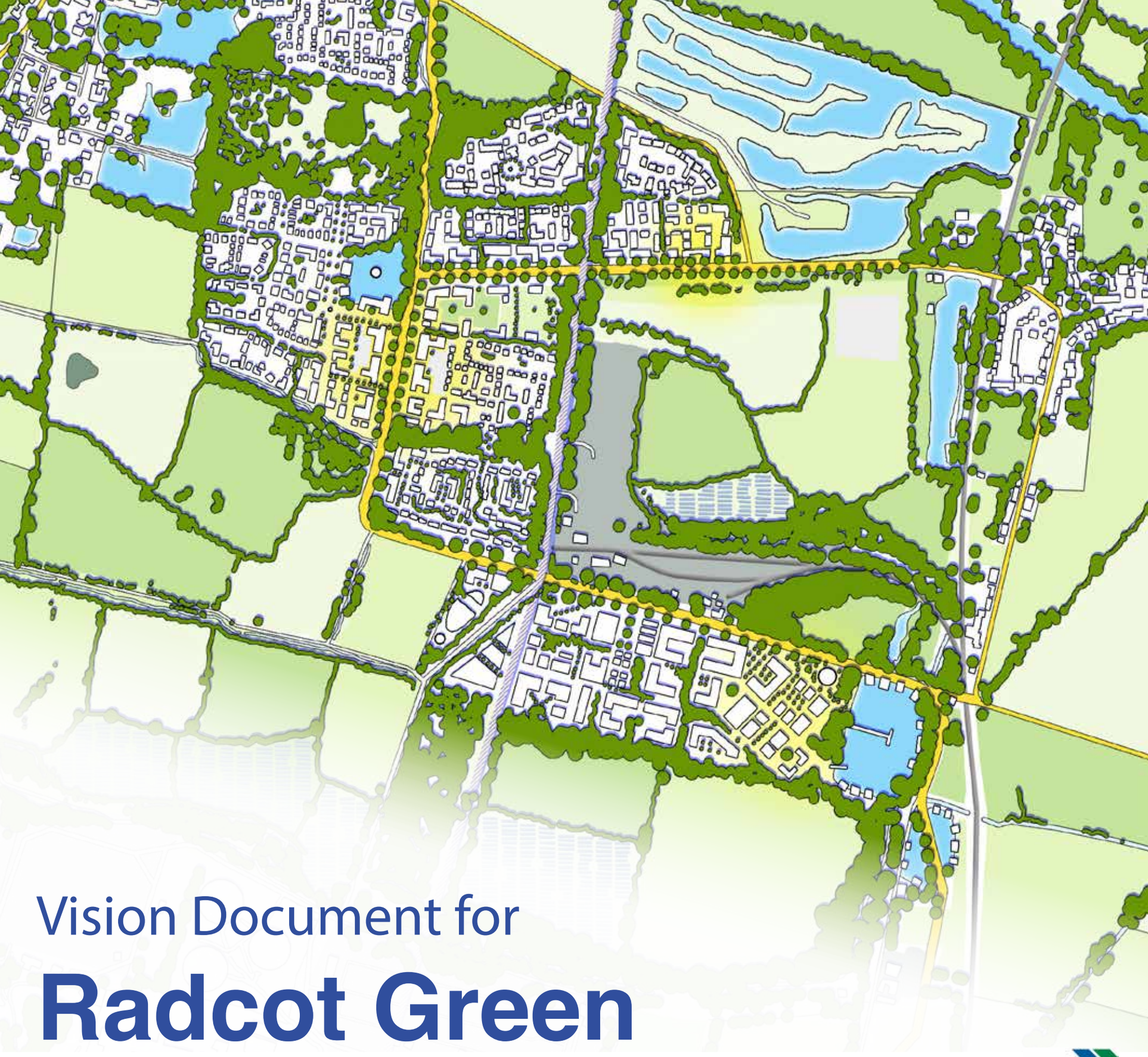

Vision Document for

Radcot Green

westwaddy

FCC Environment

Design Team

PREPARED BY

LEAD CONSULTANT + PLANNING + URBAN DESIGN

westwaddy

FOR

DEVELOPER/ HOUSE BUILDER

FCC Environment

Contents

1 The Vision

1.1	Vision	02
1.2	Objectives	05

2 Planning Context

2.1	Overview	08
2.2	Planning Policy	12
2.3	Didcot Garden Town	20
2.4	Sustainable Development	22

3 Context

3.1	The Site in Context	26
3.2	Technical Considerations	30
3.3	Technical Summary	40

4 Design

4.1	Development Concept	42
4.2	A Historic Led Concept	44
4.3	Design Development	46
4.4	The Masterplan Concept	48
4.5	The Masterplan	50
4.6	Residential Typologies	53
4.7	Urban Design Principles	55
4.8	Phasing	57

5 Conclusion

5.1	Conclusion	62

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Aerial view of the site looking north from the former Didcot Power Station towards Appleford

The Vision

1.1 Vision

We are delighted to present this Vision Document setting out **our Vision for the future of FCC's land holding at Sutton Courtenay** and its fantastic capacity for **delivering new homes, a science park and recycling hub** for the Vale of White Horse District.

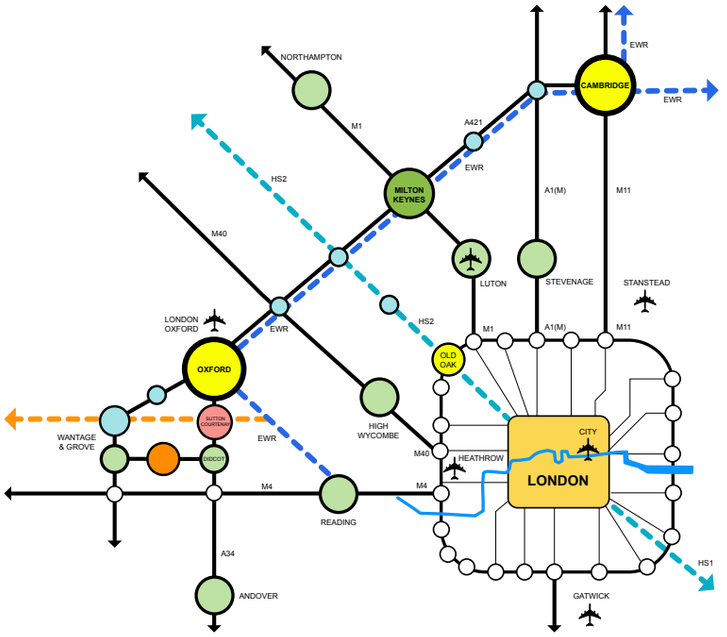
In this vision document, we focus on a **strategic and unconstrained development opportunity** on land to the east of Sutton Courtenay and to the north of Didcot - situated within the South East Vale Sub-Area, which is part of the Science Vale area.

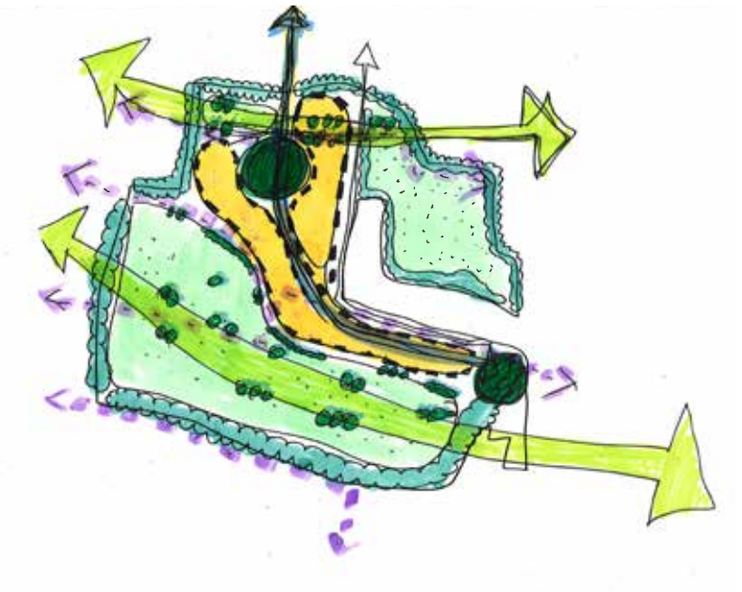
Science Vale is key to the delivery of the Vale of White Horse District Council's Local Plan Spatial Strategy - it is where 57% of district's housing requirement and 70% of the projected jobs will be located within the Plan period up to 2031.

The Science Vale is one of the key areas set out within the **Oxfordshire Strategic Economic Plan** and is the focus of significant investment to create jobs and provide much needed new housing. The **Oxford and Oxfordshire City Deal** announced in 2014 will continue to unleash a new wave of **innovation led growth** by maximising the area's world class assets. The Science Vale employment sites are central to the City Deal programme and the area is benefiting from part of a **£95 million** Government investment for Oxfordshire.

The Science Vale houses a number of significant employment sites, including **Enterprise Zone sites at Harwell Campus** and **Milton Park**, and forms the southern end of the Oxfordshire 'Knowledge Spine'; one of the most important and **significant growth corridors** in South East England.

Housing and infrastructure delivery will help to **unlock the area's potential** for economic growth and this forms a key strand of the Council's 'spatial strategy'.





1 Radcot Green

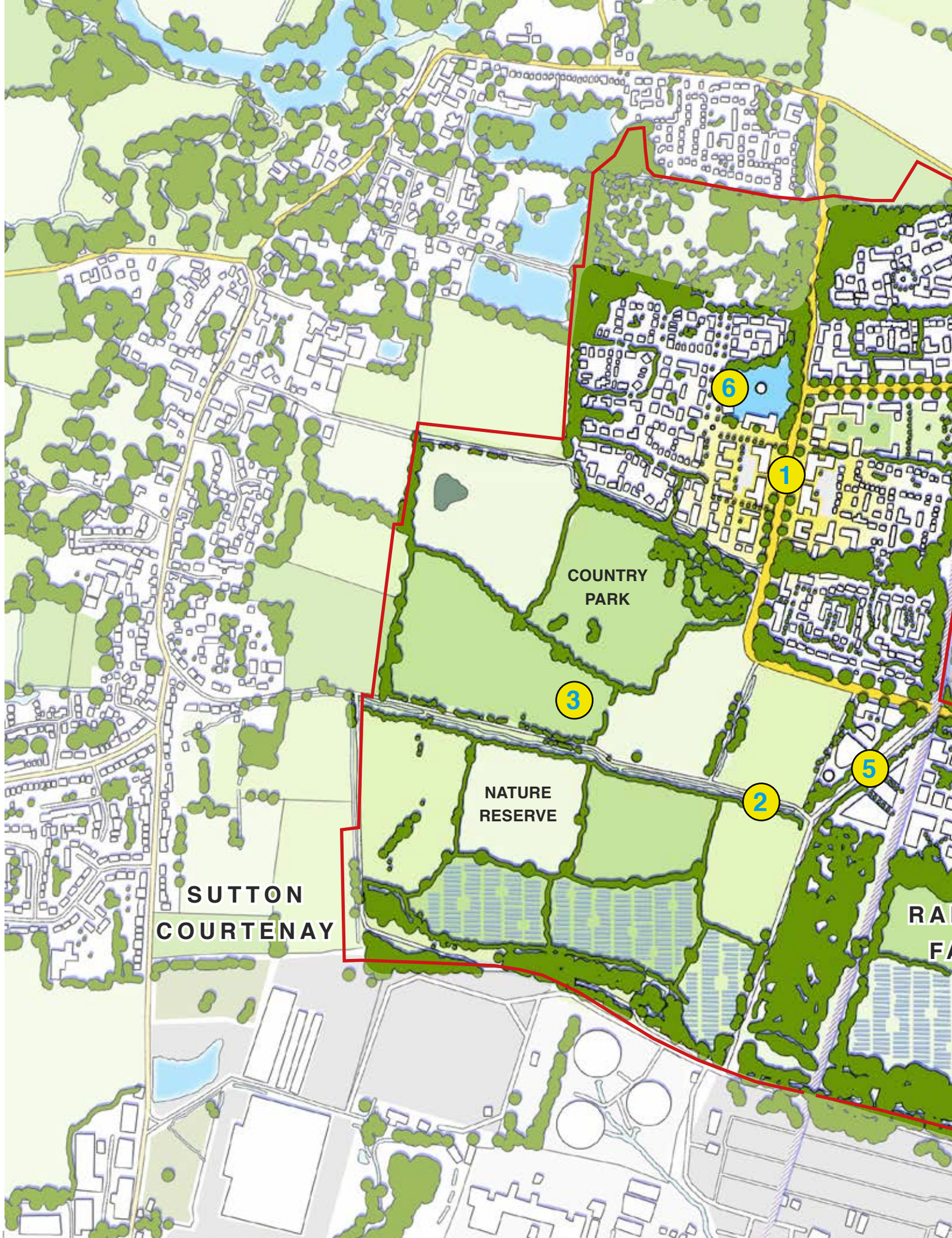
2040 - a contemporary and sustainable new settlement providing up to between 2000 and 2500 new homes on brownfield land (which is not landfill) supported by a village centre providing the potential for healthcare, education, local shops, over 55's apartments, a public house and micro brewery, community facilities & a two form entry primary school.

2 Connectivity

The site is very well situated in a location of high connectivity. A number of footpaths, bridleways, byways open to all traffic and historic tracks run across the site and connect the site into the surrounding network of villages. These routes will be connected, enhanced and made safe and desirable to encourage more walking, cycling as well as connectivity to the nearby railway stations.

3 Landscape Amenity

The site ownership offers a fantastic amount of public open space. Much of the land designated as amenity in the masterplan is restored landfill which has been restored back to a natural character in order to offer areas which can become country parks, nature reserves , community green spaces and ponds suitable for leisure and recreation.



4 Radcot Farm

Radcot Farm is a high-tech commercial campus which supports business, encouraging manufacture, creativity, research, production, communications and new technologies. The commercial zone allows for evolving technologies such as aquaponics and industries relating to the existing site uses and green energy generation. It is important that this concept is continued on site, reflecting the heritage .

5 Sustainability

Sustainability is key on this site. The site has been well used in its past, with gravel extraction and landfill dominating the red line area. In the masterplan, only landscape areas are planned for previous landfill. Development brings the chance to deliver a special place which builds upon the rich heritage of the site.

6 Community

Radcot Green and Radcot Farm offers the chance to promote a new community unlike any other. The generation of Radcot Farm as an important green energy and business hub brings with it innovation, jobs and opportunities. New homes and community facilities at Radcot Green must be provided to create a holistic community.

The key objectives of this proposed vision are listed below:

- Focus significant **sustainable growth** within the Science Vale area in a **Smart City** concept, promoting sustainable development through **innovation**;

- Support the continued development of Science Vale to create an **internationally significant centre for innovation** and science based research and business;

- Direct growth to **the most sustainable locations within the district**, ensuring development is **integrated** with and respects the built, natural and historic heritage - creating attractive places in which people want to live, as well as being supported by a range of services and facilities;

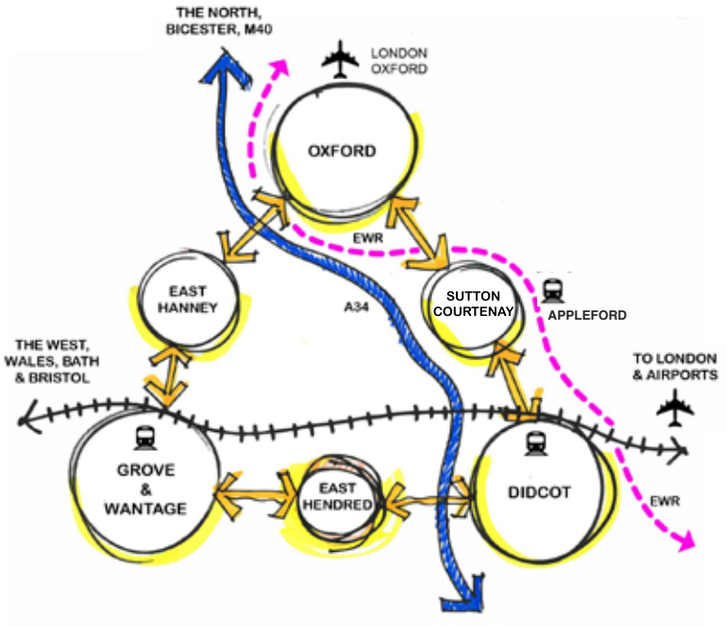
- Reduction in the need to travel and **promote sustainable modes of travel;**

- Ensure new development is accompanied by timely and **appropriate infrastructure delivery** to secure **effective sustainable transport choices** for residents and businesses;

- Maintain and **improve the natural environment:** biodiversity, landscape, green infrastructure and waterways, and;

- Ensure all new development achieves **high quality design standards** and conserves and enhances the natural, historic, **cultural and landscape assets** of the Vale of White Horse.

- Enhance and restore an area of land that can be turned from a working and industrial landscape to an **attractive and accessible landscape**, over and above the consented minerals and waste scheme.



1.2 Objectives

The vision for Radcot Green will deliver:

- A strategic green energy **business 'Hub' will invest in technology, communications** and the knowledge economy;
- Accordance with the current and future **housing needs of the Vale of White Horse** and will serve the future of Oxfordshire;
- This will be an **exemplary place** where people want to live, work, learn, play and stay;
- The proposed development will **improve the local economy**; providing up to between **2000 and 2500 new homes** which will include a mix of different homes and tenures for workers and their families within the Science Vale and beyond;
- The development will benefit from **good public transport provision** with excellent communication links to Oxford, key **employment sites**, Didcot Garden town, and beyond;
- **Open space, leisure, education and cultural** facilities will be provided for future residents and the wider community;
- **Key strategic cycle and footpath highways** to employment areas, and biodiversity enhancements will be provided;
- A **landscape led** development which protects and enhances the existing heritage and landscape setting;
- Maximised site resources by **utilising the solar potential** of the site; making full use of rain water and drainage systems and the potential for **new forward thinking business uses** such as aquaponics;
- Facilitate **flexible working practices** such as the integration of residential and commercial uses;
- **Beautifully and imaginatively designed bespoke homes** that will create a healthy community;
- Strong cultural and recreational facilities in a **walkable, vibrant, social neighbourhood**;
- **Over 55 years apartments** in a shared **local centre**;
- A **microbrewery** and **local pub** at the centre of development will support this new community;
- Safe and **attractive open spaces** that include; children's play, sports facilities and allotments;
- High quality, high tech employment and **office accommodation** with high speed broadband and a **data centre**;
- Leisure and local **shopping** facilities, and;
- The potential for education provision, such as a **nursery** or a new **two form entry primary school**.

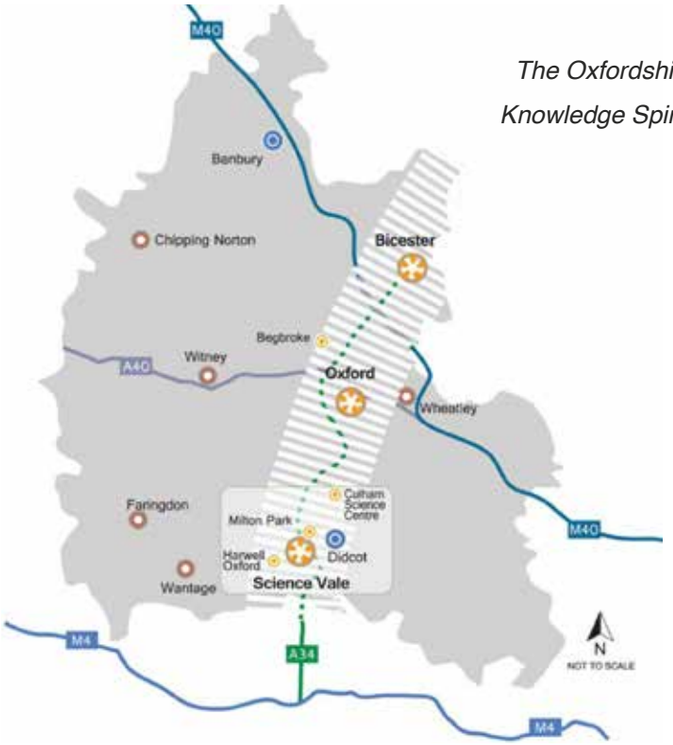
Planning Context

2.1 Overview

The Planning Story

Undoubtedly one of the biggest drivers for the proposal of the settlement growth in this location, is the severe need for housing in Vale of White Horse. The Local Plan policies, highlight the level of requirement needed to meet targets in the plan period.

Additional housing is key to supporting the Council's objective to support the Science Vale area. The Science Vale area houses a number of significant employment sites, including Enterprise Zone sites at Harwell Campus and Milton Park, and forms the southern end of the Oxfordshire 'Knowledge Spine'. Supporting the accelerated delivery of housing within Science Vale is a priority for the Oxfordshire Local Enterprise Partnership (LEP), along with delivering a comprehensive package of strategic infrastructure. Housing and infrastructure delivery will help to unlock the area's potential for economic growth and this forms a key strand of the Council's 'spatial strategy'.



The Oxfordshire Knowledge Spine

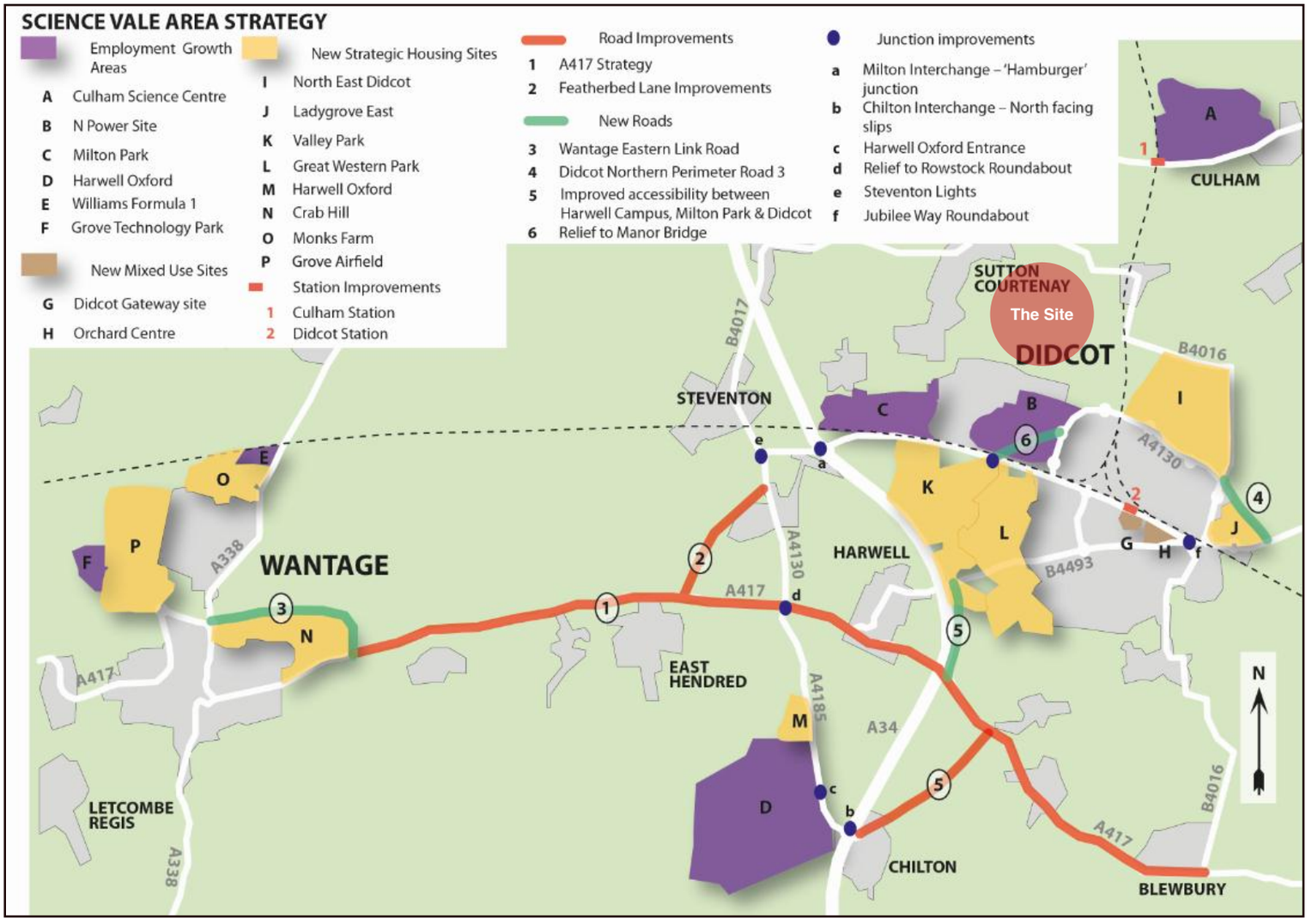
Strategic Location

The **Oxford and Oxfordshire City Deal** is part of the Government's initiative to devolve powers locally in exchange for local authorities taking on responsibility for creating economic growth in their areas. The City Deal highlights the aim to 'unleash a new wave of innovation-led growth by maximizing the area's world-class assets'. More specifically the City Deal sought to invest in accelerating the delivery of homes and enabling transport schemes.

Existing growth and forecasted future growth within Oxfordshire is focused in **'The Knowledge Spine'**. It comprises an arc of economic innovation and growth, and is arguably the most important and significant growth corridor in Oxfordshire and the South-East of England. It includes the economic area of Bicester, Oxford and Science Vale.

The **Oxfordshire Strategic Economic Plan (SEP)** recognises a vision for a 'vibrant, sustainable, inclusive, world leading economy, driven by innovation, enterprise and research excellence' and supports economic growth to maximise the potential of this important area. The SEP identifies Science Vale as one of the three key growth areas on the 'Oxfordshire Knowledge Spine', with significant potential to build on the extensive existing research infrastructure and the designated Enterprise Zone.

Science Vale covers an area which includes Didcot, Harwell Campus, Milton Park and Culham Science Park. The employment areas of Harwell Campus and Milton Park are both **Enterprise Zones**. Enterprise Zones are designed to stimulate the private sector economy by reducing regulation and taxes for businesses, to encourage significant new inward investment. The confirmation of both Enterprise Zones was confirmed in 2011, and was based upon their location in Science Vale, entrepreneurial culture, skilled workforce, and connectivity. Science Vale also



The Science Vale Area Strategy Map

includes the market town of Wantage and local service centre of Grove, to the north of Wantage, which themselves offer employment opportunities, places to live and services/facilities.

In 2017 the **Oxfordshire Growth Board** set a raft of new initiatives under the Oxfordshire Growth Deal collaboratively working across Oxfordshire's six local authorities and the Local Enterprise Partnership (OxLEP). One of the initiatives is the **Joint Spatial Plan** (also referred to as Joint Statutory Spatial Plan). The Plan would be a integrated strategic planning framework to support sustainable growth across the county up to 2050 and will include the planned delivery of new homes and economic development, and the anticipated supporting infrastructure needed.

The Joint Spatial Plan will not replace Local Plans at the authority level, but will set the strategic planning framework for which Local Plans will need to follow. It will look long term up to the year 2050 and will feed in to the **Oxfordshire Transport Strategy** and the development of the **Oxford-Cambridge Growth Corridor**. Again the Science Vale area is a key economic strength and opportunity for Oxfordshire and will likely feature significantly in any emerging Joint Spatial Plan.

The **Oxford-Cambridge Corridor** has been identified by Government as a key strategic priority for future growth. However, a chronic under supply of housing and poor east-west transport links will constrain growth in the corridor and restrict future economic growth. To ensure the economic potential of the corridor is maximised, significant investment will focus on improving east-west transport connectivity through development of a new East-west rail line and the delivery of an Oxford-Cambridge expressway connecting to the strategic road network and creating new settlements and supporting housing growth. This is a further influencing factor in the strategic nature of this location, and it will be important for key businesses in an around Oxford, Abingdon and Didcot, particularly in the Science Vale, to connect into and contribute towards this growth corridor.

The existing and future employment created by the economic activities of the Science Vale is a major driver in the generation of local housing need. The Vale of White Horse District Council is a City Deal Partner, and has committed itself to delivering the necessary sites that will meet the housing needs outlined in the **Strategic Housing Market Assessment (2014) (SHMA)**.

The Joint Spatial Plan and the work of the Local Authorities will be paramount to the success of maximising the potential of the area. Thus far the **Vale of White Horse Local Plan Part 1** has stated that the housing target for the authority is for at least 20,560 homes to be delivered in the plan period between 2011-2031. 2,200 homes are additionally required to meet the unmet housing need for Oxford City, which can no longer sustain sufficient growth to meet its own need; the additional requirement was agreed by the Oxfordshire Growth Board in 2016. At this current time Oxfordshire is one of the least affordable places to live in the UK and this is a further point of consideration.

As a result of both housing and employment sector growth, there are significant plans to enhance local transport infrastructure in Science Vale to facilitate and not restrict the anticipated growth. This includes new slips to the A34, new cycle networks, and new and improved road connections (including an additional crossing over the River Thames).

In summary, strategic level initiatives and documents are promoting a significant focus on the Science Vale as an area of delivering innovation and growth. This has, and will, translate into Planning Policy, through both the Local Plans of the respective authorities and now the production of the Joint Spatial Plan. The Science Vale is therefore a key strategic location for the delivery of development which unlocks and maximises the potential the area has to offer.

Aerial view of the site looking south west towards Didcot Power Station

2.2 Planning Policy

The Development Plan

Vale of White Horse Local Plan 2031: Part 1

The Vale of White Horse Local Plan 2031 Part 1 was adopted in December 2016 and contains strategic site allocations and strategic policies within the authority.

Core Policy 3 - Settlement Hierarchy

Core Policy 3 of the 'Part 1' relates to Settlement Hierarchy. The settlement of Sutton Courtenay is defined as a 'larger village'. Larger villages are defined as settlements with '*a more limited range of employment, services and facilities, where unallocated development will be limited to providing for local needs and to support employment, services and facilities within local communities*'.

Core Policy 4 – Housing Need

Core Policy 4 relates to 'Meeting Our Housing Needs'. '*There is a presumption in favour of sustainable development within the existing built area of Market Towns, Local Service Centres and Larger Villages in accordance with Core Policy 1*'.

Development outside of the existing built area of these settlements will be permitted where it is allocated by the Local Plan 2031 Part 1 or has been allocated within an adopted Neighbourhood Development Plan or future parts of the Local Plan 2031. This development must be adjacent, or or well related, to the existing built area of the settlement or meet exceptional circumstances set out in the other policies of the Development Plan and deliver necessary supporting infrastructure.

Core Policy 5 - Housing Ring-Fence

In accounting for meeting housing need, Vale of White Horse operate a Housing Supply Ring-Fence procedure (CP5), whereby for the purposes of assessment of housing land supply, the area of Science Vale is treated as a separate sub-area, with a housing requirement of 11,850 homes in the plan period. The rationale behind the ring-fence is to note the area's importance for growth (as set out by the Oxfordshire Strategic Economic Plan, OxLEP and with reference to the Knowledge Spine and the Enterprise Zones), and focus growth in this area.

Vale of White Horse advise in the Local Plan 2031: Part 1 that '*It is the jobs being created in Science Vale that generate the need for a significant proportion of the houses required in the district. The majority (almost 75%) of our strategic housing growth is allocated within close proximity to these key Science Vale business locations*'.

Core Policy 6 – Employment

218 hectares of land is identified within the 'Part 1' allocations (or Saved Local Plan 2011 allocations) for employment development. These are listed at Core Policy 6, and Milton Park and Harwell Campus are the main contributors to employment land. Proposals for employment related development on unallocated sites will be supported in accordance with Core Policy 28: New Employment Development on Unallocated Sites.

Core Policy 15 – South East Vale

Development in the South East Vale Area should be in accordance with the Settlement Hierarchy set out in Core Policy 3.

Core Policy 22 – Housing Mix

'*A mix of dwelling types and sizes to meet the needs of current and future households will be required on all new residential developments. This should be in accordance with the Council's current Strategic Housing Market Assessment unless an alternative approach can be demonstrated to be more appropriate through the Housing Register or where proven to be necessary due to viability constraints*'.

The Strategic Housing Market Assessment (SHMA) provides details of the recommended mix of housing type and size. It is important that new housing addresses any imbalance within the existing stock and the impact of demographic and household change. It is additionally important for housing to attract people to live and work locally and built to a size and standard that supports a good quality of life.

Core Policy 23 – Housing Density

'*On all new housing developments a minimum density of 30 dwellings per hectare will be required unless specific local circumstances indicate that this would have an adverse effect on the character of the area, highway safety or the amenity of neighbours. Higher densities will be encouraged in locations where it will 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*'.

Core Policy 24 – Affordable Housing

Core Policy 24 relates to affordable housing in this the Council seeks 35% affordable housing on all sites capable of a net gain of eleven of more dwellings, with a split of 75:25 for rented and intermediate housing respectively.

Any affordable housing provided should:

i. be of a size and type which meets the requirements of those in housing need, and

ii. be indistinguishable in appearance from the market housing on site and distributed evenly across the site.

Core Policy 28 - Employment

Proposals for new employment development (Use Classes B1, B2 or B8) will be supported on unallocated sites in or on the edge of, the built up area of Market Towns, Local Service Centres and Larger and Smaller Villages provided that the benefits are not outweighed by any harmful impacts, taking into account a number of criteria as set out in Core Policy 28, p115.

Core Policy 31 – Visitor Economy

'*The Council encourages new development to advance the visitor economy for leisure and business purposes. Proposals will be supported as follows:*

i. within the built-up areas of the Market Towns and Local Service Centres - larger scale developments including conference facilities, museums, heritage centres, hotels, guest houses and associated facilities for visitors

ii. within the built-up areas of the Larger and Smaller Villages – smaller and proportionately scaled developments that are in keeping with the character of the settlement, including museums, heritage centres, hotels, guest houses, self-catering accommodation and associated facilities for visitors

iii. at Milton Park and Harwell Campus - ancillary business hotel and conference facilities, and

iv. at service areas on the main transport corridors - hotel accommodation.

Outside the above locations, small-scale development to support the visitor economy, including farm diversification and equine development, will be supported provided that proposals are in keeping with the scale and character of the locality and which would not adversely affect heritage assets or their setting. Larger developments will only be supported in exceptional circumstances, for example to sensitively re-use a historic

building, or to proportionally support or enhance enjoyment of a significant and established visitor attraction where this cannot reasonably be achieved from a town or village location'.

Core Policy 37 - Design

'*All proposals for new development will be required to be of high quality design that:*

i. responds positively to the site and its surroundings, cultural diversity and history, conserves and enhances historic character and reinforces local identity or establishes a distinct identity whilst not preventing innovative responses to context

ii. creates a distinctive sense of place through high quality townscape and landscaping that physically and visually integrates with its surroundings

iii. provides a clear and permeable structure of streets, routes and spaces that are legible and easy to navigate through because of the use of street typology, views, landmarks, public art and focal points

iv. is well connected to provide safe and convenient ease of movement by all users, ensuring that the needs of vehicular traffic does not dominate at the expense of other modes of transport, including pedestrians and cyclists, or undermine the resulting quality of places

v. incorporates and/or links to high quality Green Infrastructure and landscaping to enhance biodiversity and meet recreational needs, including Public Rights of Way

vi. is built to last, functions well and is flexible to changing requirements of occupants and other circumstances

vii. addresses the needs of all in society by incorporating mixed uses and facilities as appropriate with good access to public transport and a wide range of house types and tenures

viii. is visually attractive and the scale, height, density, grain, massing, type, details and materials are appropriate for the site and surrounding area

ix. creates safe communities and reduces the likelihood and fear of crime

x. secures a high quality public realm with well managed and maintained public areas that are overlooked to promote greater community safety, with clearly defined private spaces

xi. ensures a sufficient level of well-integrated car and bicycle parking and external storage, and

xii. 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'.

Sutton Courtenay Conservation Area

It is additionally noted that Sutton Courtenay has a Conservation Area, although this is not directly adjacent to the site. Please see Chapter 3 of this report for further information regarding constraints and technical considerations.

Appendices: Land Safeguarding

Land is safeguard for a new crossing over the River Thames, to facilitate movement between Didcot and Culham (Core Policy 18). Two options exist, one to the east of Appleford, and one to the west of Appleford (which is within the client's ownership).

Saved Policies of the Local Plan 2011

The Saved Policies of the Local Plan 2011 remain of weight.

Policy DC9 (Saved Policy)

'Development will not be permitted if it would unacceptably harm the amenities of neighbouring properties and the wider environment in terms of:

I) loss of privacy, daylight or sunlight;

Ii) dominance or visual intrusion;

Iii) noise or vibration;

Iv) smell, dust, heat, gases or other emissions;

V) pollution, contamination or the use of or storage of hazardous substances; and

Vi) external lighting'.

Policy NE9 (Saved Policy)

'Development in the lowland vale will not be permitted if it would have an adverse effect on the landscape, particularly on the long open views within or across the area'.

Policy NE10 (Saved Policy)

'In the urban fringes and important open gaps between settlements, as shown on the proposals map, development or changes of use which would harm their essentially open or rural character will not be permitted'.

Policy NE11 (Saved Policy)

'Proposals for development within or affecting areas of damaged or compromised landscape, in particular those areas defined for landscape enhancement on the proposals map, must provide a landscaping scheme which enhances the appearance of the area. Development which would further erode or damage the character of the landscape will not be permitted'. The site is entirely within the Policy Area of NE11 – 'Damaged or Compromised Landscape', as outlined within the Local Plan 2031 Part 1.

Oxfordshire Minerals and Waste Local Plan Part 1: Core Strategy

Oxfordshire County Council is responsible for minerals and waste planning in Oxfordshire. The latest Minerals and Waste Local Plan document was adopted in 2017. The County Council are additionally working on a Part 2 (Site Allocations).

Supporting text to the Plan states that the *"existing Sutton Courtenay Quarry has only a few years' worth of permitted reserves remaining and limited possibilities for further extensions"*

Policy M3 – Strategic Resource for Sharp Sand and Gravel

Policy M3 sets out the principal locations for aggregate minerals extraction, and refers to the Policy Map.

Policy M8 – Mineral Safeguarding Area and Mineral Consultation Area

The relevant section of Policy M8 states:

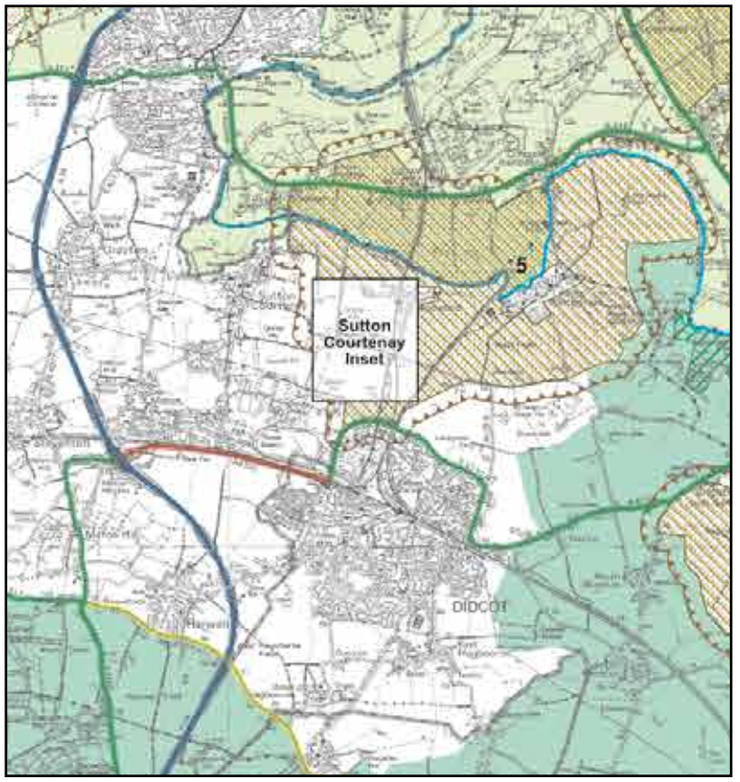
"Mineral resources in the Mineral Safeguarding Areas shown on the Policies Map are safeguarded for possible future use. Development that would prevent or otherwise hinder the possible future working of the mineral will not be permitted unless it can be shown that:

- *The site has been allocated for development in an adopted local plan or neighbourhood plan; or*
- *The need for the development outweighs the economic and sustainability considerations relating to the mineral resource; or*
- *The mineral will be extracted prior to the development taking place".*

According to the Oxfordshire Core Strategy for Minerals and Waste the area at Sutton Courtenay is partly within the Policy M8 Sharp Sand and Gravel Safeguarding Area

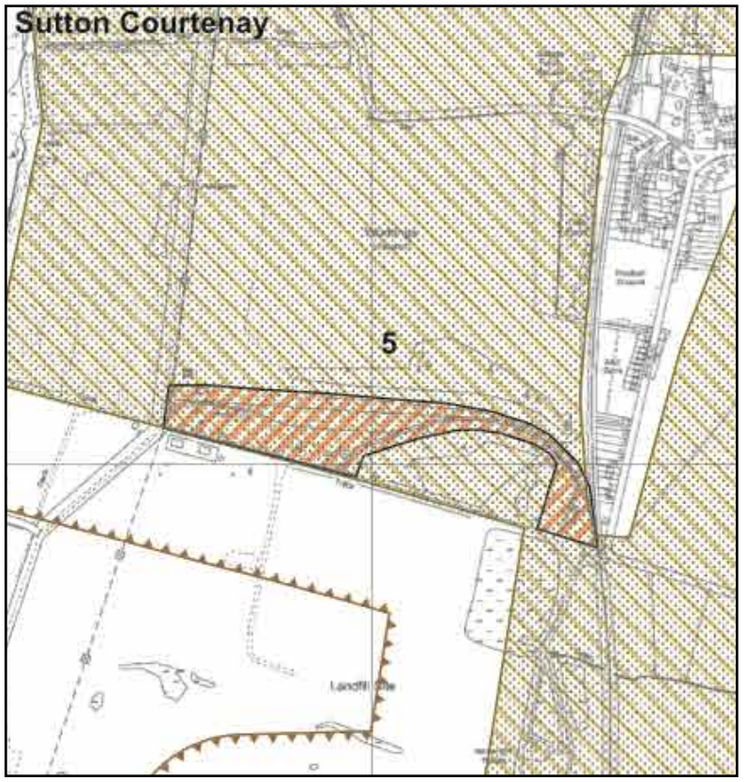
Policy M9 – Safeguarded Rail Depot

Appleford Sidings, Sutton Courtenay is located adjacent to and



within the land ownership, adjacent to the railway line bordering the sites eastern boundary. Policy M9 safeguards land as per the following:

"Existing and permitted infrastructure that supports the supply of minerals in Oxfordshire is safeguarded against development that would unnecessarily prevent the operation of the infrastructure or would prejudice or jeopardise its continued use by creating incompatible land uses nearby. "



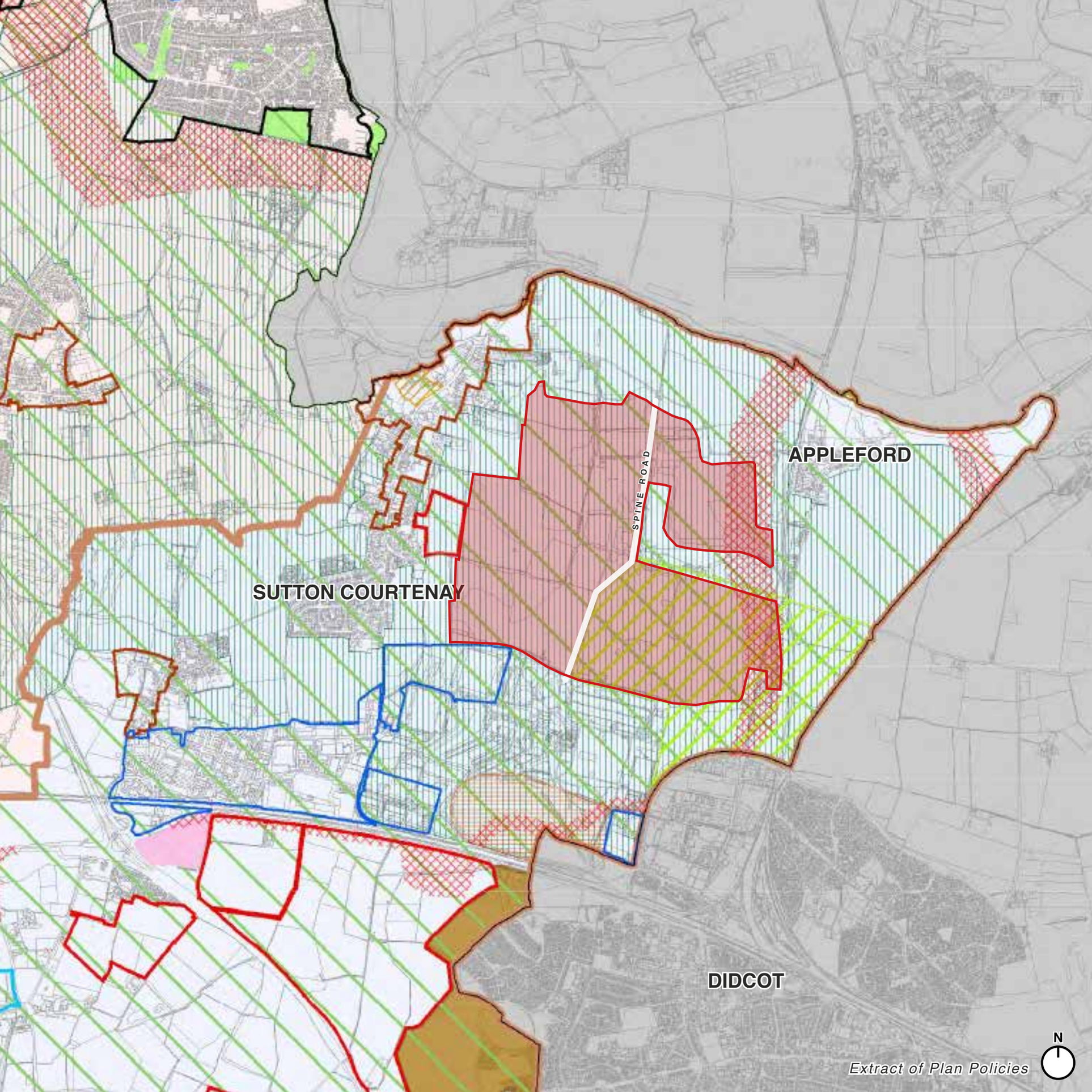
Appleford Sidings, Sutton Courtenay (existing facility) is included in a list of safeguarded sites including rail depot sites which are safeguarded for the importation of aggregate into Oxfordshire.

"Proposals for development that would directly or indirectly prevent or prejudice the use of a site safeguarded for mineral infrastructure will not be permitted unless:

- *the development is in accordance with a site allocation for development in an adopted local plan or neighbourhood plan; or*
- *it can be demonstrated that the infrastructure is no longer needed; or*
- *the capacity of the infrastructure can be appropriately and sustainably provided elsewhere".*

Policy M10: Restoration of mineral workings

"Mineral workings shall be restored to a high standard and in a timely and phased manner to an after-use that is appropriate to the location and delivers a net gain in biodiversity. The restoration and after-use of mineral workings must take into account" a set list of criteria.


APPLEFORD
SPINE ROAD
SUTTON COURTENAY
DIDCOT
N
Extract of Plan Policies

The Emerging Policy Documents

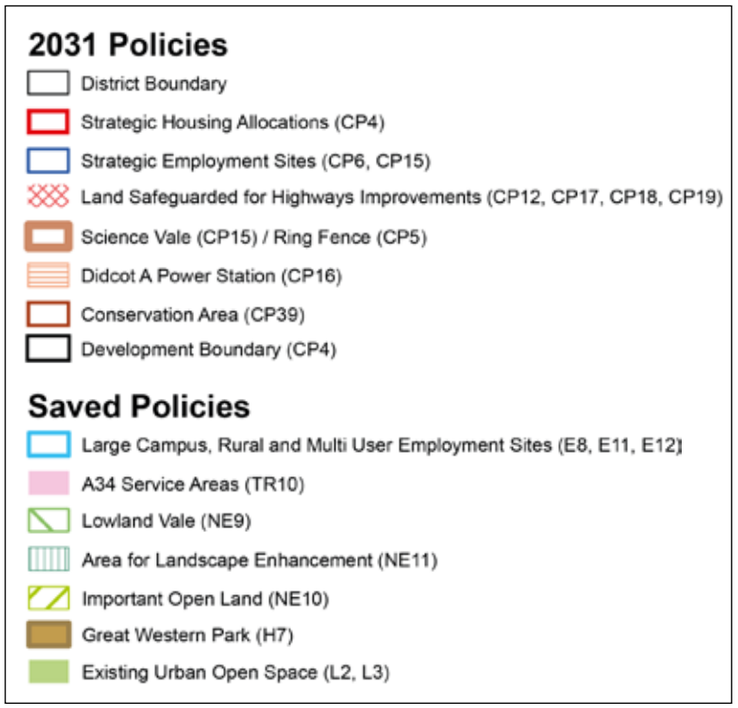
Vale of White Horse Emerging Local Plan 2031: Part 2

The Local Plan 2031 Part 2 covers detailed policies and additional site allocations. It has been submitted to the Secretary of State for independent examination. The 'Part 2' seeks to allocate 1,400 homes within the Science Vale area to provide continuing support for economic growth, in support of the visions of the Oxfordshire SEP.

Policy 16b and Figure 2.7 of the 'Part 2' sets out the principles for a Didcot Garden Town Masterplan (discussed below).

Development Policy 27 (Land Affected by Contamination), as submitted, states:

> *Proposals for the development, redevelopment or re-use of land known, or suspected, to be contaminated, will be required to submit a Contaminated Land Preliminary Risk Consultant Report.*



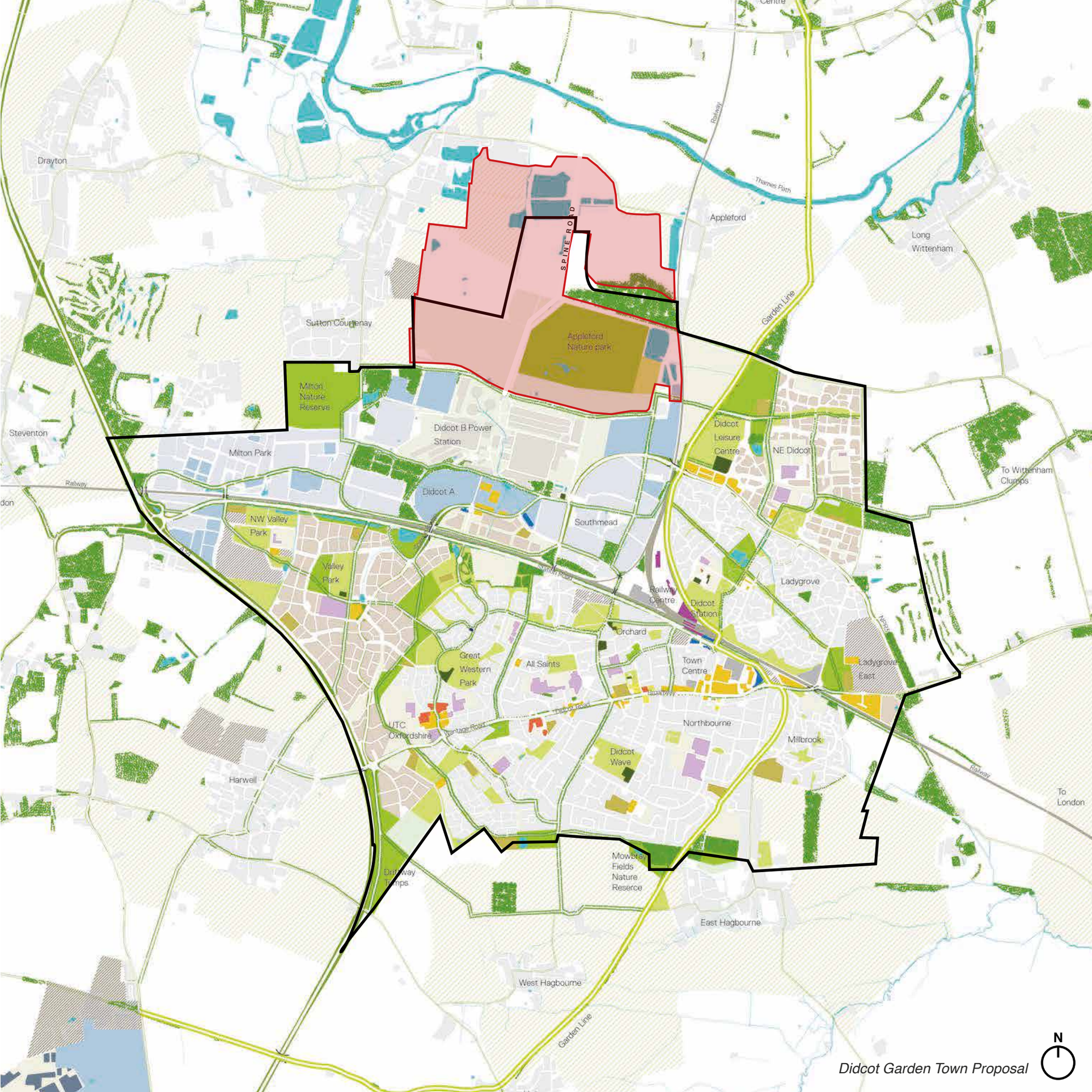
> *Where development involves a particularly vulnerable uses to contamination and land is not suspected, or known to be contaminated, a Contaminated Land Questionnaire will be required.*
>
> *Planning conditions may be imposed where the Council is satisfied that all risks associated with the development, environment, controlled waters and neighbouring land uses from land affected by contamination have been identified and the development is viable.*
>
> *Proposals that fail to demonstrate that the intended use would be compatible with the condition of the land, or which fail to exploit appropriate opportunities for decontamination, will be refused.*

Development Policy 29 (Settlement Character and Gaps), as submitted, states:

Development proposals will need to demonstrate that the settlement's character is retained, and physical and visual separation is maintained between settlements.

Development proposals will be considered in the context of Core Policy 4 in the Local Plan 2031: Part 1, and in addition, will only be permitted provided that:

> *i. the physical and visual separation between two separate settlements is not diminished*
>
> *ii. cumulatively, with other existing or proposed development, it does not compromise the physical and visual separation between settlements, and*
>
> *iii. it does not lead to a loss of environmental or historical assets that individually or collectively contribute towards their local identity.*



Didcot Garden Town Proposal

2.3 Didcot Garden Town

Didcot Garden Town Plan

Didcot is defined as a Town/Main Centre and is directly adjacent to the Science Vale area. It sits within the South Oxfordshire authority and is identified as a location for strategic growth. Given its proximity and services, it has a key role in supporting Science Vale and the wider Knowledge Spine.

Didcot was awarded Garden Town status by the government in 2015 and since then Councils (South Oxfordshire, Vale of White Horse, Oxfordshire County Council) and the Oxfordshire LEP have been publishing and consulting on the proposed delivery plan for Didcot Garden Town Plan.

The boundary to the Didcot Masterplan includes areas up to Appleford and Sutton Courtenay, whilst the area of wider influence covers the wider area of Milton Park, Harwell Campus, Culham Science Centre and surrounding villages.

A consultation exercise was conducted in Q2-Q3 2017. In this a number of diagrams had been produced by the Didcot Garden Town Project Team.

One of the consultation diagrams promoted a 'green buffer' of land around the 'necklace of villages' which surround Didcot.

This included land to the South East of Sutton Courtenay, although sits outside of the boundary of the Didcot Garden Town Masterplan.

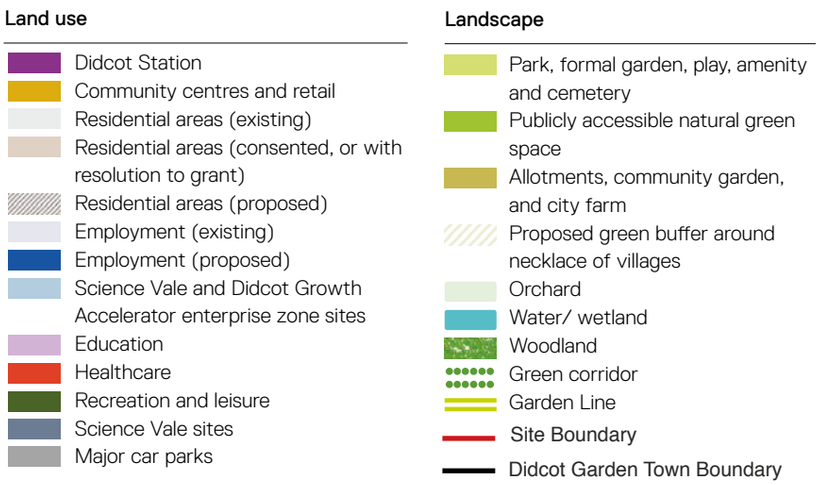
The "D-Tech/ Didcot Growth Accelerator EZ" site, to the north of the A4130, has Enterprise Zone status (gained 2016). It is not allocated and has not come forward under a Local Plan. It was listed as a potential site in the Didcot Garden Town literature. The southern access road of FCC goes through the Enterprise Zone. Meanwhile, a proposed green space was positioned within the client's land ownership.

The Garden Town Plan remains in the preparation stage and no comprehensive further update has been provided since the 2017 consultations.

In summary, the Didcot Garden Town Masterplan is being prepared and the potential of our client's land should be discussed/explored in liaison with the relevant authorities.

Sutton Courtenay Neighbourhood Plan

Sutton Courtenay Parish Council is working on a Neighbourhood Plan, however this is not adopted and is at an early stage of preparation. Appleford does not have a Neighbourhood Plan.



View of Hobby Horse Lane South, looking towards Wittenham Clumps in the distance, from completed landfill

2.4 Sustainable Development

The National Planning Policy Framework (NPPF) was revised in 2018, and sets out Planning Policies for England.

Paragraph 7 of the NPPF states that there are three dimensions to sustainable development: economic, social and environmental. These dimensions give rise to the need for the planning system to perform a number of roles:

- **an economic role** - contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;

- **a social role** - supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being; and

- **an environmental role** - contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.

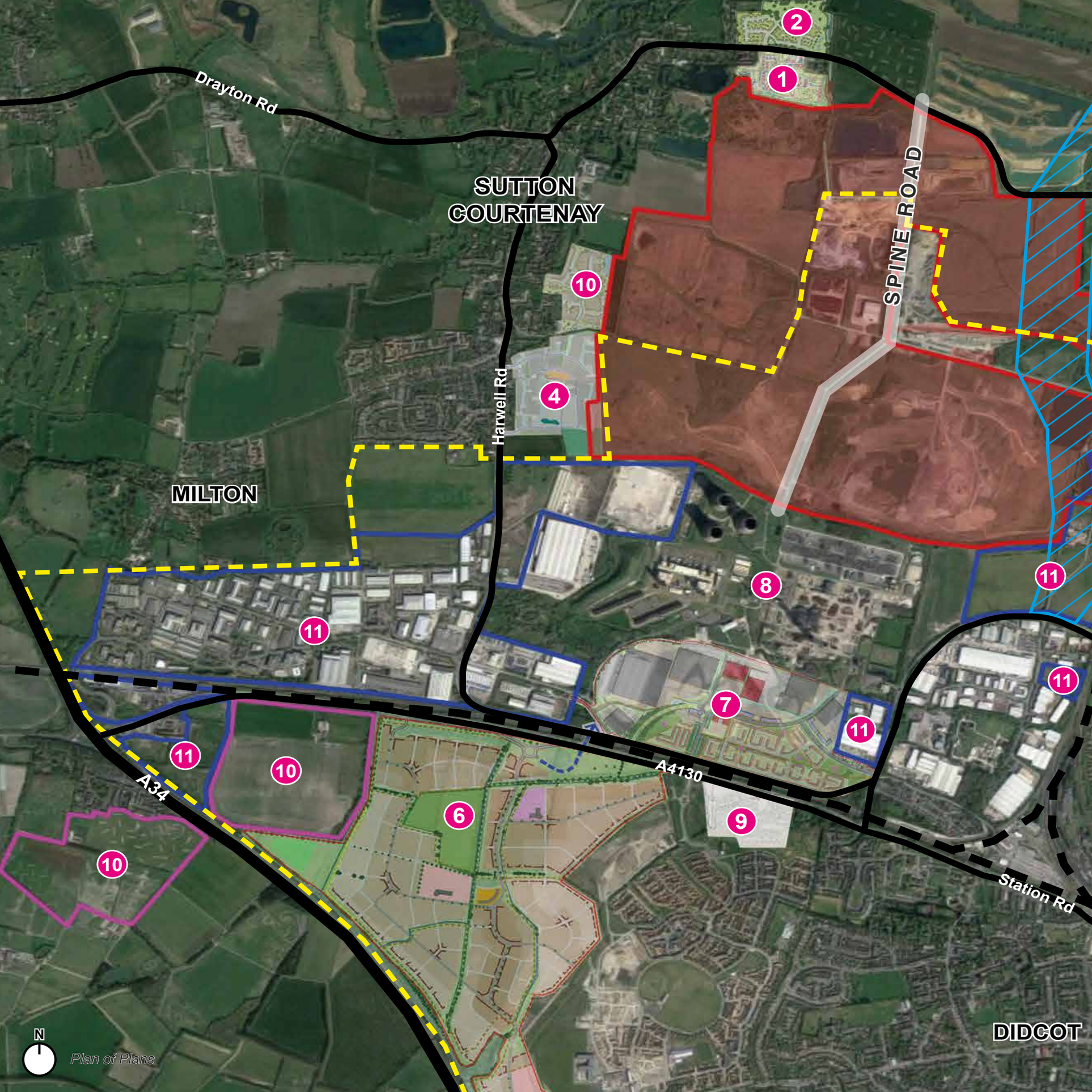
Paragraph 14 of the NPPF emphasises that at the heart of the NPPF is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking.

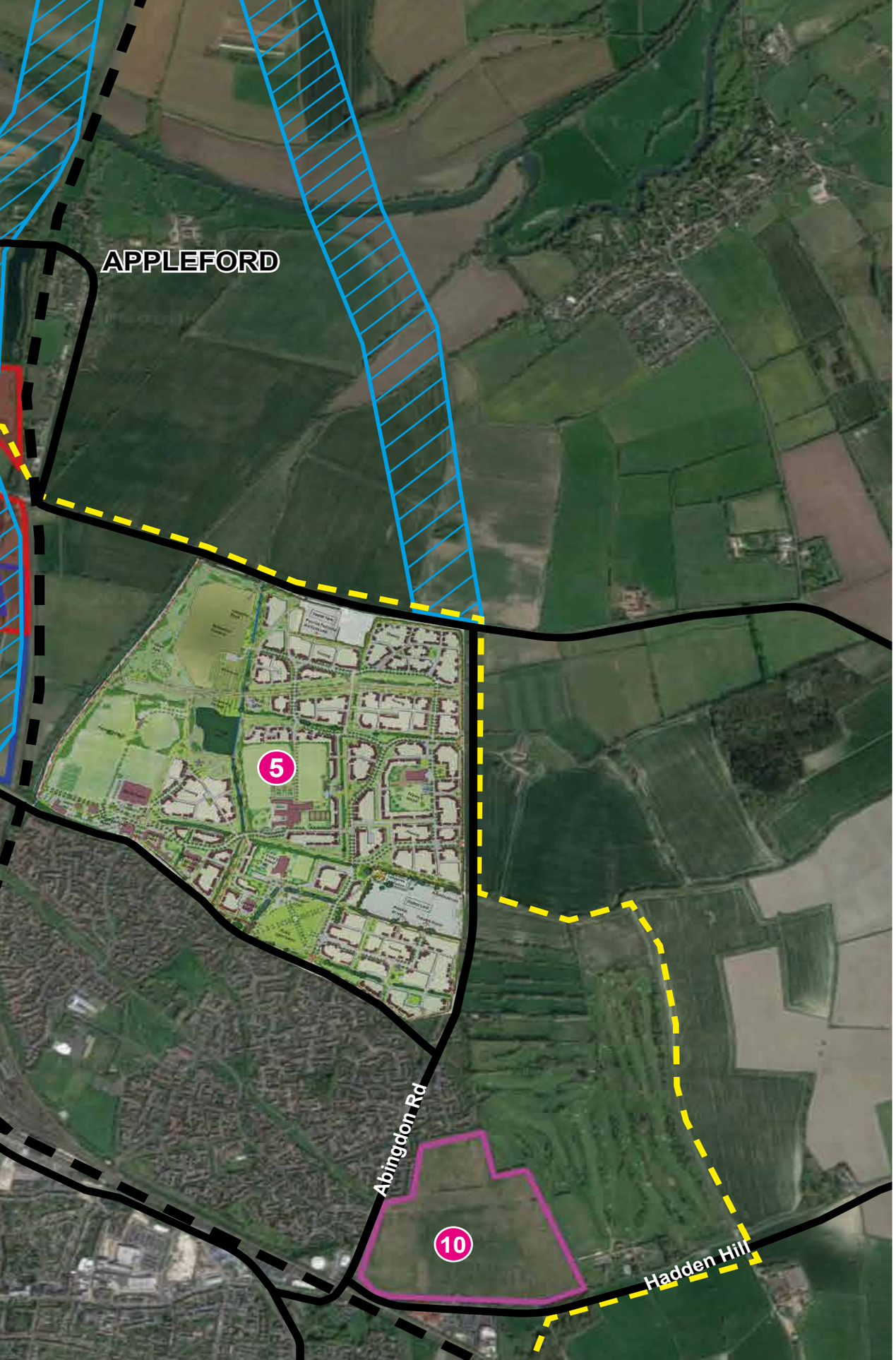
Paragraph 28 of the NPPF supports the rural economy, it states: "Planning policies should support economic growth in rural areas in order to create jobs and prosperity by taking a positive approach to sustainable new development. To promote a strong rural economy, local and neighbourhood plans should:

- support the sustainable growth and expansion of all types of business and enterprise in rural areas, both through conversion of existing buildings and well-designed new buildings;
- promote the development and diversification of agricultural and other land-based rural businesses;
- support sustainable rural tourism and leisure developments that benefit businesses in rural areas, communities and visitors, and which respect the character of the countryside. This should include supporting the provision and expansion of tourist and visitor facilities in appropriate locations where identified needs are not met by existing facilities in rural service centres;
- promote the retention and development of local services and community facilities in villages, such as local shops, meeting places, sports venues, cultural buildings, public houses and places of worship".

Paragraph 47 of the NPPF seeks to 'boost significantly' the supply of housing.

Furthermore, Paragraph 49 of the NPPF states that *"Housing applications should be considered in the context of the presumption in favour of sustainable development. Relevant policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a five-year supply of deliverable housing sites".*


Drayton Rd
SUTTON COURTENAY
SPINE ROAD
Harwell Rd
MILTON
A34
A4130
Station Rd
DIDCOT
1
2
4
6
7
8
9
10
11
N
Plan of Plans



1 **Land South of Appleford Road**
195 Dwellings, Partially under construction. P14/V2061/RM: Approved, with a higher density P18/V0069/O: Under Consideration.

2 **Land North of Appleford Road**
93 Dwellings, P15/V2933/O: Resolution to Grant, subject to S106.

3 **Land off Hobbyhorse Lane**
200 Dwellings, P17/V1963/O: Under Consideration. Site is a 'Part 1' Allocation

4 **Harwell Road**
310 Dwellings - P16/V0646/O withdrawn at appeal and P18/V0340/O as been refused.

5 **North East Didcot**
1880 Dwellings, P15/S2902/O: Approved, Reserved Matters expected 2018

6 **Valley Park**
4252 Dwellings, P14/V2873/O: Under Consideration, 'Part 1' Allocation
Valley Park

7 **Didcot A (former Power Station)**
P15/S1880/O: Mixed Use, with 400 Dwellings: Resolution to Grant subject to National Casework Unit Referral and S106

8 **Didcot B (Operational Power Station)**

9 **Land South of A4130**
P16/S3609/O: Approved, P18/S0719/RM: Under Consideration

10 **Local Plan Allocations**

11 **Strategic Employment Site / Enterprise Zone**

Local Plan Residential Allocations

Employment Site

Main roads

Railway

Didcot Garden Town Boundary

Land Safeguarded for Highways Improvements

Site Area

Context

3.1 The Site in Context

The following chapter of this delivery document looks at the site itself and examines the constraints associated with the proposed development site.

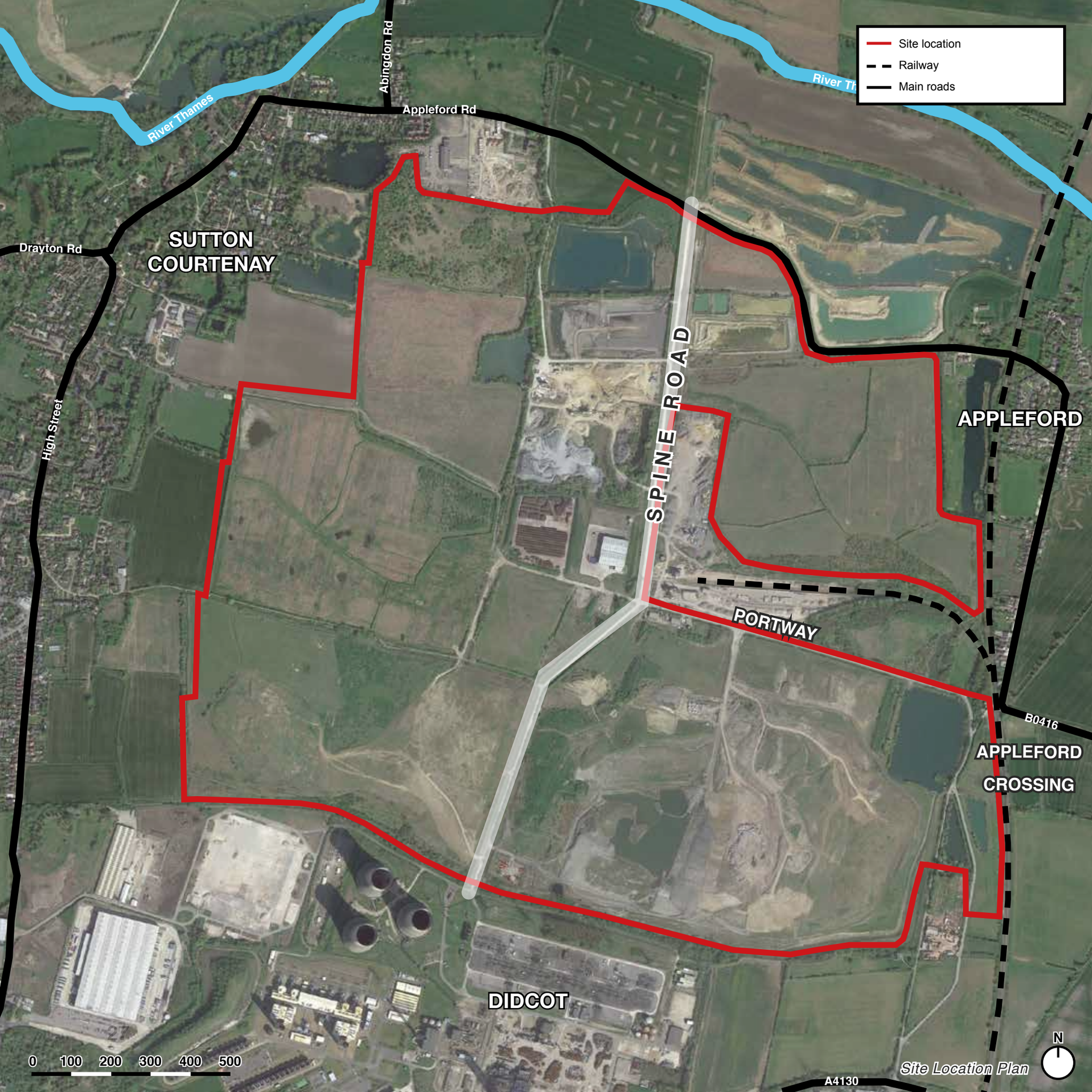
The village of Sutton Courtenay lies within 250 metres west of the site; whilst the village of Appleford is less than 200 metres to the east of the site boundary. Directly to the south is the former Didcot Power Station complex, to the east of which is the Didcot Park warehouse and distribution centre. A new housing development with outline consent for circa 140 properties borders the northern boundary on Appleford Road, known as Heritage Park (part implemented). Heritage Park is set adjacent to a Taylor Wimpey housing development granted in 2011 and forms a natural eastern expansion of Sutton Courtenay.

The FCC site covers 263 hectares, the equivalent of some 420 football pitches. The main current access and egress to the site is from Portway which is a By-way Open to All Traffic (BOAT), leading to the A4130, the Didcot Northern Arterial Route. As such it is an important stakeholder in the delivery of a successful Masterplan for the Garden Town.

The immediate setting of the site is characterised by localised development and industrial activities including the operational landfill area, landfill gas compound, site offices, balancing ponds, railway sidings and Hanson asphalt plant and minerals processing yard. Many of these operations have long-term or permanent planning consents stretching to the end of 2030 with restoration running through to 2036. North of the site is generally rural in character with the village of Culham approximately 2.6km beyond the River Thames, although the recent eastern extension of Sutton Courtenay provides an opportunity to provide development which has natural connection to the existing built form. To the south

View of the operational landfill area

View of the site looking west from the operational landfill area towards Didcot Power Station


Site location
Railway
Main roads
River Thames
Abingdon Rd
Appleford Rd
Drayton Rd
SUTTON COURTENAY
High Street
SPINE ROAD
APPLEFORD
PORTWAY
B0416
APPLEFORD CROSSING
DIDCOT
A4130
0 100 200 300 400 500
N
Site Location Plan

of the site the setting is more industrial/urban characterised by the Southmead Industrial Estate, Milton Innovation Park and the periphery of Didcot.

The site is relatively flat, apart from those areas which are active and restored landfill. The site as a whole slopes gently towards the River Thames located north of Appleford Road.

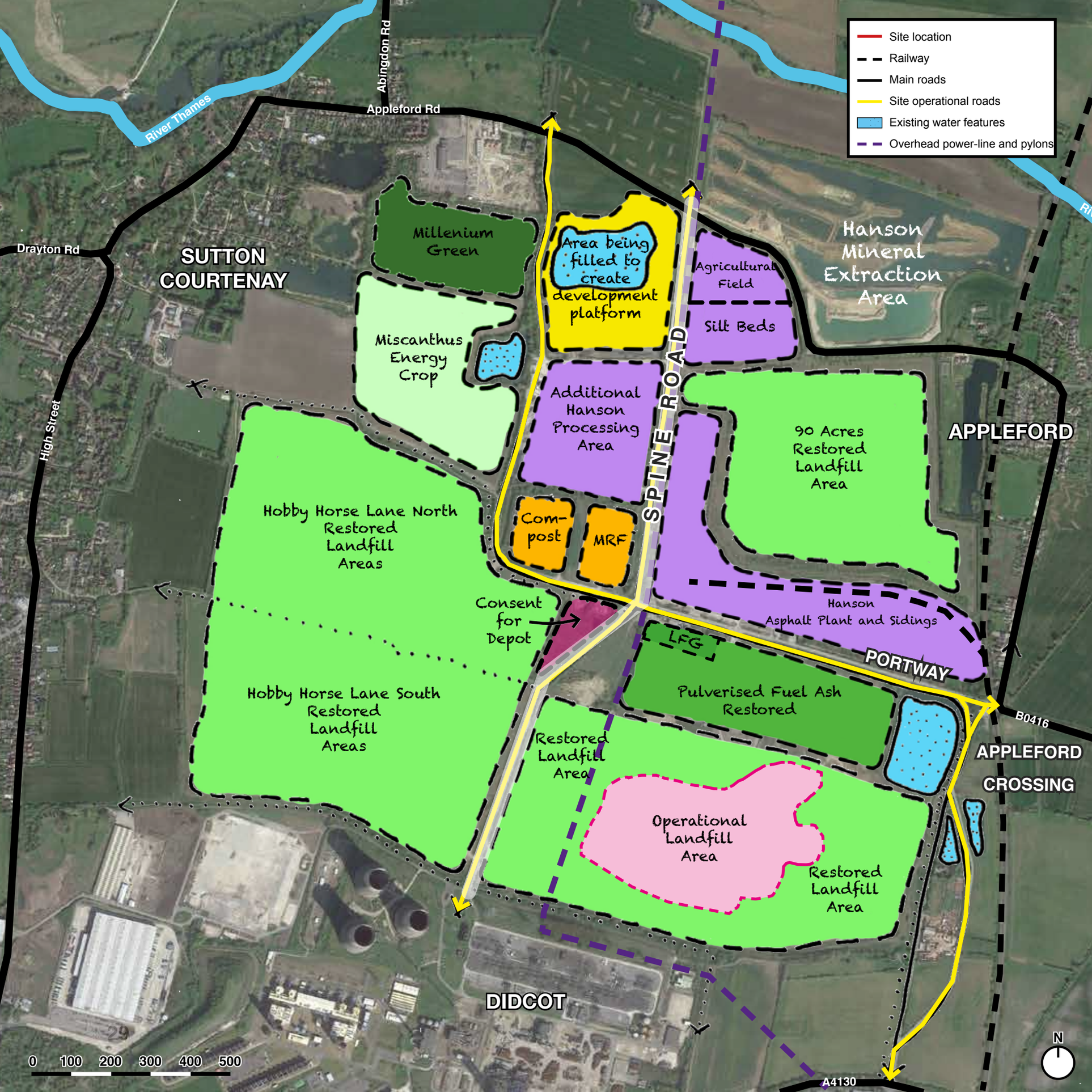
The southern portion of the site is at approximately 56m AOD, sloping down towards the north at approximately 50m AOD. The proximity of the River Thames and the lie of the land results in the northern section of the site located within Flood Zone 2.

Vegetation cover within the site and its immediate setting primarily comprises established field boundaries with mature hedgerows and hedgerow trees, while a small patches of woodland are scattered across the site. Consented restoration plans allow for further enhancement of the landscape. Public rights of way run parallel with many of the established field boundaries, providing connections to Sutton Courtenay and Appleford.

Due to the landfill areas to the south of the site and the history of gravel extraction, there are few internal features, however, the field boundaries are defined by mature hedgerows and trees which compartmentalise the site and the localised landscape and create a degree of containment. This is more evident towards the middle and the north of the site.

To the north, the site also comprises Millenium Green, a publicly accessible nature reserve.

View of the site looking north west


Site location
Railway
Main roads
Site operational roads
Existing water features
Overhead power-line and pylons
River Thames
Abingdon Rd
Appleford Rd
Drayton Rd
High Street
SUTTON COURTENAY
Millenium Green
Area being filled to create development platform
Agricultural Field
Hanson Mineral Extraction Area
Silt Beds
Miscanthus Energy Crop
Additional Hanson Processing Area
SPINE ROAD
90 Acres Restored Landfill Area
APPLEFORD
Hobby Horse Lane North Restored Landfill Areas
Com-post
MRF
Consent for Depot
Hanson Asphalt Plant and Sidings
LFG
PORTWAY
Pulverised Fuel Ash Restored
B0416
APPLEFORD CROSSING
Hobby Horse Lane South Restored Landfill Areas
Restored Landfill Area
Operational Landfill Area
Restored Landfill Area
DIDCOT
A4130
0 100 200 300 400 500
N

3.2 Technical Considerations

Land Uses

The site is largely characterised by localised development and industrial activities. The landscape has been heavily impacted by the various operations that have existed on site over the decades.

There is an operational landfill area to the south of the site, surrounded by areas of restored landfill at various stages of restoration. There is an additional restored landfill area to the north-eastern part of the site. These areas provide the biggest constraint to development moving forward.

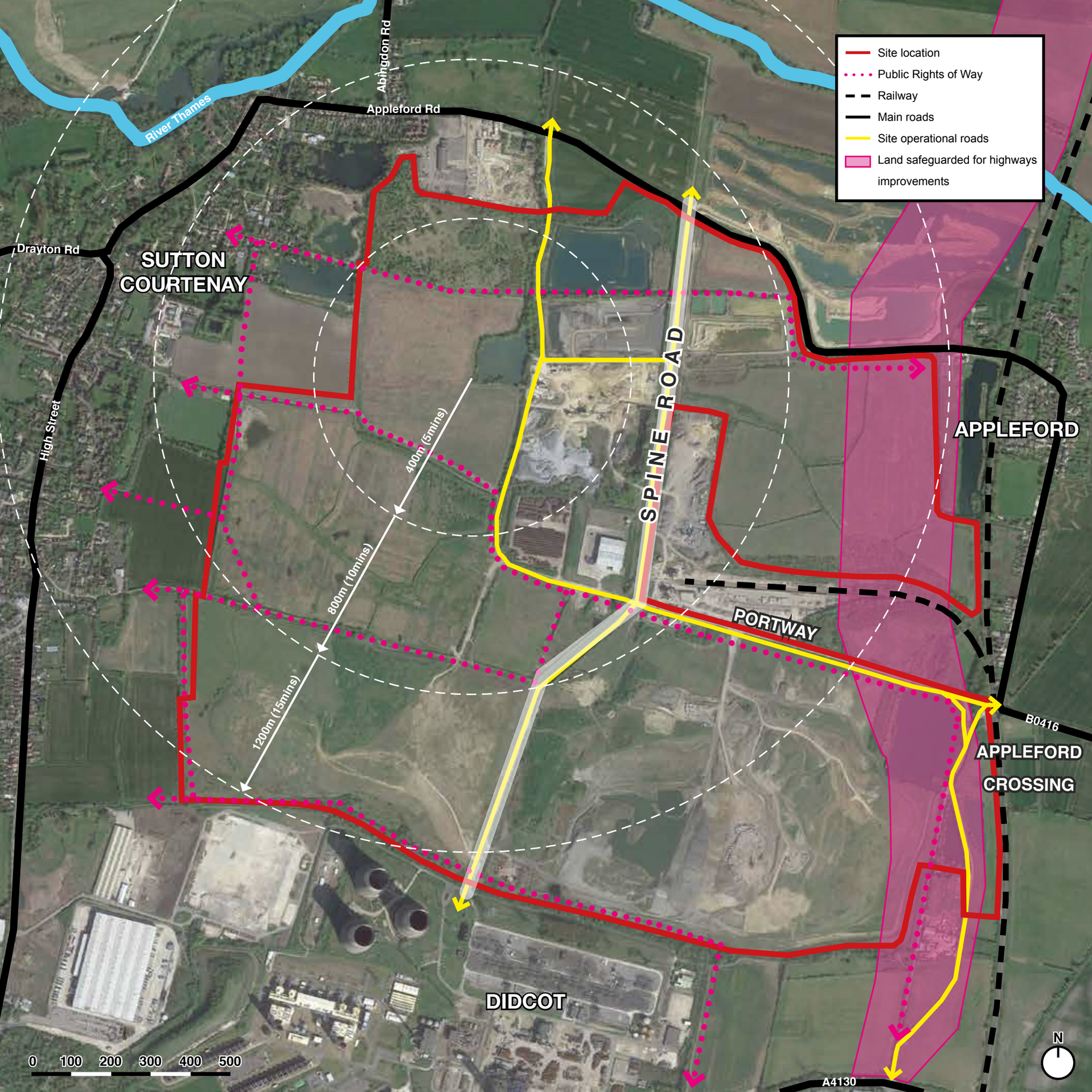
In the centre of the site, FCC operates a Materials Recycling Facility, waste transfer and green waste composting with various site offices. These areas provide a potential opportunity for future development as operations cease to exist. East of this, outside of the site boundary, Hanson operate an asphalt plant. They operate additional processing areas within the site boundary to the north which are leased. Various heavy goods vehicles travel between these areas on dedicated roads and there is also a conveyor belt system which allows for materials to be transported from the extraction areas north of the site on the other side of Appleford Road.

There are a number of silt settlement ponds across the site associated with the mineral extraction operations that are current and historic. The former mineral working and clay extraction area to the north west of the spine road (shown in yellow) is currently being pumped out and filled with soils to create a development platform, this area was previously extracted for sand, gravel and clay.

Millenium Green, situated to the north west of the site, is a publicly accessible nature reserve and will be retained and enhanced for recreational use. The area to the south of this is currently utilised to grow Miscanthus, a high yielding energy crop. This area provides a potential opportunity for future development.

View of the site looking north across the landfill

View of FCC Materials Recycling Facility


Site location
Public Rights of Way
Railway
Main roads
Site operational roads
Land safeguarded for highways improvements
River Thames
Abingdon Rd
Appleford Rd
Drayton Rd
SUTTON COURTENAY
High Street
SPINE ROAD
APPLEFORD
400m (5mins)
800m (10mins)
1200m (15mins)
PORTWAY
B0416
APPLEFORD CROSSING
DIDCOT
A4130
0 100 200 300 400 500
N

Transport

The current access and egress to the site is from Portway which is a By-way Open to All Traffic (BOAT), leading to the A4130, the Didcot Northern Arterial Route. This route is predominantly used by heavy goods vehicles transporting materials to and from the various operational areas of the site. There are also various routes crossing the site used for the transportation of goods and also access to the power station to the south.

The A4130 provides convenient access to the various employment areas to the south, including Didcot and Milton Park, as well as the A34 linking to Oxford further north and Newbury to the south.

Appleford Road provides connections between Sutton Courtenay and Appleford. Routes to the north provide connections to the A415, linking to Abingdon and Culham Science Centre, additional major employment areas.

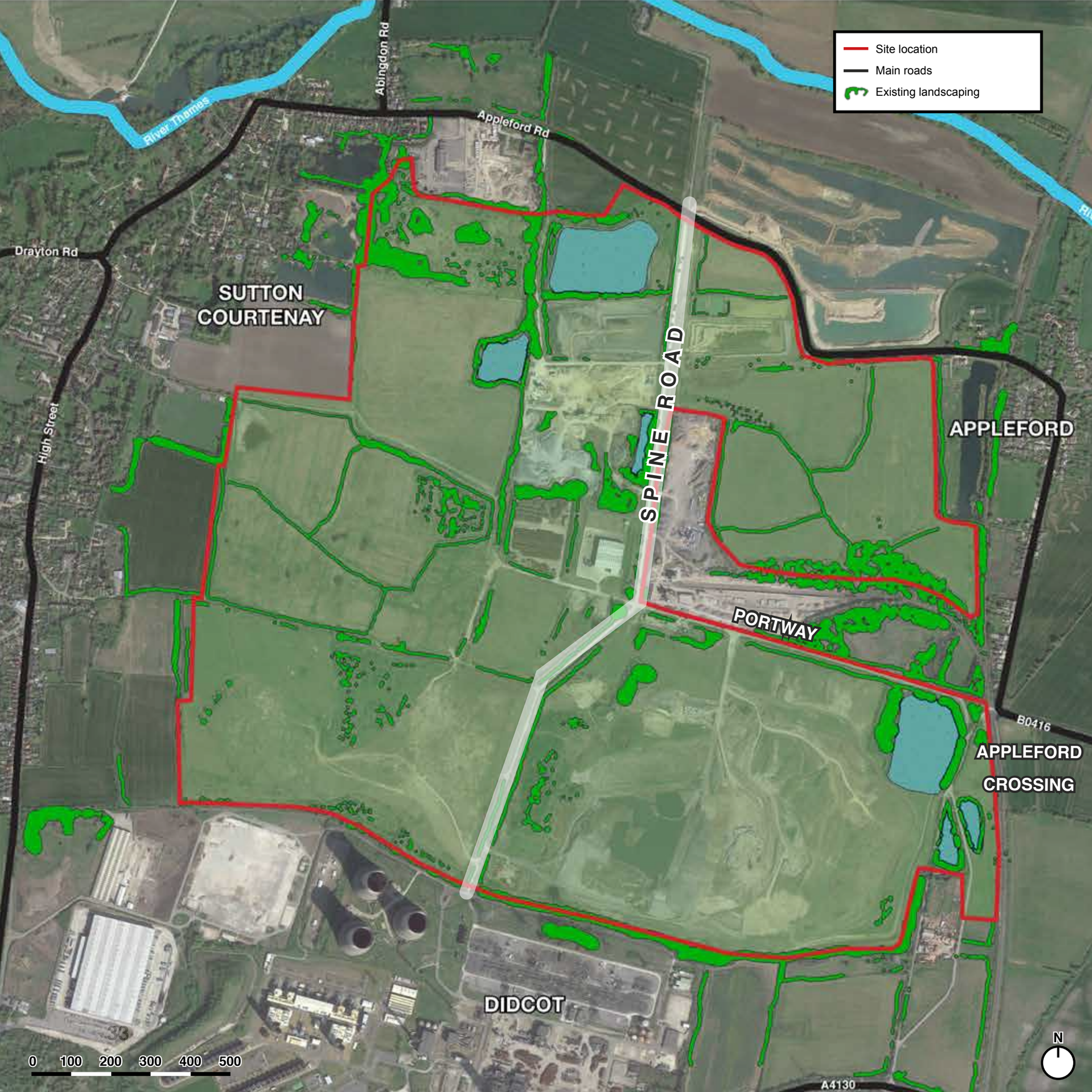
Bus stops are located in Sutton Courtenay and Didcot, providing connections to Wantage, Abingdon and Oxford. Large parts of the site are more than a 10 minute walk from Sutton Courtenay and Appleford, so it would be desirable to expand the local bus services within the proposed development site.

Didcot Parkway Rail Station, providing mainline connections to Oxford, London, Bristol and Exeter, is situated approximately 3km to the south-east of the proposed site. There is also a train station in Appleford to the east of the site within a 10 to 15 minute walk. This proximity and availability of good rail connections to the proposed site is of great benefit to live/work drivers that are key to unlocking the value of the site in a wider context.

Overall, it is concluded that there are no significant constraints or show-stoppers in highways and access terms that would prevent the site from being brought forward for residential development.

View of central offices and Hanson processing

View south on spine road towards compost area


Site location
Main roads
Existing landscaping
River Thames
Abingdon Rd
Appleford Rd
Drayton Rd
High Street
SUTTON COURTENAY
SPINE ROAD
APPLEFORD
PORTWAY
B0416
APPLEFORD CROSSING
DIDCOT
A4130
0 100 200 300 400 500
N

Landscape & Ecology

In accordance with site consents and current restoration schemes, habitats on site have established following the completion of capping of landfill areas resulting in varying establishment of vegetation. Resultant habitats are expansive and uniform, largely supporting open grassland and crops (Miscanthus; grown for biofuel purposes) with low value due to lack of botanical diversity.

Hedgerows bound and bisect these areas, the majority of which contain greater than 80% native species. Any losses of hedgerow resulting from development proposals would be appropriately compensated. None of the hedgerows present on site qualify as *important* under the Hedgerow Regulations 1997.

Although low in botanical interest, these habitats increase the biodiversity of the area and provide structural diversity, opportunity for sheltering and foraging wildlife and will be retained as far as possible as part of any future development proposals.

Additional habitats on site include ditches, woodland, grassland and waterbodies. A network of ditches bisect the site, many of which support aquatic and marginal plants - these support flowing water which eventually runs into the large waterbodies and ponds on site.

The ditches and waterbodies have been identified as supporting protected faunal species and these are therefore recommended to be retained as part of any development, where possible.

Compartments of young broad-leaved plantation woodland have been created, in accordance with current consents, around the filled areas and although these are of low botanical interest, they provide foraging and cover opportunities for local wildlife.

The northern extent of the site also supports mature broad-leaved woodland copses which are considered to be a Habitat of Principal Importance (Lowland Mixed Deciduous Woodland).

Between buildings, waterbodies and roads, scrub and swathes of ruderal vegetation have established in unmanaged areas. These contribute to the structural diversity across the site and provide resting, commuting and foraging opportunities for wildlife.

Appleford and Sutton Courtenay Millenium Common, provided by the owners of FCC as part of a previous consent, lies at the northern extent of the site. It is managed as a nature reserve and informally used for recreation by the public.

The area comprises a mosaic of broad-leaved mature woodland, young plantation woodland, rough grassland, ephemeral communities, scrub and waterbodies.

Along with the site's botanical interest, the variation in habitats provides foraging and nesting opportunities for a range of local wildlife such as invertebrates and birds. The area is recognised as being of high ecological value and it is recommended to be retained through any development proposals.

A large proportion of the site is also in active use (landfill, mineral extraction and processing, excavation, recycling facilities and aggregate storage) providing limited opportunities for local wildlife.

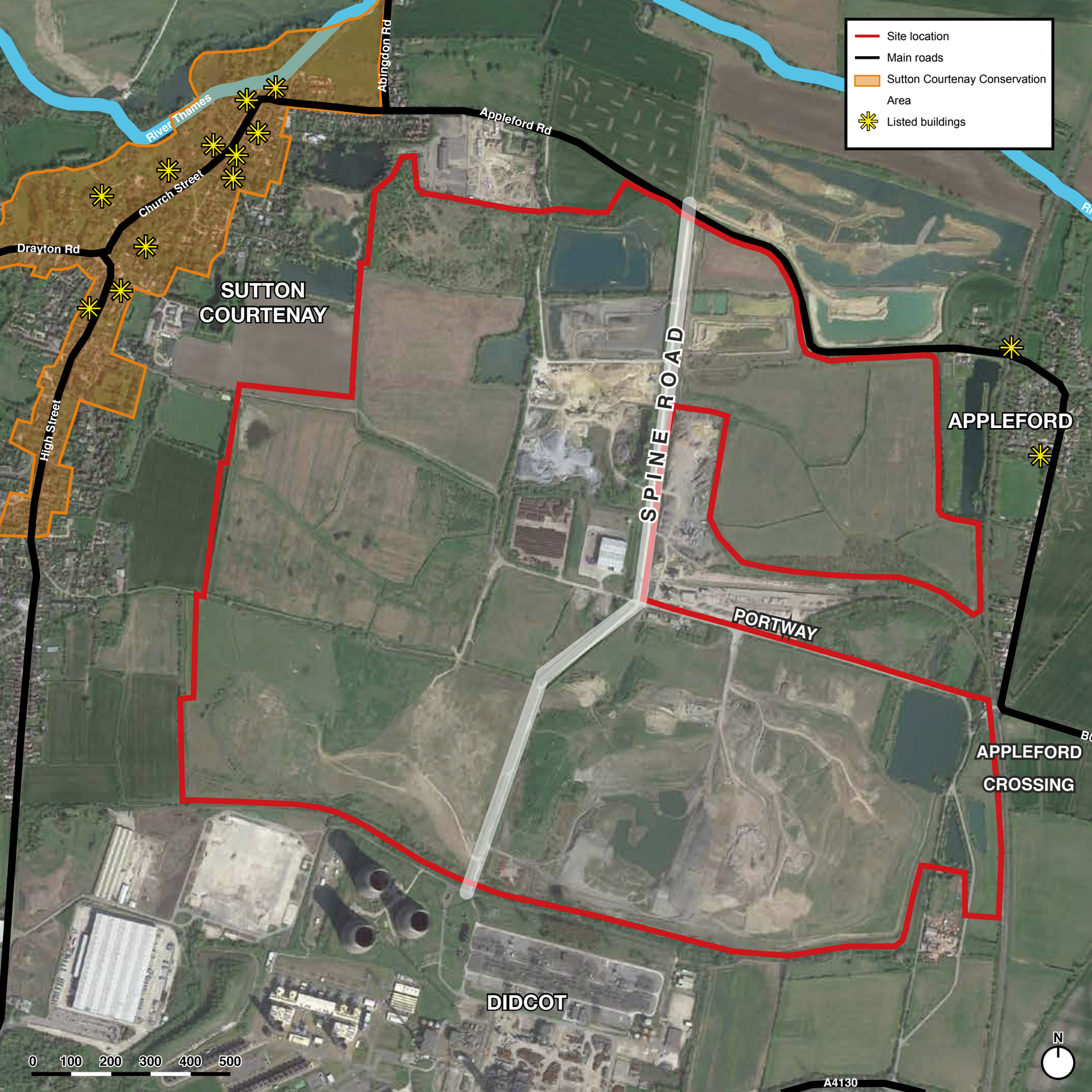

Site location
Main roads
Flood zone 3
Flood zone 2
River Thames
Abingdon Rd
Appleford Rd
Drayton Rd
High Street
SUTTON COURTENAY
WILL REVERT TO FLOOD ZONE 1 ON COMPLETION OF FILLING PITS
APPLEFORD
PORTWAY
SPINE ROAD
B0416
APPLEFORD CROSSING
DIDCOT
A4130
0 100 200 300 400 500
N

Flooding and Drainage

The development site is predominantly within Flood Zone 1, which is classified as low probability of flooding, There are small areas of Flood Zone 2 along the northern edge of the site associated with the River Thames which runs north of the site. Some of these areas identified as Flood Zone 2 are linked to the existing pits which are in the process of being filled with soils historically associated with sand and gravel extraction processes on site. On the completion of these pits being filled, the areas currently marked as being within Flood Zone 2, will revert back to Flood Zone 1.

View of an existing pond

Aerial view looking south from Appleford towards Didcot Power Station


Site location
Main roads
Sutton Courtenay Conservation Area
Listed buildings
River Thames
Abingdon Rd
Appleford Rd
Church Street
Drayton Rd
High Street
SUTTON COURTENAY
SPINE ROAD
APPLEFORD
PORTWAY
APPLEFORD CROSSING
DIDCOT
A4130
0 100 200 300 400 500
N

Heritage

There are a number of listed buildings located within Sutton Courtenay to the north-west of the site. These are predominantly located within the designated Conservation Area. At present there is no conservation area appraisal or management plan for Sutton Courtenay.

A small number of listed buildings can also be found in Appleford to the east of the red line boundary.

On the site itself, there is a history of a number of small farmsteads forming across the red line area. Over time, these have all been removed due to the nature of the site uses and historically through gravel extraction and later restoration by landfill.

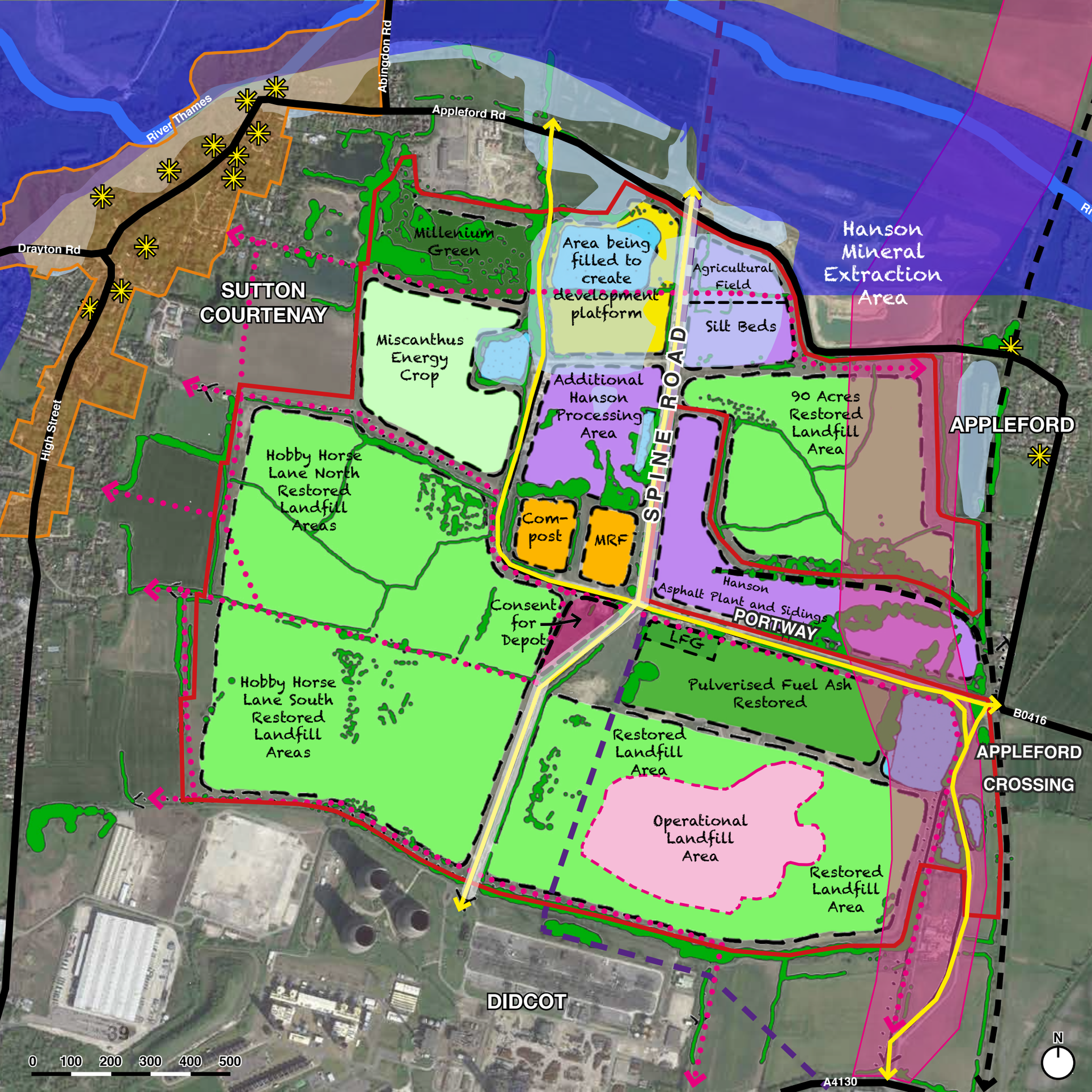
This is discussed in more detail at Chapter 4; as the historic narrative informs the development concept for the development.

Although the site is not immediately adjoining the Sutton Courtenay Conservation Area, proposals will be respectful of the character and carefully consider key views into and out of the Conservation Area.

Listed building on Church Street

Listed building on Church Street

Grade II listed building on the Church Street


River Thames
Abingdon Rd
Appleford Rd
Drayton Rd
High Street
SUTTON COURTENAY
Millenium Green
Area being filled to create development platform
Agricultural Field
Hanson Mineral Extraction Area
Miscanthus Energy Crop
Silt Beds
Additional Hanson Processing Area
SPINE ROAD
90 Acres Restored Landfill Area
APPLEFORD
Hobby Horse Lane North Restored Landfill Areas
Com-post
MRF
Hanson Asphalt Plant and Sidings
PORTWAY
Consent for Depot
LFG
Pulverised Fuel Ash Restored
Hobby Horse Lane South Restored Landfill Areas
B0416
APPLEFORD CROSSING
Restored Landfill Area
Operational Landfill Area
Restored Landfill Area
DIDCOT
A4130
0 100 200 300 400 500
N

3.3 Technical Summary

Overall Constraints Plan

Taking into account all the analysis carried out for the site, the following constraints must be considered when developing the masterplan:

Land Use: a large portion of the site has limited space for development due to land-filling. Areas that do have the potential to be developed will be maximised to incorporate a combination of residential, employment, education and mixed uses to create a new vibrant community. Restored landfill areas will enhanced and provided for landscape amenity whilst continuing to be managed to collect leachate and excess gas.

Access & movement: vehicular access to the site will seek to increase permeability, linking Appleford Road with A4130 to the south to ensure that greater connectivity to surrounding employment centres is achieved. As some of the operational areas of the site will remain with heavy good vehicles requiring access, it will be key to establish how this can be successfully managed alongside domestic traffic. Access will be designed with pedestrian safety in mind. Sustainable modes of transport, including walking and cycling, must be maximised. Improvements to bus routes should also be considered as well as links to surrounding railway stations.

Existing landscape: existing trees and hedgerows will be retained where possible. This provides the opportunity for existing habitats to be preserved and enhanced to maximise the biodiversity value of the site. Millenium Green will also be retained as an important asset to Sutton Courtenay. Access to the improved landscape will be encouraged to provide a range of benefits to people in order to promote a healthy, sustainable and resilient place.

Flooding: due consideration will be given to ensure that development, such as housing, is located outside of flood zones 2 and 3 and in areas at lower risk of flooding. Some areas currently classed at Flood Zone 2 will be reclassified to Flood Zone 1 on completion of the filling of redundant pits.

Adjacent properties and heritage: due consideration and the visual impact of new housing on the existing properties, Listed Buildings and the Conservation Area will be considered in more detail at a later stage.

Services: existing services that cross the site will be carefully considered with a design proposal. Good practice service offsets will be adhered to. The possibility of burying the overhead power-line will be considered to improve the overall aesthetic quality of the site. Access to the power station to the south will also be considered, as will the phasing of the site as the uses of the site transition from industrial to residential and community.

Design

4.1 Development Concept

Relating to Didcot Garden Town

Our proposal fully supports South Oxfordshire and Vale of White Horse District Councils' vision for creating and enhancing Didcot as a Garden Town capable of delivering fantastic infrastructure and a great place to live, work, stay and play.

We think that Didcot and the Garden Town are not just about the Town itself and the identified Garden Town area, there is a bigger picture to this story. Didcot has never stood in isolation as a place, and it won't do so in the future either.

Didcot has a rich history of being connected to the surrounding network of small villages that help to support the town and in turn, the town supports these villages by providing local jobs, services and facilities, leisure, retail and education. Didcot Town and its surrounding villages cannot work in isolation and we believe there should be a wider consideration which examines how we strengthen the relationships and also help to protect the local villages from the perceived conglomeration with Didcot Garden Town.

To this extent, our vision supports that of Didcot Garden Town and we agree fully the importance of protecting the spaces between the villages and providing viable opportunities to improve the landscape whilst connecting Didcot Garden Town and its villages through a series of linked paths, footpaths, bridleways and cycling tracks.

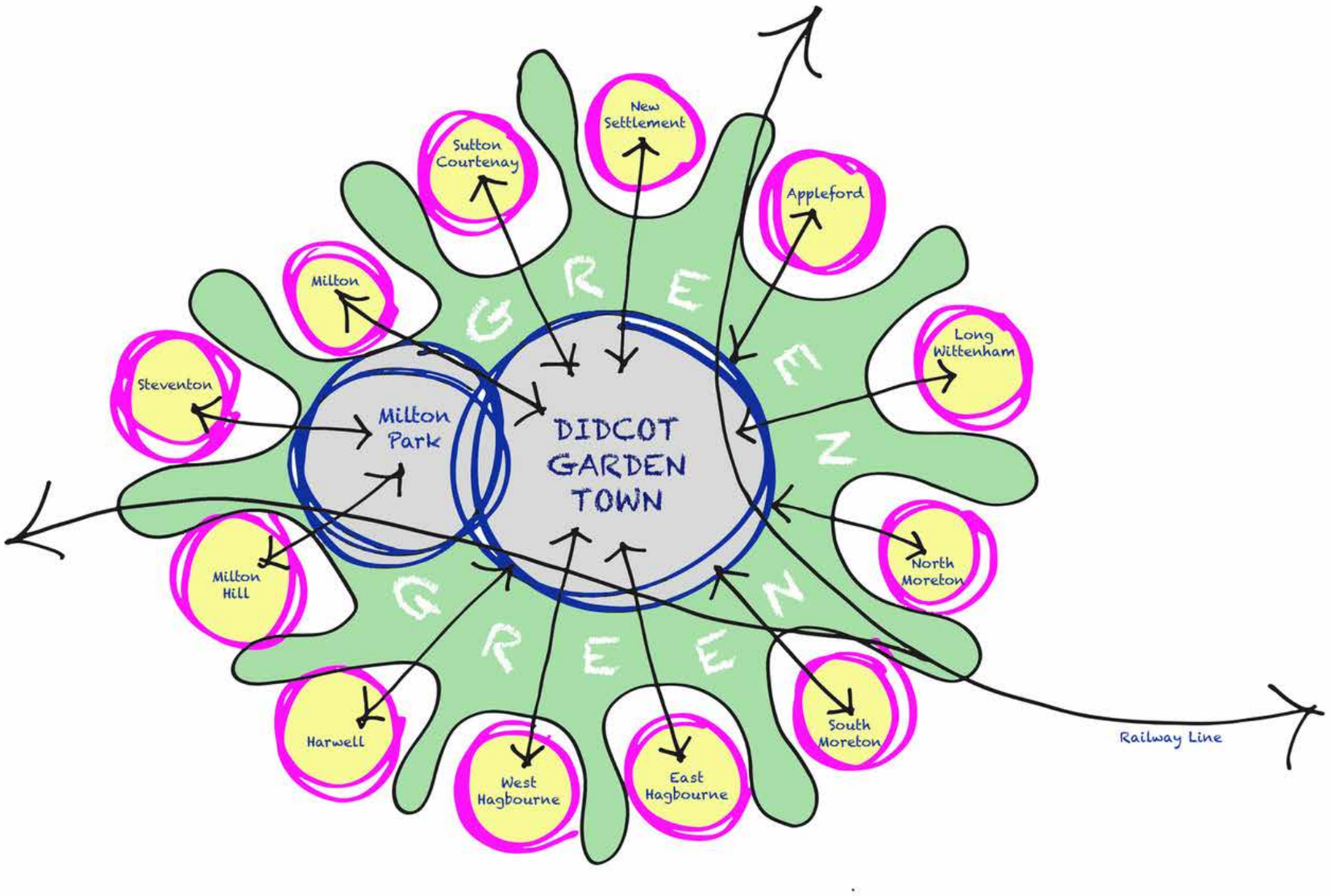
There should be one vision for the whole area, sitting strategically in the Science Vale as a green hub and a true Garden Town.

We believe that the land subject of the red line that is outlined in this Vision Document has the capacity to create the basis for a new green village, sitting between Sutton Courtenay and Appleford. It should not try to be an extension of either of the two as it should help to protect these historic villages and secure strategic green spaces for the future legacy of the residents of the wider Didcot Garden Town. The land ownership has the benefit of being able to propose and deliver strategic green spaces that are needed to help protect the villages from speculative Planning Applications.

Another substantial benefit of this strategically placed land holding is that it can provide in longevity a network of green spaces, green routes, footpaths, bridle and cycleways. There is also the desire that the land in FCC Environment's ownership can provide a new car park connected to the existing railway station and to this network of routes and paths to allow easy of access and movement to a wider transport network for these surrounding villages.

The FCC Environment ownership can enhance the existing landscape and visual appearance of the area and the site itself - making this a viable and deliverable output through the development of this land. Coupled with viability and deliverability, FCC also bring long-term stewardship and are currently exploring development models which ensure that land is not disposed of but is retained as a future managed and maintained legacy for FCC Environment and this future community.

The current site uses include an existing conveyor belt, running north to south through the site, which is connected to a rail head spur to Didcot Parkway Railways station. This Vision Document would propose that this is a fantastic potential future gain for local residents. This conveyor belt route and rail spur could connect a private rapid transit system to the main Didcot railway station, making this a hugely well connected and sustainable location for new homes at the centre of the Science Vale. This route could also provide better connected and improved pedestrian and cycle links to surrounding settlements.



Wider context concept diagram for a new settlement

"*South Oxfordshire and Vale of White Horse District Councils are working in partnership to deliver the Garden Town. This is a unique opportunity to transform Didcot into a more vibrant, welcoming and sustainable place to live, work and visit.*

It's a chance to explore new green networks of parks, paths and open spaces and links into the surrounding countryside. It's about supporting a successful town centre, connecting commerce, culture, homes and meeting places.

The Garden Town will help Didcot become a jewel in the crown of Science Vale, attracting supply chain businesses to support the high-tech economy and with strong links to the science campuses."

4.2 A Historic Led Concept

A concept driven by history

In order to support our development concept, we are proposing that this development should not be an extension to Sutton Courtenay or to Appleford.

The site and the aspirations for the development vision support the introduction of a new forward thinking contemporary settlement which complements and fits within the wider concept for a Garden Town at Didcot..

In order to ensure that this concept works in its context, it is necessary to look at the history of settlement growth in the local area. Today the land controlled by FCC Environment, sits between the settlements of Sutton Courtenay and Appleford south of the River Thames and north of Didcot Railway and Power Station. There has always been a rich pattern of settlement here around the River Thames; a “placemaking” river.

During the Roman period, the Thames Valley and particularly the villages around Abingdon, were well populated owing to the Roman town in close proximity to local settlements and the river. Since this time, there has been a strong link between the river and local settlements including Sutton Courtenay and Appleford. The history of this place starts with the place names of the surrounding settlements themselves.

Sutton Courtenay, a Saxon settlement, derives its name from the old English ‘Sudtone’; meaning south town; south of the Roman settlement of Abingdon. The addition of ‘Courtenay’ came when the Courtenay family took ‘Sudtone’ manor in 1177.

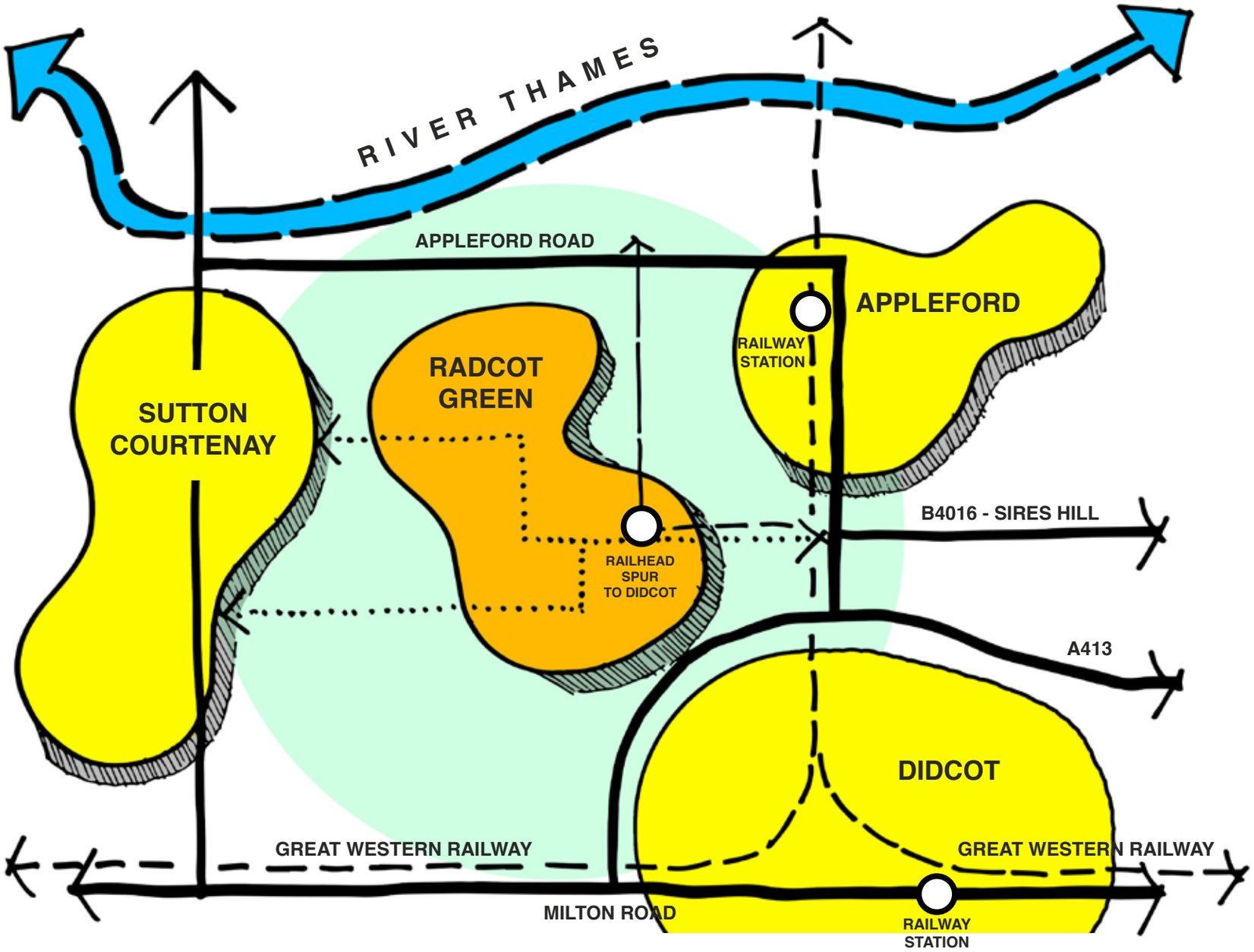
Appleford has a rich heritage associated with the river and more latterly; the railway line. In this area, which once belonged to Berkshire, and now Oxfordshire; there is a heritage of fruit growing, particularly apples. It is said that Appleford grew around the location at which apples were transported over the River Thames, at the site of a ford, from Harwell orchards to the south west.

The land which lays between Sutton Courtenay and Appleford has been historically used for arable cultivation - farmland and allotments, connected by the Portway running east / west parallel to the River Thames in the north. A number of farmsteads have historically occupied this land, notably Durnell’s Farm, and Radcot Farm.

Durnell takes its name from an ancient crop grown for its intoxicating qualities. Radcot, likely relates to an old reference as ‘reed cottage’ which would be consistent with its proximity to the River Thames. Durnell’s Farm was located in the south of the site, close to the current live landfill operations and Radcot Farm was located north, on the Portway.

In John Roque’s map of 1761, the land subject of the red line, is shown as arable farm land. Tithe maps of the 1840’s show the land and field boundaries have been reorganised and are marked as under arable cultivation. The nearby railway was constructed in around 1840 and at the same time, the road bridge over the railway, designed by IK Brunel, was also in place, providing greater connectivity between the local settlements and arable land.

It appears that gravel extraction was already taking place at this early stage, with the 1883 map showing an area close to the new railway marked as an area of water. This is now shown on modern maps as a fishpond.


RIVER THAMES
APPLEFORD ROAD
APPLEFORD
RAILWAY STATION
SUTTON COURTENAY
RADCOT GREEN
RAILHEAD SPUR TO DIDCOT
B4016 - SIRES HILL
A413
DIDCOT
GREAT WESTERN RAILWAY
GREAT WESTERN RAILWAY
MILTON ROAD
RAILWAY STATION

4.3 Design Development

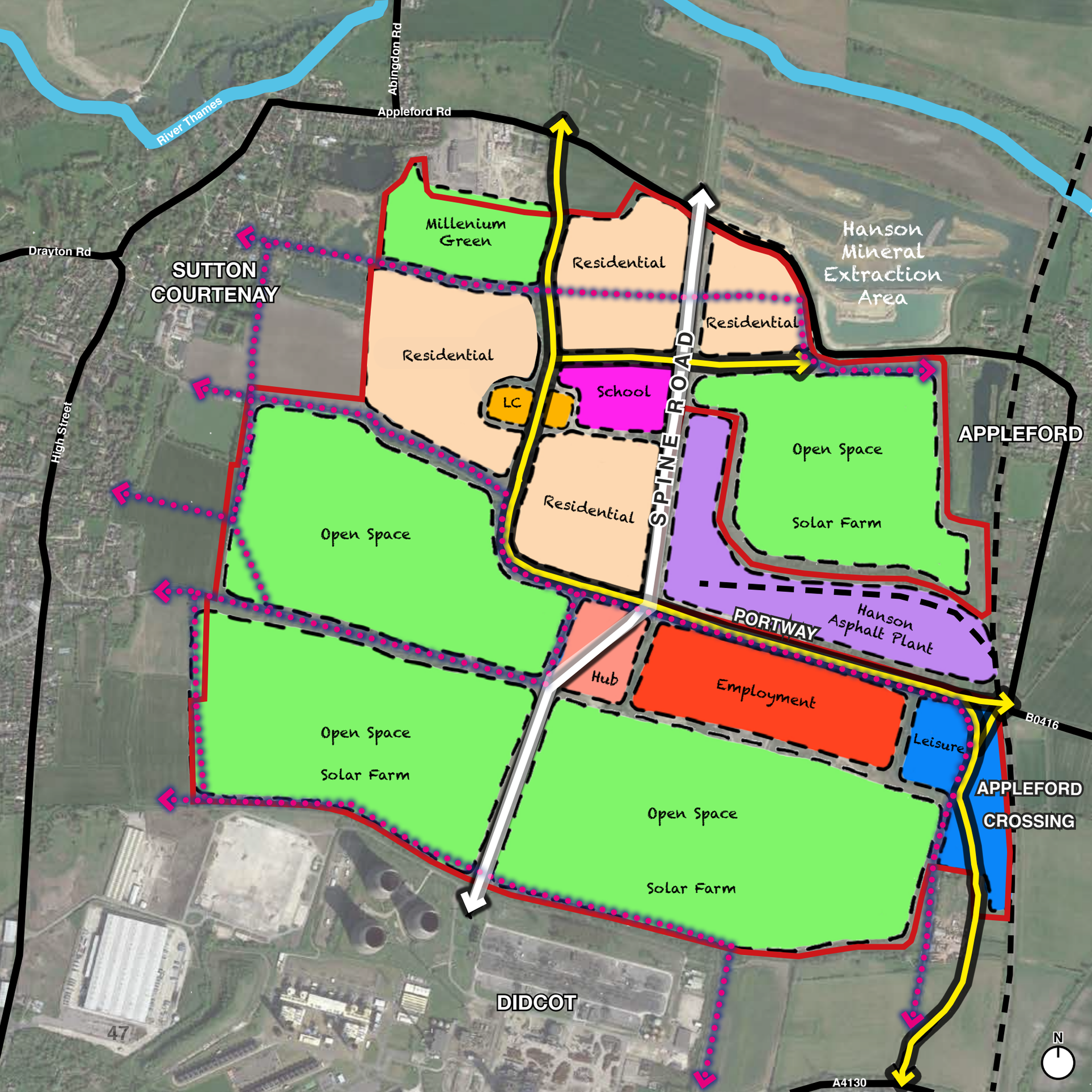
South of the Portway, a cluster of buildings and a pump for drawing water formed on the 1899 map, this small collection of buildings is marked as 'Radcot Farm' and appears until 1960.

On the 1975 map Radcot Farm has been removed, with the site having been quarried away. The site of the farm is said to have been home to renowned garden designer Norah Lindsay, who worked closely with Gertrude Jekyll.

Gravel extraction appears to have taken place across almost all of the area between Didcot Power Station, the River Thames and Sutton Courtenay and Appleford at some time over the past 200 years; much of the land being backfilled and then re-dug for landfill and associated works.

The rich heritage of the site is intrinsically liked to its landscape and the River Thames.

Radcot Farm itself provides potential inspiration for naming a new settlement here, re-imaging the historical landscape links with the site, the Portway and the River. It is this historical link that gives the new settlement its name **Radcot Green** and informs the concept for the settlement.


River Thames
Abingdon Rd
Appleford Rd
Drayton Rd
High Street
SUTTON COURTENAY
Millenium Green
Residential
Residential
Residential
Residential
Hanson Mineral Extraction Area
SPINE ROAD
School
LC
APPLEFORD
Open Space
Solar Farm
Open Space
Residential
PORTWAY
Hanson Asphalt Plant
Hub
Employment
Leisure
B0416
APPLEFORD CROSSING
Open Space
Solar Farm
Open Space
Solar Farm
DIDCOT
A4130
47
N

4.4 The Masterplan Concept

Creating a new settlement

The overall vision for the development is to create a **sustainable**, landscape-led, appropriate and design sensitive new settlement; with a **strong sense of place** and offering distinctive placemaking, community resources, commercial hubs and green infrastructure.

This ensures a **legacy** - with development creating a true positive gain, complementing its location and p**roximity to the wider Didcot Garden Town** and surrounding villages.

This development will provide a unique opportunity, not only to turn this historically industrial area into a habitable and high quality settlement but also to create something new.

As a landscape led development, **Radcot Green and Radcot Farm** (which sits within the new settlement), provides a fantastic new offer for the Science Vale.

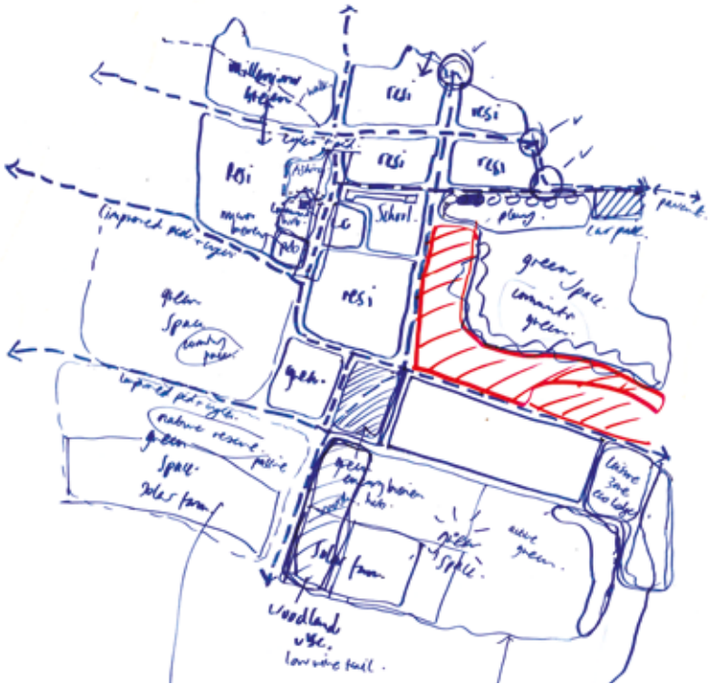
This **vibrant, flagship development** will bring investment, much needed high quality homes and jobs to the Science Vale. The aim is to create **resilient, safe and strong communities** and provide desirable homes that inspire and empower people to achieve a better lifestyle. The development has the opportunity to be a **pioneering** project backed by **environmental integrity** and a long-term vision for the area and Science Vale.

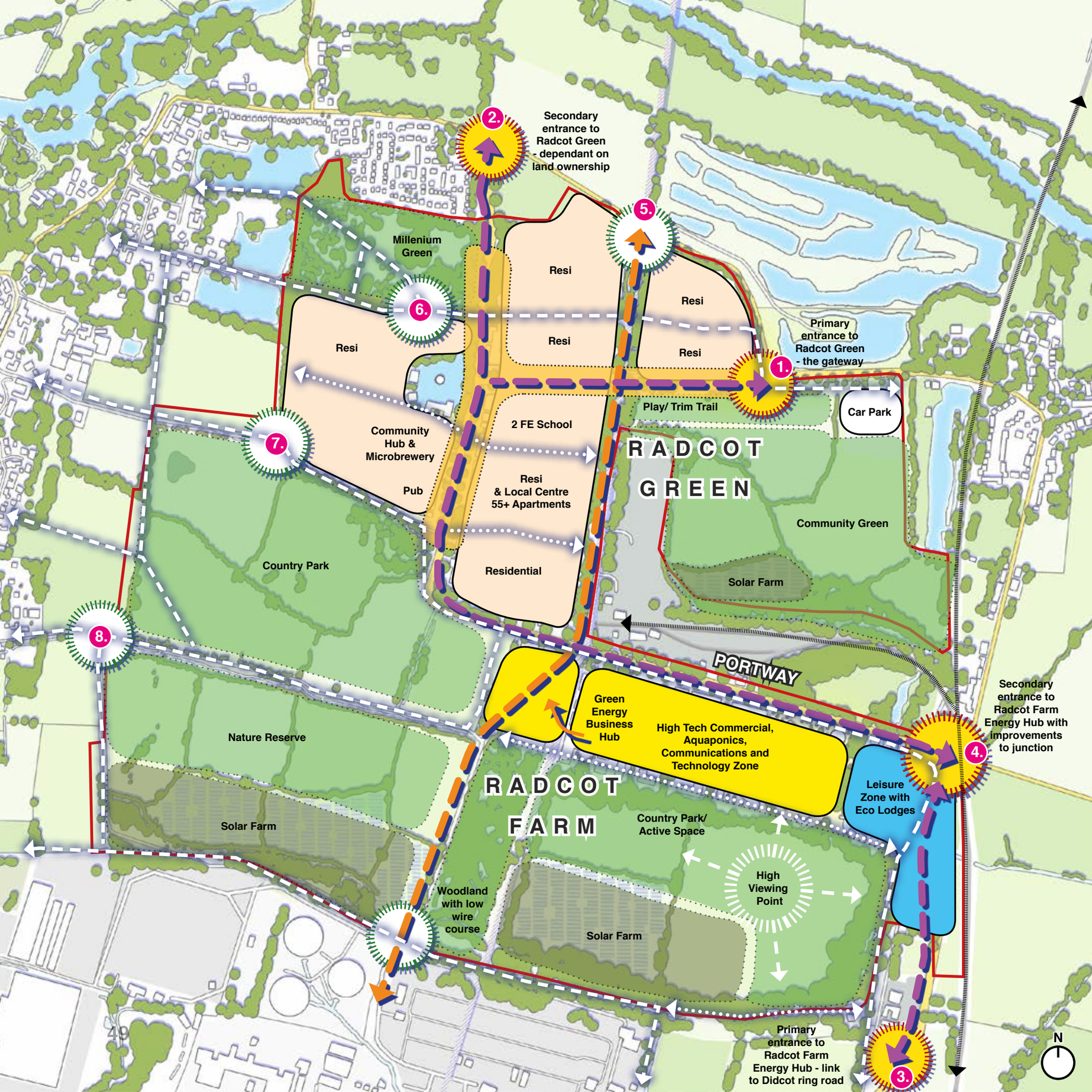
The beating heart of the development will be the local **village centre** which will offer a variety of facilities including a convenience store, shops, cafés, potential medical centre or day nursery and a two form entry primary school.

In order to **limit the dominance of the car**, sustainable methods of transport will be encouraged as well as an attractive and extensive footpath and cycle network. The **eco-credentials** of the scheme will be key drivers to ensure the development is set to last well into the 21st century and beyond.

A variety of high quality open space will cater for children and adults of all ages as well as incorporating a variety of habitats for local wildlife. The **protection and enhancement of existing landscape features** will ensure that the scheme integrates seamlessly and is respectful of the surrounding landscapes.

A number of sport and recreational facilities will be provided, including sports pitches, tennis courts and multi-use games areas, as well as a number of different play spaces across the development.




2.
Secondary entrance to Radcot Green - dependant on land ownership
5.
Millenium Green
Resi
Resi
Resi
Resi
Resi
Resi
6.
1.
Primary entrance to Radcot Green - the gateway
Play/ Trim Trail
Car Park
7.
Community Hub & Microbrewery
Pub
2 FE School
Resi & Local Centre 55+ Apartments
Residential
RADCOT GREEN
Community Green
Solar Farm
Country Park
8.
PORTWAY
Green Energy Business Hub
High Tech Commercial, Aquaponics, Communications and Technology Zone
Secondary entrance to Radcot Farm Energy Hub with improvements to junction
4.
Nature Reserve
RADCOT FARM
Leisure Zone with Eco Lodges
Solar Farm
Country Park/ Active Space
High Viewing Point
Woodland with low wire course
Solar Farm
Primary entrance to Radcot Farm Energy Hub - link to Didcot ring road
3.
N

4.5 The Masterplan

Site Gateways and Access

The photographs on this page shows existing and proposed pedestrian, cycle and vehicular routes and access points to the site and relate to the plan overleaf on page 50.

A new entrance is proposed at point number 1 - this allows for a new gateway into the proposed development and uses an established and existing vehicular entrance. Images 2 through to 5 also show existing vehicular access points which will be adopted and improved through development.

Whilst there are a host of existing cycle, pedestrian and byways open to all traffic across the site, images 6- 8 show the key links from Sutton Courtenay to the site. these routes are well used and provide excellent access to Radcot Green and Radcot Farm.

1.

Proposed primary entrance to Radcot Green

2.

Proposed secondary entrance to Radcot Green

3.

Proposed primary entrance to Energy Hub

4.

Proposed secondary entrance to Energy Hub - Appleford Crossing

7.

Pedestrian access from Old Wallingford Way

5.

Didcot Power Station spine road looking south

6.

Pedestrian access to Millenium Green from Church Mill Road

8.

Pedestrian access from Hobby horse Lane

1 Radcot Green

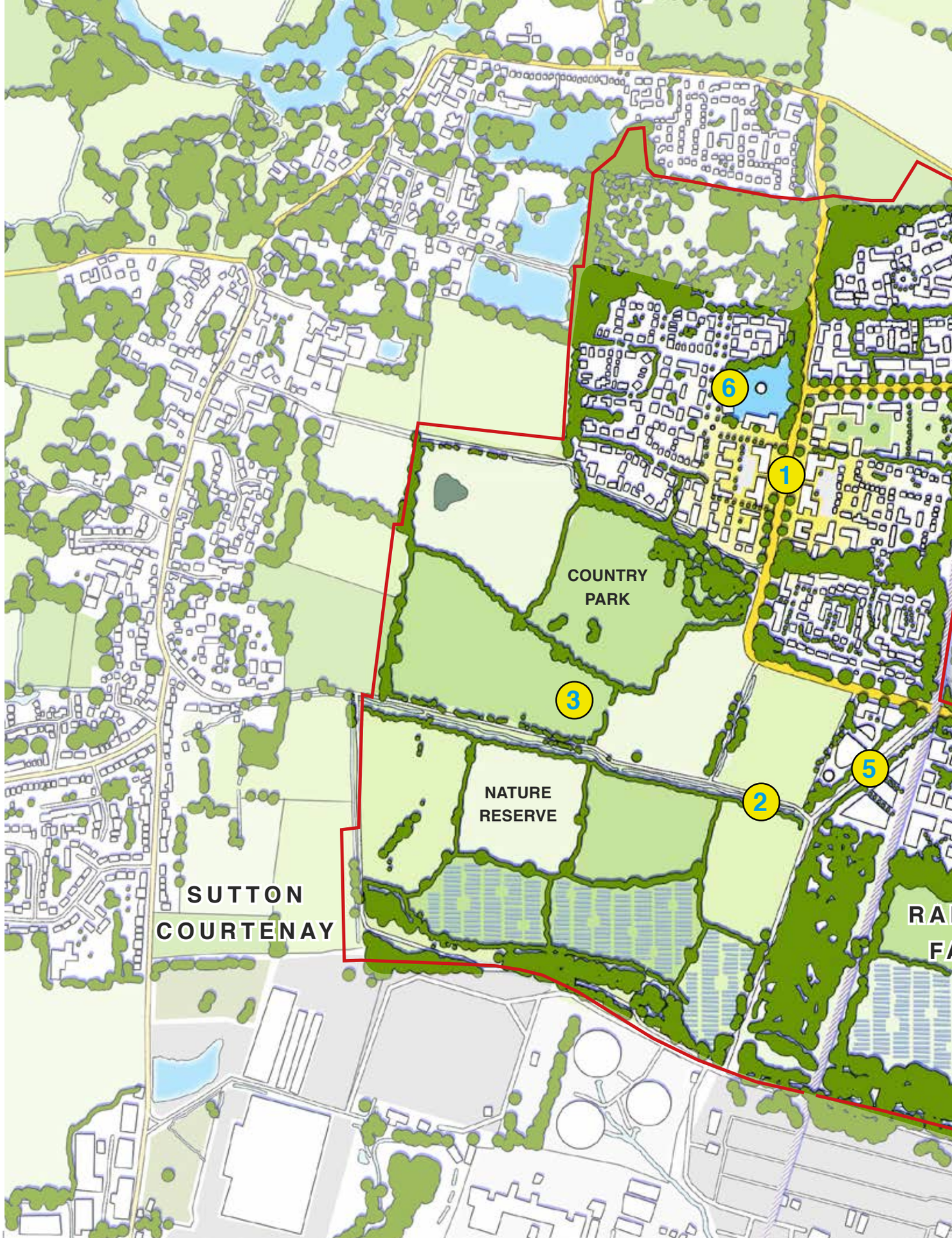
2040 - a contemporary and sustainable new settlement providing up to between 2000 and 2500 new homes on brownfield land (which is not landfill) supported by a village centre providing the potential for healthcare, education, local shops, over 55's apartments, a public house and micro brewery, community facilities & a two form entry primary school.

2 Connectivity

The site is very well situated in a location of high connectivity. A number of footpaths, bridleways, byways open to all traffic and historic tracks run across the site and connect the site into the surrounding network of villages. These routes will be connected, enhanced and made safe and desirable to encourage more walking, cycling as well as connectivity to the nearby railway stations.

3 Landscape Amenity

The site ownership offers a fantastic amount of public open space. Much of the land designated as amenity in the masterplan is restored landfill which has been restored back to a natural character in order to offer areas which can become country parks, nature reserves , community green spaces and ponds suitable for leisure and recreation.



4 Radcot Farm

Radcot Farm is a high-tech commercial campus which supports business, encouraging manufacture, creativity, research, production, communications and new technologies. The commercial zone allows for evolving technologies such as aquaponics and industries relating to the existing site uses and green energy generation. It is important that this concept is continued on site, reflecting the heritage .

5 Sustainability

Sustainability is key on this site. The site has been well used in its past, with gravel extraction and landfill dominating the red line area. In the masterplan, only landscape areas are planned for previous landfill. Development brings the chance to deliver a special place which builds upon the rich heritage of the site.

6 Community

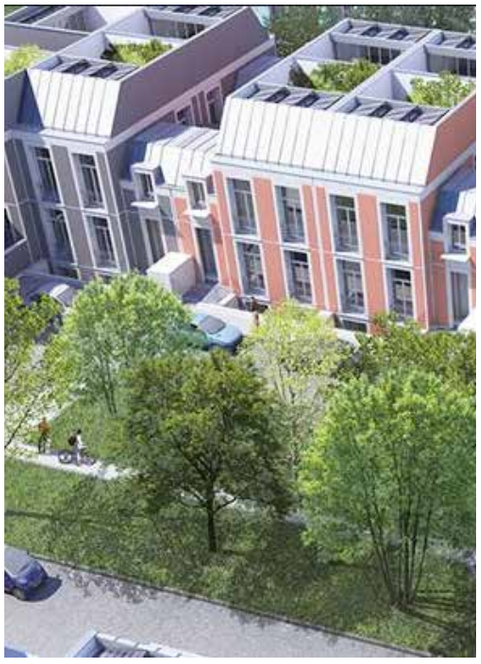
Radcot Green and Radcot Farm offers the chance to promote a new community unlike any other. The generation of Radcot Farm as an important green energy and business hub brings with it innovation, jobs and opportunities. New homes and community facilities at Radcot Green must be provided to create a holistic community.

The Rational House

Rational House™ is built using a range of standard parts that fit together in different ways, so that the shell of a typical house can be erected in 10 days.

The primary structure and panels are made from load bearing pre-cast architectural stone, which means that the internal walls can be changed to accommodate the different needs of the house throughout it's lifetime.

- The system can be built in a variety of heights from 2 to 10 storeys without modification and higher if required.
- Plan form gives great adaptability and flexibility: houses can easily be converted to flats, maisonettes or commercial uses built using repeatable MMC



Accordia

Accordia is a housing development in Cambridge, England. The development includes 378 dwellings and became the first housing development to win the RIBA Stirling Prize in 2008.

The development is principally made up of a dense arrangement of terraces. The buildings are designed to integrate the private amenity space within the dwelling so that the buildings integrate with the landscaping and public spaces.

Bicester Eco Town

True zero- carbon development - all homes have been designed to cope with climate change peaks of up to 10 degrees Celsius ensuring they remain warm in the winter but do not overheat during the summer.

All homes are built to Code for Sustainable Homes Level 5 incorporating highly energy efficient and low water consumption appliances and rainwater harvesting. The scheme is a net provider, creating more energy than it uses.

A bus stop within 400m of every home, a community bus service, a network of charging points for electric vehicles, ultra-low emission vehicles and a community Car Club.

4.6 Residential Typologies

Fairford

This attractive new development is in the bustling Gloucestershire market town of Fairford with the peaceful River Coln close by and the stunning Cotswolds, an area of outstanding natural beauty on the doorstep.

On the edge of Fairford, overlooking open countryside, Keble Fields is less than one mile from the town centre which has a range of local shops, including a post office, convenience stores and pharmacy. The town also has a library, schools, and health and leisure facilities.

Poundbury

The Poundbury development is an urban extension to the Dorset county town of Dorchester built on architectural principles advocated by the Prince of Wales. The scheme is designed based on the principles in the Prince of Wales book, 'a Vision of Britain.'

This has created a development which integrates with the historic town and follows principles that create a heritage inspired and attractive development.

Abode

Abode development at Great Kneighton is a large scale housing development containing 450 sustainable new homes on the edge of Cambridge. This is part of an overall development that will provide up to 2250 new homes.

The scheme won the 2012 Housing Design Project Award and is a good example of contemporary architecture interpreting traditional forms and attention to detail.

Street furniture to separate vehicle and pedestrian spaces

Special building types to address corners and enclose spaces

Buildings placed to terminate views

Well designed public and private spaces

Boundaries designed in combination with buildings

Legible layout

Undercroft parking to reduce vehicles on street where appropriate

Landmark buildings at important view points

Recognisable landmarks representing history and place

For a successful scheme:

The layout will be legible with landmark buildings and views to orientate users.

The streetscape will be designed with simple and characterful street furniture, landscaping and materials to distinguish pedestrian, vehicle & shared spaces.

The architectural design will ensure high quality detailing and show an understanding of the local vernacular through all contemporary and traditional building types.

The layout will provide useful, interesting and varied open spaces which relate well to buildings

4.7 Urban Design Principles

A variety of house types and character

A legible gateway to the development

Shared surfaces and spaces

Parking integrated without courtyard public spaces

Well defined public spaces and public art

Designed to relate to public and private outside amenity space

Surface distinction between main roads and residential streets

Local creative play spaces on pedestrian routes

Pedestrian routes and long connecting views

1

2018 - The Site Today

1. Spine Road owned by N Power
2. Hobby Horse Lane North Restored Landfill
3. Hobby Horse Lane South Restored Landfill
4. Active Landfill Area
5. Existing Ponds
6. Composting
7. MRF
8. Hanson Mineral Processing Area & Silt Ponds
9. Area being filled to create development platform
10. Agricultural Field
11. Silt Beds
12. Hanson Mineral Extraction Area
13. 90 Acres Restored Landfill Area
14. Hanson Asphalt Plant and Sidings
15. Landfill Gas Power Generation Plant
16. Pulverised Fuel Ash Restored
17. Appleford Railway Station

2

4.8 Phasing

2025- 2030 - Residential and Commercial Development Arrives

1. New Station Car Park for Appleford
2. New Gateway to Radcot Green
3. Residential Development
4. New Commercial Centre Radcot Farm
5. New Primary Access Roads
6. New or improved access points
7. Solar Farm
8. Strategic Landscaping

The site is identified as an **allocation** for **major development** to the north of Didcot and initial phases of development have commenced. This includes the delivery of a **new car park for the station at Appleford**, delivery of a new **gateway** into the residential development of **Radcot Green** on the Appleford Road, commencement of a new **commercial** centre at **Radcot Farm** and the development of new primary **access roads** and **access points** into the site. The existing **access and junction** has been improved at **Appleford Crossing** and **Solar Farms** have been installed on the restored landfill areas. Strategic **landscaping** is in place and is maturing.

3

2030- 2035 - Primary School, Local Centre and Commercial Development

1. Residential Development
2. 2 Form Entry Primary School
3. Village Centre
4. Commercial Centre Radcot Farm
5. Landfill Restored
6. Hobby Horse Country Park
7. Hobby Horse Nature Reserve
8. Trim Trail
9. New cycle and pedestrian routes
10. Existing Miscanthus Energy Crop

The next phases of development commence. This includes the delivery of **additional housing and affordable housing** to the south, a **2 form entry primary school**, the start of the **village centre**, including **local shops** and **community facilities** and **over 55's apartments**. Additional employment areas at **Radcot Farm** have grown, providing a substantial **enterprise** area supporting **high tech** and **communications** technologies. The restoration of landfill sites is complete and areas of **public open space** are accessible and well used by the public. This includes a **Country Park**, **Community Green**, **Nature Reserve** and play areas including a **trim trail**. The existing spine road is still in operation for some Hanson operations and a **new cycle and pedestrian route** now also runs along the spine road.

4

2035- 2040 - Radcot Green and Radcot Farm are Completed

1. Residential Development
2. 2 sided Village Centre
3. Green Energy Business Hub
4. Village Lake
5. Community Centre
6. Microbrewery
7. Public House
8. Spine Road serves development
9. Hanson processes reduced
10. Eco Lodges, Leisure and Recreation

By 2040, the development at **Radcot Green** and **Radcot Farm** will be completed. The 5 year period between 2035 and 2040 brings the completion of the **residential** accommodation, the entirety of the **Village Centre**, all strategic landscaping and road, rail, cycle and pedestrian **connectivity and infrastructure**. By 2040, Radcot Farm is complete with its **flagship Green Energy Business Hub** which connects Radcot Farm and Radcot Green. Radcot Green is now a **thriving settlement**, supporting and complementing the surrounding villages and Didcot Garden Town. The **lake** in the Village Centre is a focal point providing **fishing and amenity uses**. In addition, a new **Community Centre**, **Microbrewery** and **pub** are located on the waters edge. The spine road has reverted to a **placemaking road** to serve the development.

Conclusion

5.1 Conclusion

This document sets out the **emerging development vision** and demonstrates the **deliverability of Radcot Green and Radcot Farm** as a sustainable strategic opportunity to provide housing, jobs and investment within the Science Vale.

Development in this location represents **the three pillars of sustainable development** as set out within the National Planning Policy Framework.

All **technical aspects** have been investigated to ensure that the development is not only **deliverable**, but can also function as an attractive, **innovative** place to live, work and play.

The intended **delivery timetable** will contribute significantly to the Council's housing land supply requirement in Science Vale.

The delivery document demonstrates that the site is a **sustainable location for development within the Science Vale**.

The site benefits from **excellent communication and transport links to the City of Oxford**, surrounding towns with key employment areas such as Wantage and Didcot Garden Town.

The new settlement is located within close proximity to the **Harwell and Milton Park Enterprise Zones**.

The proposed site would create up to **2000 - 2500 flexible mixed tenure homes for Science Vale** workers and their families. This would comprise of a range of densities which would be tested in greater detail at Planning Application stage.

The development would create strong cultural, recreational facilities in a **walkable, vibrant, social** neighbourhood. It will have an **integrated transport system incorporating walking, cycling and public transport**.

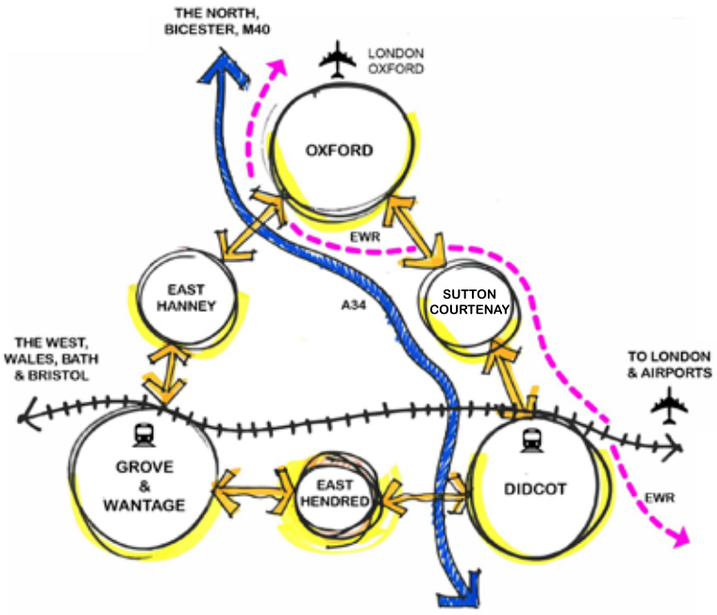
The development will provide a two form entry primary school, and safe, **attractive open spaces** that include; children's play, sports facilities, allotments, a country park, community green and nature reserve.

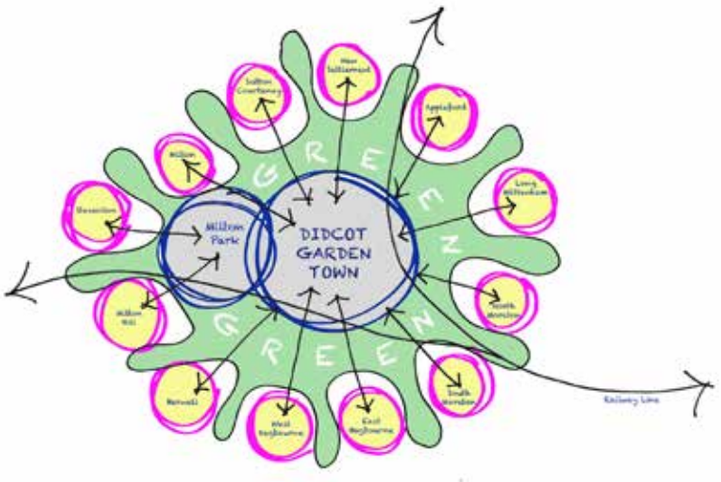
The development will be a **modern, innovative place that will embrace contemporary technologies**; with important links to the growing industries within Science Vale.

The overall aim is to create a **destination that will support the continued development of the Science Vale** - an **internationally significant centre for innovation and science** based research and business.

Overall, we believe that this location represents **the most sustainable choice for providing new homes within the District**. The site is **available** and can deliver.

The opportunity for the creation of a new 21st Century Science Vale resiential and commercial community is on the horizon.





A Vision for Radcot Green

westwaddy

FCC Environment