



# Dalton Barracks Strategic Allocation

Supplementary  
Planning Document



# CONTENTS

Designing the Exemplary.....	7
1 The Strategic Allocation Design SPD – Planning Context, Purpose and Principles.....	8
2 The SPD Vision and Objectives .....	14
3 About the Area and Allocated Site.....	18
Figure 3.8 Opportunities and Challenges Map .....	29
4 The Planning Application Process and Policy Context .....	30
5 Key Components of the New Community .....	38
Figure 5.2 Development Framework Map .....	69
6 Designing the New Community.....	70
7 Delivering the Requirements and Ambition of the SPD.....	90
Appendix 1: Site Development Template from LPP2 .....	92



**Landscape-led**

**Extensive parkland**

**Vibrant local centre**

**Local employment opportunities**

**Exemplar and energy efficient/zero carbon housing**



**Attractive cycleways and footpaths**

**Excellent public transport services**

**Healthy lifestyles**

**Active green landscape**

**Long-term stewardship**



Wycombe Marsh



# Designing the Exemplary

The Ministry of Defence (MOD) base at Dalton Barracks was selected to join the Garden Communities Programme as a Garden Village in June 2019. Located close to Oxford and Abingdon-on-Thames, there is potential to deliver a highly accessible development using public transport that also benefits from a range of services and facilities on site.

The Vale of White Horse Local Plan 2031, Part 2 (LPP2), adopted in October 2019, seeks to deliver a high quality, exemplar, community focused, landscape-led, sustainable development of 1,200 dwellings on part of the wider Garden Village site – the Local Plan allocation is referred to as the Dalton Barracks Strategic Allocation.

This Supplementary Planning Document (SPD) is focused on the allocated site, to supplement the adopted Development Plan. It sets out what steps are needed in practice to deliver the Strategic Allocation and meet our expectations for a high quality, sustainable new community that is founded on Garden Village principles.

The process for considering the larger Garden Village site, which has an overall capacity of around 4,500 homes and other supporting land uses over the longer term, will take place through the preparation of future development plans. There will be an opportunity to comment on any proposals for the wider site as part of these plan-making processes.

The SPD will be reviewed in the light of any future allocations for development made in a future development plan, and there would at that stage be the opportunity to consider updating the SPD or preparing a new SPD (or other planning document, as appropriate) to address this and any significant changes in policy and practice.

The content of this SPD is structured as follows:

## The Structure of the SPD

- **Part 1:** explains the role and status of the SPD, including how it relates to the Development Plan and Garden Village programme and its weight in planning decisions
- **Part 2:** sets out the vision for the Dalton Barracks Strategic Allocation and the opportunities presented by the wider site's Garden Village status
- **Part 3:** describes the characteristics of the allocated site and explains the opportunities and challenges they present
- **Part 4:** sets out guidance regarding the application process and the information required to support an application
- **Part 5:** identifies the key components that will need to be delivered to create the inclusive, highly sustainable mixed-use community envisioned and sets out a series of strategic design requirements that will need to be met by the development to achieve this
- **Part 6:** expands on the Strategic Design Requirements, providing advice and guidance relating to key themes that are essential to achieving an exemplar, good-quality, sustainable development at the site
- **Part 7:** re-emphasises the key requirements and considerations that need to be taken into account during the masterplanning process and what a planning application on the site would need to demonstrate to gain approval.

# 1

## The Strategic Allocation SPD – Planning Context, Purpose and Principles

Great Western Park, Didcot



This section of the document sets the context for the Dalton Barracks Strategic Allocation SPD, its purpose and how it relates to the Dalton Barracks Garden Village. In particular:

- How and why the Dalton Barracks Strategic Allocation site was allocated for development in the Local Plan
- The role of the SPD, where it applies and its weight in planning decisions
- The key influences that have shaped the draft SPD



# 1 The Strategic Allocation SPD – Planning Context, Purpose and Principles

## Dalton Barracks Strategic Allocation

1.1 Core Policy 8b of LPP2 (reproduced at page 10) allocates new development at Dalton Barracks for around 1,200 homes incorporating on-site services and facilities equivalent to a Larger Village<sup>1</sup>.

1.2 Accordingly, Core Policy 13a of LPP2 removes most of the site from the Oxford Green Belt<sup>2</sup>. The part of the site that remains within the Green Belt will be limited to Green-Belt compatible development<sup>3</sup>. Additional land outside of the allocation site but within the Barracks was also removed from the Green Belt at the same time.

1.3 Core Policy 8b (reproduced at page 10) requires housing of an exemplar standard and a development that follows the Garden Village principles to ensure the potential for a highly sustainable and accessible development is fully realised. Other requirements include:

- Implementing sustainable transport initiatives
- Avoiding any adverse impact on Cothill Fen SAC
- Protecting the character and appearance of the surrounding area
- Minimising the impact of light pollution

1.4 Additional guidance is provided by this supplementary planning document.

### The role of the Dalton Barracks Strategic Allocation SPD

1.5 This Supplementary Planning Document (SPD) applies to the Dalton Barracks Strategic Allocation set out in Core Policy 8b (reproduced at page 10) of the Local Plan 2031, Part 2 (LPP2) and corresponding Site Development Template (reproduced at page 10). It provides further detail to the policies in the Vale of White Horse Local Plan 2031 and takes

account of the Wootton and St Helen Without Neighbourhood Plan. It has been prepared to provide guidance on the design and development of the Dalton Barracks Strategic Allocation.

1.6 While a number of Local Plan policies apply to the Dalton Barracks Strategic Allocation, this SPD particularly helps to interpret and articulate the requirements of:

- Core Policy 8b and the corresponding Site Development Template set out in Appendix A of LPP2
- Core Policy 37: Design and Local Distinctiveness
- Core Policy 38: Design Strategies for Strategic and Major Development Sites, and
- Core Policy 40 Sustainable Design and Construction

As well as ensuring that development at the Strategic Allocation follows the Garden Village principles set for the wider area.

1.7 This guidance is to help deliver the new mixed-use community envisaged for the site that will incorporate on-site services and facilities, including education provision, a local centre, and local

opportunities for employment; and ensure excellent public transport, cycle way and footpath connections.

1.8 In line with current national policy and guidance, this SPD also provides strategic design requirements and more detailed design guidance so that the design expectations and how these will be tested are clear, to ensure a high-quality development of an exemplar standard is achieved.

1.9 It is important to recognise that as part of the planning application process additional evidence will be prepared, for example a Transport Assessment, species surveys and a project level Habitats Regulations Assessment, which will be critical to the masterplanning process and used to identify more detailed proposals to mitigate the impacts of the development. This will form an important part of the planning application. See Figure 7.1. This means the SPD can only guide rather than set out detailed requirements for some of the mitigation measures relating to the design of the highways infrastructure and parkland. There will be an opportunity to comment on all detailed measures as part of the planning application process.

<sup>1</sup> Core Policy 3 of Local Plan 2031 Part 1 defines Larger Villages as settlements with a more limited range of employment, services, and facilities. Unallocated development will be limited to providing for local needs and to support employment, services, and facilities within local communities. <sup>2</sup> Green belt is a national designation given to land that serves the five purposes as set out in paragraph 138 of the National Planning Policy Framework <sup>3</sup> Green Belt compatible development is set out in paragraphs 149 and 150 of the National Planning Policy Framework

# 1 The Strategic Allocation SPD – Planning Context, Purpose and Principles

## Core Policy 8b: Dalton Barracks Strategic Allocation

All new development at Dalton Barracks will be guided by a comprehensive approach to masterplanning the allocation.

The new housing allocated at Dalton Barracks will be provided to an exemplar standard and following Garden Village principles to ensure the potential for highly sustainable and accessible development is fully realised. The development will form a mixed-use community incorporating on-site services and facilities, including education provision, a local centre, providing local opportunities for employment and ensuring excellent public transport, cycle way and footpath connections to Oxford and Abingdon-on-Thames. This development will come forward in accordance with **Core Policies 8a and 8b** and the Site Development Template set out in **Appendix A**.

The site is removed from the Oxford Green Belt in accordance with **Core Policy 13a**. The site area, however, contains an area of land that will remain within the Oxford Green Belt and any development on this area will be limited to Green Belt-compatible development. This area will include parkland, located on the western and northern sides of the site that should be planned for as part of the overall masterplanning for the site.

Proposals for development at Dalton Barracks must demonstrate how they contribute towards a comprehensive approach to masterplanning.

The Council will continue to work with the Defence Infrastructure Organisation, Oxfordshire County Council, Natural England and other relevant stakeholders to ensure a comprehensive approach to masterplanning for the site. Additional guidance will be provided by a comprehensive development framework that will be published as a Supplementary Planning Document and will ensure the new housing allocated at Dalton Barracks is considered in the context of a comprehensive approach to the masterplanning of the site, including:

- i. the development is in accordance with the requirements of a travel plan for the site to make the necessary contributions in order to implement sustainable transport initiatives, including minimising car usage and increasing the use of public transport, walking and cycling
- ii. the development is in accordance with and makes the necessary contributions to a comprehensive landscape plan for the site, including the provision of parkland of at least 30 hectares
- iii. proposals for new development and redevelopment should demonstrate that there would be no adverse impact on Cothill Fen SAC and protection for the SSSI located to the north west of the site
- iv. proposals for buildings and structures (including their extensions) will not unacceptably harm the character and appearance of the surrounding area, taking into account their location, scale, bulk and height, and
- v. any external lighting scheme must have a minimal impact in terms of light pollution.

# 1 The Strategic Allocation SPD – Planning Context, Purpose and Principles

Figure 1.1: A map showing the planning context of the Dalton Barracks Strategic Allocation



# 1 The Strategic Allocation SPD – Planning Context, Purpose and Principles

## Principles of the SPD

1.10 It is important to recognise that this SPD is not a detailed masterplan or design code, but it is structured to provide design guidance to inform the preparation of a comprehensive masterplan and, if required, a design code that will set the design parameters for the development.

1.11 This SPD is effective from the date of adoption by the Council, and once adopted will be a material consideration in all planning decisions related to that site.

## Wootton and St Helen Without Neighbourhood Plan

1.12 The Wootton and St Helen Without Neighbourhood Plan was made by the Vale of White Horse District Council in December 2019.

1.13 The Dalton Barracks Strategic Allocation site sits within the Parish of St Helen Without. The Neighbourhood Plan was prepared in parallel to LPP2 and is in conformity with and

supports the strategic policies set out in Local Plan 2031. It sets local policies for the Neighbourhood Plan area which includes Shippon and areas adjoining and within the Dalton Barracks Strategic Allocation. The Neighbourhood Plan contains several policies that relate directly to the Garden Village and Dalton Barracks Strategic Allocation. These include: Policies SS3.1 Local Green Space; SS5.1 Garden Village Principles; SS5.2 Separation of the Garden Village; IN1.1 Housing for Younger People; IN1.2 Housing for Older People and those with Additional Needs; IN2.1 Timing of Infrastructure; IN3.1 Barrow Road; IN3.3 Bus Service; IN5.1 New Facilities within the proposed Garden Village; IN5.5 Broadband; IN6.1 Shippon Community Centre; and IN6.2 Medical Facilities.

1.14 The Neighbourhood Plan forms part of the Development Plan for the Vale of White Horse District and will be considered alongside the Local Plan in determining any planning applications for the allocated site.

Figure 1.2: Diagram showing relationship between the Dalton Barracks Strategic Allocation SPD, Garden Village and Development Plan



# 1 The Strategic Allocation SPD – Planning Context, Purpose and Principles

## Dalton Barracks Garden Village

1.15 In June 2019 the wider MOD base at Dalton Barracks, including Abingdon Airfield, was awarded Garden Village status<sup>4</sup>. The Garden Village area includes the Dalton Barracks Strategic Allocation.

1.16 The SPD relates to the Dalton Barracks Strategic Allocation site area and not the whole of the Garden Village as it was not allocated for development in the adopted Local Plan. The Strategic Allocation will be delivered to Garden Village Principles and demonstrate the design quality benchmark for any future development in the Garden Village area. More information on the Garden Village Principles and how the SPD has taken account of these is set out in Part 2 of the SPD.

## Engagement and Consultation – A Robust and Inclusive Process

1.17 Initial preparation of the SPD commenced alongside the preparation of LPP2 and was progressed on the basis of a scheme for circa 4,500 new homes in accordance with the then draft allocation. The work was undertaken by consultants. A range of engagement activities, including a series of stakeholder meetings and workshops, were undertaken to ensure the SPD was prepared as part of a collaborative process and that key stakeholders were engaged. These engagement activities related to the whole of the Dalton Barracks MOD base which was proposed to be allocated by the Local Plan at that time.

These included:

- individual meetings with local stakeholders comprising Wootton Parish Council, Wootton and St Helen Without Neighbourhood Plan Group and Berkshire, Buckinghamshire and Oxfordshire Wildlife Trust (BBOWT) which manages wildlife sites close to the site
- individual meetings with Oxfordshire County Council including Highways, Public Transport and Education specialists
- individual meetings and conference calls with Oxford City Council, Sport England, Natural England and Highways England
- individual meetings with the Defence Infrastructure Organisation (DIO) and their consultants
- a workshop with specialist officers covering landscape, ecology, heritage, leisure, economic development, housing, and urban design
- a presentation and workshop with stakeholders including representatives of the Parish Councils, Neighbourhood Plan Group, BBOWT, District Council, County Council, and representatives of the DIO's team to consider key land use issues and develop masterplan options
- a presentation and workshop with stakeholders to consider the settlement character and develop some shared objectives for a masterplan

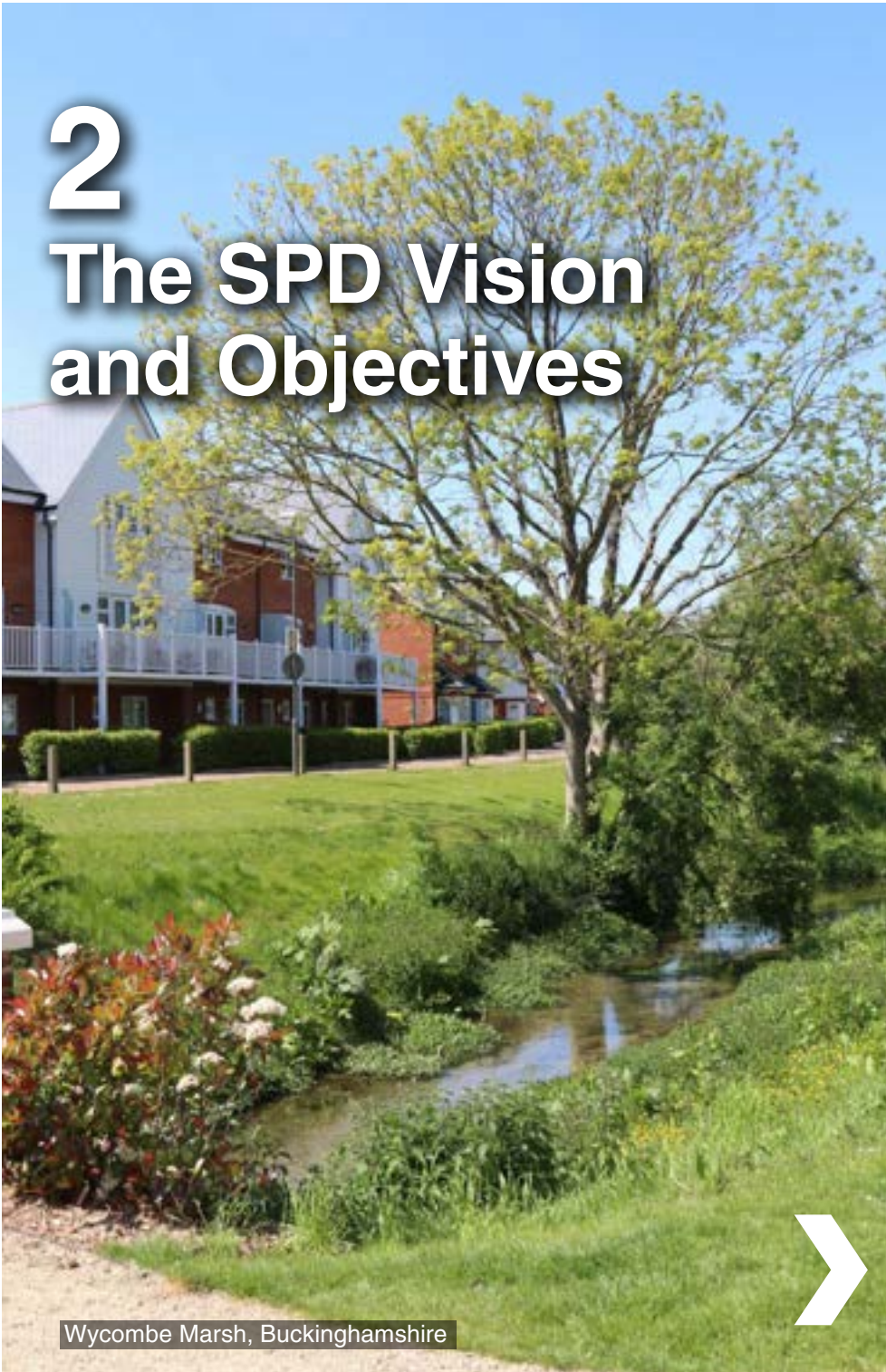
1.18 In 2019, preparation of the SPD was brought in-house from the consultants. The Council has continued to engage with relevant stakeholders and undertaken further consultation with specialist officers on Heritage, Ecology, Urban Design, Landscape and Trees.

1.19 This SPD draws on the outcomes of those engagement activities in relation to the Strategic Allocation site.

<sup>4</sup>The Government describes 'Garden Communities' as 'large scale new developments that will create well-planned, sustainable places for people to live.' For more information on the characteristics of a Garden Community and the assessment criteria see: <https://www.gov.uk/government/publications/garden-communities>

# 2

## The SPD Vision and Objectives



Wycombe Marsh, Buckinghamshire

*“Dalton Barracks Strategic Allocation will provide an inclusive, highly sustainable mixed-use development, flexible to future change. Homes of an exemplar standard will be set around a vibrant local centre offering attractive community facilities and local employment opportunities. The highly accessible development connected to facilities by attractive and direct cycleways, footways and excellent public transport services, will promote a healthy lifestyle. Set beside extensive parkland, the landscape-led design will incorporate a network of high-quality green corridors, spaces and street trees creating an active green landscape through the community.”*

### **Dalton Barracks Strategic Allocation Vision**

## 2 The SPD Vision and Objectives

2.1 The vision for the Dalton Barracks Strategic Allocation has been informed by the policies within the Local Plan 2031 and the Wootton and St Helen Without Neighbourhood plan. It recognises the principles, characteristics and opportunities presented by the Dalton Barracks Garden Village and the objectives drawn from these.

### Garden Village Principles, Opportunities and Objectives

2.2 The original Garden City Vision was pioneered by Ebenezer Howard in the early 1900's. Howard sought to combine the best of town and country living to create beautiful, well-planned, healthy and vibrant communities.

2.3 The Town and Country Planning Association (TCPA) was founded by Howard in 1899 to promote the idea of the Garden City.

2.4 The TCPA's 'Understanding Garden Villages' guidance<sup>5</sup> identifies the 21st Century Garden City principles applicable to Garden Villages.

#### *Garden City principles:*

- Land value capture for the benefit of the community.
- Strong vision, leadership, and community engagement.
- Community ownership of land and long-term stewardship of assets.
- Mixed-tenure homes and housing types that are genuinely affordable.
- A wide range of local jobs in the Garden City within easy commuting distance of homes.

- Beautifully and imaginatively designed homes with gardens, combining the best of town and country to create healthy communities, and including opportunities to grow food.
- Development that enhances the natural environment, providing a comprehensive green infrastructure network and net biodiversity gains, and that uses zero-carbon and energy positive technology to ensure climate resilience.
- Strong cultural, recreational, and shopping facilities in walkable, vibrant, sociable neighbourhoods.
- Integrated and accessible transport systems, with walking, cycling and public transport designed to be the most attractive forms of local transport.

2.5 It also identifies the characteristics of Garden Villages:

- holistically planned
- small in scale
- planned for healthy living
- provision for a vibrant social life
- designed with high-quality materials and attention to detail
- designed to provide affordable homes close to employment
- provision of services for day-to-day needs within walking distance of homes
- land ownership and long-term stewardship

<sup>5</sup>Town and Country Planning Association (TCPA) (2018) Understanding Garden Villages: An Introductory Guide, available at: <https://www.tcpa.org.uk/understanding-garden-villages>

## 2 The SPD Vision and Objectives

### Opportunities

2.6 As the allocated site is required to be developed following Garden Village principles this presents various opportunities in line with the Local Plan:

#### ***Protect the environment and respond to climate change:***

- delivering a green, landscaped new community
- securing net gains in biodiversity and delivering significant areas of combined green and blue infrastructure
- incorporating sustainable design and construction that seeks to deliver net zero operational carbon
- landscaping that buffers the development from designated wildlife sites

#### ***Build a healthy and sustainable community:***

- providing facilities for the new community and creating a sense of neighbourhood/place
- establishing accessible and inclusive spaces
- ensuring early consideration of stewardship and long-term management
- providing for future changes and disruptions by futureproofing and building in flexibility

#### ***Support economic prosperity:***

- utilising links to Abingdon, Oxford City and Science Vale
- providing facilities and support for start-up businesses and SME's
- delivering ways of working to increase agility and adapt to the needs and technologies of the future

#### ***Support sustainable transport and accessibility:***

- strengthening public transport networks
- encouraging walking and cycling through design and provision
- re-establishing historic connections severed by the airfield
- Providing superfast broadband
- futureproofing for anticipated changes in transport such as decarbonisation of vehicles and automation

#### ***Deliver high quality and sustainable design:***

- incorporating Garden Village principles into the design and layout
- seeking net zero operational carbon
- using high quality, robust and sustainable materials with the highest levels of fabric energy efficiency and lowest levels of embodied carbon
- optimising renewable energy and smart technology
- maximising water efficiency
- aligning design with important views to and from the surrounding area
- developing a new village community with its own character which has a synergy with the existing communities in the surrounding area



## 2 The SPD Vision and Objectives

2.7 The opportunities identified have informed the following objectives, which underpin the vision for the Dalton Barracks Strategic Allocation and seek to bring forward exemplar development in line with principles of a Garden Village to create a highly sustainable mixed-use community.

- A resilient garden community, which can adapt to changes in demographic profile, the impact of emerging challenges related to climate and other environmental issues and socio-economic developments
- Landscape led – considering landscape first in the masterplanning process and using it to steer the layout of the development
- A strong sense of place with an attention to detail and high quality

- A healthy and vibrant community
- An accessible Garden Village
- Stewardship and legacy addressed

2.8 The vision and objectives have been used to inform the components of the new community detailed in Part 5.

2.9 Homes England's Garden Communities Toolkit provides guidance on how to plan, design and develop a new garden community. The toolkit should be a key consideration from the outset and during the masterplanning process<sup>6</sup>.



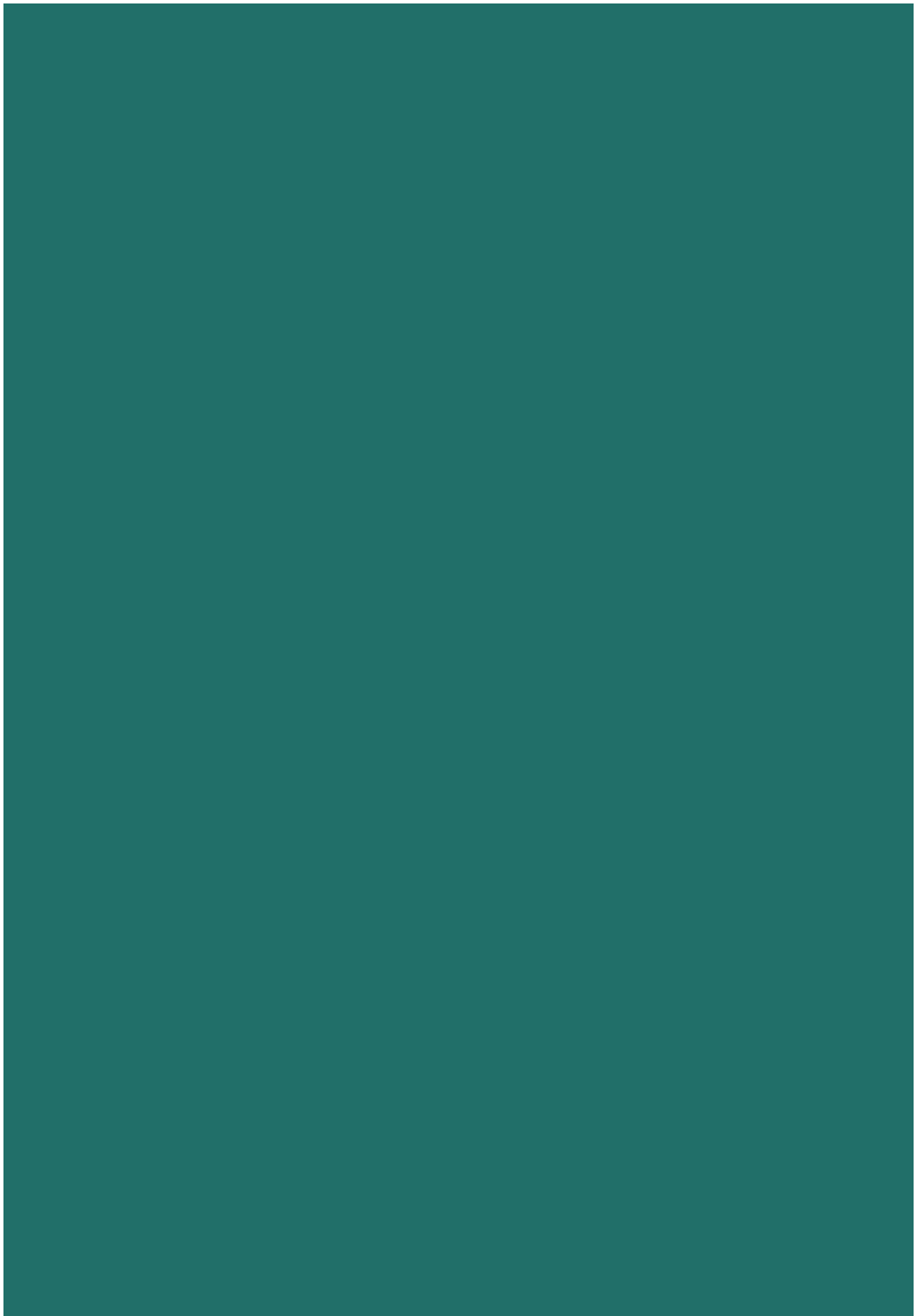
<sup>6</sup> Garden Communities Toolkit (Homes England)

# 3

## About the Area and Allocated Site



Satellite Image of Dalton Barracks



### 3 About the Area and Allocated Site

3.1 Dalton Barracks Strategic Allocation is located within St Helen Without Parish, in the Vale of White Horse District. It sits two kilometres north-west of Abingdon town centre and eleven kilometres south-west of Oxford City centre, west of the A34. The Barracks themselves were established on the site of the former RAF Abingdon airbase in 1992 and are currently home to No. 3 and 4 Logistic Regiments of the Royal Logistic Corps.

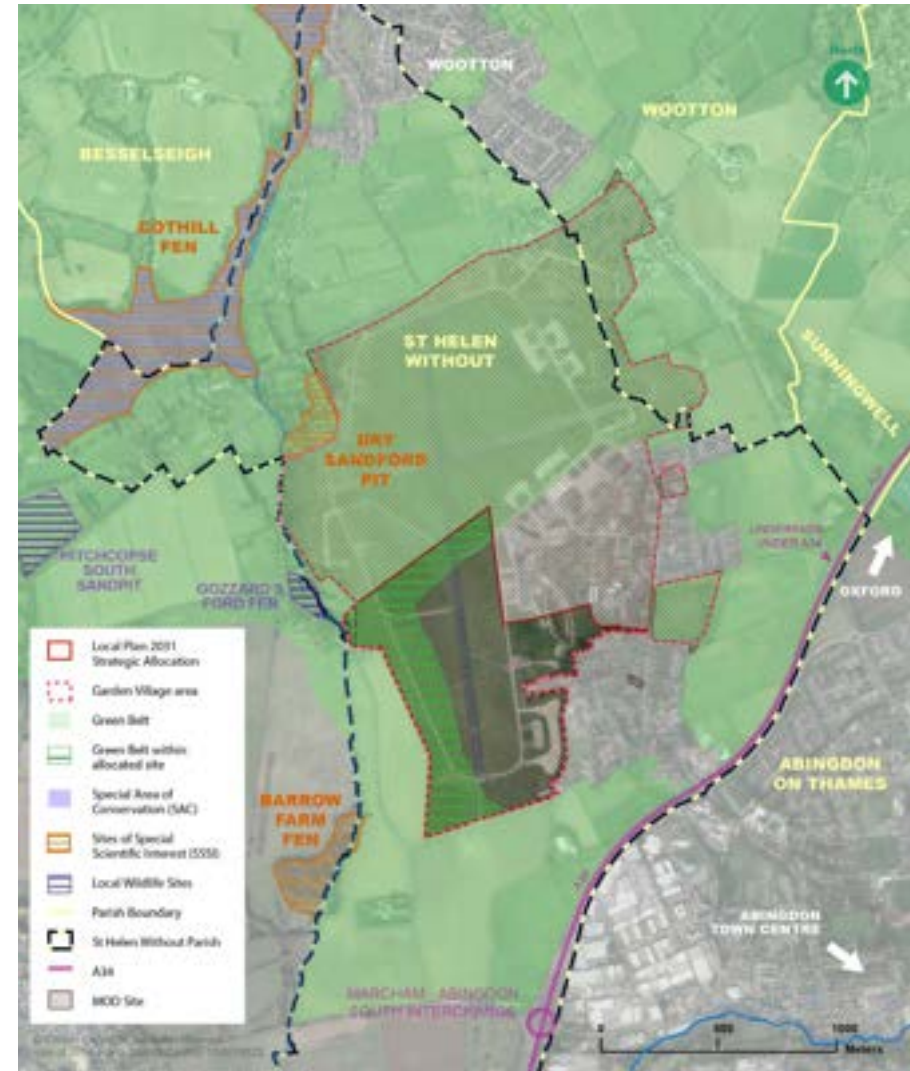
3.2 In 2016, the Ministry of Defence (MOD) published 'A Better Defence Estate'<sup>7</sup>, which identified the release of the Barracks, which will be fully decommissioned by 2028/29, with some areas of the site being released for redevelopment earlier.

3.3 Dalton Barracks Strategic Allocation (shown outlined in red) is 76.72 hectares in size and includes part of Abingdon Airfield which is used

occasionally for both civilian and military use.

3.4 In addition to the military uses taking place at Dalton Barracks, a range of recreational activities and community events also currently take place at the Dalton Barracks Strategic Allocation and on other areas of the wider MOD site. This includes, but is not limited to, off road cycle racing and training, Scouts, car boot sales and firework displays. The developer is encouraged to accommodate these uses, where they currently take place on the strategic allocation, as part of the design of the development, where possible, so that the activities and events can continue. However, it is recognised that this cannot be required, as neither Core Policy 8b or the Site Development Template of LPP2 require this.

Figure 3.1: A map showing the planning context of the Dalton Barracks Strategic Allocation



<sup>7</sup> Ministry of Defence (MOD) (2016) A Better Defence Estate, available at: <https://www.gov.uk/government/publications/better-defence-estate-strategy>

### 3 About the Area and Allocated Site

#### The site's regional context

3.5 The Strategic Allocation is well connected by road links regionally and across the county via the A34, which connects to the M4 to the south and M40 to the north.

3.6 There are fast train services to London, the north, south coast, and south-west from Didcot Parkway Station (12 kilometres to the south) and Oxford Station (12 kilometres to the north). There are also local stopping train services to both Didcot and Oxford from Radley, which is 6 kilometres to the east of the Strategic Allocation.

3.7 The route 4 bus serves the bus stops on Faringdon Road, Cholswell Road, and Long Tow connecting Shippon to Abingdon and Oxford via Botley and Cumnor at a frequency of one bus per hour. Routes from Abingdon include connections to key employment areas such as the Culham Science Centre, Milton Park and Didcot.

3.8 The Strategic Allocation is within the Science Vale UK area that includes two Enterprise Zones – Science Vale Oxford and the Didcot Growth Accelerator. Harwell Campus, Milton Park and Culham Science Centre are all within 10 kilometres of the site. There are also major employment areas in Oxford which include South Oxford Science Park, BMW Mini and Unipart which all lie within 10 kilometres of the Strategic Allocation.

3.9 Abingdon-on-Thames is a vibrant market town consisting of a variety of shops, cafes, restaurants, and pubs. There are also a number of community facilities which include a leisure centre, hospital and a further education college. The town centre is approximately 2 kilometres to the south-east of the Strategic Allocation.

Figure 3.2: A map showing the regional context of the site



### 3 About the Area and Allocated Site

#### The site's local context

3.10 Dalton Barracks Strategic Allocation is located within the overall MOD site that represents the Dalton Barracks Garden Village area.

3.11 The majority of Abingdon Airfield lies to the north of the Strategic Allocation and is within the Oxford Green Belt.

3.12 The village of Shippon is adjacent to the east of the allocated site. It is one of the smaller villages within the district comprising a historic core of housing that contains several listed buildings and a pub alongside Barrow Road. Some of these listed buildings lie within 200 metres of the south-eastern boundary of the allocated site. In the east of the village is the independent Manor Preparatory school on Faringdon Road; and adjacent to the eastern boundary of the allocated site is Rookery Close, a planned estate lying between the historic core of Shippon and MOD housing. In

accordance with the Wootton and St Helen Without Neighbourhood plan, the development should provide a physical and visual separation between the historic village and the new development<sup>8</sup>.

3.13 The larger village of Wootton lies less than a mile from the site to the north of the airfield and is connected to Abingdon by the B4017 to the east of the airfield. Facilities in Wootton include a community centre, small parade of shops and primary school. Whitecross, a ribbon development, less than a mile from the north-east of the site, extends along part of the B4017 between Abingdon and Wootton. Other neighbouring settlements include the hamlets of Gozzard's Ford, which lies adjacent to the north-west of the site, and Cothill, which lies to the north. The community of Dry Sandford also lies less than a mile to the north.

3.14 MOD housing and the Barracks also extend to the east of the Strategic Allocation, including

playing fields to the east of Cholswell Road that are designated as a Local Green Space, an officers' mess, medical centre, Ghurkha Temple, sports hall, sports court and living accommodation to the west of Cholswell Road. These Barracks facilities are within the security fenced perimeter, and currently no public access is allowed within this area. There is also a community centre and a small convenience store on Cholswell Road and a preschool, which is primarily used by parents serving in the armed forces. Edward Brooks Barracks lies to the north of Cholswell Road. The MOD housing, Barracks and facilities are beyond the boundary of the Strategic Allocation.

3.15 The southern boundary of the Strategic Allocation is marked by Barrow Road, which provides the existing vehicle access into the site. The site itself is located 2 miles from the A34 Marcham Interchange to the south and 2.5 miles from the A34 Lodge Hill slip roads to the north-east.



<sup>8</sup> Policy SS5.2 of Wootton and St Helen Without Neighbourhood Plan

### 3 About the Area and Allocated Site

3.16 To the north of the Strategic Allocation, Abingdon Airfield comprises a large open area of grassland bisected by two runways, connected by a perimeter road. The airfield is open and expansive, with no internal boundaries or landscape features. The open nature of this part of the site affords long views to the south, where the escarpment of the North Wessex Downs Area of Outstanding Natural Beauty (AONB) is visible on the skyline as well as affording views north-east to Boars Hill. The north-western edge of the airfield lies adjacent to Sandford Brook and contains areas of woodland and scrub. This area has a modified landform akin to the north-eastern part of the airfield.

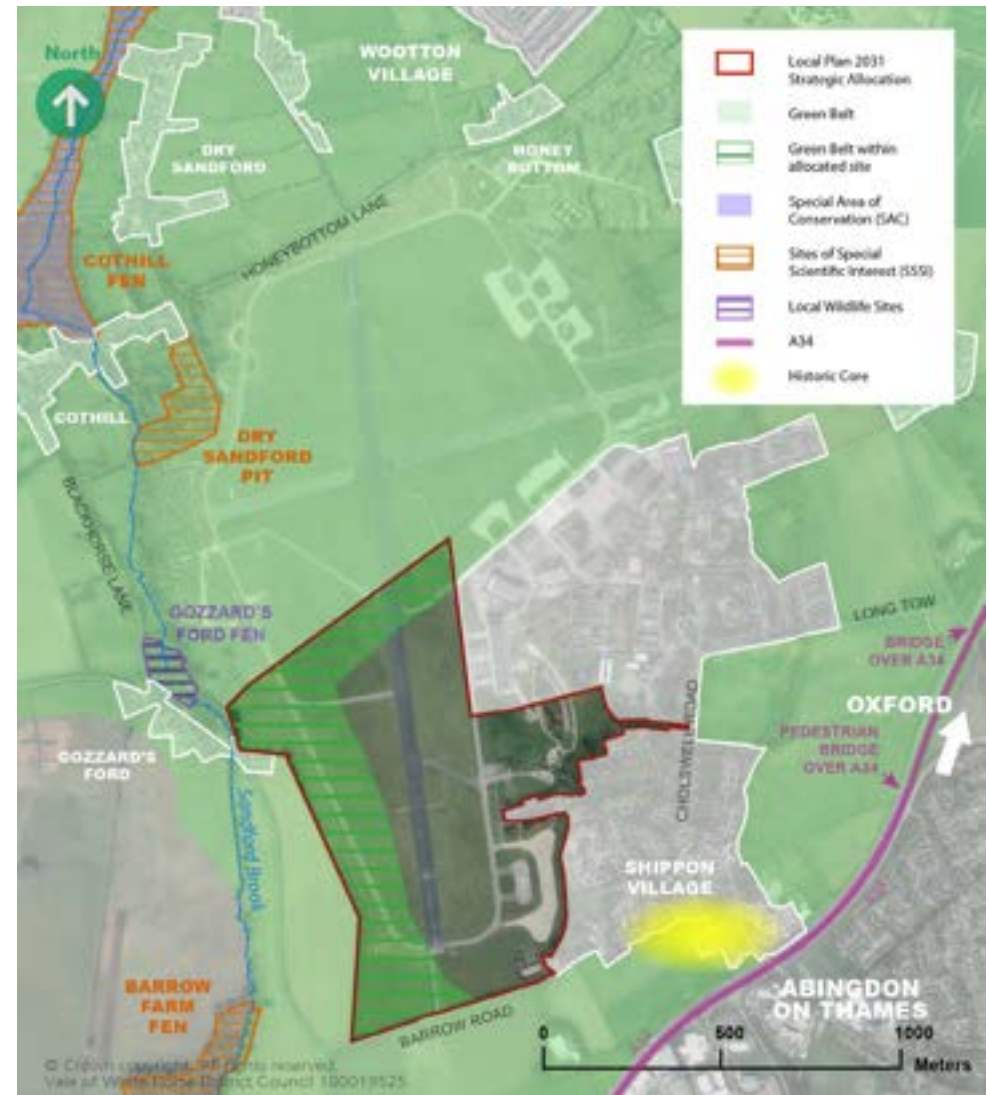
3.17 In the north and west of the Barracks, just north-east of the Strategic Allocation, there are large hangars surrounded by areas of hard standing. Further north again are smaller huts and dispersed ancillary buildings and a rifle range connected to the main barracks by a series of

roads. The land to the north and east of these buildings is part of a training facility which consists of modified landform and bunding in rough grass, with areas of woodland and scrub.

3.18 Beyond the north-western boundary of Abingdon Airfield is Sandford Brook. Upstream of the Brook, just over 600 metres from the northern boundary of the Strategic Allocation, is Dry Sandford Pit Site of Special Scientific Interest (SSSI), and just over 1,000 metres from the Strategic Allocation are Cothill Fen Special Area of Conservation (SAC) and SSSI.

3.19 Barrow Farm Fen SSSI lies just under 300 metres to the south-west of the Strategic Allocation, again on the edge of the wider MOD site, and Gozzard's Ford Fen Local Wildlife Site less than 100 metres from the north-west corner of the Strategic Allocation.

Figure 3.3: A map showing the local context of the site



### 3 About the Area and Allocated Site

#### Opportunities and challenges

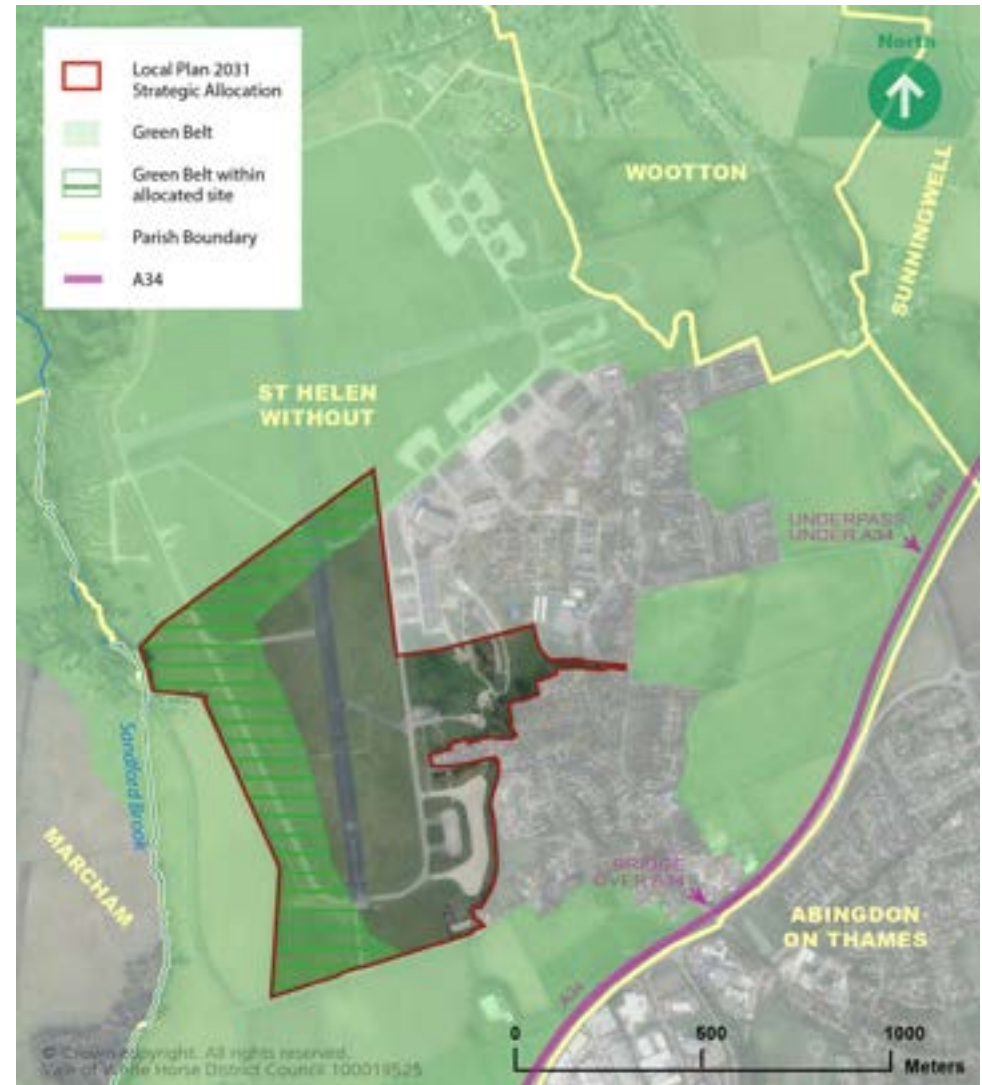
##### Green Belt

3.20 The Inspector for LPP2 concluded that there were exceptional circumstances to justify an alteration to the Green Belt at Dalton Barracks/ Abingdon Airfield and Shippon<sup>9a</sup>. Therefore, most of the allocated site, the village of Shippon and the built-up area adjacent to the allocated site have been inset to the Green Belt.

3.21 Parts of Dalton Barracks, including some of the Strategic Allocation, remain in the Green Belt. Any development within the Green Belt will need to comply with Core Policy 13 of Local Plan 2031 Part 1, which sets out what types of development are considered appropriate in the Green Belt and are, therefore, permitted.



Figure 3.4: A map showing the designated Oxford Green Belt



<sup>9a</sup> Paragraph 55 of the Inspector's report into LPP2

## 3 About the Area and Allocated Site

### *Biodiversity/Protected Wildlife sites*

3.22 There are several designated wildlife sites located close to the site managed by the Berkshire, Buckinghamshire and Oxfordshire Wildlife Trust (BBOWT). Of greatest significance is the Cothill Fen Special Area of Conservation (SAC) to the north (beyond the Strategic Allocation and adjacent to the north of the airfield). Oxford Meadows SAC is also located within 10km of the site.

3.23 Two SSSI sites are located nearby; Dry Sandford Pit SSSI to the north-west and Barrow Farm Fen SSSI to the south-west. In addition to the nationally designated sites, there are also some locally designated sites and areas of ecological importance along the western boundary of the allocated site including:

- Gozzard's Ford Fen, a local wildlife site approximately 80 metres from the north-west corner of the Strategic Allocation
- Sandford Brook, and

- Oxford Heights West Conservation Target Area, which is part of Oxfordshire's identified ecological network.

3.24 As set out in the Site Development Template in Appendix A of LPP2 (reproduced at Appendix 1) and required by Core Policy 8b (reproduced at page 10), the development of the Dalton Barracks Strategic Allocation must not result in any adverse impact on Cothill Fen SAC, Dry Sandford Pit SSSI, Barrow Farm Fen SSSI and Frilford Heath Ponds and Fen SSSI.

3.25 Due to the site's proximity to these designated sites, the Local Plan requires any future planning application to be accompanied by a project level Habitat Regulations Assessment (HRA). This HRA should mitigate any potential recreational pressures on the nearby designated nature conservation sites, as well as any pressures that arise as a result of worsening air quality and hydrology. The HRA should be supported traffic and air quality modelling, including considering the effects

of any off-site mitigation measures and infrastructure provision. The HRA must demonstrate that the development will have no adverse impact on nearby designated sites. There will be an opportunity to comment on the content of the HRA and the proposed mitigation measures as part of the planning application process.

3.26 To demonstrate that there will be no adverse impact on the nearby designated sites at Cothill Fen, Dry Sandford Pit, Barrow Farm Fen and Gozzard's Ford Fen, the project level Habitat Regulation Assessment and accompanying surveys will need to be informed by evidence including, but not limited to:

- a detailed hydrological report that includes an appropriate level of survey information to assess the current hydrological regimes feeding into and impacting on the designated lowland fen habitats, the report should combine both hydrological and ecological

expertise. The report should include an assessment of both groundwater and surface water flows that feed into the designated sites from the application site and an assessment of the impacts of the development proposals. Where negative impacts are identified it should set out in detail what mitigation and compensation measures are proposed to ensure there are no negative impacts on water quality and water quantity feeding the fen habitats or other priority habitats within the designated sites.

- an assessment of the potential for indirect impacts on the designated sites resulting from increased recreational pressure caused by population increases at the application site. Where negative impacts are identified it should detail the proposed mitigation and compensation measures that will be implemented to ensure there are no impacts on the designated sites.
- a report that assesses the ecological impacts of air pollution



### 3 About the Area and Allocated Site

throughout the construction and occupation phases of the development. Where negative ecological impacts are identified mitigation measures should be identified.

3.27 It is recommended that the developer seeks advice on any proposals for the site from Natural England's Discretionary Advice Service (DAS)<sup>9b</sup> prior to the submission of a planning application.

#### Other ecological constraints

3.28 The main habitat of principal importance within the Strategic Allocation is 'Lowland Calcareous Grassland' which exists across the airfield. Other habitats and a variety of protected species have been recorded within the site or within adjoining habitats. In line with the requirements of the Site Development Template, consideration should be taken, where appropriate, to mitigate against any adverse effects on other priority habitat species, as identified through survey work and an additional plan provided to address

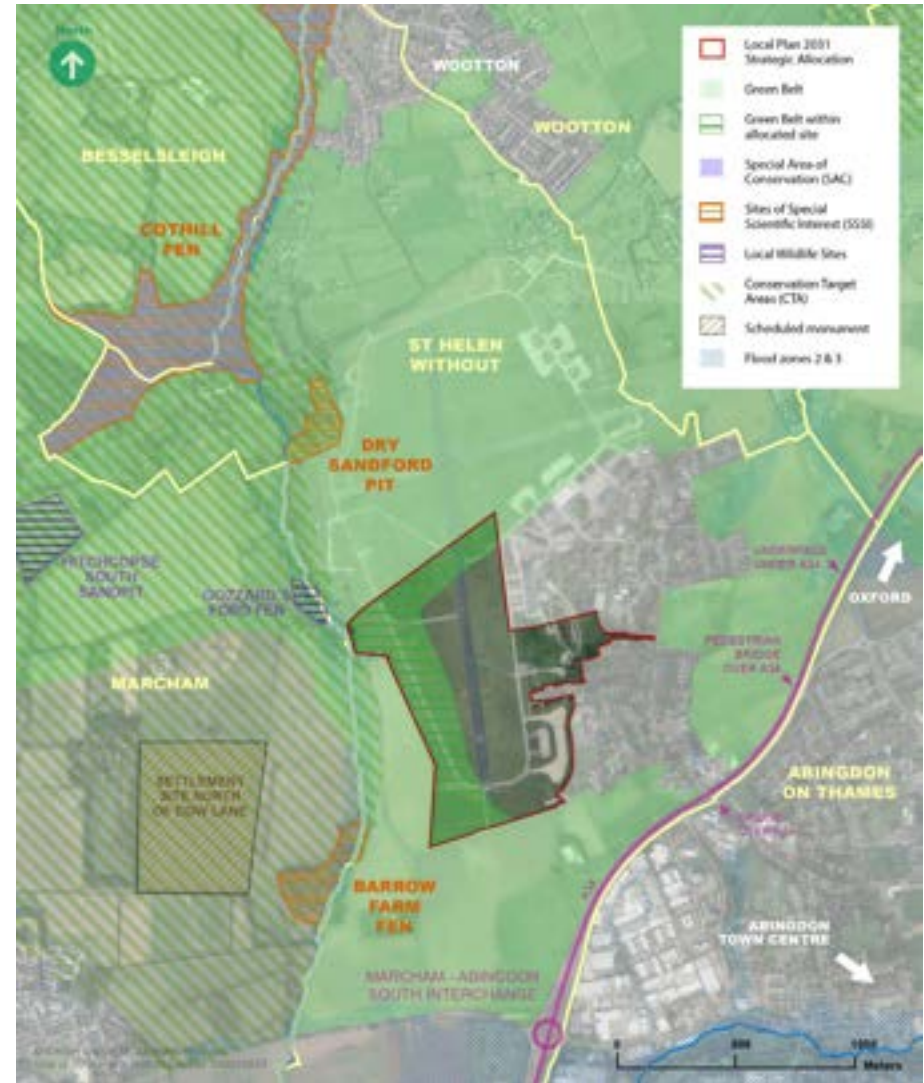
invasive non-native species. Up-to-date surveys will be required to inform the masterplanning and planning application processes. There will be an opportunity to comment on the findings of the surveys and proposed mitigation measures as part of that process.

#### Flood risk, drainage and existing watercourses

3.29 Environment Agency (EA) flood mapping shows that the Strategic Allocation is in an area with a low probability of flooding (Flood Zone 1). There is an area of Flood Zone 3 beyond the western boundary of the site, associated with the Sandford Brook.

3.30 The Site Development Template in Appendix A of LPP2 (reproduced at Appendix 1) requires a wildlife buffer between Sandford Brook and the new development of at least 10 metres. This will not only protect the biodiversity in the area but will also soften the impact in relation to Flood Zone 3.

Figure 3.5: A map showing Designated Wildlife Sites and Flood Zone areas



<sup>9b</sup> <https://www.gov.uk/guidance/developers-get-environmental-advice-on-your-planning-proposals>

## 3 About the Area and Allocated Site

### Heritage

3.31 There are no designated heritage assets on the Strategic Allocation site, however, there are non-designated assets on the adjacent airfield and barracks, which are likely to influence the cultural heritage of the wider MOD base and Garden Village.

3.32 The historic centre of neighbouring Shippon contains important heritage assets and the Wootton and St Helen Without Neighbourhood Plan supports development at the Strategic Allocation where it is physically and visually separated from the surrounding settlements. Specifically, the Neighbourhood Plan requires a green buffer between the new development at the Strategic Allocation and Shippon to ensure the character of Shippon is maintained (see Figure 3.6). The buffer should consist of active green landscape, allowing for footpath and cycleway

connections, if appropriate, and should not seek to separate the new community from the existing. A separation strategy should be prepared to ensure the new and existing communities are well connected and that the design of the buffer does not conflict with other development plan policies, in particular policies SS4.1 (Locally Important Vistas) and IN4.2 (Re-opening connections between settlements) of the Neighbourhood Plan.

3.33 The Neighbourhood Plan also identifies a number of heritage assets in the area adjacent to the allocated site (see Figure 3.7), which should be taken into consideration during the masterplanning process. A requirement of the National Planning Policy Framework is that a proportionate assessment<sup>10</sup> of the significance of any heritage assets affected, including any contributions made by their setting, should be undertaken.

3.34 The allocated site lies within an area of considerable archaeological potential. To the west, a series of cropmark enclosures, a probable Bronze Age ring ditch and associated land use features are recorded. A significant complex of such cropmarks c.600m to the west of the site are designated as a Scheduled Monument from which associated surface finds of Iron Age and Roman date have been recovered. Further multi-period settlement remains have been recorded to the south-east

at the Ashville Trading Estate and Wyndyke Furlong. Later occupation and use, through the medieval period, is reflected in recorded archaeological remains to the north near Cothill and by proximity to historic settlements such as Shippon. A potential may also be recognised for archaeological remains to be present associated with the site's later military use.

3.35 In line with the NPPF and Local Plan Policy, a comprehensive historic environment desk based



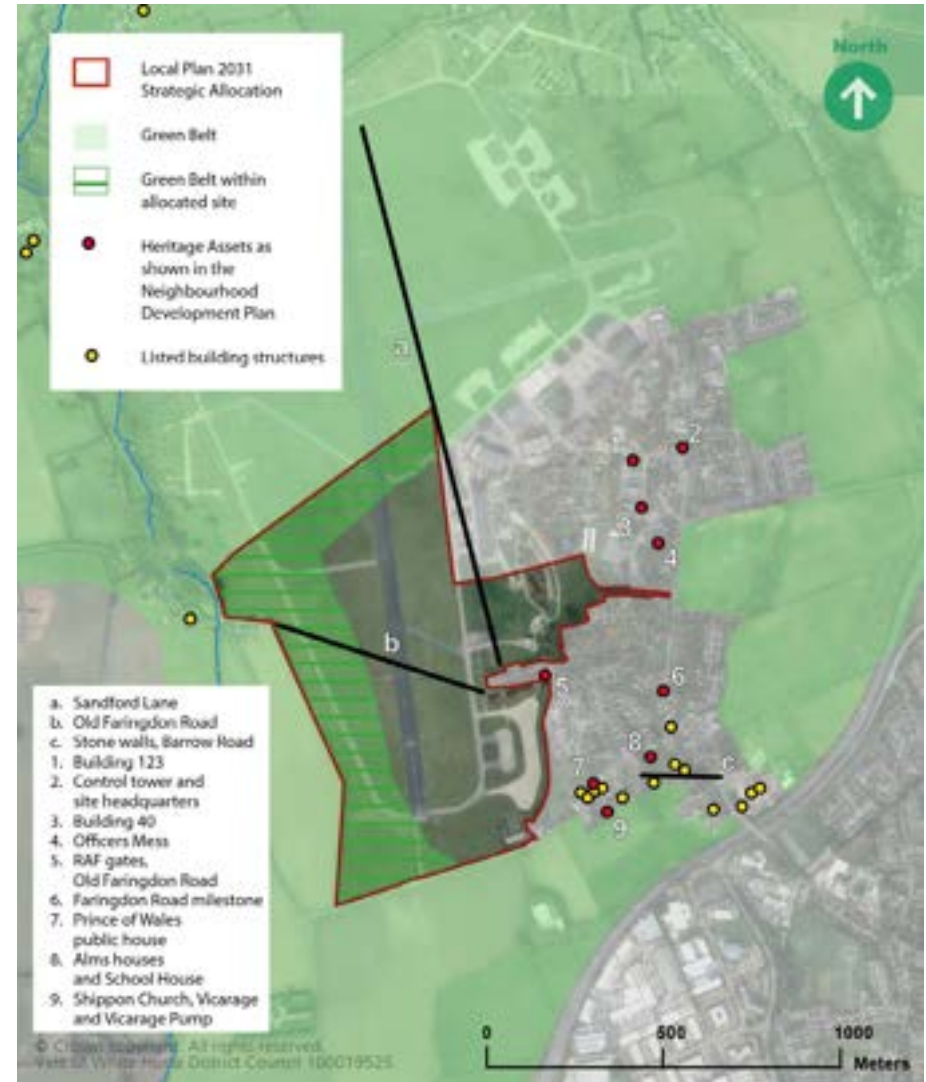
<sup>10</sup>NPPF paragraph 194

### 3 About the Area and Allocated Site

Figure 3.6: A map showing the Neighbourhood Development Plan Shippon green buffer



Figure 3.7: A map showing heritage assets, as shown in the Neighbourhood Development Plan



### 3 About the Area and Allocated Site

assessment of the allocation site within an agreed study area should be undertaken, prior to any planning application being determined. The results of this assessment should be further informed and/or complimented by a programme of archaeological evaluation, both invasive and non-invasive, that should be undertaken prior to any planning application being determined. Appropriate mitigation may be required depending on the outcome of that evaluation. Any such mitigation may require the physical preservation of any significant archaeological deposits identified within the site.

3.36 Desk based assessment and evaluation should be undertaken in line with the Chartered Institute for Archaeology standards and guidance including the submission of written schemes of investigation to ensure that the scope of the assessment and evaluation works has been agreed.

3.37 Development at the Dalton Barracks Strategic Allocation should respect all designated heritage assets and their settings and look for opportunities to enhance or better reveal their significance. All non-designated heritage assets should also be conserved and

enhanced, where appropriate. Environmental Impact Assessments and Heritage Impact Assessments should be undertaken to establish the significance of heritage assets and their settings, this including an assessment of military buildings and associated infrastructure.

#### *Other existing opportunities/ constraints*

3.38 A number of other opportunities and challenges have been identified, including:

- The preservation of long views to the North Wessex Downs AONB and Boars Hill
- The protection of existing high-quality trees on the Strategic Allocation
- The extent of contamination is unknown, but it is anticipated that this could cause constraints to some areas of the allocated site
- The potential for noise from the A34 to adversely affect the amenity of some of the proposed development

3.39 The Marcham Air Quality Management Area was declared by the Council in 2015. It comprises an area along the A415 and includes part of Abingdon Road, Packhorse Lane and Frilford Road from the western village boundary sign to the eastern village boundary sign, all within the village of Marcham.

#### *Opportunities and Challenges Plan*

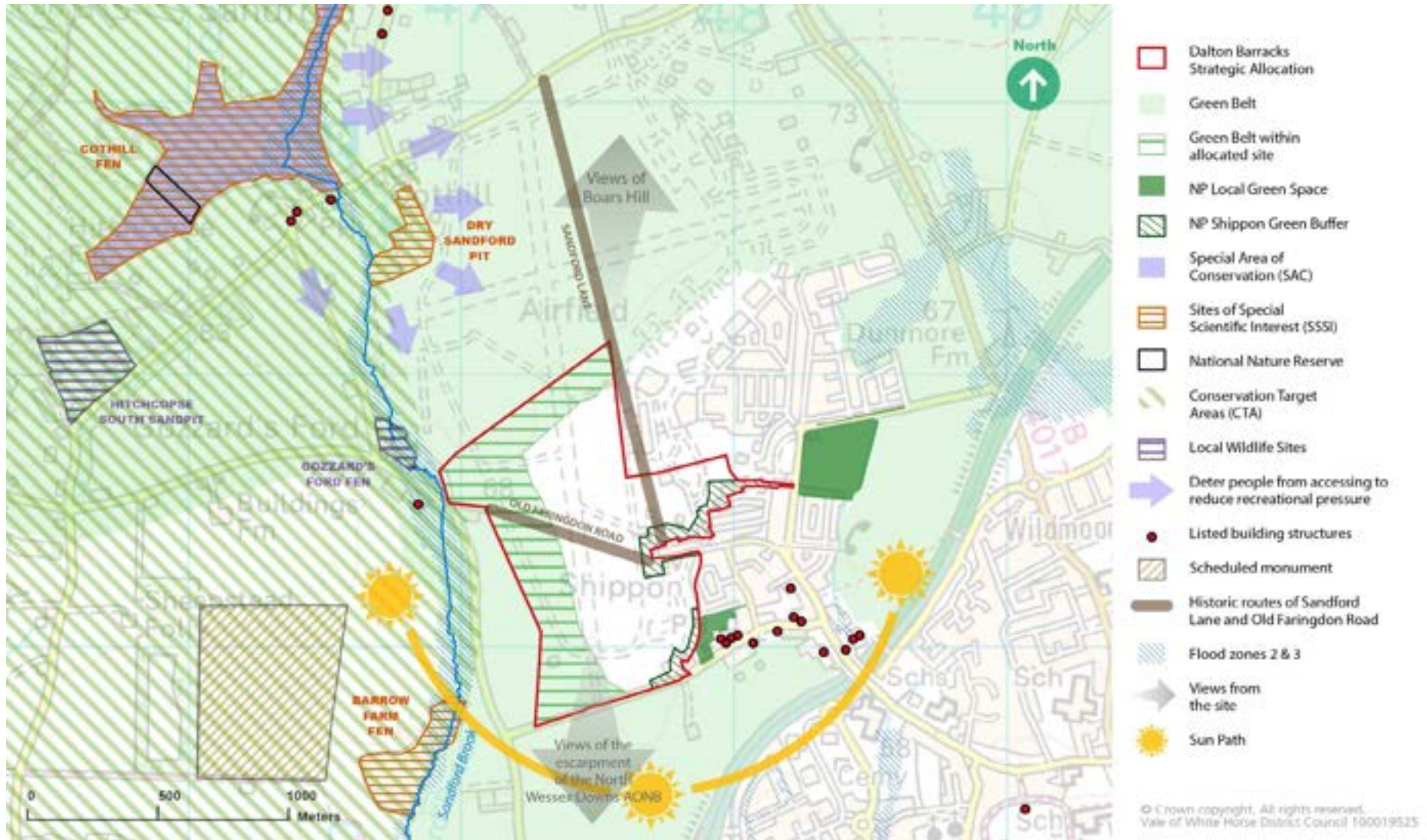
3.40 The plan at Figure 3.8 maps out the opportunities and challenges discussed in Part 3 and how these relate to the Dalton Barracks Strategic Allocation. These opportunities and challenges should inform the comprehensive approach to masterplanning the site.



View of Boars Hill

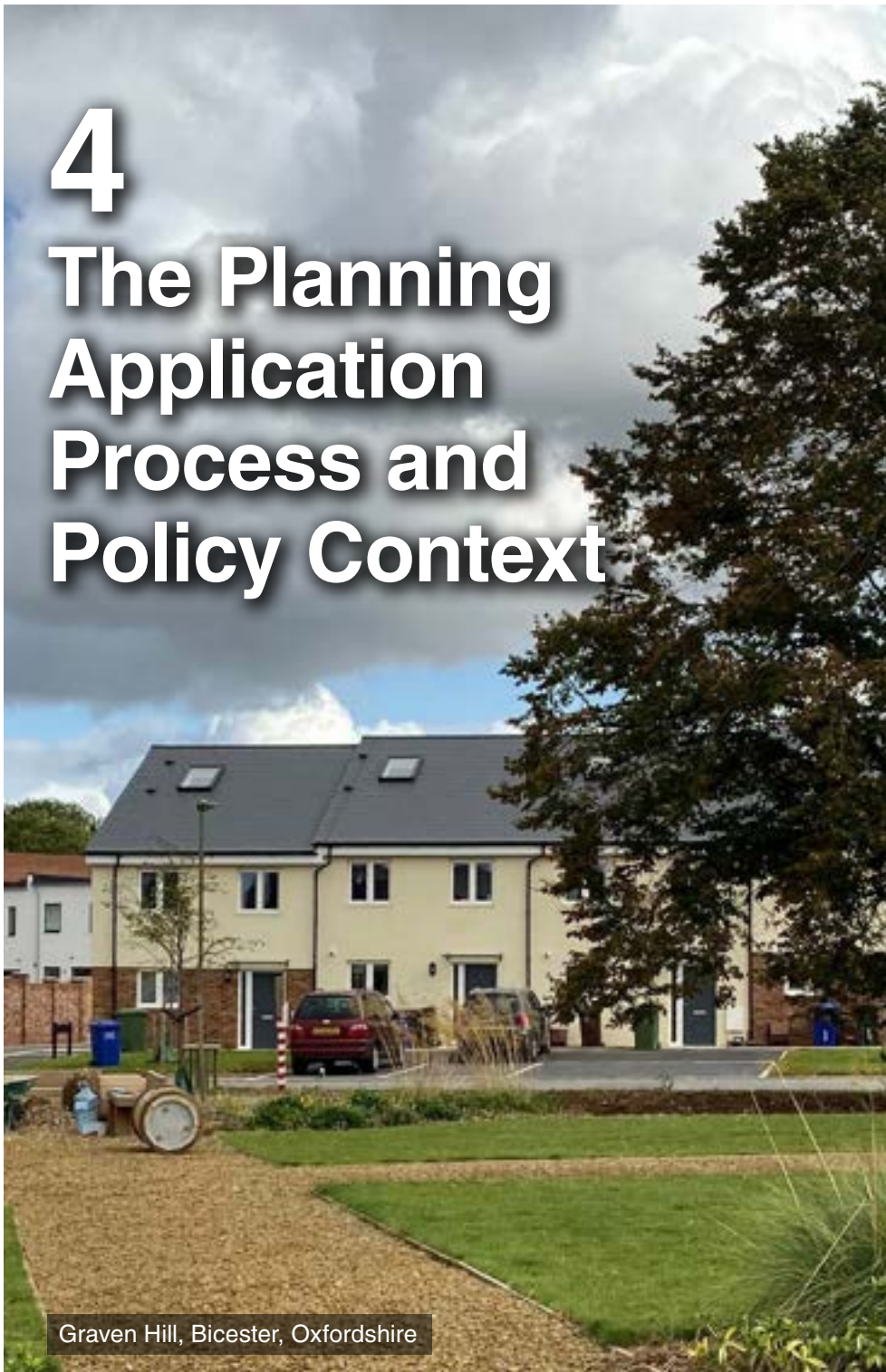
### 3 About the Area and Allocated Site

Figure 3.8: Opportunities and Challenges Map



# 4

## The Planning Application Process and Policy Context



Graven Hill, Bicester, Oxfordshire



## 4 The Planning Application Process and Policy Context

### Designing the Exemplar

4.1 National Planning Policy has recently been updated to improve the design of new developments in response to the findings of the government's Building Better, Building Beautiful Commission.

*It is clear that “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”.*

Paragraph 134, NPPF (July 2021)

4.2 This document sets out the Council's expectations and requirements to deliver an exemplar, high quality, highly sustainable development at Dalton Barracks Strategic Allocation that embeds Garden Village principles in line with the NPPF, National Design Guide and as required by Core Policy 8b of the

Local Plan (reproduced at page 10) and corresponding Site Development Template (reproduced at Appendix 1). Full regard should be given to the content of this SPD when evolving development proposals and planning applications to ensure the guidance is applied appropriately.

### The Design Process and Planning Applications

4.3 To achieve the high-quality exemplar development required, the design of the Dalton Barracks Strategic Allocation should evolve in partnership with the Council and other key stakeholders such as the County Council, as well as involving effective engagement with the local community. Pre-application engagement with the Parish Council, Neighbourhood Plan group and local residents is important, and details of the engagement undertaken, the outputs and how these have shaped the design of the development should be set out to support the application.

4.4 Core Policy 8b of LPP2 (reproduced at page 10) requires a comprehensive approach to masterplanning the Strategic Allocation. Masterplanning is a framework outlining the preferred usage of land and the overall approach to the layout for developers to provide detailed guidance for subsequent planning applications. In line with Core Policy 38, the developer should prepare **a design strategy for the site comprising a masterplan and Design and Access Statement**. A vision for the Dalton Barracks Strategic Allocation has been identified in Part 2 of this document and strategic design requirements set in Part 5. **The masterplan will need to demonstrate how the strategic design requirements have been met through the design of the development and how these achieve the vision.**

4.5 The Council require all planning applications for development at the Dalton Barracks Strategic Allocation

to be supported by a **sufficiently detailed masterplan** that meets the requirements of Core Policy 38.

4.6 The Council considers that a sufficiently detailed masterplan and Design and Access Statement will be acceptable to support planning applications for development at the Dalton Barracks Strategic Allocation. If, however, sufficient detail is not provided, the Council, in line with national policy and guidance, will require the preparation of design codes for the site. If prepared, design codes should be submitted and approved concurrent with any full application submission, or if an outline application, ahead of the submission of Reserved Matters. The design code should set out specific rules to guide the nature of the built form, streets and spaces and should be prepared in accordance with the principles of this SPD and subsequent approved masterplan and Design and Access Statement.

## 4 The Planning Application Process and Policy Context

### Planning Policy Context

#### National Context

##### National Planning Policy Framework

4.7 The National Planning Policy Framework (NPPF)<sup>11</sup> defines SPDs as:

*“Documents which add further detail to the policies in the development plan. They can be used to provide further guidance for development on specific sites, or on particular issues, such as design. Supplementary planning documents are capable of being a material consideration in planning decisions but are not part of the development plan.”*

4.8 The NPPF requires SPDs to provide maximum clarity about design expectations at an early stage, and provide a framework for creating

distinctive places, with a consistent and high-quality standard of design.

4.9 The NPPF provides a positive policy context for the Dalton Barracks Strategic Allocation SPD. Grounded on a presumption in favour of sustainable development, the NPPF identifies fostering well designed, beautiful, and safe places as part of the overarching social objective of the planning system. It requires that development is well designed and clearly states that where development is not well-designed it 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.

##### The National Design Guide

4.10 The National Design Guide<sup>12</sup> sets out how well-designed places that are beautiful, healthy, greener, enduring, and successful can be achieved in practice. It is structured around ten characteristics that work together to create a place’s physical character and contribute towards achieving good design.

##### The National Model Design Code

4.11 The National Model Design Code<sup>13</sup> also provides detailed guidance on how to promote successful design. It expands on the ten characteristics of good design identified in the National Design Guide setting out how to deliver a well-designed place through the production of design codes, guides, and policies.

##### Building for a Healthy Life

4.12 Building for a Healthy Life<sup>14</sup> updates Building for Life 12, a design tool produced to encourage and structure discussions and assist designers in creating places that are better for people and nature. It takes account of the findings of the Healthy New Towns Programme, led by the NHS, setting out how healthier places can be planned and designed.

##### Sport England’s Active Design Guidance

4.13 This guidance sets out ten principles of Active Design that have been drawn from urban design practice and practical examples to promote environments that offer individuals and communities the greatest potential to lead active and healthy lifestyles. It is intended for use by planners, health professionals and developers.

<sup>11</sup> [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/1005759/NPPF\\_July\\_2021.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1005759/NPPF_July_2021.pdf)

<sup>12</sup> [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/962113/National\\_design\\_guide.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/962113/National_design_guide.pdf)

<sup>13</sup> [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/957205/National\\_Model\\_Design\\_Code.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/957205/National_Model_Design_Code.pdf)

<sup>14</sup> <https://www.udg.org.uk/publications/othermanuals/building-healthy-life>



## 4 The Planning Application Process and Policy Context

### [DfT Cycle Infrastructure Design LTN:1/20 \(July 2020\)](#)

4.14 This Local Transport Note prepared by DfT<sup>15</sup> provides guidance and good practice for the design of cycle infrastructure, in support of the Cycling and Walking Investment Strategy. The scope of the document is limited to design matters, however, further reading on related matters, helpful tools and advice on procedural issues are included in the Appendices.

### [Town and Country Planning Association \(TCPA\) Guidance on delivering Garden Villages](#)

4.15 The TCPA have prepared various guidance documents that outline practical steps for delivering Garden Cities<sup>16</sup>. Guide 3: Design and masterplanning (2017) and Guide 4: Planning for Energy and Climate Change are particularly useful in the context of this SPD.

### [Garden Communities Toolkit](#)

4.16 Homes England's Garden Communities Toolkit<sup>17</sup> provides guidance on how to plan, design and develop a new garden community. The toolkit should be a key consideration from the outset and during the masterplanning process.



<sup>15</sup> [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/951074/cycle-infrastructure-design-ltn-1-20.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/951074/cycle-infrastructure-design-ltn-1-20.pdf) <sup>16</sup> <https://www.tcpa.org.uk/guidance-for-delivering-new-garden-cities>

<sup>17</sup> <https://www.gov.uk/guidance/garden-communities>

## 4 The Planning Application Process and Policy Context

### County Context

#### *The Oxfordshire Plan 2050*

4.17 The Oxfordshire Plan 2050<sup>18</sup> is a strategic planning framework that will help deliver homes (including affordable and social) and infrastructure to the county while helping to tackle climate change. It builds on the foundations set by the current Local Plans of the Oxfordshire authorities and looks beyond them, at the strategic planning issues for the period up to 2050. While it does not allocate sites for housing or employment, it will give districts a framework for future planning policies and help determine planning applications where appropriate. The Plan is scheduled to be submitted for examination in winter 2022 and adopted in spring 2023.

#### *Oxfordshire County Council Walking Design Standards*

4.18 This guidance<sup>19</sup> has been produced for developers, scheme designers, engineers and master planners to ensure an attractive and functional environment for walking that is available to all users.

#### *Oxfordshire County Council Cycling Design Standards*

4.19 This guidance<sup>20</sup> builds on previous guidance for cycling contained within the County Council's Residential Road Design Guide (RRDG) and on the themes contained within Manual for Streets (2007) and Manual for Streets 2 (2010). It aims to draw attention to key issues and to outline the application of contemporary cycle design thinking from across the country in the Oxfordshire context. It is not intended to be exhaustive or to replicate detailed national or local guidance or regulations that already apply.

#### *Oxfordshire County Council Street Design Guide*

4.20 This document is a street design guide<sup>21</sup> for new developments. It is a living document and so is subject to ongoing changes and updates. The primary purpose of this design guide was to bring together the key design principles from the multitude of disciplines covered by the existing guides. It allows designers to very quickly understand all the County Council elements that will need to be considered in the design of places. It is intended to be a companion to the various existing District Design Guides which generally cover the wider masterplanning element.

#### *Oxfordshire Local Transport and Connectivity Plan (LTCP)*

4.21 The Local Transport and Connectivity Plan<sup>22</sup> will set out how the County will achieve a net-zero transport system for Oxfordshire that enables the county to thrive as one of the world's leading innovation

economies, whilst supporting clean growth, protecting our rich and varied natural and historic environment and being better for health and wellbeing, social inclusivity and education. The Plan seeks to achieve this by reducing the need to travel, securing high quality gigabit connectivity, and by discouraging unnecessary individual private vehicle use through making active travel, public and shared transport the natural first choice. The Plan is scheduled to be adopted by winter 2022.

#### *Oxfordshire County Council Climate Action Framework 2020*

4.22 This framework<sup>23</sup> sets out guiding principles for how the County Council intend to tackle the climate emergency by transforming their own organisation and enabling a zero-carbon Oxfordshire. It focuses on the council being 'climate active', operating at net-zero carbon by 2030, supporting schools, working with their suppliers, and enabling Oxfordshire to become net-zero carbon by 2050.

<sup>18</sup> <https://oxfordshireplan.org/> <sup>19</sup> <https://www.oxfordshire.gov.uk/sites/default/files/file/roads-and-transport-policies-and-plans/walkingstandards.pdf> <sup>20</sup> <https://www.oxfordshire.gov.uk/sites/default/files/file/roads-and-transport-policies-and-plans/cyclingstandards.pdf> <sup>21</sup> <https://www.oxfordshire.gov.uk/sites/default/files/file/roads-and-transport-policies-and-plans/DesignGuidePublication.pdf> <sup>22</sup> <https://www.oxfordshire.gov.uk/residents/roads-and-transport/connecting-oxfordshire/policy-and-overall-strategy> <sup>23</sup> [https://www.oxfordshire.gov.uk/sites/default/files/file/about-council/OCC\\_Climate\\_Action\\_Framework2020.pdf](https://www.oxfordshire.gov.uk/sites/default/files/file/about-council/OCC_Climate_Action_Framework2020.pdf)

## 4 The Planning Application Process and Policy Context



### Local Context

4.23 This SPD is not a standalone document and must be read in conjunction with the policies in the Development Plan, which is comprised of the Vale of White Horse Local Plan 2031 and Wootton and St Helen Without Neighbourhood Plan 2019-2031.

#### Local Plan 2031

4.24 The Vale of White Horse Local Plan 2031 is split into two parts, Local Plan 2031 Part 1 (LPP1) and Local Plan 2031 Part 2 (LPP2)<sup>24</sup>. LPP1 was adopted in December 2016, and LPP2 was adopted in October 2019.

4.25 Core Policy 8b: Dalton Barracks Strategic Allocation (reproduced at page 10) sets out how the allocation at Dalton Barracks should be brought forward. Core Policy 8b includes the requirement for additional guidance to be provided by a comprehensive development framework, published as an SPD to ensure the “new

housing allocated at Dalton Barracks is considered in the context of a comprehensive approach to the master planning of the site”. Core Policy 8b states that development will come forward in accordance with the Site Development Template, as set out in Appendix A of LPP2 (reproduced at Appendix 1), which sets out the site-specific requirements. This SPD builds on the Local Plan, to establish principles for future development at the Dalton Barracks Strategic Allocation.

4.26 Other key Local Plan policies include:

- Core Policies 13 and 13a – The Oxford Green Belt
- Core Policies 8 and 8b – Spatial Strategy/Additional Site Allocations for the Abingdon-on-Thames and Oxford Sub-Area
- Core Policy 33 – Promoting Sustainable Transport and Accessibility

<sup>24</sup> <https://www.whitehorsedc.gov.uk/vale-of-white-horse-district-council/planning-and-development/local-plan-and-planning-policies/local-plan-2031/>

## 4 The Planning Application Process and Policy Context

- Core Policy 35 – Promoting Public Transport, Cycling and Walking
- Core Policy 37 – Design and Local Distinctiveness
- Core Policy 40 – Sustainable Design and Construction
- Development Policy 33 - Open Space
- Development Policy 34 - Leisure and Sports Facilities

### Wootton and St Helen Without Neighbourhood Plan

4.27 The Wootton and St Helen Without Neighbourhood Plan 2019-2031<sup>25</sup> contains several policies that relate directly to the Garden Village and Dalton Barracks Strategic Allocation. The main policy requirements include:

- Protecting the Green Belt from inappropriate development (SS1.1)
- Maintaining physical and visual separation between different settlements (SS2.1)
- Designating Local Green Space, including the paddock behind 58-80 Barrow Road, Shippon (SS3.1)
- Taking account of, and responding positively to, locally important vistas (SS4.1)
- Applying the Garden Village principles to the Dalton Barracks Strategic Allocation (SS5.1)
- Designing the development at the Dalton Barracks Strategic

Allocation so that it is physically and visually separated from the surrounding settlements. Specifically, providing an appropriate green buffer between the new development and Shippon (SS5.2)

- Integrating and improving the local public rights of way network to optimise the accessibility of amenities and facilities within the development for residents of existing settlements surrounding the site (IN4.4)
- Ensuring development respects local character, heritage and local distinctiveness and provides for the integration of environmental or landscape context and built form (DG1.1 and DG1.2)
- Conserving local heritage assets (DG2.1)
- Landscaping all new development to be in keeping with the surrounding landscape and retaining existing natural features (DG3.1)

- Designing new development to reduce actual and perceived opportunities for criminal activity (DG3.4)
- Integrating public and private spaces into new development and designing them so they are clearly distinguishable (DG3.5)

The Neighbourhood Plan also supports:

- Providing homes for younger people, such as shared accommodation and starter homes
- Providing homes for older people and those with additional needs
- Delivering appropriate infrastructure
- Restricting access along Barrow Road
- Enhancing bus services
- Extending and improvement of Public Rights of Way
- Re-opening historic and non-vehicular connections between settlements for public use on foot, by bike or horseback

<sup>25</sup> <https://www.whitehorsedc.gov.uk/wp-content/uploads/sites/3/2020/10/WSHNP-final-Referendum-document-8SEPT19.pdf>

## 4 The Planning Application Process and Policy Context

- Creating new connections between settlements on foot, by bike or horseback
- Improving sustainable transport infrastructure
- Developing business and retail uses where they are well integrated into their surroundings and provide safe and secure access for existing and future residents
- Developing new social or community enterprises
- Rural diversification where it respects local character and residential amenity, and protects or enhances employment opportunities
- Developing an enhanced broadband service
- Delivering a community centre for Shippon at the Dalton Barracks Strategic Allocation
- Delivering new medical facilities for existing and future residents at the Dalton Barracks Strategic Allocation
- Providing facilities for local young people
- Providing facilities for older people and those with additional needs
- Incorporating high standards of resource efficiency, renewable energy, and zero-carbon technologies
- Delivering new managed public open space
- Incorporating infrastructure to provide for future technological advances, specifically electric and autonomous vehicles, and alternative heating systems

### *The Emerging Joint Design Guide*

4.28 The South Oxfordshire and Vale of White Horse Joint Design Guide sets out design criteria that planning applications should meet to ensure that only developments of the highest quality and sustainability are delivered.

4.29 All applications must demonstrate that they comply with the principles set out in the Joint Design Guide.



Market Place, Faringdon

# 5 Key Components of the New Community

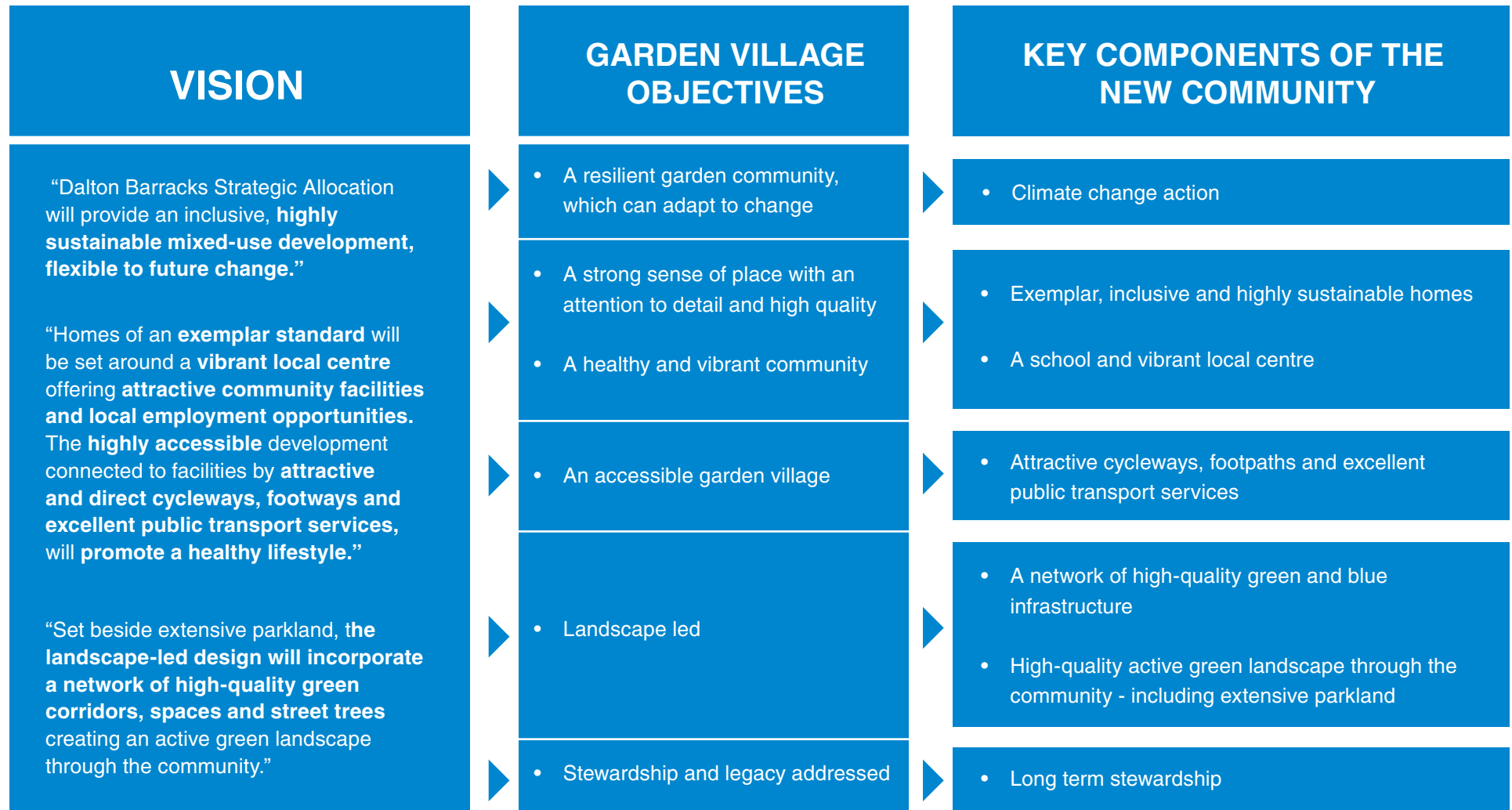


King Street, Abingdon

This section of the SPD sets out the key components that will make up the development at the Dalton Barracks Strategic Allocation and Strategic Design Requirements that need to be met to meet the Local Plan policy requirements and achieve the vision. Figure 5.1 shows how these components relate to the vision as well as the Garden Village objectives. Further details on each key component and the corresponding Strategic Design Requirements are set out in this section.

# 5 Key components of the new community

Figure 5.1: Key Components Diagram



## 5 Key components of the new community

### Key Policies from Local Plan 2031

- Core Policy 8b: Dalton Barracks Strategic Allocation
- Core Policy 33: Promoting Sustainable Transport and Accessibility
- Core Policy 35: Promoting Public Transport, Cycling and Walking
- Core Policy 37: Design and Local Distinctiveness
- Core Policy 40: Sustainable Design and Construction
- Core Policy 41: Renewable Energy
- Core Policy 42: Flood Risk
- Core Policy 43: Natural Resources
- Development Policy 28: Waste Collection and Recycling

### Key Policies from Wootton and St Helen Without Neighbourhood Plan

- S55.1 Garden Village Principles

### Climate Change Action – a highly sustainable and resilient development

5.1 To address the Climate Emergency and achieve the Council's target to become a carbon neutral district by 2045, it is vital that the development of Dalton Barracks Strategic Allocation is highly sustainable and resilient.

5.2 Core Policy 37: Design and Local Distinctiveness of the Local Plan 2031 requires all new development to be of a high quality design that 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. Core Policy 40: Sustainable Design and Construction encourages developers to incorporate climate change adaptation and design measures in all new development by optimising passive design (reducing solar heat and increasing natural

ventilation) and incorporating flood resilience measures.

5.3 One of the TCPA Garden Village principles is to deliver development that uses zero-carbon and energy positive technology to ensure climate resilience.

5.4 National statistics show the district to have higher per capita carbon dioxide emissions than the national and county averages<sup>26</sup>. This reinforces the importance of having an innovative and ambitious approach to deliver a development at the Dalton Barracks Strategic Allocation that seeks to achieve net zero whole life carbon.

5.5 A recent report prepared by the University of Oxford in partnership with Bioregional<sup>27</sup> addresses the question of how Oxfordshire can achieve net-zero emissions in line with the commitments made by the Local Authorities. The analysis shows that there are different routes to net zero, although the three distinct

<sup>26</sup> UK Local Authority and Regional Carbon Dioxide Emissions 2005-2018, National Statistics <sup>27</sup>Pathways to a Zero Carbon Oxfordshire 2021, Oxford University and Bioregional



## 5 Key components of the new community

pathways identified all involve:

- the expansion of solar generating capacity in Oxfordshire
- a major programme of retrofit for existing homes and nondomestic buildings
- prioritising climate goals when planning for new homes and developments
- substantial increases in electricity demand, driven by heat and transport, requiring grid reinforcement and flexibility provided by various means
- the phase out of gas boilers and fossil-fueled modes of transport
- a need for innovation in food production to maintain or increase output while agricultural land makes way for development, and Oxfordshire grows its fair share of biofuels
- protection and restoration of ecosystems and natural capital, for enhanced sequestration and increased biodiversity

5.6 Development at the Dalton Barracks Strategic Allocation should, therefore, be aiming to maximise on-site renewable energy generation, including providing energy storage solutions and infrastructure, maximise the fabric efficiency of the development; promote and prioritise active modes of travel, such as walking and cycling as well as public transport; explore opportunities for food production; protect and restore existing ecosystems and deliver net gains in biodiversity.

### Optimising Passive Design

5.7 As supported by Core Policies 37 and 40, it is vital that the development at the Dalton Barracks Strategic Allocation optimises the passive design of the development to demonstrate that energy consumption has been minimised and the development is sustainable and resilient to climate change.



## 5 Key components of the new community

### Maximising on-site renewable energy and fabric efficiency

5.8 As a minimum, all buildings should be seeking to achieve net zero operational carbon. This is defined in the best practice Climate Emergency Design Guide prepared by the London Energy Transformation Initiative (LETI)<sup>28</sup> as follows:

“a new building with net zero operational does not burn fossil fuels, is 100% powered by renewable energy, and achieves a level of energy performance in-use in line with our national climate change targets. No carbon offsets can be used to achieve this balance.”

5.9 As part of the masterplanning process the development at Dalton Barracks should consider the delivery of a decentralised renewable energy supply (energy that is generated off the main grid). Renewable energy production should be integrated into the development and provided on-site, where possible, alongside

energy storage solutions and infrastructure, for example batteries to store solar energy, so that all the energy generated can be effectively used throughout the day and year.

### Reducing embodied carbon

5.10 Embodied carbon emissions refer to the emissions emitted to produce the materials used to construct the buildings, including the emissions emitted to transport the materials to the site and to make the materials or extract them as raw material.

5.11 Combining the operational and embodied carbon emissions for a development over its expected lifespan amounts to understanding the whole life cycle of its carbon emissions. To understand this, a ‘whole life-cycle’ carbon assessment can be undertaken.

5.12 Typically, the materials that form the fabric of the buildings account for the largest amount of

embodied carbon. Therefore, the development at the Dalton Barracks Strategic Allocation should seek, as a minimum, to minimise the amount of embodied carbon in the materials used to construct the buildings. The minimisation of other forms of embodied carbon is also encouraged. More information and guidance on reducing embodied carbon can be found in the LETI Embodied Carbon Primer.<sup>29</sup>

### Other carbon net-zero actions

5.13 Strategic design requirements regarding promoting and prioritising active and sustainable modes of travel; exploring opportunities for food production; protecting and restoring existing ecosystems; and delivering net gains in biodiversity are discussed later in this document.

### Water efficiency

5.14 As identified in the Local Plan 2031, the district is in an area of water stress. It is, therefore, important

that the development at Dalton Barracks Strategic Allocation seeks to maximise water efficiency by minimising the amount of water that is wasted. This can be achieved by low flow sanitary ware and white goods, installing high efficiency plumbing fixtures, rainwater harvesting and grey water recycling etc.

5.15 Core Policy 40 of the Local Plan requires developments for new homes to be designed to a water efficiency standard of 110 litres/head/day (l/h/d).

### Flood Risk

5.16 To minimise the risk and impact of flooding, Core Policy 42: Flood Risk requires all development to incorporate sustainable drainage systems (SuDS) and ensure that run-off rates are attenuated to greenfield run-off rates. Higher rates would need to be justified and the risks quantified. Sustainable drainage systems should also seek to enhance water quality and biodiversity.

<sup>28</sup> LETI Climate Emergency Design Guide

<sup>29</sup> [https://b80d7a04-1c28-45e2-b904-e0715cf93.filesusr.com/ugd/252d09\\_8ceffcbaafdb43cf8a19ab9af5073b92.pdf](https://b80d7a04-1c28-45e2-b904-e0715cf93.filesusr.com/ugd/252d09_8ceffcbaafdb43cf8a19ab9af5073b92.pdf)

## 5 Key components of the new community

5.17 A full drainage strategy will be required that takes account of the County's local standards as well as local policy, national policy and standards and the climate emergency. In line with Core Policy 42 of the Local Plan, the strategy will be expected to use SuDS extensively, which should inform the landscape-led approach to the design of the development.

### Utilities and services

5.18 The district's Water Cycle Study<sup>30a</sup> shows that the sewer network around the Dalton Barracks Strategic Allocation may need upgrading ahead of occupation. This requirement is noted in the Dalton Barracks Site Development Template at Appendix A of LPP2 (reproduced at Appendix 1). Thames Water, as a statutory consultee, will be assessing any application with respect to water supply and waste water and so it is important to liaise with them at an early stage to ensure that any appropriate works are planned for and carried out.

### Waste and recycling

5.19 A waste strategy that takes account of the waste hierarchy should be developed for the allocated site. This should consider both the construction and operation of the development.

5.20 Refuse and recycling collection should be properly planned for to ensure continued quality of the streetscape, for example, bin stores should be located away from building frontages and be sized appropriately. The Council's Waste Planning Policy, which provides up-to-date information on waste collection schemes and collection vehicles' details, should be taken into account.

5.21 While the layout must predominantly promote walking, cycling, and public transport, it should also facilitate service vehicles and refuse collection. The layout should be tested and tracked to ensure functionality and a connected network of streets that may help to avoid large turning areas for servicing vehicles.

5.22 Consideration must be given to the storage and collection of bins at individual and communal properties, making sure residents are able to move bins easily to collection points and collection vehicles can access designated bin storage areas, minimising the risk of bins impacting negatively on the streetscape.

5.23 The introduction of smart technology in waste collection could be managed to incentivise residents to take a green approach to recycling. It can also make savings for the collecting authority, for example, by identifying which bins are full and which are empty and allowing collection routes to respond to need.

### Broadband and telecommunications

5.24 Providing superfast broadband to new homes and businesses on the allocated site is fundamental to improving quality of life and a good work-life balance for working people. Core Policy 36: Electronic

Communications of the Local Plan 2031, Part 1 requires all new development to provide appropriate infrastructure to enable all properties to be connected to superfast broadband without any post-development works.

5.25 Street design and layout should also take account of the installation of future telecommunications infrastructure so that they can be delivered in locations with suitable street assets, fibre connectivity and electrical supply and in a way that would not cause an obstruction to users.



<sup>30a</sup> [https://data.whitehorsedc.gov.uk/java/support/dynamic\\_serve.jsp?ID=1019020494&CODE=6FC84D5697E564DAC7DA982902CB211E](https://data.whitehorsedc.gov.uk/java/support/dynamic_serve.jsp?ID=1019020494&CODE=6FC84D5697E564DAC7DA982902CB211E) (folder 017)

## 5 Key components of the new community



### **SDR1 - Strategic Design Requirements for delivering a highly sustainable and resilient development**

- 1 Seeking to achieve net zero operational carbon by using 100% renewable energy sources and the highest levels of fabric energy efficiency.
- 2 Optimising the passive design of the development through landform, layout, building orientation, massing, and landscaping.
- 3 Maximising on-site renewable energy generation – considering a decentralised supply and generating all energy from on-site renewable sources, where possible – alongside energy storage solutions, and infrastructure.
- 4 Using materials that minimise energy waste and those with less embodied carbon.
- 5 Maximising water efficiency through low flow sanitary ware and white goods, installing high efficiency plumbing fixtures, rainwater harvesting and grey water recycling etc.
- 6 Minimising light pollution.
- 7 Developing a waste strategy for the construction and operation of the development founded on the waste hierarchy.
- 8 Designing refuse and recycling facilities so they are practical and easy to use and attractively integrated into the street scene, including exploring options for smart technology.
- 9 Ensuring the layout of the development easily facilitates service vehicles.
- 10 Providing appropriate infrastructure to allow connections to superfast broadband.

\*Strategic design requirements for promoting and prioritising active modes of travel; exploring opportunities for food production; protecting and restoring existing ecosystems; and delivering net gains in biodiversity are set out later in this document.

## 5 Key components of the new community

### Key Policies from Local Plan 2031

- Core Policy 22: Housing Mix
- Core Policy 23: Housing Density
- Core Policy 24: Affordable Housing
- Core Policy 26: Accommodating Current and Future Needs of the Ageing Population
- Core Policy 37: Design and Local Distinctiveness
- Development Policy 1: Self and Custom-Build
- Development Policy 2: Space Standards

### Key Policies from Wootton and St Helen Without Neighbourhood Plan

- Policy IN1.1: Housing for younger people
- Policy IN1.2: Housing for older people and those with additional needs

### Exemplar, inclusive, and highly sustainable homes

#### Exemplary design

5.26 The homes delivered at the Dalton Barracks Strategic Allocation will be exemplary in terms of their quality and performance. The homes should be set within a landscape that includes intimate spaces within the housing parcels, such as pocket parks, squares and mews courtyard streets contributing positively to the local landscape and creating a distinctive character. Specific design principles to achieve this are set out in Part 6 of the SPD.

#### Inclusive and adaptable

5.27 A wide range of homes should be delivered for all life stages, incorporating a mix of dwelling types, tenures and sizes that reflect the needs of current and future households and that meet local needs and aspirations as required in the Wootton and St Helen Without Neighbourhood Plan.

5.28 Housing in the district should also meet the changing needs of residents, including those with specific requirements such as the older population and people with disabilities, and changes anticipated from the mainstreaming of innovations.

5.29 Homes need to be affordable and adaptable. At least 35% of all the homes delivered must be affordable in line with Core Policy 24 of the Local Plan 2031. Housing in the district should also meet the changing needs of residents, including those with specific requirements such as the older population and people with disabilities. To address this, all the affordable dwellings and 15% of the market dwellings must also be constructed to the category 2 standard as set out in Development Policy 2: Space Standards of Local Plan 2031. In addition to this, the principles of Lifetime Homes<sup>30b</sup> can be followed, where appropriate, enabling buildings to adapt and be suitable for occupants at all life stages and be adaptable for future uses.

<sup>30b</sup> Lifetime Homes Design Guide (2011)

## 5 Key components of the new community

### *Sustainable and efficient*

5.30 In addition to the climate action measures discussed above, it is important that the development at Dalton Barracks Strategic Allocation is designed to incorporate the characteristics of a 20-minute neighbourhood, ensuring it is an attractive, safe and walkable environment. It must also make an efficient use of land with an amount and mix of development and open space that optimises density. A variety of densities should be incorporated and graduated across the site allowing the development to respond positively to the site's location, proposed key infrastructure, surrounding settlements, and open spaces. Such an approach would also assist in delivering character and distinctiveness.

5.31 To ensure the development is highly sustainable, densities should be optimised, particularly around the local centre and close to bus stops.



### **SDR2 - Strategic Design Requirements for delivering exemplar, and highly sustainable homes**

- 1 Building homes that last and age well, with flexible layouts and space to grow, in line with 'Lifetime Homes' principles.
- 2 Incorporating 'live work' opportunities.
- 3 Providing a wide range of housing types, tenures and sizes including 35% affordable homes and category 2 standard homes in line with Local Plan policy.
- 4 Delivering design-led affordable units distributed evenly across the site and in small clusters of up to 14 dwellings, where appropriate.
- 5 Contributing positively to the local landscape and creating a distinctive character.
- 6 Incorporating a variety of densities graduated across the site that respond positively to the local context and help deliver a distinct and attractive character.
- 7 Incorporating the characteristics of a 20-minute neighbourhood to deliver an attractive, safe and walkable environment.
- 8 Locating higher density around the Local Centre, community facilities and bus stops.
- 9 Providing opportunities to deliver self and custom build homes, including broad housing models such as community-led housing.

## 5 Key components of the new community



### Key Policies from Local Plan 2031

- Development Policy 11: Community Employment Plans



### Key Policies from Wootton and St Helen Without Neighbourhood Plan

- IN5.1 New Facilities within the proposed Garden Village
- IN5.3 Business maintenance and growth
- IN6.1 Shippon Community Centre
- IN6.2 Medical Facilities
- IN6.3 Provision for younger people
- IN6.4 Provision for older people and those with additional needs



Marcham Community Centre

## A vibrant local centre – attractive community facilities and local employment opportunities

### A Vibrant Local Centre

5.32 The Local Centre should provide an attractive and active focus for the community close to the school and other community uses. As part of the masterplanning process consideration should be given to designing the local centre so that it is able to accommodate community events, where appropriate, taking account of the events and activities that currently take place on-site. The Local Centre should be well connected and located, as far as possible, within a 20 minute walk from all homes.

### Community Buildings

5.33 Community and village halls provide an important local resource for a range of sports and active recreation activities, including art classes, Bingo, Pilates, short mat bowls, dance and yoga. Most halls are used on a regular basis for these activities, and they are used both during the daytime and evening.

5.34 The Wootton and St Helen Without Neighbourhood Plan identifies the need for a community centre at Shippon based on existing and future needs of the local community and residents of Shippon (Policy IN6.1). It also supports the potential use of current army facilities (outside the strategic allocation), such as the Officers' Mess, community centre or the sports pavilion as a community centre for Shippon in the future. These options will be kept under review as plans for the departure of the Army progresses.

5.35 The development at the Dalton Barracks Strategic Allocation should explore options for delivering a community centre or similar facility in line with the requirements of the Neighbourhood Plan. A new community centre or similar facility brought forward with the development, sited so as to be easily accessible by existing and new residents, should enable the continued running of the community.

## 5 Key components of the new community

### Healthcare and health facilities

5.36 As required by the Site Development Template in Appendix A of LPP2 (reproduced at Appendix 1), a Health Impact Assessment must be undertaken to help identify and take account of the health status and needs of people in the area and provide information about how to improve their health and well-being.

5.37 Development at the Dalton Barracks Strategic Allocation should explore options for improving the existing healthcare facilities in the area, as well as exploring the provision of new facilities.

5.38 The Wootton and St Helen Without Neighbourhood Plan supports the development of new medical facilities for use by existing and future residents as part of the development at Dalton Barracks (Policy INF6.2).

5.39 Discussions regarding the delivery of health care provision

at Dalton Barracks should be undertaken with key stakeholders including but not limited to, the Oxfordshire Clinical Commissioning Group and Oxfordshire County Council.

### Education

5.40 Based on the expected pupil generation from 1,200 homes, the development at the Dalton Barracks Strategic Allocation will need to deliver a new two form entry primary school with nursery provision. This should be provided on 2.22 ha of land and the most appropriate location identified as part of the masterplanning process. The site should be flat and rectangular. It is encouraged that the primary school (including nursery provision) be delivered early in the development, with the timing agreed with the County Council as Local Education Authority. Contributions will also be sought towards appropriate secondary school provision for the area.

5.41 The location and design of the primary school and contributions towards the secondary provision should be agreed with Oxfordshire County Council as the education authority. The school should be designed and delivered to the County Council's specific school site standards and processes<sup>31</sup>. Liaising with the County Council on the design of the school will be essential to ensure a 'proving layout' is produced. The primary school should be near the local centre, to enable and optimise the sharing of facilities and increase sustainability. For example, there may be opportunities for the community to hire some of the school facilities too and therefore the design and layout should allow for this.

5.42 To support walking and cycling, the school should be central to the community and incorporate secure cycle facilities, be sufficiently sized to accommodate demand, and designed to allow for future flexibility. The design of the school and wider masterplan should seek to minimise

private car use to access the school, this could be achieved by locating the school near to the public transport corridor. No 'dead ends' (cul-de-sac type road arrangements) should be situated in the vicinity of the school site.

5.43 Opportunities to incorporate garden village principles into the design and use of the primary school site which enhance accessibility and energy efficiency will be encouraged. This may also include exploring more interesting approaches to green education, school landscapes, facilities, and outdoor classroom opportunities.

5.44 In line with Oxfordshire County Council's standards and design criteria, to protect the provision of school places and ensure that any future expansion/reprovision of school buildings is not prohibited, the setting of the primary school site should not be within the Green Belt.

<sup>31</sup> OCC standards and processes include: Information required to assess the suitability of a school site; Education Site Checklist; and Key Design Criteria for Primary Schools



## 5 Key components of the new community

### Local Employment Opportunities

5.45 To ensure that the new development at the Dalton Barracks Strategic Allocation delivers a balanced new community, with opportunities to live and work within the site, local opportunities for employment will be provided. This will be delivered through on-site facilities, such as a primary school and a local centre.

5.46 The development will also contribute towards delivering new and improved high-quality and high-frequency bus services to major employment sites such as to Milton Park, Harwell Campus and Culham Science Centre.

5.47 The design of the development should also support homeworking and opportunities to establish start-up businesses through the provision of home offices, live-work homes, and shared and flexible office spaces.

5.48 In line with the requirements of Development Policy 11 of LPP2, the developers should explore how opportunities for local employment, apprenticeships and training can be created. The opportunities for local produce, suppliers, and services, during both the construction and operation should also be maximised. A site-specific Community Employment Plan should be prepared to demonstrate how the development has sought to achieve this.

### Management and Maintenance

5.49 To ensure the quality of the community facilities are maintained and access to the facilities is effectively managed, long-term stewardship arrangements will need to be addressed as part of a Community Management and Maintenance Plan (CMMP) or equivalent. This is discussed in more detail below under 'Long-term stewardship'.



Abingdon Square

## 5 Key components of the new community



### SDR3 - Strategic Design Requirements for delivering a vibrant local centre set around attractive community facilities and local employment opportunities

- 1 Exploring the potential to deliver a community centre or similar facility to meet the needs of the existing and future communities and allowing the continued running of existing community activities\*.
- 2 Preparing a Health Impact Assessment to inform the masterplanning process.
- 3 Designing the Local Centre to accommodate community events, and, where appropriate, the continuation of those events currently held at the site.
- 4 Exploring the potential to provide new medical facilities\*.
- 5 Delivering a two-form entry primary school on 2.22 ha of land close to the Local Centre while considering in the design the need for safeguarding and security measures.
- 6 Locating community facilities, including the school, and high-density housing close to the local centre.
- 7 Ensuring the site identified for the primary school is of an appropriate shape to accommodate pupil place demand now and in the future.
- 8 Ensuring the primary school site is not located within the Green Belt to guarantee future flexibility/reprovision of the buildings across the site and provide pupil place continuity over the school's lifetime.
- 9 Providing local employment opportunities, including homes designed to support homeworking, allowing people to live and work in the community.
- 10 Preparing a site-specific Community Employment Plan to inform the masterplanning process and delivery of the development.

\*The Dalton Barracks Site Development Template requires contributions towards improvements to existing healthcare and other community facilities in the area.

## 5 Key components of the new community

### Key Policies from Local Plan 2031

- Core Policy 33: Promoting Sustainable Transport and Accessibility
- Core Policy 34: A34 Strategy
- Core Policy 35: Promoting Public Transport, Cycling and Walking
- Development Policy 16: Access
- Development Policy 17: Transport Assessments and Travel Plans
- Development Policy 18: Public Car Parking in Settlements
- Development Policy 31: Protection of Public Rights of Way, National Trails and Open Access Areas

### Key Policies from Wootton and St Helen Without Neighbourhood Plan

- IN4.1 Transport opportunities review
- IN4.2 Re-opening connections between settlements
- IN4.3 Improving provision for sustainable transport
- IN4.4 Convenient access for existing residents

### Highly Accessible - attractive cycleways, footpaths and excellent public transport services

5.50 The development at Dalton Barracks Strategic Allocation must come forward in accordance with a travel plan for the site, which makes the necessary contributions to implement sustainable transport initiatives, including minimising car usage and increasing the use of public transport, walking and cycling. The travel plan should take account of new modes of transport anticipated to become mainstream within the plan period, such as electric and automated vehicles. Through the production of a Transport Assessment to accompany the planning application for the site, local concerns regarding existing traffic congestion on roads in the surrounding area need to be understood to ensure that the impacts of the proposed development are mitigated, where appropriate.

5.51 The masterplan should incorporate the characteristics of a 20-minute neighbourhood allowing people of all ages and fitness to travel actively for short distances from home to the destinations they visit and the services they need to use day to day.

5.52 The development must contribute to, or directly deliver, infrastructure improvements as required through a transport assessment, including but not limited to, upgrades to the Frilford Junction, and investigating upgrades to the public footpath 333/7/10 and the footbridge over the A34 connecting Shippon to Copenhagen Drive to make the route usable for cyclists.

5.53 The development must deliver excellent public transport, walking and cycling connections with safe road crossings. In line with the TCPA's Garden Village principles, transport systems should be integrated and accessible, with priority and emphasis on innovative design for establishing

## 5 Key components of the new community

walking, cycling and public transport as the most attractive forms of local transport. The transport systems should also be futureproofed for the mainstreaming of currently innovative forms of transport, as appropriate.

### Walking and Cycling

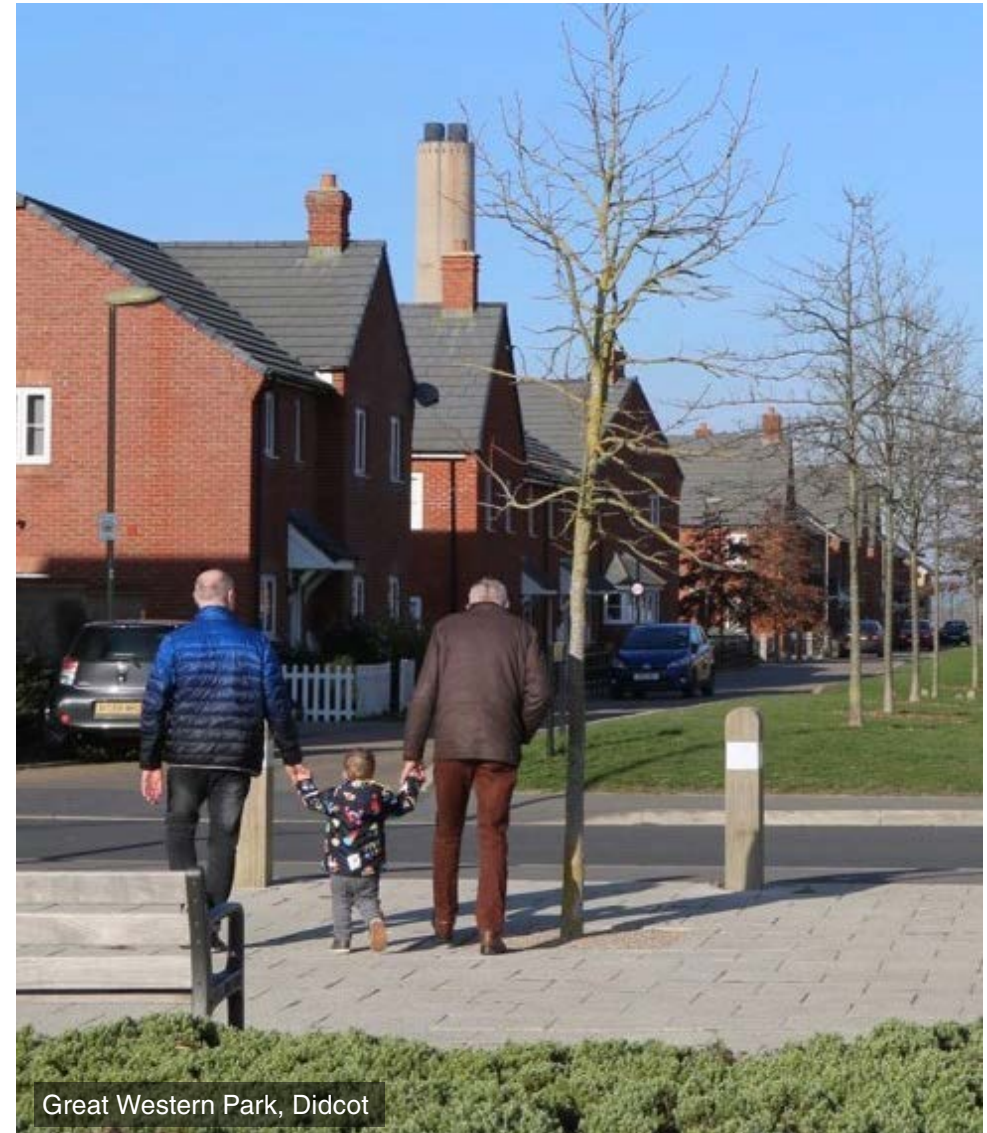
5.54 The Site Development Template at Appendix A of LPP2 requires development at Dalton Barracks to:

- provide a network of safe and attractive walking and cycling routes connecting with the surrounding area.
- retain, improve and/or appropriately divert existing public footpaths, and byways, unless otherwise specifically agreed.
- consider provision of new access, including cycle routes and a bridleway within the parkland.

5.55 A Sustainable Transport Study for the Abingdon to Oxford Corridor prepared on behalf of the

Council in October 2017 considers several sustainable transport options to support development growth. It concluded that delivering safe, high-quality walking and cycling infrastructure would increase the choice of sustainable modes available to residents for trips made from the Dalton Barracks Strategic Allocation to key employment, education, leisure, and retail facilities within Abingdon.

5.56 Following the production of the Sustainable Transport Study, Oxfordshire County Council, in conjunction with the transport consultant working on behalf of the site promoter, undertook a walking and cycling audit of the area around the site. The County Council subsequently produced the Dalton Barracks Pedestrian and Cycle Audit report (March 2018), which sets out a detailed assessment of the existing provision and outlines where improvements are required.



Great Western Park, Didcot

## 5 Key components of the new community

5.57 There are existing cycle facilities to Abingdon via Faringdon Road, however these are of a poor quality and require improvements. There is potential for cycle connections to Oxford and Radley train station via Long Tow, Wootton Road, Dunmore Road, Twelve Acre Drive, Radley Road, and National Cycle Route 5, which must be fully explored. Provision for cyclists along this route is intermittent and requires improvement.

5.58 Improvements to walking and cycling facilities that would benefit the development must be fully explored as part of the masterplanning process and measures to deliver improvements that support active travel agreed with Oxfordshire County Council as highways authority. These include improvements to routes within Shippon, routes to Wootton and routes to Abingdon. Any improvements to existing routes or delivery of new routes must not result in increased recreational pressure on Cothill Fen SAC.

5.59 Enhancements to existing and provision of new cycle routes, including cycle lanes and footways along roads throughout the new development, must be delivered to the highest quality, prioritising pedestrians and cyclists, and in accordance with guidance set out in the Department for Transport's 'Local Transport Note 1/20: Cycle Infrastructure Design' (July 2020) and the 'Oxfordshire Walking Design Standards' and 'Oxfordshire Cycling Design Standards' (Oxfordshire County Council, Summer 2017). The following enhancements must be delivered by the development (or if not deliverable within highway or land within the applicant's control, financial contributions made to facilitate their delivery):

- upgrading the route to Oxford via Long Tow, Wootton Road, Dunmore Road and National Cycle Route 5;
- upgrading the route to Abingdon town centre via Cholswell Road, Faringdon Road, and Bath Street;

- investigating upgrades to the route to Abingdon College and the town centre via PRoW 333/7/10/ A34 footbridge for use by cyclists;
- establishing pedestrian and cycle priority within the historic part of Shippon. This shall require modifications to Barrow Road between the proposed site access and Faringdon Road;
- Upgrading the walking/cycling connection between Faringdon Road and Copenhagen Drive on the southern side of the A34 overbridge;
- Providing a shared footway/ cycleway along the unnamed road between the junction of Marcham Road A415 and the site access on Barrow Road (subject to detailed investigation); and
- Re-establishing the east-west Faringdon road route connecting Shippon to Gozzard's Ford for pedestrians and cyclists – if re-established measures must be put in place to avoid increased recreational pressure on Cothill Fen SAC.



Science Vale cycle network

## 5 Key components of the new community

5.60 The masterplan must provide a strategic network of safe and attractive walking and cycling routes connecting with the surrounding area including pedestrian and cycle routes through Shippon to Abingdon and cycle routes to Radley Station and Oxford. A long-term approach to developing local cycling and walking networks and a wayfinding strategy must also be considered, as well as charging infrastructure for electric bikes to support longer cycle trips and improve cycle accessibility.



### Public Transport

5.61 The council is working in partnership with Oxfordshire County Council to plan for substantial highway and public transport improvements, to which this site may be required to make financial contributions. The Oxfordshire Local Transport Plan (Connecting Oxfordshire 2015-2031)<sup>32</sup> and Oxfordshire Infrastructure Strategy (November 2017)<sup>33</sup> (OxIS) include plans for:

- upgrading the A34 interchange at Lodge Hill, to provide south facing slips
- a single carriageway northbound bus lane between the A34 Lodge Hill and the Hinksey Hill interchanges, and
- providing for two new Park and Ride sites at Cumnor and Lodge Hill (both close to Dalton Barracks) for accessing Oxford, connected to key destinations in Oxford City via a Rapid Transit System

5.62 An Abingdon – Oxford Corridor Sustainable Transport Study has informed the sustainable transport provision which should support the development at the Dalton Barracks Strategic Allocation. Improvements include enhancing the frequency of bus routes serving the site with the expectation to be of a premium route standard.

5.63 As part of updating the Local Transport Plan, the County Council will be reviewing its Park and Ride strategy, which will form part of a new bus strategy. The review will consider the role of the proposed outer Park and Ride sites in supporting the priorities of the updated Local Transport Plan, known as the Local Transport and Connectivity Plan (LTCP). The LTCP is expected to be adopted in 2022.

5.64 The Site Development Template at Appendix A of LPP2 (reproduced at Appendix 1) requires development at the Dalton Barracks Strategic Allocation to:

- contribute to bus frequency enhancements through the site to premium route standard with associated infrastructure enhancements ensuring high frequency services to Abingdon-on-Thames and Oxford.
- contribute towards new high-quality bus services to major employment sites, if possible, at Milton Park, Harwell Campus and Culham Science Centre.

5.65 The development should include enhanced bus service provision with direct and frequent bus services connecting the site to Oxford City Centre, Abingdon town centre and the Science Vale. To establish the site as a sustainable location, public transport should be maximised to become a more favourable option to private motor vehicles, with services established at the earlier phases of the development. Futureproofing measures for autonomous vehicle services, including buses, should also be considered as part of the masterplanning process

<sup>32</sup> <https://www.oxfordshire.gov.uk/sites/default/files/file/roads-and-transport-connecting-oxfordshire/ConnectingOxfordshireLocalTransportPlan2015-2031SummaryOctober2015.pdf>

<sup>33</sup> [https://www.oxfordshiregrowthboard.org/wp-content/uploads/2018/04/oxis\\_stage2.pdf](https://www.oxfordshiregrowthboard.org/wp-content/uploads/2018/04/oxis_stage2.pdf)

## 5 Key components of the new community

5.66 Opportunities should be explored to avoid the need to navigate priority junctions along the bus route in order to facilitate an efficient and attractive bus service. Bus services should be integrated with cycle parking and real-time information provision at bus stops. Opportunities for autonomous vehicle services should also be explored.

### Private Vehicles

5.67 The development should be designed to minimise car usage. Main vehicle routes shall direct traffic away from the local road network, with improvements to the highway network where necessary as identified through a transport assessment.

5.68 To minimise any impact on the road network and the air quality within the Marcham AQMA, the occupation of dwellings on the site will not begin prior to:

- the completion of the upgrade to Frilford Junction unless an

alternative phasing plan is agreed with the County Council, and

- satisfactory air quality mitigation for Marcham.

Guidance on air quality can be found in the Council's Air Quality Developer's Guidance.<sup>34a</sup>

5.69 In addition the developer should undertake a project level Habitats Regulations Assessment (HRA), which includes transport and air quality assessments to consider the impact on Cothill Fen SAC and provide adequate mitigation to ensure no adverse impacts.

5.70 Sufficient infrastructure should be designed to accommodate sustainable use of vehicles, for instance, car share clubs, car-pooling, on-demand and 'pick me up' transport options, electric or other green fuel vehicle infrastructure, with potential exploration of ways to incorporate and futureproof for future technologies such as autonomous vehicles.

5.71 Requirements regarding the provision of electric vehicle charging points for new residential buildings can be found in the Building Regulations Approved Document S (December 2021). Best practice for delivering charging facilities for electric vehicles in Oxfordshire can be found in the Oxfordshire Electric Vehicle Infrastructure Strategy.

5.72 Parking solutions<sup>34b</sup> for residents and visitors to schools, retail and community facilities should be well designed and varied, avoiding large amounts of frontage parking (off-street parking spaces located directly in front of a property), with sufficient space for adequate planting breaks and to accommodate safe deliveries.

5.73 Consideration for changing demand for parking over time is encouraged, with potential for design of parking spaces to be re-purposed for alternative uses (such as conversion to green space or shared

vehicle space) as car ownership levels reduce, e.g., through locations of parking spaces and construction materials used.

### Access

5.74 The Dalton Barracks Strategic Allocation will require two main points of access from the existing road network. There are opportunities to provide main points of access to the south and north-east of the allocated site.

5.75 To the south, vehicular access can be established onto Barrow Road providing access to the A34 Marcham Interchange via A415 Marcham Road. The north-eastern access can be established onto Cholswell Road/ Faringdon Road, providing access to the A34 Lodge Hill junction via Long Tow, B4017 Wootton Road, Dunmore Road and Oxford Road.

5.76 However, these suggested access arrangements, which are

<sup>34a</sup> <https://www.whitehorsedc.gov.uk/vale-of-white-horse-district-council/environment-and-neighbourhood-issues/air-quality/air-quality/>

<sup>34b</sup> <https://www2.oxfordshire.gov.uk/cms/sites/default/files/folders/documents/roadsandtransport/transportpoliciesandplans/newdevelopments/parkingstandardsfornewresidentialdevelopments.pdf>

## 5 Key components of the new community

also shown on the Development Framework Map (figure 5.2), are only indicative. Detailed work to establish the appropriate access point(s) and route(s) will form part of the planning application process when the details of the travel plan and Transport Assessment are known. The County Council will confirm the required approach at the application stage in the light of detailed modelling work.

5.77 Secondary access prioritised for pedestrians and cyclists should include:

- to the south and east, Shippon via Barrow Road, Cholswell Road, Faringdon Road (east), Sycamore Close, Hawthorne Avenue and Merlin Road; and
- to the west, Gozzard's Ford via Faringdon Road (west) – if re-established measures must be put in place to avoid increased recreational pressure on Cothill Fen SAC.

5.78 A primary movement route should connect the main points

of access and Local Centre. This primary movement route, or spine road, will be expected to be designed appropriately to accommodate the bus route, and have stepped (also known as hybrid) cycle lanes and separate footways on both sides.

### Connectivity, linkages, and legibility

5.79 Development at Dalton Barracks Strategic Allocation must be highly legible, with a hierarchy of movement routes which prioritise sustainable and active modes of transport over private motor vehicles. Nonetheless, roads throughout the development should be appropriately designed to enable access at all times of day for emergency vehicles and larger vehicles, such as refuse vehicles and buses. Building form, heights and public spaces should help aid legibility, and access and linkages should be designed to establish a permeable settlement with good pedestrian and cycle links to surrounding settlements, local amenities, and recreational footpaths.



## SDR4 - Strategic Design Requirements for delivering a highly accessible development with attractive cycleways, footways, and excellent public transport services

- 1 Preparing and according with the requirements of a Travel Plan, and making appropriate contributions to implement sustainable transport initiatives.
- 2 Designing the development, including the detailed design of highways, footways, and cycleways, to prioritise walking, cycling and public transport as the most attractive forms of local transport and minimising car usage.
- 3 Designing a permeable development that provides a network of safe and attractive walking and cycling routes through the development and connecting with the surrounding area, including through Shippon to Abingdon and cycle routes to Radley Station and Oxford. The design of the development should also take account of potential future connections with the wider Garden Village.
- 4 Enhancing existing, or the provision of new, off-site walking and cycling routes.





## 5 Key components of the new community

- 5 Exploring the provision of new footpaths, cycleways, and bridleways within the parkland.
- 6 Designing routes to optimise natural surveillance and using innovative approaches for lighting to ensure they are well-lit but do not impact any sensitivity receptors.
- 7 Locating all homes within 400m of a bus stop, where possible.
- 8 Financial contributions towards, or direct delivery of a scheme to upgrade the Frilford Junction.
- 9 Financial contributions towards, or direct delivery of a scheme to address air quality issues within Marcham.
- 10 Undertaking a transport assessment and contributing to the infrastructure requirements identified, including contributing to bus service frequency enhancements through the site to premium route standard and mitigating the identified impacts through direct delivery of improvements where necessary.
- 11 Providing sufficient infrastructure to accommodate sustainable use of vehicles, which may include, but not be limited to, car clubs, car-pooling, on demand and 'pick me up' transport options, electric and other green fuel vehicle infrastructure.
- 12 Exploring ways to incorporate future technologies such as autonomous vehicles.
- 13 Providing a range of well-designed parking options for residents and visitors to the school, local centre, community facilities and parkland, where necessary so as not to encourage car-use.
- 14 Providing a primary movement route to connect the main points of access and the local centre, designed to accommodate buses and with segregated walking and cycling infrastructure.
- 15 Providing a minimum of two main access points for all modes of transport which could be from Barrow Road and Cholswell Road/Faringdon Road.
- 16 Providing secondary accesses, prioritised for pedestrians and cyclists, to connect the development to Shippon and Gozzard's Ford, while avoiding increased recreational pressure on Cothill Fen SAC.

## 5 Key components of the new community



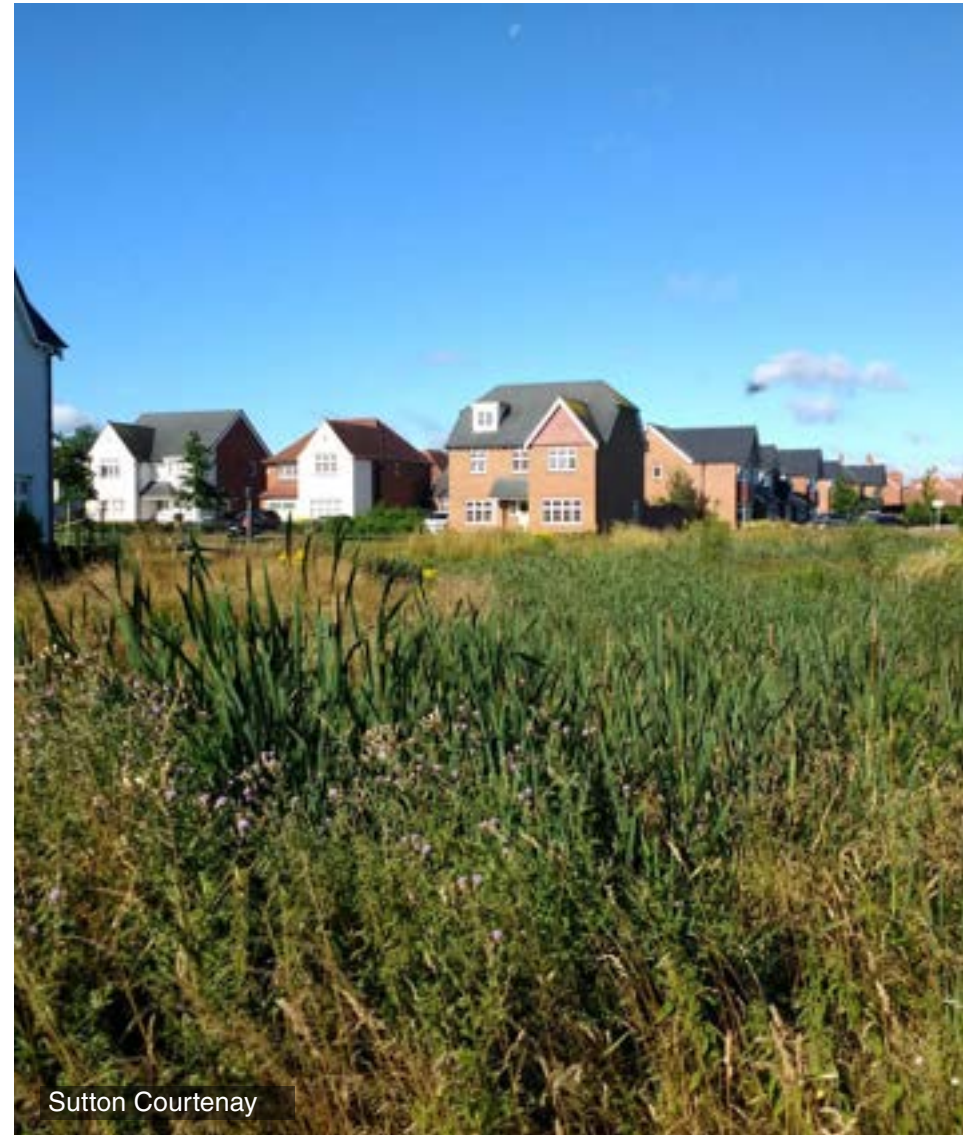
### Key Policies from Local Plan 2031

- Core Policy 42: Flood Risk
- Core Policy 43: Natural Resources
- Core Policy 44: Landscape
- Core Policy 45: Green Infrastructure
- Core Policy 46: Conservation and Improvement of Biodiversity



### Key Policies from Wootton and St Helen Without Neighbourhood Plan

- SS3.1 Local Green Space
- SS4.1 Locally Important Vistas
- SS5.1 Garden Village Principles



Sutton Courtenay

## 5 Key components of the new community

### Landscape-led - a network of high-quality green and blue infrastructure

5.80 The masterplanning of the site should be landscape-led, with landscape architects involved from the start and driving the design. The design of outside space and landscape is crucial when creating a successful place. Leading with the landscape means starting with people, and it is important that the development at the Dalton Barracks Strategic Allocation is created for people and not for buildings. Blue and green infrastructure should be properly embedded into the design of the development and delivered first.

#### Green Infrastructure

5.81 Green infrastructure is not just conventional open space such as parks, open spaces, playing fields, woodlands etc. but includes street trees, allotments, private gardens, green roofs and walls, sustainable drainage systems

(SuDS) and soils. It also comprises rivers, streams, canals and other water bodies, sometimes called 'blue infrastructure'<sup>35</sup>. It is a network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities<sup>36</sup>.

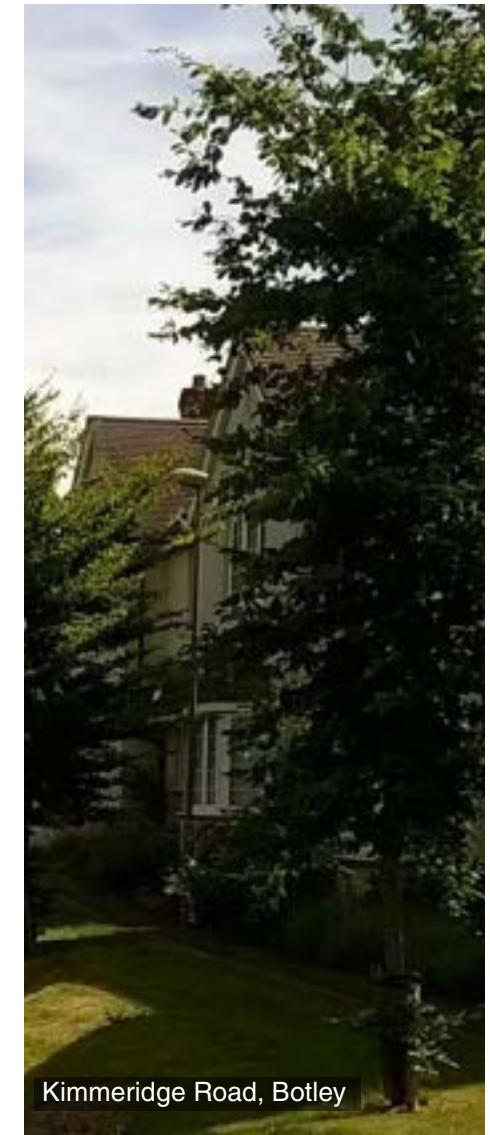
5.82 Paragraph 176 of the NPPF (July 2021) requires plans "take a strategic approach to maintaining and enhancing networks of habitats and green infrastructure and plan for the enhancement of natural capital..."

#### Accessibility of Open Space

5.83 To optimise the use of an open space, it must be both worth visiting and accessible. There is more to consider than just the physical aspects of the design, such as distance from home and sociocultural factors. The design of an open space should focus on integration rather than segregation ensuring that as many people as possible can enjoy the space, regardless of ability.

### Biodiversity

5.84 Development at the Dalton Barracks Strategic Allocation should maximise biodiversity net gain and protect or enhance existing biodiverse features of the site and surrounding area. Opportunities for biodiversity enhancements in built up areas should also be optimised. Guidance on how to incorporate these measures into the design of the development can be found in the RIBA 2013 publication 'Designing for Biodiversity: a technical guide for new and existing buildings'.



<sup>35</sup> <https://www.tcpa.org.uk/green-infrastructure-definition> <sup>36</sup>Definition within the glossary of the NPPF

## 5 Key components of the new community



### **SDR5 - Strategic Design Requirements**

**for delivering a landscape-led development incorporating a network of high-quality green and blue infrastructure**

*Landscape led*

- 1 Ensuring the layout of the development is driven by landscape from the outset and green and blue infrastructure is embedded into the design and delivered first.
- 2 Providing an interconnected network of multifunctional and accessible open space for all ages, including natural and semi-natural landscape green and blue infrastructure corridors.
- 3 Ensuring all homes are close to natural green space comprising usable attractive public open space and green corridors.
- 4 Integrating a range of accessible open spaces into community life including natural and formal play, private and community gardens, walking and cycling routes.



- 5 Ensuring the site's topography, aspect, natural drainage, and soils positively inform the masterplanning process.
- 6 Ensuring there is a positive relationship with the surrounding Green Belt that responds to locally significant viewpoints from and to the North Wessex Downs AONB and Boars Hill.
- 7 Develop a separation strategy for Shippon that protects the character of Shippon while also allowing the communities to be well connected; and takes account of other policies, in particular policies SS4.1 and IN4.3 of the neighbourhood plan.



## 5 Key components of the new community

### *Green and Blue Infrastructure*

- 8 Developing and enhancing recreational access links between existing and new green infrastructure assets, for example, links with the Rights of Way network and strategic green corridors.
- 9 Providing opportunities for people to grow their own food through the provision of allotments, communal gardens and growing spaces associated with the primary school throughout the development.
- 10 Integrating SuDS into green infrastructure from the outset of the design process to benefit from amenity enhancements and deliver net gains in biodiversity.
- 11 Integrating SuDS into highway landscape design and traffic management, including features such as rain gardens, swales, and rills.



### *Biodiversity*

- 12 Maximising biodiversity net gain, with a minimum 10% biodiversity net gain being delivered through on-site provision and off-site provision or contributions.
- 13 Protecting and enhancing existing biodiverse features and protected sites by providing a range of well-connected and appropriately designed alternative open spaces, including parkland.
- 14 Exploring opportunities to open up surface water sewers to provide linear habitat corridors and improve water quality.
- 15 Providing new woodland planting to enhance biodiversity and provide landscape mitigation.
- 16 Maximising opportunities for biodiversity enhancement in built up areas by providing bird and bat boxes in appropriate locations on new buildings and maximising tree and hedge planting to increase the permeability of the development for species.
- 17 Ensuring the design and construction practices maintain vital soil functions.



## 5 Key components of the new community



### SDR5 - Strategic Design Requirements

for delivering a landscape-led development incorporating a network of high-quality green and blue infrastructure (cont'd)

#### *Trees and Arboriculture*

- 18 Preparing an up-to-date tree survey to inform the masterplanning process.
- 19 Retaining existing high and moderate quality trees, where possible, and designing the layout of the development to avoid impacts to the roots, trunks, and crowns in perpetuity.
- 20 Designing the site to allow sufficient space for the integration of a range of large canopy, long-lived tree species, with all trees being suited to the local soil type and ground conditions.
- 21 Providing a mix of nursery stock sizes, including dense areas of smaller stock to establish natural areas quickly.
- 22 Designing in trees from the outset, ensuring they make a significant contribution to achieving green street scenes, with sufficient space for canopy, trunk, and root development.
- 23 Ensuring the integration of trees with building layouts, (as part of SuDS features and alongside highways, lighting and utilities) is considered from the outset of the design process to prevent conflicts that would impact on their establishment and growth.
- 24 Planting all trees in hydrated, oxygenated, and de-compacted soil of sufficient volume and quality to allow all trees to achieve future growth potential.
- 25 Considering technical solutions in built up areas to provide sufficient soil volume that encourages connectivity between root systems without compromising surface load bearing integrity.

## 5 Key components of the new community

### High-quality active green landscape through the community - including extensive parkland

#### Parkland

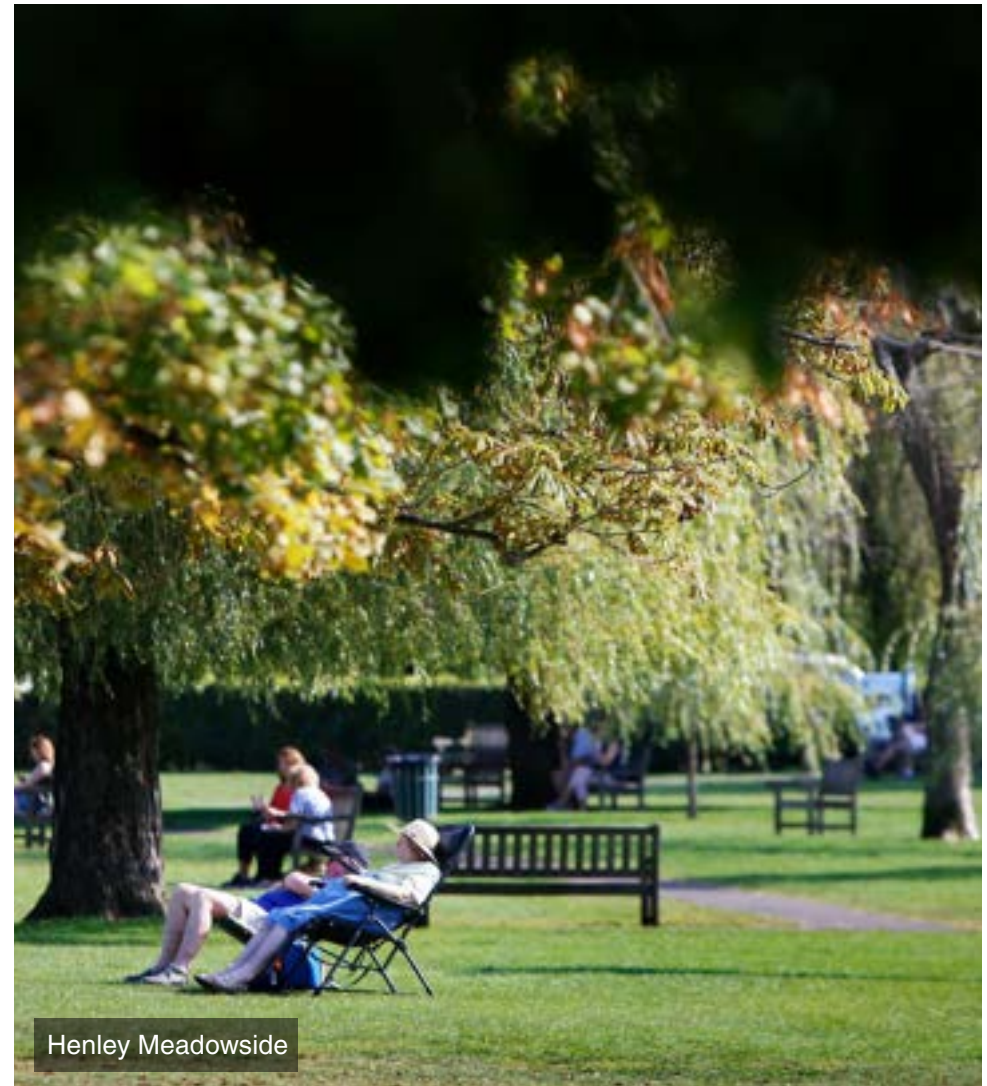
5.85 In accordance with Core Policy 8b of LPP2 (reproduced at page 10), at least 30ha of parkland will be delivered within the Strategic Allocation site to provide a mosaic of wildlife habitats and a variety of amenity and leisure opportunities for all users. It may comprise woodland, scrub, glades, individual specimen trees, meadow grassland/sown wildflower meadow, amenity areas of grassland, cycle paths, informal footpaths, and SuDS drainage features.

5.86 A vital function of the parkland will be to form a development buffer to Cothill Fen SAC/SSSI, Dry Sandford Pit SSSI, and Sandford Brook. The design of the parkland must alleviate recreational pressure on Cothill

Fen Special Area of Conservation (SAC) by providing an appropriate alternative environment and restricting and discouraging access to Cothill Fen.

5.87 During the masterplanning process consideration should also be given to how parkland and other green infrastructure can be used to reinforce the physical and visual separation between development at Dalton Barracks Strategic Allocation and the village of Shippon, as required by Neighbourhood Plan Policy SS5.2.

5.88 The development at Dalton Barracks Strategic Allocation will include a neighbourhood park large enough to accommodate active and passive recreation, whilst still of an appropriate scale to establish a sense of enclosure and visual surveillance. It may include, for example, informal 'kickabout' areas, formal play, footpaths, seats, and a picnic area and offer a range of sun, shade, tranquillity and fun.



## 5 Key components of the new community

5.89 The parkland will include extensive new tree planting and the design must accommodate existing trees.

### Sports, Leisure and Recreation

5.90 The Site Development Template at Appendix A of LPP2 (reproduced at Appendix 1) requires the allocation at Dalton Barracks to contribute towards improvements to community facilities in the area, including sports, leisure, and recreation facilities.

5.91 Appendix K of LPP2 sets out the current Leisure and Open Space standards expected to be delivered by development proposals within the district. These standards are supported by a number of evidence-based documents: Open Spaces Report (2016), Leisure and Sports Facilities Study (2014), Playing Pitch Study (2015) and Local Leisure Facilities Study (2016). If these studies are updated, the most recent

and up-to-date studies should be utilised by the applicant to inform their proposals. These standards apply to:

- Children's Play and Youth Provision
- Public Open Space
- Allotments
- Outdoor Sports Facilities
- Indoor Sports Facilities, and
- Community and Village Halls

### Children's Play and Youth Provision

5.92 Children's play and youth provision includes designated equipped playing space such as Local Equipped Areas for Play (LEAPs) and Neighbourhood Equipped Areas for Play (NEAPs), as well as Multi-Use Games Areas (MUGAs), skateparks, informal play resources and structures to promote naturalistic play.

5.93 These should meet the Fields in Trust standard. All homes should

be within a five-minute walk (400 meters) of an equipped children's play area. To help ensure activity and surveillance play areas should be provided in active areas where natural surveillance is maximised, such as adjacent to the local centre, specifically the primary school or close to other community facilities.

5.94 The integration of innovative play solutions, including public art, into the active green corridors should be promoted to allow these routes, in addition to set areas, to become play spaces for children and youth.

### Public Open Space

5.95 Public Open Spaces are areas of space that have a recreational function. These include parks and gardens and amenity green space. The Open Spaces report (2016) which supports the requirements within Local Plan 2031 Part 2, states that 15% of the residential area should be public open spaces and that these

should be designed to Green Flag Standard. These open spaces should be usable and within a 480-metre walk from residents' homes.

5.96 As part of the masterplanning process consideration should be given to designing part of the open space so that it is able to accommodate community events, taking account of the events and activities that currently take place on-site.

### Allotments

5.97 Allotments can be defined as an area containing allotment plots, which the occupier, for the purpose of producing fruit or vegetables for consumption by individuals, or family, wholly or mainly cultivates. The provision of allotments should be provided dependent on the size of the population. The Open Spaces report states that 0.4ha of allotments should be provided per 1,000 population in



## 5 Key components of the new community

areas that do not sit within market towns. These should be accessible within a 1000 metre walk.

### Sports Facilities

5.98 The development at Dalton Barracks Strategic Allocation will need to deliver indoor and outdoor sports facilities, in line with the standards set out in Appendix K of LPP2.

5.99 The standards for outdoor and indoor sports facilities should reflect best practice which includes design guidance from Sport England and the National Governing Body.

### Management and Maintenance

5.100 As key components of the green infrastructure network, the parkland and outdoor sports facilities will require long-term management and maintenance.

5.101 The parkland will provide important alternative natural greenspace to help mitigate the loss of wildlife habitat on-site and the potential impact to nearby off-site habitats. The habitat created both on-site and/or off-site to mitigate the impact of the development must be retained and managed for wildlife in perpetuity.

5.102 Long-term stewardship arrangements for the parkland and outdoor sports facilities will need to be addressed as part of a Community Management and Maintenance Plan (CMMP) or equivalent. This is discussed in more detailed below, under 'Long-term stewardship'.

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## 5 Key components of the new community



### SDR6 - Strategic Design Requirements

for delivering high quality active green landscape through the community, including extensive parkland

- 1 Providing multi-functional green space, green corridors and activity spaces, including sports facilities and playing pitches in line with the standards set out in Appendix K of LPP2.
- 2 Providing at least 30 hectares of parkland located and designed to provide a buffer and alleviate recreational pressure on Cothill Fen SAC and other designated sites in close proximity.
- 3 Consider the potential of delivering part of the open space so that it can accommodate the continuation of recreational activities and community events currently held at the site, where appropriate, in particular the provision of facilities to support off-road cycle training and racing such as a closed-circuit cycle track.
- 4 Using active green landscape to create a visual and physical separation between the development and Shippon village while ensuring the new and existing communities are well connected.



- 5 Using high quality landscape design to deliver parkland that makes use of extensive tree cover and shrub planting to create a mixture of vibrant, tranquil and sensory-rich spaces.
- 6 Integrating circular walking, jogging and cycle routes along green corridors throughout the development, with appropriate surfacing to ensure use in all weathers and with lighting where possible to enable use at all times.
- 7 Providing opportunities for informal recreation and within walking distance of all parts of the site and establishing these as key nodes on walking and cycling routes.
- 8 Providing an accessible neighbourhood park to meet the needs of the new community.
- 9 Locating play areas in active parts of the site where there is good natural surveillance, such as adjacent to the primary school, local centre, other community facilities and high-density housing.

## 5 Key components of the new community

### Long-term stewardship

5.103 In line with Garden Village principles, long-term maintenance and stewardship arrangements need to be explored and put into place in consultation with, and for the benefit of, the whole community. The importance of stewardship is highlighted in Garden Village principles and guidance<sup>37</sup>.

5.104 Long-term stewardship means ensuring that important community assets delivered through the development of the Dalton Barracks Strategic Allocation are looked after in perpetuity for the benefit of the local community. Community assets are buildings or land which are mainly used by the local community for social, economic and environmental interests and well-being. These assets may include, for example, green infrastructure, parks and open green spaces, wildlife areas, sports and leisure facilities, shared community facilities, and retail/community uses.

5.105 It is essential that the stewardship arrangements put in place are robust and transparent.

5.106 To plan for long-term stewardship, the Homes England Garden Communities toolkit provides guidance on legacy<sup>38</sup>, and TCPA guidance<sup>39</sup> determines that long-term stewardship should:

- be considered from the outset
- link public engagement and delivery
- involve thinking beyond the site boundary
- manage a wide range of community assets
- progress one step at a time

5.107 There are many models of long-term stewardship and community governance that respond to the local context and requirements of new communities. These include but are not limited to:

- management companies,
- trusts (community land trusts, development trusts and other types),
- community interest companies; and
- co-operative societies.

5.108 Public engagement and participation are key to determining the most appropriate model, and the success of any such model is rooted in its ability to best benefit the new community and its neighbours.

5.109 It is important that the model chosen is effective in retaining in perpetuity all habitat provided to ensure both no net loss and a net gain in biodiversity and managing this for wildlife. Such a model requires mechanisms to ensure both legal protections for the habitat created, and mechanisms (such as endowment funds or otherwise) to ensure that management for wildlife continues - in both cases for as long as there is built development present on the site.



<sup>37</sup> Town and Country Planning Association (TCPA) (2018) Understanding Garden Villages: An Introductory Guide, available at: <https://www.tcpa.org.uk/understanding-garden-villages> <sup>38</sup> Homes England (2019) Garden Communities toolkit – Legacy, available at: <https://www.gov.uk/guidance/garden-communities/legacy> <sup>39</sup> Town and Country Planning Association (TCPA) (2017) Practical Guides for Creating Successful New Communities, Guide 9: Long-term stewardship, available at: <https://www.tcpa.org.uk/tcpa-pgs-guide-9-stewardship>

## 5 Key components of the new community

5.110 A Community Maintenance and Management Plan (CMMP) or equivalent will be required to specifically address the long-term maintenance and stewardship of community assets, including community facilities, green infrastructure, and the parkland from the outset of the development. The preparation of the plan should include appropriate engagement with key stakeholders and the local community to determine the most beneficial and cost-effective model and to ensure that new residents are involved in the effective long-term governance, management, and operation of assets. Models allowing for community ownership of the assets should be prioritised.

5.111 Consideration should be given to the wider garden village, including how the model identified could fit into a future community governance structure for the garden village and how it could include the maintenance and management of any future assets. Consideration should also be given to how, through the community

ownership of assets, profits created could be reinvested to pay for further infrastructure, additional community facilities and to run, manage and look after facilities in the long term.

5.112 The Development Framework at Figure 5.2 shows how the strategic design requirements can be used to set parameters for development on the site. Applicants should use this framework to inform their comprehensive approach to the masterplanning of the site.

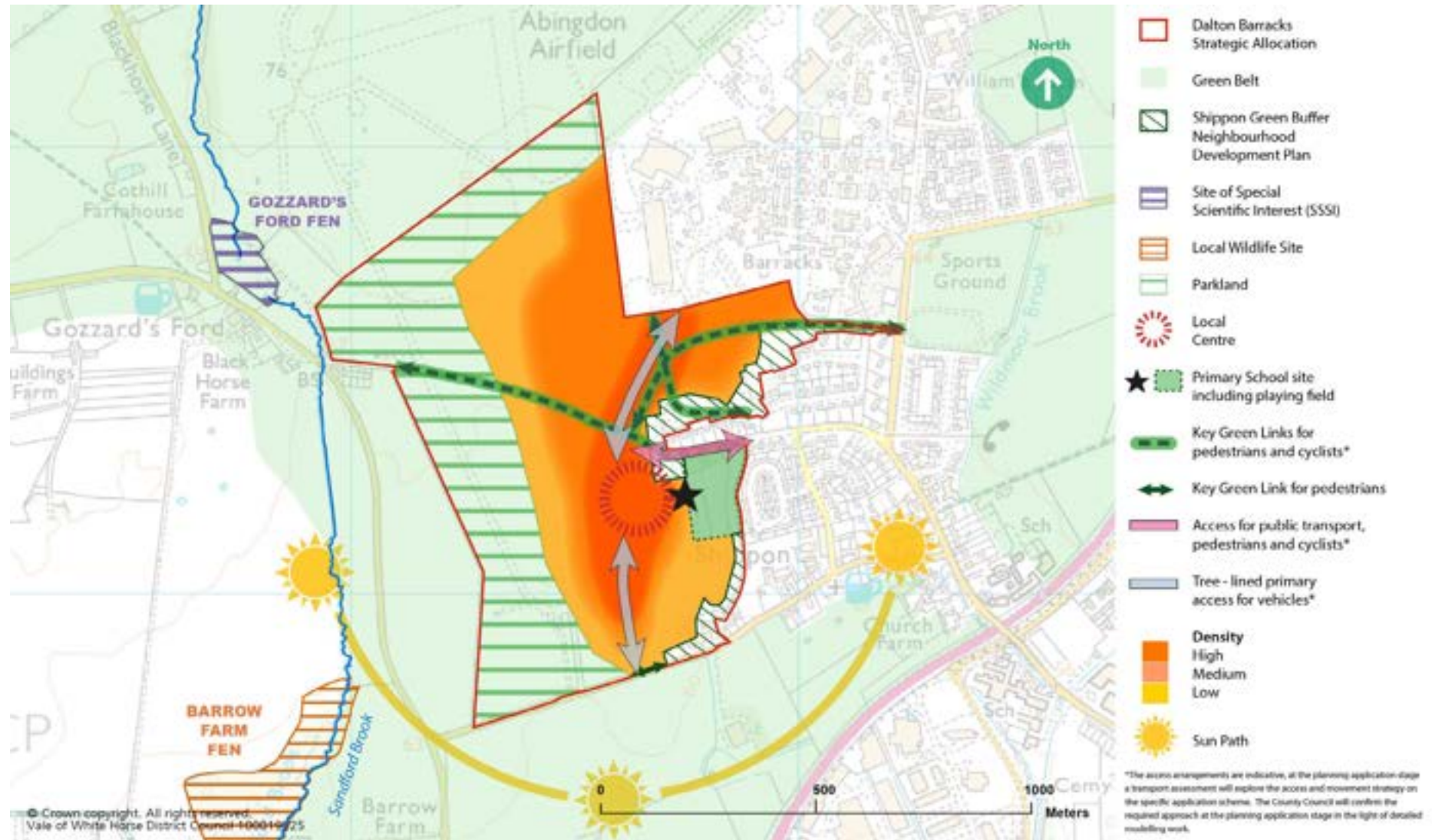


### SDR7 - Strategic Design Requirements for delivering long-term stewardship

- 1 Establishing a model of long-term stewardship and community governance that responds to the local context and requirements of the new community.
- 2 Preparing a Community Maintenance and Management Plan (CMMP) or equivalent to specifically address the long-term maintenance and stewardship of community assets.
- 3 Engaging the local community and key stakeholders in the preparation of the CMMP to determine the most beneficial and cost-effective model and to ensure that the new residents are involved in the effective long-term governance, management, and operation of assets.
- 4 Ensuring the model chosen can effectively retain and manage all compensatory habitat in perpetuity.
- 5 Taking consideration of the wider Garden Village and how the model identified fits into that community governance structure and how the maintenance and management of any future assets could be included.
- 6 Exploring and promoting delivery models that would allow values created through the development to be reinvested into local infrastructure and community facilities, and the running, management, and maintenance of those.

# 5 Key components of the new community

Figure 5.2: Development Framework Map



# 6

## Designing the New Community



Tadpole Garden Village, Swindon



## 6 Designing the new community

6.1 The National Planning Policy Framework was amended in July 2021 to make it easier for residents and planners to embrace beautiful, practical design and reject ugly, unsustainable, or poor-quality design.

6.2 It gives significant weight to development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents – for example, design guides and codes, such as this document.

6.3 It also requires planning policies and decisions to ensure that new streets are tree-lined, that opportunities are taken to incorporate trees elsewhere in development (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. It also refers

to applicants and local planning authorities working with local highways officers and tree officers to ensure that trees are planted in the right places.

6.4 Core Policy 8b of the Local Plan 2031 (reproduced at page 10) requires a comprehensive approach to masterplanning the Strategic Allocation. In line with Core Policy 38, a design strategy should be prepared for the site comprising a masterplan and Design and Access Statement. The masterplan will need to demonstrate how the strategic design requirements set out in Part 5 of this document have been met through the design of the development and how these achieve the vision set out in Part 3.

6.5 The Council require all planning applications for development at the Dalton Barracks Strategic Allocation to be supported by a sufficiently detailed masterplan that meets the requirements of Core Policy 38.

6.6 This section expands on the Strategic Design Requirements by providing advice and guidance relating to the following key themes, which are critical to achieving a good-quality sustainable place:

- Net zero carbon
- Density
- The local centre
- High quality design and a distinctive character
- Public open spaces and green infrastructure
- Street design
- Car parking

6.7 More detailed design guidance can be found in the Joint Design Guide.



## 6 Designing the new community

### Net zero carbon

6.8 Net zero carbon needs to be considered in the context of whole life carbon, which includes both operational and embodied carbon.

6.9 To meet our climate change targets all new buildings must operate at net zero carbon. Recent definitions of net zero operational carbon make it clear that to meet the definition a building must achieve a high level of energy performance and be completely powered by renewable energy<sup>40</sup>.

#### Fabric First

6.10 The quickest route to decarbonising a building is by ensuring that the design of its fabric – walls, windows, roof and ground floor – and the materials used are as energy efficient as possible. The development at Dalton Barracks Strategic Allocation should seek to maximise the performance of the building fabric in the following ways:

- Using high-quality insulation
- Increasing airtightness
- Avoiding thermal bridging
- Maximising solar gain
- Allowing for natural ventilation

6.11 We would encourage applicants to consider incorporating Passivhaus style fabric to minimise heating and cooling requirements.

#### Active and Passive Design

6.12 To optimise the passive design of a building you must seek to maximise resources from the natural environment to create comfortable internal conditions through natural heating, cooling, and ventilation. For example, solar radiation, cool night air or air pressure differences.

6.13 To maximise opportunities to utilise passive design it must be considered from the outset of the masterplanning process. This could include:

- planting, shading and advanced glazing systems to reduce solar gain during the summer and address overheating
- using materials to prevent penetration of heat including use of cool building materials and, where appropriate, green roofs and walls
- increasing natural ventilation and removing heat by using fresh air
- orientating windows of habitable rooms within 30 degrees of south and utilising southern slopes
- locating windows at heights that maximise heating from lower sub-angles during the winter



<sup>40</sup> Page 8 [https://b80d7a04-1c28-45e2-b904-e0715cface93.filesusr.com/ugd/252d09\\_3b0f2acf2bb24c019f5ed9173fc5d9f4.pdf](https://b80d7a04-1c28-45e2-b904-e0715cface93.filesusr.com/ugd/252d09_3b0f2acf2bb24c019f5ed9173fc5d9f4.pdf)



## 6 Designing the new community

6.14 Active design refers to the mechanical and electric systems that can be installed to keep the environment of a building comfortable (conventionally electricity and natural gas). Active measures are considered less sustainable than passive design measures, as they contribute to carbon emissions. However, they can utilise a mixture of renewable and non-renewable energy resources and be optimised to operate on more sustainable sources, for example air-source/ground-source heat pumps and hydrogen fuel.

6.15 It is useful to identify early in the design process opportunities to minimise the carbon emissions of active systems, by prioritising renewable energy sources rather than conventional ones.

6.16 Buildings will generally include both active and passive measures.

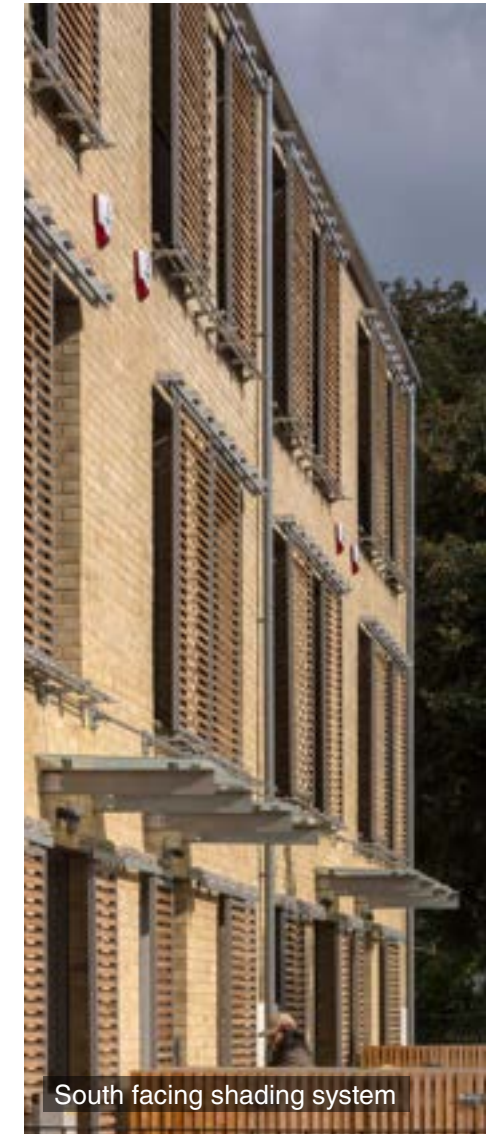
### Renewable Energy – Maximising Solar Energy

6.17 The Pathways to a Zero Carbon Oxfordshire identified by Oxford University and Bioregional all included maximising the solar generating capacity of Oxfordshire. The LETI Climate Emergency Design Guide considers it possible for some residential developments, particularly small-scale developments, to meet 100% of their resulting energy consumption with roof-mounted solar PV panels. While the development of the Dalton Barracks Strategic allocation is not small in scale, this approach should be fully investigated and the solar generating capacity of the site maximised. If the full 100% of energy consumption cannot be met through on-site solar PV or other on-site renewable energy generation, investment in additional off-site renewable energy generation should be considered before the burning of fossil fuels.

### Energy Efficiency and Environmentally Friendly Materials

6.18 Proposals should seek to use materials that minimise energy waste, as well as materials with less 'embodied carbon' - the amount of CO<sub>2</sub> emitted in producing the material. Embodied carbon should be assessed, reduced, and verified post construction.

6.19 Further guidance on net zero operational carbon and reducing embodied carbon can be found in the LETI Climate Emergency Design Guide<sup>41</sup>.



<sup>41</sup> [https://b80d7a04-1c28-45e2-b904-e0715cface93.filesusr.com/ugd/252d09\\_3b0f2acf2bb24c019f5ed9173fc5d9f4.pdf](https://b80d7a04-1c28-45e2-b904-e0715cface93.filesusr.com/ugd/252d09_3b0f2acf2bb24c019f5ed9173fc5d9f4.pdf)

## 6 Designing the new community



### DG1 - Design Guidance on net zero carbon

- 1 Maximise the performance of the building fabric focusing on airtightness, insulation, passive ventilation and the incorporation of renewable energy systems and technologies – consider incorporating a Passivhaus style fabric.
- 2 Consider the opportunities to utilise passive design from the outset of the masterplanning process.
- 3 Optimise the orientation of buildings to utilise solar gain and shading.
- 4 Optimise natural ventilation techniques to improve the well-being and comfort of internal environments and further reduce energy needs.
- 5 Identify opportunities to minimise the carbon emissions from active systems from the outset of the masterplanning process.
- 6 Incorporate highly efficient and ultra-low energy fixed building services or infrastructure to reduce regulated emissions.
- 7 Aspire to go beyond Part L Assessment under the Building Regulations.
- 8 Aspire for all non-residential buildings to meet BREEAM excellent standard.
- 9 Maximise the solar generating capacity of the development, and where possible, meet the resulting energy consumption through solar PV.
- 10 Use sustainably sourced and accredited low embodied carbon materials.
- 11 Maximise the reuse and recycling of materials, including materials existing on site.
- 12 Provide sufficient space to store bins and containers. The storage areas are convenient for residents (integrated as part of the frontage or in a communal collection point if necessary), visually screened from the public realm, and located as unobtrusively as possible.



## 6 Designing the new community

### Density

6.20 The NPPF supports development that makes an efficient use of land and recognises that design guides can help ensure this, while also creating beautiful and sustainable places.

6.21 In line with this, Core Policy 23 (Density) of the Local Plan 2031 requires all new housing to meet a minimum density of 30 dwellings per hectare unless this would have an adverse effect on the character of the area, highway safety or the amenity of neighbours. Higher densities are encouraged in locations where it would result in the optimum use of land, where there is good access to

services and public transport routes and where it would contribute to enhancing the character and legibility of a place.

6.22 It is important that the development at Dalton Barracks Strategic Allocation makes efficient use of land with an amount and mix of development and open space that optimises density.

6.23 Densities should be graduated across the site, allowing the development to respond positively to the site's location, proposed key infrastructure, surrounding settlements, and open spaces; and adding to the distinctiveness and character of the development.



### DG2 - Design Guidance on density

- 1 **Higher densities** should be used along the main movement routes, close to bus stops and adjacent to the Local Centre.
- 2 **Medium densities** should act as a transition between the higher density areas and lower density peripheral areas.
- 3 **Lower densities (30 dph+)** should be used to respond positively to the rural edge of the settlement, using a loose-knit built form that sits comfortably next to open parkland.

## 6 Designing the new community

### The Local Centre

6.24 In line with the Garden Village principles, the development at the Dalton Barracks Strategic Allocation needs to deliver a range of community facilities and local employment opportunities in a walkable, vibrant local centre. Proximity and easy access to a range of local facilities and employment increase the potential opportunities for people to meet and socialise. People-oriented places and streets not only encourage and increase business activity, but also create a place's unique and inviting atmosphere.

6.25 To establish a critical mass of uses and services that will ensure longer term viability and resilience, the community uses should be co-located with retail, homes and local employment opportunities within the local centre.

6.26 The Local Centre should act as a destination with a distinct character and community function, providing a flexible space for community activities and prioritising accessibility for pedestrians, cyclists and those using public transport.



Poundbury, Dorset

## 6 Designing the new community



### DG3 - Design Guidance on the Local Centre

- 1 Co-locate community uses, primary school and other uses including opportunities for local employment in the Local Centre.
- 2 Cluster facilities around a pedestrian friendly high-quality public realm as a focal point with a distinct urban form such as a neighbourhood square, high street, or village green.
- 3 Deliver high-density housing within and around the Local Centre.
- 4 Deliver the Local Centre as the predominant space in a range of inclusive and accessible community spaces that allow a variety of social activities to take place.
- 5 Ensure there is an attractive and highly legible connection between the Local Centre and surrounding parkland using active green corridors.
- 6 Mix uses vertically and horizontally, including, for example, homes above retail/community uses and live/work typologies, where appropriate.
- 7 Design the Local Centre to encourage the use of the primary school as a community resource (under the control of the school's management).
- 8 Prioritise accessibility for pedestrians, cyclists, and those on public transport.
- 9 Incorporate safe and convenient cycle parking at the core of the Local Centre, in locations with good natural surveillance and next to entrances.
- 10 Integrate sufficient car parking and space for servicing to provide convenience and enable passing trade, while not dominating the street scene or encouraging car-use.
- 11 Enable opportunities for multi-functional use, including access for all, for footfall-generating community activities such as markets, events and meeting up.
- 12 Allow flexibility in the layout for the Local Centre to expand.

## 6 Designing the new community

### High quality design and a Distinctive character

#### The value of good design

6.27 Good design is a key aspect of sustainable development and should contribute positively to making better places. New development should create a sense of place and distinct character where people will feel safe and be proud to live and work. The importance of achieving good design in new developments can also contribute towards improving health and well-being, by creating opportunities for social interaction and by making people more active within the community.

6.28 This is re-enforced by National Policy that states that the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve.

#### Distinctive character

6.29 As explained in the National Design Guide, the character of a development comes from a combination of the buildings, streets, and spaces and how people experience them.

6.30 The new development at Dalton Barracks Strategic Allocation must have a positive and distinctive character, with a coherent identity that relates to the special characteristics of the local area and wider district. The scale of the new development should be appropriate and sensitive to its context and informed by contextual analysis. Imaginative solutions to incorporate on and off-site features can give developments a unique character and form the basis of the design rationale.

6.31 The Wootton and St Helen Without Neighbourhood Plan supports development that respects the local character and integrates well with the natural and built surroundings.

The Plan includes an assessment of local character and identifies twelve character areas that should be taken into consideration. The Gozzard's Ford, Shippon and Dalton Barracks character areas are of most relevance to the Strategic Allocation site.

6.32 To deliver this, features of the site should be used to inform the character of the development and where different characters could naturally occur. Every site feature should be considered an opportunity to shape the design, rather than a constraint.

#### The built form and active frontages

6.33 Successful developments are founded on walkable perimeter blocks of different shapes, with active frontages and a well-connected and legible network of streets and spaces with a clear hierarchy.

6.34 Perimeter blocks should respond to the grain of the existing settlements. They should be large

enough to fit adequate amenity space and parking, yet small enough to allow a permeable and walkable street pattern.

6.35 The form and massing of a development can make a significant contribution to its character. The new development at the Dalton Barracks Strategic Allocation should adopt good contemporary design that respects the local context to define the development with its own sense of place.

#### Visual interest and sensory richness

6.36 A diverse and visually attractive public realm and vibrant frontages bring people in and increase activities within and around them.

6.37 As vitality, robustness and visual perception can be affected by the scale of the proposed development, ensure the proposal is of a "human scale" that allows to fully experience the atmosphere of

## 6 Designing the new community


the place, as only at “human scale” detailed articulations of the facades, materials patterns, textures and rhythms can be truly appreciated.


6.38 The building forms used along a street should create rhythm and interest. Subtle variations in the height, width and massing of buildings can add visual interest to the street, making it more attractive and interesting.



### DG4 - Design Guidance on high quality design and distinctive character

#### *Creating a positive and distinctive character*

- 1 Undertake a robust assessment of the form and design of the buildings in the local area and demonstrate how the design and form of the proposed buildings respond positively to this by showing what cues have been translated into the design - the assessment should focus on buildings of high-quality design in the wider context of the site and not solely the nearest buildings to the site.
- 2 Identify on and off-site features at the beginning of the masterplanning process so they can shape the design of the development and deliver a unique character. 

- 3 Deliver a development that is sensitive to its context in terms of scale, massing, and height in a contemporary form - an uplift in scale, massing or height may be appropriate for the Local Centre or areas of higher density housing.
- 4 Work with and respond positively to the existing landscape, topography, and settlement patterns of the neighbouring villages, including views to and from the escarpment of the North Wessex Downs AONB and Boars Hill.
- 5 Demonstrate a truly landscape-led approach with the urban form and layout of the development designed to create a positive relationship between the built form and parkland and meaningful active green connections.
- 6 Deliver soft settlement edges that provide a graduated and positive entrance to the built form by facing properties outwards and not placing side and rear fences next to open space or open countryside.
- 7 Deliver appropriate boundary treatments that reflect the character. 

## 6 Designing the new community



### DG4 - Design Guidance on high quality design and distinctive character

#### *Creating a balanced urban form with visual richness*

- 8 Deliver perimeter blocks of an appropriate size to encourage walkability and create a permeable and legible network of streets.
- 9 Ensure variety throughout the development in:
  - block and plot widths, depths, and shapes.
  - massing, heights, and widths of buildings.
  - architectural features, forms, and patterns.
- 10 Ensure buildings on corner plots address their locations positively by providing a dual aspect design including return materials, details, fenestration, and landscaping to maintain a consistent façade and natural surveillance.
- 11 Create a visually interesting streetscape by providing opportunities for differentiated architectural features, forms, and patterns.
- 12 Create a positive townscape by:
  - Delivering feature buildings with high quality materials and good use of detailing to stand out when in prominent locations such as gateways, key vistas, and corner plots.
  - Emphasising key frontages.
  - Terminating vistas positively and appropriately.
  - Providing a sense of enclosure appropriate to the street hierarchy that achieves a human scale.
- 13 Ensure the development includes contemporary design that incorporates a variety of high quality and durable materials.
- 14 Ensure a high-quality and diverse soft landscape to support biodiversity, biosecurity, seasonality and sensory richness.





## 6 Designing the new community

### DG4 - Design Guidance on high quality design and distinctive character

- 15 Position windows and doors to provide direct access to streets and roads.
- 16 Maximise 'front to front' and 'back-to-back' spatial arrangements within the block and plots.
- 17 Ensure public and private spaces are clearly defined and provide sufficient space to allow residents their privacy.
- 18 Ensure non-residential and community uses are located on the ground floors in the Local Centre to provide passive overlooking.
- 19 Ensure a high level of natural overlooking into the public realm.
- 20 Deliver public art to add visual interest and sensory richness to the public realm.



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## 6 Designing the new community

### Public open spaces and green infrastructure

6.39 Well-designed and well-landscaped public open spaces not only provide one of the best platforms for social interactions, but also soften and enrich the visual appearance of the surrounding area.

6.40 Multifunctional public open spaces play a crucial role in improving long-term sustainability, resilience and assist in addressing current climate change issues.

6.41 The development at the Dalton Barracks Strategic Allocation must be landscape-led with a design that is founded on a network of open spaces that form an integral part of the development and are located where existing and new residents can access them easily. It must also deliver at least 30 hectares of parkland that is designed to provide an alternative location to the Cothill Fen SAC and naturally directs the community and visitors away from the locally designated areas.

6.42 There should be a wide range of different types of public open space through the development, including a neighbourhood park, active green corridors, and pocket parks that are attractive and accessible to a diverse range of people. The Local Centre should also include a public open space for community events – for example a market.

6.43 A Sustainable Drainage System (SuDS) must be delivered as an integral part of the development's open space network and should be designed into the development from

the outset with features such as: wetlands, basins, ponds, scrapes, swales and retention planters (rainwater gardens), combined with good landscaping to make a positive contribution to the biodiversity, character and appearance of the development.

6.44 A landscaped edge should be delivered on the eastern edge of the site, to help physically and visually separate the new development from the village of Shippon. However, it is imperative that the landscape does not act as a barrier between the new and existing communities and that clear, active, green connections for pedestrians and cyclists are provided between the new and existing communities.

6.45 All landscaping should be designed and delivered in coordination with all other above and below infrastructure, including utilities, lighting, visibility splays, highway layouts, drainage, etc. to avoid any conflict that would undermine the integrity of the design.



Great Western Park, Didcot

## 6 Designing the new community



### DG5 - Design Guidance on public open spaces and green infrastructure

- 1 Deliver a wide range of different types of public open spaces throughout the development that attract a diverse range of people.
- 2 Provide a park within a 5-minute walk of every single home, to deliver a healthy and walkable neighbourhood.
- 3 Ensure the public spaces are safe and accessible to all.
- 4 Ensure the public spaces are flexible in use, with adequate levels of overlooking to maximise natural surveillance.
- 5 Design the streets (carriageways, footways, cycleways and verges) to be wide enough, so they can become social places where a variety of activities and community interactions can take place.
- 6 Deliver a high-quality soft landscape that would provide biodiversity, biosecurity, seasonality and sensory richness.



- 7 Provide a variety of tree species, shrubs, and planting both native and ornamental.
- 8 Deliver comprehensively designed and well-incorporated SUDS.
- 9 Ensure that location, scale, and shape of public open spaces provides the flexibility to allow for future improvements and does not create unnecessary conflicts between the users and residents.
- 10 Ensure the proposed planting and the necessary services (streetlights/drainage/sub-stations) are coherently designed from the outset.
- 11 Provide high-quality and robust seating spaces, street furniture and street lighting.



Great Western Park, Didcot

## 6 Designing the new community

### Street Design

6.46 Streets and spaces are the public face of our towns and villages where people walk, meet, rest, and interact. They are also often the most permanent features of our built environment. An attractive public realm enhances people's quality of life and the perception of a place.

6.47 The quality of our streets and spaces can be undermined by overly engineered traffic solutions. Natural solutions are often far more attractive. These include narrowing down the carriageway, using planting and build outs to incorporate street trees, incorporating on-street parking, changing colours and materials, shared surfaces, varying the alignment of the vehicular routes and using tight junction radii, where appropriate. Opportunities to incorporate Sustainable Drainage

Systems into street designs should also be explored and used imaginatively to provide unique features that help identify a specific order of street or signal an important route through a site.

6.48 The development at Dalton Barracks Strategic Allocation must create a pedestrian and cycle orientated environment, with reduced car dependency and convenient access to public transport modes, within walking distance.

6.49 To create a highly accessible and well-connected built environment that encourages and increases walkability and cyclability, it is vital to deliver a safe, visually attractive, legible, and pedestrian and cycle orientated street network.

6.50 As part of the masterplanning process a 'movement strategy' should be prepared setting out a plan of action for all elements of the development's movement system, including walking, cycling, public

transport, driving and parking. The movement strategy should inform the detailed street design and is an effective tool for supporting and explaining elements of this.

6.51 A plan and sections should be prepared showing the features of each street/order of street and how they work together to create different types of social spaces, including appropriate trees, soft landscaping and street furniture. This should be based on an assessment of street definition and enclosure in the local area.

6.52 Specific design standards, more information on and examples of street types can be found in Oxfordshire County Council's Street Design Guide.



Tadpole Garden Village, Swindon

## 6 Designing the new community



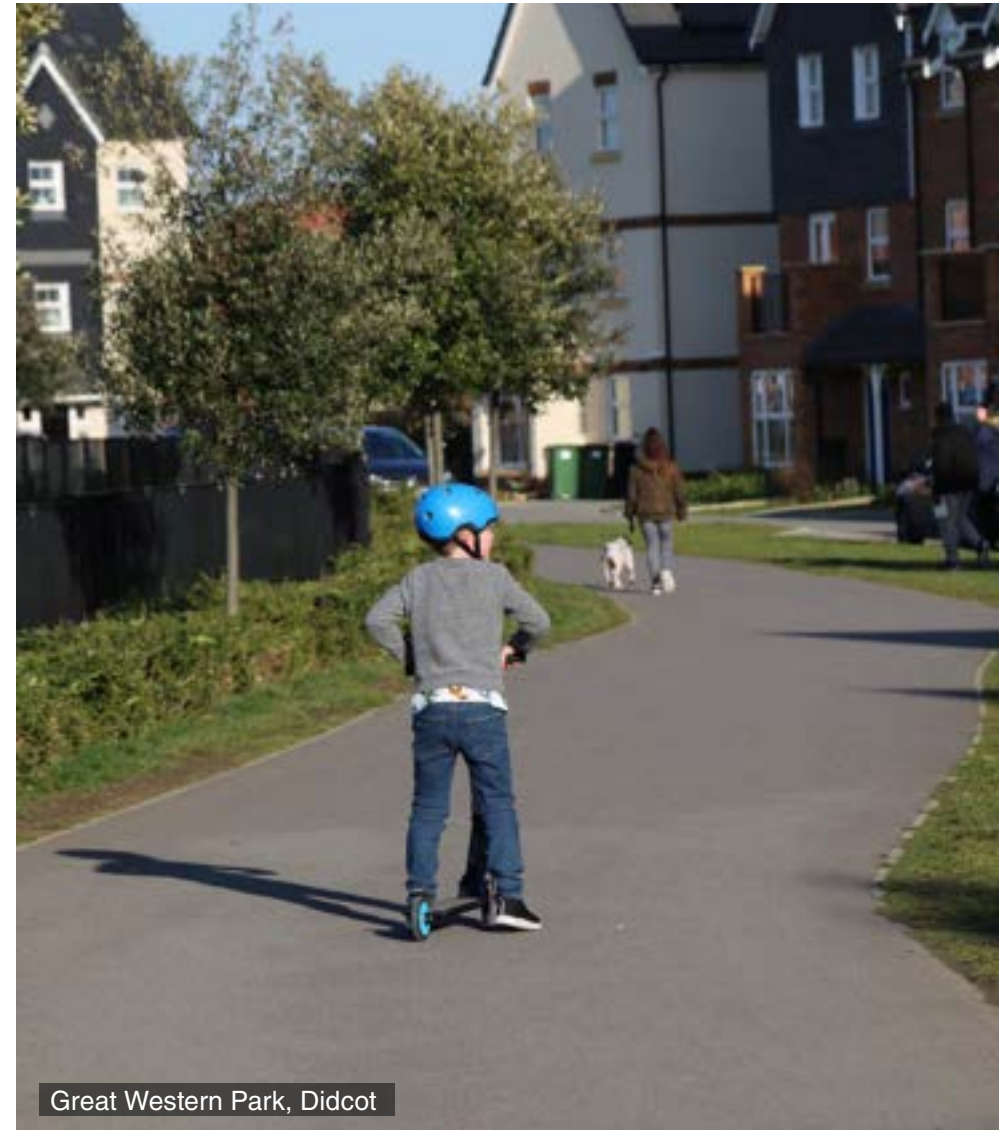
### DG6 - Design Guidance on street design

- 1 Design streets as social spaces with the needs of pedestrians, cyclists and public transport users put above the needs of the motorist.
- 2 Ensure high-quality cycleways across the site are designed from the outset of the masterplanning process.
- 3 Deliver a safe, comfortable, interesting, and purposeful network of pedestrian pathways through the development.
- 4 Ensure bus routes are wide enough to accommodate bus passengers and stopping points without conflicting with on-street parking.
- 5 Route buses through higher density residential areas and provide bus stops within 400 metres of all homes.
- 6 Design streets that are legible and easy to navigate.
- 7 Design residential streets to a maximum of 20mph and integrate natural methods of traffic calming into the street design.
- 8 Provide wide and accessible pavements with adequate seating spaces along them.
- 9 Provide a high-quality soft landscape along the main transport corridors and residential streets.
- 10 Deliver a range of sizes and regularly spaced trees corresponding to the nature and hierarchy of the street.
- 11 Use a Landscape Strategy to identify appropriate trees and soft landscaping for each street type, ensuring that the tree and plant species selected are appropriate for the location and that sufficient space is provided to allow root and canopy growth.
- 12 Ensure the proposed planting and the necessary services (streetlights/drainage/sub-stations) are coherently designed from the outset.
- 13 Provide places to sit and rest.
- 14 Design routes to encourage natural surveillance, with streetscapes designed to prioritise safe walking and cycling routes.

## 6 Designing the new community

### ➤ DG6 - Design Guidance on street design

- 15 Ensure the streets, footpaths and cycleways are well-lit during the night using a variety of heights and shapes of streetlights and avoiding light pollution or glare to neighbouring properties.
- 16 Use a Movement Strategy to inform the detailed street design and to ensure that the design of a street reflects its order in the street hierarchy.
- 17 Keep the amount of street furniture to a minimum, to reduce street clutter, and be simple, high quality, well-designed, robust and in keeping with its setting.
- 18 Deliver inclusive street design for all users that carefully considers the safety and comfort of users experiencing different forms of disability or impairment, both physical and mental.
- 19 Use natural solutions, such as tree planting, where bollards are required.



Great Western Park, Didcot

## 6 Designing the new community



## 6 Designing the new community

### Car and cycle parking

6.53 To create a safe and visually interesting environment, that is not dominated by cars, a balanced approach to achieve convenient parking close to homes (whilst reducing the dominance of car parking on the street scene) must be adopted from the outset of the masterplanning process.



### DG7 - Design Guidance on car and cycle parking

#### *Cycle Parking*

- 1 Space should be made available within new development for parking of bicycles in accordance with the Council's cycle parking standards.
- 2 Wherever possible, cycle storage should be accommodated within each plot, within the dwelling, a garage or outbuilding.





## 6 Designing the new community



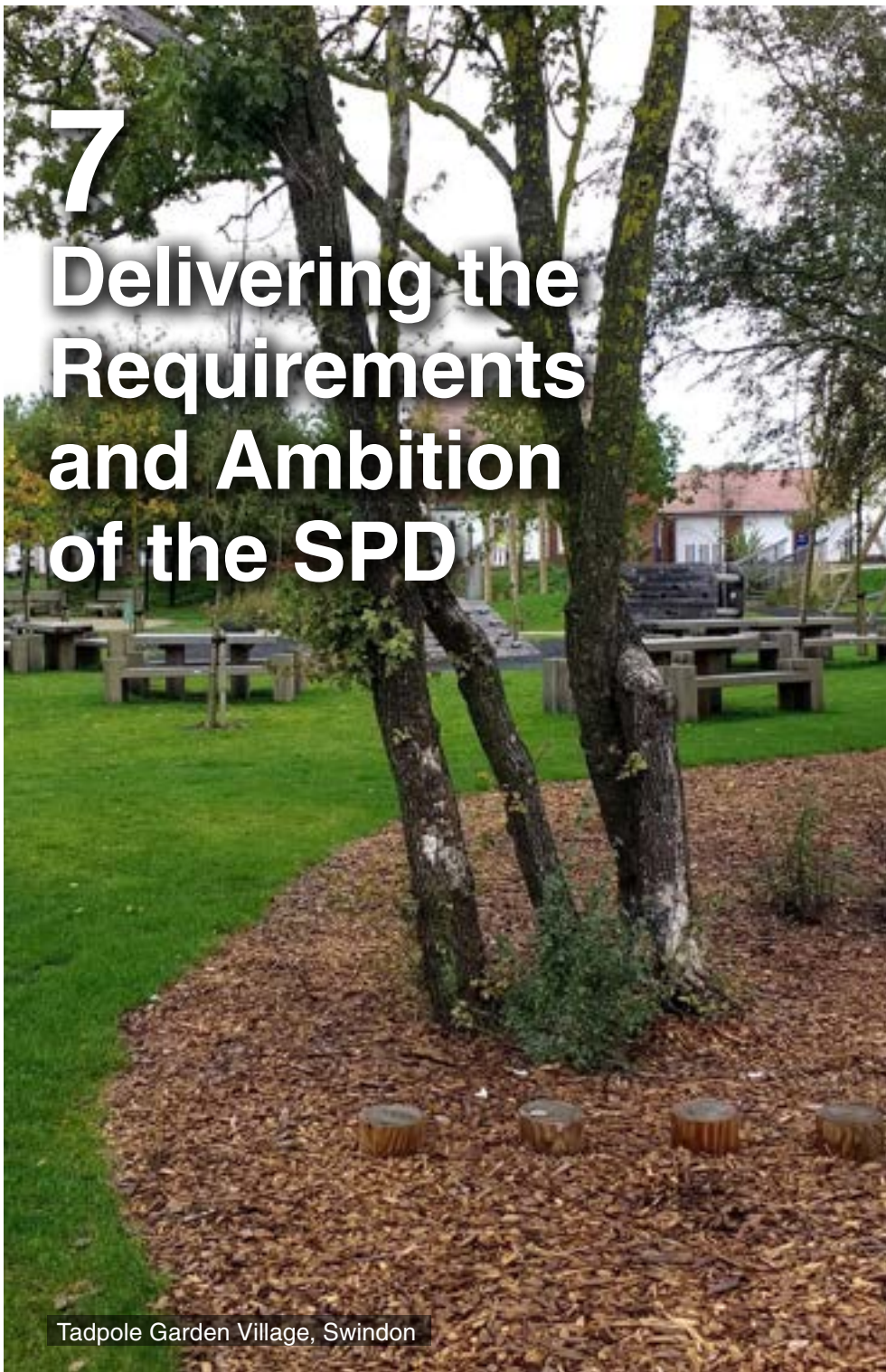
### DG7 - Design Guidance on car and cycle parking

#### *Car Parking*

- 3 The quality of the street should be paramount in designing parking spaces into the street. The inclusion of landscaping should be integral to the design of the street.
- 4 Lines of on-street parking spaces should be broken up into blocks of a maximum of 4 bays, separated by kerb buildouts. This allows pedestrians to cross the road without visibility being blocked and for trees to be planted or other street furniture placed to minimise the visual impact of parking.
- 5 In wider streets and avenues, small groups of parking spaces can be provided at right-angles to the carriageway and set within a framework of planting.
- 6 Visitor parking should be sought on street.
- 7 Avoid large amounts of frontage parking (off-street parking spaces located directly in front of a property) and allow sufficient space for adequate planting breaks.
- 8 Parking options to the rear of blocks in rear parking courts should only be considered when on-street and on-plot options have been exhausted.
- 9 Where parking squares are proposed, they should be designed as attractively landscaped, safe public spaces which are appropriately overlooked by development.
- 10 Where larger parking areas are required, they should be punctuated by careful landscape design. This could include trees, low growing planting and varied porous surface materials.
- 11 On-street parking for residents provides convenient spaces adjacent to properties and adds to the activity of the street and natural surveillance.
- 12 On-street car parking also avoids vehicle crossovers on the pedestrian footway.
- 13 Car parking should be designed to ensure that inappropriate ad-hoc parking does not have a detrimental impact on walking, cycling, and public transport provision.
- 14 Electric vehicle charging infrastructure should take account of the standards set out in the Oxfordshire Electric Vehicles Infrastructure Strategy and any related documents.
- 15 The future use of parking spaces should be taken into account (possible future decline in ownership levels) and the design should allow for the re-purposing of spaces that are no longer required.

# 7

## Delivering the Requirements and Ambition of the SPD



Tadpole Garden Village, Swindon



## 7 Delivering the requirements and ambition of the SPD

7.1 This SPD relates to the 1,200 home mixed-use allocation within the Vale of White Horse Local Plan, Part 2 (LPP2) and is a material consideration for any planning application made at that site.

7.2 Any development must be in accordance with Core Policies 8a and 8b of LPP2 and the Site Development Template located in Appendix A of LPP2 (reproduced at Appendix 1). There are many more policy requirements within both the Local Plan and Neighbourhood Plan that relate to development in general that must also be complied with. The Development Plan, which includes the Local Plan and Neighbourhood Plan, needs to be considered as a whole. There must be a comprehensive approach to masterplanning and this will need to be demonstrated by any application for development.

7.3 The Garden Village site has an overall capacity of around 4,500 homes, plus supporting land uses. Although this SPD can only plan for the allocated site, it does not

preclude, nor predetermine, the outcome of any future plans that are worked up for the wider MOD site covering a larger area or a different scale of development. Any planning application made for development which is outside the scope of the development allocated in the Local Plan will be determined on its own merits taking account of all relevant material considerations. If more than the 1,200 homes are proposed, the impact of this will need to be fully considered and alternative solutions may need to be identified based on the number of homes proposed. This SPD should continue to be given due

weight as a material consideration in the determination of any application associated with the Dalton Barracks Strategic Allocation site.

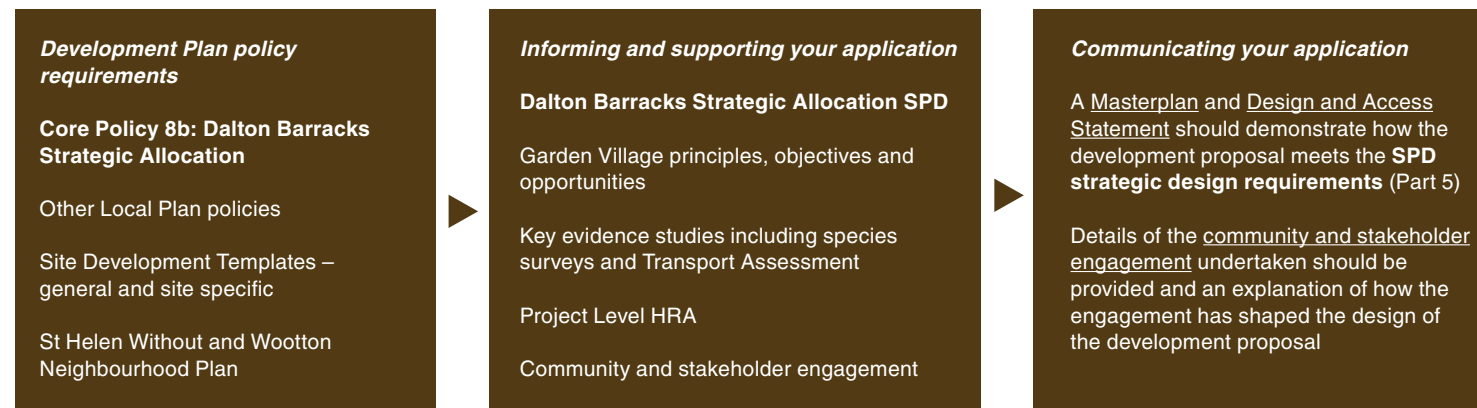
7.4 Any application for development at the site will need to submit a design strategy comprising of a masterplan and Design and Access Statement. These should be sufficiently detailed. The masterplan and Design and Access Statement will need to demonstrate how the strategic design requirements set out in Part 5 have been met and how these achieve the Vision set out in Part 2.

7.5 Engagement with the local community is vital and should be undertaken from the outset of the masterplanning process, pre-application. Details of the

engagement undertaken, the outputs and how these have shaped the design of the development should be set out to support any application for development.

7.6 The success of the development at the Dalton Barracks Strategic Allocation will depend on the timely delivery of the infrastructure required to support it. The Infrastructure Delivery Plan sets out the anticipated Infrastructure requirements for the Dalton Barracks Strategic Allocation. As part of the planning application process, a delivery programme and commitment to directly deliver specific items of infrastructure and make contributions to other items will be agreed and required as part of a S.106 legal agreement.

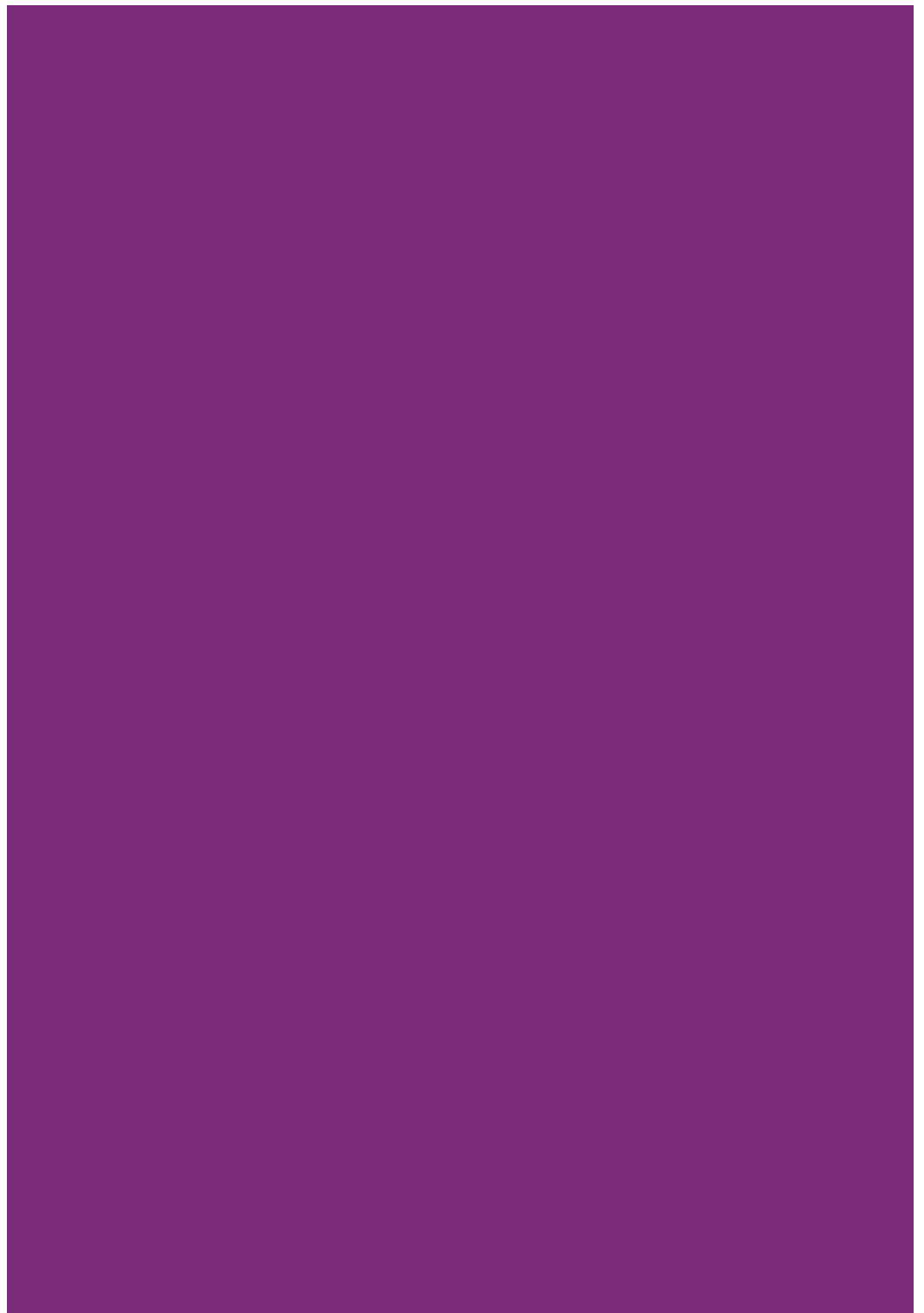
Figure 7.1: How the SPD fits into the policy context and planning application process



# Appendix 1



Daws Hill, Buckinghamshire



### Appendix A: Site Development Templates

#### 1. Introduction

This section sets out the Site Development Templates for the additional sites allocated for housing development in the Local Plan 2031 Part 2. The Site Development Templates identify key objectives for each site and set out requirements relating to issues such as infrastructure provision, urban design, green infrastructure, ecology, flood risk and drainage.

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

**Core Policies 8a (Additional site allocations for Abingdon-on-Thames and Oxford Fringe Sub-Area)** and **15a (Additional site allocations for South East Vale Sub-Area)** explain that the additional allocations will be brought forward through a master planning process involving the community, Local Planning Authority, the developer and other stakeholders. The Core Policies go on to state that the sites should meet any requirements set out in the Site Development Templates.

In bringing forward the additional housing sites, the Council will expect to see high quality developments, in accordance with the National Planning Policy Framework and **Core Policies 37** and **38**, that are sustainable in the long term, and that integrate with and contribute to the existing settlement(s).

In order to achieve this, we will expect every application for the additional housing sites to be accompanied by:

- a Masterplan which identifies the vision for the development and sets out a clear description of the type of place that will be created
- a detailed Design and Access Statement that sets out the vision for the site and demonstrates a commitment to creating a successful place, with well-designed new homes and supporting infrastructure
- an Infrastructure Schedule that sets out the planned infrastructure, including green infrastructure, for the scheme and how it will be delivered
- a Development Delivery Agreement which shows the proposed programme of house building, and demonstrates the number of homes the development will contribute to the district's five year housing land supply, and

## Appendix 1: Site Development Template from LPP2

- a Statement of Community Involvement that sets out how the Parish Council and other local organisations have been involved in the master planning process.

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

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

Where there is agreement between the local community and site promoters, the Council will seek to be flexible in how the sites are delivered, providing the additional housing requirement is met and urban design principles and infrastructure provision is not compromised.

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

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

## Appendix 1: Site Development Template from LPP2

### 2. General Requirements for All Housing Site Allocations

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

#### Key objectives:

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

#### Utilities:

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

#### Access and highways:

- Create a permeable road network within the site with clearly defined route hierarchies.
- Contribute towards public transport.
- Connect to existing footpaths, cycleways and Public Rights of Way (PRoW) wherever possible to enhance permeability and connectivity, including to public transport where appropriate.
- Safeguard PRoW.
- A Transport Assessment should be submitted with a planning application to identify the measures that will be taken to adequately mitigate or compensate for any harmful transport impacts (**Core Policy 35**).

#### Social and community:

- Contribute towards education capacity (early years, special education needs, primary and secondary).

## Appendix 1: Site Development Template from LPP2

- Provide public open space and recreational facilities in accordance with the requirements of the Infrastructure Delivery Plan (IDP).
- Contribute towards health care, leisure provision, and other community services and facilities where appropriate, in accordance with the requirements of the IDP.
- A Health Impact Assessment that identifies and takes account of the health status and needs in the area and provides information about how to improve health and well-being.

### **Urban design principles:**

- Design of development should enable a high degree of integration and connectivity between new and existing communities.
- Green Infrastructure should be part of the design process leading to connected Green Infrastructure both within the development and to Green Infrastructure on neighbouring sites.
- Housing should be designed to a density that is appropriate for the location.
- Development should make a positive contribution towards local character and distinctiveness.

### **Environmental health:**

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

### **Biodiversity:**

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

### **Landscape considerations:**

- Landscape and visual impact assessment or appraisal (LVIA) will need to be undertaken. The LVIA should inform the site design, layout, capacity and mitigation requirements.
- A Landscape Strategy should be submitted with a planning application (**Core Policy 44**).



## Appendix 1: Site Development Template from LPP2

### **Flood risk and drainage:**

- A Flood Risk Assessment / surface water drainage strategy, based on information available in the Council's Strategic Flood Risk Assessment and liaison with the Environment Agency, will need to support a planning application (**Core Policy 42**).
- Sustainable Urban Drainage (SUDs) principles and methods should be used to drain the surface water from the development. SUDs features should be designed and managed to also provide ecological and water quality benefits.

### **Historic environment and cultural heritage:**

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

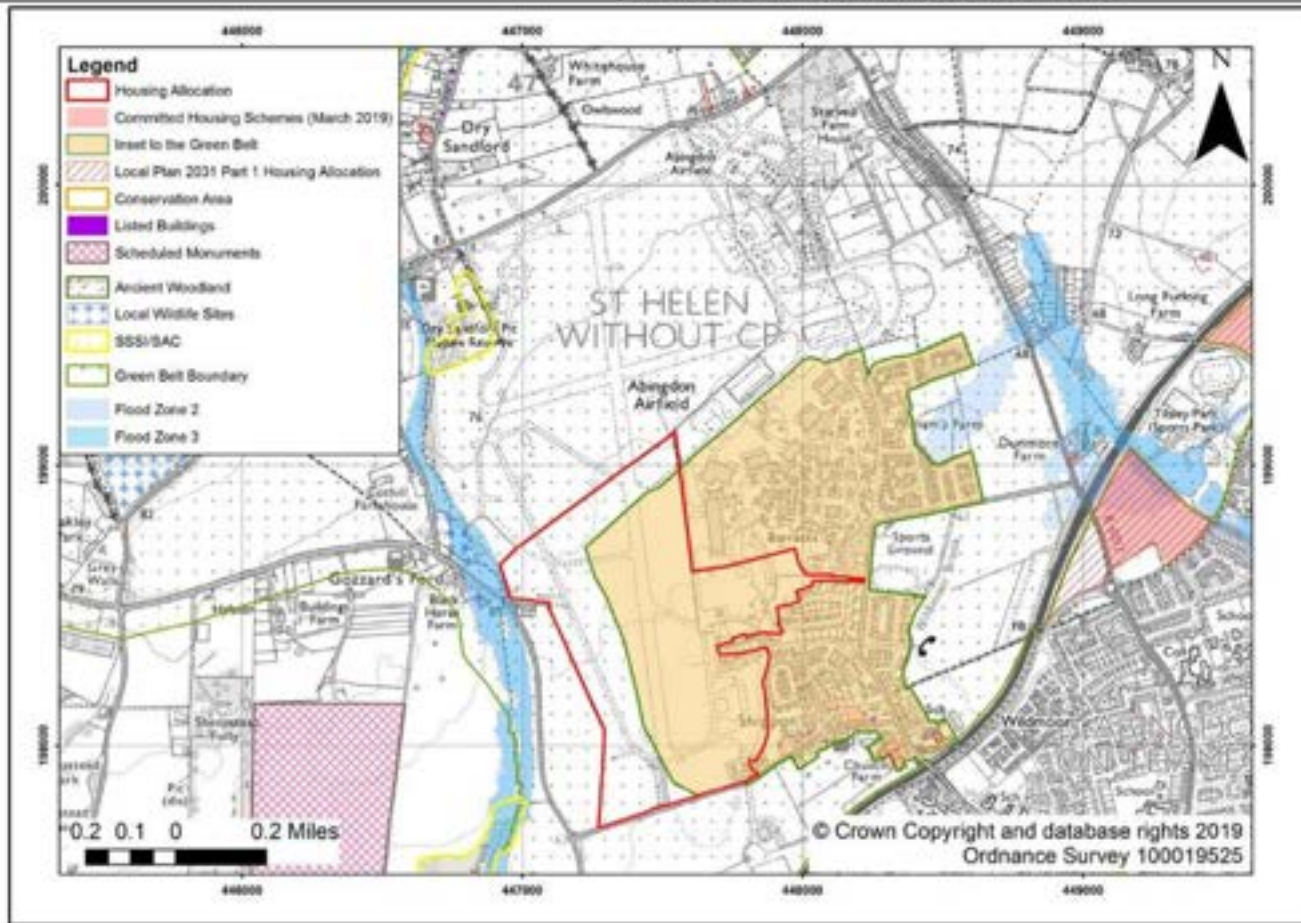
# Appendix 1: Site Development Template from LPP2

## 4. Abingdon-on-Thames and Oxford Fringe Sub-Area

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

**Dalton Barracks (Shippon) (76.72 ha)**

**Housing Allocation**  
Around 1,200 dwellings up to 2031



## Appendix 1: Site Development Template from LPP2

### Dalton Barracks (Shippon)

#### Site Specific Requirements:

##### Key objectives:

- To deliver an exemplar, sustainable, mixed use community that reflects Garden Village principles and follows a comprehensive approach in accordance with **Core Policy 8b: Dalton Barracks Strategic Allocation** and Supplementary Planning Document for Dalton Barracks.
- To make effective use of land, by materialising the re-use of land that has been previously developed upon (brownfield).
- To avoid all direct and indirect impacts to Cothill Fen SAC, Dry Sandford Pit SSSI, Barrow Farm Fen SSSI and Frilford Heath ponds and fen SSSI.

##### Urban design principles:

- The site's masterplan should be developed in accordance with **Core Policy 8b** and follow a comprehensive development framework approach in accordance with the Supplementary Planning Document, when adopted.
- The site's masterplan should ensure infrastructure requirements, including Green Infrastructure, are considered from the outset.
- The development of the site will be informed by a comprehensive approach to masterplanning, and additional guidance will be provided through the preparation of the Supplementary Planning Document.
- The masterplan should ensure any development on land that is retained within the Oxford Green Belt, are compatible uses within the Green Belt, in accordance with **Core Policy 13 and 13a: Oxford Green Belt, from Local Plan 2031 Part 1 and 2**.
- Proposals for buildings and structures will not unacceptably harm the character and appearance of the surrounding area, taking into account their location, scale, bulk and height.

##### Utilities:

- Upgrades to the sewer network may be required ahead of occupation.

## Appendix 1: Site Development Template from LPP2

### **Access and highways:**

- The occupation of dwellings on the site will not begin prior to (1) the completion of the upgrade to Frilford Junction unless an alternative phasing plan is agreed with the County Council and (2) satisfactory air quality mitigation for Marcham.
- The development should be in accordance with and meet the requirements of a travel plan for the site to make necessary contributions in order to implement sustainable transport initiatives, including minimising car usage and increasing the use of public transport, walking and cycling.
- Access to the A34 should be investigated, along with cycle/ pedestrian access to proposed Park and Ride sites at Lodge Hill and Cumnor.
- Provide a network of safe and attractive walking and cycling routes connecting with the surrounding area.
- Contribute to infrastructure improvements as required through a transport assessment which may include proposed park and ride sites, a bus lane on the A34, cycle bridges, Frilford Junction upgrade, roundabout at Barrow Road/unnamed road, roundabout at unnamed road/Marcham Road, traffic signals at Marcham Interchange and measures to reduce the impact of vehicle traffic in villages.
- Contribute to bus frequency enhancements through the site to premium route standard with associated infrastructure enhancements ensuring high frequency services to Abingdon-on-Thames and Oxford.
- Contribute towards new high-quality bus services to major employment sites if possible at Milton Park, Harwell Campus and Culham Science Centre.
- Retain, improve and/or appropriately divert existing public footpaths, and byways, unless otherwise specifically agreed.
- Consider provision of new access, including cycle routes and a bridleway within the parkland.
- Undertake project level HRA to include transport and air quality assessments to consider the impact on Cothill Fen SAC.

### **Social and community:**

- Contribute towards improvements to the existing healthcare and other community facilities in the area.
- A new two form entry primary school with nursery provision will be required on site. This should be provided on 2.2 ha of land and be considered through the masterplanning of the site.
- Contributions will be sought towards appropriate secondary school provision for the area in Abingdon-on-Thames.

### **Environmental health:**

- Undertake contaminated land investigations and set out proposals to adequately mitigate the issues that arise to ensure that the land is safe and suitable for the intended use.

## Appendix 1: Site Development Template from LPP2

- Ensure there are no adverse impacts on the water quality or quantity entering Cothill Fen SAC which is located a short distance to the west.

### **Landscape considerations:**

- The development should be in accordance with and make necessary contributions to a comprehensive landscape plan for the site, informed by a Landscape and Visual Assessment, and incorporating parkland of at least 30 hectares to be located on the western and northern sides of the site.
- Retain, where possible, onsite mature trees.

### **Biodiversity and Green Infrastructure:**

- Proposals should demonstrate that there would be no adverse impact on Cothill Fen SAC, Dry Sandford Pit SSSI, Barrow Farm Fen SSSI and Frilford Heath ponds and fen SSSI.
- Recreational impacts on Cothill Fen SAC and neighbouring SSSIs should be assessed and used to inform on-site mitigation through the provision of significant alternative natural greenspace (in the form of parkland of at least 30 hectares). This mitigation should be considered alongside potential infrastructural improvements within the SAC.
- Ensure there are no adverse effects in relation to the water quality of two nearby sites, situated along Sandford Brook (downstream): Barrow Farm Fen SSSI; and Gozzards Ford Fen Local Wildlife Site.
- Consideration should be taken of the Priority Habitat – Deciduous Woodland along Sandford Brook and in the north-west corner when designing the connected Green Infrastructure for the site.
- Ensure there is a wildlife buffer between the Sandford brook and the development of at least 10 metres
- Consideration will be taken, where appropriate, to mitigate against any adverse effects on other priority habitat species, as identified through survey work and provide an additional plan to address invasive non-native species.

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