



Didcot Garden Town Housing Infrastructure Fund Programme

Planning Statement

Oxfordshire County Council

Project number: 60632497

September 2021

Quality information

<u>Prepared by</u>	<u>Checked by</u>	<u>Verified by</u>	<u>Approved by</u>
LL Graduate Town Planner JB Senior Town Planner	JH Associate Town Planner	AJB Associate Planner	KC Associate Director

Revision History

<u>Revision</u>	<u>Revision date</u>	<u>Details</u>	<u>Authorized</u>	<u>Name</u>	<u>Position</u>
V1	10/08/21	Draft	JH	JH	Associate, Planning
V2	13/09/21	Draft	JH	JH	Associate, Planning
V3	28/09/21	Final	JH	JH	Associate, Planning

Prepared for:

Oxfordshire County Council
County Hall
New Road
Oxford
OX1 1ND

Prepared by:

AECOM Limited
AECOM House
63-77 Victoria Street
St Albans
Hertfordshire AL1 3ER
United Kingdom

T: +44(0)1727 535000
aecom.com

© 2021 AECOM Limited. All Rights Reserved.

This document has been prepared by AECOM Limited (“AECOM”) for sole use of our client (the “Client”) in accordance with generally accepted consultancy principles, the budget for fees and the terms of reference agreed between AECOM and the Client. Any information provided by third parties and referred to herein has not been checked or verified by AECOM, unless otherwise expressly stated in the document. No third party may rely upon this document without the prior and express written agreement of AECOM.

Table of Contents

1.	Introduction.....	2
1.1	Overview	2
1.2	Purpose of this Document	4
1.3	Structure of this Document	4
1.4	Form and Structure of Planning Application	5
1.5	Environmental Impact Assessment.....	6
2.	Background and Need for the Proposed Development	9
2.1	Overview for HIF1	9
2.2	Need for the Proposed Development.....	10
2.3	Options Considered for the Proposed Development.....	13
3.	Application Site and Surroundings.....	15
3.1	Geographic Context.....	15
3.2	Application Site Location and Description.....	15
3.3	Planning and Environmental Designations and Constraints.....	16
4.	The Proposed Development	22
4.1	Introduction	22
4.2	A4130 Widening	22
4.3	Didcot Science Bridge	23
4.4	Didcot to Culham River Crossing.....	23
4.5	Clifton Hampden Bypass	24
4.6	Drainage.....	25
4.7	Green Infrastructure	25
4.8	Lighting.....	26
4.9	Construction Phasing	26
5.	Consultation and Engagement.....	28
5.2	Engagement to Date.....	28
6.	Relevant Planning Policy Context.....	29
6.1	Introduction	29
6.2	Adopted Development Plan	29
6.3	Material Planning Considerations	32
7.	Planning Appraisal	35
7.1	Principle of Development.....	35
7.2	Transport.....	36
7.3	Green Belt	39
7.4	Landscape, Visual Amenity and Trees	43
7.5	Design.....	47
7.6	Sustainable Development/Climate Change	49
7.7	Historic Environment	51
7.8	Biodiversity.....	55
7.9	Water Environment and Flood Risk	57
7.10	Noise and Vibration	58
7.11	Air Quality.....	60
7.12	Minerals and Waste.....	61
7.13	Ground Conditions, Soils and Land Stability.....	62
8.	Planning Balance.....	63
	Appendix A Planning Drawing Register	66

Appendix B Planning History	76
B.1 Planning History (within Red Line Boundary).....	76
Appendix C Indicative Construction Programme	85
Appendix D Planning Policy Table	86

Figures

Figure 1-1: Site Location Plan (extract from drawing, GEN_PD ACM HGN DGT_ZZ_ZZ_ZZDR T 0040 P02).....	3
Figure 2-1: Science Vale Context.....	9
Figure 2-2: Locations of options assessed in Phase 1.....	14
Figure 3-1: North Planning Designations Map.....	17
Figure 3-2: South Planning Designations Map.....	18
Figure 3-3: Flood Risk Map (extract from ES Chapter Figure 14.2).....	20

Tables

Table 1-1: Application documents submitted with this application.....	5
Table B-1 – Relevant Planning History.....	76

1. Introduction

1.1 Overview

1.1.1 Oxfordshire County Council (hereafter referred to as ‘the Applicant’) (OCC) is seeking to obtain planning permission for the successful Didcot Garden Town Housing Infrastructure Fund (HIF1) which was approved by the Government in March 2019.

1.1.2 This planning application seeks permission for the following works (hereafter referred to as the ‘Proposed Development’):

- the dualling of the A4130 carriageway (A4130 Widening) from the Milton Gate Junction eastwards, including the construction of three roundabouts;
- a road bridge over the Great Western Mainline (Didcot Science Bridge) and realignment of the A4130 north east of the proposed road bridge including the relocation of a lagoon;
- construction of a new road between Didcot and Culham (Didcot to Culham River Crossing) including the construction of three roundabouts, a road bridge over the Appleford railway sidings and road bridge over the River Thames;
- construction of a new road between the B4015 and A415 (Clifton Hampden bypass), including the provision of one roundabout and associated junctions; and
- controlled crossings, footways and cycleways, landscaping, lighting, noise barriers and sustainable drainage systems.

At land in the parishes of Milton, Didcot, Harwell, Sutton Courtenay, Appleford-on-Thames, Culham and Clifton Hampden.

1.1.3 The application is submitted to OCC as the determining Local Planning Authority (LPA) under the Town and Country Planning Act 1990 (as amended) and the Town and Country Planning (Development Management Procedure) (England) Order 2015. The application is a Regulation 3 application as defined by the Town and Country Planning General Regulations 1992.

1.1.4 The location of the Proposed Development is shown on the Site Location Plan at Figure 1-1. Additional information can be found on the general arrangement drawings and other drawings which accompany the planning application. Reference should be made to the drawing register for a comprehensive list of drawings, which can be found at Appendix A.

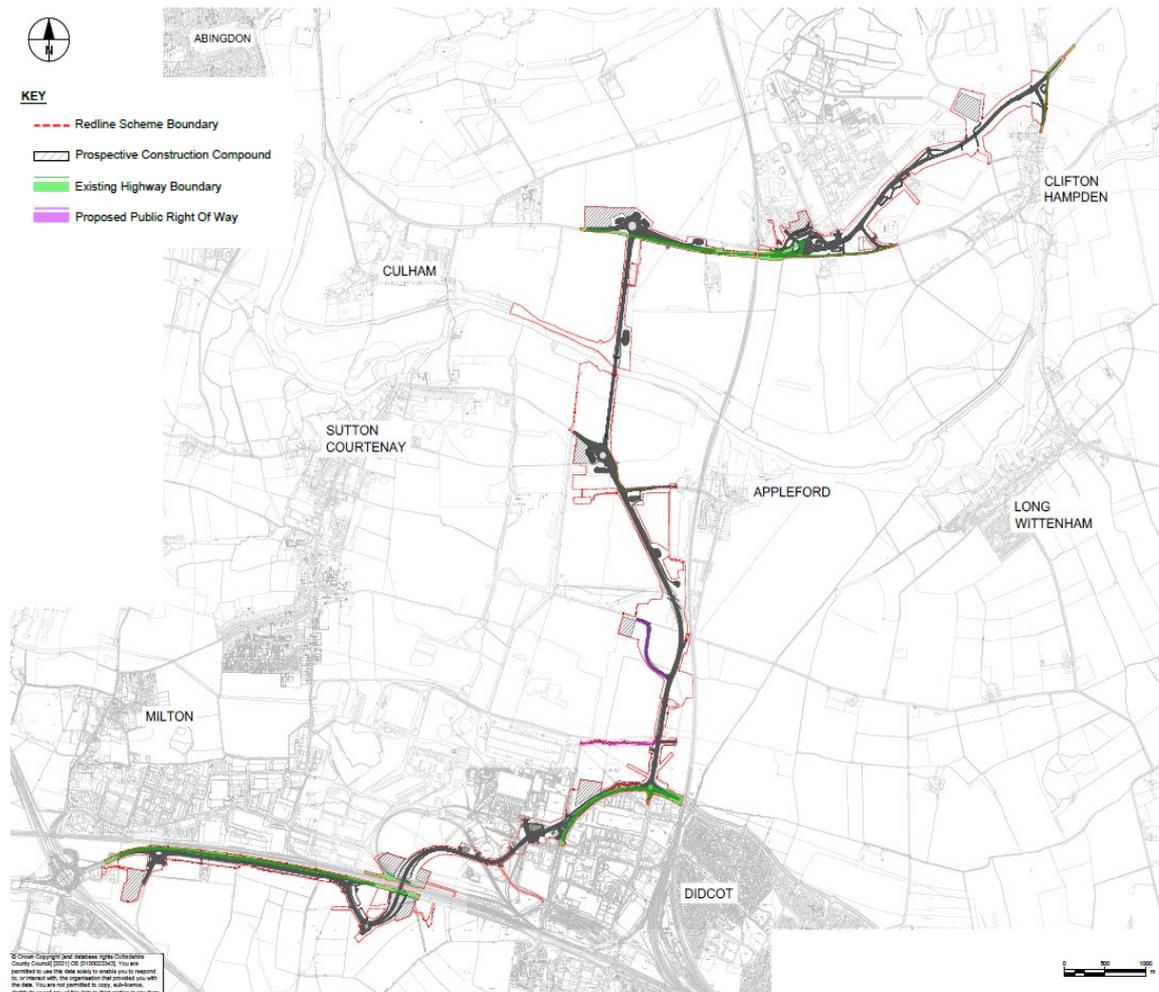


Figure 1-1: Site Location Plan (extract from drawing, GEN_PD ACM HGN DGT_ZZ_ZZ_ZZDR T 0040 P02)

- 1.1.5 Significant housing and employment growth is planned for the Science Vale area in Oxfordshire, which spans both South Oxfordshire and Vale of the White Horse districts, within the county of Oxfordshire. Science Vale is home to a significant proportion of the region’s scientific, research and development, and high technology businesses with the surrounding area recognised nationally by Enterprise Zone status. It is one of the anchors of the Oxfordshire Knowledge Spine, as described in the Oxfordshire Strategic Economic Plan. It has strong ties with Oxford University, one of the world’s leading academic institutions, and contains two of the UK’s leading science research centres at Culham and Harwell. The Science Vale area is expected to deliver 20,000 additional jobs by 2031 while Didcot and the surrounding area will deliver around 15,000 homes up to 2040 in addition to circa 3,300 that have been built out at Great Western Park.
- 1.1.6 In addition, the Oxfordshire Housing Growth Deal (HGD) (announced November 2017) has an aspiration to accelerate and support the delivery of 100,000 new homes by 2031. The HGD assumes the delivery of the HIF1 infrastructure, and to this extent the HGD and HIF1 are interdependent. A number of single dwelling development sites are being refused and upheld by the Planning Inspectorate in the area, so it cannot be envisaged that a further 25,000 could be delivered in SODC up to 2034 without the Proposed Development. Therefore the Proposed Development is considered essential to deliver future growth as identified within the Local Plans for both South Oxfordshire District Council (SODC) and the Vale of White Horse District Council (VoWHDC), and is critical to delivering planning objectives at a national, regional and local level.

- 1.1.7 The Proposed Development is deemed essential for the economic and social prosperity of the Science Vale area designated an Enterprise Zone. Whilst the HIF1 programme is based on future growth, the Proposed Development's infrastructure will also help to minimise current issues resulting from historic housing and employment growth.
- 1.1.8 The preferred alignments for the four schemes have been informed by a multistage optioneering exercise and subsequent public consultation, engineering, traffic modelling, and impact assessment work. The design process is set out in further detail within the accompanying Design and Access Statement (DAS), Options Appraisal Report (OAR) (Appendix 1 of the DAS) as well as within Environmental Statement (ES) Volume 1 Chapter 3 Assessment of Alternatives.
- 1.1.9 The Proposed Development will deliver various key strategies and policies from the SODC Local Plan 2035 (SOLP) (adopted December 2020) and VoWHDC Local Plan 2031 (VoWHLP) Part 1 (adopted December 2016) and Part 2 (October 2019), which are the two districts that cover the Site. It is allocated in the SOLP in Policy TRANS1b: Supporting Strategic Transport Investment, and will contribute towards meeting Policy STRAT1: The Overall Strategy of the SOLP is to focus development in the Science Vale including sustainable growth at Didcot Garden Town and Culham so that the area can play an enhanced role in providing homes, jobs and services with improved transport connectivity. It is safeguarded in Core Policy 18 of the VoWHLP by supporting the delivery of the identified transport schemes as listed in Core Policies 16 and 17 and OCC's current Local Transport Plan, Connecting Oxfordshire (LTP4), under policies SV2.6, SV2.13 and SV2.16 .

1.2 Purpose of this Document

- 1.2.1 This Planning Statement is submitted in support of the HIF1 Planning Application to explain how the Proposed Development satisfies the requirements of national and local planning policies. A summary description of the Proposed Development is provided in Section 4 of this document.
- 1.2.2 It sets out why the Proposed Development should be granted planning permission.

1.3 Structure of this Document

- 1.3.1 This Planning Statement is structured as follows:
1. **Introduction** – This section sets out the purpose of the Planning Statement;
 2. **Background and Need for the Proposed Development** – This section provides a summary of the background and need for the Proposed Development;
 3. **The Application Site and Surroundings** – This section provides a description of the Application Site and its surroundings;
 4. **The Proposed Development** – This section sets out the description of development for which planning permission is sought;
 5. **Consultation and Engagement** – This section provides a summary of the consultation and engagement which has been carried out in advance of the submission of the Planning Application;
 6. **Planning Policy Context** – This section identifies the relevant national and local policy context for the Proposed Development. It outlines those statutory planning policies and material considerations relevant to the Planning Application;
 7. **Planning Appraisal** – This section provides a thematic response of the Proposed Development against the planning context outlined in Section 6; and

8. **Planning Balance** – This section provides a summary, demonstrating that the development proposals accord with development plan policies when read as a whole.

1.4 Form and Structure of Planning Application

- 1.4.1 The planning application is accompanied by the following documents and a list of the drawings submitted with this application is found in Appendix A.

Table 1-1: Application documents submitted with this application

Document Title

Application Form

Cover Letter

Landowner Notices

Design and Access Statement (with Option Assessment Report (OAR) Appended))

Planning Statement

Statement of Community Involvement

Lighting and Electrical Design Report

Transport Assessment

Foul Sewage and Utilities Assessment

Minerals and Waste Safeguarding Preliminary Assessment

Arboriculture Impact Assessment

Outline Landscape and Biodiversity Management Plan

Drainage Strategy Report

Biodiversity Net Gain Assessment

Ground Investigations Report

Environmental Statement Volume I – Main report

Environmental Statement Volume II – Figures

Environmental Statement Volume III - Appendices

Environmental Statement Non-Technical Summary

Badger Survey Report (confidential)

1.5 Environmental Impact Assessment

1.5.1 An Environmental Impact Assessment (EIA) Scoping Report was submitted by AECOM to OCC as the Local Planning Authority (LPA) in April 2020. In response to this, the LPA issued an EIA Scoping Opinion on July 2020 (see ES Volume III Appendix 4.1) It has been agreed that the Environmental Statement (ES) accompanying the application will include the following topics:

- Air Quality;
- Cultural Heritage;
- Landscape and Visual effects;
- Biodiversity;
- Noise and Vibration;
- Geology and Soils;
- Material Assets and Waste;
- Population and Health;
- Road Drainage and the Water Environment;
- Climate;
- Transport; and
- Cumulative effects.

1.5.2 The following topics have been scoped out of the ES as confirmed by the Scoping Opinion (July 2020):

- Heat and radiation (not considered relevant to a highway project).
- Demolition and decommissioning (considered that once constructed the scheme would not be demolished and if it was this would be subject to relevant statutory procedures including consideration of the requirement for EIA).
- Major accidents and disasters (considered as part of the assessments relating to Road Drainage and the Water Environment; Climate (greenhouse gases and climate change resilience)).

1.5.3 The planning application is accompanied by an ES which supports the findings of an EIA. The ES has been prepared in accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 and in accordance with the LPA Scoping Opinion. It comprises:

- Environmental Statement Volume 1: Main Report
 - Chapter 1: Introduction
 - Chapter 2: The Scheme
 - Chapter 3: Assessment of Alternatives
 - Chapter 4: Environmental Assessment Methodology
 - Chapter 5: General Consultation
 - Chapter 6: Air Quality
 - Chapter 7: Cultural Heritage
 - Chapter 8: Landscape and Visual Effects
 - Chapter 9: Biodiversity

- Chapter 10: Noise and Vibration
- Chapter 11: Geology and Soils
- Chapter 12: Material Assets and Waste
- Chapter 13: Population and Human Health
- Chapter 14: Road Drainage and the Water Environment
- Chapter 15: Climate
- Chapter 16: Transport
- Chapter 17: Assessment of Cumulative Effects
- Environmental Statement Volume 2: Figures
 - Chapter 1: Figure 1.1
 - Chapter 2: Figures 2.1-2.6
 - Chapter 6: Figures 6.1-6.4
 - Chapter 8: Figures 8.1-8.96
 - Chapter 9: Figures 9.1-9.2
 - Chapter 10: Figures 10.1-10.6
 - Chapter 11: Figures 11.1-11.3
 - Chapter 13: Figures 13.1-13.2
 - Chapter 14: Figures 14.1-14.9
 - Chapter 17: Figures 17-1-17.2
- Environmental Statement Volume 3: Technical Appendices
 - Appendix 1.1 Statement of Competence
 - Appendix 1.2 Glossary
 - Appendix 3.1 Extract from OCC WebTAG Preliminary Environmental Impact Appraisal Report (2018)
 - Appendix 3.2 Appleford Position Paper
 - Appendix 3.3 Responses to Appleford Position Paper
 - Appendix 4.1 EIA Scoping Report & EIA Scoping Opinion
 - Appendix 4.2 Outline Environmental Management Plan
 - Appendix 6.1 Verification of Air Quality Modelling Output
 - Appendix 6.2 Local Air Quality Assessment Results
 - Appendix 7.1 Gazetteer of Cultural Heritage Assets
 - Appendix 7.2 Cultural Heritage Desk Based Assessment
 - Appendix 8.1 Landscape and Visual Planning Policy
 - Appendix 8.2 LVIA Methodology
 - Appendix 8.3 Published Character Assessments
 - Appendix 8.4 Landscape and Visual Receptors and Sensitivity
 - Appendix 8.5 Landscape Impact Assessment
 - Appendix 8.6 Visual Impact Assessment
 - Appendix 8.7 Cumulative Landscape and Visual Impact Assessment

- Appendix 9.1 Didcot Garden Town HIF1 Scheme: Preliminary Ecological Appraisal (PEA) Report (and Aquatic Ecology Walkover Surveys)
- Appendix 9.2 Didcot Garden Town HIF 1 – Survey Report for Hedgerows and Arable Plants
- Appendix 9.3 Didcot Garden Town HIF 1 – Terrestrial Invertebrate Survey Report
- Appendix 9.4 Didcot Garden Town HIF 1 – Aquatic Ecology Survey Report;
- Appendix 9.5 Didcot Garden Town HIF 1 – Reptile Survey Report
- Appendix 9.6 Didcot Garden Town HIF 1 – Great Crested Newt Report
- Appendix 9.7 Didcot Garden Town HIF 1 – Survey Report for Breeding Birds;
- Appendix 9.8 Didcot Garden Town HIF1 – Wintering Bird Survey Report;
- Appendix 9.9 Didcot Garden Town HIF 1 – Bat Survey Report
- Appendix 9.10 Didcot Garden Town HIF 1 – Dormouse Survey Report
- Appendix 9.11 Didcot Garden Town HIF 1 – Otter and Water Vole Survey Report
- Appendix 10.1 Noise and Vibration Terminology
- Appendix 10.2 Baseline Noise Monitoring
- Appendix 10.3 Construction Noise
- Appendix 10.4 Noise Modelling
- Appendix 10.5 Sensitivity Test Low Noise Surfacing on Sections of the Scheme
- Appendix 11.1 Conceptual Site Model
- Appendix 11.1 DGT HIF 1 Scheme Agricultural Soils Classification Report
- Appendix 12.1 Outline Site Waste Management Plan
- Appendix 12.2 Waste Minimisation Statement
- Appendix 13.1 Agricultural Circumstances
- Appendix 14.1 Flood Risk Assessment
- Appendix 14.2 Preliminary Water Framework Directive Assessment
- Appendix 14.3 Assessment of Routine Road Runoff and Accidental Spillage
- Appendix 14.4 RWE Lagoon Survey Technical Note
- Appendix 14.5 Water Quality Data Tables
- Appendix 16.1 Location of Collisions
- Environmental Statement Non-Technical Summary

2. Background and Need for the Proposed Development

2.1 Overview for HIF1

2.1.1 Didcot is a historic growth area in Oxfordshire, led by the growth and development of Didcot Parkway Railway Station, and continues to rapidly expand whilst quickly becoming a destination in its own right. It was awarded Garden Town status¹ by the Government in December 2015. Didcot and the surrounding area will deliver approximately 15,000 new homes up to 2040 in addition to circa 3,300 that have been built out at Great Western Park.

2.1.2 The local vicinity around Didcot is an important employment area demonstrated by its Enterprise Zones (Science Vale and Didcot Growth Accelerator) status. It forms part of the area known as the Science Vale and is expected to deliver 20,000 additional jobs by 2031. The Science Vale area comprises the towns of Didcot (including Milton Park and Didcot Power Station) and Wantage (& Grove) together with the established research centres at Culham Science Centre and Harwell Science and Innovation Campus together with the area between these. It has been identified as an area which will see growth in innovative and high technology research and development and is vitally important to the local and national economy. The area spans south from Oxford across to Didcot clustered broadly around the A34, Great Western Main Line and Cherwell Valley Line which goes from Oxford to Didcot. The Science Vale area is shown in Figure 2-1.

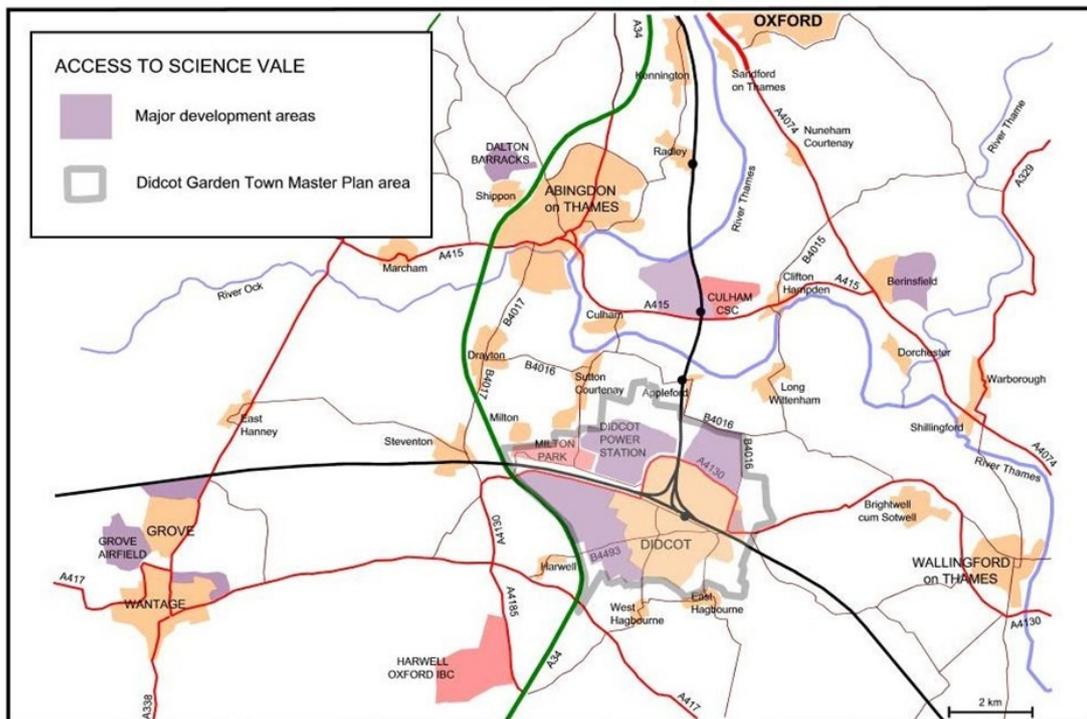


Figure 2-1: Science Vale Context

Source: Access to Science Vale OAR Part 1 (OCC, 2018)

¹ A holistically planned new settlement which enhances the natural environment, tackles climate change and provides high quality housing locally and accessible jobs in beautiful, healthy and sociable communities

- 2.1.3 The Science Vale area spans two districts within Oxfordshire: South Oxfordshire and Vale of White Horse. Each of these districts have their own adopted Local Plan, as follows:
- The SOLP covers the area between southeast Oxford, Didcot and just north of Reading, was adopted in 2020 and outlines the housing need for the district. The District's housing need is 18,600 homes within the plan period (2020 – 2035), as well as assisting Oxford City with its unmet housing need (4,950 homes), leads to the District aiming to deliver 23,550 homes within the plan period.
 - The VoWHLP is divided into two parts: Local Plan 2031 Part 1 Strategic Sites and Policies (adopted December 2016); and Local Plan 2031 Part 2 Detailed Sites and Policies and Additional Sites (adopted October 2019). The Plan covers the area from Didcot westwards, including Wantage and Faringdon. Part 1 outlines that the housing need for the plan period (2016 – 2031) is 20,560 homes, as well as assisting Oxford City with its unmet housing need (2,200 homes), totalling 22,760 homes to be delivered within the plan period.
- 2.1.4 The HIF1 Business Case was submitted in 2019 and identified that Didcot is a key centre of growth for enterprise locally and has been designated as a Garden Town growth area. The Business Case also recognised the existing constraints on the highway network in and around Didcot which are outlined in Section 2.2. The Government announced in March 2019 that OCC was successful in its bid for £218 million for the Didcot Garden Town Housing Infrastructure Fund (HIF), which will directly deliver 11,711 new homes and support the further delivery of around 18,000 new homes.
- 2.1.5 With large urban extensions of the 1990s (Ladygrove) and planned housing and employment growth in the 21st Century, highway infrastructure has failed to keep pace. Additionally, the location of employment centres on historic and relatively remote military bases (Harwell Science and Innovation Campus, Culham Science Centre, and Milton Park), compounds congestion in and around the town. If left unresolved, these issues could pose significant barriers to the growth and prosperity of the region.
- 2.1.6 To tackle the various issues impacting Didcot and Science Vale, the LTP4, SOLP and VoWHLP have set out a number of policies safeguarding the land to which this application relates for highways improvements.
- 2.1.7 LTP4 policy SV2.6 seeks to deliver the Didcot Science Bridge and widening of the A4130, policy SV2.13 seeks to improve access to the Culham Science Centre, policy SV2.16 seeks to deliver the Didcot to Culham river crossing and policies SV2.6, 2.21 and 2.22 seek to upgrade and provide a strategic cycle network that encourages the use of sustainable transport.
- 2.1.8 Policy TRANS3 in the SOLP seeks to safeguard this land to support the delivery of the Didcot Garden Town HIF1 schemes and ensure the provision of significant infrastructure improvements.
- 2.1.9 The VoWHLP recognises the importance of addressing congestion around the Science Vale. Core Policy 18 seeks to ensure the safeguarding of land to support the delivery of a new Thames River Crossing between Culham and Didcot. These safeguarded areas are shown on Figure 3-1 and 3-2.

2.2 Need for the Proposed Development

Current and Future Context

- 2.2.1 The existing highways network in Didcot suffers from a number of constraints and issues (including congestion, lack of access and declining air quality) that are impacting accessibility throughout the area. The constraints not only impact the private motor car,

but also more sustainable transport modes including walking, cycling, and public transport. This lack of connectivity is reflected in census data taken from 2011 which shows that walking and cycle modal shares for Oxford are 19.3% and 18.7% respectively while bus use is 17.4%. Railway lines and the River Thames creates severance to effective movement and barriers to connectivity between homes, jobs and amenities. Severe congestion is evident on the A4130, on the existing river crossings between Didcot and Culham/Clifton Hampden and within Clifton Hampden. This has led to OCC, as local highway authority (LHA), objecting to the applications of single dwellings on grounds of highway safety, convenience and sustainability. These objections have led to LPA refusals which have been upheld at appeal by the Planning Inspectorate. Additionally, a Local Plan strategic allocation for 200 new homes has also been refused planning permission on similar grounds. It is evident that the constrained highway network has already adversely affected growth in the area.

- 2.2.2 In addition to this, active travel infrastructure provision is fragmented and discontinuous throughout the area. No clear cycle paths are provided from Didcot to Harwell or Culham, whilst there is a distinct lack of cycle facilities in and around Wantage and Grove. The existing route between Didcot and the Culham Science Centre is along National Cycle Network (NCN) route 5 via Long Wittenham to Clifton Hampden and along the A415 Abingdon Road. However, part of the route is not lit and is therefore unattractive to pedestrians and cyclists when it is dark due to feeling unsafe. In addition, there is not a continuous provision of footpaths for pedestrians to complete this route without walking on the carriageway. Further information regarding Non-Motorised User provision is provided in the Transport Assessment.
- 2.2.3 The lack of river crossing options and constrained capacity on existing routes, railway crossing capacity, and connections to the A34 have the potential to become serious enough that they may make proposed developments less attractive, exacerbate existing traffic-related issues and lead to more traffic congestion. This may then disrupt local aspirations to use this growth as the catalyst to transform Didcot into a more coherent and cohesive Garden Town community. In addition, it is imperative to encourage use of sustainable travel throughout the Science Vale to reduce health impacts, improve air quality and address climate change.
- 2.2.4 Other issues include high levels of deprivation, which exist in the west and south east of Didcot, in comparison to the north and south which have the lowest levels of deprivation. The Proposed Development will be crucial to levelling out this disparity through improved transport provision.
- 2.2.5 In addition, both districts have high levels of employment, where the professional, scientific and technical activities being the largest employment sector, indicating the importance of the Science Vale to local employment opportunities. Therefore, the Proposed Development along with other infrastructure schemes are required to ensure accessibility and connectivity across the Science Vale and provide agglomeration benefits.
- 2.2.6 Considerable growth both in housing and employment in the Science Vale and Didcot over the past 30 years has led to significant traffic growth. This growth is expected to continue, and as part of the successful HIF1 bid, thirteen housing sites (those sites were reduced to 12 through the bidding process), equating to 831.9ha of development, have been identified. These developments will also generate the need for new schools, along with utility infrastructure and health and care services. Substantial future growth will worsen the current traffic congestion and access problems due to limited capacity of the A4130 and the river crossings.
- 2.2.7 Whilst there have been a number of transport upgrades in the surrounding area such as the construction of the Northern Perimeter Road (Stages 1-2), Milton Heights Link Road (Stages 1-2), Manor Bridge and Milton Interchange, these are not sufficient to address

all of the current transport issues as standalone improvements. The development of future housing and employment allocations is likely to add to the growing pressure on the infrastructure network. This highlights the need for the Proposed Development in conjunction with the above transport upgrades, which all form part of Oxfordshire's Local Transport Plan 4 (LTP4) 'Overall Strategy' which includes a series of infrastructure improvements throughout the County.

Benefits and Outcomes of the Proposed Development

Analysis of the challenges to date has demonstrated the need for interventions to ensure that the area has transport provisions suitable for the intended increase in housing and employment, and to address the following issues and opportunities:

- **Local and regional economy:** The historic road network in Didcot and the surrounding areas is not currently fit for purpose, this will be exacerbated by planned growth. There is congestion at key points, including where new and planned developments will access the road network. The Proposed Development will unlock and support the delivery of circa 18,000 new homes in the area including affordable homes;
- **Local traffic issues:** Didcot is a centre for distribution meaning there are more Heavy Goods Vehicles (HGVs) on the transport network than in other areas, adding to congestion and delay. There is also a need to plan now for all forms of travel, including modes that are only just starting to be tested (e.g. autonomous vehicles). Transport connectivity is poor in the area with limited links making it difficult to travel between existing/ planned housing and employment sites;
- **Environment:** To uphold its "Garden Town" status, developments within Didcot should positively protect and enhance the natural, built and historic environment; including making effective use of land including using brownfield sites, helping to improve biodiversity, using natural resources prudently, providing green infrastructure, addressing climate change and minimising waste and pollution; and
- **People and local communities:** There have been increasing traffic impacts in Didcot and the surrounding villages and their historic cores due to congestion, noise and air quality. The location of railway lines create physical barriers between some housing and employment sites, including areas proposed for new development because of limited crossings, which are already reaching capacity. The River Thames is also a barrier with limited bridge crossings and their limited capacity. The Proposed Development will facilitate new movements across the Science Vale area. The Proposed Development will provide direct, safe and convenient walking and cycling infrastructure across its full length and opens up opportunities for new and improved bus routes.

2.2.8 The objectives of the Proposed Development have been defined as part of previous work detailed in Access to Science Vale OAR Part 1, OAR Part 2 and the successful HIF bid and have been agreed by a district working group. The objectives of the Proposed Development are to:

- **Reduce congestion and provide capacity** on the arterial routes within Didcot;
- **Enable modal shift** across the Science Vale;
- **Improve accessibility** across the River Thames and the Great Western Main Line in Didcot;
- **Improve resilience** of the transport network, including safety enhancements, which will respond to future uncertainties and opportunities;
- Enable **sustainable growth** within the Science Vale; and
- Ensure the Science Vale remains a **world-leading research location**.

2.2.9 By meeting these objectives, the Proposed Development will provide the following benefits for Didcot, surrounding villages, and Science Vale:

- Unlocking the delivery of homes in the Didcot Garden Town area including affordable homes;
- Encouraging modal change and improving safety for all road users;
- Provide additional highway capacity for development; and
- Improve existing journey times and reduce congestion and associated noise and air quality issues.

2.3 Options Considered for the Proposed Development

2.3.1 A detailed optioneering and appraisal process was undertaken for the Proposed Development and is discussed within the DAS as well as the OAR which is appended to the DAS. A short summary of the process followed is set out below.

2.3.2 The assessment framework was developed in accordance with the DfT's Transport Appraisal Process (2014), Early Assessment Sifting Tool (EAST) Guidance (2017) and the HM Treasury Green Book (2020).

2.3.3 The options have been derived based on the assessment of current and future travel patterns, development, growth, challenges and professional judgement based on experience within Oxfordshire and elsewhere. This also includes previous and current proposals from local authorities and stakeholders.

2.3.4 A four-phase appraisal process was undertaken as part of the optioneering:

- **Phase 1** – development log of long list of multimodal options and initial sifting. Options assessed against the scheme objectives, affordability, deliverability, acceptability and feasibility.
- **Phase 2** – takes the shortlisted options from Phase 1 and assesses the options based on the five-case model approach for transport Business Cases and a framework broadly based on the Early Assessment and Sifting Tool (EAST).
- **Phase 3** – considers the better performing options from Phase 2 and further develops design, location, size and scale alternatives for these options.
- **Phase 4** – assesses the identified design, location, size and scale alternatives with regard to land take, safety, cost and other criteria to identify a likely preferred solution for each aspect of the Proposed Development.

2.3.5 As the phases were completed chronologically, evidence gathered during the earlier phase were fed into the next phase, enriching the appraisal with specific modelling of options.

2.3.6 In total 16 options were assessed in Phase 1 as shown on Figure 2-2 .

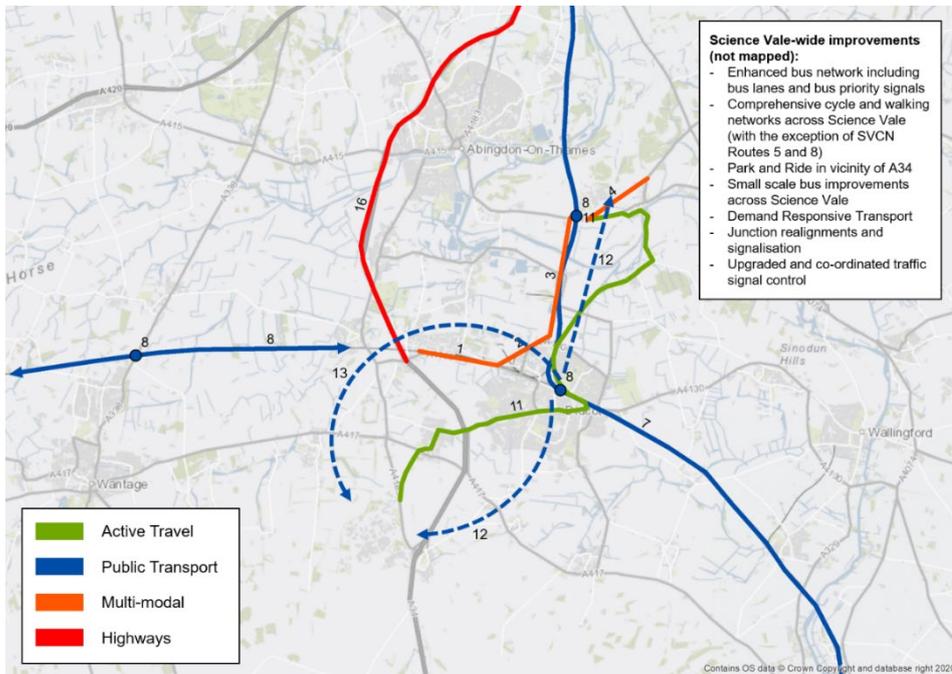


Figure 2-2: Locations of options assessed in Phase 1

2.3.7 The Phase 1: Initial Sift revealed four options that would highly contribute to achieve the level of growth aspired in the Science Vale. Due to their high score, the following options were taken forward to Phase 2 for a more detailed appraisal:

- Option 1: A4130 Widening;
- Option 2: Didcot Science Bridge;
- Option 3: Didcot to Culham River Crossing; and
- Option 4: Clifton Hampden Bypass.

2.3.8 As a result of the Phase 1 sift, public transport improvements such as an enhanced bus network, rail networks and stations were found to not be suitable due to the amount of land take required, complexity and costs, and the implications and dependencies on the whole transport system within Didcot and the Science Vale. In addition, junction realignments and signalisations were found to have poor feasibility and deliverability, along with extremely high costs.

2.3.9 In Phase 2, the four options were further assessed in order to draw out their weaknesses and strengths, to understand the nuances of each option.

2.3.10 Phases 3 and 4 considered design, location, size and scale alternatives to the four preferred options as identified above considering the variants within each of the four key options to further refine and develop the option design to ensure the benefits were maximised and the negatives minimised.

2.3.11 Overall, the appraisal identified the following four preferred options for the Proposed Development:

- **A4130 Widening:** Dualling, with a Single carriageway between roundabouts;
- **Didcot Science Bridge:** located at the western extent of the decommissioned Didcot A power station;
- **Didcot to Culham River Crossing:** New Western Alignment; and
- **Clifton Hampden Bypass:** Northern Bypass – T-junction at eastern end.

3. Application Site and Surroundings

3.1 Geographic Context

- 3.1.1 Science Vale is the name given to an area of southern Oxfordshire centred on the settlements of Didcot and Wantage & Grove, the Milton Park Business Park, Didcot Power Station and the established research areas of Culham Science Centre and Harwell Science and Innovation Campus. Beyond these settlements the Science Vale area is mostly characterised by small villages within the wide, mostly flat valley of the River Thames. The Science Vale area is split between the VoWHDC and SODC.
- 3.1.2 South Oxfordshire is one of the five districts which make up the county of Oxfordshire. The area spans from southeast Oxford towards Reading. Its southern boundary is mostly marked by the River Thames near Pangbourne and Reading. The VoWH directly borders SODC to the west and extends to the border with Wiltshire. The northern boundary follows the River Thames.
- 3.1.3 Didcot is located almost directly south of Oxford and is home to just over 25,000 people (as per the 2011 Census). The major road in the area is the A34 Trunk Road which passes in a generally north-south direction connecting the M40 and M4 via Oxford. The A34 has all movement junctions at Chilton, Milton and Marcham and a limited movement junction at Lodge Hill (Abingdon)².
- 3.1.4 Didcot is a major railway hub for the Great Western Main Line, providing access to London Paddington, Oxford, Bath, Bristol and South Wales. The railway station is located to the north west of the town. The Main Line route runs parallel to the alignment of the A4130/B4493/Station Road. Didcot Parkway is a common interchange station as it sits at the junction between the Great Western Main Line and the connecting line to Oxford (Cherwell Valley Line). There are more minor stations at Appleford, Culham and Radley.

3.2 Application Site Location and Description

- 3.2.1 Figure 1-1 identifies the extent of the Site. This covers four individual zones which combined make up the Application Site. Combined they equate to approximately 155ha.
- 3.2.2 The Site is located within the administrative boundaries of VoWHDC, SODC and OCC.
- 3.2.3 The Site is linear and comprises a corridor between the A34 Milton Interchange and B4015 at Clifton Hampden, with a crossing of the River Thames west of Appleford-on-Thames. The site covers part of the A4130 east of the A34 Milton Interchange, it then passes between Didcot and the former Didcot A Power Station and heads north where it crosses the River Thames to the west of Appleford-on-Thames before joining the A415 west of Culham Station. From the A415, the Proposed Development passes to the south of Culham Science Centre to connect with the B4105 north of Clifton Hampden.
- 3.2.4 The area lies within the wider Thames Valley and the river provides a barrier within the Science Vale separating Culham Science Centre from the rest of the Science Vale area.
- 3.2.5 Further details regarding the application site and context can be found within the DAS.

² Proposals for converting Lodge Hill into an all movements junction have recently received funding approval.

3.3 Planning and Environmental Designations and Constraints

Planning Designations

Green Belt Classification

- 3.3.1 The Oxford Green Belt covers the area between Oxford and Abingdon and also includes all the land on the left bank of the River Thames between Abingdon and Shillingford.
- 3.3.2 Part of the Proposed Development will pass through Green Belt to the north of the River Crossing section, and at the Clifton Hampden Bypass section.

Safeguarded Highways Land

- 3.3.3 Land has been safeguarded for strategic transport schemes in both the VoWHL (Core Policy 18) and SOLP (Policy TRANS3). The land is identified on Figures 3-1 and 3-2 and is safeguarded to support the delivery of identified transport schemes which include the Clifton Hampden Bypass, Didcot Science Bridge, A4130 Corridor improvements and a new river crossing between Culham and Didcot.

Neighbourhood Plan Designations

- 3.3.4 There are two neighbourhood plan areas designated within the vicinity of the Application Site – Sutton Courtenay and Burcot and Clifton Hampden. These areas are both subject to draft neighbourhood plan documents. The locations of these neighbourhood areas is identified on Figures 3-1 and 3-2.

Minerals and Waste Safeguarded Areas

- 3.3.5 The majority of the Site does not fall into any designated areas for the safeguarding of minerals except to the northeast of Didcot Power Station A heading towards Appleford and Culham Science Centre. The link road connecting from the north of Didcot towards Culham Science Centre passing Appleford would travel through Mineral Consultation Areas and Strategic Resource Area 5 (Thames and Lower Thames Valley – Standlake to Yarnton Sharp Sand and Gravel). Therefore, Policy M8 of the Oxfordshire Minerals and Waste Local Plan Part 1: Core Strategy for the safeguarding of minerals applies. It is also noted that the Proposed Development would pass over Appleford Sidings which is a safeguarded rail depot as designated under policy M9 of the Oxfordshire Minerals and Waste Local Plan Part 1.
- 3.3.6 There are also four waste management facilities within the surrounding area of the Site which need to be safeguarded. These are: Hill Farm, Sutton Courtenay, Appleford Sidings and Culham No. 1.

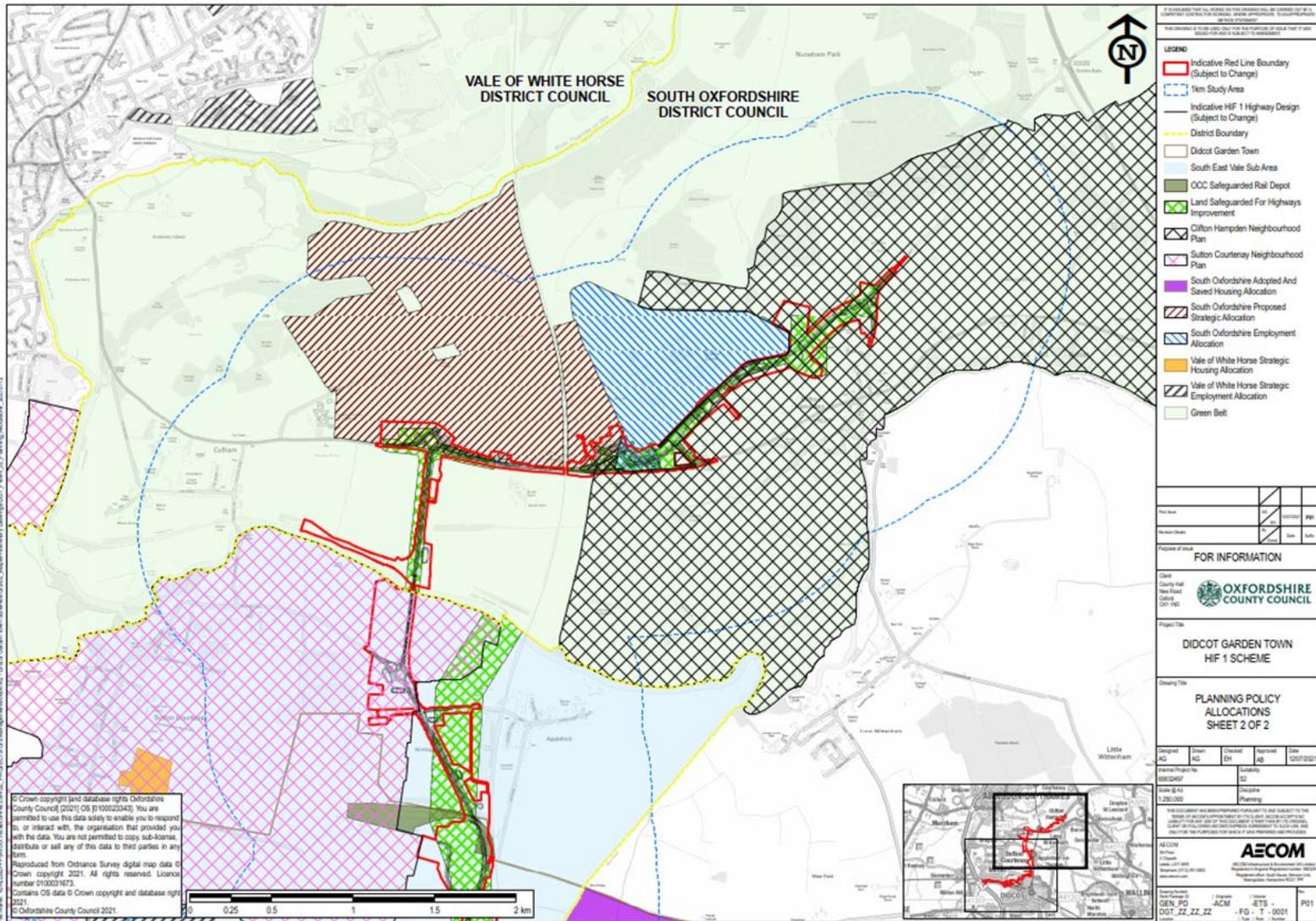


Figure 3-1: North Planning Designations Map

Environmental Designations

Landscape Designations

- 3.3.7 The Site is located within National Character Area 108 Upper Thames Clay Vales, described as a broad area of open and gently undulating lowland farmland.
- 3.3.8 The Site is not subject to any statutory landscape designations however the North Wessex Downs Area of Outstanding Natural Beauty (AONB), is approximately 2km from the nearest point.
- 3.3.9 The North Wessex Downs AONB includes most of the land south of the A417 but also includes a tongue of land lying between Didcot and Wallingford. It is a visibly ancient landscape of great beauty, diversity and size and includes a number of habitats. These can be seen in more detail in Figures 8.8-8.14 of ES Volume II.

Ecology Designations

- 3.3.10 Statutory sites that are designated for nature conservation were identified through a review of the Multi-Agency Geographic Information for the Countryside (MAGIC) website within the study area. There are two internationally designated sites and four nationally designated sites within 10km and one nationally designated site within 2km of the Site boundary:
- Culham Brake Site of Special Scientific Interest (SSSI) which is approximately 1.4km north of the nearest part of the Proposed Development, which is the Didcot to Culham River Crossing section.
 - Little Wittenham Special Area of Conservation (SAC), SSSI which is approximately 4.4km to the east of the Didcot to Culham River Crossing.
 - Cothill Fen SAC, SSSI which is approximately 6.95km north west of the Didcot to Culham River Crossing.
 - Barrow Farm Fen SSSI which is approximately 5.34km north west of the Didcot to Culham River Crossing.
 - Dry Sandford Pit SSSI which is approximately 6.35km north west of the Didcot to Culham River Crossing.
- 3.3.11 Eight non-statutory sites designated for nature conservation were identified within 2km of the Site boundary. These sites have been designated as Local Wildlife Sites (LWS) for their biodiversity value at a county level and are known to have supporting value to a wide variety of protected and ecologically important species and/ or habitats.
- 3.3.12 Two non-statutory sites designated for nature conservation and relevant to freshwater ecology were identified within 5km of the Site boundary. These sites have been designated as Local Wildlife Sites (LWS) for their biodiversity value at a county level and are known to support ecologically important species and/ or habitats. Further details can be found on Figures 9.1 and 9.2 of the ES Volume II.

Flood Risk

- 3.3.13 The Site is located within the River Thames catchment and the Proposed Development includes a crossing over the River Thames as well as multiple crossings over Moor Ditch, Stert Brook, Cow Brook, Meadow Brook and the Clifton Hampden Brook. As a result, parts of the Site are located within both Flood Zone 2 and Flood Zone 3 as shown in Figure 3-3.

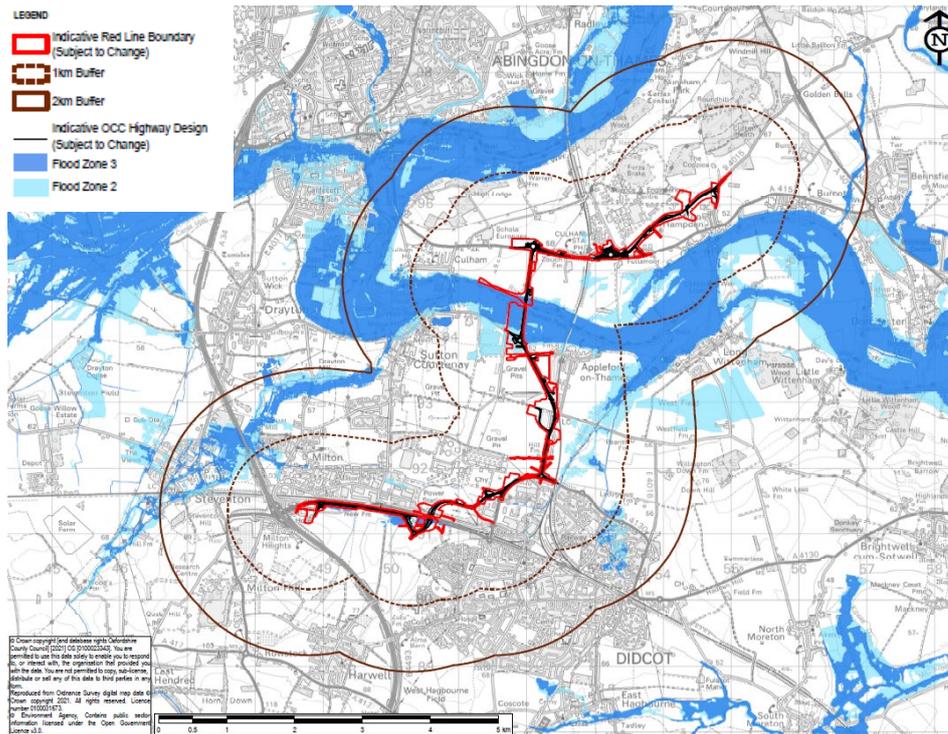


Figure 3-3: Flood Risk Map (extract from ES Chapter Figure 14.2)

Heritage

- 3.3.14 There are no designated heritage assets within the Site. An assessment of heritage assets has been undertaken within a specific study area, which comprises the footprint of the Proposed Development and extends to 1km surrounding the Site for designated and non-designated cultural heritage resources in order to assess the potential effects of the Proposed Development on the assets and their setting. The results of this are outlined in the ES Volume I Chapter 7 Cultural Heritage. This chapter outlines that there are a total of 232 previously recorded heritage assets within the study area in addition to 10 archaeological investigations. Further detail can be found in ES Chapter 7 and Appendix 7.2 (Cultural Heritage Desk-Based Assessment).
- 3.3.15 Part of the Grade I Registered Nuneham Courtenay landscaped park and pleasure ground lies within the study area. There are also six conservation areas within the study area, at Milton, Sutton Courtenay, Culham, Clifton Hampden and Nuneham Courtenay.
- 3.3.16 In total there are 92 listed buildings within the study area, including one Grade I and six Grade II* listed buildings. Listed Buildings within the area are generally clustered within the settlement areas such as Milton, Sutton Courtenay, Appleford, Culham and Clifton Hampden and within parkland at Nuneham Courtenay. There are also a small number of assets located outside these areas, generally associated with the Great Western Railway such as the Grade II listed Railway Transfer Shed and Engine Shed North of Didcot railway station, and the Grade II* listed Culham Station, Ticket Office and Waiting Room and its associated Grade II listed Overbridge and Thame Lane Bridge east of Culham. The majority of the other Grade I and II* listed buildings are located in Milton and Clifton Hampden. Milton contains the Grade I listed Milton Manor Cottage and Milton Manor House, and the Grade II* listed Church of St Blaise, 42a and 42b High Street . Clifton Hampden contains the Grade II* listed Clifton Hampden Bridge, Church of Michael and All Angels High Street.

Public Rights of Way (PRoW)

- 3.3.17 There are a total of 31 PRoW routes which are made up of 65 PRoW sections within the Site and surrounding area as can be seen in Figure 13.1 of the ES Volume II. These include 45 footpaths, 10 bridleways, eight byways with restricted traffic and two byways open to all traffic.

Relevant Planning History

- 3.3.18 A planning history search was undertaken for the Site using the planning search function on the OCC, SODC and VoWHDC websites. A table of the relevant planning history within the site is set out in Appendix B. The search found that there are 39 planning applications within the site area which have either been approved or are awaiting decision. These include full planning applications, screening and scoping opinions.
- 3.3.19 Nine of these applications relate to minerals extraction at Bridge Farm Quarry, and eight relate to landfill and waste at Appleford Sidings, demonstrating the use of the area at the Didcot to Culham River Crossing for minerals extraction and landfill and waste development.
- 3.3.20 There are three key applications for proposed schemes that will interact and connect with the Proposed Development, which include the Valley Park Development, Former Didcot A Power Station and Culham Science Village.
- 3.3.21 The Valley Park Development under planning reference no. P14/V2873/O, as it is referred to is subject to an outline planning application for a residential development of up to 4,254 dwellings, mixed use local centres, schools, sports, community and leisure facilities, open space and associated infrastructure and works, located on land immediately south of the existing A4130. It is also allocated in VoWHLP under Core Policy 15: Spatial Strategy for South East Vale Sub-Area. The application has a resolution to grant planning permission subject to a Section 106 agreement.
- 3.3.22 Eight applications have been submitted in relation to land at the former Didcot A Power Station. The most recent application is a hybrid application (Ref. P21/S0274/FUL and P21/V0167/FUL) seeking full planning permission for the erection of an M2 Data Centre building and associated development, and outline planning permission for the erection of another M2 Data Centre Building and associated development. The application recently secured planning permission. Other applications that are under consideration at this site include a reserved matters application, relating to an outline planning permission for a mixed-use development of up to 400 dwellings, 110,000 of class B2/B8 units, 25,000m² of Class B1 units, 13,000m² Class A1 units and associated development under reference number P19/S4426/RM and P19/V3173/RM. Both of the applications mentioned are cross local authority boundary applications which is why there are two reference numbers relating to them; one for SO Local Authority and one for VoWH Local Authority.
- 3.3.23 In addition, in November 2017 an EIA Scoping Opinion request in support of an outline planning application for a residential led mixed-use development at Culham Science Village was submitted, under planning reference no. P17/S3719/SCO. This follows the strategic allocation of 3,500 new homes at this location within the SOLP under Policy STRAT9: Land Adjacent to Culham Science Centre.

Subject to approval by the Local Planning Authorities, these key applications will likely have a major impact on transport movements throughout Didcot and Science Vale, further supporting the need for the Proposed Development. Section 4 outlines how the Proposed Development has been designed to positively interface with these surrounding emerging developments.

4. The Proposed Development

4.1 Introduction

- 4.1.1 The Proposed Development is divided into four separate but interdependent highway schemes which are dealt with in turn below. Further details of the design can be found within the DAS submitted with this planning application.
- 4.1.2 The four schemes include: i) the A4130 Widening; ii) Didcot Science Bridge; iii) Didcot to Culham River Crossing; and iv) Clifton Hampden Bypass. An overview of these along with the associated drainage, landscape and lighting works is set out below.

4.2 A4130 Widening

- 4.2.1 The A4130 Widening proposed layout is shown on General Arrangement drawings GEN_PD-ACM-GEN-DGT_ZZ_ZZ_ZZ-DR-T-0001 to GEN_PD-ACM-GEN-DGT_ZZ_ZZ_ZZ-DR-T-0003.
- 4.2.2 The existing A4130 is the main access to Didcot from the strategic road network at the A34. It is dual carriageway which extends eastbound from the Milton Interchange reducing to single carriageway at the Milton Gate junction.
- 4.2.3 A new, at grade, four-arm roundabout (Backhill roundabout) will be created approximately 200m to the east of the Milton Gate junction. This will include two lanes on its circulatory carriageway. The two mainline A4130 entry and exits will have two lanes. Two arms will be provided on the southern part of this roundabout, and these will provide access to planned developments on land to the south-west and south-east of the roundabout. Single lane entry and exits will be provided on these arms.
- 4.2.4 East of the new Backhill roundabout the A4130 will be dualled to two lanes in each direction. Most of the existing single carriageway, adjacent grass verges, ditches, hedgerows, and trees will be retained. The existing single carriageway becoming the eastbound carriageway of the new dualled road. A new two-lane carriageway will be constructed south of the existing carriageway and will form the westbound carriageway of the new road. The highways infrastructure in this location will be approximately 35m wide but may vary where the width of existing ditch varies, this has been taken into account through the use of limits of deviation.
- 4.2.5 Further east, an access into the land subject to planning permission (Valley Park Ref: P14/V2873/O, VoWHDC) will be included. This will be a signalised junction, with a dedicated right turn lane included on the eastbound carriageway and a dedicated left turn included on the westbound carriageway. The existing ditch and hedgerow south of the existing carriageway will be removed in the vicinity of this junction, to provide a safe layout including for the required visibility. The access will have a single exit lane, and two approach lanes providing separate left turn and right turn lanes onto the new dualled A4130. Two bus lay-bys will be provided in this location, one east of the junction on the eastbound carriageway, and one to the west of the junction, on the westbound carriageway. A second roundabout (old A4130 roundabout) will be created. This will be an at grade, three-arm roundabout with two lanes on its circulatory carriageway. It will provide access to the current alignment of the A4130 towards Didcot, and to a single carriageway which will connect with a third roundabout, the Didcot Science Bridge roundabout, to the south-east. All three arms will be marked as two-lane entries, the eastern and south-eastern arms flaring from a single lane approach. The western arm will be marked as a two-lane exit, while the other two arms will provide only a single lane exit. To the east of this roundabout, two bus stops will be created in the main traffic lanes, on the alignment of the existing A4130.

- 4.2.6 The eastern link road section between the proposed 'old A4130 roundabout' and the Didcot Science Bridge roundabout is a single carriageway. The Proposed Development will be approximately 20.3m wide in this location, including NMU provision. Fencing and embankments will extend beyond.
- 4.2.7 The Didcot Science Bridge roundabout will be an at grade, three-arm roundabout, that will provide access between the A4130 and the Didcot Science Bridge, and to the planned development at Valley Park. All approaches will be single lanes flaring to two entry lanes, while all exits will provide only single lanes.
- 4.2.8 The A4130 will be subject to a reduced speed limit of 40mph from the junction with the roundabout at the A34 Milton interchange continuing along the dual and retained single carriageway sections. This reflects the future urban nature of this modified road, with the proposed development along the road and planned walking and cycling facilities.

4.3 Didcot Science Bridge

- 4.3.1 The Didcot Science Bridge proposed layout is shown on General Arrangement drawings GEN_PD-ACM-GEN-DGT_ZZ_ZZ_ZZ-DR-T-0004 to GEN_PD-ACM-GEN-DGT_ZZ_ZZ_ZZ-DR-T-0006.
- 4.3.2 The Didcot Science Bridge will consist of a single carriageway passing over the A4130, the Great Western mainline railway and Milton Road landing in the former Didcot A Power Station site. The bridge will be approximately 14.9m in width, including NMU provisions.
- 4.3.3 This single carriageway road will continue as the Didcot Science Bridge Link Road, extending through the allocated development areas of the former Didcot A Power Station site. This part of the Proposed Development will be approximately 18.3m in width, including NMU provision. The NMU provision shall be continued into the Didcot to Culham River Crossing scheme. The link road ties-in with A4130 Northern Perimeter Road, north of the Hawksworth Roundabout. The northern arm of Hawksworth Roundabout (A4130 Northern Perimeter Road) connects to the link road, forming a new ghost junction with a right turn pocket provided on the new link road into the old A4130 Northern Perimeter alignment, leading to Hawksworth Roundabout. Throughout the scheme extents, there are multiple side-roads which will provide direct access points into adjacent land located to the north and south of the Proposed Development. Side roads that lie within the Clowes development shall be provided by Clowes, all other side roads shall be provided by OCC.

4.4 Didcot to Culham River Crossing

- 4.4.1 The layout of the Didcot to Culham River Crossing is shown on General Arrangement drawings GEN_PD-ACM-GEN-DGT_ZZ_ZZ_ZZ-DR-T-0007 to GEN_PD-ACM-GEN-DGT_ZZ_ZZ_ZZ-DR-T-0015.
- 4.4.2 The existing, at grade, four-arm roundabout (Collett roundabout) will be enlarged. It will include two lanes on its circulatory carriageway, currently there is one. All approaches to the roundabout will flare out to two lanes; all exits off the roundabout will merge from two lanes into one lane. Two bus stops will be included to the east of the roundabout, on both carriageways. The alignment continues north, along the current alignment of an access road to several private residential properties, with two offline bus stops provided opposite one another on either side of the carriageway.
- 4.4.3 Further north, the Proposed Development will continue as a single carriageway with two accesses; one to land located to the east of the Proposed Development and one to land located west of the Proposed Development, both serving the proposed Didcot Technology Park (D-Tech) site. The D-Tech site will not be constructed in advance of the

HIF1 Scheme therefore access to J James Pallets and Wood Recycling will be maintained, thereby ensuring that the business is able to operate during the construction of the Proposed Development. There will also be private accesses to Hartwright House and Hill Farm House. The Proposed Development will be approximately 20.3m in width, including NMU provision and verges, but this will increase where bus stops and ghost island right turn lanes are provided (for example, to enable access to Hanson and FCC operations).

- 4.4.4 The Proposed Development is aligned between three ponds, located to the east and west. Small sections of two of the ponds will be infilled. At this location, to the west of the main carriageway a priority T junction and an access road will be constructed to replace the existing Portway Road access road further north. The priority junction will include a ghost island right turn lane for traffic travelling from the north. The minor arm will incorporate a widened exit so that traffic turning left to the north can filter past vehicles waiting to turn right. The severed section of the Portway Road will be retained as an access for maintenance and operational purposes.
- 4.4.5 Further north, the Proposed Development will cross Appleford railway sidings, a private railway siding for the Hanson aggregate operations and FCC Landfill Site. The Proposed Development will remain as a single carriageway and will continue through an area of historic restored landfill (known as the 90-acre field). There will be a priority junction on the B4016 to the north and west of Appleford including a dedicated ghost island right turn lane for traffic travelling north. Further north, two bus stops located opposite each other will be provided offline from the mainline of the Proposed Development. The proposed Sutton Courtenay roundabout will be an at grade, three-arm roundabout with two lanes on its circulatory carriageway. Two lanes will be included on all exits, these will merge to one lane once off the roundabout. This roundabout will provide access to the crossing over the River Thames and maintain links between Appleford and Sutton Courtenay and the surrounding areas.
- 4.4.6 Extending north from Sutton Courtenay roundabout, a 336m viaduct is provided to cross the River Thames floodplain with a 155m bridge over the River Thames. The bridge over the River Thames will comprise two 45-metre side spans and a 65-metre main span. The River Thames is navigable at this location so the bridge height about water level has been designed to accommodate river traffic. The crossing over the River Thames will be a single carriageway, approximately 16.9m in width including the NMU provisions.
- 4.4.7 To the north of the River Thames crossing, private accesses will be created to a farm property located to the east of the alignment. Where the new link road interfaces with the A415 Abingdon Road a new four-arm at grade roundabout is constructed to the north of the existing road alignment. This connects the A415 Abingdon Road, the new road and a new stub to the north for future development access.
- 4.4.8 The A415 Abingdon Roundabout has two lanes on its southern circulatory carriageway and three on its northern side. This will ensure three lanes are provided at the A415 eastbound access onto the roundabout. Two-lane approaches will be included on all other entries, except for the A415 westbound, which will also include a segregated left turn lane. To the east of the roundabout, the A415 will return to a single carriageway.

4.5 Clifton Hampden Bypass

- 4.5.1 The Clifton Hampden Bypass proposed layout is shown on General Arrangement drawings GEN_PD-ACM-GEN-DGT_ZZ_ZZ_ZZ-DR-T-0016 to GEN_PD-ACM-GEN-DGT_ZZ_ZZ_ZZ-DR-T-0019.
- 4.5.2 The Clifton Hampden Bypass will re-route traffic on the A415 around the village of Clifton Hampden, which currently experiences a large amount of through traffic as people travel between the A415 to A4074.

- 4.5.3 The existing A415 will be realigned south of the Culham Science Centre (CSC) and a bypass will be created. The proposed works also include the construction of a large four-arm roundabout at the western end of the Proposed Development, providing access to the SODC Local Plan allocated housing site, a railway station and LEDA owned farmland / businesses north of CSC coming off the northern arm, and CSC on the northeast arm. Station Road will be realigned and will join with a new entrance to the industrial properties (Culham No.1 site) located north west of the roundabout. An existing access road into the CSC will be terminated and converted into a footway and cycleway. The other exit from the roundabout into the CSC will provide two access points to CSC (main gate and perimeter road). The bypass will be aligned in a south-west to north-east direction and will be a single carriageway, approximately 11.3m in width including segregation strip and hard strip, but this will increase in some cases for example, where dedicated ghost island right turn lanes are provided. There will be a dedicated, ghost island, right turn lane that will connect with a new single carriageway, which will connect with the current alignment of the A415. This will provide access to the village of Clifton Hampden.
- 4.5.4 Two bus stops are proposed on the bypass, outside Culham Science Centre, to link public transport to this employment centre. The westbound bus stop will be in a lay-by, while the eastbound bus stop will be on-carriageway. A second pair of bus stops are proposed near the B4015 connection junction, as a provision for future use by local bus companies to connect with Clifton Hampden Village. The westbound bus stop will be in a lay-by, while the eastbound bus stop will be on-carriageway. Both sets of bus stops will be equipped with a bus shelter and Sheffield stands.

4.6 Drainage

- 4.6.1 A hierarchical approach to the drainage strategy has been considered for the Proposed Development with the application of controlled discharges to the nearest watercourses across the Site. The design aims to minimise the effects on water quality, changes to watercourses and ditch alignments and any required land take within areas identified as being risk of flooding.
- 4.6.2 It is proposed that Sustainable Drainage Systems (SuDS) will be used for each drainage catchment within the Proposed Development to treat and attenuate the surface water runoff prior to discharge.
- 4.6.3 The surface water runoff from the impermeable area will be treated adequately to remove the pollutants and ensure there is no detrimental impact on receiving watercourses.
- 4.6.4 For further details please refer to the DAS and the Drainage Strategy.

4.7 Green Infrastructure

- 4.7.1 The landscape design for the Proposed Development has been designed as far as possible to avoid or reduce the effects on biodiversity and it includes the creation of new landscaping features and habitat.
- 4.7.2 The aim is to integrate the Proposed Development into the existing landscape and minimise the impact of disturbance. There are a range of planting elements and types specifically chosen to replicate those elements lost and including those prevalent in the existing landscape.
- 4.7.3 Most of the established trees and woodland blocks around the Site will be unaffected by the Proposed Development. However, there are trees within the Proposed Development footprint which are not able to be retained but will be replaced with native species (either the same as the tree that has been removed or another suitable native species).

- 4.7.4 For further details please refer to the DAS, the Outline Landscape and Biodiversity Management Plan and drawings GEN_PD-ACM-ELS-GEN_ZZ_ZZ_ZZ-DR-LV-0001 to GEN_PD-ACM-ELS-GEN_ZZ_ZZ_ZZ-DR-LV-0019 (also referred to as ES Figures 8.72a to 8.72s).

4.8 Lighting

- 4.8.1 Details of the lighting design can be found on drawings GEN_PD-ACM-HLG-DGT_LTG_ZZ_ZZ-DR-T-1301 to GEN_PD-ACM-HLG-DGT_LTG_ZZ_ZZ-DR-T-1319 and discussed within the Lighting Design Report as well as the DAS.
- 4.8.2 The lighting design incorporates lighting of the cycle path routes along the majority of sections of the Proposed Development as they are anticipated to be key commuter routes. In other areas of the Proposed Development lighting has been limited where possible to focus on pedestrian crossings or key junctions, minimising light spill and impacts on ecology.
- 4.8.3 The proposed lighting will consist of lighting columns with new LED luminaires located at the back of paths where possible. Columns have been positioned either in an opposite arrangement where the highway is wider or in a staggered arrangement to provide the optimum light distribution. Columns have been positioned at the back of the path where possible to minimise obstructions for NMU users.
- 4.8.4 The lighting equipment follows design guidance provided by OCC and is in line with the required specifications³ where possible with the exception of where ecological receptors have been identified and require alternative proposals to limit impacts.

4.9 Construction Phasing

- 4.9.1 The method and programme for construction will be determined by the Principal Contractor undertaking the works however an indicative programme has been prepared and is included within Appendix D. The construction of the Proposed Development is anticipated to commence in 2023, subject to securing planning permission, land acquisition and the Compulsory Purchase Order (CPO). It is anticipated that the Proposed Development would become operational in 2025.
- 4.9.2 The indicative construction phasing of the Proposed Development is shown on drawings GEN_PD-ACM-PLS-DGT_ZZ_ZZ_ZZ-DR-T-0001 to GEN_PD-ACM-PLS-DGT_ZZ_ZZ_ZZ-DR-T-0019.
- 4.9.3 The construction of the Proposed Development will use typical construction techniques associated with major infrastructure projects. Earthworks, including cuttings and embankments will be required to construct the new junctions and link road. Embankments will be constructed using site-won materials where possible.
- 4.9.4 A detailed Construction Traffic Management Plan (CTMP) will be prepared and implemented by the Principal Contractor to identify the strategy for controlling / minimising traffic related impacts of the construction. The CTMP will define measures to be used by the Principal Contractor to reduce the impacts from construction traffic, this will be required for each phase of the construction. Appropriate access routes to site compounds for people, plant and material will be evaluated and designated by the Principal Contractor, in consultation with OCC as the relevant highway authority, to ensure that movements are restricted to appropriate routes to minimise local disruption.

³ OCC standard detail HSD 1300 – 007 & 1300 – 021

- 4.9.5 An Outline Environmental Management Plan (OEMP) is contained at Appendix 4.2 of the ES and a Construction Environmental Management Plan (CEMP) will be developed by the Principal Contractor before construction commences.

5. Consultation and Engagement

- 5.1.1 This section provides a summary of the consultation and engagement that has informed the planning application during the pre-application stage. The details of the consultation and engagement undertaken can be found in the Statement of Community Involvement (SCI).
- 5.1.2 Early engagement has been carried out throughout all stages of the Proposed Development in accordance with both national and local planning policies.
- 5.1.3 The approach to consultation has followed the guidance set out in the OCC Statement of Community Involvement (June 2020). A number of methods were used to maximise participation from relevant stakeholders and local community. However due to the COVID-19 pandemic, some activities had to be replanned in order to adhere to national guidance.

5.2 Engagement to Date

- 5.2.1 There have been a number of engagement activities including the following:
- Public consultation events – the first held in 2018 via an online consultation and supplemented with two public exhibitions in November 2018 within Didcot attended by approximately 300 people. A second consultation ran in March and April 2020 for 6 weeks which comprised of a virtual exhibition and virtual stakeholder briefings. Respondents were asked to provide comments on the Proposed Development.
 - A Walking, Cycling and Horse-Riding Assessment & Review – including of a questionnaire sent to 24 stakeholders representing 14 different organisations.
 - Targeted Consultation – this included engagement with elected members and parish councils in person, online as well as on site. In addition, responses were made to Appleford's position paper in March 2021. Online briefings were also held with key groups in 2021 to provide update on the project and highlight any changes made as a result of the consultation. The key groups included:
 - Harwell Campus Bicycle Users Group (HarBUG);
 - Culham Science Centre Bicycle Users Group (CulBUG);
 - Oxfordshire Cycling Network (OCN);
 - Oxfordshire Transport and Access Group (OXTRAG); and
 - British Horse Society.
 - An EIA Scoping Opinion request submitted in April 2020.
 - Website – in spring 2021 a new dedicated project webpage was launched on the OCC website to provide stakeholders with an update on the design and progress of the planning application.

6. Relevant Planning Policy Context

6.1 Introduction

- 6.1.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that development proposals shall be determined in accordance with the adopted Development Plan unless material considerations indicate otherwise.
- 6.1.2 This section of the Planning Statement outlines a summary of the context relevant for the determination of this planning application.

6.2 Adopted Development Plan

- 6.2.1 The adopted Development Plan for the Proposed Development comprises:
- The SODC SOLP 2035;
 - The VoWHDC VoWHLP 2031; and
 - OCC Minerals and Waste Core Strategy (OMWCS).
- 6.2.2 The SOLP was adopted in December 2020 and sets out the future development in South Oxfordshire up to 2035. It forms part of the development plan for the district and identifies locations for housing, retail and employment land as well as the infrastructure required to support this growth.
- 6.2.3 The VoWHLP is divided into two parts, including the Local Plan 2031 Part 1 which was adopted in December 2016, and the Local Plan 2031 Part 2 which was adopted in October 2019. The Local Plan Part 1 sets out the spatial strategy and strategic policies for the district to deliver sustainable development. The Local Plan Part 2 complements the Part 1 Local Plan and sets out policies and locations for housing for the Vale's proportion of Oxford's housing need up to 2031, which cannot be met within the City boundaries. It contains policies for the part of Didcot Garden Town that lies within the Vale of White Horse District and detailed development management policies to complement the Part 1 Local Plan.
- 6.2.4 The OMWCS was adopted in September 2017 by OCC which is the determining authority for this application. The OMWCS sets out the vision, objections, spatial planning strategies and policies for meeting development requirements for the supply of mineral and the management of waste in Oxfordshire up to 2031. The Sites Plan sets out those mineral and waste sites needed to deliver the Core Strategy. Part 2 – Site Allocations, is currently being prepared and will provide and identify sites for mineral and waste management development in Oxfordshire, following on from Part 1.
- 6.2.5 The relevant policies in the adopted Development Plan are set out under several themes. A list of the relevant policies can be seen below. A more detailed table outlining the relevant details of each policy can be found in Appendix D.

Principle of Development

- SOLP – Policy TRANS1b Supporting Strategic Transport Investment;
- SOLP – Policy TRANS3: Safeguarding of Land for Strategic Transport Schemes;
- SOLP – Policy STRAT1 The Overall Strategy;
- SOLP – Policy STRAT3 Didcot Garden Town;
- SOLP – Policy STRAT9 Land Adjacent to Culham Science Centre Site Area 217 hectares;

- VoWHLP – Core Policy 1 Presumption in Favour of Sustainable Development;
- VoWHLP – Core Policy 7: Providing Supporting Infrastructure and Services;
- VoWHLP – Core Policy 16 Didcot A Power Station;
- VoWHLP – Core Policy 17 Delivery of Strategic Highway Improvements within the South-East Vale Sub-Area; and
- VoWHLP – Core Policy 18 Safeguarding of Land for Transport Schemes in the South East Vale Sub-Area.

Transport

- SOLP – Policy TRANS2 Promoting Sustainable Transport and Accessibility;
- SOLP – Policy TRANS4 Transport Assessments, Transport Statements and Travel Plans;
- SOLP – Policy CF1 Safeguarding Community Facilities;
- SOLP – Policy TRANS5 consideration of Development Proposals;
- VoWHLP – Core Policy 33 Promoting Sustainable Transport and Accessibility;
- VoWHLP – Core Policy 35 Promoting Public Transport, Cycling and Walking;
- VoWHLP – Development Policy 17 Transport Assessment and Plans; and
- VoWHLP – Development Policy 31 Protection of Public Rights of Way, National Trails and Open Access Areas.

Green Belt

- SOLP – Policy STRAT6 Green Belt; and
- VoWHLP – Core Policy 13 The Oxford Green Belt.

Landscape, Visual Amenity and Trees

- SOLP – Policy ENV1 Landscape and Countryside;
- SOLP – Policy DES6 Residential Amenity;
- VoWHLP – Core Policy 44 Landscape; and
- VoWHLP – Development Policy 23 Impact of Development on Amenity.

Design

- SOLP – Policy DES1 Delivering High Quality Development;
- SOLP – Policy DES2 Enhancing Local Character;
- SOLP – Policy DES33 Design and Access Statements;
- SOLP – Policy ENV5 Green Infrastructure in New Developments;
- SOLP – Policy DES6 Residential Amenity;
- VoWHLP – Core Policy 37 Design and Local Distinctiveness; and
- VoWHLP – Development Policy 23 Impact of Development on Amenity.

Sustainable Development and Climate Change

- SOLP – Policy DES7 Efficient use of Resources;
- SOLP – Policy DES8 Promoting Sustainable Design;
- VoWHLP – Core Policy 40 Sustainable Design and Construction; and

- VoWHLP – Core Policy 43 Natural Resources.

Historic Environment

- SOLP – Policy ENV6 Historic Environment;
- SOLP – Policy ENV7 Listed Buildings;
- SOLP – Policy ENV8 Conservation Areas;
- SOLP – Policy ENV9 Archaeology and Scheduled Monuments;
- SOLP – Policy ENV10 Historic Battlefields, Registered Parks and Gardens and Historic Landscapes;
- VoWHLP – Core Policy 39 The Historic Environment;
- VoWHLP – Development Policy 36 Heritage Assets;
- VoWHLP – Development Policy 37 Conservation Areas;
- VoWHLP – Development Policy 38 Listed Buildings; and
- VoWHLP – Development Policy 39 Archaeology and Scheduled Monuments.

Biodiversity

- SOLP – Policy ENV2 Biodiversity Designated Sites, Priority Habitats and Species;
- VoWHLP – Core Policy 45 Green Infrastructure; and
- VoWHLP – Core Policy 46 Conservation and Improvement of Biodiversity.

Water and Flood Risk

- SOLP – Policy EP4 Flood Risk;
- VoWHLP – Development Policy 30 Watercourses; and
- VoWHLP – Core Policy 42 Flood Risk.

Noise and Vibration

- SOLP – Policy DES6 Residential Amenity;
- SOLP – Policy ENV12 Pollution – Impact of Development on Human Health, the Natural Environment and/or Local Amenity (Potential Sources of Pollution);
- VoWHLP – Development Policy 23 Impact of Development on Amenity; and
- VoWHLP – Development Policy 25 Noise Pollution.

Air Quality

- SOLP – Policy EP1 Air Quality;
- SOLP – Policy DES6 Residential Amenity;
- SOLP – Policy ENV12 Pollution – Impact of Development on Human Health, the Natural Environment and/or Local Amenity (Potential Sources of Pollution);
- VoWHLP – Development Policy 23 Impact of Development on Amenity; and
- VoWHLP – Development Policy 26 Air Quality.

Minerals and Waste

- OMWCS – Policy M8 Safeguarding Mineral Resources;
- OMWCS – Policy M9 Safeguarding Mineral Resources;

- OMWCS – Policy W11 Safeguarding Waste Management Sites; and
- SOLP – Policy EP5 Minerals Safeguarding Areas.

Ground Conditions, Soils and Land Stability

- SOLP - Policy DES6: Residential Amenity;
- SOLP - Policy ENV11: Pollution - Impact from Existing and/ or Previous Land Uses on New Development (Potential Receptors of Pollution);
- VoWHLP - Development Policy 27: Land Affected By Contamination; and
- VoWHLP - Core Policy 43 Natural Resources.

6.3 Material Planning Considerations

6.3.1 Material considerations include the National Planning Policy Framework. NPPF (2021), National Planning Practice Guidance ('PPG') and Draft Burcot and Clifton Hampden and Sutton Courtenay Neighbourhood Plans as well as OCC's Local Transport Plan 4 (LTP4).

6.3.2 In addition, there are also several Supplementary Planning Documents (SPD) within both the Vale of White Horse and South Oxfordshire District Councils which form material planning considerations for the application including:

- VoWHDC Design Guide SPD 2015;
- SODC Didcot Town Centre SPD May 2009;
- SODC Design Guide SPD November 2016; and
- SODC Landscape Assessment SPG 2003.

National Planning Policy Framework

6.3.3 The NPPF was first published 27th March 2012 and last revised on 20th July 2021. It provides a framework for the Government's planning policies and sets out how these should be applied. The NPPF is a material consideration in all planning decisions.

6.3.4 It sets out the Government's economic, environmental and social planning policies for England and articulates the Government's commitment to a plan-led system where local planning authorities should approve development proposals that accord with the development plan without delay.

6.3.5 The relevant chapters and paragraphs in the NPPF can be found in the planning policy compliance table in Appendix D.

Burcot and Clifton Hampden Neighbourhood Plan 2011-2034

6.3.6 The Burcot and Clifton Hampden Neighbourhood Area was formally designated on 26th September 2014. Burcot and Clifton Hampden Parish Council have produced a Draft Neighbourhood Plan which they are planning to submit for public examination in Spring 2022. The Draft Plan therefore carries little weight in the determination of this planning application. The Neighbourhood Plan details the visions, objectives, land use policy and how Burcot and Clifton Hampden plan to implement them.

6.3.7 The relevant policies within the Draft Neighbourhood Plan are as follows:

- BCH6 Design Principles in Clifton Hampden;
- BCH8 Green Infrastructure; and

- BCH9 Local Landscape Character.

Sutton Courtenay Neighbourhood Plan

- 6.3.8 The neighbourhood area was formally designated on 27th January 2017. The Parish Council has started the process of gathering evidence and engaging with the local community, with the aim to guide the growth and development of Sutton Courtenay to 2030 and beyond. No information is available on the Sutton Courtenay Neighbourhood Plan website regarding dates of publication of the Plan.

Oxfordshire County Council's Local Transport Plan 4

- 6.3.9 OCC's current Local Transport Plan, Connecting Oxfordshire (LTP4) was agreed by full council in September 2015, and was updated in 2016 in order to strengthen the emphasis on improving air quality and making better provision for walking and cycling. The Proposed Development is set out within the Science Vale Area Strategy which is published alongside but forms part of the LTP4 under the following policy numbers:

- SV 2.6 Upgrade the cycle network and undertake maintenance on the existing network;
- SV 2.2 Secure new bus services with associated infrastructure and improve existing bus services;
- SV 2.6 Deliver the Science Bridge and widening of A4130;
- SV 2.13 Improve access to Culham Science Centre;
- SV 2.16 Deliver the Didcot to Culham river crossing; and
- SV2.21 and SV 2.22 Provide strategic cycle network to encourage the use of sustainable transport.

- 6.3.10 OCC is currently working to update the LTP4 to better reflect their strategy both for digital infrastructure and for connecting the whole county, which will be called the Local Transport and Connectivity Plan (LTCP). Consultation on the full LTCP is anticipated in Autumn 2021 before approval and adoption in winter 2021/22.

Vale of White Horse Design Guide SPD 2015

- 6.3.11 The VoWHDC Design Guide was adopted in 2015 and is intended to assist landowners, developers, applicants, agents, designers and planners through all stages of the design and planning process to achieve high quality development. The VoWHDC states that *"It is unlikely that planning permission will be granted for development proposals that do not demonstrate consistency with the principles set out in the design guide."*

South Oxfordshire Didcot Town Centre SPD May 2009

- 6.3.12 The Didcot Town Centre SPD sets out SODC's vision for the town centre and the strategic development principles that will help shape this vision and guide future development proposals for the town centre. The objectives in the SPD have been developed following a review of the evidence base and have been confirmed through consultation work.

South Oxfordshire Design Guide SPD November 2016

- 6.3.13 The SODC Design Guide was adopted in 2016 and is intended to assist landowners, developers, applicants, agents, designers and planners through all stages of the design and planning process to achieve high quality development. It is divided into three parts:
- Part 1 – What do we want to achieve?;

- Part 2 – The steps to take; and
- Part 3 – Technical Documents.

6.3.14 SODC also states that *“It is unlikely that planning permission will be granted for development proposals that do not demonstrate consistency with the principles set out in the design guide.”*

South Oxfordshire Landscape Assessment SPD 2003

6.3.15 The SODC Landscape Assessment SPD was adopted as supplementary planning guidance on 24th July 2003.

6.3.16 The SPD provides an assessment of the individual landscape character areas within South Oxfordshire, describing in detail their landscape and settlement character together with appropriate guidelines for landscape enhancement, planning and development.

7. Planning Appraisal

7.1 Principle of Development

- 7.1.1 As shown on Figures 3-1 and 3-2, the Proposed Development is predominantly located on land safeguarded for the delivery of highways infrastructure as set out in SOLP Policy TRANS3 and VoWHLP Core Policy 18, and within OCC's LTP4, supporting the principle of the Proposed Development. While there are elements of the Proposed Development that are outside of the safeguarded zones, these are a result of further detailed design to provide the most optimal solution, and the majority of the Proposed Development is within these safeguarded zones.
- 7.1.2 As discussed in more detail within Section 4 of this Planning Statement, the Proposed Development comprises several of the highways infrastructure schemes listed within VoWHLP Core Policy 17 and SOLP Policies TRANS1b, TRANS3 and Policy STRAT9, further supporting the principle of development. These schemes include:
- Backhill Roundabout and junction on the A4130;
 - Didcot Science Bridge and A4130 re-routing through the former Didcot A site;
 - A4130 dualling between Milton Gate and Didcot Science Bridge;
 - a new strategic road connection between the A415 east of Abingdon-Thames and the A4130 north of Didcot;;
 - provision for sustainable transport facilities including the creation of new cycle routes and footpaths;
 - A new Thames River crossing between Didcot Garden Town and Culham; and
 - Clifton Hampden bypass.
- 7.1.3 The Proposed Development provides a strategic solution to enhance the connectivity between key housing sites and areas of employment growth. The infrastructure investment will help relieve pressure on local transport networks and will facilitate economic growth across the Science Vale area whilst accommodating the expanding communities in the local area.
- 7.1.4 The Proposed Development will improve local roads which will lead to faster journeys, less congestion, more job opportunities, and better community links with additional benefits of providing key active travel links to provide real mode choice for work and leisure. The Proposed Development will directly unlock the potential for 11,711 new homes and support the delivery of more than 18,000 new homes in total in the Didcot Town and the wider area through improved transport links. It will also promote Didcot as the gateway to the Science Vale, enhancing and improving access to Didcot and surrounding areas by all sustainable modes of transport.
- 7.1.5 The Proposed Development is deemed as essential to deliver future growth as identified within the adopted Local Plans for both SODC and VoWHDC and is also identified in the Science Vale Area Strategy forming part of OCC's Local Transport Plan 4.
- 7.1.6 The Proposed Development also supports the mitigation of the transport impacts of the planned developments on the road network. Its design has been informed by a detailed environmental assessment as set out within the ES submitted in support of this application. This includes consideration of flood risk, heritage, biodiversity and landscape among many other key topic areas.
- 7.1.7 The Proposed Development will contribute to the overall strategies set out in both the SODC and VoWHDC Local Plans, which supports the sustainable growth in housing

and employment at a number of strategic allocations including the Science Vale Enterprise Zone and Didcot Garden Town. It is therefore considered that the principle of development is accepted and the Proposed Development complies with Policies TRANS1b, TRANS3, STRAT1, STRAT3, STRAT4, and STRAT9 of the SOLP, and Policies 1, 16, 17 and 18 of the VoWHLP.

7.2 Transport

7.2.1 A Transport Assessment (TA) has been prepared and is submitted alongside this application. Chapter 16 Transport of the ES Volume I also provides an assessment of the Proposed Development in terms of transport. A Travel Plan is not considered necessary as the Proposed Development will not result in the generation of traffic in accordance with the PPG Paragraph: 009 Reference ID: 42-009-20140306. The TA is in accordance with OCC guidance, latest PPG and covers all of the elements listed in SOLP Policy TRANS4.

7.2.2 A CEMP will be prepared prior to the commencement of construction with Construction Traffic Management Plans (CTMP) produced as relevant ahead of each phase of construction. The CTMP will consider the construction transport activities for that phase and identify appropriate measures to minimise or mitigate significant impacts.

Highways

7.2.3 The Proposed Development is identified in Policies TRANS1b and TRANS3 of the South Oxfordshire Local Plan 2035, and the South Oxfordshire Infrastructure Delivery Plan. It is also included in Core Policies 17 and 18 of the Vale of White Horse Local Plan 2031.

7.2.4 The TA states that future baseline assessments with the Proposed Development have been undertaken for the first year of opening and for opening plus 10 years (2034), using flows provided by Systra/OCC, which were obtained from the Didcot Paramics Microsimulation model. The data reflects the future year residential and employment completion trajectories as supplied by the relevant LPA's (VoWHDC and SODC). Capacity assessments of the junctions along the Proposed Development and also a number of off-site junctions were undertaken for 'without scheme' and 'with scheme' scenarios in 2024 and 2034. Capacity assessments were also undertaken for 2020 base year for off-site junctions.

7.2.5 The results of these capacity assessments for the Proposed Development's junctions indicate that the majority would operate within capacity in 2034. The junctions shown to be operating at or close to capacity include; the A4130 Science Bridge junction, the new Thames River Crossing/B4016 junction and the Clifton Hampden Bypass junctions with the realigned A415 and B4015. Capacity assessments for the off-site junctions show that the Proposed Development results in significant improvements at a number of junctions including junctions along the route between Didcot and the A4074 via Long Wittenham and Clifton Hampden, and the route from Milton Interchange to Culham via Sutton Courtenay. This is also reflected in journey times along these routes.

7.2.6 The TA also concludes that journey time data for key routes in and around Didcot demonstrate significant reductions as a result of the Proposed Development. Total journey times in 2034 with the Proposed Development are slightly lower than those in 2020, showing that it helps to enable the planned growth whilst allowing the road network to operate similarly to the base scenario.

7.2.7 As set out in ES Chapter 16 Transport, the Proposed Development will reduce driver delay at several key existing junctions in the local area due to the re-routing of traffic to use the Proposed Development and as such have a significant beneficial effect on driver delay. There will also be a positive impact on accidents and safety which will reduce as a result of the operation of the Proposed Development.

7.2.8 Therefore, the Proposed Development will help relieve pressure on local transport networks and reduce congestion throughout the network in and around Didcot by 2034. The reductions in traffic flows through local villages as a result of the Proposed Development will benefit some residents through improvements in air quality and a reduction in traffic noise, as well as reducing congestion and severance caused by higher traffic flows.

Public Transport

7.2.9 There are 10 existing bus stops (five pairs) located along the length of the Site or within close proximity. The Proposed Development enables future bus routes as planned in the SODC IDP, whilst also providing improvements for existing bus routes by reducing traffic along their routes which enables shorter journey times and improved journey time reliability.

7.2.10 A total of 18 new bus stops are included within the Proposed Development which will increase the accessibility and catchment of the existing bus services in this area:

- Four bus stops (two eastbound and two westbound) along the A4130;
- Four bus stops (two eastbound and two westbound) as part of the Didcot Science Bridge section;
- Six bus stops (a pair on the A4130 to the east of Collett Roundabout, a pair at the southern end inside the future employment site, and a pair near Appleford) as part of the River Crossing section; and
- Four bus stops (a pair at Culham Science Centre and a pair north of Clifton Hampden Village) as part of the Clifton Hampden Bypass Scheme.

7.2.11 These additional bus stops will increase the accessibility and catchment of the existing bus services in this area, whilst also helping to cater for new or improved services in the future. The locations have been determined in liaison with the bus operators serving this area. In addition, the reduction in delays on the network will improve journey times and reliability for bus services. The Proposed Development will significantly improve journey times over the existing river crossings at Sutton Bridge and Clifton Hampden Bridge. Bus routes that use these bridges in the future, currently the 95 and 33 services, would benefit from the improved journey times and reliability.

Non-Motorised Users and PROW

7.2.12 As set out in ES Volume I Chapter 13 Population and Health there are a total of 31 PROW routes which are made up of 65 PROW sections within the Site and surrounding area. These include 45 footpaths, 10 bridleways, eight byways with restricted traffic and two byways open to all traffic (BOAT). The Site and study area also include National Cycling Network Route 5 (Hanson Way) and the Thames Path which run along the course of the River Thames along the north bank between Culham and Clifton Hampden, before crossing over the Clifton Hampden Bridge and running along the south bank of the river in the north-eastern part of the study area.

7.2.13 In addition to the designated Walking Cycling Horse Riding (WCH) routes outlined above, the study area contains non-designated routes such as shared-use paths along roads. Three non-designated WCH routes are located within the Site boundary and therefore directly impacted by the Proposed Development, these include:

- A shared-use path along the southern edge of the A4130 (A4130 section);
- A shared-use path along the southern edge of Milton Road (Didcot Science Bridge section); and
- A shared-use path along the northern edge of the A415 Abingdon Road (Didcot to Culham River Crossing section).

- A shared-use path on the south side of the A415 Abingdon Road from Culham Science Centre to Clifton Hampden.

7.2.14 During the construction phase it is assumed that sections of PRow routes will be closed and diverted simultaneously for specific durations during the construction period. To minimise any disruption to walkers, cyclists and horse riders the OEMP (within ES Volume III) includes mitigation and management measures. All temporary PRow diversions and closures will be discussed and agreed with OCC's Public Rights of Way Officer. Temporary effects during the construction of the Proposed Development are anticipated to affect the following PRow as set out in ES Chapter 13 (PRow routes can be seen in ES Figure 13.1):

- A section of PRow Route 3 (243/3) (a footpath that runs from the A34 to the A4130) – assumed to be currently in disuse as it is not directly accessible from either the southern or northern end.
- A section of PRow Route 1 (243/1) (a bridleway that runs from the A34 to the A4130) assumed to be used as a recreational route between Harwell and Didcot – slight adverse and not significant effect.
- A section of PRow Route 24 (373/24) (a bridleway that is part of NCN Route 5, runs from Sutton Courtenay to Southmead Industrial Estate) used for recreation and commuting purposes – large adverse and significant effect.
- A section of a continuous route involving four PRow (Routes 10 (373/10), 4 (106/4), 3 (106/3) and 26 (189/26)), which runs from Sutton Courtenay to Southmead Industrial Estate north of Collett Roundabout – neutral and not significant effect.
- Three PRow (PRow Routes 8 (106/8), 12 (373/12) and 31 (373/31)), which form a footpath route from Sutton Courtenay to the B4016 (Appleford Road) in Appleford are recreational routes – neutral and not significant effect.
- The Thames Path (also recognised as PRow Route 11 (183/11)) is a National Trail which runs from Culham to Clifton Hampden – no change and neutral not significant effect.
- Four PRow located in Clifton Hampden near Culham Science Centre (PRow Routes 3 (171/3), 5 (171/5), 6 (171/6), 10 (171/10)) – neutral and not significant effect.

7.2.15 A number of permanent diversions are required to deliver the Proposed Development. These include:

- A small section of PRow 1 (243/1) (Bridleway that runs from the A34 to the A4130) and PRow 3 (243/3) (a footpath that runs from the A34 to A4130) will be permanently closed to accommodate the dualling of the A4130 at the point where they meet the A4130 at the northern end due to the alignment of the Proposed Development. The permanent closure will shorten the route by 15m but not altering its direction and therefore the effect is neutral and not significant.
- A section of PRow 24 (373/24) (bridleway that is part of NCN Route 5 runs from Sutton Courtenay to Southmead Industrial Estate) will be permanently diverted across a new pedestrian crossing over the A4130 by Southmead Industrial Estate increasing the length of the route by approximately 150m. The effect is considered to be moderate adverse and significant.
- A section of continuous route involving four PRow between Sutton Courtenay and Southmead Industrial Estate (Routes 10 (373/10), 4 (106/4), 3 (106/3) and 26 (189/26)) will be permanently diverted along a new access track that will be developed for Hanson's and FCC's quarries and landfill, decreasing the length by approximately 120m. The effect is considered to be slight beneficial and not significant.

- A section of PRow 8 (106/8), 12 (373/12) and 31 (373/31) (which form a footpath route from Sutton Courtenay to the B4016 Appleford Road) will be permanently diverted across a new pedestrian crossing over B4016 (Appleford Road) and along a new shared footway/cycleway adjacent to the northern side of the B4016 (Appleford Road) until the route reaches Appleford. This will decrease the route length and so have a slight beneficial and not significant effect. The existing footpath to the south of the B4016 will remain open.
- A section of PRow Route 10 (171/10) will be permanently closed and diverted. The central part of the route, nearby to Culham Science Centre, will be permanently diverted across a pedestrian crossing over the new Clifton Hampden Bypass. This will increase the length of the route by approximately 40m, however the effect is considered to be neutral and not significant.
- A section of a route involving PRow Routes 5 (171/5) and 6 (171/6) (a footpath running from Thame Lane to the B4015 Oxford Road). To the east of the route by the B4015 (Oxford Road), where the route meets PRow Route 3 (171/3), a section of the route will be closed and permanently diverted across a pedestrian crossing over a new junction between the B4015 (Oxford Road) and the new Clifton Hampden Bypass road. This will increase the length of the route by approximately 120m and is assessed to be slight adverse and not a significant effect.

7.2.16 The Proposed Development will have a very positive impact on NMU travel in the area by directly providing high-quality infrastructure. The provision of additional and improved crossing points for NMU modes will help to maintain direct routes, connecting footways/bridleways and providing safe access to and from bus stops. Connections to public rights of way will be provided, and safe access to and from new bus stops.

7.2.17 In accordance with LTN1/20, the design of the Proposed Development maintains priority for pedestrians and cyclists over motor vehicles as appropriate for each location. This is achieved through careful design, taking into account the road environment. In accordance with SOLP Policy TRANS5, the Proposed Development will introduce new NMU infrastructure across the Site, improving user safety, experience and participation level in some places. This includes the provision of:

- new cycle parking facilities;
- new bridleways;
- new dedicated segregated and shared cycleways and footways;
- new crossings (toucan, parallel and signalised); and
- new cycle/walking routes segregated from main carriageway;

7.2.18 These elements are included across the Proposed Development and are set out in detail within the TA submitted with this planning application.

7.2.19 The Proposed Development is therefore considered compliant with SOLP Policies CF1, TRANS2, TRANS4 and TRANS5, VoWHLP Development Policy 17 and 31, Core Policies 33 and 35 and Paragraphs 100, 110 and 111 of the NPPF.

7.3 Green Belt

7.3.1 The Proposed Development is partly located within the Oxford Green Belt, which covers the area between Oxford and Abingdon and also includes all the land on the left bank of the Thames between Abingdon and Shillingford. The Proposed Development will pass through the Green Belt to the north of the River Crossing and at the Clifton Hampden Bypass section. Figures 3-1 and 3-2 show the extent of the Green Belt and its relationship to the Proposed Development.

- 7.3.2 SOLP Policy STRAT6 Green Belt and VoWHL Core Policy 13 the Oxford Green Belt set out local planning policy in relation to Green Belt and are in conformity with the NPPF.
- 7.3.3 Chapter 13 of the NPPF (paragraph 138) states that the essential characteristics of Green Belts are their openness and permanence, and identifies the five purposes of the Green Belt:
- *“a) to check the unrestricted sprawl of large built-up areas;*
 - *b) to prevent neighbouring towns merging into one another;*
 - *c) to assist in safeguarding the countryside from encroachment;*
 - *d) to preserve the setting and special character of historic towns; and*
 - *e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.”*
- 7.3.4 NPPF paragraph 150 states certain forms of development are not considered to be *“inappropriate in the Green Belt provided they preserve its openness and do not conflict with the purposes of including land within it. These are:*
- *mineral extraction;*
 - *engineering operations;*
 - *local transport infrastructure which can demonstrate a requirement for a Green Belt location;*
 - *the re-use of buildings provided that the buildings are of permanent and substantial construction;*
 - *material changes in the use of land (such as changes of use for outdoor sport or recreation, or for cemeteries and burial grounds); and*
 - *development brought forward under a Community Right to Build Order or Neighbourhood Development Order.”*
- 7.3.5 The Proposed Development is a local transport scheme under the TCPA 1990 and the majority of the land has been allocated within the Development Plan under SOLP Policy TRANS3 and VoWHL Core Policy 17. Whilst consideration was given to a number of route alignments it is not possible to avoid the Green Belt as the wider area between Didcot and Culham is within the Green Belt. As such, the Proposed Development is considered to be 'local transport infrastructure which can demonstrate a requirement for a Green Belt location'. Further information on the route options can be viewed in the OAR and Chapter 3 of the ES submitted with this planning application.
- 7.3.6 Consideration must now be given to whether the Proposed Development preserves the Green Belt's openness and does not conflict with the purposes of including land within it. The PPG states *“openness is capable of having both spatial and visual aspects – in other words, the visual impact of the proposal may be relevant, as could its volume”*. The PPG goes on to state that openness can be affected by *“the duration of the development, and its remediability, taking into account any provisions to return land to its original state or to an equivalent (or improved) state of openness; and the degree of activity likely to be generated, such as traffic generation.”*
- 7.3.7 In respect of NPPF purpose (a), the Proposed Development will not enable or encourage the sprawl of large built up areas however it will support the delivery of development on existing allocated strategic sites which have been removed from the Green Belt. The Proposed Development does not include new built development such as housing, employment or commercial uses. It does not remove any sites from Green Belt and therefore will not affect the policy context for any future development which would need

to be judged against Green Belt Policy. It is therefore considered that the Proposed Development will not conflict with this Green Belt purpose.

- 7.3.8 In respect of NPPF purpose (b), the Proposed Development will not encourage towns to merge into each other as it presents a linear development largely through the countryside, rather than new built form reducing the gap between settlements. It is therefore considered that the Proposed Development will not conflict with this Green Belt purpose.
- 7.3.9 In respect of NPPF purpose (c), the Proposed Development would be encroachment into the countryside insofar as it would be development within it, but it would not result in the outward spread of development into the countryside, but rather a new linear corridor, providing a connection between Didcot, Culham and Clifton Hampden. It is therefore considered that the Proposed Development conflicts with this Green Belt Purpose as the development would encroach into the countryside.
- 7.3.10 In respect of NPPF purpose (d), the Proposed Development is located within the vicinity of Nuneham Courtenay Conservation Area and Clifton Hampden Conservation Area. The effect on the Conservation Areas is considered to be minor and less than substantial harm. For further details refer to Section 7.7 in this Planning Statement and ES Chapter 7. The design of the Proposed Development aims to preserve the setting and special character of these where possible with relevant mitigation measures adopted including landscape design. It is therefore considered that the Proposed Development conflicts with this Green Belt purpose as it would result in minor adverse effects on the special character of towns.
- 7.3.11 In respect of NPPF purpose (e), the Proposed Development would not compromise the recycling of derelict land and is therefore considered not to be relevant. The Proposed Development will however support the development of adjacent brownfield sites such as the Didcot A Power station which are outside of the Green Belt.
- 7.3.12 It is therefore considered that the Proposed Development would not conflict with the purposes of the Green Belt with the exception of encroachment as the Proposed Development requires permanent land take within the Green Belt and it would not fully protect the setting of historic towns. As such the Proposed Development is considered inappropriate and would result in harm to the Green Belt.
- 7.3.13 In terms of openness, it is not defined in policy and is a matter of planning judgement but it is important to note that openness does have visual and spatial dimensions.
- 7.3.14 The Proposed Development within the Green Belt is north of the River Thames crossing (including the bridge) through to the northern extent of the Clifton Hampden Bypass. This is the case for all possible options and alignments for the Proposed Development given the allocation of Green Belt within the area.
- 7.3.15 In regards to the visual aspect, the Proposed Development includes the creation of a River Crossing (bridge) which will be partially visible from views along the Thames Path within the Green Belt. The proposed structure will be visible from some of the viewpoints along the Thames Path as assessed within the landscape and visual impact assessment (ES Volume I Chapter 8). Mitigation is proposed to retain the openness of views along the river bank for footpath users through the setting back of bridge abutments on the north side of the River Thames. Small-scale deciduous woodland blocks are also proposed along the northern bank of the River Thames to reduce the perceived scale of the embankment approach from the A415. However, the proposed bridge will not maintain the openness of the Green Belt in this location.
- 7.3.16 The Clifton Hampden Bypass section is also located within the Green Belt, however it should be noted that the alignment of the bypass follows the existing A415 and Thame

Lane to the south of the Culham Science Centre (SOLP strategic allocation STRAT8) and north of the Thames Water Treatment Plant, before crossing agricultural fields to the north of Clifton Hampden. Further SOLP strategic allocation STRAT9 Land adjacent to Culham Science Centre is also immediately to the north of the site which will see 3,500 new homes, 7.3ha of employment and three pitches for gypsies and travellers delivered. This area of the Green Belt is already urbanised and will see further significant change in the next 10-20 years. The impact of this part of the Proposed Development on the openness of the Green Belt is therefore considered to be minimal as it follows existing highways and is adjacent existing development. Tree planting is also proposed within this area of the Proposed Development around Clifton Hampden to help screen it in views from the village.

- 7.3.17 Therefore, whilst the Proposed Development would have an effect on the visual dimension of openness, the harm has been limited wherever possible within the confines of the Proposed Development's objectives. Proposed tree planting would also effect the openness of the Green Belt and landscaping has been carefully designed with this in mind whilst providing screening, enhancing landscape character and delivering biodiversity net gain.
- 7.3.18 In terms of the spatial element of the Green Belt, the area covered by the Proposed Development itself will be lost in that it will no longer be open countryside/agriculture. The harm to the spatial element of openness is however limited by the selection of a route alignment that has been aligned to minimise its harm on the Green Belt by locating the Proposed Development along the existing A415 and Thame Lane corridors which are immediately to the south of the Culham Science Centre. The River Thames crossing up to the A415 will however have an adverse impact on the spatial element of the Green Belt as this is open countryside with minimal existing development (sporadic built development and the Cherwell Valley Railway Line are located within the vicinity of the Site).
- 7.3.19 On permanence, the Proposed Development will result in the loss of Green Belt where new highway infrastructure is constructed, but incorporates plans to return all land used for temporary purposes to its previous condition or incorporate changes that have a beneficial landscape impact and/or biodiversity net gain.
- 7.3.20 In summary, the Proposed Development will conflict Green Belt purposes C (encroachment into the countryside) and D (preserve the setting and character of historic towns) and will not fully preserve the openness of the Green Belt. As such the Proposed Development is considered inappropriate development and is by definition harmful to the Green Belt. Very Special Circumstances are therefore required to outweigh the harm to the Green Belt (NNPF Paragraphs 143-144).
- 7.3.21 The Very Special Circumstances which outweigh any harm to the Green Belt in this instance are as follows:
- The need for the Proposed Development: as set out in Section 2 of the Planning Statement, the OAR, and as identified in the safeguarding highways planning policy (SOLP Policy TRANS3 and VoWHLP Core Policy 18), there is a critical need for infrastructure improvements to address congestion as well as future demand to support housing growth in the surrounding area. Without the Proposed Development in place the ongoing increasing traffic impacts in Didcot and the surrounding villages and their historic cores along with noise, air quality and road safety will continue. The location of railway lines and the River Thames creates physical barriers to housing and employment sites coming forward and restrict highway capacity, along with opportunities for NMU and public transport. The current highway network is not fit for purpose with the growth planned in the local area. This was identified by the Planning Inspector during the examination of the SOLP. The Inspector highlighted in his report at paragraph 214: "*The success of the Housing Infrastructure Fund bid will bring about early delivery of a new*

crossing of the River Thames between Culham and Didcot, a bypass of Clifton Hampden, capacity enhancements to the A4130, and a new 'Science Bridge', which will enable [site allocations] STRAT8, STRAT9 and STRAT10 to proceed. They are part of a wider highway strategy to support the delivery of housing growth in the wider Didcot Garden Town area and to mitigate the impact of existing, approved and allocated developments". Without, the Proposed Development key site allocations within the SOLP would not be able to proceed.

- There is support for the Proposed Development in planning policy through land safeguarded for highways development within both the VoWHDC and SODC Local Plans (Policies TRANS1b, TRANS2 and TRANS3 of the SOLP, and Core Policies 16, 17, 18, 33 and 35 of the VoWHLP). It is also set out and supported within the LTP4. Therefore there is planning policy support for the Proposed Development in this location.
- The benefits of the Proposed Development as described in Section 2 of the Planning Statement, summarised as follows:
 - Unlocking the delivery of homes in the Didcot Garden Town area including affordable homes;
 - Encouraging modal change and improving safety for all road users;
 - Provide additional highway capacity for development; and
 - Improve existing journey times and reduce congestion and associated noise and air quality issues.

7.3.22 The lack of any alternatives which would have a lesser impact on the Green Belt – a number of alternatives have been considered for the alignment of the Didcot to Culham river crossing and Clifton Hampden Bypass however by virtue of the requirements of the Proposed Development to create a river crossing joining Didcot and Culham it is not possible to avoid the Green Belt. One other option was considered that fell outside of the Green Belt however this was discounted due to lack of road capacity, visual and ecological impacts, and impacts on existing PRowS. Further details can be found in the OAR submitted with this planning application.

7.3.23 Overall whilst scheme will affect key characteristics of the Green Belt, this would be the case for any scheme meeting the objectives and strategic policies within the adopted local Development Plan.

7.3.24 There is an impact on openness and permanence as well as encroachment into the Green Belt and the Proposed Development does not preserve the setting and/or special character of historic towns. However, the harm has been limited by a number of factors including the low-lying nature of some elements of the Proposed Development, landscape design and consideration of the alignment of the route.

7.3.25 The Very Special Circumstances provided above are significant and clearly outweigh the harm to the Green Belt. Therefore, the Proposed Development complies with SOLP Policy STRAT6, VoWHLP Core Policy 13, the Science Vale Area Strategy within the LTP4 and paragraphs 137, 147, 148 and 150 of the NPPF.

7.4 Landscape, Visual Amenity and Trees

Landscape and Visual Amenity

7.4.1 The Site covers land which is safeguarded for highway infrastructure within the adopted Development Plans. The Proposed Development is therefore located across land which is considered to be able to accommodate change in landscape and visual terms.

- 7.4.2 A Landscape and Visual Impact Assessment (LVIA) has been undertaken and is provided within ES Volume I Chapter 8.
- 7.4.3 The Proposed Development has been designed and will be managed to reduce landscape and visual impacts where possible. This will include retaining existing hedgerows and trees, and planting of new trees, hedgerows, and locally characteristic species to enhance habitats for biodiversity. Landscape planting is also proposed to screen traffic from important views. Lighting will also be avoided to reduce the visual impact of lighting columns where it is not required, and will be dimmed at certain hours.
- 7.4.4 The overarching primary landscape and visual mitigation measures for the Proposed Development are:
- Alignment of the Proposed Development as a principally off-line link road between Didcot and Culham, and as a bypass to Clifton Hampden, to retain the existing local rural roads and reduce traffic through the nearby settlements of Sutton Courtenay, Appleford, Culham, Long Wittenham and Clifton Hampden, such that there is an improvement to tranquillity within the settlements;
 - Provision of new high-quality cycleways and footways which for the majority of the Proposed Development's length are segregated, providing a new sustainable NMU route connecting Milton Park and Culham Science Centre, with connections to nearby villages and emerging/allocated housing and employment developments. The intention of the cycleway and footway is to improve connectivity and reduce severance in the landscape, whilst promoting sustainable transport; and
 - Limiting the height of the proposed lighting of the new cycleway and footway to 5m as well as the junctions and roundabouts between the River Thames crossing. The Proposed Development will use low-energy LED (light-emitting diode) lighting that has limited light spill or glare, to reduce the impact of lighting on views and the character of the night sky. Lights will be dimmed at certain hours and different coloured lights will be used to reduce potential impacts on ecological receptors at the River Thames crossing.
- 7.4.5 In addition to this, landscaping has been embedded into the design of each part of the Proposed Development. Key design mitigation includes:
- A4130 Widening;
 - A section of existing hedgerow on the south side of the A4130 to the west of Didcot has been retained to maintain landscape structure, integrate the road and provide screening of eastbound traffic.
 - Proposed re-planting of trees and hedgerows, along the south side of the new westbound carriageway will strengthen the landscape structure.
 - The landscape design includes substantial planting of trees and shrubs, which once established will help screen both infrastructure and traffic, particularly around the junctions.
 - Didcot Science Bridge;
 - The southern embankment of the Didcot Science Bridge has been designed to allow for new grassland and tree planting at the base of the embankment, that once established will reduce the perceived form of the earthworks and structure in views from Great Western Park to the south, and aid in its integration with the existing landscape features on the south side of the A4130.
 - Lighting will be avoided across the high point of the Didcot Science Bridge to reduce the visual impact of lighting columns and avoid train driver glare.

- To the south of the Great Western Railway Mainline, vegetation alongside Meadow Brook will be retained as far as practicable, with proposed enhancements to the watercourse.
- Existing hedgerows to the north side of the A4130 Northern Perimeter Road will be largely retained to maintain landscape structure and provide screening of traffic.
- Didcot to Culham River Crossing; and
 - The landscape design seeks to integrate the Proposed Development by planting trees, woodland and hedgerows along the road to restore vegetation patterns and strengthen the landscape structure where practicable.
 - Substantial areas of planting are proposed on the approach to the Appleford Sidings Railway Crossing to partially screen the new bridge and embankments.
 - Small-scale deciduous woodland blocks using locally characteristic species are proposed around the Sutton Courtenay Roundabout to integrate the new infrastructure.
 - There is small-scale arable reversion to grassland proposed alongside the River Thames and at the flood compensation areas, along with riparian planting to the banks of the River Thames to enhance biodiversity.
 - The bridge abutment on the north side of the River Thames has been set back from the river bank and the Thames Path National Trail to retain the openness of views along the river bank for footpath users.
 - Small scale deciduous woodland blocks using locally characteristic species are proposed to the north bank of the River Thames to reduce the perceived scale of the embankment approach to the viaduct from the A415.
 - Small-scale deciduous woodland blocks using locally characteristic species are proposed around the Abingdon Roundabout to integrate the new infrastructure.
- Clifton Hampden Bypass.
 - The landscaping seeks to integrate the Proposed Development by re-planting trees and hedgerows alongside the road to restore vegetation patterns and strengthen the landscape structure where possible, particularly to the north of Clifton Hampden where extensive planting is proposed to reduce a perception of fragmentation of the vegetation patterns.
 - The potential visual intrusion of the Scheme will be reduced through the substantial planting of trees and shrubs to screen both infrastructure and traffic, particularly around junctions.
 - The landscape design includes improvements to grassland adjacent to ditches and field margins in the landscape north of Clifton Hampden for biodiversity and landscape integration benefits.
 - The drainage system utilises green infrastructure in the form of swales and retention basins to convey and store water, which have secondary benefits for nature and biodiversity.
 - The landscape design to north of Clifton Hampden includes new recreation routes along retaining existing public rights of way, to enhance accessibility and recreation.
 - A wide tree belt is proposed on the north side of the Clifton Hampden Bypass, north of Clifton Hampden to visually screen traffic from the PRow between the Clifton Hampden Bypass and Nuneham Courtenay to the north.
 - The B4015 connection into the north of Clifton Hampden has been moved west to retain a distinctive mature oak tree in the verge of the existing B4015.

- 7.4.6 Full details of the proposed mitigation can be found in ES Chapter 8 Landscape and Visual, the Outline Landscape and Biodiversity Management Plan and Landscape General Arrangement drawings GEN_PD-ACM-GEN_PD-ACM-ELS-GEN_ZZ_ZZ_ZZ-DR-LV-0001 to GEN_PD-ACM-ELS-GEN_ZZ_ZZ_ZZ-DR-LV-0019.
- 7.4.7 Taking into account the above, the LVIA concludes that no significant adverse effects are predicted on published landscape character areas including no significant adverse effects on the North Wessex Downs AONB during construction or operation. In addition, there would be no change to the character of the night sky in relation to the AONB due to the distance from the Proposed Development.
- 7.4.8 The Proposed Development will however result in inherent changes to the local landscape and an inevitable change to a predominantly agricultural landscape which cannot be avoided through design changes or completely reduced through the application of mitigation measures and landscape planting.
- 7.4.9 The nature of construction activity will result in site clearance, vegetation clearance and operation of machinery. Significant adverse landscape effects are therefore anticipated within the Site, LLCA12 Thames Floodplain and LLCA 16 Clifton Hampden Farmland,
- 7.4.10 Significant adverse landscape effects are also predicted at operational year 1 for the Site, LLCA 12 Thames Floodplain and LLCA 16 Clifton Hampden Farmland, principally due to the predominantly rural characteristics of these landscape character areas, where there is limited or no existing highways infrastructure. Regardless of design and mitigation measures the Proposed Development will represent a fundamental change to the landscape character. This will be localised, relating closely to the Proposed Development corridor.
- 7.4.11 The most significant landscape effects will occur in year 1 of operation however once the new landscape planting is integrated and established the perception of the Proposed Development will reduce and there will be no significant landscape effects beyond those at the Site level in year 15 onwards.
- 7.4.12 In terms of visual impacts, significant visual impacts are predicted in the first year of operation at 17 viewpoints. However these are less significant than those during the construction phase in terms of number of viewpoints significantly affected and the magnitude of effect. The impacted visual receptors are close to the Proposed Development, where the new highway and infrastructure will form a notable change to views. These significant adverse effects will however reduce over time as the Proposed Development's mitigation planting establishes with only 11 viewpoints expected to experience significant adverse effects at year 15 onwards (with the magnitude of effect reducing for some of the viewpoints between year 1 and 15).
- 7.4.13 Although significant adverse effects will remain, the principle of the effects has been established by the planning policies which safeguard the land for highway development (SOLP Policy TRANS3 and VoWHLP Core Policy 18) as it will not be possible to provide a highway scheme in a rural context without some significant adverse landscape and visual effects. The Proposed Development is considered to accord with SOLP Policies ENV1 DES6, and VoWHLP Core Policy 44 in relation to impact on the setting of the North Wessex Downs AONB and the enhancement of landscaping such as trees and planting. The Proposed Development also accords with paragraphs 174, 176 and 130 of the NPPF in relation to these matters.
- 7.4.14 In addition, the Proposed Development will also result in the reduction of traffic through Clifton Hampden and its conservation area with the creation of a bypass road. This will improve tranquillity in the settlement but also enable appreciation of the local character and history without traffic, in accordance with Policies BCH6 and 9 of the Draft Burcot and Clifton Hampden Neighbourhood Plan.

Trees

- 7.4.15 In terms of trees, an Arboricultural Impact Assessment has been undertaken. A total of 713 tree features, comprising 442 trees, 228 tree groups, 40 hedges and three woodlands have been included within the tree survey of the Site. The Proposed Development will require the removal of 149 individual trees, 23 groups, six hedges, 55 partial groups, two partial woodlands and 13 partial hedges. This includes 67 trees, five groups, 27 partial groups and two partial woodlands classified as moderate quality (Category B) and 75 trees, 18 groups, six hedges, 29 partial groups and 13 partial hedges classified as low quality (Category C). An additional seven trees of very low quality (Category U) are also recommended for removal to facilitate the Proposed Development. No Category A trees will be removed to facilitate the Proposed Development. There are four Category A trees, T102, T498, T533 and T534 and one Category A veteran tree T424 whereby particular care and attention will be needed in terms of root protection areas during the construction of the Proposed Development.
- 7.4.16 Several trees to be removed or partially removed are also subject to Tree Preservation Orders (TPOs) including T237, G262, G318, G327, and T352 5 which are located within the Clifton Hampden Bypass section of the Proposed Development.
- 7.4.17 Consideration was given to the necessary working areas and footprint of the Proposed Development to avoid tree loss but it has not been possible to avoid all tree loss as part of the Proposed Development.
- 7.4.18 Mitigation has been incorporated into the design with a high quality scheme of approximately 500 new tree planting and associated landscaping works which represent an opportunity to enhance the quality, benefits and resilience of trees on the Site. Further details of the trees to be planted can be found in the Outline Landscape and Biodiversity Management Plan.
- 7.4.19 Therefore, the Proposed Development is in accordance with Policy ENV1, of the SOLP, Core Policy 44 of the VoWHLP and NPPF Paragraph 131.

7.5 Design

- 7.5.1 In accordance with SOLP Policy DES33, a Design and Access Statement (DAS) has been prepared and submitted with the planning application which is proportional to the scale of the development and incorporates the elements listed in Policy DES33. Reference should be made to the DAS which contains further information on design matters.
- 7.5.2 The design of the Proposed Development has been based on the required technical design standards, local highways capacity requirements, feedback from stakeholders as well as the EIA process. A number of design checks (as per relevant DMRB standards) have also been undertaken to ensure a safe design solution has been achieved including a Road Safety Audit. Where there are deviations from the standards these have been agreed with the Highways Authority as set out in Appendix C of the DAS.
- 7.5.3 As detailed within the ES, mitigation has been embedded within the design of the Proposed Development in order to reduce any potential adverse environmental effects. Further details of the embedded mitigation can be found in ES Volume I and OEMP. Further of the ecological mitigation can be found on the Ecological Mitigation Plans submitted with this planning application.
- 7.5.4 As set out in Section 2 of this Planning Statement and detailed further within the DAS, the design has undergone an extensive optioneering process, which has included public consultation and engagement with key stakeholders to ensure the most appropriate

design and route has been progressed to meet the objectives of the Proposed Development.

7.5.5 NPPF paragraph 132 states that “*Design quality should be considered throughout the evolution and assessment of individual proposals*”. Throughout the design development process, consultation has been ongoing as set out in Section 5 of this Planning Statement as well as within the Statement of Community Involvement. This process has been key to shaping the overall design of the Proposed Development.

7.5.6 Section 12 of the NPPF (paragraphs 126 to 136) provide details for achieving well-designed places. Paragraph 130 provides that planning decisions should ensure that developments:

- Function well and add to overall quality of an area for the lifetime;
- Are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- Sympathetic to local character and history;
- Establish a strong sense of place;
- Optimise the potential of a site; and
- Create places that are accessible and promote health and wellbeing.

7.5.7 The Proposed Development has been designed to a high-quality that will provide a clear and permeable hierarchy of routes to create safe and convenient ease of movement by all users.

7.5.8 The NPPF also identifies that trees can make an important contribution (paragraph 131) to the character and quality as well mitigate climate change. The Proposed Development incorporates extensive landscaping using native species where possible and ensuring the enhancement of biodiversity as well as mitigation against climate change and flooding. A total of approximately 500 trees are proposed to be planted as part of the proposed landscape design and the loss of existing trees has been minimised where possible (see Arboricultural Impact Assessment for further details).

7.5.9 Significant weight should be given to development which reflects local design policies and government guidance on design (NPPF paragraph 134). As set out in Section 3 of the DAS, the design of the Proposed Development has been informed by the DMRB as well as a number of other standard industry, local planning policy as well as national design guidance.

7.5.10 SOLP Policy DES1 and VoWHLP Core Policy 37 include a list of features required by a development to be considered high-quality. These include enhancing biodiversity, integrating sustainability and climate change resilience, consideration of layout, creating high quality and permeable routes and responding positively to the surrounding landscape and historical context of the site. Each of these considerations is discussed in more detail under the respective headings within Section 7 of this Planning Statement. As previously discussed, the design of the Proposed Development has been informed by a detailed optioneering process taking into account all of these factors as well as the outcome of the EIA process. Combined, this has resulted in a Proposed Development which responds positively to the Site and its surroundings, including historic character and local identity whilst establishing a new hierarchy of routes to create safe and convenient ease of movement by all current and future users taking into account the needs of future development in the area.

7.5.11 In addition, both the SOLP and VoWHLP incorporate policies regarding residential amenity (SOLP Policy DES6 and VoWHLP Development Policy 23) whereby proposals should demonstrate no significant adverse effects in terms of the loss of privacy, daylight

and sunlight, visual intrusion as well as external lighting. Due to the nature of the Proposed Development as a linear road scheme, it is not considered to result in any significant adverse effects on the loss of privacy, daylight and sunlight. Consideration of visual intrusion and dominance is assessed within the Chapter 8 Landscape and Visual Effects of the ES and its associated appendices. The assessment concludes that significant visual impacts are predicted initially at several viewpoints which are close to the Proposed Development where there will be a notable change however these will reduce as the landscaping matures and are not considered to be unacceptable.

- 7.5.12 With regard to lighting, the design has followed best practice and is in line with OCC specifications. Whilst lighting is required along the footpath/cycleway sections where it is remote from the junctions it has been kept to the lowest practicable level along with the use of lower mounting heights (5m). As per the Lighting Design Report, if light spill is deemed significant then louvres and shields can subsequently be fitted to luminaires to mitigate against this. However, this will need to be balanced with the requirement to achieve compliant light levels over the Site. In addition, the lighting will be dimmed to 75% output between the hours of 00:00 and 06:00 to reduce the potential for any light intrusion.
- 7.5.13 Therefore, the Proposed Development is considered to be compliant with SOLP Policies DES1, DES2, DES3 and ENV5 and VoWHLP Core Policy 37 as well as NPPF paragraphs 130, 132 and 134.

7.6 Sustainable Development/Climate Change

- 7.6.1 An assessment of the Proposed Development's impact on climate change has been undertaken and is presented ES Volume 1 Chapter 15 Climate Change.
- 7.6.2 The assessment undertaken outlines that key sources of Greenhouse Gas (GHG) emissions during construction would be from construction activities and carbon embodied in construction materials. These are summarised within the Outline Environmental Management Plan (OEMP) submitted with this planning application which will be developed into a Construction Environmental Management Plan (CEMP) by the Principal Contractor.
- 7.6.3 Chapter 15 concludes that the Proposed Development is not considered to be significantly vulnerable as a result of climate change as the Proposed Development will not result in any significant impacts in regards to GHG emissions. In addition, the operation of the Proposed Development is indicated to reduce GHG emissions compared to a 'do nothing' approach, therefore, the Proposed Development is considered to have a minor beneficial effect on GHG emissions during its operational phase.
- 7.6.4 Chapter 15 also concludes that in relation to projected climate change, the residual effects of the Proposed Development are also not significant for both construction and operation due to the mitigation features integrated into the design of the Proposed Development.
- 7.6.5 Mitigation measures are embedded in the design of the Proposed Development, and will be implemented to reduce emissions across the lifecycle of the Proposed Development, as follows:

Construction Phase

- 7.6.6 A plan to reduce energy consumption and associated carbon emissions is proposed. This could include the consideration of renewables, low or zero carbon energy sources and energy consumption and materials use will be recorded and reported on an ongoing basis during the construction stage.

- 7.6.7 Material resource management will also take place, including using materials with lower embodied GHG emissions and water consumption, using sustainably sourced materials and using recycled or secondary materials. Well maintained plant will be used and idling of plant and or vehicles when stationary will not be allowed. In addition, contractors and suppliers with low emission fleet vehicles will be chosen.
- 7.6.8 Waste management measures will also be implemented and are summarised within an Outline Site Waste Management Plan and Waste Minimisation Statement submitted with this planning application in ES Volume III Appendix 12.2. These documents set out the estimated types and volumes of waste arising from the construction of the Proposed Development and proposals to mitigate this. Examples of this mitigation are as follows:
- Agreements with material suppliers to reduce packaging;
 - Implementation of material delivery system to avoid stockpiling;
 - Attention to material quantity requirements to avoid over-ordering;
 - Re-use of materials wherever possible;
 - Segregation of waste at source where practical; and
 - Re-use and recycling of materials off site where re-use on site is not practicable.

Operational Phase

- 7.6.9 Energy efficient lighting and technology will be implemented to minimise operational energy consumption, and low or carbon neutral forms of transportation will be encouraged through the construction of cycle/footways. In addition, the specification and installation of highway equipment will be capable of withstanding temperature extremes arising from severe weather events as set out in ES Volume I Chapter 15.
- 7.6.10 The Proposed Development has been designed to incorporate resilience to projected flood risk taking into account a climate change allowance of 35% on to the 1% AEP storm used to assess and design for fluvial flood risk. However, new climate change guidance allowances were published in July 2021. With regards to the updated climate change guidance, the Proposed Development falls within the 'Gloucestershire and Vale' management catchment. The updated climate change guidance directs that essential infrastructure proposals should use the new higher central allowance which is 41% for this catchment boundary. For the assessment of off-site impacts and flood storage compensation the central allowance should be used, unless the affected area contains essential infrastructure (not including the infrastructure put in place by the HIF project). The new central allowance for this catchment is 26%.
- 7.6.11 Given that the FRA has demonstrated no increase in flood risk as a result of the Proposed Development during the 1% AEP event with a 35% climate change allowance, it is inferred that the impacts of a 1% AEP event with a 26% climate change allowance are already mitigated by the design and no increase in flood risk would occur during this scenario. Similarly, the Proposed Development itself is shown not to flood in the 1% AEP event with a 70% climate change allowance, and therefore will also perform adequately during a 1% AEP event with a 41% climate change allowance. Further details can be found in the Flood Risk Assessment (ES Volume III Appendix 14.1). The Proposed Development is not considered to result in any deterioration in water quality as set out in ES Volume I Chapter 14: Road Drainage and the Water Environment.
- 7.6.12 As well as this, drainage design takes into account the implications of climate change and the Proposed Development has been designed to accommodate the 1 in 100 year return period including the 20% climate change allowance, and undertake a sensitivity analysis to understand the flooding implication of the 1 in 100 year return period including the 40%. The surface water runoff from the impermeable areas will be drained and attenuated either in attenuation ponds, roadside swales, filter drains, or with the use of

existing watercourses (modified to provide attenuation and controlled release) and the discharge rate will be restricted to a Qbar flow rate with use of a hydro-brake or similar flow control method. Further details can be found in the Drainage Strategy Report.

- 7.6.13 Ecological adaptation measures have also been incorporated into the design where relevant, and result in an overall biodiversity net gain of approximately 11.11% of habitat units, 13.37% of hedgerow habitats and 1.26% linear (river) habitat units.
- 7.6.14 Ground investigations and surveys have been undertaken to ensure the land is of suitable quality and identify any remediation needed as set out in Chapter 11 Ground Conditions of the ES and the Ground Investigation Report submitted with this planning application.
- 7.6.15 It is therefore considered that the Proposed Development will not have any significant effect on GHG emissions, and will not be vulnerable to projected climate change impacts, in accordance with Policies DES8 of the SOLP, Core Policies 40 and 43 of the VoWHLPP, and paragraph 8, 130 and 154 of the NPPF.

7.7 Historic Environment

- 7.7.1 Chapter 7 Cultural Heritage of the ES provides an assessment of the Proposed Development's impact on heritage assets and is supported by the preparation of a Heritage Desk Based Assessment included within ES Volume III Appendix 7.2. Within ES Chapter 7 the value/sensitivity or significance of each asset has been identified and an assessment has been made on the potential impact or harm caused to those assets identified.
- 7.7.2 The Proposed Development traverses several historic landscape character types and the majority of these are the result of recent landscape change. A key feature of the landscape through which the Proposed Development passes is change, and as such it is considered that the Proposed Development will have a neutral or negligible impact on the historic landscapes. The Site crosses a wide and varied landscape that encompasses agricultural fields, former industrial lands, quarries, landfill, the River Thames and its floodplain.
- 7.7.3 ES Volume III Appendix 7.2 sets out the known heritage assets within the 1km study area. There are no designated assets within the Site boundary and therefore the Proposed Development will not result in the removal or alteration to any designated asset. The assessment has therefore considered the impact of the Proposed Development on the settings of designated assets and their significance. There are no world heritage sites, registered battlefields or protected wrecks within the Site and 1km study area.
- 7.7.4 In terms of designated assets, the following were identified within the 1km study area (none within the Site boundary):
- Five scheduled monuments (A76 an Iron Age/Saxon settlement and Bronze Age barrow cemetery at Appleford, A109 Round barrow cemetery at Fullamoor Plantation, A117 Settlement site north of River Thames, A223 at Culham Conservation Area, A225 at Nuneham Courtenay Conservation Area);
 - One registered park and garden (Grade I Registered Nuneham Courtenay) also comprising an 18th Century landscaped park and pleasure ground associated with Grade II* listed Nuneham House and Nuneham Courtenay Arboretum;
 - Six conservation areas (Milton, Sutton Courtenay, Culham, Didcot (Old) Town, Clifton Hampden and Nuneham Courtenay);
 - 92 listed buildings (including one Grade I and six Grade II*). Listed buildings are generally clustered around settlement areas such as Milton, Sutton Courtenay,

Appleford, Culham and Clifton Hampden, and within parkland at Nuneham Courtenay; and

- No World Heritage Sites, Registered Battlefields or Protected wrecks in the study area.

7.7.5 An analysis of historic maps combined with the site walkover and setting assessment identified one non-designated building in the Site (Hill Farm) and 13 within the surrounding area including ditches, enclosures and pits.

7.7.6 A geophysical survey and archaeological trial trench evaluation has been carried out in compliance with Written Scheme of Investigation, prepared and agreed with OCC Archaeology. The results of the trial trenching evaluation work are pending. It has been agreed with OCC Archaeology on the 2nd July 2021 that the archaeological evaluation report will be submitted as soon as possible. In the absence of the information from the archaeological trenching, it has been assumed that the Site has a high potential for as yet unknown archaeological remains to be present in areas not affected by modern activity. In the absence of the trial trenching a potential large adverse and significant effect is predicted.

7.7.7 A number of mitigation measures have been identified which will be implemented by the Principal Contractor to reduce the potential impacts and effects during construction of the Proposed Development. The OEMP contains a recommendation for an Archaeological Management Strategy (AMS) that details the mitigation measures that will be undertaken prior to, and during construction of the Proposed Development. A CEMP is to be prepared by the Principal Contractor which will include the measures and procedures detailed in the AMS and requirements of the OEMP. The Proposed Development has been designed to reduce the visual impact of the proposal in sensitive locations, where appropriate. In particular, the proposed landscape strategy to the north of the Clifton Hampden Conservation Area aims to reduce the impact on landscape amenity and the setting of the conservation area and the heritage assets it contains.

7.7.8 A total of 10 heritage assets and five archaeological assets have been considered to be potentially affected by the Proposed Development. Of these, six are designated and the remaining are nine non-designated.

7.7.9 The below provides a summary of the Proposed Development's impact on the designated assets.

- **A117 (Settlement site SM1006345)** is a designated scheduled monument and comprises 12 overlapping enclosures and ditches with scattered pits adjacent to the River Thames. The River Thames therefore forms a key part of its setting with links upstream to other monuments. The significance or sensitivity of this asset is considered high, and the effect of the Proposed Development assessed to be slight adverse as A117 will maintain its relationship with the River Thames. The Proposed Development is considered to result in less than substantial harm to this asset.
- **Nuneham Courtenay Registered Park and Garden (Grade I)** is an asset of high value. This asset will be affected by the construction of the Clifton Hampden Bypass which will be constructed to the southeast of the Park and Garden affecting the character of its setting. Viewpoints of the Park and Garden have been assessed and the Proposed Development will not feature within any key direct views towards the Park and Garden or in the original approaches to the Park. There are no direct views of the Proposed Development from within the Park and Garden or from listed buildings within the Park. The construction and presence of the bypass and attenuation pond in the setting of the Park and Garden would continue the urbanising effect of the presence of the Culham Science Centre this side of the Park and Garden, building on and reflecting this character, and therefore altering the current agricultural setting of the Park and Garden that is

present to the east of Culham Science Centre. Whilst this change will be perceptible, it is considered that the change will alter one minor aspect of the setting of the asset, which is focused in an area that is not a key part of the setting and which has already experienced a degree of change. It is therefore concluded that the Proposed Development will result in less than substantial harm to this asset.

- **Nuneham Courtenay Conservation Area** is a designated asset of high value covering the same area as the Nuneham Courtenay Registered Park and Garden but excluding land to the west of Furze Brake and including the village of Nuneham Courtenay to the northeast of the Park and Garden. The Clifton Hampden Bypass is within the landscape setting of this conservation area and includes a cycle and footway, grass verges and landscaping north and north west of Clifton Hampden. Impacts will arise from the construction and presence of the Proposed Development in the agricultural setting of the conservation area. Whilst the change will be perceptible it is limited to a minor aspect of its setting. The Proposed Development is considered to cause less than substantial harm to this asset.
- **Clifton Hampden Conservation Area** is a designated asset of medium value and the Proposed Development is located within the vicinity of the conservation area, specifically the Clifton Hampden Bypass which runs along the north and west sides of the conservation area. The Proposed Development's impacts on the setting of the conservation area are related to changes to the approach and character of the rural setting. The Proposed Development will continue the urbanising effect of Culham Science Centre to the west and alter the agricultural setting. The proposed tree planting to the north and west of the conservation area is in keeping with its historic appearance whilst also providing screening of the Proposed Development in views within the setting of the conservation area. There will be no interference with the view towards the steeple of Grade II* Church of St Michael and All Angels and no impacts are predicted on other heritage assets within this conservation area. Until the landscape planting matures (c. 15 years) the construction and presence of the Proposed Development within the setting of the conservation area is assessed as having a slight adverse effect, and less than substantial harm. This effect will be of temporary duration, until the screening planting proposed in the landscape strategy has matured. After this point the impact would reduce to negligible. Once operational the bypass will take traffic away from the conservation area and improve the rural character and allow for greater appreciation of its assets, for example, by reductions in traffic noise in the village.
- **Culham Station and Ticket Office (Grade II*) and Culham Station Overbridge (Grade II)** are designated assets of high value. In the vicinity of the asset the Proposed Development includes a new roundabout to the east to facilitate access to Culham Science Centre and the proposed development allocation in the SOLP, and a series of attenuation ponds. The proposed landscape strategy includes the retention of the existing mature planting west of the listed buildings that presently screens them from view. The retention of this existing planting will continue to effectively screen the construction and presence of the Proposed Development during operation from the assets. The surrounding area of this asset is already subject to a significant amount of change including the presence of Culham Science Centre and therefore it is considered that there are no impacts predicted to the station and overbridge.

7.7.10 The below provides a summary of the Proposed Development's impact on non-designated assets:

- The Proposed Development will physically impact **five archaeological non-designated sites (assets A54, A60, A36, A142 and A163)** due to the removal of archaeological remains during construction. In relation to A60 the majority of the

asset has been removed through past development. However, the impact on these is considered to be slight adverse not significant as the Proposed Development will not substantially affect the value of these assets. Essential mitigation in the form of archaeological investigation will reduce the significance of effect to neutral.

- **Hill Farm** – is a low value asset located south of Appleford. Immediately to the west of this asset will be the proposed footpath and cycleway, improvements to the road, and the introduction of a signalised crossing. To the south of the asset a new road link section will be created to link to a future development area east of the asset. The construction and presence of the Proposed Development in the setting of the asset will have an urbanising effect, changing the character of the road from a rural lane to a signalised road flanked by footpaths and cycleways. The road has already undergone some change, with a bunded abstraction area present along its western side. The change is therefore viewed as having a negligible impact, resulting in a slight adverse and permanent effect, which is not significant.
- To the south is the Didcot Science Bridge link to the Didcot A Power Station. The construction and presence of the Proposed Development in the setting of the asset would have an urbanising effect, changing the character of the road from a rural lane to a signalised road flanked by footpaths and cycleways. The road has already undergone some change, with a bunded abstraction area present along its western side. The change is therefore viewed as having a negligible impact, resulting in a slight adverse and permanent effect, which is not significant.
- **New Hill Farm** is a low value asset. The proposed Backhill Roundabout would occupy part of the agricultural setting of the farmstead, and the road widening to the north would bring the road slightly closer to the asset. The construction and presence of the Proposed Development is assessed as having a minor impact on its setting, resulting in a slight adverse and permanent effect, which is not significant.
- **Appleford Crossing Cottage** is a low value asset. In the vicinity of the asset the Proposed Development includes widening of the road to the west. Despite its proximity to the asset the assessment has concluded that the alterations to views and setting of this asset will not affect the heritage value of this asset and therefore there will be no impact.
- **Zouch Farm** is a medium value asset. The Proposed Development will affect the setting of this asset with alterations to Abingdon Road to the north and addition of a footway/cycleway to the south side of the road. Whilst the setting of the asset will be altered it is not considered to affect its value and therefore there will be no impact.
- **Coppice House** is a low value asset. In the vicinity of the asset is the proposed Clifton Hampden Bypass and alterations to Oxford Road to the south of the asset, including realignment of the access road into Clifton Hampden. The landscape surrounding the property makes little contribution to its significance. As such whilst the Proposed Development would change the setting of the asset it will not result in a change to its heritage value and therefore there will be no impact.

7.7.11 The remainder of heritage assets within proximity to the Site, designated and non-designated, have been assessed to be unaffected by the Proposed Development and therefore will not experience any harm or impact as a result of the Proposed Development.

7.7.12 As set out above, the Proposed Development is considered to cause less than substantial harm to six designated heritage assets and as such this needs to be weighed against the public benefits of the Proposed Development. In addition, the Proposed Development will have a minor impact on non-designated assets although assessed to not substantially alter their heritage value.

7.7.13 The Proposed Development will result in a number of public benefits as set out above in Section 2 of this Planning Statement but can be summarised as follows:

- Unlocking the delivery of homes in the Didcot Garden Town area including affordable homes;
- Encouraging modal change and improving safety for all road users;
- Provide additional highway capacity for development; and
- Improve existing journey times and reduce congestion and associated noise and air quality issues.

7.7.14 Therefore, whilst less than substantial harm is expected on the six designated assets it is considered that the harm is outweighed by the public benefits of the Proposed Development.

7.7.15 As such the Proposed Development is considered compliant with SOLP Policies ENV6, ENV7, ENV8, ENV9 and ENV10 and VoWHLP Core Policy 39, Development Policies 36, 37, 38 and 39 as well as paragraphs 194, 197, 199 and 201 of the NPPF.

7.8 Biodiversity

7.8.1 A number of ecological surveys have been undertaken to identify any species and habits on and around the Site. These can be found in ES Volume III Appendix 9. The surveys identified the following statutory and non-statutory designations are located within close proximity of the Site:

- Culham Brake SSSI – 1.2km north west of the Site;
- Little Wittenham SAC, SSSI – 3.1km south east of the Site;
- Cothill Fen SAC, SSSI – 6.7km north-west of the Site;
- Furze Brake LWS; Thames Clifton to Shillingford CTA; Clifton Hampden Wood LWS; Clifton Hampden Meadows LWS; Kelart's Field pLWS (potential Local Wildlife Site) – all within 1km of the Site; and
- Radley Gravel Pits LWS; Thames Radley to Abingdon CTA; Radley Gravel Pits Extension South LWS; Hayward's Eyot LWS; Nuneham Arboretum LWS – more than 1km from the Site.

7.8.2 ES Volume I Chapter 9 Biodiversity provides an assessment of the Proposed Development's effects on ecological receptors and their conservation status as well as their contribution to biodiversity. ES Chapter 9 concludes the Proposed Development is not anticipated to result in any significant effects once operational however slight adverse effects are predicted in relation to:

- Freshwater Ponds and Eutrophic Standing Water;
- Fish – European Eel and Bullhead;
- Invasive non-native species;
- Breeding bird assemblage across the Proposed Development;
- Non-breeding bird assemblage across the Proposed Development; and
- Bats across the Proposed Development.

7.8.3 Ongoing monitoring is recommended for invasive non-native species in compliance with the final Landscape and Biodiversity Management Plan (LBMP).

7.8.4 To manage effects during the construction phase of the Proposed Development, an OEMP has been prepared. The Principal Contractor will develop the OEMP into a

detailed CEMP which will be implemented throughout the construction of the Proposed Development and will set out measures to protect biodiversity and protected species.

7.8.5 An Outline LBMP (prepared in accordance with DMRB LA 117 Landscape Design) is submitted with this planning application and sets out the key biodiversity and landscaping measures required to avoid, mitigate and compensate for impacts and effects to terrestrial biodiversity and landscape from the construction and operation of the Proposed Development.

7.8.6 The Proposed Development includes the following key biodiversity mitigation measures:

- Avoid key habitats where possible such as water bodies;
- Habitat planting and reinstatement;
- Habitat creation through hedgerows, grassland planting, reedbed, wet woodland, wet flower rich grassland and standing water;
- Lighting design to minimise light spill on habitats;
- Installation of up to 100 bird boxes;
- Culverts to maintain connectivity along watercourses; and
- Provision of replacement badger sets.

7.8.7 Further details of these measures are shown on the Ecological Mitigation Plans and within the Outline LBMP.

7.8.8 Overall, the Proposed Development is anticipated to result in a slight positive effect, once habitats have matured. An overall biodiversity net gain of approximately 11.11% of habitat units, 13.37% of hedgerow habitats and 1.26% linear (river) habitat units will be secured through the Proposed Development as set out in the Biodiversity Net Gain Assessment submitted with this application. The following landscape and biodiversity elements are proposed to achieve the biodiversity net gain:

- Amenity grassland;
- Grassland with bulbs;
- Species-rich grassland, including wet flower-rich grassland approximating to MG4/ MG5 grassland in the Hanson Restoration area;
- Native broad-leaved woodland, including wet woodland in the Hanson Restoration area;
- Native woodland edge;
- Native shrubs;
- Ornamental shrubs;
- Native hedgerows;
- Individual trees;
- Marginal planting, including reedbed in the Hanson Restoration area; and
- Wetland meadow.

7.8.9 The Proposed Development is therefore considered compliant with VoWHLP Core Policies 45 and 46 and SOLP Policy ENV2 as well as paragraphs 174 and 182 of the NPPF.

7.9 Water Environment and Flood Risk

- 7.9.1 A Flood Risk Assessment (FRA) has been undertaken as part of the ES (ES Volume III Appendix 14.1) and an assessment of road drainage and the water environment is set out in Chapter 14 of the ES Volume I. A Drainage Strategy has also been prepared which demonstrates how surface water will be drained from the Proposed Development.
- 7.9.2 The conclusions of the FRA state that flood risk to the Proposed Development from fluvial, tidal, surface water, artificial sources, drainage infrastructure and groundwater is low, with mitigation in place. Chapter 14 concludes that a number of embedded mitigation measures have been incorporated into the Proposed Development as detailed within the Drainage Strategy and FRA and as such no significant adverse effects on the water environment have been identified to occur during construction and operation of the Proposed Development. This mitigation includes the use of SuDs and attenuation features that accommodate climate change.
- 7.9.3 Other mitigation includes culverting, which is proposed at several locations throughout the Proposed Development to provide flood relief. The detailed design for the culverts will aim to minimise changes in river alignment and length as much as is feasible. Culverts will be designed appropriately to maintain connectivity along watercourses for aquatic species and riparian mammals. All culverts and flood relief culverts designed for the Proposed Development will be of sufficient size, determined by hydraulic flood modelling, to ensure no increase in fluvial flood risk. Further details of the mitigation proposed can be found in the Drainage Strategy and ES Volume I Chapter 14.
- 7.9.4 In terms of ecology, the space along Meadow Brook has been reserved (at the junction of the A4130 widening and the Didcot Science Bridge) for watercourse enhancements to mitigate the hydromorphological and ecological impacts from culverting this watercourse.
- 7.9.5 The Proposed Development is located within the River Thames Catchment. It includes a new bridge crossing of the River Thames along with multiple crossings of Moor Ditch, Stert Brook, Cow Brook, Meadow Brook and the Clifton Hampden Brook. These are located within Flood Zones 2 and 3, surface water flood risk zones and a high ground water table and as such are at a higher risk of flooding.
- 7.9.6 It has not been possible to apply the sequential test and avoid Flood Zones 2 and 3 given that the Proposed Development includes the creation of a new bridge over the River Thames. As discussed under the Principle of Development section, the majority of the Proposed Development is located on land which is safeguarded for highways infrastructure. Owing to the nature of the Proposed Development, it is not viable to relocate the works in a zone with a lower probability of flooding, it is therefore considered that there is no alternative and that the requirements of the sequential test are met.
- 7.9.7 In terms of vulnerability, the FRA classifies the Proposed Development as less vulnerable and essential infrastructure whereby the exception test, as per NPPF Para 163, should be applied for Flood Zone 3. To satisfy this test:
- the sustainability benefits of the scheme outweigh the flood risk; and
 - development will be safe for its lifetime taking into account vulnerability of its users and that it won't increase flooding elsewhere.
- 7.9.8 As mitigation measures have been incorporated into the design to ensure that the new road will be at low risk of flooding and will be safe for the lifetime of the development, it is considered that the Proposed Development passes the Exception Test.
- 7.9.9 The Proposed Development has been designed to incorporate resilience to projected flood risk taking into account a climate change allowance of 35% on to the 1% AEP storm

used to assess and design for fluvial flood risk. However, new climate change guidance allowances were published in July 2021. With regards to the updated climate change guidance, the Proposed Development falls within the 'Gloucestershire and Vale' management catchment. The updated climate change guidance directs that essential infrastructure proposals should use the new higher central allowance which is 41% for this catchment boundary. For the assessment of off-site impacts and flood storage compensation the central allowance should be used, unless the affected area contains essential infrastructure (not including the infrastructure put in place by the HIF project). The new central allowance for this catchment is 26%.

- 7.9.10 Given that the FRA has demonstrated no increase in flood risk as a result of the Proposed Development during the 1% AEP event with a 35% climate change allowance, it is inferred that the impacts of a 1% AEP event with a 26% climate change allowance are already mitigated by the design and no increase in flood risk would occur during this scenario. Similarly, the Proposed Development itself is shown not to flood in the 1% AEP event with a 70% climate change allowance, and therefore will also perform adequately during a 1% AEP event with a 41% climate change allowance. Further details can be found in the Flood Risk Assessment (ES Volume III Appendix 14.1). The Proposed Development is not considered to result in any deterioration in water quality as set out in ES Volume I Chapter 14: Road Drainage and the Water Environment.
- 7.9.11 As well as this, drainage design takes into account the implications of climate change and the Proposed Development has been designed to accommodate the 1 in 100 year return period including the 20% climate change allowance, and undertake a sensitivity analysis to understand the flooding implication of the 1 in 100 year return period including the 40%. The surface water runoff from the impermeable areas will be drained and attenuated either in attenuation ponds, roadside swales, filter drains, or with the use of existing watercourses (modified to provide attenuation and controlled release) and the discharge rate will be restricted to a Qbar flow rate with use of a hydro-brake or similar flow control method. Further details can be found in the Drainage Strategy Report.
- 7.9.12 Flood risk has been considered from all sources including fluvial, surface water, ground water, tidal, reservoirs and sewers. The implementation of construction methods and mitigation described in the OEMP will ensure the risks of fluvial flooding during the construction phase will be effectively managed there will be no significant impacts in terms of flood risk during the construction phase.
- 7.9.13 The FRA states that there is residual risk present in the condition of any highway drainage pipes leading to an accumulation of sediment, however this can be mitigated by regular maintenance.
- 7.9.14 As set out in Section 2 of this Planning Statement, the Proposed Development will support future growth in the surrounding area for housing, easing congestion and pressure on existing transport networks. It therefore aims to improve connections to major destinations, reduce congestion, improve safety and provide a transport network which will accommodate development. The provision of NMU facilities also offer real mode choice for work and leisure, helping to encourage a modal shift. As such it is considered that these benefits outweigh the flood risk.
- 7.9.15 Therefore, the Proposed Development accords with Policy EP4 of the SOLP, Policies 30 and 42 of the VoWHLP and paragraphs 159, 162, 166 and 167 of the NPPF.

7.10 Noise and Vibration

- 7.10.1 A noise and vibration impact assessment of the Proposed Development has been carried out and can be found within ES Volume I Chapter 10. This includes consideration of both construction and operational noise and vibration impacts resulting from the Proposed Development.

- 7.10.2 Embedded mitigation measures will be employed to ensure that potential noise and vibration impacts at nearby sensitive receptors are minimised as far as practicable. This mitigation includes amendments to the alignment away from sensitive receptors, inclusion of noise barriers and solid bridge parapets and low noise road surfacing along some sections of the Proposed Development.
- 7.10.3 Construction of the Proposed Development would be subject to measures and procedures as defined within the OEMP. The measures detailed within the OEMP will be developed into a Construction Environmental Management Plan (CEMP) by the selected construction contractor which will be implemented for the duration of the construction phase. As part of the CEMP a specific Noise and Vibration Management Plan (NVMP) will be developed.
- 7.10.4 The Proposed Development will result in increases in traffic on the B4015 at the northeast end of the Proposed Development to the A4074. In addition, the River Crossing and Clifton Hampden Bypass sections introduce a new noise source close to sensitive receptors. As per Chapter 10 of the ES, the Proposed Development will result in significant adverse noise impacts on a number of sensitive receptors including:
- Hotel (Premier Inn), A4130 Milton Interchange;
 - Hill Farm & Hartwright House between Didcot and Appleford;
 - Level Crossing Cottage, Appleford;
 - B4016 Appleford, 19 residential properties south of allotments;
 - Warren Cottage, Thame Lane north of A415;
 - Culham Science Centre Nursery;
 - Fullamoor Cottages, A415 (2 residential properties);
 - Clifton Hampden, northern edge 7 residential properties;
 - Two residential properties north of Clifton Hampden at north-east end of the Proposed Development; and
 - Four residential properties on B4015 between Clifton Hampden and A4074.
- 7.10.5 The Proposed Development will however alleviate traffic flows on the existing routes to the east and west through the villages of Sutton Courtenay/Culham and Long Wittenham, plus the A415 between the Culham Science Centre and the A4074 i.e. through Burcot and the centre of Clifton Hampden. It will also alleviate traffic flows on the B4016 through Appleford.
- 7.10.6 Therefore, there will also be significant beneficial impacts to several properties due to reductions in traffic near these properties:
- Didcot, 57 residential properties along existing A4130 east of the Didcot Science Bridge;
 - B4016 Appleford, 79 residential properties close to the B4016;
 - Sutton Courtenay and Culham, 228 residential properties and one educational building;
 - Nine residential properties on the A415 east of Culham Train Station;
 - Clifton Hampden centre and south, 91 residential properties, three community facilities, one medical building, and one school;
 - Long Wittenham and individual properties to north and south, 207 residential properties, three community facilities and one school; and
 - Burcot, 75 residential properties.

- 7.10.7 Based on the information received from the Early Contractor Involvement (ECI), potentially significant construction vibration annoyance effects have been identified at approximately 15 residential buildings and two non-residential potentially sensitive buildings located close to works involving vibratory rollers. There will be no vibration effects as a result of the Proposed Development once operational.
- 7.10.8 Paragraph 185 of the NPPF which states that '*planning decisions should mitigate and reduce to a minimum, potential adverse impacts resulting from noise from new development – and avoid noise giving rise to significant adverse impacts on health and the quality of life*'. Whilst every endeavour has been made through the design to minimise and mitigate noise impacts as a result of the Proposed Development, significant impacts will remain.
- 7.10.9 Therefore, the Proposed Development is considered to be compliant with VoWHLP Development Policy 25 and SOLP Policy ENV12 as well as paragraph 185 of the NPPF, however it cannot be concluded to be wholly compliant with VoWHLP Development Policy 23 and SOLP Policy DES6 whereby development proposals should demonstrate that they will not result in any significant adverse impacts on amenity in relation to noise. Whilst mitigation has been adopted and incorporated into the design in some instances, as reported in ES Chapter 10, the effects will remain as significant and adverse.

7.11 Air Quality

- 7.11.1 An assessment of the Proposed Development's impact on air quality has been undertaken and can be found in ES Volume I Chapter 6 Air Quality.
- 7.11.2 There are no designated Air Quality Management Areas (AQMAs) or clean air zones within the area of study for the Site. SODC has three AQMAs with the closest being Wallingford at 9km from the study area. There are three in VoWHDC with Abingdon being closest at 4km from the study area. All were declared due to NO₂. Therefore, the Site is not considered particularly sensitive in terms of air quality.
- 7.11.3 During the construction phase, the only area potentially impacted by increases in Heavy Duty Vehicle (HDV) flow is along the A4130, east of Milton Interchange. However, the change in NO₂ concentrations would be imperceptible at all receptors modelled. There would be no impacts on designated ecological sites as there are none within 200m of the construction traffic.
- 7.11.4 Mitigation measures during the construction phase are proposed (set out in the OEMP) and to be detailed in a CEMP to be developed by the Principal Contractor. With the appropriate application of the mitigation measures as detailed in the OEMP (implemented via the CEMP), there will be no significant air quality effects as a result of the construction of the Proposed Development.
- 7.11.5 Once operational, the Proposed Development is anticipated to result in both increases and decreases in annual mean NO₂ concentrations across the study area. However, there will be no exceedance of the objective for annual mean NO₂ and therefore no significant effects of air quality on human health are predicted. In addition, the Proposed Development would also not affect the UK's ability to comply with the Air Quality Directive.
- 7.11.6 The Proposed Development would result in increases and decreases in annual mean NO_x concentrations and nitrogen deposition rates at sensitive ecological habitats. However, these effects are not considered to be significant as the predicted annual mean NO_x concentrations are within the objective values in all assessed scenarios at all ecological habitats.

- 7.11.7 Overall, the results of the assessment in ES Chapter 6 conclude that there will be no significant effects in terms of air quality on human health or sensitive ecological receptors.
- 7.11.8 The Proposed Development is therefore considered to be compliant with SOLP Policies EP1, ENV12 and DES6, VoWHL Development Policies 23 and 26, and in accordance with Paragraphs 186 and 187 of the NPPF.

7.12 Minerals and Waste

- 7.12.1 As set out in Minerals and Waste Safeguarding Preliminary Assessment the Site crosses the Minerals safeguarded area for sharp sand and gravel within the Mineral Strategic Resource Area 5 for The Thames, Lower Windrush and Lower Evenlode Valleys area from Standlake to Yarnton.
- 7.12.2 The location of the Proposed Development will fall into designated areas for the safeguarding of minerals towards the northeast of the Didcot Power Station A and north towards Appleford and Culham Science Centre.
- 7.12.3 The majority of the Proposed Development is located within land safeguarded for highways improvement as allocated in in the VoWHL CP18 and CP18a and Land Safeguarded for Strategic Transport Schemes Policy as allocated by policy TRANS3 of the SOLP. However, there is a section of the Didcot to Culham River Crossing which is outside of the highways safeguarded land, affecting Bridge Farm Quarry where the Proposed Development crosses the Sutton Courtenay minerals and waste complex. In addition, land is also temporarily required for construction and access however this is not anticipated to sterilise the mineral. These areas will be restored following completion of the construction.
- 7.12.4 A preliminary Minerals and Waste Safeguarding Assessment has been undertaken and is included within ES Vol II Appendix 12. The report considers the impact of the Proposed Development on the minerals safeguarded areas.
- 7.12.5 Mineral extraction is currently taking place at Bridge Farm Quarry and the majority of the mineral resource is understood to have already been extracted with the site winding down and a significant portion restored or in the process of being restored.
- 7.12.6 There are two further potential mineral safeguarding sites (SG-62 at Appleford and River Thames for S6-17 Land at Culham) which have been put forward within the emerging OCC Minerals and Waste Local Plan: Part 2 – Site Allocations. However, both have been considered unfavourable or unsuitable on highways grounds and the strategic aim to deliver the River Thames crossing.
- 7.12.7 In addition, the alignment of the Proposed Development also includes the Safeguarded Rail Depot, Appleford Sidings, under policy M9. The design of the Proposed Development has carefully considered the extent of the Appleford Sidings and incorporates a bridge over the rail sidings to enable its access and use to be maintained. Construction will be managed to retain access and not prejudice the use of the Appleford Sidings and, as such, its future use for mineral extraction will not be compromised.
- 7.12.8 Furthermore, as set out in Section 2 of this Planning Statement the Proposed Development will bring forth a number of benefits which would outweigh any potential economic and sustainability considerations relating to the mineral resource.
- 7.12.9 There are four safeguarded waste management facilities within or close to the Site – Hill Farm, Sutton Courtenay, Appleford Rail Sidings and Culham No 1. The assessment of the Proposed Development on these waste sites concludes that none will be adversely affected by the Proposed Development. It will also not prejudice the future use of

safeguarded sites for waste management or require any new permanent waste management infrastructure.

7.12.10 The Proposed Development is therefore considered compliant with Oxfordshire Minerals and Waste Core Strategy Policies M8, M9, W11, SOLP EP5 and Paragraphs 211 and 212 of the NPPF.

7.13 Ground Conditions, Soils and Land Stability

7.13.1 ES Volume I Chapter 11 Geology and Soils and the Ground Investigation Report (GIR) submitted with this application provide an assessment of the ground conditions associated with the Proposed Development.

7.13.2 The areas of the Site with the greatest contamination potential are the areas that underlie the A4130 Widening, Didcot Science Bridge and the Didcot to Culham River Crossing where the former Didcot A Power Station, Sutton Courtenay Landfill, and the Railway Sidings are located.

7.13.3 As set out in ES Chapter 11, the ground investigations started in March 2021 to confirm and identify significant contaminant exceedances that warrant any additional control measures to reduce risk to human health. With standard mitigation in place, as outlined in the OEMP, the impact from close contact with soils is not considered to be significant.

7.13.4 Should the chemical screening results indicate high levels of contaminants which are hazardous, a series of assessments will be undertaken and a course of remediation planned in consultation with OCC. A Soils Management Plan, Materials Management Plan and CEMP will all be produced for the construction of the Proposed Development.

7.13.5 As the Didcot to Culham River Crossing section of the Proposed Development is to be constructed partially over the historic Sutton Courtenay landfill known as 90 Acre Field, there is the potential for gas to migrate out of the landfill and towards potential receptors. A gas risk assessment will be conducted in accordance with guidelines within CIRIA C665 (REF 11.33). Gas Screening Values (GSVs) will be calculated to assess the significance of gas generation at the Site.

7.13.6 Through the application of best practice and mitigation measures during the construction of the Proposed Development it is not anticipated that there will be a risk to human health as a result of its construction.

7.13.7 In terms of operation, the Proposed Development is not anticipated to cause any significant effects with regards to geology and soils and it is unlikely there would be any interaction with underlying ground conditions and hydrology.

7.13.8 As set out in ES Volume I Chapter 11 Ground Conditions, the majority of the Proposed Development is located within Grade 3b and 3a with the exception of Grade 2 south of Appleford, and some Grade 2 in the northern part of the Proposed Development around Clifton Hampden. In the centre of the Didcot to Culham River Crossing section, immediately north of the Appleford Sidings, the land has been assessed as Grade 4. A number of considerations were taken into account when determining the route of the Proposed Development including the agricultural land classification. However, the Proposed Development is predominantly located within land safeguarded for such development.

7.13.9 Therefore, the Proposed Development is considered to be compliant with SOLP Policies DES6 and ENV11 as well as VoWHLP Core Policy 43 and Development Policy 27.

8. Planning Balance

8.1.1 This Planning Statement has been prepared in support of the planning application submitted to the LPA for the Proposed Development known as HIF1.

8.1.2 The Proposed Development comprises of the following elements:

- the dualling of the A4130 carriageway (A4130 Widening) from the Milton Gate Junction eastwards, including the construction of three roundabouts;
- a road bridge over the Great Western Mainline (Didcot Science Bridge) and realignment of the A4130 north east of the proposed road bridge including the relocation of a lagoon;
- construction of a new road between Didcot and Culham (Didcot to Culham River Crossing) including the construction of three roundabouts, a road bridge over the Appleford railway sidings and road bridge over the River Thames;
- construction of a new road between the B4015 and A415 (Clifton Hampden bypass), including the provision of one roundabout and *associated junctions*; and
- controlled crossings, footways and cycleways, landscaping, lighting, noise barriers and sustainable drainage systems.

8.1.3 The Proposed Development is supported by SOLP Policy TRANS3 and VoWHLP Core Policies 17 and 18 which set out that highways infrastructure is proposed in these areas and the land is safeguarded for highways purposes. While there are elements of the Proposed Development that are outside of the safeguarded zones, these are a result of further detailed design to provide the most optimal solution, and the majority of the Proposed Development is within these safeguarded zones.

8.1.4 Further details of its selection can be found in the OAR and within ES Volume I Chapter 3 Assessment of Alternatives. The Proposed Development is also supported under the Science Vale Strategy Area section of Oxfordshire's LTP4, in policies SV 2.6, 2.2, 2.13, 2.16, 2.21 and 2.22, as well as being supported within the planning inspector's reports of the examination of both the SOLP and VoWHLP. Specifically, the Planning Inspector for the SOLP highlighted in paragraph 214 of his report: "*The success of the Housing Infrastructure Fund bid will bring about early delivery of a new crossing of the River Thames between Culham and Didcot, a bypass of Clifton Hampden, capacity enhancements to the A4130, and a new 'Science Bridge', which will enable [site allocations] STRAT8, STRAT9 and STRAT10 to proceed. They are part of a wider highway strategy to support the delivery of housing growth in the wider Didcot Garden Town area and to mitigate the impact of existing, approved and allocated developments.*"

8.1.5 The Proposed Development will address the following issues and opportunities:

- Local and regional economy: The historic road network in Didcot and the surrounding areas is not currently fit for purpose and will be exacerbated with planned growth. There is congestion at key points, including where new and planned developments will access the road network. The Proposed Development will unlock and support the delivery of circa 18,000 new homes in the area including affordable homes;
- Local traffic issues: Didcot is a centre for distribution meaning there are more Heavy Goods Vehicles (HGVs) on the transport network than in other areas, adding to congestion and delay. There is also a need to plan now for all forms of travel). Transport connectivity is poor in the area with limited links making it difficult to travel between existing/ planned housing and employment sites;
- Environment: To uphold its "Garden Town" status, developments within Didcot should positively protect and enhance the natural, built and historic environment;

including making effective use of land, helping to improve biodiversity, using natural resources prudently, providing green infrastructure, addressing climate change and minimising waste and pollution; and

- People and local communities: There have been increasing traffic impacts in Didcot and the surrounding villages and their historic cores due to congestion, noise and air quality. The location of railway lines create physical barriers between some housing and employment sites, including areas proposed for new development because of limited crossings, which are already reaching capacity. The River Thames is also a barrier with limited bridge crossings. The Proposed Development will facilitate new movements across the Science Vale area, including by sustainable modes.

8.1.6 In addition to the above, the Proposed Development will result in some significant positive effects. These include, the delivery of biodiversity net gain, reduction in traffic noise, provision of accesses to directly access adjacent development and will support the provision of community facilities across the Site including nurseries, primary schools, care homes and areas of formal and informal open space.

8.1.7 The Proposed Development will inevitably have some significant adverse environmental effects, given the scale of development that is proposed, notably in relation to landscape and noise. However, comprehensive packages of mitigation are proposed to minimise adverse effects as reasonably possible and the residual effects are not considered to be unacceptable. Furthermore, the principle of significant development on the Site has been accepted through the safeguarding of the land for highways development within the SOLP and VoWHLP.

8.1.8 Part of the Didcot to Culham River crossing section (north of the River Thames) and the Clifton Hampden Bypass section are located within the Green Belt. In accordance with paragraph 150 of the NPPF the Proposed Development is considered to be local transport infrastructure which can demonstrate a requirement for a Green Belt location as the majority of the development within this area is located within land safeguarded for highway development. It is also not possible to avoid Green Belt land in this instance given the area it covers between Didcot and Clifton Hampden.

8.1.9 The Proposed Development will have an impact on the openness of the Green Belt and would conflict with Green Belt purposes c) to assist in safeguarding the countryside from encroachment and d) to preserve the setting and special character of historic towns. Therefore, the Proposed Development is considered to be inappropriate development and will harm the Green Belt and Very Special Circumstances are required.

8.1.10 The Very Special Circumstances which outweigh any harm to the Green Belt in this instance are as follows:

- The need for the Proposed Development: as set out in Section 2 of the Planning Statement, the OAR as well as identified in the safeguarding highways planning policy (SOLP Policy TRANS3 and VoWHLP Core Policy 18), there is a critical need for infrastructure improvements to address congestion as well as future demand to support housing growth in the surrounding area. Without the Proposed Development in place the ongoing increasing traffic impacts in Didcot and the surrounding villages and their historic cores along with congestion, noise, air quality and road safety will continue. The location of railway lines and the River Thames creates physical barriers to housing and employment sites coming forward and restrict capacity. The current highway network is not fit for purpose with the growth planned in the local area.
- There is support for the Proposed Development in planning policy through land safeguarded for highways development within both the Vale of White Horse and South Oxfordshire Local Plans (Policies TRANS1b, TRANS2 and TRANS3 of the SOLP, and Core Policies 16, 17, 18, 33 and 35 of the VoWHLP). It is also set out

and supported within the Science Vale Area Strategy in the LTP4. Therefore there is planning policy support for the Proposed Development in this location.

- The benefits of the Proposed Development as described in Section 2 of the Planning Statement, summarised as follows:
 - Unlocking the delivery of homes in the Didcot Garden Town area including affordable homes;
 - Encouraging modal change and improving safety for all road users;
 - Provide additional highway capacity for development;
 - Improve existing journey times and reduce congestion and associated noise and air quality issues; and
 - The lack of any alternatives which would have a lesser impact on the Green Belt – a number of alternatives have been considered for the alignment of the Didcot to Culham river crossing and Clifton Hampden Bypass however by virtue of the requirements of the Proposed Development to create the most viable option of a river crossing joining Didcot and Culham, it is not possible to avoid the Green Belt.

8.1.11 On balance, the overwhelming social and economic benefits of the Proposed Development to the Science Vale area outweigh the limited adverse environmental effects on landscape, noise and soils. It is therefore considered that taking the Development Plans as a whole, the Proposed Development complies with the Plans, and that the Development Plans and other material considerations point strongly in favour of the grant of planning permission.

Appendix A Planning Drawing Register

Drawing Number	Version	Drawing Title	Information or Approval
GEN_PD-ACM-HGN-DGT_ZZ_ZZ_ZZ-DR-T-0040	P02	Red Line Boundary	For Approval
GEN_PD-ACM-GEN-DGT_ZZ_ZZ_ZZ-DR-T-0020	P01	Location Plan	For Information
GEN_PD-ACM-EGN-DGT_ZZ_ZZ_ZZ-DR-T-0001	P02	Existing Site/highways Plans	For Information
GEN_PD-ACM-EGN-DGT_ZZ_ZZ_ZZ-DR-T-0002			
GEN_PD-ACM-EGN-DGT_ZZ_ZZ_ZZ-DR-T-0003			
GEN_PD-ACM-EGN-DGT_ZZ_ZZ_ZZ-DR-T-0004			
GEN_PD-ACM-EGN-DGT_ZZ_ZZ_ZZ-DR-T-0005			
GEN_PD-ACM-EGN-DGT_ZZ_ZZ_ZZ-DR-T-0006			
GEN_PD-ACM-EGN-DGT_ZZ_ZZ_ZZ-DR-T-0007			
GEN_PD-ACM-EGN-DGT_ZZ_ZZ_ZZ-DR-T-0008			
GEN_PD-ACM-EGN-DGT_ZZ_ZZ_ZZ-DR-T-0009			
GEN_PD-ACM-EGN-DGT_ZZ_ZZ_ZZ-DR-T-0010			
GEN_PD-ACM-EGN-DGT_ZZ_ZZ_ZZ-DR-T-0011			
GEN_PD-ACM-EGN-DGT_ZZ_ZZ_ZZ-DR-T-0012			
GEN_PD-ACM-EGN-DGT_ZZ_ZZ_ZZ-DR-T-0013			
GEN_PD-ACM-EGN-DGT_ZZ_ZZ_ZZ-DR-T-0014			
GEN_PD-ACM-EGN-DGT_ZZ_ZZ_ZZ-DR-T-0015			
GEN_PD-ACM-EGN-DGT_ZZ_ZZ_ZZ-DR-T-0016			
GEN_PD-ACM-EGN-DGT_ZZ_ZZ_ZZ-DR-T-0017			
GEN_PD-ACM-EGN-DGT_ZZ_ZZ_ZZ-DR-T-0018			
GEN_PD-ACM-EGN-DGT_ZZ_ZZ_ZZ-DR-T-0019			
GEN_PD-ACM-HGN-DGT_ZZ_ZZ_ZZ-DR-T-0001			
GEN_PD-ACM-HGN-DGT_ZZ_ZZ_ZZ-DR-T-0002			
GEN_PD-ACM-HGN-DGT_ZZ_ZZ_ZZ-DR-T-0003			
GEN_PD-ACM-HGN-DGT_ZZ_ZZ_ZZ-DR-T-0004			
GEN_PD-ACM-HGN-DGT_ZZ_ZZ_ZZ-DR-T-0005			

Drawing Number	Version	Drawing Title	Information or Approval
GEN_PD-ACM-HGN-DGT_ZZ_ZZ_ZZ-DR-T-0006	P02	Existing and proposed sections	Existing for Information Proposed for Approval
GEN_PD-ACM-HGN-DGT_ZZ_ZZ_ZZ-DR-T-0007			
GEN_PD-ACM-HGN-DGT_ZZ_ZZ_ZZ-DR-T-0008			
GEN_PD-ACM-HGN-DGT_ZZ_ZZ_ZZ-DR-T-0009			
GEN_PD-ACM-HGN-DGT_ZZ_ZZ_ZZ-DR-T-0010			
GEN_PD-ACM-HGN-DGT_ZZ_ZZ_ZZ-DR-T-0011			
GEN_PD-ACM-HGN-DGT_ZZ_ZZ_ZZ-DR-T-0012			
GEN_PD-ACM-HGN-DGT_ZZ_ZZ_ZZ-DR-T-0013			
GEN_PD-ACM-HGN-DGT_ZZ_ZZ_ZZ-DR-T-0014			
GEN_PD-ACM-HGN-DGT_ZZ_ZZ_ZZ-DR-T-0015			
GEN_PD-ACM-HGN-DGT_ZZ_ZZ_ZZ-DR-T-0016			
GEN_PD-ACM-HGN-DGT_ZZ_ZZ_ZZ-DR-T-0017			
GEN_PD-ACM-HGN-DGT_ZZ_ZZ_ZZ-DR-T-0018			
GEN_PD-ACM-HGN-DGT_ZZ_ZZ_ZZ-DR-T-0019			
GEN_PD-ACM-HGN-DGT_ZZ_ZZ_ZZ-DR-T-0020			
GEN_PD-ACM-HGN-DGT_ZZ_ZZ_ZZ-DR-T-0021			
GEN_PD-ACM-HGN-DGT_ZZ_ZZ_ZZ-DR-T-0022			
GEN_PD-ACM-HGN-DGT_ZZ_ZZ_ZZ-DR-T-0023			
GEN_PD-ACM-HGN-DGT_ZZ_ZZ_ZZ-DR-T-0024			
GEN_PD-ACM-HGN-DGT_ZZ_ZZ_ZZ-DR-T-0025			
GEN_PD-ACM-HGN-DGT_ZZ_ZZ_ZZ-DR-T-0026			
GEN_PD-ACM-HGN-DGT_ZZ_ZZ_ZZ-DR-T-0027			
GEN_PD-ACM-HGN-DGT_ZZ_ZZ_ZZ-DR-T-0028			
GEN_PD-ACM-HGN-DGT_ZZ_ZZ_ZZ-DR-T-0029			
GEN_PD-ACM-HGN-DGT_ZZ_ZZ_ZZ-DR-T-0030			
GEN_PD-ACM-HGN-DGT_ZZ_ZZ_ZZ-DR-T-0031			
GEN_PD-ACM-HGN-DGT_ZZ_ZZ_ZZ-DR-T-0032			
GEN_PD-ACM-HGN-DGT_ZZ_ZZ_ZZ-DR-T-0033			
GEN_PD-ACM-HGN-DGT_ZZ_ZZ_ZZ-DR-T-0034			
GEN_PD-ACM-HGN-DGT_ZZ_ZZ_ZZ-DR-T-0035			
GEN_PD-ACM-HGN-DGT_ZZ_ZZ_ZZ-DR-T-0036			

Drawing Number	Version	Drawing Title	Information or Approval
GEN_PD-ACM-HGN-DGT_ZZ_ZZ_ZZ-DR-T-0037			
GEN_PD-ACM-GEN-DGT_ZZ_ZZ_ZZ-DR-T-0001	P02	Highway General Arrangement Plans	For Approval
GEN_PD-ACM-GEN-DGT_ZZ_ZZ_ZZ-DR-T-0002			
GEN_PD-ACM-GEN-DGT_ZZ_ZZ_ZZ-DR-T-0003			
GEN_PD-ACM-GEN-DGT_ZZ_ZZ_ZZ-DR-T-0004			
GEN_PD-ACM-GEN-DGT_ZZ_ZZ_ZZ-DR-T-0005			
GEN_PD-ACM-GEN-DGT_ZZ_ZZ_ZZ-DR-T-0006			
GEN_PD-ACM-GEN-DGT_ZZ_ZZ_ZZ-DR-T-0007			
GEN_PD-ACM-GEN-DGT_ZZ_ZZ_ZZ-DR-T-0008			
GEN_PD-ACM-GEN-DGT_ZZ_ZZ_ZZ-DR-T-0009			
GEN_PD-ACM-GEN-DGT_ZZ_ZZ_ZZ-DR-T-0010			
GEN_PD-ACM-GEN-DGT_ZZ_ZZ_ZZ-DR-T-0011			
GEN_PD-ACM-GEN-DGT_ZZ_ZZ_ZZ-DR-T-0012			
GEN_PD-ACM-GEN-DGT_ZZ_ZZ_ZZ-DR-T-0013			
GEN_PD-ACM-GEN-DGT_ZZ_ZZ_ZZ-DR-T-0014			
GEN_PD-ACM-GEN-DGT_ZZ_ZZ_ZZ-DR-T-0015			
GEN_PD-ACM-GEN-DGT_ZZ_ZZ_ZZ-DR-T-0016			
GEN_PD-ACM-GEN-DGT_ZZ_ZZ_ZZ-DR-T-0017			
GEN_PD-ACM-GEN-DGT_ZZ_ZZ_ZZ-DR-T-0018			
GEN_PD-ACM-GEN-DGT_ZZ_ZZ_ZZ-DR-T-0019			
GEN_PD-ACM-GEN-DGT_ZZ_ZZ_ZZ-DR-T-0021	P02	Typical Cross Sections	For Approval
GEN_PD-ACM-GEN-DGT_ZZ_ZZ_ZZ-DR-T-0022			
GEN_PD-ACM-GEN-DGT_ZZ_ZZ_ZZ-DR-T-0023			
GEN_PD-ACM-GEN-DGT_ZZ_ZZ_ZZ-DR-T-0024			
GEN_PD-ACM-GEN-DGT_ZZ_ZZ_ZZ-DR-T-0025			
GEN_PD-ACM-GEN-DGT_ZZ_ZZ_ZZ-DR-T-0026			
GEN_PD-ACM-HSP-DGT_ZZ_ZZ_ZZ-DR-T-0001	P02	Highway Swept Paths	For Approval
GEN_PD-ACM-HSP-DGT_ZZ_ZZ_ZZ-DR-T-0002			
GEN_PD-ACM-HSP-DGT_ZZ_ZZ_ZZ-DR-T-0003			
GEN_PD-ACM-HSP-DGT_ZZ_ZZ_ZZ-DR-T-0004			
GEN_PD-ACM-HSP-DGT_ZZ_ZZ_ZZ-DR-T-0005			

Drawing Number	Version	Drawing Title	Information or Approval
GEN_PD-ACM-HSP-DGT_ZZ_ZZ_ZZ-DR-T-0006			
GEN_PD-ACM-HSP-DGT_ZZ_ZZ_ZZ-DR-T-0007			
GEN_PD-ACM-HSP-DGT_ZZ_ZZ_ZZ-DR-T-0008			
GEN_PD-ACM-HSP-DGT_ZZ_ZZ_ZZ-DR-T-0009			
GEN_PD-ACM-HSP-DGT_ZZ_ZZ_ZZ-DR-T-0010			
GEN_PD-ACM-HSP-DGT_ZZ_ZZ_ZZ-DR-T-0011			
GEN_PD-ACM-HSP-DGT_ZZ_ZZ_ZZ-DR-T-0012			
GEN_PD-ACM-HSP-DGT_ZZ_ZZ_ZZ-DR-T-0013			
GEN_PD-ACM-HSP-DGT_ZZ_ZZ_ZZ-DR-T-0014			
GEN_PD-ACM-HSP-DGT_ZZ_ZZ_ZZ-DR-T-0015			
GEN_PD-ACM-HSP-DGT_ZZ_ZZ_ZZ-DR-T-0016			
GEN_PD-ACM-HSP-DGT_ZZ_ZZ_ZZ-DR-T-0017			
GEN_PD-ACM-HSP-DGT_ZZ_ZZ_ZZ-DR-T-0018			
GEN_PD-ACM-HSP-DGT_ZZ_ZZ_ZZ-DR-T-0019			
GEN_PD-ACM-HSP-DGT_ZZ_ZZ_ZZ-DR-T-0020			
GEN_PD-ACM-HSP-DGT_ZZ_ZZ_ZZ-DR-T-0021			
GEN_PD-ACM-HSP-DGT_ZZ_ZZ_ZZ-DR-T-0022			
GEN_PD-ACM-HSP-DGT_ZZ_ZZ_ZZ-DR-T-0023			
GEN_PD-ACM-HSP-DGT_ZZ_ZZ_ZZ-DR-T-0024			
GEN_PD-ACM-HSP-DGT_ZZ_ZZ_ZZ-DR-T-0025			
GEN_PD-ACM-HSP-DGT_ZZ_ZZ_ZZ-DR-T-0026			
GEN_PD-ACM-HSP-DGT_ZZ_ZZ_ZZ-DR-T-0027			
GEN_PD-ACM-HSP-DGT_ZZ_ZZ_ZZ-DR-T-0028			
GEN_PD-ACM-HSP-DGT_ZZ_ZZ_ZZ-DR-T-0029			
GEN_PD-ACM-HSP-DGT_ZZ_ZZ_ZZ-DR-T-0030			
GEN_PD-ACM-HSP-DGT_ZZ_ZZ_ZZ-DR-T-0031			
GEN_PD-ACM-HSP-DGT_ZZ_ZZ_ZZ-DR-T-0032			
GEN_PD-ACM-HSP-DGT_ZZ_ZZ_ZZ-DR-T-0033			
GEN_PD-ACM-HSP-DGT_ZZ_ZZ_ZZ-DR-T-0034			
GEN_PD-ACM-HSP-DGT_ZZ_ZZ_ZZ-DR-T-0035			
GEN_PD-ACM-HSP-DGT_ZZ_ZZ_ZZ-DR-T-0036			

Drawing Number	Version	Drawing Title	Information or Approval
GEN_PD-ACM-HSP-DGT_ZZ_ZZ_ZZ-DR-T-0037			
GEN_PD-ACM-HSP-DGT_ZZ_ZZ_ZZ-DR-T-0038			
GEN_PD-ACM-HSP-DGT_ZZ_ZZ_ZZ-DR-T-0039			
GEN_PD-ACM-HML-DGT_ZZ_ZZ_ZZ-DR-T-0001	P02	Highways Visibility Splays	For Approval
GEN_PD-ACM-HML-DGT_ZZ_ZZ_ZZ-DR-T-0002			
GEN_PD-ACM-HML-DGT_ZZ_ZZ_ZZ-DR-T-0003			
GEN_PD-ACM-HML-DGT_ZZ_ZZ_ZZ-DR-T-0004			
GEN_PD-ACM-HML-DGT_ZZ_ZZ_ZZ-DR-T-0005			
GEN_PD-ACM-HML-DGT_ZZ_ZZ_ZZ-DR-T-0006			
GEN_PD-ACM-HML-DGT_ZZ_ZZ_ZZ-DR-T-0007			
GEN_PD-ACM-HML-DGT_ZZ_ZZ_ZZ-DR-T-0008			
GEN_PD-ACM-HML-DGT_ZZ_ZZ_ZZ-DR-T-0009			
GEN_PD-ACM-HML-DGT_ZZ_ZZ_ZZ-DR-T-0010			
GEN_PD-ACM-HML-DGT_ZZ_ZZ_ZZ-DR-T-0011			
GEN_PD-ACM-HML-DGT_ZZ_ZZ_ZZ-DR-T-0012			
GEN_PD-ACM-HML-DGT_ZZ_ZZ_ZZ-DR-T-0013			
GEN_PD-ACM-HML-DGT_ZZ_ZZ_ZZ-DR-T-0014			
GEN_PD-ACM-HML-DGT_ZZ_ZZ_ZZ-DR-T-0015			
GEN_PD-ACM-HML-DGT_ZZ_ZZ_ZZ-DR-T-0016			
GEN_PD-ACM-HML-DGT_ZZ_ZZ_ZZ-DR-T-0017			
GEN_PD-ACM-HML-DGT_ZZ_ZZ_ZZ-DR-T-0018			
GEN_PD-ACM-HML-DGT_ZZ_ZZ_ZZ-DR-T-0019			
GEN_PD-ACM-HGN-DGT_ZZ_ZZ_ZZ-DR-T-0042	P02	Typical Crossing layout	For Approval
GEN_PD-ACM-HGN-DGT_ZZ_ZZ_ZZ-DR-T-0043			
GEN_PD-ACM-PLS-DGT_ZZ_ZZ_ZZ-DR-T-0001	P02	Construction Phasing Plans	For Information
GEN_PD-ACM-PLS-DGT_ZZ_ZZ_ZZ-DR-T-0002			
GEN_PD-ACM-PLS-DGT_ZZ_ZZ_ZZ-DR-T-0003			
GEN_PD-ACM-PLS-DGT_ZZ_ZZ_ZZ-DR-T-0004			
GEN_PD-ACM-PLS-DGT_ZZ_ZZ_ZZ-DR-T-0005			
GEN_PD-ACM-PLS-DGT_ZZ_ZZ_ZZ-DR-T-0006			
GEN_PD-ACM-PLS-DGT_ZZ_ZZ_ZZ-DR-T-0007			

Drawing Number	Version	Drawing Title	Information or Approval			
GEN_PD-ACM-PLS-DGT_ZZ_ZZ_ZZ-DR-T-0008						
GEN_PD-ACM-PLS-DGT_ZZ_ZZ_ZZ-DR-T-0009						
GEN_PD-ACM-PLS-DGT_ZZ_ZZ_ZZ-DR-T-0010						
GEN_PD-ACM-PLS-DGT_ZZ_ZZ_ZZ-DR-T-0011						
GEN_PD-ACM-PLS-DGT_ZZ_ZZ_ZZ-DR-T-0012						
GEN_PD-ACM-PLS-DGT_ZZ_ZZ_ZZ-DR-T-0013						
GEN_PD-ACM-PLS-DGT_ZZ_ZZ_ZZ-DR-T-0014						
GEN_PD-ACM-PLS-DGT_ZZ_ZZ_ZZ-DR-T-0015						
GEN_PD-ACM-PLS-DGT_ZZ_ZZ_ZZ-DR-T-0016						
GEN_PD-ACM-PLS-DGT_ZZ_ZZ_ZZ-DR-T-0017						
GEN_PD-ACM-PLS-DGT_ZZ_ZZ_ZZ-DR-T-0018						
GEN_PD-ACM-PLS-DGT_ZZ_ZZ_ZZ-DR-T-0019						
GEN_PD-ACM-ELS-GEN_ZZ_ZZ_ZZ-DR-LV-0001				P03	Landscape General Arrangement	For Approval
GEN_PD-ACM-ELS-GEN_ZZ_ZZ_ZZ-DR-LV-0002						
GEN_PD-ACM-ELS-GEN_ZZ_ZZ_ZZ-DR-LV-0003						
GEN_PD-ACM-ELS-GEN_ZZ_ZZ_ZZ-DR-LV-0004						
GEN_PD-ACM-ELS-GEN_ZZ_ZZ_ZZ-DR-LV-0005						
GEN_PD-ACM-ELS-GEN_ZZ_ZZ_ZZ-DR-LV-0006						
GEN_PD-ACM-ELS-GEN_ZZ_ZZ_ZZ-DR-LV-0007						
GEN_PD-ACM-ELS-GEN_ZZ_ZZ_ZZ-DR-LV-0008						
GEN_PD-ACM-ELS-GEN_ZZ_ZZ_ZZ-DR-LV-0009						
GEN_PD-ACM-ELS-GEN_ZZ_ZZ_ZZ-DR-LV-0010						
GEN_PD-ACM-ELS-GEN_ZZ_ZZ_ZZ-DR-LV-0011						
GEN_PD-ACM-ELS-GEN_ZZ_ZZ_ZZ-DR-LV-0012						
GEN_PD-ACM-ELS-GEN_ZZ_ZZ_ZZ-DR-LV-0013						
GEN_PD-ACM-ELS-GEN_ZZ_ZZ_ZZ-DR-LV-0014						
GEN_PD-ACM-ELS-GEN_ZZ_ZZ_ZZ-DR-LV-0015						
GEN_PD-ACM-ELS-GEN_ZZ_ZZ_ZZ-DR-LV-0016						
GEN_PD-ACM-ELS-GEN_ZZ_ZZ_ZZ-DR-LV-0017						
GEN_PD-ACM-ELS-GEN_ZZ_ZZ_ZZ-DR-LV-0018						
GEN_PD-ACM-ELS-GEN_ZZ_ZZ_ZZ-DR-LV-0019						

Drawing Number	Version	Drawing Title	Information or Approval
GEN_PD-ACM-HLG-DGT_LTG_ZZ_ZZ-DR-T-1301	P01	Lighting General Arrangement	For Approval
GEN_PD-ACM-HLG-DGT_LTG_ZZ_ZZ-DR-T-1302			
GEN_PD-ACM-HLG-DGT_LTG_ZZ_ZZ-DR-T-1303			
GEN_PD-ACM-HLG-DGT_LTG_ZZ_ZZ-DR-T-1304			
GEN_PD-ACM-HLG-DGT_LTG_ZZ_ZZ-DR-T-1305			
GEN_PD-ACM-HLG-DGT_LTG_ZZ_ZZ-DR-T-1306			
GEN_PD-ACM-HLG-DGT_LTG_ZZ_ZZ-DR-T-1307			
GEN_PD-ACM-HLG-DGT_LTG_ZZ_ZZ-DR-T-1308			
GEN_PD-ACM-HLG-DGT_LTG_ZZ_ZZ-DR-T-1309			
GEN_PD-ACM-HLG-DGT_LTG_ZZ_ZZ-DR-T-1310			
GEN_PD-ACM-HLG-DGT_LTG_ZZ_ZZ-DR-T-1311			
GEN_PD-ACM-HLG-DGT_LTG_ZZ_ZZ-DR-T-1312			
GEN_PD-ACM-HLG-DGT_LTG_ZZ_ZZ-DR-T-1313			
GEN_PD-ACM-HLG-DGT_LTG_ZZ_ZZ-DR-T-1314			
GEN_PD-ACM-HLG-DGT_LTG_ZZ_ZZ-DR-T-1315			
GEN_PD-ACM-HLG-DGT_LTG_ZZ_ZZ-DR-T-1316			
GEN_PD-ACM-HLG-DGT_LTG_ZZ_ZZ-DR-T-1317			
GEN_PD-ACM-HLG-DGT_LTG_ZZ_ZZ-DR-T-1318			
GEN_PD-ACM-HLG-DGT_LTG_ZZ_ZZ-DR-T-1319			
GEN_PD-ACM-HDG-DGT_DRG_ZZ_ZZ-DR-T-0001	P01	Drainage General Arrangement Plans	For Approval
GEN_PD-ACM-HDG-DGT_DRG_ZZ_ZZ-DR-T-0002			
GEN_PD-ACM-HDG-DGT_DRG_ZZ_ZZ-DR-T-0003			
GEN_PD-ACM-HDG-DGT_DRG_ZZ_ZZ-DR-T-0004			
GEN_PD-ACM-HDG-DGT_DRG_ZZ_ZZ-DR-T-0005			
GEN_PD-ACM-HDG-DGT_DRG_ZZ_ZZ-DR-T-0006			
GEN_PD-ACM-HDG-DGT_DRG_ZZ_ZZ-DR-T-0007			
GEN_PD-ACM-HDG-DGT_DRG_ZZ_ZZ-DR-T-0008			
GEN_PD-ACM-HDG-DGT_DRG_ZZ_ZZ-DR-T-0009			
GEN_PD-ACM-HDG-DGT_DRG_ZZ_ZZ-DR-T-0010			
GEN_PD-ACM-HDG-DGT_DRG_ZZ_ZZ-DR-T-0011			
GEN_PD-ACM-HDG-DGT_DRG_ZZ_ZZ-DR-T-0012			

Drawing Number	Version	Drawing Title	Information or Approval
GEN_PD-ACM-HDG-DGT_DRG_ZZ_ZZ-DR-T-0013			
GEN_PD-ACM-HDG-DGT_DRG_ZZ_ZZ-DR-T-0014			
GEN_PD-ACM-HDG-DGT_DRG_ZZ_ZZ-DR-T-0015			
GEN_PD-ACM-HDG-DGT_DRG_ZZ_ZZ-DR-T-0016			
GEN_PD-ACM-HDG-DGT_DRG_ZZ_ZZ-DR-T-0017			
GEN_PD-ACM-HDG-DGT_DRG_ZZ_ZZ-DR-T-0018			
GEN_PD-ACM-HDG-DGT_DRG_ZZ_ZZ-DR-T-0019			
GEN_PD-ACM-HDG-DGT_DRG_ZZ_ZZ-DR-T-0020			
GEN_PD-ACM-HDG-DGT_DRG_ZZ_ZZ-DR-T-0021			
GEN_PD-ACM-HDG-DGT_DRG_ZZ_ZZ-DR-T-0022			
GEN_PD-ACM-HDG-DGT_DRG_ZZ_ZZ-DR-T-0023			
GEN_PD-ACM-HDG-DGT_DRG_ZZ_ZZ-DR-T-0024			
GEN_PD-ACM-HDG-DGT_DRG_ZZ_ZZ-DR-T-0025			
GEN_PD-ACM-HDG-DGT_DRG_ZZ_ZZ-DR-T-0026			
GEN_PD-ACM-HDG-DGT_DRG_ZZ_ZZ-DR-T-0027			
GEN_PD-ACM-HDG-DGT_DRG_ZZ_ZZ-DR-T-0028			
GEN_PD-ACM-HDG-DGT_DRG_ZZ_ZZ-DR-T-0029			
GEN_PD-ACM-HDG-DGT_DRG_ZZ_ZZ-DR-T-0030			
GEN_PD-ACM-HDG-DGT_DRG_ZZ_ZZ-DR-T-0031			
GEN_PD-ACM-HDG-DGT_DRG_ZZ_ZZ-DR-T-0032			
GEN_PD-ACM-HDG-DGT_DRG_ZZ_ZZ-DR-T-0033			
GEN_PD-ACM-HDG-DGT_DRG_ZZ_ZZ-DR-T-0034			
GEN_PD-ACM-HDG-DGT_DRG_ZZ_ZZ-DR-T-0035			
GEN_PD-ACM-HDG-DGT_DRG_ZZ_ZZ-DR-T-0036			
GEN_PD-ACM-HDG-DGT_DRG_ZZ_ZZ-DR-T-0037			
GEN_PD-ACM-HDG-DGT_DRG_ZZ_ZZ-DR-T-0038			
GEN_PD-ACM-HDG-DGT_DRG_ZZ_ZZ-DE-T-0001	P01	Drainage Typical Details	For Approval
GEN_PD-ACM-HDG-DGT_DRG_ZZ_ZZ-DE-T-0002			
GEN_PD-ACM-HDG-DGT_DRG_ZZ_ZZ-DE-T-0003			
GEN_PD-ACM-HDG-DGT_DRG_ZZ_ZZ-DE-T-0004			
GEN_PD-ACM-HDG-DGT_DRG_ZZ_ZZ-DE-T-0005			

Drawing Number	Version	Drawing Title	Information or Approval
GEN_PD-ACM-VUT-DGT_UTL_ZZ_ZZ-DR-T-0101	P02	Existing Utilities Plan	For Information
GEN_PD-ACM-VUT-DGT_UTL_ZZ_ZZ-DR-T-0102			
GEN_PD-ACM-VUT-DGT_UTL_ZZ_ZZ-DR-T-0103			
GEN_PD-ACM-VUT-DGT_UTL_ZZ_ZZ-DR-T-0104			
GEN_PD-ACM-VUT-DGT_UTL_ZZ_ZZ-DR-T-0105			
GEN_PD-ACM-VUT-DGT_UTL_ZZ_ZZ-DR-T-0106			
GEN_PD-ACM-VUT-DGT_UTL_ZZ_ZZ-DR-T-0107			
GEN_PD-ACM-VUT-DGT_UTL_ZZ_ZZ-DR-T-0108			
GEN_PD-ACM-VUT-DGT_UTL_ZZ_ZZ-DR-T-0109			
GEN_PD-ACM-VUT-DGT_UTL_ZZ_ZZ-DR-T-0110			
GEN_PD-ACM-VUT-DGT_UTL_ZZ_ZZ-DR-T-0111			
GEN_PD-ACM-VUT-DGT_UTL_ZZ_ZZ-DR-T-0112			
GEN_PD-ACM-VUT-DGT_UTL_ZZ_ZZ-DR-T-0113			
GEN_PD-ACM-VUT-DGT_UTL_ZZ_ZZ-DR-T-0114			
GEN_PD-ACM-VUT-DGT_UTL_ZZ_ZZ-DR-T-0115			
GEN_PD-ACM-VUT-DGT_UTL_ZZ_ZZ-DR-T-0116			
GEN_PD-ACM-VUT-DGT_UTL_ZZ_ZZ-DR-T-0117			
GEN_PD-ACM-VUT-DGT_UTL_ZZ_ZZ-DR-T-0118			
GEN_PD-ACM-VUT-DGT_UTL_ZZ_ZZ-DR-T-0119			
GEN_PD-ACM-VUT-DGT_UTL_ZZ_ZZ-DR-T-0001	P01	Proposed Utilities Diversions	For Approval
GEN_PD-ACM-VUT-DGT_UTL_ZZ_ZZ-DR-T-0002			
GEN_PD-ACM-VUT-DGT_UTL_ZZ_ZZ-DR-T-0003			
GEN_PD-ACM-VUT-DGT_UTL_ZZ_ZZ-DR-T-0004			
GEN_PD-ACM-VUT-DGT_UTL_ZZ_ZZ-DR-T-0005			
GEN_PD-ACM-VUT-DGT_UTL_ZZ_ZZ-DR-T-0006			
GEN_PD-ACM-VUT-DGT_UTL_ZZ_ZZ-DR-T-0007			
GEN_PD-ACM-VUT-DGT_UTL_ZZ_ZZ-DR-T-0008			
GEN_PD-ACM-VUT-DGT_UTL_ZZ_ZZ-DR-T-0009			
GEN_PD-ACM-VUT-DGT_UTL_ZZ_ZZ-DR-T-0010			
GEN_PD-ACM-VUT-DGT_UTL_ZZ_ZZ-DR-T-0011			
GEN_PD-ACM-VUT-DGT_UTL_ZZ_ZZ-DR-T-0012			

Drawing Number	Version	Drawing Title	Information or Approval
GEN_PD-ACM-VUT-DGT_UTL_ZZ_ZZ-DR-T-0013			
GEN_PD-ACM-VUT-DGT_UTL_ZZ_ZZ-DR-T-0014			
GEN_PD-ACM-VUT-DGT_UTL_ZZ_ZZ-DR-T-0015			
GEN_PD-ACM-VUT-DGT_UTL_ZZ_ZZ-DR-T-0016			
GEN_PD-ACM-VUT-DGT_UTL_ZZ_ZZ-DR-T-0017			
GEN_PD-ACM-VUT-DGT_UTL_ZZ_ZZ-DR-T-0018			
GEN_PD-ACM-VUT-DGT_UTL_ZZ_ZZ-DR-T-0019			
RIV_PD-ACM-SBR-SW_STR_ZZ_ZZ DR-T-0002 RIV_PD-ACM-SBR-SW_STR_ZZ_ZZ DR-T-0003 RIV_PD-ACM-SBR-SW_STR_ZZ_ZZ DR-T-0004	P02	River Crossing Bridge Proposed Plan & Elevations	For Approval
RIV_PD-ACM-SBR-SW_STR_ZZ_ZZ DR T 0001	P02	Appleford Sidings Bridge Proposed Plan & Elevations	For Approval
DSB_PD-ACM-SBR-SW_ZZ_ZZ_ZZ DR T 0001	P01	Didcot Science Bridge General Arrangement & Elevation	For Approval
GEN_PD-ACM-EBD-DGT_ZZ_ZZ_ZZ-FG-EG-0034 Sheets 1-4 GEN_PD-ACM-EBD-DGT_ZZ_ZZ_ZZ-FG-EG-0037 Sheets 1-4	P01	Preliminary Ecological Mitigation Plans with and without badger mitigation (plans with badger mitigation are confidential)	For Approval

Appendix B Planning History

B.1 Planning History (within Red Line Boundary)

Table 1 below summarises the relevant planning history identified through the VoWHDC, SODC and OCC planning portals.

Table B-1 – Relevant Planning History

Planning Reference	Status of application	Date Approved	Description of development	Location of development
A4130 Widening				
P20/V0657/RM	Approved	n/a	Reserved Matters application following outline approval P15/V2880/O for revised details of the layout, scale and appearance of the development. Development of Roadside Services and Facilities and other appropriate development.	Land to the south of the existing A4130, east of the existing Milton Gate junction, immediately south of the proposed western arm of the proposed new A4130 roundabout.
P19/V2570/LDO	Approved	7 Nov 2019	Installation of a replacement pumping station.	Zone A, Plot MP8 Milton Gate Milton Park - north west of the proposed new A4130 roundabout.
P18/V2884/FUL	Approved	7 Aug 2019	Erection of a four-storey hotel annex and single storey extension to existing hotel entrance (Use Class C1), alterations to car parking layout, landscaping and associated works. (As amended by plans received 20 February 2019).	Land to south of the A4130, between the existing Milton Gate junction and the existing A34 Milton Interchange.
P19/V0008/RM	Approved	17 Jul 2019	Reserved matters application following applications P15/V2880/O and P18/V2139/FUL (variation) for detailed design of the development of Roadside Services and Facilities.	Land to the south of the existing A4130 and immediately south of the proposed north-western arm of the proposed new A4130 roundabout.
P19/V0425/LDO	Approved	2 May 2019	Proposed cycle path running north to south creating cycle path from zone MP1 and linking to the local cycle network on the park's southern border. (As amended by plans received on 12 April 2019)	Milton Park, land north of the proposed A4130 roundabout, on the northern side of the existing railway.
P14/V0087/FUL	Approved	2 May 2014	Construction of a Service Road for the Milton Interchange Services Area together with a new junction to the A4130 and associated works including a new traffic light-controlled pedestrian/cycle crossing.	Land between the proposed A4130 roundabout and the existing Milton Interchange.
P18/V2139/FUL	Approved	19 Nov 2018	Variation of condition 3 of Planning Permission P15/V2880/O Development of	Land to the south of the existing A4130, east of the existing Milton Gate junction, immediately south of

Planning Reference	Status of application	Date Approved	Description of development	Location of development
			Roadside Services and Facilities and other appropriate development	the proposed western arm of the proposed new A4130 roundabout.
P15/V2880/O	Approved	20 Apr 2017	Development of Roadside Services and Facilities and other appropriate development. (As clarified by Drawing Nos: 1433-10 Revision F and 1433-20 Revision A accompanying agent's email of 18 December 2015 and by Technical Notes on impact on Milton Interchange received June 2016 and December 2016)	Land to the south of the existing A4130, east of the existing Milton Gate junction, immediately south of the proposed western arm of the proposed new A4130 roundabout.
P14/V2873/O	Resolution to grant planning permission subject to Section 106 agreement	N/A	Outline planning application for a residential development of up to 4,254 dwellings, mixed-use local centres, primary schools, sports pitches, community and leisure facilities, special needs school, open space and extensive green infrastructure, hard and soft landscaping, attenuation areas, diversions to public rights of way, pedestrian and vehicular access and associated works (as amended by drawings and information accompanying letter from Agent dated 10 March 2016 and on 21 August 2019).	Land immediately south of the existing A4130, west of Great Western Park. Development referred to as Valley Park.

Didcot Science Bridge

P21/S0274/FUL and P21/V0167/FUL	Approved		Hybrid planning application consisting of a) Full Planning Application for the erection of a single storey 8,692 m2 Data Centre building (containing data halls, associated electrical and AHU Plant Rooms, loading bay, maintenance and storage space, office administration areas and screened plant at roof level), emergency generators and emission stacks, diesel tanks and filling area, electrical switchroom, a water sprinkler pump room and storage tanks, a gate house / security building, MV substation, site access, internal access roads, drainage infrastructure, hard and soft landscaping and b) Outline Planning Application for the erection of a two storey 20,800 m2 Data Centre building (containing data halls, associated electrical and AHU Plant Rooms, loading bay, maintenance and storage space, office administration areas and screened plant at roof level), emergency generators and emission stacks, diesel tanks and	Land at Former Didcot A Power Station Milton Road Didcot
Cross boundary application Vale of White Horse and South Oxfordshire.				

Planning Reference	Status of application	Date Approved	Description of development	Location of development
			filling area, electrical switchroom, a water sprinkler pump room and storage tanks; details of appearance will be reserved, along with hard landscaping immediately around the building.	
P19/S4426/RM and P19/V3173/RM Cross boundary application Vale of White Horse and South Oxfordshire.	Approved	26 Oct 2020	Reserved Matters application following Outline approval P19/S1967/FUL for the Proposed realignment of below ground unnamed ordinary watercourse (a tributary of the Moor Ditch) and revised connection to the Moor Ditch.(as amended by plans and information received 23rd March 2020, 15th June 2020, 3rd August 2020 and 24 September 2020). (Mixed use redevelopment comprising up to 400 dwellings (C3), 110,000ms of Class B2/B8 units, 25,000m2 of Class B1 units, 13,000m2 Class A1 units (includes 1,500m2 convenience food store), 150 bed Class C1 hotel and 500m2 of Class A3/A4 pub/restaurant, including link road, related open space, landscaping and drainage infrastructure, together with reservation of land for link road and Science Bridge	Land at former Didcot A Power Station Purchas Road Didcot
P19/V3168/RM and P19/S4416/RM Cross boundary application Vale of White Horse and South Oxfordshire	Approved	24 Sep 2020	Reserved Matters application following Outline approval P19/V1472/FUL for the Construction of link road and the realignment of Purchas Road.(as amended by plans and information received 23 March 2020, 15 June 2020, 18 August 2020 and 16 September 2020). (Mixed use redevelopment comprising up to 400 dwellings (C3), 110,000ms of Class B2/B8 units, 25,000m2 of Class B1 units, 13,000m2 Class A1 units (includes 1,500m2 convenience food store), 150 bed Class C1 hotel and 500m2 of Class A3/A4 pub/restaurant, including link road, related open space, landscaping and drainage infrastructure, together with reservation of land for link road and Science Bridge.	Former Didcot A Power Station Purchas Road Didcot
P19/V1472/FUL and P19/S1967/FUL Cross boundary application Vale of	Approved	15 Oct 2019	Variation of condition 4 of application P15/V1304/O to substitute approved Parameters Plan (213042_PL02 Rev E) with amended plan (9063 F0011 Rev A). Mixed use redevelopment comprising up to 400 dwellings	Land at former Didcot A Power Station Purchas Road Didcot

Planning Reference	Status of application	Date Approved	Description of development	Location of development
White Horse and South Oxfordshire.			(C3), 110,000ms of Class B2/B8 units, 25,000m2 of Class B1 units, 13,000m2 Class A1 units (includes 1,500m2 convenience food store), 150 bed Class C1 hotel and 500m2 of Class A3/A4 pub/restaurant, including link road, related open space, landscaping and drainage infrastructure, together with reservation of land for link road and Science Bridge. Cross boundary application Vale of White Horse and South Oxfordshire	
P19/V2028/SCR	No EIA	2 Sep 2019	EIA Screening Opinion request for two data centre (DC) buildings.	Land at the former Didcot A Power Station.
P19/V0914/FUL	Approved	3 July 2019	Site Clearance works including removal of trees, landscaping, bunds and spoil heaps. Breaking of concrete and removal of all concrete and structures (above and below ground and). Filling of voids. Day lighting of water course and creation of development plateaus.	Land at former Didcot A Power Station Purchas Road Didcot -
P15/S1880/O and P15/V1304/O Cross boundary application Vale of White Horse and South Oxfordshire	Approved	21 Feb 2019	Mixed use redevelopment comprising up to 400 dwellings (C3), 110,000ms of Class B2/B8 units, 25,000m2 of Class B1 units, 13,000m2 Class A1 units (includes 1,500m2 convenience food store), 150 bed Class C1 hotel and 500m2 of Class A3/A4 pub/restaurant, including link road, related open space, landscaping and drainage infrastructure, together with reservation of land for link road and Science Bridge.	Land at the former Didcot A Power Station.
P14/V0385/D	Approved	20 Mar 2014	Prior notification for proposed demolition of Didcot A Power Station and all associated buildings and structures.	Land at former Didcot A Power Station Purchas Road Didcot

Didcot to Culham River Crossing

P20/V0220/CM County Ref: MW.0008/20	Application Registered	17 Jan 2020	Section 73 application to continue the development of the extraction of sand and gravel and restoration using in situ and imported clay materials to create a wet woodland habitat as permitted by MW.0094/18	Bridge Farm Quarry Sutton Courtenay Abingdon OX14 4PP
---	------------------------	-------------	---	---

Planning Reference	Status of application	Date Approved	Description of development	Location of development
			(P18/V2171/CM) without complying with condition 16.	
MW.0004/20	Consultation ongoing		Section 73 application to continue the development permitted by planning permission no. P18/V2145/CM (MW.0093/18) for proposed new stockpile area to be used in conjunction with mineral extraction permitted by planning permission no. P16/V2694/CM (MW.0127/16) for the storage of approximately one month supply of mineral to enable continuous supply in case of flooding for a period of up to three years from date of commencement of extraction under planning permission no. P16/V2694/CM (MW.0127/16) to enable vehicles to transport remaining sand and gravel from the stockpile to the plant site	Bridge Farm Quarry, Sutton Courtenay, Abingdon, OX14 4PP
MW.0049/19	Approved	5 Mar 2020	Section 73A application to continue the development permitted by planning permission no. MW.0127/16 (P16/V2694/CM) for Small extension to Bridge Farm Quarry to extract sand and gravel and restoration to agriculture and lakes with reed fringes without complying with conditions 1, 3, 18, 19, 41 and 42 such that i) mineral would be removed from phase 7 via stockpile and haul road as permitted by planning permission no. MW.0093/18 (P18/V2145/CM); ii) mineral would be removed from phases 5 and 6 by road subject to separate grant of full planning permission, iii) amendments to order of phased working and restoration, iv) amendments to final restoration scheme to either a) restoration including importation of inert fill to phase 5 by road subject to separate grant of full planning permission or b) no mineral extraction from either phases 5 or 6 and replacement of stripped soils to original ground levels	Bridge Farm Quarry, Sutton Courtenay, Abingdon, OX14 4PP
MW.0095/18	Withdrawn	1 May 2019	Planning Application under Section 73 of the Town and Country Planning Act 1990 (as amended) for small extension to Bridge Farm Quarry to extract sand and gravel and restoration to agriculture and lakes with reed fringes without complying with conditions 1 (change to order of	Bridge Farm Quarry, Sutton Courtenay, Abingdon, OX14 4PP

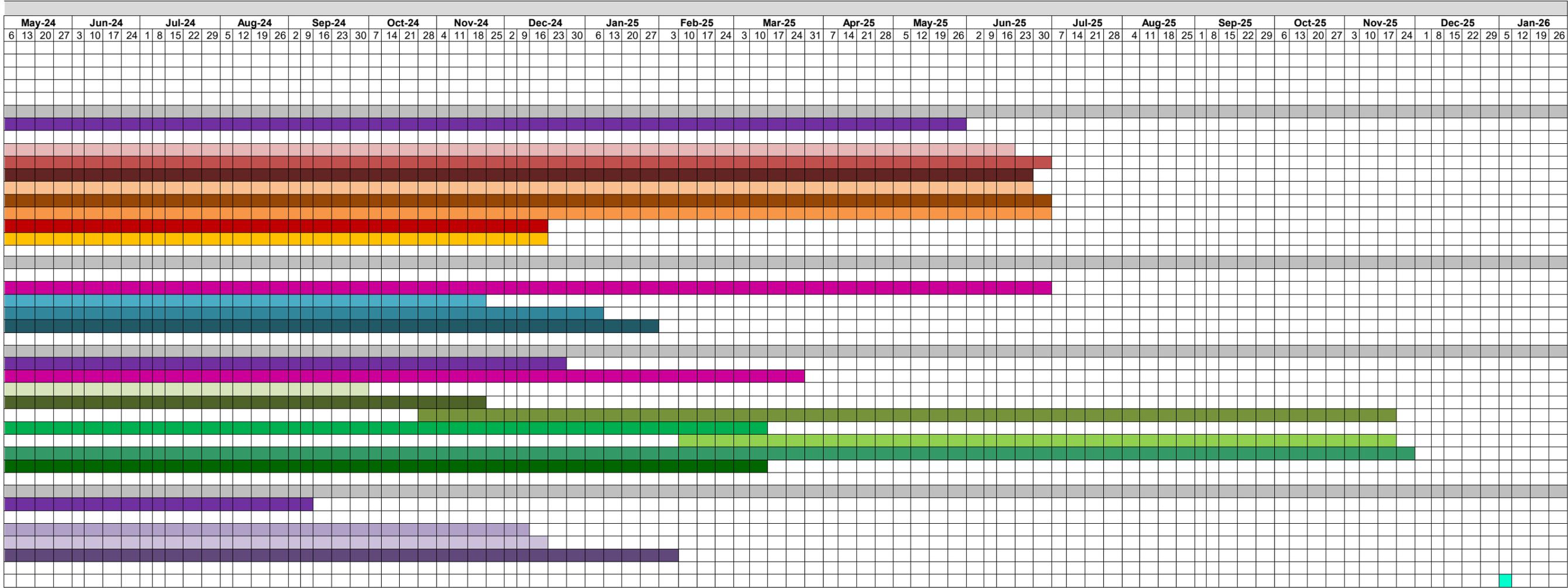
Planning Reference	Status of application	Date Approved	Description of development	Location of development
			phased working) and 18 (to allow removal of material from phase 7 by internal haul road in place of a conveyor) of planning permission no. P16/V2694/CM (MW.0127/16)	
MW.0061/19	Approved	15 Aug 2019	Non-material amendment of planning permission reference no. P15/V0530/CM (MW.0039/15) to amend the plan approved under condition 33 to change the balancing pond restoration details, to reflect what is currently on site	Sutton Courtenay Landfill, Appleford Sidings, Sutton Courtenay, Abingdon, OX14 4PW
MW.0093/18	Approved	15 May 2019	Section 73A application to continue the development permitted by planning permission no. MW.0127/16 (P16/V2694/CM) for Small extension to Bridge Farm Quarry to extract sand and gravel and restoration to agriculture and lakes with reed fringes without complying with conditions 1, 3, 18, 19, 41 and 42 such that i) mineral would be removed from phase 7 via stockpile and haul road as permitted by planning permission no. MW.0093/18 (P18/V2145/CM); ii) mineral would be removed from phases 5 and 6 by road subject to separate grant of full planning permission, iii) amendments to order of phased working and restoration, iv) amendments to final restoration scheme to either a) restoration including importation of inert fill to phase 5 by road subject to separate grant of full planning permission or b) no mineral extraction from either phases 5 or 6 and replacement of stripped soils to original ground levels	Bridge Farm Quarry, Sutton Courtenay, Abingdon, OX14 4PP
MW.0094/18	Approved	16 May 2019	Planning Application under Section 73 of the Town and Country Planning Act 1990 (as amended) for the extraction of sand and gravel and restoration using in situ and imported clay materials to create a wet woodland habitat without complying with condition 1 (Date for completion of restoration) of planning permission no. P16/V0077/CM (MW.0001/16) such that it would be the same date for the completion of restoration as for planning permission no. P16/V2694/CM (MW.0127/16)	Bridge Farm Quarry, Sutton Courtenay, Abingdon, OX14 4PP

Planning Reference	Status of application	Date Approved	Description of development	Location of development
MW.0127/16	Approved	1 Jun 2018	small extension to Bridge Farm Quarry to extract sand and gravel and restoration to agriculture and lakes with reed fringes	Bridge Farm Quarry, Sutton Courtenay, Abingdon, OX14 4PP
MW.0028/17	Approved	6 Jun 2017	application to vary condition 5 of planning consent SUT/APF/616/7 dated 6th October 1976 to allow trains delivering aggregate to unload up until 2100 Monday to Friday on up to 150 days per calendar year	The Portway, Appleford Sidings, Appleford, Oxfordshire, OX14 4PJ
MW.0130/16	Approved	15 Feb 2017	Non-material amendment of planning permission reference no. P15/V0530/CM (MW.0039/15) to amend the plan approved under condition 33 to change the balancing pond restoration details, to reflect what is currently on site	Sutton Courtenay Landfill, Appleford Sidings, Sutton Courtenay, Abingdon, OX14 4PW
MW.0001/16	Approved	17 May 2016	Continuation of the development permitted by planning approval P12/V 1729/CM (for the extraction of sand and gravel and restoration using in situ and imported clay materials to create a wet woodland habitat) without complying with conditions 1, 2, 4, 24, 25, 32, 34, 35 and 38 (in order to work phase 4b below the water table, amend the restoration of phase 4b from agriculture to a water body, to allow an additional year for completion of extraction and restoration and to update associated conditions and plan references)	Bridge Farm Quarry, Sutton Courtenay, Abingdon, OX14 4PP
MW.0039/15	Approved	3 Aug 2015	Application to continue the development of permitted by P14/v0479/cm (for the deposit of non-hazardous waste including surcharging the existing landfill, extending the duration of landfill and clay extraction operations, temporary storage of PFA and ancillary activities to restoration) without complying with conditions 1, 10, 15, 17, 28, 30, 32 and 34, to amend the landfill phasing, restoration plan for phase 3, restored contours of phase 3 and the restoration method for phases 3 and 4	Sutton Courtenay Landfill, Appleford Sidings, Sutton Courtenay, Abingdon, OX14 4PW
MW.0009/14	Approved	4 Apr 2014	Section 73 application to continue the development approved by consent SUT/616/59-CM (for the deposit of non-hazardous waste including surcharging the existing	Sutton Courtenay Landfill, Appleford Sidings, Sutton Courtenay, Abingdon, OX14 4PW

Planning Reference	Status of application	Date Approved	Description of development	Location of development
			landfill, extending the duration of landfill and clay extraction operations, temporary storage of pfa and ancillary activities relating to restoration at Sutton Courtenay) without complying with: Condition 5 – date for the completion of the extraction of sand and gravel, to allow until 31st December 2020 for the extraction of sand and gravel from block 13 (Hanson's plant site)	
MW.005/08	Approved	19 Mar 2010	Planning Application for the deposit of non-hazardous waste including surcharging the existing landfill, extending the duration of landfill and clay extraction operations, temporary storage of PFA and ancillary activities to restoration	Sutton Courtenay Landfill, Appleford Sidings, Sutton Courtenay, Abingdon, OX14 4PW
MW.020/03	Approved	4 Aug 2008	Extraction of sand and gravel and restoration in situ and imported clay materials to create a wet woodland habitat	Bridge Farm Quarry, Sutton Courtenay, Abingdon, OX14 4PP
P17/V2490/LDO	Under consideration		Local Development Order for Didcot Technology Park for informal technical consultation.	Didcot Technology Park OX14 4PJ
P17/S3719/SCO	Scoping Opinion Issued	20 Nov 2017	Scoping opinion request in support of an outline planning application for a residential led mixed use development at Culham Science Village.	Land at Culham Science Village Culham Oxfordshire
P17/V0469/SCR	Screening Issued	4 May 2017	Environmental Impact Assessment screening opinion for proposed technology park to be permitted through a Local Development Order.	Didcot Technology Park Didcot
P16/V1416/SCR	Screening Issued	21 Jun 2016	There is a need for the Local Planning Authority to produce a formal screening opinion under sections 5 and 29 of the Town and County Planning Regulations 2011, in respect of the Local Development Order relating to Didcot Technology Park.	Land at Hill Farm Appleford Abingdon OX14 4PJ
P14/V0479/CM	Approved	4 Apr 2014	Section 73 application to continue the development approved by consent SUT/616/59-CM (for the deposit of non-hazardous waste including surcharging the existing landfill, extending the duration of landfill and clay extraction operations, temporary storage of PFA and ancillary activities relating to restoration at Sutton	Sutton Courtenay Landfill Appleford Sidings Abingdon OX14 4PP

Planning Reference	Status of application	Date Approved	Description of development	Location of development
			Courtenay) without complying with: Condition 5 - date for the completion of the extraction of sand and gravel, to allow until 31st December 2020 for the extraction of sand and gravel from block 13 (Hanson's plant site)	
Clifton Hampden Bypass				
P17/S3719/SCO	Scoping opinion issued	20 Nov 2017	EIA scoping opinion request in support of an outline planning application for a major residential led mixed-use development.	Culham Science Village
P14/S3192/FUL	Approved	18 Nov 2015	Development of a Solar Array farm.	Fullamoor Farm Clifton Hampden OX14 3DD

Appendix C Indicative Construction Programme



Appendix D Planning Policy Table

Adopted Development Plan and Key NPPF Paragraphs	Policy	Policy Wording
Principle of Development		
SOLP	Policy TRANS1b Supporting Strategic Transport Investment	<p>1. The Council will work with Oxfordshire County Council and others to:</p> <ul style="list-style-type: none"> • Deliver the transport infrastructure which improves movement in and around Didcot, including measures that help support delivery of the Didcot Garden Town; • Support measures identified in the Local Transport Plan for the district including within the relevant area strategies; • Support sustainable transport measures that improve access to/ from proposed major development around Oxford; • Support delivery of the safeguarded transport improvements as required to help deliver the development required in this plan period and beyond; • Ensure that the impacts of new development on the strategic and local road network, including the A34 and M40, are adequately mitigated; • Support the development and delivery of a new Thames River crossing between Culham and Didcot Garden Town, the A4130 widening and road safety improvements from the A34 Milton Interchange to Didcot, a Science Bridge over the A4130 and railway into the former Didcot A power station site and the Clifton Hampden Bypass; and • Support, in association with major development, the delivery of new or improved roads, such as a bypass or edge road, including sustainable transport improvements, linked where appropriate with relevant Neighbourhood Development Plans and any wider County Council highway infrastructure strategy.
SOLP	Policy TRANS3 Safeguarding of Land for Strategic Transport Schemes	<p>1. Land is safeguarded to support the delivery of the following identified transport schemes:</p> <ul style="list-style-type: none"> • Clifton Hampden bypass; • A new Thames River crossing between Culham and Didcot Garden Town; • Didcot Northern Perimeter Road; • Science Bridge, Didcot; • (A4130/ B4493) Didcot Central transport corridor improvements;

		<ul style="list-style-type: none"> • Southern Didcot Spine Road; and • A4130 road safety improvements. <p>5. As the options for the schemes progress, the impact of the schemes will be subject to thorough assessment. This will include full environmental and archaeological assessments working in association with the relevant statutory bodies. Where schemes are located in areas of Flood Zones 2 and 3, a flood risk sequential test and the exception test should be undertaken as part of the appraisal process.</p>
SOLP	Policy STRAT1 The Overall Strategy	<p>1. Proposals for development in South Oxfordshire will be assessed using national policy and guidance and the whole of the Development Plan and should be consistent with the overall strategy of:</p> <ul style="list-style-type: none"> • Focusing major new development in the Science Vale including sustainable growth at Didcot Garden Town and Culham so that this area can play an enhanced role in providing homes, jobs and services with improved transport connectivity; • Providing strategic allocations at Culham, including necessary infrastructure and community facilities; and • Supporting and enhancing the economic and social dependencies between our towns and villages.
SOLP	Policy STRAT3 Didcot Garden Town	<p>1. Within the Didcot Garden Town masterplan area the Local Plan will:</p> <ul style="list-style-type: none"> • Promote Didcot as the gateway to the Science Vale; • Identify Didcot as the focus of sustainable major new development for Science Vale; • Strike a balance to provide for housing growth and economic growth; and • Assist in having policies supporting the acquisition of significant funding investment and safeguarding land to implement infrastructure schemes; • enable flexibility and resilience to plan for future changes, including changing community needs, addressing climate change and impacts, supporting technology and scientific advances in infrastructure provision; • require infrastructure to unlock development in Didcot Town Centre, Didcot and the wider area; • support the continued delivery of development in the Science Vale and Didcot Enterprise Zones. <p>3. Significant infrastructure improvements are committed to under Policy TRANS1b Supporting Strategic Transport Investment. Infrastructure will need to be in place to enable sites allocated in the Local Plan in and around Didcot to be delivered.</p>
SOLP	Policy STRAT9 Land Adjacent to Culham Science Centre Site Area: 217 hectares	<p>2. Proposals to develop Culham will be expected to deliver:</p> <p>vi) all necessary infrastructure, referring to the Infrastructure Delivery Plan, which is likely to include:</p> <ol style="list-style-type: none"> a. New junctions onto the A415 and significant contributions towards the Clifton Hampden Bypass, the Didcot to Culham River Crossing, and upgrading the A4074/B4015 junction at Golden Balls; and b. Provision for excellent sustainable transport facilities including, but not limited to, new and improvements to existing cycle and footpaths including contributions towards a 'Cycle Premium Route' that is proposed between Didcot and Culham; provision of a new cycle bridge and associated connectivity and paths across the River Thames to connect appropriately with Abingdon on Thames to

		the north of the site; bus improvements including provision of a scheduled bus service, with a minimum of two buses per hour between Berinsfield, Culham and Abingdon, with options to extend or vary services to locations such as Cowley, Chalgrove and Didcot.
VoWHLP	Core Policy 1 Presumption in Favour of Sustainable Development	Planning applications that accord with this Local Plan 2031 (and where relevant, with any subsequent Development Plan Documents or Neighbourhood Plans) will be approved, unless material considerations indicate otherwise.
VoWHLP	Core Policy 16 Didcot A Power Station	<p>The Council supports the redevelopment of the Didcot A site to provide a high quality mixed-use development. The site will continue to be reserved for a range of uses, particularly employment (B1, B2 and B8). Other acceptable uses for the site include, but are not limited to, residential (C1, C2 and C3), ancillary retail, an element of bulky goods retail, leisure (D2) and community uses. Any proposed uses for the site must have regard to relevant policies contained within South Oxfordshire District Council's Adopted Core Strategy.</p> <p>The proposed route of the new Science Bridge and A4130 re-routing is safeguarded. Planning permission will not be granted for development that would prejudice the construction or effective operation of this highway infrastructure in accordance with Core Policy 17.</p>
VoWHLP	Core Policy 17 Delivery of Strategic Highway Improvements within the South-East Vale Sub-Area	<p>In order to deliver the growth in the South East Vale Sub-Area and the wider Science Vale Area, the Science Vale Area Strategy has identified highways infrastructure to mitigate the impact of the planned growth across Science Vale and to secure the future economic viability of the area.</p> <p>Within the South East Vale Sub-Area this will include contributions towards the infrastructure identified within the Science Vale Area Strategy:</p> <ul style="list-style-type: none"> • Backhill Lane junction on the A4130; • Science Bridge and A4130 re-routing through the Didcot A site; • A4130 dualling between Milton Interchange and Science Bridge; • a new strategic road connection between the A415 east of Abingdon-Thames and the A4130 north of Didcot, including a new crossing of the River Thames; and • improvement of the strategic cycle network.
VoWHLP	Core Policy 18 Safeguarding of Land for Transport Schemes in the South East Vale Sub-Area	<p>Land is safeguarded to support the delivery of the identified transport schemes listed by Core Policy 17.</p> <p>Any proposals for development that may reasonably be considered to impact the delivery of the identified transport schemes (as shown by the maps in Appendix E of the Local Plan and the Adopted Policies Map) should demonstrate the proposal would not harm their delivery.</p> <p>Planning permission will not be granted for development that would prejudice the construction or effective operation of the transport schemes listed.</p>

Sustainable Development/Climate Change		
SOLP	Policy DES7 Efficient use of Resources	<p>1. New development is required to make provision for the effective use and protection of natural resources where applicable, including:</p> <p>ii) minimising waste and making adequate provision for the recycling, composting and recovery of waste on site using recycled and energy efficient materials;</p> <p>iv) making efficient use of water, for example through rainwater harvesting and grey water recycling, and causing no deterioration in, and where possible, achieving improvements in water quality (including groundwater quality);</p> <p>vi) ensuring that the land is of a suitable quality for development and that remediation of contaminated land is undertaken where necessary;</p> <p>vii) avoiding the development of the best and most versatile agricultural land, unless it is demonstrated to be the most sustainable choice from reasonable alternatives, by first using areas of poorer quality land in preference to that of a higher quality; and</p> <p>viii) re-using vacant buildings and redeveloping previously developed land, provided the land is not of a high environmental value.</p>
SOLP	Policy DES8 Promoting Sustainable Design	<p>1. All new development should seek to minimise the carbon and energy impacts of their design and construction. Proposals must demonstrate that they are seeking to limit greenhouse emissions through location design, landscape and planting taking into account any nationally adopted standards and in accordance with Policies DES10: Carbon Reduction and DES7: Efficient Use of Resources.</p> <p>2. All new development should be designed to improve resilience to the anticipated effects of climate change. Proposals should incorporate measures that address issues of adaptation to climate change taking account of best practice. These include resilience to increasing temperatures and wind speeds, heavy rainfall and snowfall events and the need for water conservation and storage.</p> <p>3. All new development should be built to last. Proposals must demonstrate that they function well and are adaptable to the changing requirements of occupants and other circumstances.</p> <p>4. The Council will not refuse planning permission for infrastructure of an outstanding or innovative design which promote high levels of sustainability or help raise the standard of design.</p>
VoWHLP	Core Policy 40 Sustainable Design and Construction	The Council encourages developers to incorporate climate change adaptation and design measures to combat the effects of changing weather patterns in all new development.
VoWHLP	Core Policy 43 Natural Resources	<p>The Council encourages developers to make provision for the effective use of natural resources where applicable, including:</p> <ul style="list-style-type: none"> • Minimising waste and making adequate provision for the recycling of waste on site; • Using recycled and energy efficient materials; • Maximising re-use of materials; • Causing no deterioration in, and where possible, achieving improvements in water quality; and • Re-using previously developed land, provided it is not of high environmental value.

NPPF	Paragraph 8 Paragraph 130 Paragraph 154	<p>Paragraph 8 provides that achieving sustainable development means the planning system has three overarching objectives (economic, social and environmental), which should be pursued in mutually supportive ways:</p> <ul style="list-style-type: none"> a) an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure. b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities’ health, social and cultural well-being. c) an environmental objective – to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy <p>Paragraph 130 states planning decisions should ensure that developments:</p> <ul style="list-style-type: none"> a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development; b) are visually attractive as a result of good layout and appropriate and effective landscaping; c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change; f) create places that are ...accessible and which promote health and well-being, with a high standard of amenity for ... future users. <p>Para 154 states new development should be planned for in ways that:</p> <ul style="list-style-type: none"> a) avoid increased vulnerability to the range of impacts arising from climate change. When new development is brought forward in areas which are vulnerable, care should be taken to ensure that risks can be managed through suitable adaptation measures, including through the planning of green infrastructure; and b) can help to reduce greenhouse gas emissions, such as through its location, orientation and design.
Green Belt		
SOLP	Policy STRAT6 Green Belt	1. To ensure the Green Belt continues to serve its key functions, it will be protected from harmful development. Within its boundaries, development will be restricted to those limited types of development which are deemed appropriate by the NPPF, unless very special circumstances can be demonstrated. Very special circumstances will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.
VoWHLP	Core Policy 13 The Oxford Green Belt	The Oxford Green Belt area in the Vale, as amended following the local Green Belt Review, will continue to be protected to maintain its openness and permanence. Proposals for inappropriate development will not be approved except in very special circumstances*.

		<p>The following forms of development are also not inappropriate in the Green Belt provided they preserve the openness of the Green Belt and do not conflict with the purposes of including land in the Green Belt:</p> <ul style="list-style-type: none"> Local transport infrastructure that can demonstrate a requirement for a Green Belt location. <p>* 'Very special circumstances' will not exist unless the potential harm, is clearly outweighed by other considerations.</p>
<p>NPPF</p>	<p>Paragraph 137 Paragraph 147 Paragraph 148 Paragraph 150</p>	<p>Paragraph 137 states the Government attaches great importance to Green Belts. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence.</p> <p>Paragraph 147 states inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.</p> <p>Paragraph 148 states when considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.</p> <p>Paragraph 150 states that certain forms of development are not inappropriate in the Green Belt, provided they preserve its openness and do not conflict with the purposes of including land within it. Included under this category is; local transport infrastructure which can demonstrate a requirement for a Green Belt location.</p>
<p>Landscape and Visual Amenity</p>		
<p>SOLP</p>	<p>Policy ENV1 Landscape and Countryside</p>	<ol style="list-style-type: none"> The highest level of protection will be given to the landscape and scenic beauty of the Chilterns and North Wessex Downs Areas of Outstanding Natural Beauty (AONBs): <ul style="list-style-type: none"> Development in an AONB or affecting the setting of an AONB will only be permitted where it conserves, and where possible, enhances the character and natural beauty of the AONB; and Development proposals that could affect the special qualities of an AONB (including the setting of an AONB) either individually or in combination with other developments, should be accompanied by a proportionate Landscape and Visual Impact Assessment. South Oxfordshire's landscape, countryside and rural areas will be protected against harmful development. Development will only be permitted where it protects and, where possible enhances, features that contribute to the nature and quality of South Oxfordshire's landscapes, in particular: <ul style="list-style-type: none"> Trees (including individual trees, groups of trees and woodlands), hedgerows and field boundaries; Irreplaceable habitats such as ancient woodland and aged or veteran trees found outside ancient woodland; The landscapes, waterscapes, cultural heritage and user enjoyment of the River Thames, its tributaries and flood plains; iv) other watercourse and water bodies; The landscape setting of settlements or the special character and landscape setting of Oxford; Topographical features; Areas or features of cultural and historic value; and

		<ul style="list-style-type: none"> • Important views and visually sensitive skylines; and) aesthetic and perceptual factors such as tranquillity, wildness, intactness, rarity and enclosure. <p>3. Development which supports economic growth in rural areas will be supported provided it conserves and enhances the landscape, countryside and rural areas.</p> <p>4. The Council will seek the retention of important hedgerows. Where retention is not possible and a proposal seeks the removal of a hedgerow, the Council will require compensatory planting with a mixture of native hedgerow species.</p>
SOLP	Policy DES6 Residential Amenity	<p>1. Development proposals should demonstrate that they will not result in significant adverse impacts on the amenity of neighbouring uses, when considering both individual and cumulative impacts, in relation to the following factors:</p> <p>ii. dominance or visual intrusion.</p>
VoWHLP	Core Policy 44 Landscape	<p>The key features that contribute to the nature and quality of the Vale of White Horse District's landscape will be protected from harmful development and where possible enhanced, in particular:</p> <ul style="list-style-type: none"> • Features such as trees, hedgerows, woodland, field boundaries, watercourses and water bodies; • Important landscape settings of settlements; • Topographical features; • Areas or features of cultural and historic value; • Important views and visually sensitive skylines; and • Tranquillity and the need to protect against intrusion from light pollution, noise, and motion. <p>Where development is acceptable in principle, measures will be sought to integrate it into the landscape character and/or the townscape of the area. Proposals will need to demonstrate how they have responded to the above aspects of landscape character and will be expected to:</p> <ul style="list-style-type: none"> • Incorporate appropriate landscape proposals that reflect the character of the area through appropriate design and management; and • Preserve and promote local distinctiveness and diversity and, where practical, enhance damaged landscape areas. <p>High priority will be given to conservation and enhancement of the natural beauty of the North Wessex Downs AONB and planning decisions will have regard to its setting.</p>
VoWHLP	Development Policy 23 Impact of Development on Amenity	<p>Development proposals should demonstrate that they will not result in significant adverse impacts on the amenity of neighbouring uses when considering both individual and cumulative impacts in relation to the following factors:</p> <p>ii. dominance or visual intrusion.</p>
NPPF	Paragraph 130 Paragraph 131	<p>Paragraph 130 states that developments should be "<i>visually attractive as a result of good architecture, layout and appropriate and effective landscaping</i>" and are sympathetic to the local landscape setting, built environment and local character.</p>

	<p>Paragraph 174</p> <p>Paragraph 176</p>	<p>Paragraph 131 states that <i>“Trees make an important contribution to the character and quality of urban environments, and can also help mitigate and adapt to climate change. Planning policies and decisions should ensure that new streets are tree-lined, that opportunities are taken to incorporate trees elsewhere in developments (such as parks and community orchards), that appropriate measures are in place to secure the long-term maintenance of newly-planted trees, and that existing trees are retained wherever possible. Applicants and local planning authorities should work with highways officers and tree officers to ensure that the right trees are planted in the right places, and solutions are found that are compatible with highways standards and the needs of different users.”</i></p> <p>Paragraph 174 states that valued landscapes should be protected and enhanced.</p> <p>Paragraph 176 gives great weight to conserving and enhancing Areas of Outstanding Natural Beauty which has one of the highest status of protection. It states <i>“development within their setting should be sensitively located and designed to avoid or minimise adverse impacts on the designated areas.”</i></p>
<p>Burcot & Clifton Hampden Neighbourhood Plan</p>	<p>Policy BCH9 Local Landscape Character</p>	<p>The culturally and historically important local landscape character of the parish, and in particular the waterscape of the River Thames corridor and its setting, will be conserved and where possible enhanced. Large-scale development of any kind will be inappropriate within open countryside and the river corridor.</p>
<p>Burcot & Clifton Hampden Neighbourhood Plan</p>	<p>Policy BCH6 Design Principles in Clifton Hampden</p>	<p>1. Proposals for development will be supported, provided they sustain and enhance the distinctiveness of the village and, where appropriate, the character and appearance of the Clifton Hampden Conservation Area and its setting.</p>
<p>Water and Flood Risk</p>		
<p>SOLP</p>	<p>Policy EP4 Flood Risk</p>	<p>1. The risk and impact of flooding will be minimised through:</p> <ul style="list-style-type: none"> ● Directing new development to areas with the lowest probability of flooding; ● Ensuring that all new development addresses the effective management of all sources of flood risk; ● Ensuring that development does not increase the risk of flooding elsewhere; and ● Ensuring wider environmental benefits of development in relation to flood risk. <p>2. The suitability of development proposed in Flood Zones will be strictly assessed using the ‘Sequential Test’ and where necessary the ‘Exceptions Test’. A sequential approach should be used at site level.</p> <p>3. A site-specific Flood Risk Assessment (FRA) should be provided for all development in Flood Zones 2 and 3.</p>

		<p>4. All development proposals must be assessed against the current South Oxfordshire Strategic Flood Risk Assessment or any updates and the Oxfordshire Local Flood Risk Management Strategy to address locally significant flooding. Appropriate mitigation and management measures must be implemented and maintained.</p> <p>5. All development will be required to provide a Drainage Strategy. Development will be expected to incorporate Sustainable Drainage Systems and ensure that run-off rates are attenuated to greenfield run-off rates. Higher rates would need to be justified and the risks quantified.</p> <p>6. Sustainable Drainage Systems should seek to enhance water quality and biodiversity in line with the Water Framework Directive.</p>
VoWHLP	Development Policy 30 Watercourses	<p>Development of land that contains or is adjacent to a watercourse will only be permitted where it would not have a detrimental impact on the function or setting of the watercourse or its biodiversity, or the detrimental impact can be appropriately mitigated.</p> <p>Plans for development adjacent to or encompassing a watercourse should include a minimum 10m buffer zone along both sides of the watercourse to create a corridor of land and water favourable to the enhancement of biodiversity.</p> <p>Proposals which involve culverting a watercourse are unlikely to be considered acceptable.</p> <p>Development which is located within 20m of a watercourse will require a construction management plan to be agreed with the Council before commencement of work to ensure that the watercourse will be satisfactorily protected from damage, disturbance or pollution.</p>
VoWHLP	Core Policy 42 Flood Risk	<p>The risk and impact of flooding will be minimised through:</p> <ul style="list-style-type: none"> • Directing new development to areas with the lowest probability of flooding; • Ensuring that all new development addresses the effective management of all sources of flood risk; • Ensuring that development does not increase the risk of flooding elsewhere; and • Ensuring wider environmental benefits of development in relation to flood risk. <p>The suitability of development proposed in flood zones will be strictly assessed using the Sequential Test, and, where necessary, the Exceptions Test. A sequential approach should be used at site level.</p> <p>A site-specific flood risk assessment will be required for all proposals including minor development and change of use in Flood Zone 2 and 3 and, in Critical Drainage Areas, and also where proposed development or a change of use to a more vulnerable class that may be subject to other forms of flooding. Appropriate mitigation and management measures will be required to be implemented.</p> <p>All development proposals must be assessed against the Vale of White Horse and South Oxfordshire Strategic Flood Risk Assessment and the Oxfordshire Local Flood Risk Management Strategy to address locally significant flooding. Appropriate mitigation and management measures must be implemented.</p> <p>All development will be required to provide a drainage strategy. Developments will be expected to incorporate sustainable drainage systems and ensure that runoff rates are attenuated to greenfield run-off rates. Higher rates would need to be justified and the risks quantified.</p> <p>Sustainable drainage systems should seek to enhance water quality and biodiversity in line with the Water Framework Directive (WFD).</p>

<p>NPPF</p>	<p>Paragraph 159 Paragraph 162 Paragraph 166 Paragraph 167</p>	<p>Paragraph 159 states that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk (whether existing or future). Where development is necessary in such areas, the development should be made safe for its lifetime without increasing flood risk elsewhere.</p> <p>Paragraph 162 states that development should not be allocated or permitted if there are reasonably available sites appropriate for the proposed development in areas with a lower risk of flooding. Footnote 50 requires a Flood Risk Assessment to accompany applications for development in Flood Zones 2 and 3.</p> <p>Paragraph 167 states development should only be allowed in areas at risk of flooding where it can be demonstrated that the most vulnerable development is located in areas of lowest flood risk, unless there are overriding reasons; the development is appropriately flood resistant and resilient; it incorporates sustainable urban drainage systems, unless there is clear evidence that this would be inappropriate; any residual risk can be safely managed; and safe access and escape routes are included where appropriate.</p>
<p>Transport</p>		
<p>SOLP</p>	<p>Policy TRANS2 Promoting Sustainable Transport and Accessibility</p>	<p>1. The Council will work with Oxfordshire County Council and others to:</p> <ul style="list-style-type: none"> • Ensure that where new development is located close to, or along, existing strategic public transport corridors, bus and/or rail services can be promoted and strengthened in response to increases in demand for travel and freight; • Ensure new development is designed to encourage walking and cycling, not only within the development, but also to nearby facilities, employment and public transport hubs; • Support provision of measures which improve public transport (including Park & Ride), cycling and walking networks within and between towns and villages in the district; • Support, where relevant, sustainable transport improvements in the wider Didcot Garden Town area and in and around Oxford, particularly where they improve access to strategic development locations; • Promote and support improvements to the transport network which increase safety, improve air quality, encourage use of sustainable modes of transport and/or make our towns and villages more attractive; and • Ensure the needs of all users, including those with impaired mobility are planned for in development of transport improvements.
<p>SOLP</p>	<p>Policy TRANS4 Transport Assessments, Transport Statements and Travel Plans</p>	<p>1. Proposals for new developments which have significant transport implications that either arise from the development proposed or cumulatively with other proposals will need to submit a Transport Assessment or a Transport Statement, and where relevant a Travel Plan. These documents will need to take into account Oxfordshire County Council guidance and Planning Practice Guidance and where appropriate, the scope should be agreed with Highways England.</p> <p>2. Appropriate provision for works and/or contributions will be required towards providing an adequate level of accessibility by all modes of transport and mitigating the impacts on the transport network. Consideration should be given to the cumulative impact of relevant development both in South Oxfordshire and adjacent authorities, and how this links to planned infrastructure improvements. This should take into account the latest evidence base work, which, where relevant, will inform the scoping of the Transport Assessment and Travel Plan.</p> <p>3. The Transport Assessment or Transport Statement should, where relevant:</p> <ul style="list-style-type: none"> • Illustrate accessibility to the site by all modes of transport;

		<ul style="list-style-type: none"> • Show the likely modal split of journeys to and from the site; • Detail the proposed measures to improve access by public transport, cycling and walking to reduce the need for car travel and reduce transport impacts; • Illustrate the impact on the highway network and the impact of proposed mitigation measures where necessary; • Include a Travel Plan (that considers all relevant forms of transport including accessible transport for disabled people) where appropriate; and • Outline the approach to parking provision.
SOLP	Policy CF1, Safeguarding Community Facilities	4. A community facility or service may be essential, either because it is one of a limited number of that nature in a settlement or area, or is fundamental to the quality and convenience of everyday life in a settlement. This includes the protection of Public Rights of Way including bridleways and by-ways. If suitable alternative provision already exists, any facility or service will not be considered essential.
SOLP	Policy TRANS5 Consideration of Development Proposals	Proposals for all types of development will, where appropriate: ii) provide safe and convenient routes for cyclists and pedestrians, both within the development, and including links to rights of way and other off-site walking and cycling routes where relevant.
VoWHLP	Development Policy 31 Protection of Public Rights of Way, National Trails and Open Access Areas	<p>Development on and / or over public rights of way will be permitted where the development can be designed to accommodate satisfactorily the existing route, or where the right of way is incorporated into the development site as an attractive, safe and continuous route. Alternative routes will need to be made equally or more attractive, safe and convenient to rights of way users.</p> <p>The Council will actively seek opportunities to improve the accessibility and the addition of new connections and status upgrades to the existing rights of way network, including National Trails. Proposals of this nature will be supported where they would not lead to increased pressure on sensitive sites, such as those of important ecological value.</p> <p>Development will not be permitted where proposals remove, narrow or materially impair the approved line of the Thames Path or Ridgeway National Trails, key connecting routes, and / or public access to them.</p>
VoWHLP	Core Policy 33 Promoting Sustainable Transport and Accessibility	<p>The Council will work with Oxfordshire County Council and others to:</p> <ul style="list-style-type: none"> • Actively seek to ensure that the impacts of new development on the strategic and local road network are minimised; • Ensure that developments are designed in a way to promote sustainable transport access both within new sites, and linking with surrounding facilities and employment; • Support measures identified in the Local Transport Plan for the district, including within the relevant local area strategies; • Support improvements for accessing Oxford; • Ensure that transport improvements are designed to minimise any effects on the amenities, character and special qualities of the surrounding area; and • Promote and support improvements to the transport network that increase safety, improve air quality and/or make our towns and villages more attractive

VoWHLP	Core Policy 35 Promoting Public Transport, Cycling and Walking	<p>The Council will work with Oxfordshire County Council and others to:</p> <ul style="list-style-type: none"> • Encourage the use of sustainable modes of transport and support measures that enable a modal shift to public transport, cycling and walking in the district; • Ensure new development is located close to, or along, existing strategic public transport corridors, where bus services can then be strengthened in response to increases in demand for travel; • Ensure that new development is designed to encourage walking as the preferred means of transport, not only within the development, but also to nearby facilities and transport hubs; • Ensure that new development encourages and enables cycling not only through the internal design of the site, but also through the provision of cycle friendly infrastructure to link the new residents with nearby services, employment areas, educational facilities and public transport hubs where interchange can be provided for longer distance travel; • Seek to support the provision of new cycling routes where the proposals are consistent with the other policies of this plan; • Ensure proposals for major development are supported by a Transport Assessment and Travel Plan, in accordance with Oxfordshire County Council guidance.
VoWHLP	Development Policy 17 Transport Assessments and Travel Plans	<p>Proposals for 'major' development will need to be supported by a Transport Assessment or Statement and Travel Plan in accordance with Oxfordshire County Council guidance, including their Walking and Cycling Design Standards, and the latest National Planning Practice Guidance. The scope of the assessment should be agreed with the County Council as the highway authority, in association with the district council, as the planning authority. Highways England should also be consulted as appropriate, in accordance with Highways England guidance.</p> <p>The Transport Assessment and Travel Plan should consider opportunities to support the take up of electric and / or low emission vehicles, in accordance with latest best practice, and in particular if part of mitigation identified in line with Development Policy 26: Air Quality.</p> <p>The Transport Assessment and Travel Plan will need to demonstrate consistency with Core Policy 37: Design and Local Distinctiveness in addition to the sustainable transport priorities identified in Local Plan 2031: Part 1 and other relevant Local Plan policies.</p>
NPPF	Paragraph 110 Paragraph 111	<p>Paragraph 110 states that it should be ensure that significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.</p> <p>Paragraph 111 states development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.</p>
Design		
SOLP	Policy DES1 Delivering High Quality Development	<p>1. All new development must be of a high quality design that:</p> <ul style="list-style-type: none"> • Uses land efficiently while respecting the existing landscape character; • Enhances biodiversity and, as a minimum, leads to no net loss of habitat; • Incorporates and/or links to a well-defined network of Green and Blue Infrastructure;

		<ul style="list-style-type: none"> • Is sustainable and resilient to climate change; • Minimises energy consumption; • Mitigates water run-off and flood risks; • Takes into account landform, layout, building orientation, massing and landscaping; • Provides a clear and permeable hierarchy of streets, routes and spaces to create safe and convenient ease of movement by all users; and • Is designed to take account of possible future development in the local area. <p>2. Where development sites are located adjacent to sites that have a reasonable prospect of coming forward in the future, integration with the neighbouring site should form part of the proposal's design.</p>
SOLP	Policy DES2 Enhancing Local Character	<p>1. All new development must be designed to reflect the positive features that make up the character of the local area and should both physically and visually enhance and complement the surroundings.</p> <p>2. All proposals for new development should be informed by a contextual analysis that demonstrates how the design:</p> <ul style="list-style-type: none"> • Has been informed by and responds positively to the site and its surroundings; and • Reinforces place-identity by enhancing local character. <p>3. Where a Character Assessment has been prepared as part of a made Neighbourhood Development Plan, a proposal must demonstrate that the positive features identified in the Assessment have been incorporated into the design of the development.</p> <p>4. Where there is no local Character Assessment a comprehensive contextual analysis of the local character should be prepared as part of an application. This should identify the positive features that make up the character of the area. The proposal must demonstrate that these positive features have been incorporated into the design of the development.</p> <p>5. Proposals that have the potential to impact upon a Conservation Area or the setting of a Conservation Area should also take account of the relevant Conservation Character Appraisal.</p>
SOLP	Policy DES33 Design and Access Statements	<p>1. Where an application is required to be supported by a Design and Access Statement, this must demonstrate how the development proposal meets the design objectives and principles set out in the South Oxfordshire Design Guide.</p> <p>2. The Design and Access Statement should be proportional to the scale and complexity of the proposal. It should include:</p> <ul style="list-style-type: none"> • A clear drawing trail that shows how the design of the proposal and the rationale behind it has evolved and clearly demonstrates that the design objectives and principles set out in the South Oxfordshire Design Guide have been considered at the outset and throughout the process and have been met by the final design; • A constraints and opportunities plan that clearly informs the design process and final design; • The delivery implementation phases and strategies to be put in place to ensure the timely delivery of infrastructure and services when they are needed by new residents; and • How consultation with the existing community and communities in the surrounding area has informed the design of the development.

SOLP	Policy ENV5 Green Infrastructure in New Developments	<p>1. Development will be expected to contribute towards the provision of additional Green Infrastructure and protect or enhance existing Green Infrastructure.</p> <p>2. Proposals should:</p> <ul style="list-style-type: none"> • Protect, conserve or enhance the district's Green Infrastructure; • Provide an appropriate level of Green Infrastructure with regard to requirements set out in the Green Infrastructure Strategy, AONB Management Plan or the Habitats Regulations Assessment; • Avoid the loss, fragmentation, severance or other negative impact on the function of Green Infrastructure; • Provide appropriate mitigation where there would be an adverse impact on Green Infrastructure; and • Provide an appropriate replacement where it is necessary for development to take place on areas of Green Infrastructure. <p>3. All Green Infrastructure provision should be designed with regard to the quality standards set out within the Green Infrastructure Strategy, or where relevant the Didcot Garden Town Delivery Plan. Consideration should also be given to inclusive access and contributing to gains in biodiversity, particularly through the use of appropriate planting which takes account of changing weather patterns. Where new Green Infrastructure is provided, applicants should ensure that appropriate arrangements are in place to ensure its ongoing management and maintenance.</p>
SOLP	Policy DES6 Residential Amenity	<p>1. Development proposals should demonstrate that they will not result in significant adverse impacts on the amenity of neighbouring uses, when considering both individual and cumulative impacts, in relation to the following factors:</p> <ul style="list-style-type: none"> i) loss of privacy, daylight or sunlight; ii) dominance or visual intrusion; vi) external lighting.
VoWHLP	Core Policy 37 Design and Local Distinctiveness	<p>All proposals for new development will be required to be of high quality design that:</p> <ul style="list-style-type: none"> • Responds positively to the site and its surroundings, cultural diversity and history, conserves and enhances historic character and reinforces local identity or establishes a distinct identity whilst not preventing innovative responses to context; • Creates a distinctive sense of place through high quality townscape and landscaping that physically and visually integrates with its surroundings; • Provides a clear and permeable structure of streets, routes and spaces that are legible and easy to navigate through because of the use of street typology, views, landmarks, public art and focal points; • Is well connected to provide safe and convenient ease of movement by all users, ensuring that the needs of vehicular traffic does not dominate at the expense of other modes of transport, including pedestrians and cyclists, or undermine the resulting quality of places; • Incorporates and/or links to high quality Green Infrastructure and landscaping to enhance biodiversity and meet recreational needs, including Public Rights of Way; • Is built to last, functions well and is flexible to changing requirements of occupants and other circumstances; and

		<ul style="list-style-type: none"> • Is sustainable and resilient to climate change by taking into account landform, layout, building orientation, massing and landscaping to minimise energy consumption and mitigate water run-off and flood risks
VoWHLP	Development Policy 23 Impact of Development on Amenity	<p>Development proposals should demonstrate that they will not result in significant adverse impacts on the amenity of neighbouring uses when considering both individual and cumulative impacts in relation to the following factors:</p> <ul style="list-style-type: none"> i. loss of privacy, daylight or sunlight ii. dominance or visual intrusion vi. external lighting.
NPPF	Paragraph 130 Paragraph 132 Paragraph 134	<p>130. Planning policies and decisions should ensure that developments:</p> <ul style="list-style-type: none"> a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development; b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping; c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities); d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit; e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience. <p>132. Design quality should be considered throughout the evolution and assessment of individual proposals. Early discussion between applicants, the local planning authority and local community about the design and style of emerging schemes is important for clarifying expectations and reconciling local and commercial interests. Applicants should work closely with those affected by their proposals to evolve designs that take account of the views of the community. Applications that can demonstrate early, proactive and effective engagement with the community should be looked on more favourably than those that cannot.</p> <p>134. Development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes. Conversely, significant weight should be given to: a) development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or b) outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.</p>

Historic Environment		
SOLP	Policy ENV6 Historic Environment	<p>1. Proposals for new development that may affect designated and non-designated heritage assets should take account of the desirability of sustaining and enhancing the significance of those assets and putting them to viable uses consistent with their conservation. Heritage assets include statutorily designated Scheduled Monuments, Listed Buildings or structures, Conservation Areas, Registered Parks and Gardens, Registered Battlefields, archaeology of national and local interest and non-designated buildings, structures or historic landscapes that contribute to local historic and architectural interest of the district's historic environment, and also includes those heritage assets listed by the Oxfordshire Historic Environmental Record.</p> <p>2. Proposals for new development should be sensitively designed and should not cause harm to the historic environment. Proposals that have an impact on heritage assets (designated and non-designated) will be supported particularly where they:</p> <ul style="list-style-type: none"> i. Conserve or enhance the significance of the heritage asset and settings. The more important the heritage asset, the greater the weight that will be given to its conservation; ii. Make a positive contribution to local character and distinctiveness (through high standards of design, reflecting its significance, including through the use of appropriate materials and construction techniques); iii. Make a positive contribution towards wider public benefits; iv. Provide a viable future use for a heritage asset that is consistent with the conservation of its significance; and/or v. Protect a heritage asset that is currently at risk. <p>3. Non-designated heritage assets, where identified through local or neighbourhood plan-making, Conservation Area Appraisal or review or through the planning application process, will be recognised as heritage assets in accordance with national guidance and any local criteria. Development proposals that directly or indirectly affect the significance of a non-designated heritage asset will be determined with regard to the scale of any harm or loss and the significance of the asset.</p> <p>4. Applicants will be required to describe, in line with best practice and relevant national guidance, the significance of any heritage assets affected including any contribution made by their setting. The level of detail should be proportionate to the asset's importance. In some circumstances further survey, analysis and/or recording will be made a condition of consent.</p>
SOLP	Policy ENV7 Listed Buildings	<p>1. Proposals for development, including change of use, that involve any alteration of, addition to or partial demolition of a listed building or within the curtilage of, or affecting the setting of a listed building will be expected to:</p> <ul style="list-style-type: none"> i. Conserve, enhance or better reveal those elements which contribute to the heritage significance and/or its setting; ii. Respect any features of special architectural or historic interest, including, where relevant, the historic curtilage or context, such as burgage plots, or its value within a group and/or its setting such as the importance of a street frontage or traditional shopfronts; and iii. Be sympathetic to the listed building and its setting in terms of its siting, size, scale, height, alignment, materials and finishes (including colour and texture), design and form, in order to retain the special interest that justifies its designation through appropriate design, with regard to the South Oxfordshire Design Guide.

		<p>2. Development proposals affecting the significance of a listed building or its setting that will lead to substantial harm or total loss of significance will be refused unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that demonstrably outweigh that harm or loss or where the applicant can demonstrate that:</p> <ul style="list-style-type: none"> • The nature of the heritage asset prevents all reasonable uses of the site; • No viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; • Conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and • The harm or loss is outweighed by the benefit of bringing the site back into use. <p>3. Development proposals that would result in less than substantial harm to the significance of a listed building will be expected to:</p> <ul style="list-style-type: none"> • Minimise harm and avoid adverse impacts, and provide justification for any adverse impacts, harm or loss of significance; • Identify any demonstrable public benefits or exceptional circumstances in relation to the development proposed; and • Investigate and record changes or loss of fabric, features, objects or remains, both known and unknown, in a manner proportionate to the importance of the change or loss, and to make this information publicly accessible.
<p>SOLP</p>	<p>Policy ENV8 Conservation Areas</p>	<p>1. Proposals for development within or affecting the setting of a Conservation Area must conserve or enhance its special interest, character, setting and appearance. Development will be expected to:</p> <ul style="list-style-type: none"> • Contribute to the Conservation Area's special interest and its relationship within its setting. The special characteristics of the Conservation Area (such as existing walls, buildings, trees, hedges, burgage plots, traditional shopfronts and signs, farm groups, medieval townscapes, archaeological features, historic routes etc.) should be preserved; • Take into account important views within, into or out of the Conservation Area and show that these would be retained and unharmed; • Respect the local character and distinctiveness of the Conservation Area in terms of the development's: siting; size; scale; height; alignment; materials and finishes (including colour and texture); proportions; design; and form and should have regard to the South Oxfordshire Design Guide and any relevant Conservation Area Character Appraisal; • Be sympathetic to the original curtilage of buildings and pattern of development that forms part of the historic interest of the Conservation Area; • Be sympathetic to important spaces such as paddocks, greens, gardens and other gaps or spaces between buildings which make a positive contribution to the pattern of development in the Conservation Area; • Ensure the wider social and environmental effects generated by the development are compatible with the existing character and appearance of the Conservation Area; and/or • Ensure no loss of, or harm to any building or feature that makes a positive contribution to the special interest, character or appearance of the Conservation Area. <p>2. Where a proposed development will lead to substantial harm to or total loss of significance of a Conservation Area, consent will only be granted where it can be demonstrated that the substantial harm is necessary to achieve substantial public benefits that outweigh that harm or loss</p>

		<p>3. Where a development proposal will lead to less than substantial harm to the significance of a Conservation Area, this harm will be weighed against the public benefits of the proposal.</p>
SOLP	<p>Policy ENV9 Archaeology and Scheduled Monuments</p>	<p>1. Development must protect the site and setting of Scheduled Monuments or nationally important designated or undesignated archaeological remains.</p> <p>2. Applicants will be expected to undertake an assessment of appropriate detail to determine whether the development site is known to, or is likely to, contain archaeological remains. Proposals must show the development proposals have had regard to any such remains.</p> <p>3. Where the assessment indicates archaeological remains on site, and development could disturb or adversely affect archaeological remains and/or their setting, applicants will be expected to:</p> <ul style="list-style-type: none"> i. Submit an appropriate archaeological desk-based assessment; or ii. Undertake a field evaluation (conducted by a suitably qualified archaeological organisation), where necessary. <p>4. Nationally important archaeological remains (whether scheduled or demonstrably of equivalent significance) should be preserved in situ. Non-designated archaeological sites or deposits of significance equal to that of a nationally important monument will be assessed as though those sites or deposits are designated.</p> <p>5. Where a proposed development will lead to substantial harm to or total loss of significance of such remains consent will only be permitted where it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss.</p> <p>6. Where a development proposal will lead to less than substantial harm to the significance of such remains, this harm will be weighed against the public benefits of the proposal.</p> <p>7. For other archaeological remains, the effect of a development proposal on the significance of the remains, either directly or indirectly, will be taken into account in determining the application.</p> <p>8. In exceptional cases, where harm to or loss of significance to the asset is considered to be justified, the harm should be minimised, and mitigated by a programme of archaeological investigation, including excavation, recording and analysis. Planning permission will not be granted until this programme has been submitted to, and approved by, the Council and development should not commence until these works have been satisfactorily undertaken by an appropriately qualified organisation. The results and analysis of findings subsequent to the investigation should be published and made available to the relevant local and county authorities.</p>
SOLP	<p>Policy ENV10 Historic Battlefields, Registered Parks and Gardens and Historic Landscapes</p>	<p>1. Proposals should conserve or enhance the special historic interest, character or setting of a battlefield, or park or garden on the Historic England Registers of Historic Battlefields or Register of Historic Parks and Gardens of Special Historic Interest in England.</p> <p>2. Any harm to or loss of significance of any heritage asset requires clear and convincing justification. Substantial harm to or loss of these assets should be wholly exceptional in the case of Registered Historic Battlefields and Grade I and Grade II* Registered Historic Parks and Gardens and exceptional in the case of Grade II Registered Historic Parks and Gardens.</p>

		<p>3. Where a proposed development will lead to substantial harm to or total loss of significance of a designated heritage asset, consent will only be granted where it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss. All other options for their conservation or use must have been explored.</p> <p>4. A balanced judgment, having regard to the scale of any harm or loss and the significance of the heritage asset, will be required in assessing proposals affecting non-designated historic battlefields, parks and historic landscapes including historic routes.</p> <p>5. Applicants will be required to describe, in line with best practice and relevant national guidance, the significance of any heritage assets affected including any contribution made by their setting. The level of detail should be proportionate to the asset's importance. In some circumstances, further survey, analysis and recording will be made a condition of consent.</p>
VoWHLP	Core Policy 39 The Historic Environment	<p>The Council will work with landowners, developers, the community, Historic England and other stakeholders to:</p> <ul style="list-style-type: none"> • Ensure that new development conserves, and where possible enhances, designated heritage assets and non-designated heritage assets and their setting in accordance with national guidance and legislation.
VoWHLP	Development Policy 36 Heritage Assets	<p>Proposals for new development that may affect heritage assets (designated and non-designated) must demonstrate that they conserve and enhance the special interest or significance of the heritage asset and its setting in accordance with Core Policy 39 (Local Plan 2031: Part 1), and particularly where they:</p> <ul style="list-style-type: none"> • Make a positive contribution to local character and distinctiveness; and / or • Make a positive contribution towards wider social and economic benefits; and / or • Provide a viable future use for a heritage asset that is consistent with the conservation of its significance; and / or • Provide a sustainable, non-damaging use for a heritage asset that is currently at risk of neglect, decay or other threats. <p>Heritage assets are an irreplaceable resource, and will be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations.</p> <p>When considering the impact of a proposed development on the significance of a designated heritage asset, great weight will be given to the asset's conservation (and the more important the asset, the greater the weight that will be given). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harms to its significance.</p> <p>Any harm to, or loss of, the significance of a designated heritage asset will require clear and convincing justification.</p> <p>In weighing applications that directly, or indirectly affect non-designated heritage assets, a balanced judgement will be made having regard to the scale of any harm or loss and the significance of the heritage asset.</p> <p>Developers will also be expected to report, publish and deposit the results of any investigations into heritage assets with the Historic Environment Record (HER) and the relevant local and county authorities.</p>
VoWHLP	Development Policy 37 Conservation Areas	<p>Proposals for development within or affecting the setting of a Conservation Area must demonstrate that it will conserve or enhance its special interest, character, setting and appearance. Development will be expected to:</p> <ol style="list-style-type: none"> Demonstrate that it contributes to the conservation area's special interest and its relationship within its setting;

		<p>ii. Take into account important views within, into or out of the conservation area and show that these would be retained and unharmed;</p> <p>iii. Respect the local character and distinctiveness of the conservation area in terms of the development's: siting; size; scale; height; alignment; materials and finishes (including colour and texture); proportions; design; and form, in accordance with the Design Guide Supplementary Planning Document and any relevant Conservation Area Character Appraisal;</p> <p>iv. Be sympathetic to the original curtilage of the dwelling and pattern of development that forms part of the historic interest of the conservation area;</p> <p>v. Be sympathetic to important spaces such as paddocks, greens, gardens and other gaps or spaces between buildings which make a positive contribution to the pattern of development in the conservation area;</p> <p>vi. Ensure the wider social and environmental effects generated by the development are compatible with the existing character and appearance of the conservation area, and</p> <p>i. Ensure no loss of or harm to any building or feature that makes a positive contribution to the special interest, character or appearance of the conservation area unless the development would make an equal or greater contribution in terms of public benefit.</p>
VoWHLP	Development Policy 38 Listed Buildings	Proposals within the setting of a Listed Building must demonstrate that they will respect, preserve or enhance features that contribute to the special interest and significance of the building, including, where relevant, structures and trees, the historic curtilage or context, such as burgage plots, parkland or fields or its value within a group and / or its setting, such as the importance of a street frontage or traditional shopfronts, designed landscapes or historic farmyards.
VoWHLP	Development Policy 39 Archaeology and Scheduled Monuments	<p>Development will be permitted where it can be shown that it would not be detrimental to the site or setting of Scheduled Monuments or nationally important designated or non-designated archaeological remains.</p> <p>When researching the development potential of a site, applicants will be expected to undertake an assessment of appropriate detail to determine whether the site is known or is likely to contain archaeological remains, and demonstrate how the development proposals have had regard to any such remains.</p> <p>Where the assessment indicates known archaeological remains on site, and development could disturb or adversely affect important archaeological remains and / or their setting, applicants will be expected to:</p> <ul style="list-style-type: none"> • Submit an appropriate archaeological desk-based assessment; or • Undertake a field evaluation (conducted by a suitably qualified, archaeological organisation) where necessary. <p>Nationally important archaeological remains (whether scheduled or demonstrably of equivalent significance) should be preserved in situ. Development proposals that would lead to substantial harm or total loss of significance of such remains will only be permitted in exceptional circumstances where:</p> <ul style="list-style-type: none"> • It can be clearly and convincingly demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the circumstances in paragraph 133 of the NPPF apply.

		<p>For other archaeological remains, the effect of a development proposal on the significance of the remains, either directly or indirectly, will be taken into account in determining the application. As such assets are also irreplaceable, the presumption will be in favour of the avoidance of harm. The scale of the harm or loss will be weighed against this presumption and the significance of the heritage asset.</p> <p>Where harm to or loss of significance to the asset is considered to be justified, the harm should be minimised and mitigated by a programme of archaeological investigation, including excavation, recording and analysis. Planning permission will not be granted until this programme has been submitted to, and approved by, the local planning authority, and development should not commence until these works have been satisfactorily undertaken by an appropriately qualified organisation. The results and analysis of findings subsequent to the investigation should be published and made available to the Historic Environment Record (HER) and the relevant local and county authorities.</p>
<p>NPPF</p>	<p>Paragraph 194 Paragraph 199 Paragraph 197 Paragraph 201</p>	<p>Paragraph 194 states that in determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation.</p> <p>Paragraph 199 states that great weight should be applied to conservation of heritage assets when their significance is impacted by development. Development that would result in substantial harm will be refused (paragraph 201) unless "it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss".</p> <p>Paragraph 197 states in determining applications, local planning authorities should take account of:</p> <ul style="list-style-type: none"> a) The desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation; b) The positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and c) The desirability of new development making a positive contribution to local character and distinctiveness. <p>Paragraph 201 states where a proposed development will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:</p> <ul style="list-style-type: none"> a) The nature of the heritage asset prevents all reasonable uses of the site; b) No viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; c) Conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and d) The harm or loss is outweighed by the benefit of bringing the site back into use.

Biodiversity		
SOLP	Policy ENV2 Biodiversity - Designated Sites, Priority Habitats and Species	<p>1. The highest level of protection will be given to sites of international nature conservation importance (Special Areas of Conservation). Development that is likely to result in a significant effect, either alone or in combination, on such sites will need to satisfy the requirements of the Conservation of Habitats and Species Regulations 2017 (as amended).</p> <p>2. Sites of Special Scientific Interest (SSSI) are of national importance. Development that is likely to have an adverse effect on a SSSI (either on its own or in combination with other developments) will only be permitted in exceptional circumstances, where it can be demonstrated that the benefits of the development in the location proposed clearly outweigh any harm to the special interest features and the SSSI's contribution to the local ecological network. In such circumstances, measures should be provided (and secured through planning conditions or legal agreements) that would mitigate or, as a last resort, compensate for the adverse effects resulting from development.</p> <p>3. Development likely to result, either directly or indirectly to the loss, deterioration or harm to:</p> <ul style="list-style-type: none"> ● Local Wildlife Sites; ● Local Nature Reserves; ● Priority Habitats and Species; ● Legally Protected Species; ● Local Geological Sites; ● Ecological Networks (Conservation Target Areas); ● Important or ancient hedges or hedgerows; and ● Ancient woodland and veteran trees will only be permitted if: <ol style="list-style-type: none"> i. the need for, and benefits of the development in the proposed location outweigh the adverse effect on the interests; ii. it can be demonstrated that it could not reasonably be located on an alternative site that would result in less or no harm to the interests; and iii. measures will be provided (and secured through planning conditions or legal agreements), that would avoid, mitigate or as a last resort, compensate for the adverse effects resulting from development. <p>4. Development resulting in the loss or deterioration of irreplaceable habitats (such as ancient woodland and ancient or veteran trees) will be refused planning permission, unless there are wholly exceptional reasons justifying the granting of planning permission.</p> <p>5. Where development has the potential to affect a proposed wildlife site the developer must undertake surveys and assessments to determine whether the site meets the criteria for Local Wildlife Site status.</p>
VoWHLP	Core Policy 45 Green Infrastructure	<p>A net gain in Green Infrastructure, including biodiversity, will be sought either through on-site provision or off-site contributions and the targeted use of other funding sources. A net loss of Green Infrastructure, including biodiversity, through development proposals, will be resisted.</p> <p>Proposals for new development must provide adequate Green Infrastructure in line with the Green Infrastructure Strategy. All major applications must be accompanied by a statement demonstrating that they have taken into account the relationship of the proposed development to existing Green Infrastructure and how this will be retained and enhanced. Proposals will be required to contribute to the</p>

		delivery of new Green Infrastructure and/or the improvement of existing assets including Conservation Target Areas in accordance with the standards in the Green Infrastructure Strategy and the Habitats Regulations Assessment.
VoWHL	Core Policy 46 Conservation and Improvement of Biodiversity	<p>Development that will conserve, restore and enhance biodiversity in the district will be permitted. Opportunities for biodiversity gain, including the connection of sites, large-scale habitat restoration, enhancement and habitat re-creation will be actively sought, with a primary focus on delivery in the Conservation Target Areas. A net loss of biodiversity will be avoided.</p> <p>The highest level of protection will be given to sites and species of international nature conservation importance (Special Areas of Conservation and European Protected Species). Development that is likely to result in a significant effect, either alone or in combination, on such sites and species will need to satisfy the requirements of the Habitat Regulations.</p> <p>Development likely to result in the loss, deterioration or harm to habitats or species of importance to biodiversity or of importance for geological conservation interests, either directly or indirectly, will not be permitted unless:</p> <ul style="list-style-type: none"> • The need for, and benefits of, the development in the proposed location outweighs the adverse effect on the relevant biodiversity interest; • It can be demonstrated that it could not reasonably be located on an alternative site that would result in less or no harm to the biodiversity interests; and • Measures can be provided (and are secured through planning conditions or legal agreements), that would avoid, mitigate against or, as a last resort, compensate for, the adverse effects likely to result from development. <p>The habitats and species of importance to biodiversity and sites of geological interest considered in relation to points i) to iii) comprise:</p> <ul style="list-style-type: none"> • Sites of Special Scientific Interest (SSSI); • Local Wildlife Sites; • Local Nature Reserves; • Priority Habitats and species listed in the national and local Biodiversity Action Plan; • Ancient Woodland and veteran trees; • Legally Protected Species; and • Locally Important Geological Sites. <p>The level of protection and mitigation should be proportionate to the status of the habitat or species and its importance individually and as part of a wider network.</p> <p>It is recognised that habitats/areas not considered above (i.e. Nationally or Locally designated and not priority habitats) can still have a significant biodiversity value within their local context, particularly where they are situated within a Conservation Target Area and/or they have good potential to be restored to priority habitat status or form/have good potential to form links between priority habitats or act as corridors for priority species. These habitats will be given due weight in the consideration of planning applications. If significant harm to these sites cannot be avoided (through locating on an alternative site with less harmful impacts) it will be expected that mitigation will be provided to avoid a net loss in biodiversity or, as a last resort, compensation will be required to offset the impacts and achieve a net gain in biodiversity.</p>
NPPF	Paragraph 174	Paragraph 174 states that planning decisions should contribute to and enhance the natural and local environment by:

	Paragraph 182	<p>a) protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils (in a manner commensurate with their statutory status or identified quality in the development plan);</p> <p>b) recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland;</p> <p>d) minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures;</p> <p>Paragraph 182 states that the presumption in favour of sustainable development does not apply where the plan or project is likely to have a significant effect on a habitats site (either alone or in combination with other plans or projects), unless an appropriate assessment has concluded that the plan or project will not adversely affect the integrity of the habitats site.</p>
Burcot & Clifton Hampden Neighbourhood Plan	BCH8 Green Infrastructure	<p>1. The Neighbourhood Plan designates a Green Infrastructure Network, as shown on the Policies Map, for the purpose of providing an environmental support system for communities and wildlife. The Network comprises the River Thames corridor, the recreation ground, play areas, amenity green spaces, natural and semi-natural greenspace, accessible countryside space, allotment land, ancient woodland, hedgerows, veteran trees, public rights of way and land of biodiversity value.</p> <p>2. Development proposals that lie within or adjoining the Network are required to have full regard to the need to protect the value and resilience of the Network, and to deliver new green infrastructure measures and/or a net gain to general biodiversity assets. Full surveys of any affected Network assets should accompany any planning application.</p> <p>3. Proposals that will lead to the loss of land lying within the Network and that will undermine its integrity will be resisted. Development proposals that will lead to the extension of the Network will be supported, provided they are consistent with all other relevant policies of the development plan.</p>
Noise and Vibration		
SOLP	Policy DES6 Residential Amenity	<p>1. Development proposals should demonstrate that they will not result in significant adverse impacts on the amenity of neighbouring uses, when considering both individual and cumulative impacts, in relation to the following factors:</p> <p>iii) noise or vibration;</p>
SOLP	Policy ENV12 Pollution – Impact of Development on Human Health, the Natural Environment and/or Local Amenity (Potential Sources of Pollution)	<p>1. Development proposals should be located in sustainable locations and should be designed to ensure that they will not result in significant adverse impacts on human health, the natural environment and/or the amenity of neighbouring uses.</p> <p>3. The consideration of the merits of development proposals will be balanced against the adverse impact on human health, the natural environment and/or local amenity, including the following factors:</p> <ul style="list-style-type: none"> • noise or vibration.
VoWHLP	Development Policy 23 Impact of	<p>Development proposals should demonstrate that they will not result in significant adverse impacts on the amenity of neighbouring uses when considering both individual and cumulative impacts in relation to the following factors:</p>

	Development on Amenity	iii. noise or vibration
VoWHLP	Development Policy 25 Noise Pollution	<p>Noise-generating development that would have an impact on environmental amenity or biodiversity will be expected to provide an appropriate scheme of mitigation that should take account of:</p> <ul style="list-style-type: none"> • The location, design and layout of the proposed development; • Existing levels of background noise; • Measures to reduce or contain generated noise; and • Hours of operation and servicing. <p>Development will not be permitted if mitigation cannot be provided within an appropriate design or standards.</p>
NPPF	Paragraph 187	Paragraph 187 states that planning decisions should ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment and states that development should minimise and mitigate noise omitted from new development.
Air Quality		
SOLP	Policy EP1 Air Quality	<p>1. In order to protect public health from the impacts of poor air quality:</p> <ul style="list-style-type: none"> i. Development must have regard to the measures laid out in the Council's Developer Guidance Document and the associated Air Quality Action Plan, as well as the national air quality guidance and any Local Transport Plans; iii. All development proposals should include measures to minimise air pollution at the design stage and incorporate best practice in the design, construction and operation of the development; iv. Where a development has a negative impact on air quality, including cumulative impact, developers should identify mitigation measures that will sufficiently minimise emissions from the development. Where mitigation is not sufficient the impacts should be offset through planning obligations; and v. Development will only be permitted where it does not exceed air pollution levels set by European and UK regulations.
SOLP	Policy ENV12 Pollution – Impact of Development on Human Health, the Natural Environment and/or Local Amenity (Potential Sources of Pollution)	<p>1. Development proposals should be located in sustainable locations and should be designed to ensure that they will not result in significant adverse impacts on human health, the natural environment and/or the amenity of neighbouring uses.</p> <p>3. The consideration of the merits of development proposals will be balanced against the adverse impact on human health, the natural environment and/or local amenity, including the following factors:</p> <ul style="list-style-type: none"> • Noise or vibration.

SOLP	Policy DES6 Residential Amenity	1. Development proposals should demonstrate that they will not result in significant adverse impacts on the amenity of neighbouring uses, when considering both individual and cumulative impacts, in relation to the following factors: iv. Smell, dust, heat, odour, gases or other emissions.
VoWHL P	Development Policy 23 Impact of Development on Amenity	Development proposals should demonstrate that they will not result in significant adverse impacts on the amenity of neighbouring uses when considering both individual and cumulative impacts in relation to the following factors: • Dust, heat, odour, gases or other emissions.
VoWHL P	Development Policy 26 Air Quality	Development proposals that are likely to have an impact on local air quality, including those in, or within relative proximity to, existing or potential Air Quality Management Areas (AQMAs) will need to demonstrate measures / mitigation that are incorporated into the design to minimise any impacts associated with air quality. Where sensitive development is proposed in areas of existing poor air quality and / or where significant development is proposed, an air quality assessment will be required. The Council will require applicants to demonstrate that the development will minimise the impact on air quality, both during the construction process and lifetime of the completed development, either through a redesign of the development proposal or, where this is not possible or sufficient, through appropriate mitigation in accordance with current guidance. Mitigation measures will need to demonstrate how the proposal would make a positive contribution towards the aims of the Council's Air Quality Action Plan. Mitigation measures will be secured either through a negotiation on a scheme, or via the use of a planning condition and / or planning obligation depending on the scale and nature of the development and its associated impacts on air quality
NPPF	Paragraph 186 Paragraph 187	186. Planning policies and decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones, and the cumulative impacts from individual sites in local areas. Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement. So far as possible these opportunities should be considered at the plan-making stage, to ensure a strategic approach and limit the need for issues to be reconsidered when determining individual applications. Planning decisions should ensure that any new development in Air Quality Management Areas and Clean Air Zones is consistent with the local air quality action plan. Paragraph 187 states that planning decisions should ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment and states that development should minimise and mitigate noise omitted from new development.
Minerals and Waste		

Oxfordshire Minerals and Waste Core Strategy	Policy M8 Safeguarding Mineral Resources	<p>Mineral resources in the Mineral Safeguarding Areas shown on the Policies Map are safeguarded for possible future use. Development that would prevent or otherwise hinder the possible future working of the mineral will not be permitted unless it can be shown that:</p> <ul style="list-style-type: none"> • The site has been allocated for development in an adopted local plan or neighbourhood plan; or • The need for the development outweighs the economic and sustainability considerations relating to the mineral resource; or • The mineral will be extracted prior to the development taking place. <p>Mineral Consultation Areas, based on the Mineral Safeguarding Areas, are shown on the Policies Map.</p>
Oxfordshire Minerals and Waste Core Strategy	Policy M9 Safeguarding Mineral Resources	<p>Existing and permitted infrastructure that supports the supply of minerals in Oxfordshire is safeguarded against development that would unnecessarily prevent the operation of the infrastructure or would prejudice or jeopardise its continued use by creating incompatible land uses nearby.</p> <p>Safeguarded sites include the following rail depot sites which are safeguarded for the importation of aggregate into Oxfordshire:</p> <ul style="list-style-type: none"> • Appleford Sidings, Sutton Courtenay (existing facility); and • any other aggregate rail depot sites which are permitted, as identified in the Annual Monitoring Report. <p>Other safeguarded sites will be defined in the Minerals and Waste Local Plan: Part 2 – Site Allocations Document.</p> <p>Proposals for development that would directly or indirectly prevent or prejudice the use of a site safeguarded for mineral infrastructure will not be permitted unless:</p> <ul style="list-style-type: none"> • The development is in accordance with a site allocation for development in an adopted local plan or neighbourhood plan; or • It can be demonstrated that the infrastructure is no longer needed; or • The capacity of the infrastructure can be appropriately and sustainably provided elsewhere.
Oxfordshire Minerals and Waste Core Strategy	Policy W11 Safeguarding Waste Management Sites	<p>Provision will be made for waste management facilities to provide capacity that allows Oxfordshire to be net self-sufficient in the management of its principal waste streams – municipal solid waste (or local authority collected waste), commercial and industrial waste, and construction, demolition and excavation waste – over the period to 2031.</p> <p>Provision for facilities for hazardous waste, agricultural waste, radioactive waste and waste water/sewage sludge will be in accordance with policies W7, W8, W9 and W10 respectively.</p>
SOLP	Policy EP5: Minerals Safeguarding Areas	<ol style="list-style-type: none"> 1. Minerals are a non-renewable resource, therefore to safeguard future potential extraction, development will be directed away from Minerals Safeguarding Areas. 2. Where development in Minerals Safeguarding Areas cannot be avoided, developers are encouraged to extract minerals prior to non-mineral development taking place, where this is practical and environmentally feasible.
NPPF	Paragraph 211 Paragraph 212	<p>Paragraph 211 states when determining planning applications, great weight should be given to the benefits of mineral extraction, including to the economy.</p>

		Paragraph 212 state local planning authorities should not normally permit other development proposals in Mineral Safeguarding Areas if it might constrain potential future use for mineral working.
Ground Conditions/Land Contamination		
SOLP	Policy DES6 Residential Amenity	1. Development proposals should demonstrate that they will not result in significant adverse impacts on the amenity of neighbouring uses, when considering both individual and cumulative impacts, in relation to the following factors: v. pollution, contamination or the use of/or storage of hazardous substances;
SOLP	Policy ENV11 Pollution - Impact from Existing and/ or Previous Land Uses on New Development (Potential Receptors of Pollution)	1. Development proposals should be appropriate to their location and should be designed to ensure that the occupiers of a new development will not be subject to individual and/or cumulative adverse effect(s) of pollution. Proposals will need to avoid or provide details of proposed mitigation methods to protect occupiers of a new development from the adverse impact(s) of pollution. 2. Unless there is a realistic potential for appropriate mitigation, development will not be permitted if it is likely to be adversely affected by pollution. Factors can include, but are not limited to: ...contamination of the site or its surroundings and hazardous substances nearby; ...land instability; 3. Opportunities to mitigate and/or remediate the impacts of pollution on the natural environment should also be considered wherever possible and related to a development. 4. Development on contaminated land will not be permitted unless the contamination is effectively treated by the developer to prevent any harm to human health and the natural environment (including controlled waters).
VoWHLP	Development Policy 27 Land Affected By Contamination	Proposals for the development, redevelopment or re-use of land known, or suspected, to be contaminated, will be required to submit a Contaminated Land Preliminary Risk Consultant Report. Planning conditions may be imposed where the Council is satisfied that all risks associated with the development, environment, controlled waters and neighbouring land uses from land affected by contamination have been identified and the development is viable. Proposals that fail to demonstrate that the intended use would be compatible with the condition of the land, or which fail to exploit appropriate opportunities for decontamination, will be refused.
VoWHLP	Core Policy 43 Natural Resources	The Council encourages developers to make provision for the effective use of natural resources where applicable including: vi. Ensuring that land is of a suitable quality for development and that remediation of contaminated land is undertaken where necessary; vii. Avoiding the development of the best and most versatile agricultural land, unless it is demonstrated to be the most sustainable choice from reasonable alternatives, by first using areas of poorer quality land in preference to that of a higher quality; and viii. Re-using previously developed land, provided it is not of high environmental value.

