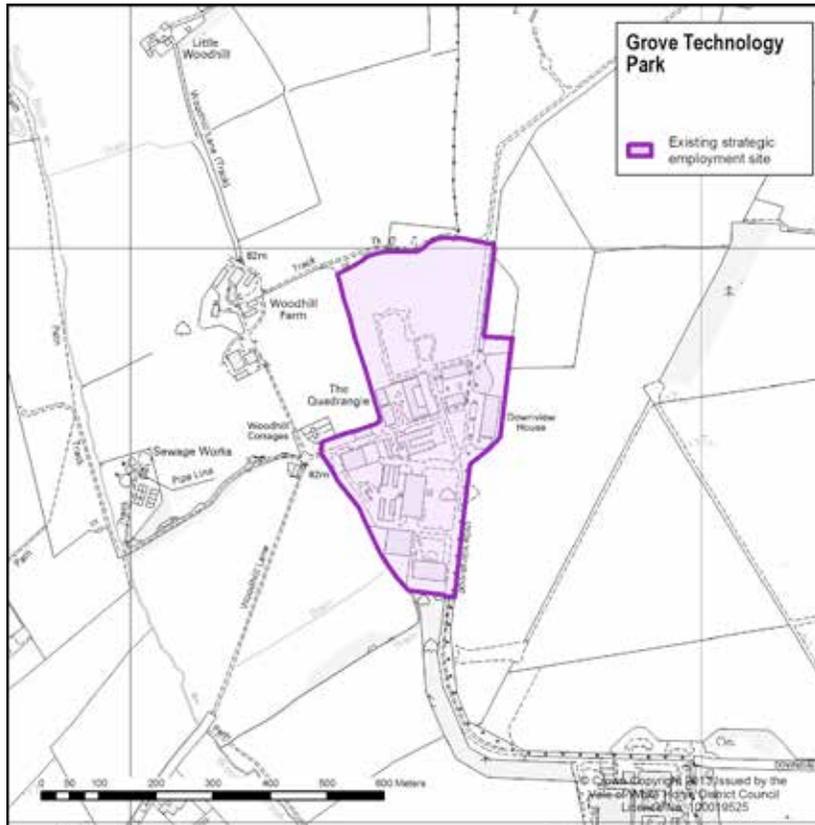


B5

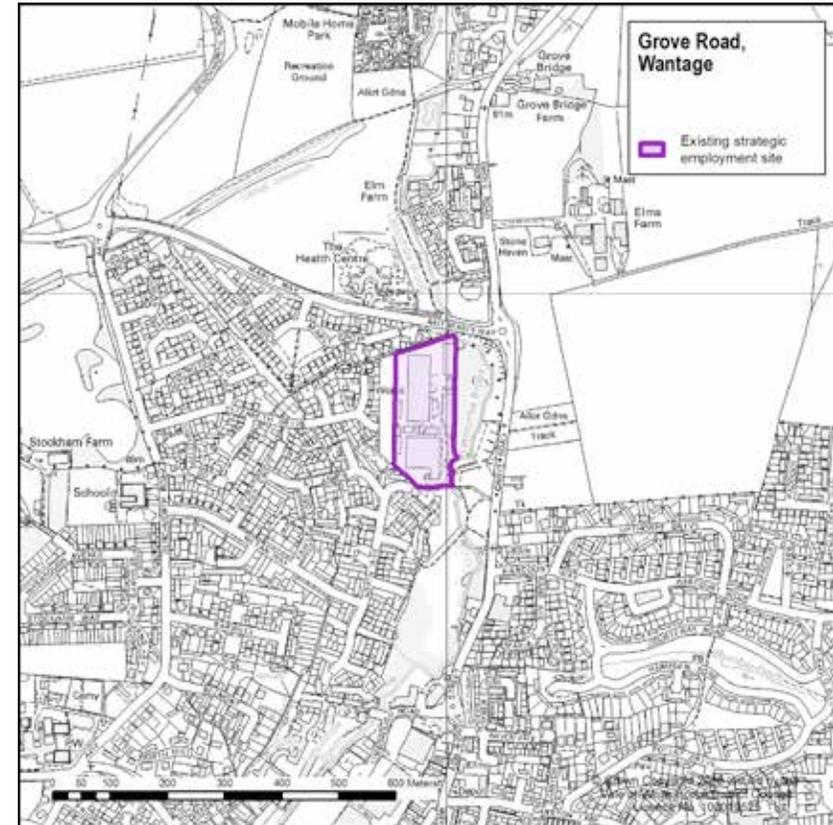


B6

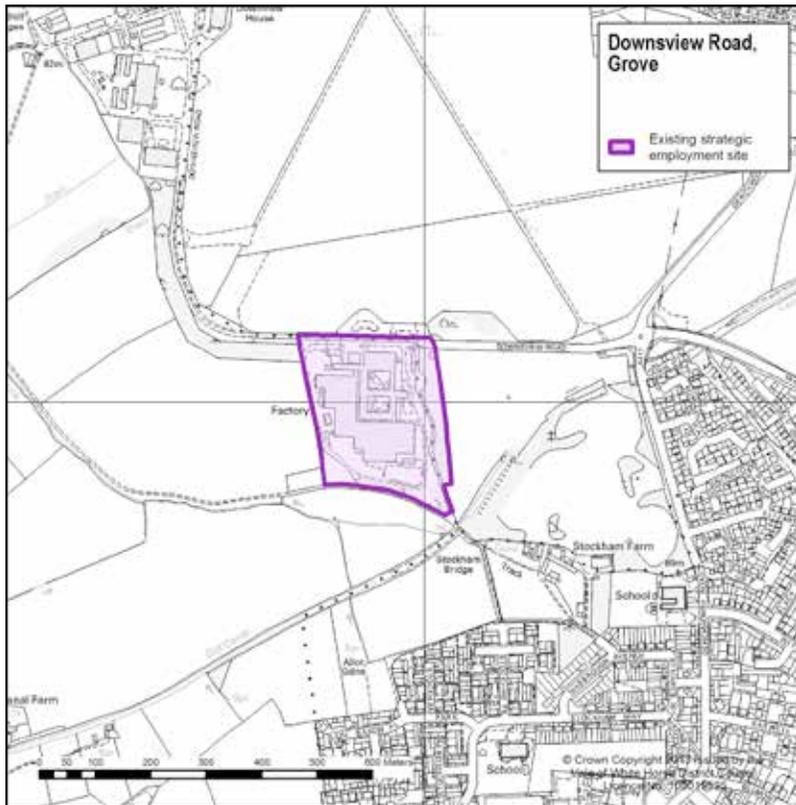
Wantage and Grove



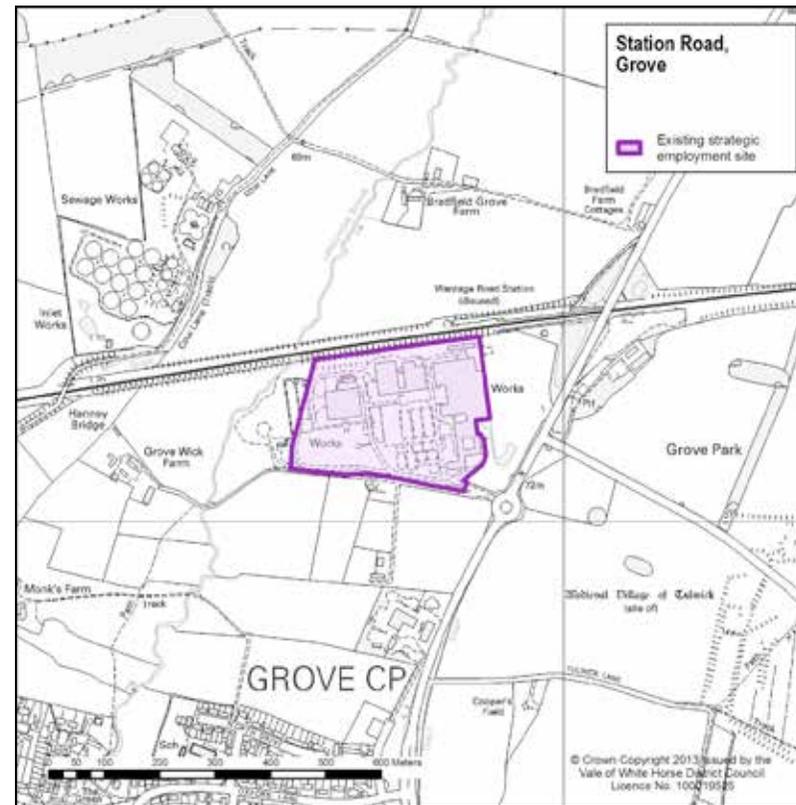
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B8

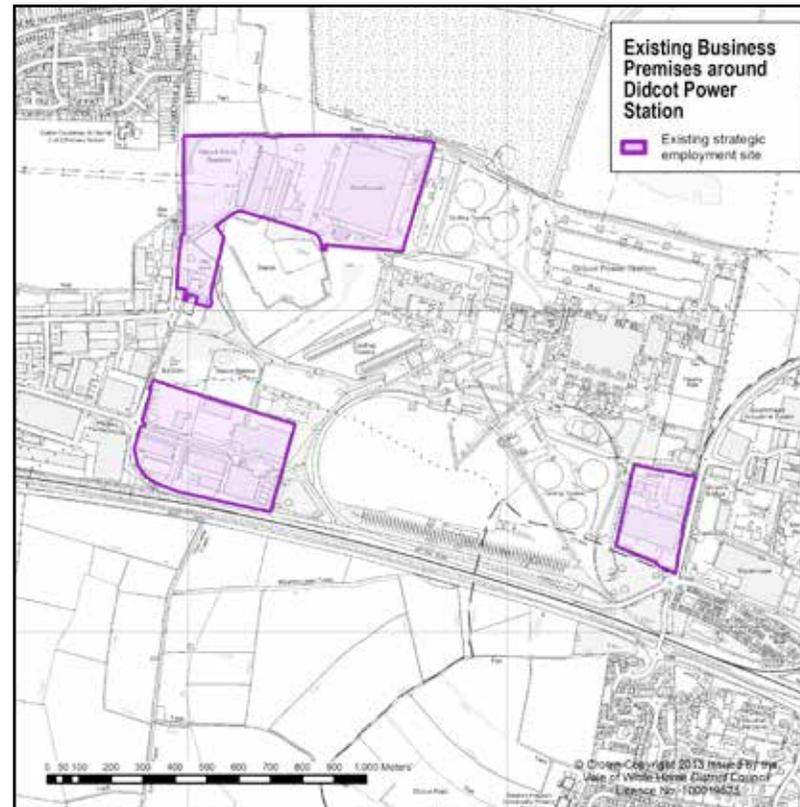


B9



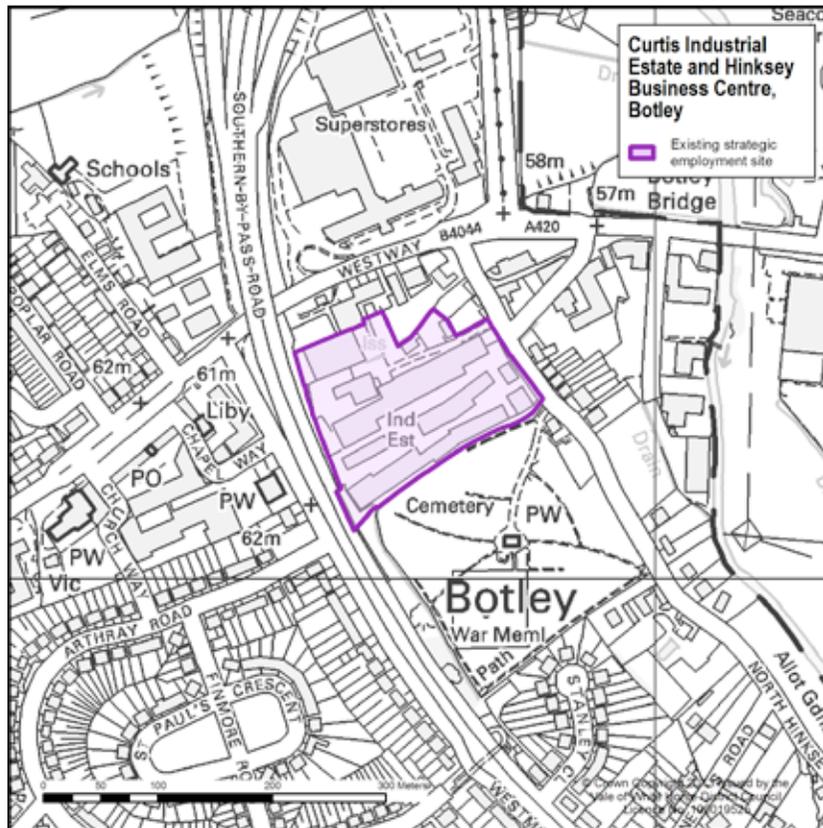
B10

Didcot area

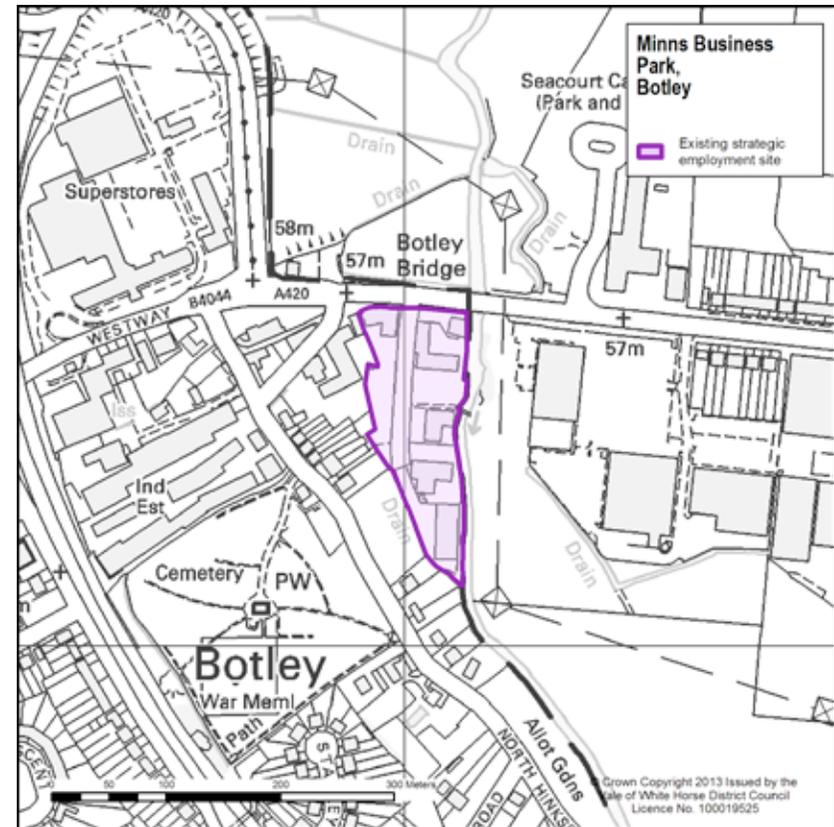


B11

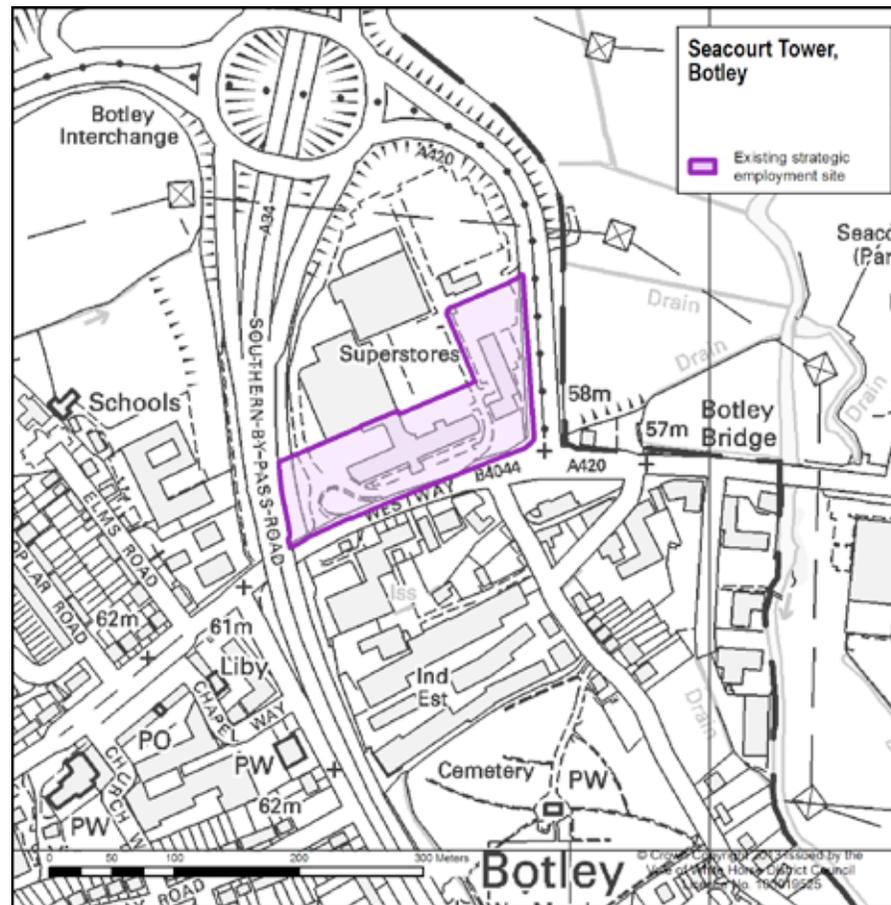
Botley



B13



B14

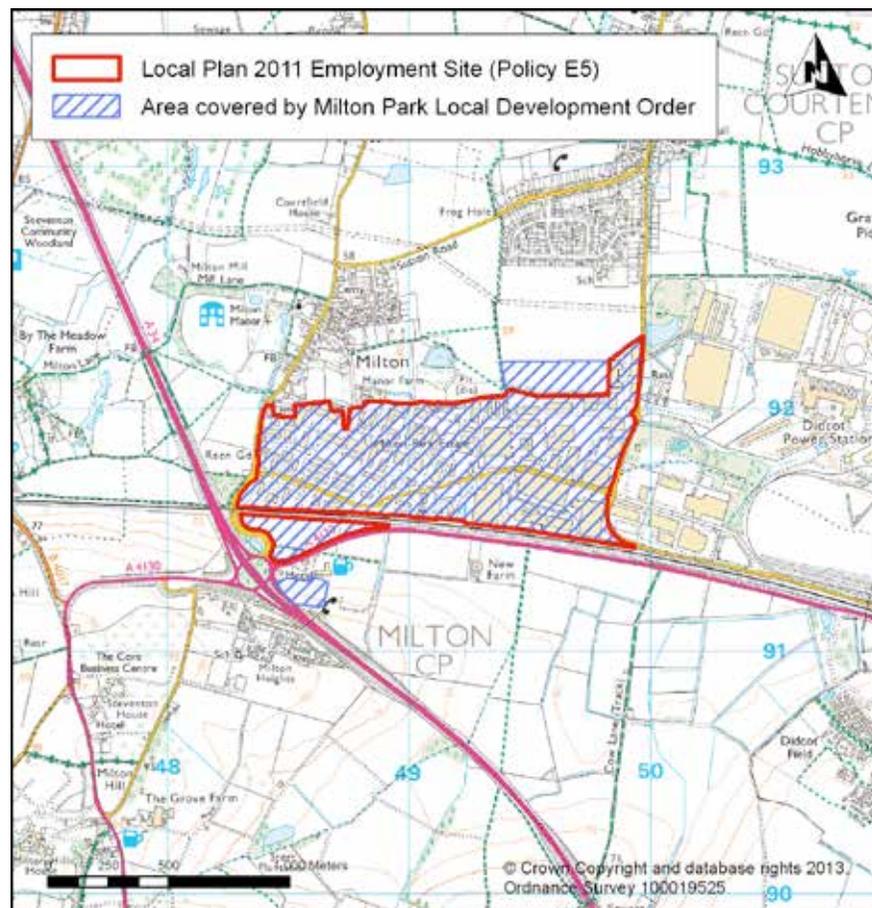


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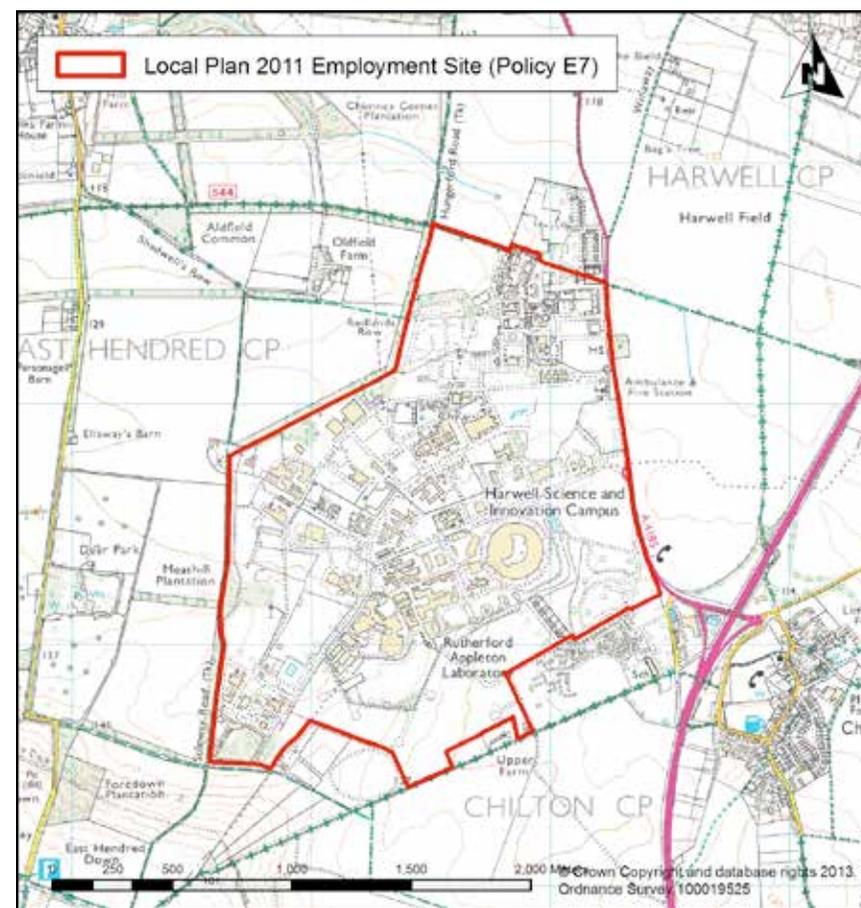
Appendix C: Site maps for Milton Park and Harwell Campus

Milton Park



C1

Harwell Campus



C2

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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

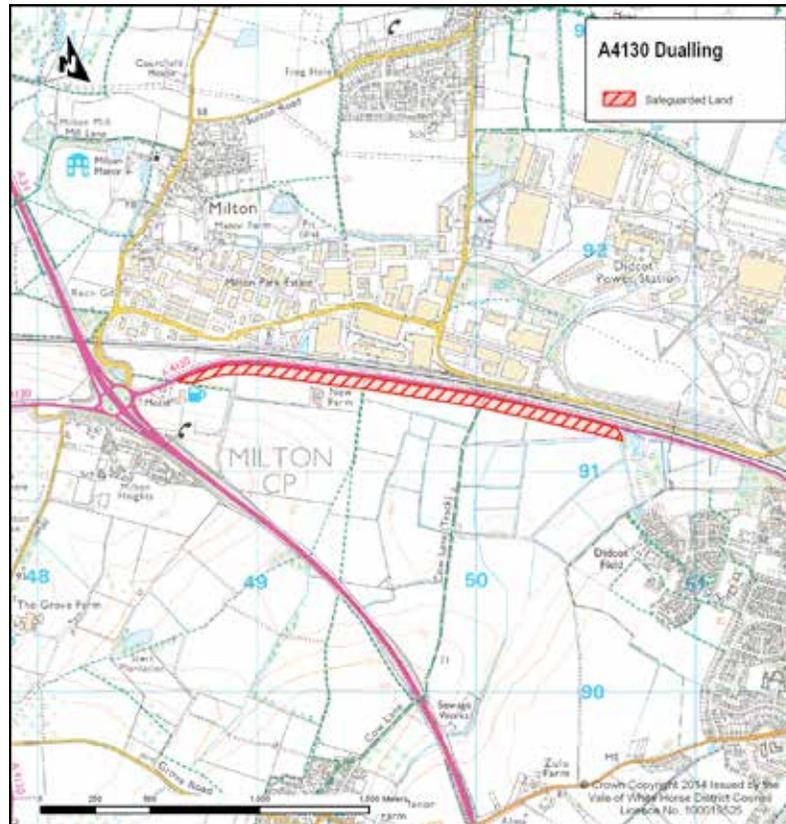
Tubney Wood

Oxford Instruments

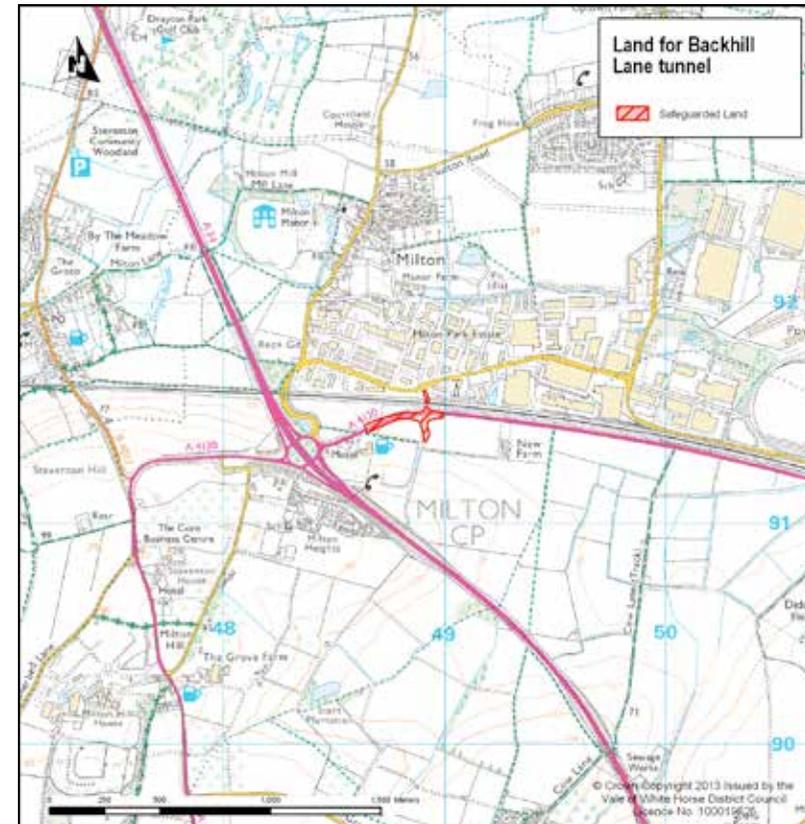
¹ The Amey site in Sutton Courtenay has outline planning permission for housing as at 9 April 2013

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

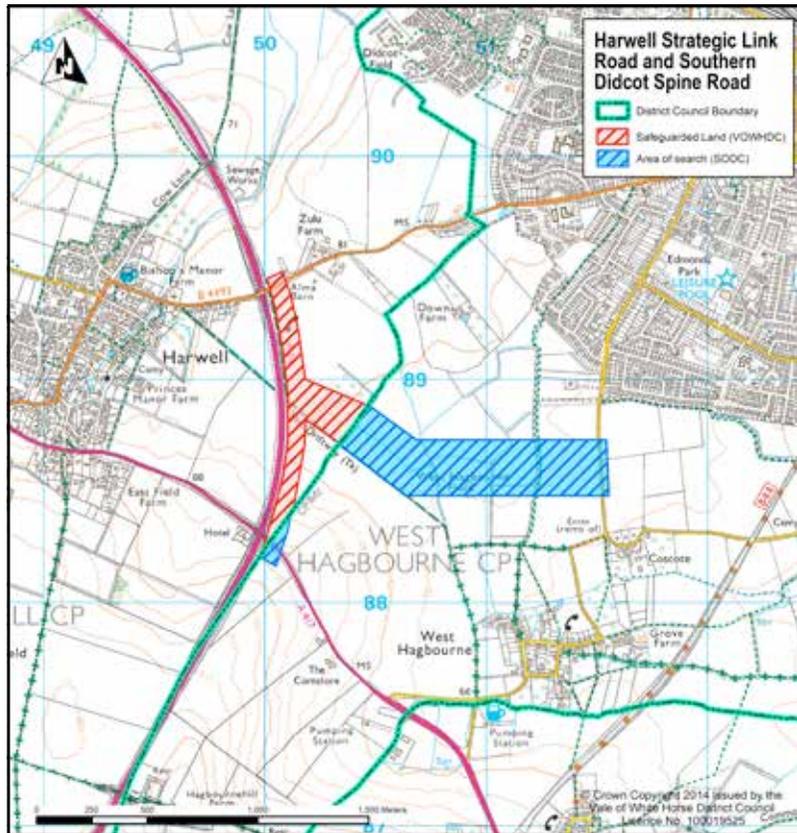
Indicative maps showing safeguarding of land for transport schemes in the South-East Vale Sub-Area (Core Policy 18)



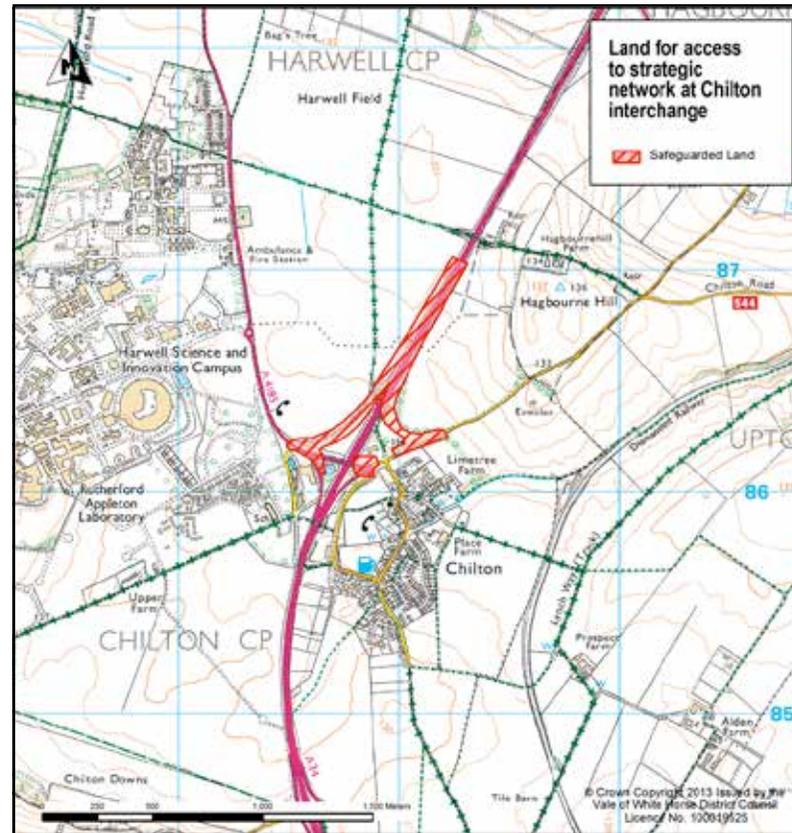
E1



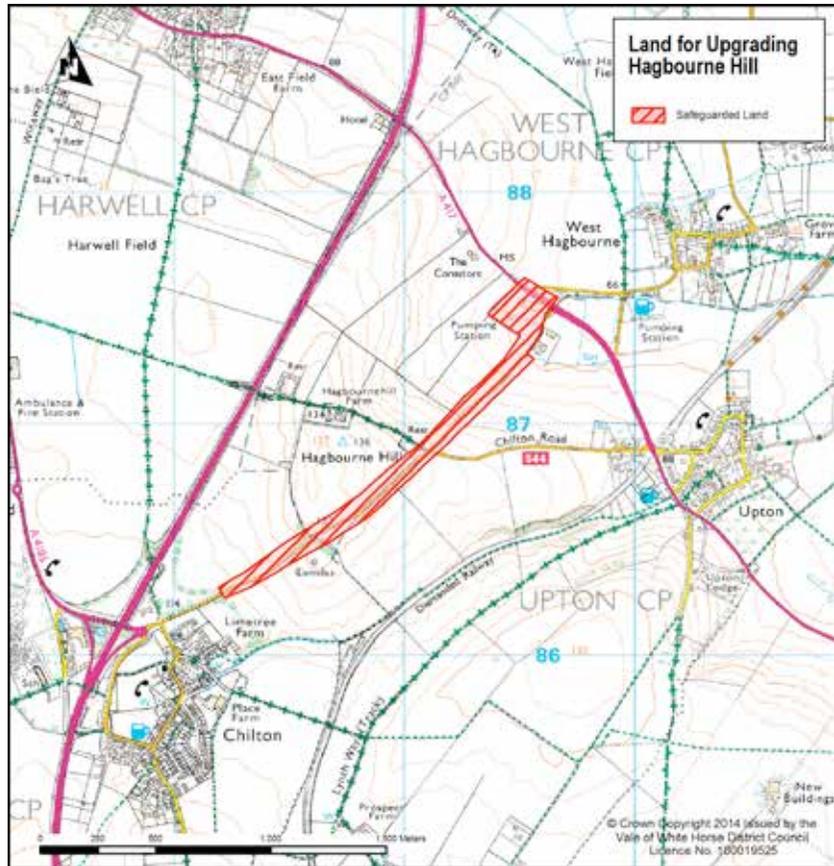
E2



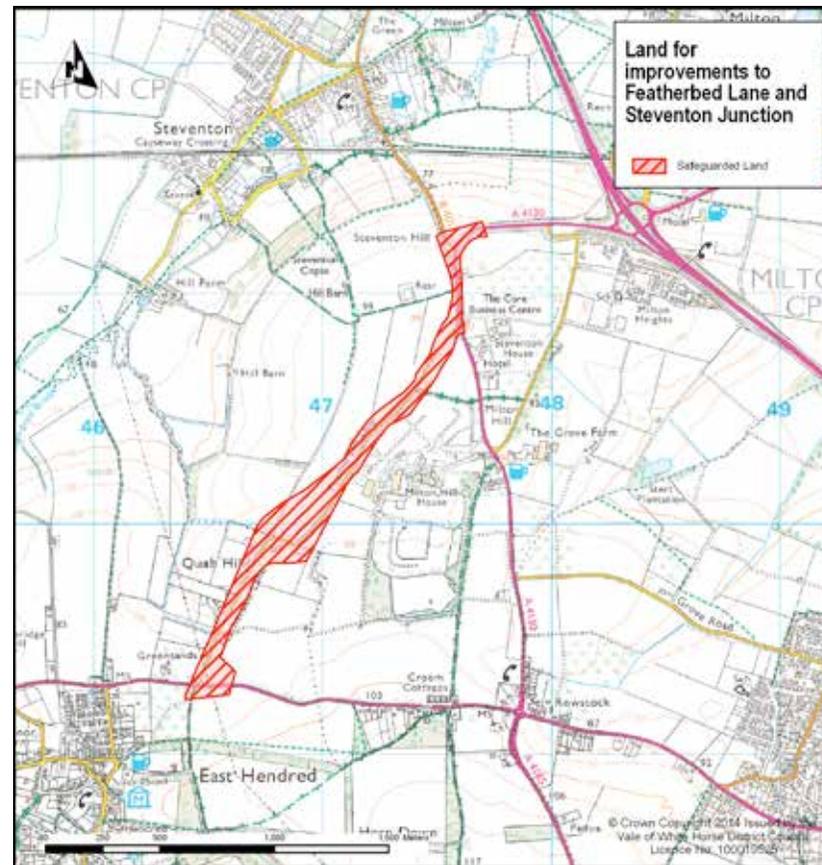
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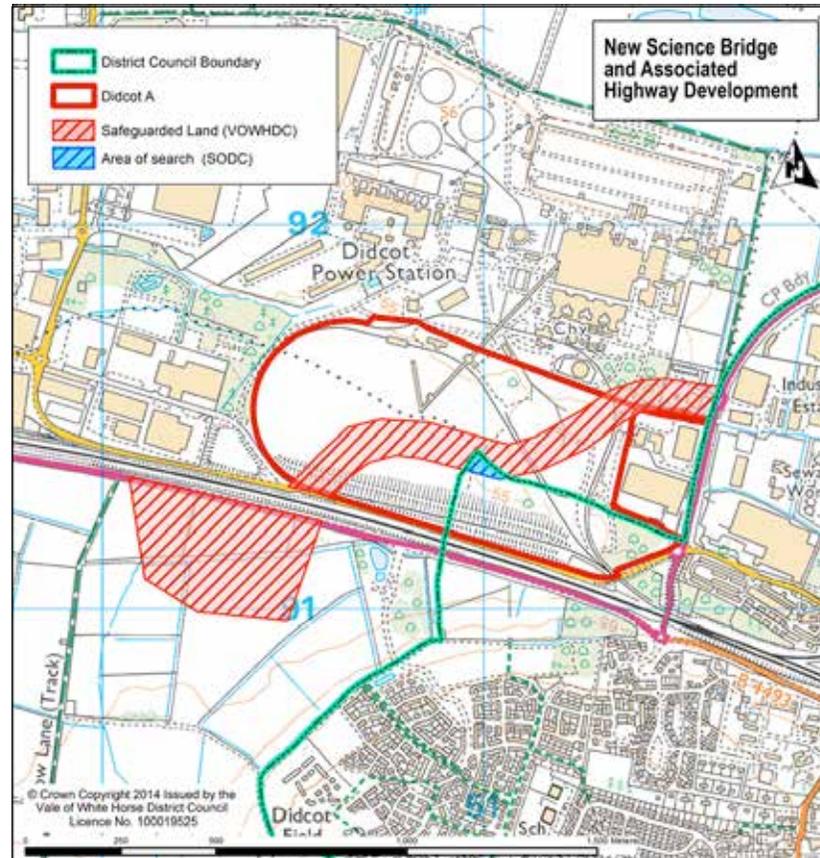
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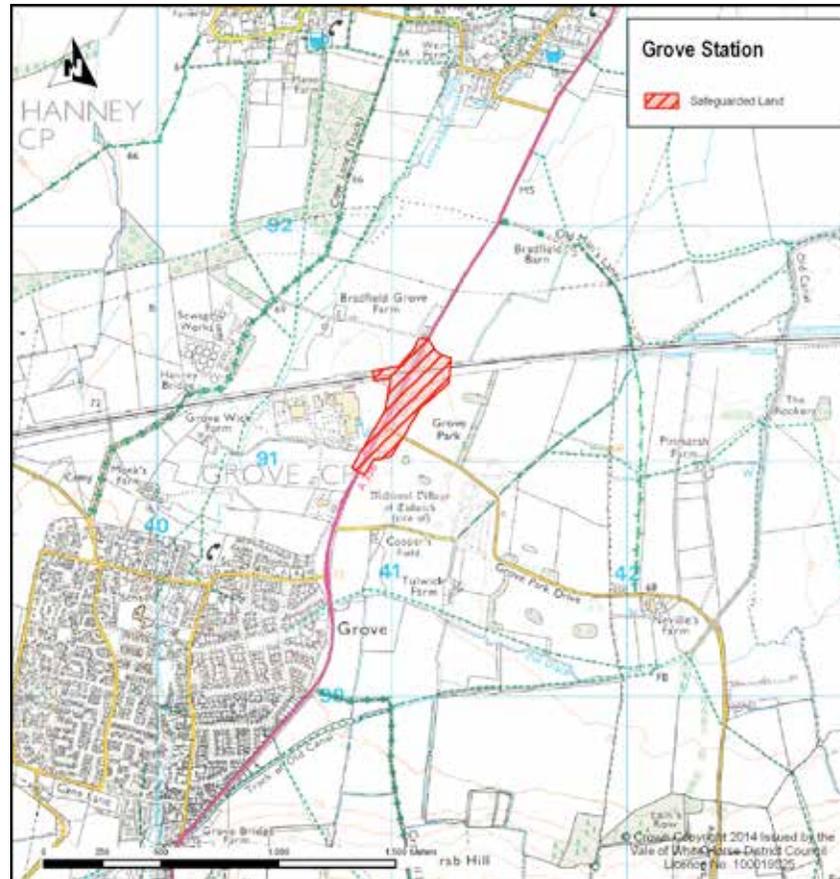
E5



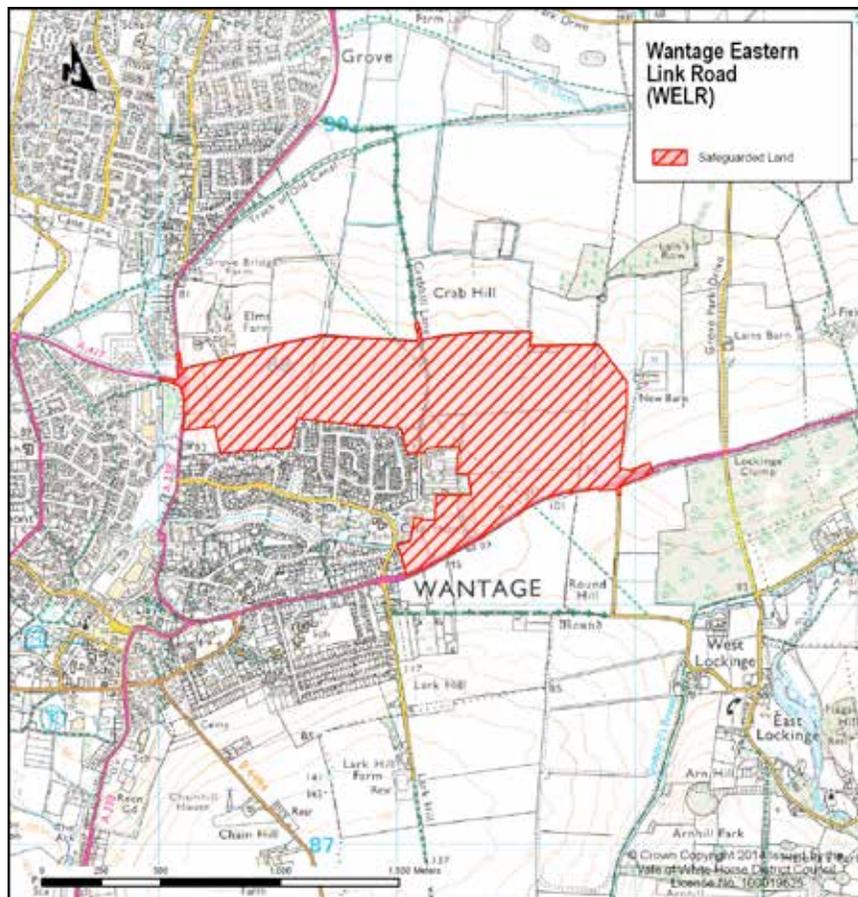
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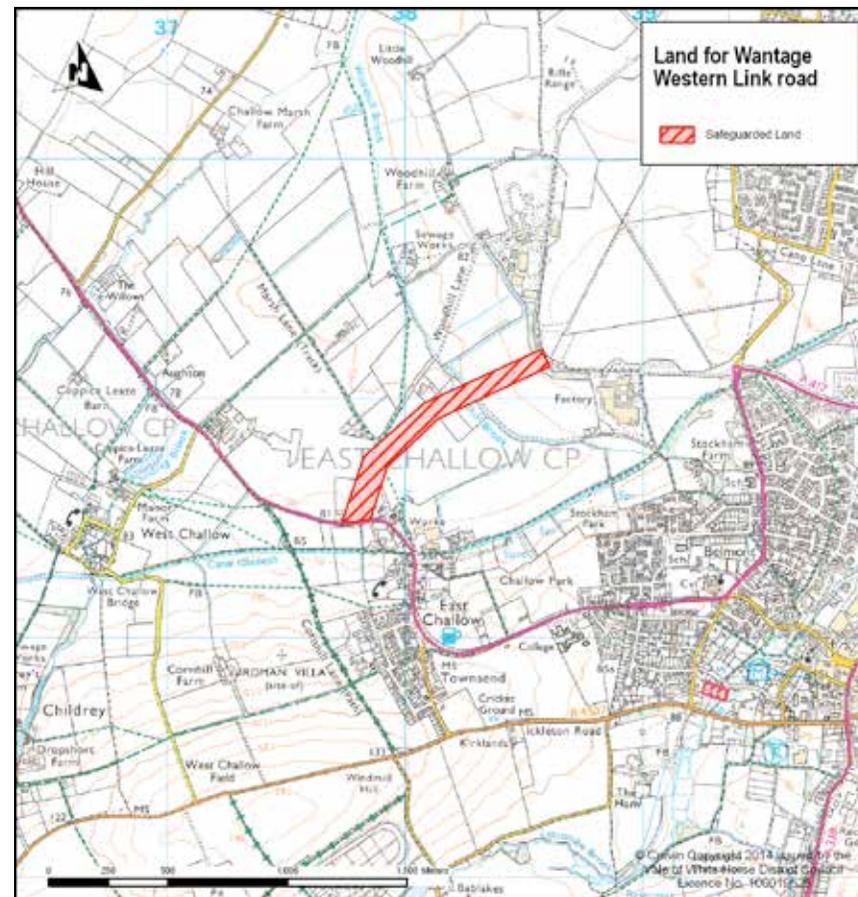
E7



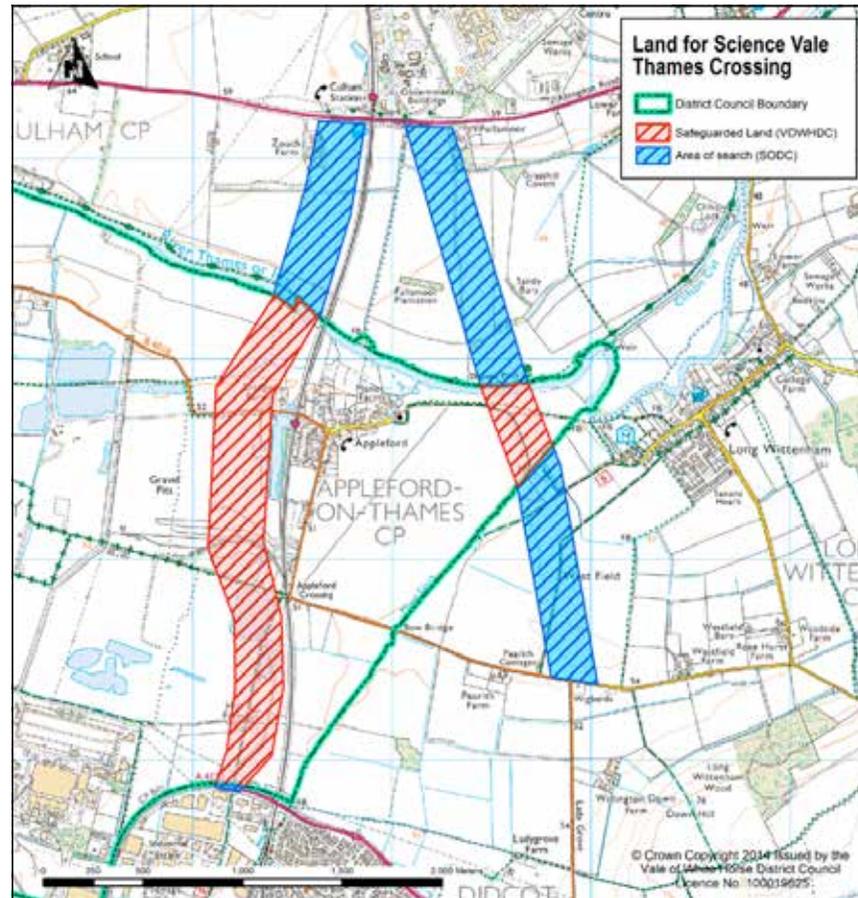
E8



E9



E10

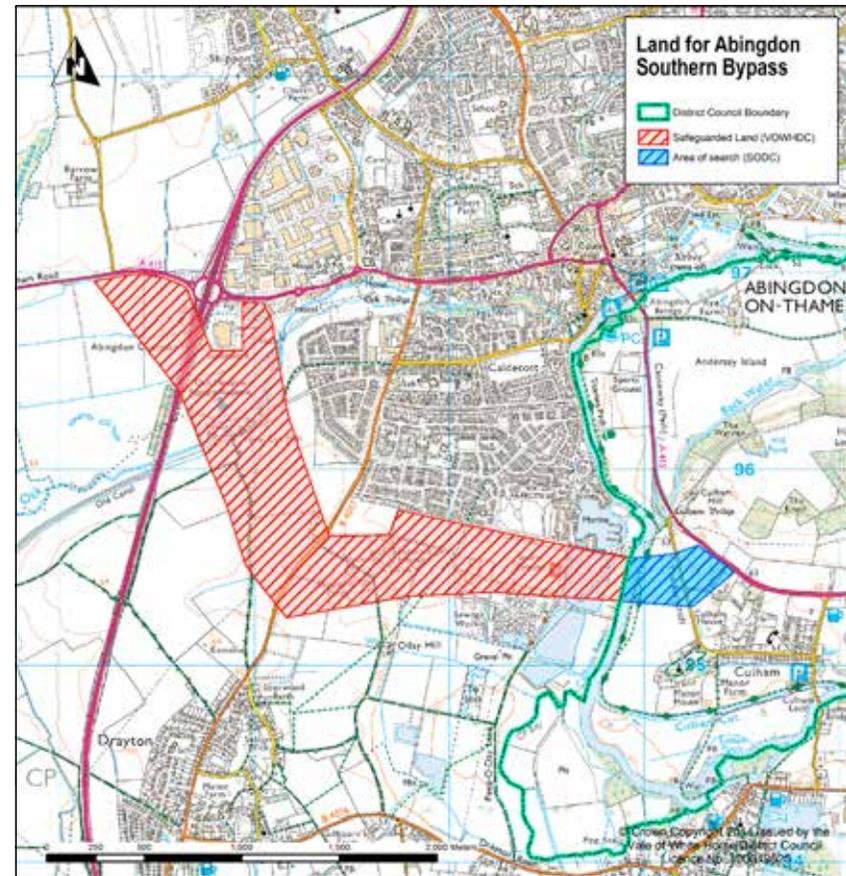


E13

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



E14

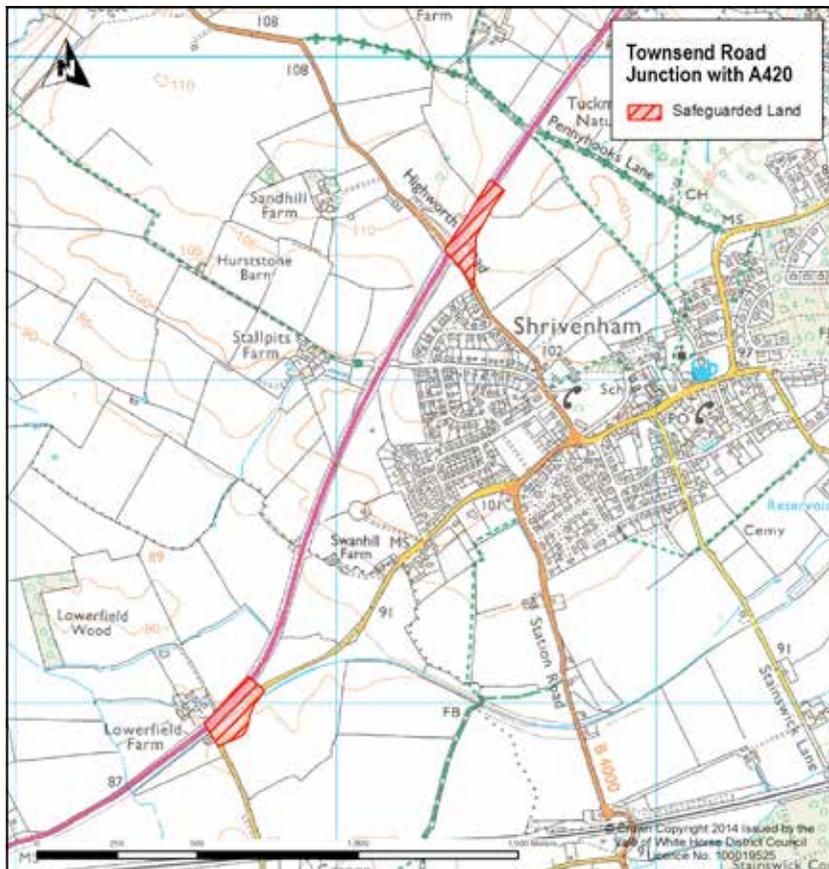


E15

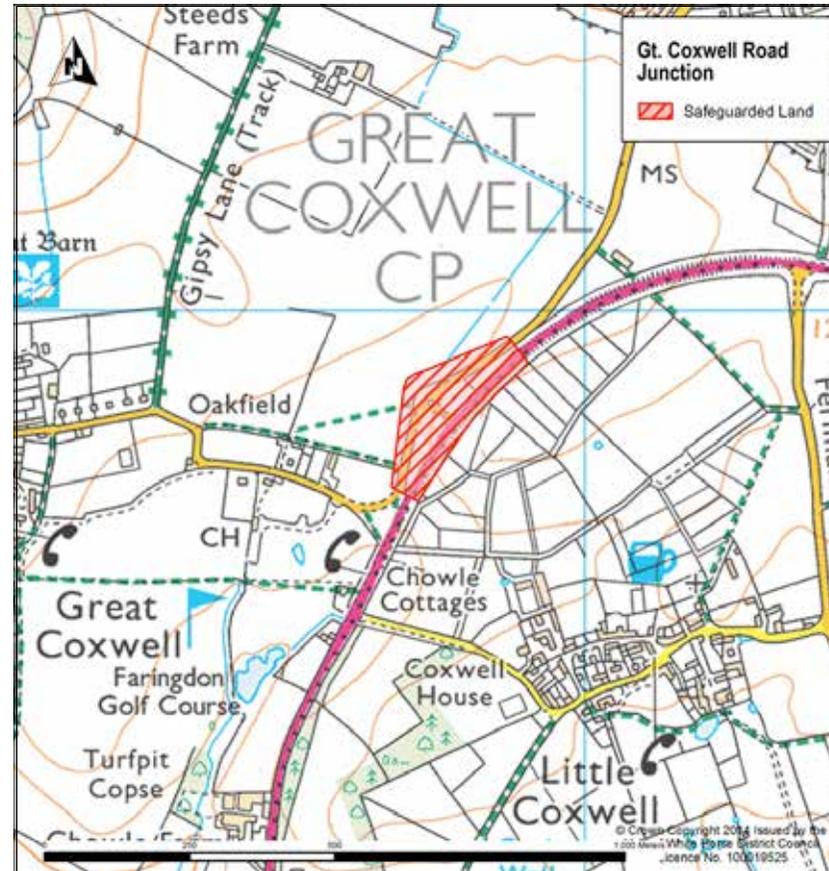


E16

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

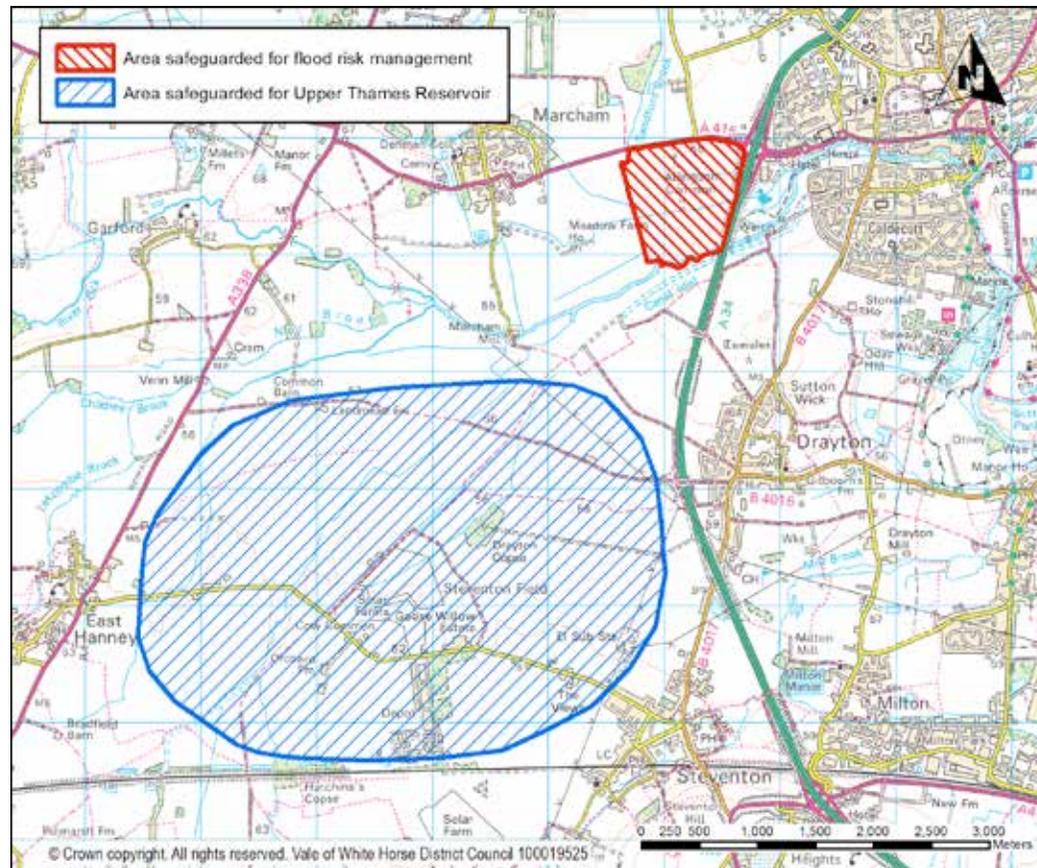


E17



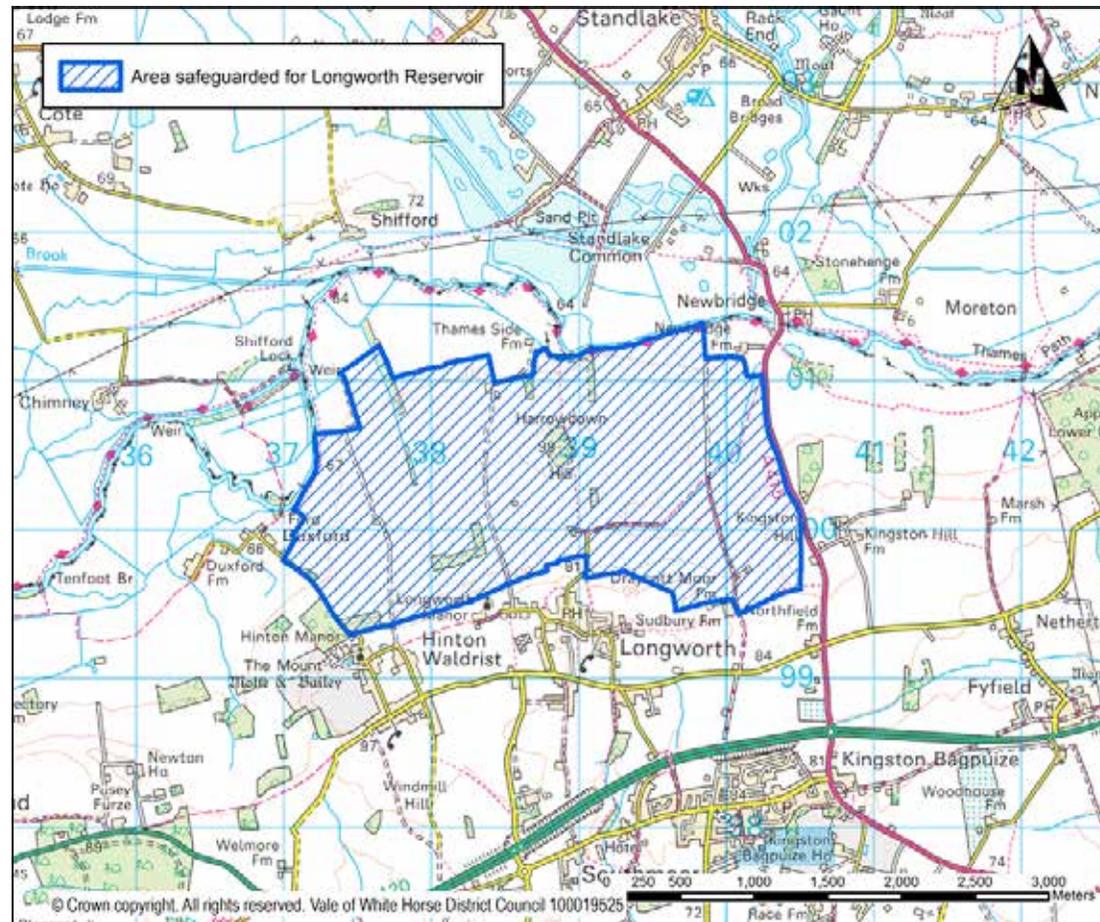
E18

Appendix F1: Land for safeguarding for proposed reservoir between the villages of Drayton, East Hanney and Steventon



F1

Appendix F2: Land for safeguarding for proposed reservoir to the north of Longworth



F2

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

TR3 A34 related development
TR5 The national cycle network
TR6 Public car parking in the main settlements
TR7 Rail services – Grove Station
TR10 Lorries and roadside service

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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 dependent 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 6; other allocations will not be saved)
- E2 Botley Area (specific allocations to be saved as identified in the Core Policy 6; other allocations will not be saved)

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- E3 Faringdon (specific allocations to be saved as identified in Core Policy 6; 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 for 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

Local Plan Policies	Indicators	Targets	Action
CP1: Presumption in favour of Sustainable Development	Covered by all other indicators within the Framework.	Covered by all other targets within the Framework.	Covered by all other actions within the Framework.
CP2: Cooperation on Unmet Housing Need for Oxfordshire	Extent of progress of LPP2 or if more appropriate the full or focused partial review of the Local Plan in accordance with CP2 and the Local Development Scheme.	To progress LPP2 or if more appropriate the full or focused partial review of the Local Plan in accordance with CP2 and the Local Development Scheme.	Consider committing further resource to the progression of the relevant DPD.
CP3: Settlement Hierarchy	Covered by indicators for Policies CP4, CP6, CP8, CP15, CP20, CP27, CP28, CP30, CP31, CP32.	Covered by targets for Policies CP4, CP6, CP8, CP15, CP20, CP27, CP28, CP30, CP31, CP32.	Covered by actions for Policies CP4, CP6, CP8, CP15, CP20, CP27, CP28, CP30, CP31, CP32.
CP4 Meeting our Housing Needs	Number of dwellings permitted and completed by Sub-Area and strategic allocation.	To deliver the amount of dwellings planned for in each Sub-Area over the plan period.	Undertake measures set out in CP47.
	Housing Trajectory showing: i. Annual dwelling completions, ii. Annual average no. of additional dwellings required to meet housing targets.	To deliver 20,560 dwellings over the plan period based on 1,028 dwellings per annum.	
	Number of dwellings allocated through Local Plan Part 2 and Neighbourhood Plans.	Neighbourhood Plans and Local Plan Part 2 to cumulatively allocate 1,000 dwellings over the plan period.	
	Amount of land available that contributes to the 5-year housing land supply in both supply areas	To provide a 5-year housing land supply of deliverable sites based on Liverpool methodology for the ring fence supply area and Sedgfield	

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Local Plan Policies	Indicators	Targets	Action
		methodology for rest of district supply area.	
CP5: Housing Supply Ring-Fence	Housing Trajectory showing for the ring fence area and the rest of district area: i. Annual dwelling completions, ii. Annual average no. of additional dwellings required to meet housing targets.	To provide 11,850 dwellings in the ring fence area over the plan period based on 593 dwellings per annum.	Undertake measures set out in CP47.
	Amount of land available that contributes to the 5-year housing land supply in both supply areas.	To provide a 5-year housing land supply of deliverable sites based on Liverpool methodology for the ring fence supply area and Sedgefield methodology for rest of district supply area.	
	Jobs Growth.	To provide for 15,850 jobs in the ring fence area over the plan period.	
CP6: Meeting Business and Employment Needs	Quantum of land permitted and completed for employment by strategic site and allocation.	To deliver 218 hectares of employment land over the plan period.	Liaise with Economic Development Team and stakeholders to establish challenges around delivery of employment. Investigate appropriate mechanisms to accelerate delivery e.g. LDO or additional land.
	Jobs Growth.	To provide for 23,000 jobs over the plan period.	
	Business Counts.	Increase in Businesses.	

Local Plan Policies	Indicators	Targets	Action
CP7: Providing Supporting Infrastructure and Services	Progress of essential strategic infrastructure items.	To deliver strategic infrastructure items in accordance with the timeframes identified within the Infrastructure Delivery Plan.	Liaise with infrastructure providers and other stakeholders to establish challenges around delivery. Investigate appropriate mechanisms to accelerate delivery e.g. funding. Review and update Infrastructure Delivery Plan.
	Progress of other strategic infrastructure items.		
	Funding and monies received and spent.	To progress the funding and expenditure of monies including S106 and CIL received in a timely manner to support new development as set out in the plan.	
CP8: Spatial Strategy for Abingdon-on-Thames and Oxford Fringe Sub-Area	Number of dwellings permitted and completed by location and strategic allocation.	To permit and deliver the amount of dwellings planned for the Sub-Area.	Undertake measures set out in CP47.
	Quantum of land and uses permitted for employment at strategic sites and allocations.	To permit and deliver 3.20 net hectares of employment land as planned for the Sub-Area.	
CP9: Harcourt Hill Campus	Progress of masterplan for Harcourt Hill Campus Site.	To agree a masterplan for Harcourt Hill Campus site which guides any subsequent planning application.	Liaise with stakeholders to establish challenges around developing a masterplan. Consider prioritising resource to progress masterplan.
CP10: Abbey Shopping Centre and the Charter, Abingdon-on-Thames	Status and type of planning permissions granted at Abbey Shopping Centre and the Charter Area.	To permit and deliver planning permissions that provide a redevelopment scheme for the Abbey Shopping Centre and Charter Area that accords with the policy.	Liaise with stakeholders to establish challenges around delivery of A1 uses. Investigate mechanisms to accelerate A1 uses.

Local Plan Policies	Indicators	Targets	Action
CP11: Botley Central Area	Status and type of planning permissions granted at Botley Central Area.	To permit and deliver planning permissions that provide a redevelopment scheme for the Botley Central Area that accords with the policy.	Liaise with stakeholders to establish challenges around delivery of A1 uses as part of a wider scheme. Consider whether Botley Centre SPD requires reviewing and/or updating.
CP12: Safeguarding of Land for Strategic Highway Improvements within the Abingdon-on-Thames and Oxford Fringe Sub-Area	Status and type of planning permissions on land safeguarded.	To ensure all relevant planning permissions are only granted in accordance with the policy.	Liaise with County to review permissions granted and impact on the delivery of the scheme/s.
CP13: The Oxford Green Belt	Status and type of planning permissions granted within the Green Belt.	To ensure all relevant planning permissions are only granted in accordance with the policy.	Review permissions granted and consider appropriate action.
CP14: Upper Thames Reservoir	Status and type of planning permissions granted on land safeguarded.	To ensure all planning permissions are only granted in accordance with the policy.	Liaise with Thames Water to review permissions granted and impact on the delivery of the reservoir.
CP15: Spatial Strategy for South East Sub-Area	Number of dwellings permitted and completed by location and strategic allocations.	To permit and deliver the amount of dwellings planned for the Sub Area.	Undertake measures set out in CP47.
	Quantum of land and uses permitted for employment at strategic sites and allocations.	To permit and deliver 208 net hectares of employment land as planned for the Sub-Area.	
CP16: Didcot A Power Station	Status, type and amount of land permitted at Didcot A.	To permit and deliver planning permissions that provide a mixed use development including 29 hectares for employment uses.	Liaise with stakeholders to establish challenges around delivery.

Local Plan Policies	Indicators	Targets	Action
	Status and use of planning permissions on land safeguarded for the Science Bridge and A4130 re-routing.	To ensure all planning permissions are only granted in accordance with the policy.	Covered by action for CP18.
CP17: Delivery of Strategic Highway Improvements within the South-East Vale Sub-Area	Progress of the infrastructure as identified within the Infrastructure Delivery Plan.	To deliver infrastructure items in accordance with the timeframes identified within the Infrastructure Delivery Plan.	Liaise with County and other stakeholders to establish challenges around delivery. Investigate appropriate mechanisms to accelerate delivery of transport schemes. Review and update Infrastructure Delivery Plan.
	Funding and monies received and disbursed.	To progress the funding and expenditure of monies including S106 and CIL monies received in a timely manner to support delivery of infrastructure items set out in the policy.	
CP18: Safeguarding of land for Transport Schemes in the South East Vale Sub-Area	Status and use of planning permissions on land safeguarded.	To ensure all planning permissions are only granted in accordance with the policy.	Liaise with County to review permissions granted and impact on the delivery of the scheme/s.
CP19: Re-opening of Grove Railway Station	Progress of the re-opening of Grove Railway Station.	To maintain commitment to progress re-opening of the Railway Station.	Liaise with County and other stakeholders to progress delivery.
	Status and use of planning permissions on land safeguarded.	To ensure all planning permissions are only granted in accordance with the policy.	
CP20: Spatial Strategy for Western Vale Sub-Area	Number of dwellings permitted and completed by location and strategic allocations.	To permit and deliver the amount of dwellings planned for the Sub Area.	Undertake measures set out in CP47.
	Quantum of land and uses permitted for employment at strategic sites and allocations.	To permit and deliver 7.38 net hectares of employment land as planned for the Sub Area.	

Local Plan Policies	Indicators	Targets	Action
CP21: Safeguarding of Land for Strategic Highway Improvements within the Western Vale Sub-Area	Status and use of planning permissions on land safeguarded.	To ensure all planning permissions are only granted in accordance with the policy.	Liase with County to review permissions granted and impact on the delivery of the scheme/s.
CP22: Housing Mix	Average housing mix of planning permissions ¹ .	To ensure the cumulative delivery of planning permissions for housing developments provides a housing mix that accords with the SHMA.	Liase with Housing Team to review and consider delivery of housing mix. Consider undertaking a revised assessment of housing mix.
CP23: Housing Density	Average density of housing planning permissions ² .	To ensure the cumulative delivery of planning permissions for housing developments provides an average density that accords with the policy.	Liase with Development Management and Urban Design to review and consider delivery of housing density.
CP24: Affordable Housing	Percentage of affordable housing provided on sites of more than 3 dwellings or larger than 0.1ha.	To ensure all planning permissions for housing sites of eleven or more dwellings or sites larger than 0.1 ha to provide 35% affordable housing or in accordance with the policy.	Liase with Housing Team to review and accelerate delivery of affordable housing.
	Tenure split.	To provide for around a 75:25 split between rented and intermediate housing tenures of affordable housing.	
CP25: Rural Exception Sites	Status of permissions granted for rural exceptions sites.	To ensure all planning permissions are granted in accordance with the	Liase with Housing Team to review the need and accelerate

¹ Illustrate data by sub area

² Illustrate data by sub area

		Policy.	delivery of schemes.
CP26: Accommodating Current and Future Needs of the Ageing Population	Amount and type of housing designed for older people permitted as part of strategic allocations and within the district.	To increase the delivery of housing designed for older people and ensure all planning permissions are granted in accordance with the policy.	Liaise with Housing Team to review the need and accelerate delivery of housing for the ageing population.
CP27: Meeting the Housing Needs of Gypsies, Travellers and Travelling Show People	Net additional pitches and sites for gypsy and travellers.	To deliver 13 gypsy and traveller pitches (net) over the plan period.	Liaise with the gypsy and travelling community to establish challenges around providing and delivering additional pitches.
	Five year supply of pitches.	To maintain a five year supply of pitches³.	
CP28: New Employment Development on Unallocated Sites	Status and type of permissions granted for B uses on unallocated sites.	To ensure all planning permissions are granted in accordance with the policy.	Liaise with stakeholders to establish challenges around delivery. Investigate appropriate mechanisms to accelerate delivery e.g. additional land.
CP29: Change of Use of Existing Employment Land and Premises.	Quantum of land permitted and completed for employment by strategic site.	To ensure all planning permissions are granted in accordance with the policy.	Liaise with stakeholders to establish challenges around delivery. Investigate appropriate mechanisms to accelerate delivery e.g. LDO or additional land.
	Status and use of permissions for the change of use of existing employment sites (that are not strategic) for non-employment uses granted.	To ensure all planning permissions are granted in accordance with the policy.	
CP30: Further and Higher Education	Progress of further and higher education facilities.	To ensure delivery of further and higher education in accordance with the Infrastructure Delivery Plan.	Liaise with County and stakeholders to review and accelerate delivery through appropriate mechanisms.

³ As of April 2016, the five year supply target is approximately 3.25 pitches.

CP31: Development to Support the Visitor Economy	Status and type of permissions granted for visitor economic developments.	To deliver a net increase in development for visitor economy over the plan period in accordance with the policy.	Liaise with Economic Development and Leisure Teams to review the need and aspiration for visitor economy.
CP32: Retailing and Other Town Centre Uses	Status, type and amount of floorspace granted for retail by location.	To deliver a net increase in retail development over the plan period in accordance with the policy.	Liaise with stakeholders to establish challenges around delivery. Investigate appropriate mechanisms to accelerate delivery e.g. allocate land.
	Number of permissions granted for retail developments over 1,000m² (Abingdon-on-Thames and Wantage) and 500m² (elsewhere in the District) accompanied by a Retail Impact Assessment.	To ensure all planning permissions granted for retail development over 1,000m² or 500m² in appropriate locations to be accompanied by a comprehensive Retail Impact Assessment.	
CP33: Promoting Sustainable Transport and Accessibility	Average journey times⁴.	To ensure journey times do not significantly⁵ increase based on trend analysis.	Liaise with County on delivery of transport schemes to mitigate increases in congestion, and promote sustainable transport measures.
	Monitoring of Travel Plans for developments over 80 dwellings.	To ensure developments meet sustainable travel targets in Travel Plans.	
	Progress of transport schemes.	To help progress of transport schemes in a timely manner to support delivery of new development in accordance with the Infrastructure Delivery Plan.	

⁴ On those areas that are monitored by the Highways Authority.

⁵ Assessed on an individual area basis.

	To monitor designated Air Quality Management Areas.	To ensure development supports improvements to air quality and meets the AQMA's standards.	
	Number of road accident casualties⁶	To ensure development supports improvements to road safety.	
CP34: A34 Strategy	Progress of a Route Based Strategy for the A34.	To progress the Route Based Strategy for the A34 in a timely manner, in association with the Oxford to Cambridge Infrastructure Review.	<p>Liaise with County and Highways England over challenges of delivering the strategy and framework. Consider prioritising resource to accelerate progress.</p> <p>Further mitigation measures should be implemented if the monitoring indicates an effect on the SAC. Such mitigation measures will need to be identified and demonstrably effective.</p>
	Progress of air quality monitoring framework for the A34.	<p>To help progress, in a timely manner, the Air Quality Monitoring Framework associated with the A34.</p> <p>No significant deterioration in NOX concentration or nitrogen deposition rate compared to baseline. If a deterioration occurs that exceeds 1 % of the critical level (0.3 micrograms/ cubic metre) or critical load (0.2 kgn/ha/yr) investigative action should be taken.</p> <p>No significant deleterious change in SAC vegetation within the A34 corridor that lies within 200 m of the roadside and is attributable to a</p>	

⁶ On a County-wide basis

		parallel deterioration in air quality. If such a deterioration occurs remedial action should be taken. No significant change within the Oxford Meadows SAC along the A34 (at, at least three chosen locations).	
CP35: Promoting Public Transport, Cycling and Walking	Level of cycle movements⁷.	To increase the proportion of journeys undertaken by cycling locally.	Liaise with County on delivery of cycle schemes, and funding secured for sustainable transport measures.
	New cycle schemes.	To help facilitate the delivery of new cycle schemes.	
	Bus patronage⁸.	To increase the proportion of journeys undertaken by buses locally.	
	Funding secured for sustainable transport schemes.	To help secure funding to deliver sustainable transport schemes in accordance with the Infrastructure Delivery Plan.	
	Monitoring of Travel Plans for developments over 80 dwellings.	To ensure developments meet sustainable travel targets identified in Travel Plans.	
	Number of permissions granted for major development supported by a Transport Assessment and Travel Plan.	To ensure all planning permissions granted for major development to be accompanied by a Transport Assessment and Travel Plan.	
CP36: Electronic	Compliance with Building Regulations.	To ensure delivery of dwellings is in	Enforcement of Regulations.

⁷ On those routes that are monitored by the Highways Authority

⁸ On a County-wide basis

Communications		compliance with Building Regulations.	
CP37: Design and Local Distinctiveness	Number of planning permissions granted contrary to urban design officers' advice.	To ensure all relevant planning permissions are granted in accordance with the policy.	Liaise with Urban Design Team to establish challenges of delivering urban design principles.
CP38: Design Strategies for Strategic and Major Development Sites	Number of planning permissions granted for major development contrary to urban design officers' advice.	To ensure all major planning permissions are granted in accordance with the policy.	Liaise with Urban Design Team and Development Management to establish challenges of delivering urban design principles and/or to review why masterplans and/or design and access statements are not being submitted.
	Number of permissions granted for major development supported by an appropriate masterplan and design and access statement.	To ensure all major development is accompanied by a masterplan and design and access statement.	
CP39: The Historic Environment	Number of planning permissions granted contrary to technical advice.	To ensure all planning permissions are granted in accordance with the policy.	Liaise with Conservation Team and Historic England to establish challenges of conserving and/or enhancing the historic environment. Prioritise resource/commitment to progressing Conservation Area Character Appraisals and, if required, Heritage Partnership Agreements.
	Number of buildings on the 'Heritage at Risk' Register.	To protect all buildings on the 'Heritage at Risk' Register and facilitate their subsequent removal from the Register.	
	Number of new Conservation Area Character Appraisals.	To agree a programme of the review and production of Conservation Area Character Appraisals and deliver that agreed programme.	
	Progress of Heritage Partnership Agreements.	To ensure the completion of Heritage Partnership Agreements where appropriate for any listed building on an 'at risk' register.	
CP40: Sustainable Design and Construction	Number of permissions granted that incorporate climate change adaptation measures.	To ensure all planning permissions are granted in accordance with the policy.	Liaise with Development Management and Thames Water to review the challenges of

	Number of permissions granted that achieve the water use below 110 litres/person/day.	To ensure all planning permissions achieve a water use of 110 litres/person/day.	delivering sustainable design and construction measures and water usage target. Consider additional policies as part of Local Plan Part 2.
CP41: Renewable Energy	Status and type of permission granted for renewable energy.	To deliver schemes for renewable energy in accordance with the policy, thereby contributing to the UK's renewable energy target.	Review challenges around delivery of schemes.
CP42: Flood Risk	Number and detail of permissions granted contrary to Environment Agency advice on flooding.	To ensure all planning permissions are granted in accordance with the policy.	Liaise with Environment Agency and Development Management to review justification for permitted developments.
CP43: Natural Resources	Percentage of household waste sent for re-use, recycling or composting.	To take the opportunities presented by new development to deliver a percentage increase of household waste sent for re-use, recycling or composting.	Liaise with Environmental Health Team, Environment Agency and Development Management to review challenges around delivery of the different criterion of this policy. Consider additional policies as part of Local Plan Part 2.
	Number of planning permissions granted contrary to Environment Agency advice on water quality grounds.	To ensure all planning permissions are granted in accordance with the policy.	
	To monitor designated Air Quality Management Areas.	To ensure all development supports improvements to air quality and meets the AQMA's standards.	
	Number of permissions granted contrary to technical advice on contaminated land.	To ensure all planning permissions are granted in accordance with the policy.	

	Amount and detail of permissions granted on PDL⁹.	To ensure the delivery of development schemes helps to maximise the reuse of PDL¹⁰.	
	The amount of the best and most versatile agricultural land permissions are granted for other uses.	To ensure no loss of the best and most versatile agricultural land unless in accordance with the policy.	
CP44: Landscape	Number of permissions granted contrary to technical advice.	To ensure all planning permissions are only granted in accordance with the policy¹¹.	Liaise with the Landscape Team and Development Management to establish challenges around the delivery of the policy.
	Status and type of permissions granted in the AONB.		
CP45: Green Infrastructure	Permissions granted and completions for change in Green Infrastructure.	To deliver a net gain in green infrastructure.	Liaise with the Countryside Officer, Landscape Team and Development Management to establish challenges around the delivery of the policy. Consider reviewing and updating Audit.
	Funding and monies received and spent for Green Infrastructure.	To progress funding and expenditure monies, including CIL and S106 monies, in a timely manner to support delivery of green infrastructure projects set out in the Green Infrastructure Strategy or as otherwise agreed.	

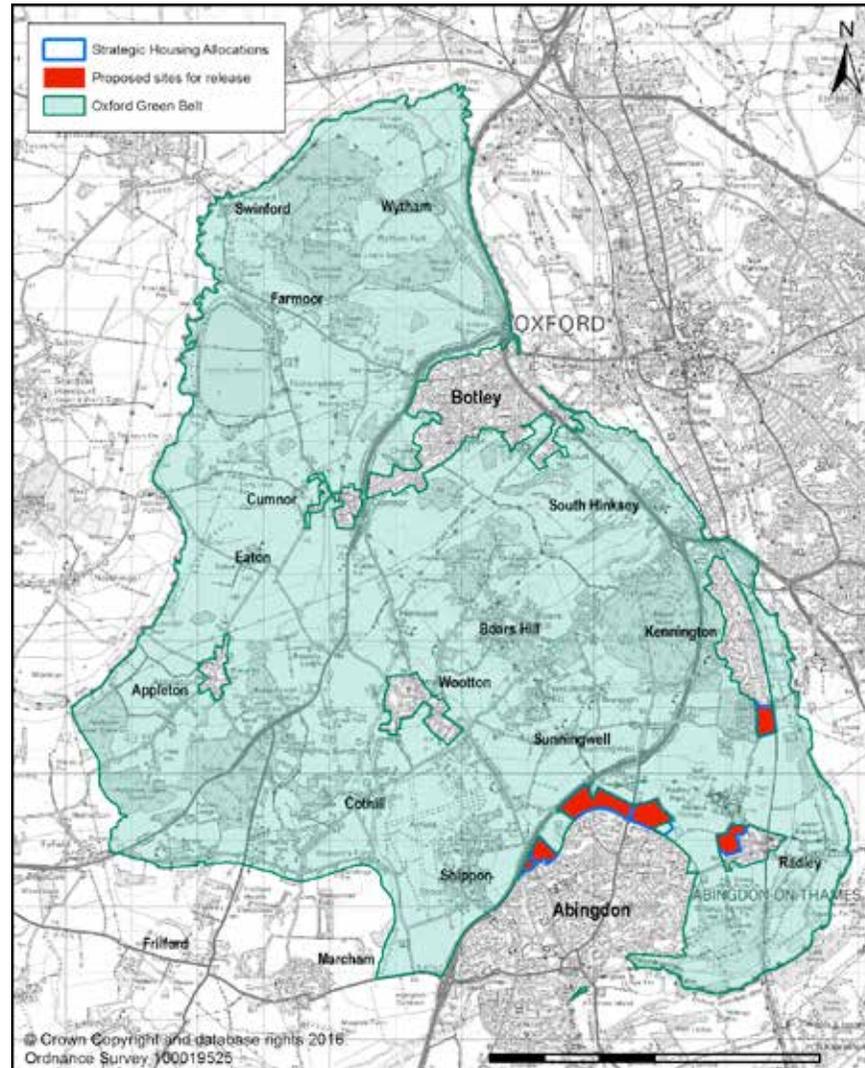
⁹ Consider use of the Brownfield Register as an indicator and target (if and when adopted).

¹⁰ Consider use of the Brownfield Register as an indicator and target (if and when adopted).

¹¹ Using technical advice to inform whether the target is being met including from the AONB Board, in line with EU Convention and District Council technical advice.

CP46: Conservation and Improvement of Biodiversity	Change in biodiversity area and/or sites.	To deliver a net gain in biodiversity area.	Liaise with the Countryside Officer, Landscape Team and Development Management to establish challenges around the delivery of the policy.
	Number of permissions granted contrary to consultee advice on impact on Special Areas of Conservation.	To ensure all planning permissions are granted in accordance with the policy.	

Appendix I: Proposed alterations to the Oxford Green Belt



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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/gi/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 whereupon 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</p>

Term	Explanation
	<p>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 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.

Term	Explanation
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	<p>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.</p> <p>For more information on the North Wessex Downs Area of Outstanding Natural Beauty Management Plan please visit: 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 is 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: http://www.betterbroadbandoxfordshire.org.uk/cms/</p>

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Term	Explanation
Building Research Establishment Environment Assessment Method (BREEAM)	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.
Carbon Compliance	The overall onsite contribution to zero carbon.
Climate Change Adaptation and Mitigation	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. Climate change mitigation: Action to reduce the impact of human activity on the climate system, primarily through reducing greenhouse gas emissions.
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 is desirable to preserve or

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Term	Explanation
	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. 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 Parks and Gardens, 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.

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Term	Explanation
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)	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. For more information please visit: www.whitehorsedc.gov.uk/evidence
Employment Site	A designation that has defined boundaries and is used to safeguard areas in the district for employment uses (both existing and proposed) including a mix of B1, B2 and B8 use classes. Other uses may be permitted provided that they are ancillary to the main employment uses.
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.

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Term	Explanation
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.
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</p>

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Term	Explanation
	boundaries accordingly, in agreement with the Environment Agency.
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 Adopted Policies 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.
Grove Northern Link Road (GNLR)	GNLR – local road required to access development at Grove Airfield, to be located on Monks 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

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Term	Explanation
	Monuments, Conservation Areas, Registered 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.
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	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,

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Term	Explanation
Framework (LDF)	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 the long-term Spatial Vision and strategic policies that guide growth in the district.
Local Plan Part 2 (LPP2)	This document sets out policies and locations for housing for the Vale's proportion of Oxford's housing need unable to be met within the city boundaries. This document will also contain policies for the part of Didcot Garden Town that lies within the Vale of White Horse district and detailed development management policies to complement Local Plan 2031 Part 1. It will replace the Saved Policies of the Local Plan 2011, and may allocate additional development sites for housing and other uses.
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.

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Term	Explanation
Local Transport Plan (LTP)	For more information please visit: https://www.oxfordshire.gov.uk/cms/public-site/connecting-oxfordshire .
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

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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: https://www.oxford.gov.uk/downloads/download/501/oxfordshire_local_investment_plan
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.oxfordshirelep.org.uk/content/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.

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Term	Explanation
	For more information please visit: https://www.oxfordshire.gov.uk/cms/content/oxfordshire-growth-board
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. 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. Highways England 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.
Section 106 Agreement	A legal agreement under section 106 of the Town and Country Planning Act. They are legal agreements between a planning

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Term	Explanation
	authority and a developer, or undertakings offered unilaterally by a developer, that ensure that certain extra works related to a 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.

Term	Explanation
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.
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 management decisions. 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

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	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.
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.
Science Vale Transport Package	Transport related measures to facilitate growth in Science Vale.
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/5372.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

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Term	Explanation
	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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