TRANSPORT STATEMENT
Didcot Technology Park (D-Tech)
Local Development Order

Prepared for: Reef Estates
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Glanville

Glanville Consultants is a multi-disciplinary engineering, design and surveying consultancy with the following expertise:

Structural Engineering | Transport and Highways
Civil Engineering | Geomatics | Building Surveying

Cornerstone House
62 Foxhall Road
Didcot
Oxfordshire OX11 7AD

Telephone: 01235 515550

Offices also at:

3 Grovelands Business Centre
Boundary Way
Hemel Hempstead
Hertfordshire HP2 7TE

Telephone: 01442 835999

postbox@glanvillegroup.com
www.glanvillegroup.com

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Appendices

1.0 Introduction and Background

1.1 This Transport Statement (TS) has been prepared by Glanville Consultants on behalf of Reef Estates in support of a proposed Local Development Order (LDO) at Hill Farm, Didcot; the site herein being referred to as 'D-Tech'.

1.2 D-Tech sits within an area designated as an Enterprise Zone under the Didcot Growth Accelerator 'EZ2' and is intended to complement the already successful centres of Harwell, Milton Park and Culham.

1.3 A draft LDO for the site has been prepared in partnership with the Vale of White Horse District Council and is intended to help deliver economic growth by simplifying the planning process and encouraging growth in employment-generating businesses in the Science Vale area.

1.4 LDO's are a strategic long-term planning tool, providing flexibility within a clear framework of development control, including specific land uses, development parameters and planning conditions. The purpose of an LDO is to provide maximum flexibility, allowing developers to react quickly to market and tenant demands.

1.5 The local Planning Authority (LPA) retains the power to amend or ultimately revoke the order, if necessary, in response to the monitoring of impacts. The LDO, which is not a planning application, justifies a bespoke approach to the assessment of transport impacts. There is no requirement within the legislation to support development permitted by an LDO with a TS or Transport Assessment.

1.6 The LDO (Application No. P17/V2490/LDO) for D-Tech originally proposed to secure a series of floor area allocations and planning use classes across the site for development of up to 90,000m^2 within use classes B1(a), B1(b), B2 and B8 uses, with an expected 10+ years build-out period.

1.7 In this context, progress in securing the LDO stalled following concerns raised by the local Highway Authority with regard to estimated traffic generation and highway impact, the latter of which couldn't, in the Highway Authority's view, be accurately assessed owing to the absence of a functioning Didcot Garden Town Traffic Model and lack of clarity around the impacts arising from the dualling of A4130 and delivery of the Didcot to Culham Link Road and the Clifton Hampden bypass, which together now form the package of measures known as the HIF1 (Housing Infrastructure Fund 1) works.

1.8 Despite the compelling arguments put forward in respect of the proposed LDO consuming its own smoke in traffic impact terms through the application of the Business Rates Return, the Highway Authority maintained its objection to the scheme and as such, through positive engagement with both the Highway Authority and District Planning Authority, Reef Estates has re-evaluated their proposals in order to assist in ameliorating the impacts airing therefrom.

1.9 Given then the concerns raised by the Highway Authority in respect of the original LDO proposals and in light of the very positive traction Reef Estates have had in terms of letting the proposed floor space, the LDO has been recast to seek to meet the requirements of all parties.

1.10 To this end, the draft LDO[1] which is currently being consulted upon, a copy of which is contained at Appendix A of this Statement, seeks to narrow the number of potential future use classes that can be accommodated across the site so as to minimise traffic impact, while seeking a modest uplift in floor areas to be able to meet the demands of future occupiers. The latest changes to the LDO framework are set out in detail in subsequent sections of this Statement.

1.11 Further, since the original LDO was consulted upon, Reef Estates have sought to positively engage with the Highway Authority in respect of its infrastructure delivery requirements and as a result are currently in the process of negotiating draft Heads of Terms for a Section 106 agreement which seeks to secure the infrastructure considered necessary to facilitate delivery of the LDO and thus provide comfort and surety to the Highway Authority that this infrastructure will be duly delivered.

1.12 The LDO's infrastructure delivery requirements, the anticipated content of the Heads of Terms and other salient content of the LDO itself are discussed in further detail later in this Statement.

1.13 Lastly, this Statement includes additional narrative on a number of detailed points upon which the Highway Authority has requested clarification through correspondence exchanged since submission of the previous iteration of this Statement.

1.14 The purpose of this report is therefore to present the transport impacts of the proposed LDO (notwithstanding the legislation not requiring such assessment), with a view to gaining local Highway Authority support for the proposals and in so doing allowing the LPA to permit the LDO accordingly.

1.15 This Technical Note has been prepared in accordance with Central Government policies set out in the *National Planning Policy Framework* (July 2021) and in line with planning practice guidance, *Travel Plans, Transport Assessments and Statements* (March 2014).

[1] Attention is drawn to the proposed transport / highway related conditions set out in Tables A & B of the document.

2.0 Site Context

2.1 The site is located to the north-west of Didcot. It is bound by A4130 to the south, fields and Didcot Power Station to the west and by the railway line running between Didcot and Oxford to the east, which is on a north / south alignment. A site location plan is provided at Appendix B.

2.2 The site is predominantly currently made up of open agricultural fields. However, Hill Farm is occupied by a company that makes wood pallets. The site also currently accommodates two further residential properties and an access road to Sutton Courtenay Waste Management Centre operated by Waste Recycling Group Limited, which is located to the north of the Power Station.

2.3 The site's access road, which runs on a broadly north / south alignment through the site, is accessed from the south via the existing four arm roundabout junction of A4130 / Collett, which also serves as an access to Southmead Industrial Estate to the south. The access road re-joins the public highway to the north of the site at Appleford Crossing, a level crossing over the aforementioned railway line.

Didcot Garden Town

2.4 Didcot was awarded Garden Town status by the government in December 2015 and therefore has an emphasis on the delivery of sustainable development. The Didcot Garden Town Delivery Plan was published in October 2017. The proposed LDO site is identified as part of the Didcot Garden Town Masterplan and provides a logical urban extension to the existing built up area, in close proximity to Didcot town centre and the railway station.

2.5 Being part of the wider Didcot Garden Town initiative, the LDO site will both contribute to, and benefit from, the sustainability improvements it proposes, including enhanced cycle routes and rationalised and enhanced bus services. The development will also create job opportunities to help balance the recent and on-going large-scale housing development in the area.

Land to the West of Didcot B Power Station

2.6 Planning permission was granted in June 2019 for two data centres and ancillary development on land to the west of Didcot B Power Station, Sutton Courtenay Lane (application No. P18/V2277/FUL). This consented development is referred to as the 'Giant Site' and is located only a short distance from the proposed LDO site.

2.7 The applicant explained that the Giant Site would house: "IT and telecom infrastructure, in the form of racks of computer servers. The purpose of a Data Centre is to store, manage and disseminate IT capacity. A key purpose of a Data Centre is to facilitate 'cloud computing', the concept whereby data is stored and processed within a facility".

2.8 The consented use will provide a total of 73,133m^2 of Use Class B8 (storage or distribution) across the two buildings.

Housing Infrastructure Fund 1 Works

2.9 A planning application for Housing Infrastructure Fund (HIF1) has been submitted to Oxfordshire County Council (ref. R3.0138/21), proposing:

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

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

2.10 The area of works comprises:

'*A linear site comprising a corridor between the A34 Milton Interchange and the B4015 north of Clifton Hampden including part of the A4130 east of the A34 Milton Interchange, land between Didcot and the former Didcot A Power Station and the Great Western Mainline, land to the north of Didcot where it crosses a private railway sidings and the River Thames to the west of Appleford-on-Thames before joining the A415 west of Culham Station, land to the south of Culham Science Centre through to a connection with the B4015 north of Clifton Hampden*'.

2.11 Appendix C contains an overview drawing of the works corridor as described above, with the works identified on drawings 7 & 8 being the most pertinent to the development at D-Tech.

2.12 The works in the vicinity of D-Tech comprise the enhancement of the 4-arm Collett Roundabout (Site Access Road / A4130 / Southmead Industrial Estate) and the formation of a new link road running towards Culham.

2.13 The road through D-Tech which comes off the northern arm of the Collett Roundabout forms the first leg of the Thames River Crossing, which runs between Didcot in the south and the Thames River Crossing / A415 Abingdon Road roundabout in the north.

2.14 The plans contained at Appendix C show the priority T-junctions off the Site access road which serve the LDO development areas (the arrangement thereof having been previously agreed with the Local Highway Authority), along with appropriate bus stop facilities and bi-directional cycle lanes either side of the access road.

2.15 The LDO will safeguard the land required to facilitate delivery of the HIF infrastructure, as well as that required to facilitate roads and pathways to connect across and provide access to the site from the Didcot – Culham link road, as well as safeguard land to the east to allow development of a future railway crossing.

2.16 The Collett roundabout was modelled as part of the HIF1 Transport Assessment and assumed delivery of the following quantum of development which is therefore entirely consistent with the level of development sought by the LDO.:

2024

B2 – 1,000m^2
B8 (Data) – 22,000m^2

2034

B2 – 5,000m^2
B8 (Data) – 110,000m^2

2.17 The results of the modelling demonstrate that in a 2024 and 2034 'With HIF' scenario, the roundabout would operate within its theoretical capacity (i.e., an RFC (ratio of Flow to Capacity) of below 0.85) and with minimal queuing in each peak hour. The results are shown at Appendix D. As such, it can be concluded that the HIF infrastructure more than accommodates the volume of traffic anticipated to arise from development of the LDO – see further below.

3.0 Proposed Development

Floor Areas and Use Classes

3.1 The LDO seeks to secure a series of floor area allocations and use classes. The total floor area deliverable under the LDO would be 115,000m² (see Parameter 2, Table A of the draft LDO in Appendix A), split between a number of defined 'build zones'. An indicative masterplan is provided at Appendix E.

3.2 For the purposes of this TS, a 'worst case' in terms of the proposed uses that would generate the greatest level of vehicular traffic has been assessed, alongside a more realistic mix of uses, anticipating the likely tenant demand. This mirrors the approach taken in the Transport Assessment which accompanied the original LDO submission. The two scenarios are outlined below:

'Worst Case Scenario'

- B2 Light Industrial 5,000m² (of which 500m² waste management)
- B8 Data Centre 105,000m²
- Sui Generis (battery storage) 5,000m²

Total 115,000m²

'Anticipated Scenario'

- B2 Light Industrial 3,000m² (of which 500m² waste management)
- B8 Data Centre 97,000m²
- Sui Generis (battery storage) 15,000m²

Total 115,000m²

3.3 Again, it should be noted that the proposed quantum of development mirrors that allowed for within the HIF1 TA.

3.4 The data centre use is proposed to form an extension (in technological terms rather than physically) of the recently consented Giant Site.

Employment Numbers

3.5 Based on employee details for the Giant Site, it is anticipated that the Data Centre would employ 100 full time staff. These employees would operate three 8-hour shifts over a 24-hour period, equating to 33 FTE's per shift.

3.6 At this stage, there are no identified onward occupiers for the Light Industrial or Battery Storage elements of the scheme and thus it is not possible at present to be so prescriptive in terms likely future employee numbers. However, by virtue of the nature of battery storage, employee ratios are extremely low owing to the nature of the technology and the majority of the floor area being taken up with hardware.

Access and Wayleaves

3.7 Access to the site would be achieved via the existing arm off the A4130 / Collett roundabout junction (see further details later in this report), which would lead to a pair priority junctions which would provide access to secondary access roads leading to the build zones.

3.8 Although the internal road network may continue (in the short term) to link to Appleford Crossing to the north (subject to the phasing of development versus delivery of the HIF infrastructure), it should be noted that it is not intended that the crossing be used as a means of access to the LDO site. Until such time as the Culham – Didcot Link Road has been fully constructed and opened to through traffic, access will be solely achieved from the south via the A4130 / Collett roundabout.

3.9 From within the site, this can be controlled temporarily through the implementation of junction designs which preclude turning movements to the north and of course through a detailed signage schedule.

3.10 How long such mechanisms will need to be in place is a matter which falls outside of Reef Estate's control, given that ultimately delivery of the Culham – Didcot link road sits with the County Council as Highway Authority, however with HIF infrastructure expected to be operational by 2026, the restricted access provision to the LDO site will be able to fall away relatively quickly.

3.11 Notwithstanding, it is of course the case that if the LDO comes forward ahead of the link road delivery, the section of road between the Collett roundabout and Hill Farm would become adopted highway, however beyond Hill Farm, only existing rights would remain, i.e. as a bridleway and any other private rights and wayleaves which exist. As such, there will be no general public right of access north beyond Hill Farm as there are there are no current rights that would otherwise allow increased vehicular movement north to Appleford Crossing to manifest. This will of course change once the HIF infrastructure is opened, but once so, concerns with traffic travelling to / from the north subside in any event.

3.12 Use of the Appleford Crossing is currently restricted by way of an access code that circa 3 properties have. As such, there will be no increase in vehicle movement at this location and nor consequently any impact upon the Appleford Crossing junction as a result of the LDO.

3.13 In respect of existing wayleaves, there is an easement through the LDO site with Hanson/FCC for delivery vehicles, with a "lift and shift" provision contained within it. The landowners are proposing to agree a right of way across the new road which will be publicly adopted in the future.

3.14 Other easements include a gas main from the power station, pylons and a power line which is to be re-routed.

3.15 Reef Estates will ensure that all legal provisions are dealt with and in any case, such will need to be visible to the Council before any S278 is entered into for the construction of the access road and therefore it is not consider necessary for this matter to be considered any further at this stage.

Layout Considerations

3.16 Enhanced access to existing cycle routes / bridleways will be provided, thereby promoting the use of these sustainable transport modes. Bi-directional cycleways will be provided along both sides of the site access road, as shown on both the LDO masterplan and HIF plans, as well as a connection west through to National Cycle Route 5.

3.17 In respect of cycle parking, generous levels will be provided (including for electric bikes) throughout the site to serve employees and visitors to the site. Such provision will be located in prominent positions throughout the site. Clearly, if additional storage is identified as being required during the life of the development, then such will be provided by Reef Estates.

3.18 All cycle parking will be conveniently located close to building entrances and directly linked to the cycle routes serving the site and individual build zones.

3.19 All buildings will be provided with shower, changing and locker facilities as necessary.

3.20 As per the Giant Site, no HGV parking spaces will be provided on site, albeit service yard areas will likely be provided within the defined build zones.

3.21 In terms of car parking, the Highway Authority has indicated that provision should be made in line with the '*appropriate standards at the time of submission of the LDO application*'.

3.22 Although Reef Estates is content to provide parking at a ratio of 1 space per 50m² in respect of the modest quantum of B2 floor space which is anticipated across the site, given that the B8 uses (Data Storage and Battery Storage) have very low employee numbers associated therewith, it is considered unnecessary and contradictory to the aims of the Didcot Garden Town to provide parking in line with the adopted standard of 1 space per 200m².

3.23 To provide a level of parking in line with this standard would result in a significant over supply, encourage car usage and give rise to excessive build costs at the expense of landscaping.

3.24 As such, it is proposed to provide a level of car parking commensurate with the level of anticipated employee numbers on-site, with 5% provision made for the mobility impaired.

Infrastructure Delivery

3.25 One of the Highway Authority's principal concerns that was cited in response to the original LDO submission was the need to ensure that the infrastructure considered necessary to facilitate delivery of the LDO was adequately secured.

3.26 At the time these discussions were being had, full funding of the HIF scheme had not been secured, however this has subsequently changed with the award of the HIF monies and therefore delivery of HIF is now assured.

3.27 Reef Estates therefore no longer need to self-deliver the southern end of the Thames Crossing or indeed contribute towards its delivery, albeit it will make the necessary land available to facilitate such.

3.28 Although negotiations with respect to the final infrastructure package required to facilitate delivery of the LDO are on-going, with the final package being secured through a S106 agreement, it is Reef's intention that it only now contribute towards and / or delivery the infrastructure required to directly service its site, not deliver the HIF infrastructure.

3.29 As such, this is expected to include the provision of the junctions to serve the development plots, the bus stops and the necessary cycle and footway infrastructure.

3.30 For absolute clarity, the infrastructure set out in the Section 106 agreement will be fully funded and delivered by Reef Estates in accordance with designs and specifications to be first agreed with the County Council and thereafter implemented through the appropriate section agreements of the Highway Act.

3.31 There can therefore be absolutely surety that the development will deliver the infrastructure necessary to facilitate its safe, convenient and sustainable operation.

4.0 Traffic Generation and Highway Impact

Traffic Generation

B2 Light Industrial

4.1 In order to determine trip rates for the proposed light industrial use, the TRICS database has been interrogated under land-use class 'Employment' and then sub-category 'Industrial Unit'. Sites with similar characteristics and locations were chosen to generate average trip rates. These trip rates are shown in Table 1.

Table 1: Trip Rates – B2 Light Industrial[2]

Period	Trip Rates (per 100m²)		
	Inbound	Outbound	Two-Way
AM Peak (08:00 to 09:00)	0.240	0.062	0.302
PM Peak (17:00 to 18:00)	0.027	0.183	0.210

4.2 Using the trip rates in the above table, it is estimated that the 'Worst Case' proposed industrial floor space would generate the number of vehicular trips as shown in Table 2.

Table 2: Traffic Generation – B2 Light Industrial (5,000m²)

Period	Traffic Generation (Vehicles)		
	Inbound	Outbound	Two-Way
AM Peak (08:00 to 09:00)	12	3	15
PM Peak (17:00 to 18:00)	1	9	10

4.3 The 'Anticipated Scenario' provides 3,000m² light industrial use which would generate the number of vehicular trips as shown in Table 3.

Table 3: Traffic Generation – B2 Light Industrial (3,000m²)

Period	Traffic Generation (Vehicles)		
	Inbound	Outbound	Two-Way
AM Peak (08:00 to 09:00)	7	2	9
PM Peak (17:00 to 18:00)	1	5	6

[2] These trip rates are consistent with those used in the previously submitted 'Transport Assessment Addendum Report'. Both the Highway Authority and Glanville have undertaken revised TRICS assessment and identified some variance in the identified rates, however not to such a degree that the rates need to be amended for the purposes of this assessment.

B8 Data Centre

4.4 The consented trip rates for the Giant Site have been extracted from Table 2.1 of the Transport Assessment Addendum (November 2018) which accompanied the Giant site application and are provided in Table 4 below. A copy of the Addendum can be found at Appendix F.

Table 4: Trip Rates – B8 Data Centre

Period	Trip Rates (per 100m²)		
	Inbound	Outbound	Two-Way
AM Peak (08:00 to 09:00)	0.017	0.002	0.019
PM Peak (17:00 to 18:00)	0.002	0.022	0.024

4.5 Using the trip rates in the above table, it is estimated that the 'Worst Case' proposed Data Centre floor space, which totals 105,000m2 would generate the number of vehicular trips as shown in Table 5.

Table 5: Traffic Generation – B8 Data Centre (105,000m²)

Period	Traffic Generation (Vehicles)		
	Inbound	Outbound	Two-Way
AM Peak (08:00 to 09:00)	18	2	20
PM Peak (17:00 to 18:00)	2	23	25

4.6 The 'Anticipated Scenario' provides 97,000m² of Data Centre use which would generate the number of vehicular trips as shown in Table 6.

Table 6: Traffic Generation – B8 Data Centre (97,000m²)

Period	Traffic Generation (Vehicles)		
	Inbound	Outbound	Two-Way
AM Peak (08:00 to 09:00)	16	2	18
PM Peak (17:00 to 18:00)	2	21	23

Sui Generis Battery Storage

4.7 The proposed battery storage facility is unlikely to generate more than 15 two-way vehicle movements per day[3] and these trips will fall outside of the network peak hours and as such, no specific allowance for peak hour trip generation is considered strictly necessary for this use. However, for robustness, 5 inbound trips have been allowed in the AM peak and a corresponding number of outbound trips in the PM peak.

[3] TRICS doesn't contain any comparative sites and therefore Reef Estates have contacted operators of similar facilities, all of who confirmed that employee numbers are very low. The nature of the operation is that once constructed, the facility broadly looks after itself with minimal human intervention and thus there are just a couple of people monitoring energy drawdown and resupply to the grid, along with some security personnel present on-site. As such, the assumption of 15 two-way movements a day is considered to be robust.

Total Anticipated Trip Generation

'Worst Case Scenario'

4.8 Table 7 provides a summary for the total trips generated by the Worst Case scenario. It is estimated to result in just 40 vehicle movements in the AM peak hour and 40 movements in the PM peak hour.

Table 7: Traffic Generation – Worst Case Scenario

Period	Traffic Generation (Vehicles)		
	Inbound	Outbound	Two-Way
AM Peak (08:00 to 09:00)	35	5	40
PM Peak (17:00 to 18:00)	3	37	40

'Anticipated Scenario'

4.9 Table 8 provides a summary for the total trips generated by the anticipated scenario. It is estimated to result in just 32 vehicle movements in the AM peak hour and 34 movements in the PM peak hour.

Table 8: Traffic Generation – Anticipated Scenario

Period	Traffic Generation (Vehicles)		
	Inbound	Outbound	Two-Way
AM Peak (08:00 to 09:00)	28	4	32
PM Peak (17:00 to 18:00)	3	31	34

Highway Impact

4.10 The previous proposals for the LDO site comprised a 90,000m^2 mixed use development with more flexibility with respect to land use. Two Scenarios were assessed, again a 'Worst Case' in terms of those uses that would generate the greatest level of vehicular traffic and a more realistic mix of uses, anticipating the likely tenant demand. Table 9 illustrates the forecast trips generated by the two scenarios under the previously proposed scheme.

Table 9: Traffic Generation – Previous Scheme (90,000m^2)

Scenario	Period	Traffic Generation (Vehicles)		
		Inbound	Outbound	Two-Way
Anticipated	AM Peak (08:00 to 09:00)	190	42	232
	PM Peak (17:00 to 18:00)	27	164	190
Worst Case	AM Peak (08:00 to 09:00)	421	67	488
	PM Peak (17:00 to 18:00)	43	354	398

4.11 Table 10 provides a comparison in generated trips between the previously proposed scheme and the now proposed 'Worst Case' and 'Anticipated Scenario'.

Table 10: Traffic Generation – Traffic Generation Compared with Previous Scheme

Scenario	Period	Reduction in Traffic Generation (Vehicles)		
		Inbound	Outbound	Two-Way
Anticipated	AM Peak (08:00 to 09:00)	-162	-38	-200
	PM Peak (17:00 to 18:00)	-24	-129	-153
Worst Case	AM Peak (08:00 to 09:00)	-386	-62	-448
	PM Peak (17:00 to 18:00)	-40	-321	-361

4.12 Table 10 illustrates that in both modelled scenarios, the mix of uses now proposed to be pursued under the LDO significantly reduces the forecast vehicle trip generation when compared with the previously proposed scheme. Indeed, HGV movements for the proposed data centre use that makes up the majority of the scheme would be far reduced when compared with the previously proposed mix of uses.

4.13 Furthermore, the development of D-Tech will see the extinguishment of use of Hill Farm. As a result, the trips generated by this use could and should be off-set against the traffic generation arising from the LDO, thereby further reducing its traffic impact. However, for the purposes of this assessment, what is presented here is a clear worst case.

4.14 The scale of development trip generation is such that when considered in the context of paragraph 111 of the National Planning Policy Framework (July 2021), the proposal is not such that it ought to be regarded as giving rise to a residual cumulative impact on the road network that should be concluded as being 'severe'.

4.15 Consequently, it is not considered necessary for the off-site highway impact to be assessed in detail given that the net traffic generation arising from the development (in either scenario) is certainly within the daily fluctuation in traffic levels along the A4130 and surrounding roads.

Further Considerations

4.16 The County Council's forward infrastructure strategy is designed to address any general increase in traffic flows arising from development in and around Didcot, a fundamental element of which is delivery of the Culham – Didcot Link Road. In this regard, as confirmed above, it is proposed that the southern extent of the link road be facilitated as part of the LDO and that land will be set aside for any enlargement of the adjoining A4130 roundabout junction.

4.17 Indeed, as noted previously in this report, the highway impact assessment work undertaken as part of the HIF application demonstrates that the HIF infrastructure can cater fully for the anticipated impacts arising therefrom and as such it is not considered necessary for any other off-site works to be proposed and / or requested to be delivered as part of the LDO's promotion.

4.18 Notwithstanding, Reef Estates are willing to accept an overriding planning condition which restricts the volume of traffic movements that can be generated during the network peak hours, until such time as the Culham – Didcot Link Road has been fully constructed and open to traffic.

4.19 The basic premise of this condition is to effectively restrict peak hour traffic generation to only those trips generated by the Data Storage use on the site, which as demonstrated by the analysis presented in the preceding section of this report, is anticipated to generate between 18 and 25 two-way peak hour trips.

4.20 The B2 use (which is the most intensive of the use classes proposed) shall not generate any peak hour trips and nor too the battery storage use, until such time as the HIF infrastructure is delivered.

4.21 The restriction on peak hour trip generation is then proposed to fall away once the HIF Culham – Didcot Link Road has been constructed. Once open to traffic, the Link Road will allow traffic generated by D-Tech to distribute across the highway network far more easily, thereby further lessening the development's impact upon the junctions in and around Didcot.

5.0 Sustainability and Integration

5.1 D-Tech is an integral part of Didcot Garden Town's vision for a connected, sustainable town, providing job opportunities within cycling distance of the large-scale planned and committed housing developments in the vicinity of the site.

5.2 D-Tech will take full advantage of the sustainable infrastructure proposed by Didcot Garden Town, whilst promoting alternatives to the private car through its Travel Plan. Key infrastructure is described below and is also illustrated on the Sustainable Mobility drawings contained at Appendix G of this Statement.

5.3 Didcot Garden Town will deliver new and/or improved cycle routes which will provide dedicated cycling routes connecting D-Tech with residential areas, the town centre and Didcot Parkway railway station to the south. As such, the station will be less than a 10 minute cycle ride from the site, along with the town centre and many of the key residential areas of the town.

5.4 A new cycle route will link west to east, connecting the site with Sutton Courtenay and Milton Park to the west, the North East Didcot and Ladygrove East developments to the east, and to National Cycle Network 5 which heads north to Long Wittenham or south into Didcot Town Centre. This new cycle route will utilise the future cycle bridge over the railway proposed by Didcot Garden Town.

5.5 Didcot Garden Town's 'Garden Line' is a proposed wide, traffic-free cycleway that will link Didcot with Harwell Campus to the southwest and Culham Science Centre to the north, via Didcot Parkway and the town centre. D-Tech will clearly benefit from being located in close proximity to this route, which will provide an attractive alternative to the car for commuting.

5.6 Should timescales be such that the Didcot-Culham Link Road comes forward ahead of The Garden Line, it too will provide safe, segregated cycle and pedestrian facilities linking D-Tech to the planned strategic housing developments and Culham and Berinsfield to the north and the existing and proposed improved cycle and pedestrian facilities to the south, which will link to and around Didcot.

5.7 Existing barriers to sustainable travel are also to be broken down, through the provision of improved cycle facilities over the bridge between Southmead Industrial Estate and the residential estate Ladygrove, and through improvements to existing underpasses. As part of the improvements to the Collett Roundabout, D-Tech will also ensure that appropriate crossing facilities are installed along A4130 to allow pedestrians and cyclists safe passage.

5.8 D-Tech will do everything possible to promote cycling as a key mode of transport, not only through promotion of the site's Travel Plan, but also through the construction of high quality cycle routes through the site, and the provision of generous levels of secure and covered cycle parking and changing facilities.

5.9 Electric Bikes are an excellent option for commuters of all ages in urban areas, providing a faster, less strenuous alternative to conventional bicycles. Recognising the potential of this sustainable mode, E-Bike charging stations are to be provided by the Garden Town initiative along the new or improved cycling network described above, as well as within D-Tech itself.

5.10 The environmental benefits of electric cars are widely reported and they are becoming increasingly viable alternatives to conventional petrol and diesel vehicles, particularly for commuting in urban areas such as Didcot. Nearby towns including Wantage, Abingdon and Wallingford are also within electric vehicle range. D-Tech will therefore promote the use of such vehicles, with a minimum of 1 active car charging space and at least 20% of parking spaces benefitting from cable routes (passive charging provision), in line with Building Regs.

5.11 The existing hourly 91 bus service (Didcot Town Service) and the twice-hourly X36 (Didcot – Wantage) passes D-Tech on the A4130, connecting D-Tech to Didcot town centre, Didcot Parkway and beyond to Milton Park and Wantage. These services provide useful peak and off-peak services for commuters or visitors to D-Tech. There is further room for improvement and as such Didcot Garden Town has plans to rationalise and improve bus services across Didcot. The provision of the Culham – Didcot Link Road through the site presents an opportunity to provide bus services through the heart of D-Tech, hence the commitment to the provision of bus stops on the principal access road.

5.12 Again, if timing is such that D-Tech progresses more quickly than the Garden Town, then D-Tech is committed to engaging with local bus operators with a view to exploring what can be done in the short term to improve bus service provision in the vicinity of the site.

5.13 In summary, Didcot has a history of piecemeal development, with a significant number of residential dwellings approved in recent years. D-Tech addresses economic growth, which is intended to help balance this significant growth in housing and make the modern Didcot a more sustainable place by improving opportunities to live and work without dependency on the private car.

6.0 Business Rates Return

6.1 Notwithstanding the comments made in the preceding paragraphs with respect to the delivery of infrastructure and the safeguarding of land alleviating the need for any further off-site infrastructure to be delivered as part of the LDO, it should be noted that the Enterprise Zone status of the site will give rise to a Business Rates Return (BRR). The monies generated from the BRR will be allocated to fund local infrastructure projects.

6.2 D-Tech is one of the larger sites within EZ2 proposing up to 115,000m² of new development. It will therefore be of significant importance in terms of generating capital for the delivery of the Garden Town and associate infrastructure projects.

6.3 Based upon the following assumptions, the projected rates payable is set out below:

LDO floor area of	115,000m²
Rateable Value/sq m	£134.97
Rateable Value	£15,521,550
Multiplier 2019/20	£0.504
Rates Payable p/a	£7,822,861

6.4 Assuming the 25 year life span of the Enterprise Zone and rates payable of £7,822,861 p/a, the total income generated for local infrastructure projects would be £195,571,525.

It is evident therefore that the fiscal benefit to the Councils over the 25 year BRR period is not insignificant. This money can be reinvested to help deliver further strategic infrastructure across the County.

6.5 In other words, having the guarantee of the BRR provides a safeguard for the Councils that they will be able to deliver further strategic infrastructure (albeit over a long time period) should it become necessary for them to do so. This must be also viewed in the context of a fairly negligible impact arising from the development of D-Tech owing to the mix of use classes now proposed, i.e. the benefit of the infrastructure far outweighs the impact of the development on the highway network.

6.6 It is the case therefore that the proposed LDO not only directly contributes towards delivery of the forward planned infrastructure but will continue to fund further mitigation works thereafter through the BRR mechanism.

7.0 Summary and Conclusion

7.1 This Transport Statement has been prepared by Glanville Consultants on behalf of Reef Estates in support of a Local Development Order (LDO) at Hill Farm, Didcot, a site known as D-Tech.

7.2 D-Tech is designated as an Enterprise Zone, along with five other sites, under the Didcot Growth Accelerator 'EZ2' and is being progressed in partnership with Vale of White Horse District Council.

7.3 The proposals provide a logical urban extension to the existing built-up area, in close proximity to Didcot town centre and the railway station. The project is part of the wider Didcot Garden Town initiative and will both contribute to, and benefit from, the associated sustainability enhancements. The development will also create job opportunities to help balance the large-scale housing development in the area.

7.4 Progress with respect to the LDO stalled following concerns being raised by the Local Highway Authority in respect of the traffic impact arising from the previously proposed delivery of up to 90,000m^2 of floor area in a mixture of use classes.

7.5 Notwithstanding the compelling arguments put forward in respect of the proposed LDO consuming its own smoke in traffic impact terms through the application of the Business Rates Return, the Highway Authority maintained its objection to the scheme and as such the site promotors have re-evaluated their proposals.

7.6 The development mix now proposed for the LDO site works within a revised maximum overall floor area of at 115,000m^2, however this would be made up of a series of less intensive land uses, with the maximum floor area in any one use class being up to 105,000m^2 of data centre (B8), up to 10,000m^2 of battery storage (sui generis) and up to 5,000m^2 of light industrial use (B2).

7.7 The mix of uses now proposed considerably reduces the impact of the development when compared to previous proposals.

7.8 The 'Worst Case' scenario is estimated to generate 40 vehicle movements in the AM peak and PM peak hours. The more realistic 'Anticipated Scenario' scenario is estimated to generate 32 vehicle movements in the AM peak hour and 34 movements in the PM peak hour. This represents a significant reduction when compared to the previously proposed mix of land uses. The number of HGV movements is commensurately low. No Account has been taken of the existing traffic movements which the site generates and which would be extinguished should the LDO proceed.

7.9 Land through the site is safeguarded in the Vale of White Horse Local Plan in order to facilitate the delivery of the Didcot to Culham link road, known as the 'Thames Link'. The LDO site will facilitate delivery of the section of the Thames Link which passes through the site. Land will also be safeguarded around the A4130 / Collett site access to allow the upgrade of the roundabout to cater for the future traffic flows associated with the delivery of the Thames Link.

7.10 Facilitating delivery of the Thames Link is considered to more than off-set the very modest impact that the addition of up to 40 AM and PM peak hour trips will have upon the highway network, not least because the peak hour trip generation is considered to fall well within the daily fluctuation of trips experienced on the local road network.

7.11 Notwithstanding, the Enterprise Zone status of the site will give rise to a Business Rates Return with the monies generated from development within D-Tech being recycled to fund local infrastructure projects. Being one of the larger sites within EZ2, D-Tech is of significant importance in terms of generating capital for the delivery of the Garden Town and associated infrastructure. This report has demonstrated just how significant the value of the BRR would be.

7.12 D-Tech is committed to enhancing the sustainability and integration of the site with Didcot and its surroundings, with a series of proposed measures to encourage sustainable travel and modal shift.

7.13 Reef Estates has demonstrated its commitment to the delivery of infrastructure through the agreement to enter into a S106 to secure the works considered necessary by the County Council to ameliorate the impact of the development in highways / transport terms. The precise detail of the S106 is still be negotiated.

7.14 It is concluded that the proposed development is in accordance with the National Planning Policy Framework (July 2021), which is in favour of sustainable development and advises at paragraph 111 that '*Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.*'

7.15 In light of the evidence presented in this report, it is considered that the proposed development would not result in an '*unacceptable impact on highway safety'* and the transport impacts cannot be regarded as '*severe'*. Rather, the highway impact will be more than addressed through delivery of key highway infrastructure, while the Business Rates Return mechanism will ensure that there is money available to deliver further enhancement schemes as and when the Council identifies the needs for such.

7.16 As such, the Local Highway Authority ought not have any objection to the adoption of the Local Development Order.

Appendices

Appendix A

Draft Local Development Order

Vale of White Horse District Council

DIDCOT TECHNOLOGY PARK

LOCAL DEVELOPMENT ORDER

Draft for Public Consultation

January 2022

Didcot Technology Park Local Development Order

Contents

1. Introduction

1.1. This document is a Local Development Order (LDO) relating to the development of land at Hill Farm, Appleford, Didcot. Prepared by the Vale of White Horse District Council (the Local Planning Authority), the LDO simplifies the planning control by granting planning permission for the development of the site, which is part of the Didcot Growth Accelerator Enterprise Zone, subject to the specified development parameters and conditions.

1.2. Within this document are the following elements:

- A 'Statement of Reasons' to explain the purpose of the LDO and its justification
- The LDO
- LDO plans
- Design guidance
- Pre-development notification form

1.3. Simplifying planning is encouraged by national policy:

"Local Planning Authorities are encouraged to use Local Development Orders to set the planning framework for particular areas or categories of development where impacts would be acceptable and in particular where this would promote economic, social or environmental gains for the area (NPPF paragraph 51)."

1.4. Simplifying planning controls does not mean withdrawing control over development. Rather it means providing a clear set of development parameters or 'rules' for the site rather than relying on individual planning applications to determine how the area will be developed.

1.5. In adopting the LDO, the Council has undertaken consultation in accordance with legislation and the permitted development has been subject to screening under the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended). The Council will monitor the progress of the LDO to ensure that its objectives are achieved. The Council holds powers to amend or revoke the order.

1.6. All enquiries regarding the LDO should be directed to the Local Planning Authority:

Vale of White Horse District Council
135 Eastern Avenue
Milton Park
Milton OX14 4SB
planning@southandvale.gov.uk

2. Statement of reasons

2.1. Introduction

Established in 2011 following a successful bid by the Oxfordshire Local Enterprise Partnership ("LEP"), Science Vale UK is an area of southern Oxfordshire that is specifically identified as an area of growth. It is considered to be the UK's leading centre for science, technology and innovation, with the ambition of creating a globally significant 'hot-spot' for enterprise and innovation.

Within Science Vale UK are areas which are afforded official Enterprise Zone status, comprising Harwell, Milton Park and the Didcot Growth Accelerator (within which the LDO Site falls). The purpose of the Science Vale Enterprise Zones is to provide the support networks necessary to garner a culture of innovation, and to capitalise on the status of the Science Vale as home to the highest concentration of science R&D facilities in Western Europe.

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that proposals will be determined in accordance with the development plan unless material considerations indicate otherwise.

2.1.1 VWHDC Development Plan (and other documents)

The adopted Development Plan relevant to the LDO Site is the following:

a. The Vale of White Horse Local Plan 2031 Part 1 (the LPP1)
b. The Vale of White Horse Local Plan 2031 Part 2 (the LPP2)
c. Oxfordshire Minerals and Waste Local Plan Part 1 – Core Strategy
d. Oxfordshire Minerals and Waste Local Plan 1996 saved policies

Supplementary planning guidance in the form of the Vale of White Horse Design Guidance SPD the National Planning Policy Framework and National Planning Practice Guidance are also a material planning consideration.

The LPP1: Strategic Sites and Policies (2016) emphasises the presumption in favour of sustainable development and indicates the importance of the economic role of sustainable development to contribute to building a resilient, responsive and competitive economy through delivery of land in the right locations to support growth.

The LPP1 acknowledges that overall demand for employment land in the District is strong, due to a combination of the quality of environment, high-quality research and science facilities, a large catchment of skilled labour, and the growth aspirations of the existing provision. Demand for growth is expected to remain buoyant throughout the Development Plan period. The LPP1 makes clear that employment provision within the District is led by Science Vale UK, within which the LDO Site falls.

This Local Plan strategy makes provision for around 218 hectares of strategic employment land for new employment development in accordance with the assessed needs, set out in the Employment Land Review. It is anticipated that this will deliver

approximately 23,000 jobs between 2011 and 2031. Proposals for employment related development on unallocated sites will be supported in accordance with Core Policy 28: New Employment Development on Unallocated Sites.

The new Oxfordshire Minerals and Waste Local Plan (OMWLP) comprises the Part 1 – Core Strategy and Part 2 – Site Allocations (Part 2 is now being prepared). The Core Strategy Part 1 provides the planning strategies and policies for the development that will be needed for the supply of minerals and management of waste in Oxfordshire over the period to the end of 2031.

Policy W11 sets out the types of site that will be safeguarded. Sites that are allocated for waste management development in the Site Allocations Document under policy W4 will also be safeguarded. Policy W11 provides that there should be a presumption against development that could compromise the future use of a safeguarded site for waste purposes.

The LDO Site is identified as a safeguarded site "Hill Farm (J James Ltd)" (Ref 144) for recycle and/or transfer facility. Proposals for development that would directly or indirectly prevent or prejudice the use of a site safeguarded for waste management 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
- equivalent waste management capacity can be appropriately and sustainably provided elsewhere; or
- it can be demonstrated that the site is no longer required for waste management.

The LPP1 sets out the Spatial Strategy, 'Building on our Strengths' to help shape where new homes will be built, where opportunities to provide new jobs will be created, and where new infrastructure and services will be provided. The LPP2 also allocates an additional site to deliver 400 homes within the Science Vale area to provide continuing support for economic growth, to support the delivery of strategic infrastructure and facilitate comprehensive master planning. The LPP2 policies are structured into the four thematic areas as set out in the LPP1. These are:

- Building Healthy and Sustainable Communities
- Supporting Economic Prosperity
- Supporting Sustainable Transport and Accessibility
- Protecting the Environment and Responding to Climate Change.

The Council will consider the impact of development proposals on amenity in accordance with Development Policy 23: Impact of Development on Amenity. Development will not be permitted if it is likely to be adversely affected by existing or potential sources of noise, emissions, pollution and dominance of visual intrusion.

Development Policy 25: Noise Pollution seeks to ensure that development proposals set out a scheme of mitigation, where noise-generating development would otherwise result in an unacceptable impact on neighbouring uses, environment or biodiversity. Developers should also take into account Core Policy 44: Landscape in the LPP1 if proposals are likely to impact on the landscape.

National planning policy is clear on the importance of taking into account the potential impacts of air quality when assessing development proposals. Furthermore, legislative limits are set for concentrations of major air pollutants that may impact on public health, amenity and local biodiversity, such as airborne particulate matter and nitrogen dioxide.

Development proposals located within these areas will need to demonstrate how they take into account the Council's Air Quality Action Plan in accordance with Core Policy 43: Natural Resources. Proposals will be considered in accordance with Development Policy 26: Air Quality.

Development Policy 27: Land Affected by Contamination requires developers to address all land contamination risks to the development, environment, controlled waters and adjacent land associated with the development. Development Policy 27: Land Affected by Contamination will be used by the Council to assess and determine the suitability of development proposals by considering the potential implications of any existing contamination for the new development, environment, controlled waters and adjacent land, and to also ensure that developers are able to demonstrate that the proposal will prevent unacceptable risk from pollution in the future. Where development, redevelopment or re-use is proposed on or adjacent to land that is suspected or known to be contaminated, proposals should be accompanied by an appropriate level of information in the form of a Contaminated Land Preliminary Risk Consultant Report.

National Planning Policy Framework

The June 2021 National Planning Policy Framework ("NPPF") identifies the purpose of the planning system as being to contribute to the achievement of sustainable development, particularly economic, social and environmental objectives.

The NPPF seeks to build a strong and competitive economy, and advocates planning decisions that create conditions in which businesses can invest, expand and adapt. The importance of Britain becoming a global leader in driving innovation, including in the field of big-data, is emphasised. Paragraph 83 of the NPPF also directs planning decisions which recognise the locational requirements of different sectors, including clusters or networks of knowledge and data-driven, creative or high-technology industries, as well as storage and distribution operations at a variety of scales.

The NPPF states that development should only be refused on highways ground if there would be a severe unacceptable impact. It promotes the effective use of land, including the development of 'previously developed' or 'brownfield' land. It encourages developments which are well designed, visually attractive as a result of good architecture and layout, with appropriate and effective landscaping. The NPPF requires the consideration of climate change, including flooding, along with the natural environment, pollution, and energy usage.

2.2 Planning History

2.2.1 Whilst the Site is predominantly undeveloped, the area subject to this LDO and the immediate adjoining land has an extensive planning history. However, the primary

permission of relevance to the principle of development is the waste recycling facility at Hill Farm which was granted planning permission in July 2011. Application reference P11/V1528/CM granted planning permission for a "*wood recycling facility- repair and recycling wood pallets"*.

2.2.2 The planning permission was issued subject to conditions in September 2011 but did not include any definition on the Use Class permitted by the decision notice. The delegated report also makes no reference to any particular Use Class, but it summarises the activities that took place and have also subsequently been extended through later permissions. Used wood pallets are brought onto the site (presumably having been discarded as unusable) and either repaired and resold as pallets or, if they cannot be repaired, they are subject to another process, or series of processes, that transforms them into chips which are sold for equestrian use to dress exercise yards and trails (i.e. to provide a safe and compliant surface). The creation of the wood chips is the making of an article and therefore the activities fall within Use Class B2 (general industrial).

2.2.3 The other main permission of relevance is the various planning permissions relating to the Sutton Courtenay Landfill Complex to the north of Didcot Power Station. Planning permission was originally granted in January 1997 for the extraction of sand and gravel and restoration controlled by landfill (Application reference P85/V00028). This mineral extraction and landfill operations has been extended by multiple planning permissions over the years and predominantly is confined to land outside of the area covered by the LDO. However, the relevant planning permissions included a restoration condition to create a wet woodland habitat which has now been fulfilled. The wet woodland habitat falls within the area subject to the LDO.

2.3 Development Assessment

2.3.1 Principle of Development/Land Use

The Science Vale is a centre for science, technology and innovation, with the ambition of becoming a globally significant 'hot-spot' for enterprise. The site is explicitly identified for redevelopment as part of the Didcot Growth Accelerator Enterprise Zone, within the Science Vale growth area.

The LDO proposals reflect the ambitions of LPP1 Core Policy 1, which indicates the importance of the economic role of sustainable development to contribute to building a resilient, responsive and competitive economy, through delivery of land in the right locations to support growth.

Through its role in supporting the knowledge and digital economy, the proposed Uses within the LDO will contribute to the ambitions of Science Vale to attract business and enterprise in the fields of science and technology.

It is anticipated that during its operational phase the Uses forming the LDO will be a significant generator of full time and high skilled jobs and will contribute to the high-skilled labour pool within the VWH and Science Vale area. Furthermore, the proposals will provide a valuable injection into Science Vale through spill-over effects arising from the clustering of high-tech operators, high value activity to the supply chain of products and services. The Data Centre use in particular will also meet the needs of other businesses by providing essential support for the digital economy

nationwide. The proposed B2 General Industrial floorspace will deliver much needed space in a sector which is 30-40% lower than elsewhere as directed by the Didcot Enterprise Zone. The battery storage Uses on the Site will allow the storage of renewable energy at a time of oversupply allowing for peak shifting of the power requirement of the data centre while additionally allowing participation in National Grid balancing market to boost the Site's green credentials.

The proposed LDO development is further supported by the NPPF, which (at paragraph 81), requires that planning policies and decisions should "…*help to create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development*".

The principle of the LDO and the proposed land uses including B2 general industrial, Data Centre and, battery storage Uses, which are uses within the technology sector, is clearly supported by the Development Plan and NPPF policy and represent a strong benefit. The LDO Site is not allocated as an employment site in LPP1 and therefore Core Policy 28 'New Employment Development on Unallocated Sites' applies.

Core policy 28 states that 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 the following:

i. the effect on the amenity of nearby residents and occupiers
ii. the provision of safe site access for pedestrians and cyclists and for all types of vehicles likely to visit the sites, and measures to promote the use of sustainable modes of transport where possible, and
iii. the scale, nature and appearance of the employment development and its relationship with the local townscape and/ or landscape character

In the first instance the area covered by the LDO is directly adjacent to the built up area of Didcot and therefore fulfils the gateway test of Core policy28.

It has been demonstrated in the supporting technical information submitted in conjunction with the LDO - such as the Environmental Noise Survey Report, Landscape Visual Impact Assessment and Transport plan - that the amenity of nearby residents and occupiers will not be affected in terms of noise, air quality or disturbance. Furthermore, these elements will also be suitably controlled through the use of conditions within the LDO which will require further details and evidence relating to noise impact and control of emissions.

The LDO includes extensive pedestrian and cycle routes throughout the LDO Site and into the surrounding network coordinated with the proposed Didcot to Culham River Crossing proposals by Oxfordshire County Council that passes through the proposed site. Multiple crossings will be provided for safe access and movement within the Site. These new pedestrian and cycle routes will also provide connections and ability for future connections into wider network of surrounding residential areas, Didcot town centre and the railway station to create a highly accessible development by a range of public transport options and healthy living alternatives.

The LDO is accompanied by a number of parameter plans which control the scale and massing of the permitted development which has been informed by a Landscape Visual Impact Assessment. The Landscape and Visual Appraisal looked at the landscape setting and context of the site and examined the baseline condition and key factors that are important, and which contribute to the character, condition and quality of the landscape. The analysis of the landscape and visual factors has been used to inform the process of defining a set of parameters for the site in terms of potential development and which has resulted in a lower maximum height threshold for the northern parcel of the LDO to respect its slightly more sensitive location.

The Appraisal concluded that the site's susceptibility to change is low and therefore the overall sensitivity is low noting the context of a number of large scale industrial uses and landscape detractors. Overall the LDO site is well located for the type of development proposed and will not cause unacceptable harm to the surrounding landscape or to visual receptors. The parameters within which the site will be developed have been considered with landscape and visual impacts in mind and together with addressing the landscape strategy, the appearance and design of the buildings will seek to minimise any impacts. Overall the landscape and biodiversity proposals will aim to achieve a net benefit in terms of green infrastructure and habitat creation and will therefore assist in repairing a damaged landscape.

The LDO therefore complies with Core Policy 28 as an exception policy to allow new employment development on an unallocated site.

The LDO site is not allocated in the Local Plan for any purpose. The existing temporary waste recycling facility at Hill Farm, is a safeguarded site in the OMWLP and therefore has explicit recognition in the plan as a compliant site with a permitted recycling operation that provides recycling capacity in the county. It is considered that the current Use Class of the Hill Farm facility falls within Class B2.

Policy W11 of the OMWLP provides that proposals for development that would directly or indirectly prevent or prejudice the use of a site safeguarded for waste management 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
- equivalent waste management capacity can be appropriately and sustainably provided elsewhere; or
- it can be demonstrated that the site is no longer required for waste management.

In this instance, the LDO masterplan parameter plans would necessitate the relocation of the existing waste management facility as the development zone is located on the same site. However, the LDO provides for 5,000 sqm of B2 floorspace and it is proposed that an equivalent capacity for the existing waste management facility can be provided within that floorspace allowance.

The benefit of realising key objectives of the LDO in the public interest, most notably the socio economic benefits in investment in the science, technology and innovation section of the Vale. Indeed, data centres are integral infrastructure to delivering the Council's ambition of creating a globally significant 'hot-spot' for enterprise and innovation.

Data centres generate high value-add technical and engineering jobs and provide the kind of cloud operations and services that will enable our transition to an efficient, digitally enabled future. A single data centre can provide the IT function for thousands of businesses.

Data centres drive significant investment in local communications infrastructure which in turn draws in other businesses. Without the catalyst of the data centre the network infrastructure would not be upgraded.

The LDO also includes battery storage facilities to store renewable energy at a time of oversupply, allowing for peak shifting of the power requirement of the data centre while additionally allowing participation in National Grid balancing market and help stabilise the grid. The battery storage provision contributes to the other energy efficiency measures of the buildings to offer a cleaner and adaptable solution to energy use.

A strategic aim of the Local Plan is to support economic growth in the area and meet the needs of businesses by ensuring suitable sites are available to meet employment growth. The inclusion of B2 General Industrial floorspace helps support the continued development of the wider Science Vale and science-based research through much needed alternative floorspace that supports this economy. The ability to include B2 floorspace as part of the LDO masterplan will deliver much needed business space to help the District meet a range and variety of business needs to meet the full economic potential of the Enterprise Zone as there is currently an identified shortfall of this form of general industrial Use. In addition, a portion of this B2 floorspace will be dedicated as a replacement waste recycling facility of equivalent capacity or value as the existing facility on the Site in complete accordance with Policy W11 of the Oxfordshire Minerals and Waste Local Plan Part 1 – Core Strategy

The LDO also secures funding for elements of road and pathways to connect routes across and provide access to the site from the proposed Didcot to Culham River Crossing road infrastructure and wider area that has been safeguarded through the Local Plan in the Culham to Didcot Link road. In order to deliver the growth in the South East Vale Sub-Area and the wider Science Vale area, the Science Vale Area Strategy has identified highways infrastructure to mitigate the impact of the planned growth across Science Vale and secure the future economic viability of the area. The funding of these transport connectivity elements to the A4130 link proposed Didcot to Culham River Crossing road and wider area is a significant public and sustainable transport benefit derived from the LDO that would not be forthcoming in the immediate future without this investment.

It is concluded that the socio-economic benefits through the funding of infrastructure, inward investment, the promotion of economic growth is adjudged to be of overriding public benefit and is the driving force in support of this LDO.

2.3.2 Transport and Access

The proposed LDO is located within easy reach of public transport, with a pair of bus stops to be delivered in the centre of the site, and has adequate provision for loading, circulation, turning and parking (as shown in swept-path drawings provided in the Transport Assessment). The proposals accord with the requirements of LPP1 Core Policy 33 and Core Policy 35.

The LDO will facilitate via a Section 106 agreement and land dedication in conjunction with Oxfordshire County Council the delivery of a section of the Didcot to Culham River Crossing and a variety of sustainable access points to the proposed site including two new bus stops, cycling and pedestrian parallel crossings and extensive routes through and into the site via the new and existing road network including safeguarding of land to the east of the site for a future railway crossing. Further cycle and pedestrian paths, and via bridleways will be provided under the LDO site works to connect each development plot and wider off-site connections including Sustrans NCN5 cycle route. Furthermore, each Development Zone will deliver a high ratio of cycle parking spaces to car parking spaces, with cycle parking to be located in prominent locations near building entrances and accompanying showering and changing facilities. To promote sustainable modes of transport, a Green Travel Plan is required prior to occupation of the development. In accordance with, Core Policies 33 and 35 of the LPP1, Development Policy 17 of the LPP2 and the NPPF.

The LDO will facilitate via a Section 106 agreement and land dedication in conjunction with Oxfordshire County Council the delivery of a section of the Didcot to Culham River Crossing linking onto the junction of the A4130 together with the upgrading to the roundabout and cycle network. This is in accordance with Core Policy 17 for the delivery of Strategic Highway Improvements which directly mitigates the impact of the planning growth across the Science Vale. It also accords with Core Policy 18 which safeguards land for this transport scheme as updated by Core Policy 18a of the LPP2.

2.3.3 Design, Landscape and Visual Impact

The proposed LDO Plan 4 Landscape Strategy, LDO Plan 5 Infrastructure and supporting Design Guide has been designed from the outset as a high-quality and well landscaped environment. An extensive scheme of new planting and water features is incorporated throughout the proposed masterplan, which reflects the relationship of the site to character of the surrounding area.

The Landscape and Visual Impact Assessment (including landscape masterplan) concludes that the proposed development will not notably influence the character of the landscape to the north of the site, and that the degree of visual change will not be significant (particularly given the developed context). The Landscape Visual Impact Assessment has informed the supporting parameter plans which have imposed maximum building heights across the masterplan relevant to their sensitivity and views from surrounding areas.

The proposed LDO has been subject to a Landscape Visual Impact Assessment which accords with LPP1 and Core Policy 37, relating to design and setting. It accords with LPP1 Core Policy 45, which seeks an uplift in green infrastructure. The lighting scheme in the accompanying Design Guide reflects the requirements of LPP2 Development Policy 21. The proposals similarly reflect the approach set out in the

adopted VWHDC Design Guide, and the approach to good design required by Section 12 of the NPPF and Development Policy 23 of LPP2.

2.3.4 Ecology

An extensive network of vegetation, species-friendly planting, refugia and water features are proposed across the LDO Site, representing a significant programme of habitat creation for fauna and wildlife. A Biodiversity Net Gain Report has been completed in support of the LDO and which suggests that based upon the parameter plans and design guide the scheme could achieve a 2.38% gain in habitat units and 160% gain in hedgerow units. Furthermore, the LDO includes a condition requiring a biodiversity net gain management and delivery plan. The LDO therefore accords with LPP1) Core Policy 46, which requires that development conserve, restore and enhance biodiversity.

2.3.5 Flood Risk and Drainage

The site is in Flood Zone 1 which is the preferred location for development in flood risk terms. The Flood Risk Assessment addresses the approach to flood risk across the LDO Site, and presents the strategy for managing surface water run-off (including SUDS) and the approach to foul drainage. The proposals therefore accord with LPP1 Core Policy 42 and NPPF Section 10, which (inter alia) seek to direct new development to areas with a low probability of flooding.

2.3.6 Amenity – noise and air quality

The Noise Assessment addresses the potential for noise impacts on 'noise sensitive receptors', the nearest of which is a single residential dwelling (Hartwright House), taking account of the noise attenuation measures set out in the Design Guide and controlled by LDO Conditions. This concludes that the proposed LDO is unlikely to result in adverse impacts on the nearest noise sensitive receptors, in accordance with the appropriate British Standards.

The LDO Site is not located in an Air Quality Management Area and is not located in an area identified as having a high background concentration of pollutants. The LDO includes a condition which requires an Air Quality Assessment prior to commencement of development in accordance with Core Policy 43 of the LPP1, and advice contained within the NPPF. It is noted that the proposed uses will generate significantly fewer traffic movements than a conventional B8 scheme and the vehicular emissions will consequently be low.

2.4 Overview of permitted uses

To achieve the objectives of the Enterprise Zone, the following primary land uses are allowed within the LDO area subject to the specific restrictions on location and floorspace set out in the LDO:

B2 General industrial
B8 Data centre
B8 Battery storage

3. Local development order

3.1 Definitions

3.1.1. For the purpose of this Local Development Order (LDO), the following definitions apply:

'Ancillary'

For the purposes of the LDO, ancillary means a use that cannot practically and viably operate on its own without the permitted primary use it is associated with and it is not a primary use in its own right e.g. ancillary office space as part of the permitted B8 or B2 uses.

'Biodiversity Protection Zone'

A zone to include all areas with suitable buffers, e.g. root protection zones, of habitats identified within the Biodiversity Net Gain report as being "avoided", "retained" or "enhanced". Additional protection zones may include:

i) habitats and areas outside the construction zone for the specific plot, even where they are likely to be lost or damaged in the future, e.g. habitats within other build plots that are not being progressed at the time.
ii) Habitats and areas that support protected species or are required to avoid disturbance to protected species, e.g. badger setts and suitable buffer zones.

'Design guidance'

Is the design guidance for the LDO area (please refer to appendix B).

'Development parameters'

Are the parameters set out in Table A. Development not in accordance with these parameters is not permitted under the provisions of this LDO.

'Floorspace'

Floorspace is measured in the gross internal area (GIA) in square metres, in accordance with the RICS Code of Measuring Practice core definition but does not include the exceptions set out in Table A 'Permitted Development Parameters'.

'LDO Area'

The provisions of this LDO relate solely to land at Hill Farm, Appleford, OX14 4PJ. The LDO area extends to a total of 23.4 hectares, and is defined on LDO Plan 1.

'LDO Plan 1'

Plan identifying the LDO area

'LDO Plan 2'

Plan identifying the permitted land use zones

'LDO Plan 3'

Plan identifying the maximum building heights by zone.

'LDO Plan 4'

Plan identifying the strategic landscape requirements.

'LDO Plan 5'

Plan identifying the highway infrastructure requirement forming part of a Section 106 agreement.

'LDO period'

The provisions of this LDO are adopted until [1 January 2042] (matching the 25 year period of the Didcot Growth Accelerator Enterprise Zone).

'Local Highway Authority'

The Local Highway Authority is the Oxfordshire County Council, or its successor in title.

'Local Planning Authority'/'LPA'

The local planning authority is the Vale of White Horse District Council, or its successor in title.

'Planning conditions'

Set out in Table C, all development permitted by the LDO must be in compliance with these conditions as far as they relate to the development scheme.

'Primary land uses'

Are the business Use Classes that are the main land uses permitted for the LDO area.

'Prior to Commencement'

The date of Commencement of the development (or any part thereof, excluding intrusive surveys) by carrying out of a material operation as defined in Section 56(4) of the Town and Country Planning Act 1990 (as amended).

'Prior to Intrusive Surveys'

Intrusive surveys include any investigations which require approval of scope or extent prior to carrying out survey works to facilitate and prepare for the development implementation.

3.2 Permitted development parameters

3.2.1 Development falling with the parameters defined in Table A is permitted by this Order, subject to compliance with the relevant planning conditions (Table C).

3.2.2 With reference to the Town and Country Planning (Use Classes) Order 1987 (as amended), the uses and use classes permitted by this LDO are set out in Table B. Proposed land uses not specifically listed in Table B will require planning permission..

Table A: Permitted development parameters

Parameter		Exceptions	Reason
Parameter 1: Site access	All vehicle access to the site is to be taken from the established access point on A4130 as defined in the Design Guidance until such time the new Didcot to Culham River crossing road is complete and open to traffic.	Additional vehicle access(es) to the LDO area may be allowed on the grant of planning permission subject to approval of a Transport Assessment.	For the provision of safe highway access and control of traffic impacts and sustainable development.
Parameter 2: Maximum floorspace	Up to 115,000 sq m	External plant equipment and utility infrastructure (substations, pumping stations, transformers, generators or similar) are permitted in addition to the maximum floorspace	This is the maximum quantum of floorspace that has been subject to impact assessment and EIA screening.
Parameter 3: Development zones (LDO Plan 2)	Development is only allowed within the identified development zones.	The following development is permitted outside of the defined development zones: Soft landscaping, pedestrian and cycle pathways, access roads, outdoor public seating, public litter bins, signage, open cycling parking for visitors, boundary fencing and gates, bollards or vehicle barriers, public art, bus	In the interests of the environment and creating a strong sense of place.

		stops and necessary utility infrastructure including lighting, lamp posts and drainage systems that cannot be located within the development zones	
Parameter 4: Maximum building heights (LDO Plan 3)	Buildings (including plant) must not exceed the maximum building heights identified on the Building Heights Plan	The maximum building height excludes chimney or flue plant which is limited to 3m above the identified building height.	To control the visual and amenity impact of development in accordance with the Landscape and Visual Impact Assessment (LVIA).
Parameter 5: Landscape strategy (LDO Plan 4)	Compliance with the landscape strategy plan	None	To control the visual and amenity impact of development in accordance with the Landscape and Visual Impact Assessment (LVIA).

Table B: Permitted land uses

Permitted Use Class	**Limitations** (maximum of any one use class[1])
B2 Industrial processes	Up to 5,000 sq m (of which 500 sqm waste management facility)
Data centre only and no other use falling within Class B8	Up to 110,000 sq m
Battery storage and no other use falling within Class B8.	Up to 20,000 sq m

[1] Measured as per Maximum Floorspace Parameter and associated exceptions.

3.3 Planning conditions

3.3.1. Development permitted by the LDO must comply with planning conditions in Table C,.

Table C: Planning conditions

	Condition	Reason
A	**The LDO development infrastructure works (excluding development plots under B conditions).**	
A1	Phasing Plan Prior to the commencement of any development a phasing scheme shall be submitted to and approved in writing by the Local Planning Authority. The phasing scheme shall include an annotated layout plan indicating the order of the works (including the phasing of infrastructure required to facilitate the carrying out of the development and its subsequent use). The development shall take place only in accordance with the approved phasing scheme.	Reason: To ensure development is progressed in a structured fashion and to allow phased discharge of details.
A2	Strategic works construction management plan Prior to the commencement of any development a Construction Management Plan (CMP) shall be submitted to and approved in writing by the Local Planning Authority. The approved CMP shall be complied with throughout the construction period, and shall provide details of the following: 1. - vehicle parking facilities for construction workers, other site operatives and visitors; 2. - site offices and other temporary buildings; 3. - loading and unloading of plant and materials; 4. - storage of plant and materials used during construction; 5. - vehicle wheel washing facilities;	Reason: In the interests of visual and residential amenity and highway safety in accordance with policies DP16 and DP23 of the Vale of White Horse Local Plan 2031 Part 2.

	6. - measures to control the emission of dust and dirt; 7. - installation of security hoarding/fencing; 8. - A construction traffic plan to address the nature and size of vehicles entering and leaving the site, access points and the permitted times for deliveries and collections and any measures necessary to ensure safety on the highway and for neighbouring nearby residents.	
A3	Strategic Landscaping Prior to the commencement of any development except for demolition, a scheme for the site-wide landscaping of the site shall be submitted to and approved in writing by the Local Planning Authority. The landscaping scheme shall accord with the Design Guidance and the Landscape Strategy Plan (LDO Plan 4). The strategic landscaping scheme shall include full details of both hard and soft landscape works, and shall include hard surfacing materials, schedules of new trees and shrubs to be planted (noting species, plant sizes and numbers/densities and ground preparation), the identification of the existing trees and shrubs on the site to be retained (noting species, location and spread), and any earth moving operations and finished levels/contours and shall also include a full programme of each phase for the implementation of the strategic landscaping works.	Reason: To help to assimilate the development into its surroundings and to improve the environmental quality of the development, in accordance with Core Policy 44 of the adopted Vale of White Horse Local Plan 2031 Part 1.
A4	Strategic landscaping management Concurrent with the submission of comprehensive details of the proposed landscape works required by condition A3 above, a maintenance schedule and a long term management plan covering implementation, establishment and longer term maintenance for the soft landscaping works shall be submitted to and approved in writing by the Local Planning Authority. The schedule and plan shall be implemented in accordance with the agreed programme.	Reason: To help to assimilate the development into its surroundings and to improve the environmental quality of the development, in accordance with Core Policy 44 of the adopted Vale of White Horse Local Plan 2031 Part 1

A5	Strategic landscaping implementation All hard and soft landscape works shall be carried out in accordance with the details and programme approved under Conditions A3 and A4 above, with the soft landscaping being implemented within the first planting season following the implementation of the main access road as detailed in the agreed phasing scheme Condition A1. Thereafter, the landscaped areas shall be maintained in accordance with the approved scheme. Any trees or shrubs which die or become seriously damaged or diseased within 5 years of planting shall be replaced by trees and shrubs of similar size and species to those originally planted.	Reason: To ensure the implementation of appropriate landscaping which will improve the environmental quality of the development in accordance with Core policy 44 of the adopted Vale of White Horse Local Plan 2031 Part 1 and the NPPF.
A6	Arboricultural method statement Prior to the commencement of development (including site clearance), an arboricultural method statement to ensure the satisfactory protection of retained trees during the construction period shall be submitted to and approved in writing by the Local Planning Authority. The matters to be encompassed within the arboricultural method statement shall include the following: (i) A specification for the pruning of, or tree surgery to, trees to be retained in order to prevent accidental damage by construction activities; (ii) The specification of the location, materials and means of construction of temporary protective fencing and/or ground protection in the vicinity of trees to be retained, in accordance with the recommendations of the current edition of BS 5837 "Trees in relation to construction", and details of the timing and duration of its erection; (iii) The definition of areas for the storage or stockpiling of materials, temporary on-site parking, site offices and huts, mixing of cement or concrete, and fuel storage; (iv) The means of demolition of existing site structures, and of the re-instatement of the area currently occupied thereby;	Reason: To protect trees on the site in the interest of the character and appearance of the area in accordance with Core Policy 44 of the adopted Vale of White Horse Local Plan 2031 Part 1 and the NPPF.

	(v) The specification of the routing and mean of installation of drainage or any underground services in the vicinity of retained trees; Consideration will be made to avoid the siting of utilities and service runs within the Root Protection Area (RPA) of all trees to be retained. Methodology for any installation works within the RPA will be provided and must be in compliance with NJUG Volume 4, 2007 'Guidelines for the planning and installation and maintenance of utility apparatus in proximity to trees'. (vi) The details and method of construction of any other structures such as boundary walls in the vicinity of retained trees and how these relate to existing ground levels; (vii) The details of the materials and method of construction of any roadway, parking, pathway or other surfacing within the RPA, to accord with the construction principles of Arboricultural Practice Note 12 "Through the Trees to Development", and in accordance with current industry best practice; and as appropriate for the type of roadway required in relation to its usage. (viii) Provision for the supervision of ANY works within the root protection areas of trees to be retained, and for the monitoring of continuing compliance with the protective measures specified, by an appropriately qualified arboricultural consultant, to be appointed at the developer's expense and notified to the Local Planning Authority, prior to the commencement of development; and provision for the regular reporting of continued compliance or any departure there from to the Local Planning Authority.	
A7	Site Wide Flood Risk Assessment and Surface Water Drainage Strategy Prior to the commencement of any development, a detailed site-wide Flood Risk Assessment (FRA) and Surface Water Drainage Strategy shall be submitted to and approved in writing by the Local Planning Authority. The Document shall be based on the Glanville FRA Ref: TR8130727/SH/DW/050 Issue 3 dated 30th April 2020, and shall include: a. Full details of a sustainable surface water drainage system based on ground permeability tests and a full consideration of groundwater flooding issues, including historic events,	Reason: To ensure the effective and sustainable drainage of the site in the interests of public health and the avoidance of flooding in accordance with Core Policy 42 of the adopted Vale of White Horse Local Plan 2031 Part 1 and the NPPF.

	b. Design calculations related to greenfield and developed site runoff with appropriate climate change allowance, storage / attenuation areas sizing, and suitable off-site drainage outfalls; c. Full SUDS proposals based on the above; d. Exceedance flood flow routing; e. Timescale for the works including phasing: f. A full future management and maintenance plan for the SUDS features, including arrangements for any off-site watercourses which are required to ensure the efficient functioning of the on-site SUDS. g. All development shall be carried out in accordance with the FRA and Surface Water Drainage Strategy as approved. h. Surface water, Soakaways or attenuation ponds must not be constructed within 20m of the railway boundary or discharge on to Network Rail land however, existing waterways or Culverts across Network Rail land to discharge surface water into Moor Ditch can be retained and repaired if required for continued use. i. Detail any phased implementation as per Condition A1	
A8	Ground conditions Prior to the commencement of the development except for demolition or minor works, not involving groundworks, the following phased Contaminated Land Risk Assessment shall be submitted to and approved in writing by The Local Planning Authority. • Phase 2 – a comprehensive intrusive investigation to identify the type, nature and extent of contamination present, the risks to users/occupiers of the development, and to inform the required remediation scheme. If significant contamination is found then Phase 3 shall be undertaken. • Phase 3 – the production of a Remediation Report to ensure the site is rendered suitable for its proposed use. The Remediation Report shall include works to be carried out and a programme of such works, and shall first have been submitted to and approved in writing by the Local Planning Authority.	Reason: To ensure that any ground, water and associated gas contamination is identified and all necessary remediation works are carried out in the interest of the safety of the development and the environment, and to ensure the site is suitable for the proposed use in accordance with core policy 43 of the Vale of White Horse Local Plan 2031 Part 1 and the NPPF.

	The above assessment shall be carried out by a competent person/s in accordance with Defra and the Environment Agency's 'Model Procedures for the Management of Contaminated Land, CLR 11' and shall be in accordance with: Phase 1 Geo-Environmental Assessment by Glanville Issue 2, Ref: TR8130727/CL/DW/026 dated 2 November 2016 Additional Phase One Environmental Assessment by SLR Version 1 Ref. 427.01455.0000 dated January 2017.	
A9	Contaminated land – remediation and validation No development plots shall be occupied until all remediation works have been carried out within any phase in accordance with the approved Remediation Report. Following implementation of the remediation works, a Validation Report detailing all of the measures carried out to ensure compliance with the Remediation Report shall be submitted to and approved in writing by the Local Planning Authority.	Reason: To ensure that any ground, water and associated gas contamination is identified and all necessary remediation works are carried out in the interest of the safety of the development and the environment, and to ensure the site is suitable for the proposed use in accordance with Core Policy 43 of the Vale of White Horse Local Plan 2031 Part 1 and the NPPF.
A10	Contaminated land – Ground Gas Risk Prior to the commencement of the development except for demolition, a landfill gas site investigation and/or risk assessment shall be carried out by a competent person in accordance with Defra and the Environment Agency `Model Procedures for the Management of Contaminated Land, CLR 11'. The site investigation/risk assessment shall be submitted to the Local Planning Authority and, if the Local Planning Authority confirms that landfill gas protection measures are necessary, a scheme and programme for remediation and/or mitigation works shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development. The landfill gas remediation/mitigation scheme shall be carried out in accordance with the approved details and programme prior to the occupation or use of any part of the new development, and a Validation Report detailing all of the measures carried out to ensure compliance with the	Reason: To ensure that any landfill gas contamination is identified and all necessary remediation works are carried out in the interest of the safety of the development and the environment, and to ensure the site is suitable for the proposed use in accordance with policy 43 of the Vale of White Horse Local Plan 2031 Part 1.

	scheme shall be submitted to and approved in writing by the Local Planning Authority.	
A11	Biodiversity Net Gain Management and Monitoring Plan Prior to the commencement of any development except for demolition a scheme ("Biodiversity Net Gain Management and Monitoring Plan" (BNG MMP)) for the delivery of biodiversity net gain at the site (1) shall be submitted to and agreed in writing by the Local Planning Authority. The BNG MMP shall be written in accordance with good practice guidance (2) and include: 1) the project's biodiversity baseline assessment against which BNG outcomes are assessed and monitored; 2) the over-arching project BNG targets; 3) build-zone specific BNG targets that contribute to the total target; 3) the number of years to achieve and then maintain the BNG targets; 4) a programme detailing the long-term phases of management and monitoring activities(to include for the provision these measures for no less than 25 years); 5) a monitoring plan to inform decisions about management, by assessing whether progress towards the BNG targets is on track or whether changes to management are required to achieve the targets; and 6) the roles, responsibilities and required competencies of those involved with implementing and monitoring the BNG design during the construction and post-construction stages. Quantification of biodiversity baseline and targets should use a transparent and easily understood metric, e.g. DEFRA BNG Metric 3.0 (released 2021) or similar. The written approval of the Local Planning Authority will not be issued before the arrangements necessary to secure the delivery of the BNG MMP have been executed. The BNG MMP shall then be implemented in full accordance with the requirements of the approved scheme.	Reason: To ensure that there is no net loss of biodiversity, in accordance with Core Policy 46 of the adopted Vale of White Local Plan 2031 Part 1 and the NPPF.

	(1) As set out in the submitted Biodiversity Net Gain Report (SLR Consulting Ltd, April 2020) (2) Biodiversity Net Gain, A Practical Guide, 11.7.2. CIEEM, CIRIA, IEMA. Biodiversity net gain. Good practice principles for development. A practical guide. CIRIA C776a. London, 2019. Available at: https://cieem.net/wp-content/uploads/2019/02/C776a-Biodiversity-net-gain.-Good-practice-principles-for-development.-A-practical-guide-web.pdf	
A12	Archaeological Written Scheme of Investigation Prior to the commencement of any development except for demolition, a professional archaeological organisation shall prepare a site wide Archaeological Written Scheme of Investigation, which shall be submitted to and approved in writing by the Local Planning Authority.	Reason: To safeguard the recording of archaeological matters within the site in accordance with policy DP39 of the Vale of White Horse Local Plan 2031 Part 2.
A13	Programme of archaeological evaluation and mitigation Following the approval of the Written Scheme of Investigation referred to in condition A12 above, and prior to the commencement of any development except for demolition (other than in accordance with the agreed Written Scheme of Investigation) within each phase, a staged programme of archaeological evaluation and mitigation shall be carried out by the commissioned archaeological organisation in accordance with the approved Written Scheme of Investigation. The programme of work shall include all processing, research and analysis necessary to produce an accessible and useable archive and a full report for publication which shall be submitted to the Local Planning Authority.	Reason: To safeguard the identification, recording, analysis and archiving of heritage assets before they are lost and to advance understanding of the heritage assets in their wider context through publication and dissemination of the evidence, in accordance with policy DP39 of the Vale of White Horse Local Plan 2031 Part 2.
A14	Prior to work commencing on the development site, a detailed Community Employment Plan (CEP) for the site, which must be carried out by a suitably qualified person, shall be submitted to and approved in writing by the Local	Reason: To secure sustainable economic growth in order to create jobs, reduce unemployment and to increase prosperity within Oxfordshire in accordance with policy

	Planning Authority, in consultation with the Oxfordshire Local Enterprise Partnership (OxLEP) and Oxfordshire County Council. The CEP shall; i) Address the local employment situation, identify the areas of need and opportunity for the site to address them. ii) Provide an assessment of the temporary, contract, part-time and full time employment and training opportunities for the site from the initial construction phases to the apprenticeships, trainees and employees that would work within the final development. iii) The CEP will address the District, County and Local Enterprise Partnership economic and employment priorities and the opportunity for the site to contribute to these aims. iv) The CEP will be commissioned and led by the Oxfordshire Skills Board under the auspices of the Oxfordshire Local Enterprise Partnership v) Provide details of the proposed project management plans and timetables for recruitment of local individuals within the Oxfordshire County area in partnership with local employment organisations and training providers. vi) Provide a community consultation strategy including the development of internet and website opportunities in order to attract a wide range of individuals and details of projected timetables and local venue locations for recruitment and training exhibitions	DP11 of the Vale of White Horse Local Plan 2031 Part 2.
A15	External lighting All external lighting shall be designed in accordance with the Design Guidance and the External Lighting Report by The Engineering Practise Ref. 2036 Rev A dated	Reason: In the interests of visual and residential amenity, including the amenity of the residential areas immediately adjacent to and around the site in accordance with saved

	29th January 2020 or its replacement, to the satisfaction of the Local Planning Authority for each phase.	policies DP21 and DP23 of the Vale of White Horse Local Plan 2031 Part 2.
A16	Site management company Prior to the occupation or use of the site, a legal agreement shall be entered into with the Local Planning Authority regarding the establishment of a site manager (or management company) for the site.	Reason: To ensure that the privately-owned site is managed appropriately and maintained in a safe and suitable condition in accordance with policies DP16 and DP23 of the Vale of White Horse Local Plan 2031 Part 2.
A17	Vehicle access works Prior to the first occupation of any floor space, a road from the A4130 through the site, including the junctions that will serve the east and west development access roads shall have been completed and open for public use in accordance with details that shall first be submitted to and approved in writing by the local planning authority. The details shall also include footways, cycleways and a bridleway.	Reason: To ensure a safe and accessible development and retention of the existing bridleway through the site in accordance with Core Policies 33 and 35 of the Vale of White Horse Local Plan 2031 Part 1 and the NPPF.
A18	Highways Prior to the first occupation or use of any building the road(s), footways and any cycleways serving that building shall be constructed in accordance with details that shall be first be submitted to and approved in writing by the local planning authority in consultation with the local highway authority. All roads, footways, cycleways shall be designed and constructed to adoptable standards in accordance with relevant highways design guidance.	Reason: To ensure a safe and accessible development in accordance with policy DP16 of the Vale of White Horse Local Plan 2031 Part 2, Core Policies 33 and 35 of the Vale of White Horse Local Plan 2031 Part 1 and the NPPF.
A19	Air Quality Prior to commencement of any development except for demolition, an Air Quality Assessment shall be submitted to and approved in writing by the Local Planning Authority.	Reason: The development will affect air quality, largely through additional traffic, potential new point sources of air pollution, and during the construction phases, and mitigation is required to protect future users

	The Air Quality Assessment shall: • Provide baseline air quality data, which includes the predicted impacts of permitted or committed development in the vicinity of this site. • Predict, using the worst case scenario based on the maximum permitted floorspaces within this Order, annual mean nitrogen dioxide concentrations at sensitive receptor locations both with and without the development in place and determine the impact of the development in accordance with EPUK/IAQM Land-Use Planning & Development Control: Planning For Air Quality. • Include an assessment of construction phase impacts. • Set out a scheme of mitigation, including trigger points for providing that mitigation. The Air Quality Assessment and associated scheme of mitigation shall be agreed in writing by the Local Planning Authority and mitigation subsequently implemented in accordance with the agreed trigger points. All mitigation measures shall be maintained to the satisfaction of the Local Planning Authority.	and neighbouring residents and businesses from air pollutants, and to ensure the development accords with the Council's Air Quality Action Plan, in accordance with Core Policy 43 of the Vale of White Horse Local Plan 2031 Part 1, policy DP26 of the Vale of White Horse Local Plan 2031 Part 2 and advice contained within the NPPF.
A20	Secure Boundaries The external boundaries of the site shall be enclosed in accordance with a detailed scheme and programme of implementation which shall first have been submitted to and approved in writing by the Local Planning Authority. The details shall include a trespass proof fence at least 1.8 metres high on the boundary with the railway line.	Reason: To secure the boundaries of the site and in seeking to prevent trespass on to the adjacent railway line.
A21	Prior to first occupation of any building a scheme and timetable for providing public art within the site, not exceeding £100,000 in value shall be submitted and approved in writing by the local authority. The approved scheme shall thereafter be maintained and must not be removed.	Reason: In the interest of making a significant contribution towards the appearance of the scheme, the character of the area, and to benefit the local community in accordance with DP20 of the Vale of White Horse Local Plan 2031 Part 2.

B	**Individual development plots in relation to which a Pre-development Notification Form is submitted**	
B1	Design Guidance All development must comply with the objectives of the design guidance. All pre-development notifications will be accompanied by a detailed scheme of development (including elevations and plans as notified in the Pre-development Notification Form) and a statement of compliance with the design guidance. The development shall be carried out in accordance with the elevations and plans as confirmed by the Local Planning Authority as constituting permitted development for the purposes of this Order.	To achieve a high-quality and coordinated development with clear sense of place, in accordance with Core Policy 37 of the Vale of While Horse Local Plan 2031 Part 1 and the NPPF.
B2	Construction Management Plan Prior to the commencement of the development of each development plot a Construction Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The approved Plan shall be complied with throughout the construction period, and shall provide details of the following: 1. - vehicle parking facilities for construction workers, other site operatives and visitors; 2. - site offices and other temporary buildings; 3. - loading and unloading of plant and materials; 4. - storage of plant and materials used during construction; 5. - vehicle wheel washing facilities; 6. - measures to control the emission of dust and dirt; 7. - installation of security hoarding/fencing; 8. - A construction traffic plan to address the nature and size of vehicles entering and leaving the site, the permitted times for deliveries and collections and any measures necessary to ensure safety on the highway and for neighbouring nearby residents. 9. - A restriction on construction traffic in the commuter peak hours to reduce impact on the local highway network	Reason: In the interests of visual and residential amenity and highway safety in accordance with policies DP16 and DP23 of the Vale of White Horse Local Plan 2031 Part 2.

B3	Access, parking and turning space Prior to the first occupation of each development plot, the new vehicular access, parking area/spaces and turning space shall be constructed and the visibility splays provided in accordance with the details shown on a plan that shall have first been submitted to and approved in writing by the local planning authority. The parking and turning areas shall be constructed to prevent surface water discharging onto the highway. Thereafter, the parking and turning areas shall be kept permanently free of any obstruction to such use, and the visibility splays shall be permanently maintained free from obstruction to vision.	In the interest of highway safety and to avoid localised flooding in accordance with Core Policy 42 of the Vale of White Horse Local Plan 2031 Part 1.
B4	Travel Plan Prior to the first occupation of each development plot, a Travel Plan for that development shall be submitted to and approved in writing by the Local Planning Authority.	Reason: To promote sustainable development through maximising accessibility and connectivity in accordance with Core Policies 33 and 35 of the Vale of White Horse Local Plan 2031 Part 1 and the NPPF.
B5	CEMP: Biodiversity Prior to the commencement of the development (including demolition, ground works, vegetation clearance) of each development zone (as shown on LDO Plan 2), a construction environmental management plan for Biodiversity (CEMP: Biodiversity) shall be submitted to and approved in writing by the local planning authority. The CEMP (Biodiversity) shall include the following: i. Update ecological surveys for protected species and habitats, which shall be of an appropriate type with survey methods following national good practice guidelines. ii. Risk assessment of potentially damaging construction activities. iii. Identification of biodiversity protection zones. iv. Practical measures (both physical measures and sensitive working practices) to avoid, reduce or mitigate the impacts on important habitats and protected species	Reason: To ensure that biodiversity features are preserved and enhanced in accordance with core policy 46 of the Vale of White Horse Local Plan 2031 Part 1 and the NPPF.

	during construction. v. The location and timing of sensitive works to avoid harm to biodiversity features. vi. The times during construction when specialist ecologists need to be present on site to oversee works. vii. Roles, responsible persons and their required competencies and lines of communication. viii. Use of protective fences, exclusion barriers and warning signs, and other materials to be used where relevant. ix) initial aftercare and long-term maintenance (to make reference to and accord with provisions within the BNG MMP (condition A11) , which commences after construction period). The approved CEMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details, unless otherwise agreed in writing by the local planning authority. Note that the CEMP would be a governing document during construction, with the BNG MMP to take over biodiversity management, monitoring and maintenance upon completion of construction.	
B6	Flood Risk Assessment and Surface Water Drainage Strategy Prior to the commencement of the development of each development plot, a detailed Flood Risk Assessment (FRA) and Surface Water Drainage Strategy for that plot shall be submitted to and approved in writing by the Local Planning Authority. The Document shall be based on the site wide FRA and Surface Water Drainage Strategy approved by Condition A6, and shall include: a) Full details of a sustainable surface water drainage system based on ground permeability tests and a full consideration of groundwater flooding issues, including historic events,	Reason: To ensure the effective and sustainable drainage of the site in the interests of public health and the avoidance of flooding in accordance with Core Policy 42 of the adopted Vale of White Horse Local Plan 2031 Part 1 and the NPPF.

	b) Design calculations related to greenfield and developed site runoff with appropriate climate change allowance, storage / attenuation areas sizing, and suitable off-site drainage outfalls; c) Full SUDS proposals based on the above; d) Exceedance flood flow routing; e) Timescale for the works including phasing: f) A full future management and maintenance plan for the SUDS features, including arrangements for any off-site watercourses which are required to ensure the efficient functioning of the on-site SUDS. The FRA and Surface Water Drainage Strategy shall be implemented as approved prior to the first occupation of the development approved.	
B7	Landscaping Prior to the commencement of development of each development plot, full details of both hard and soft landscape works shall be submitted to and approved in writing by the Local Planning Authority. These details shall accord with the Design Guidance and shall include hard surfacing materials, schedules of new trees and shrubs to be planted (noting species, plant sizes and numbers/densities), the identification of the existing trees and shrubs on the site to be retained (noting species, location and spread), any earth moving operations and finished levels/contours, and an implementation programme.	Reason: To help to assimilate the development into its surroundings and to improve the environmental quality of the development, in accordance with Core Policy 44 of the adopted Vale of White Horse Local Plan 2031 Part 1.
B8	Landscaping Implementation All hard and soft landscape works for each plot shall be carried out in accordance with the details and programme approved under Condition B7 above. The landscaping shall be implemented prior to or within the first planting season following the first occupation or use of the development.	Reason: To ensure the implementation of appropriate landscaping which will improve the environmental quality of the development in accordance with Core policy 44 of the adopted Vale of White Horse Local Plan 2031 Part 1 and the NPPF.

	Thereafter, the landscaped areas shall be maintained in accordance with the approved scheme. Any trees or shrubs which die or become seriously damaged or diseased within 10 years of planting shall be replaced by trees and shrubs of similar size and species to those originally planted.	
B9	Noise The noise rating level from site activities and M&E plant shall not exceed LAeq 48 dB during the day and LAeq 46 dB during the night when measured or calculated at the closest noise sensitive receptor as set out within the Environmental Noise Survey Report by Sandy Brown Consultants Ref. 16349-R01-A dated 24 February 2017. For the avoidance of doubt, the rating level shall include any relevant correction factors for tonal, impulsive or other factors.	Reason: To protect the living and working conditions of residential and business occupiers in the vicinity of the site, in accordance with policy DP23 of the Vale of White Horse Local Plan 2031 Part 2.
B10	Waste Prior to the first occupation or use of each building, a waste strategy specific to the end users of that plot shall be submitted to and approved in writing by the Local Planning Authority. The waste strategy shall demonstrate the following: That each tenant will have access to adequate, hygienic, space in which to segregate the waste into various recycling streams and thus minimise landfill. That recycling points will be conveniently located for the users and also for the efficient removal of the materials by collection vehicles. That waste facilities will not be in plain sight of landscape areas or principal streets. The waste strategy shall be implemented as approved.	Reason: To protect the living and working conditions of residential and business occupiers in the vicinity of the site, in accordance with policy DP23 of the Vale of White Horse Local Plan 2031 Part 2, Principle DG100 of the Vale of White Horse Design Guide March 2015, and the NPPF.
B11	In connection with the implementation of the development no construction works shall take place outside the hours of 08:00 to 18:00 Mondays to Fridays and 08:00 to 13:00 on Saturdays. Works shall not take place at all on Sundays or Bank Holidays.	Reason: To protect the occupants of nearby residential properties from noise and dust disturbance during the development of the site in accordance with policy DP23 of the Vale of White Horse Local Plan 2031 Part 2.

B12	No activities or operations, including HGV's entering or leaving the Site, in connection to the Waste Management Facility shall be carried out except between the following times: 0900 – 1700 Mondays to Fridays 0900 – 1300 weekends and bank holidays	Reason: To maintain safe working and protect the amenity of nearby residents.
B13	No operations relating to the Waste Management Facility shall take place outside the confines of buildings shown on the Parameter Plans and subsequently approved by Condition B1 of this LDO.	Reason: To achieve a high-quality and coordinated development with clear sense of place, in accordance with Core Policy 37 of the Vale of While Horse Local Plan Part One 2031 and the NPPF.
B14	Prior to the commencement of the Waste Management Facility, an Air Quality Dust Management Plan is submitted to and approved in writing by the Council. Approved details shall be fully implemented and permanently retained and maintained during the lifetime of the Facility.	Reason: The Waste Management Facility could affect air quality during the operational phase of the facility, and mitigation may be required to protect future users and neighbouring residents and businesses from air pollutants, and to ensure the development accords with the Council's Air Quality Action Plan, in accordance with Core Policy 43 of the Vale of White Horse Local Plan 2031 Part 1 , and advice contained within the NPPF.
B15	Prior to commencement of the development, an initial BREEAM assessment report demonstrating that the development is expected to achieve BREEAM 'Excellent' standards, with alignment to the BREEAM UK Data Centres 2010, must be submitted to and approved, in writing, by the Local Planning Authority. No building shall be occupied until evidence that the agreed level of construction standards has been achieved, has been submitted to and agreed, in writing, by the Local Planning Authority.	Reason: to ensure that a sustainable development is achieved in accordance with core policies 1, 40, 43, The Vale Design Guide SPD 2015 and section 2 and 14 of the NPPF

B16	Prior to commencement an Energy Strategy and Sustainability Statement shall be submitted to and approved in writing by the Local Planning Authority. The documents shall set out full details of the approach to energy efficiency and renewable energy strategies to deliver savings on regulated energy use to achieve a 25% improvement over the Building Regulations Part L 2013 Target Emission Rate. The 25% improvement will be secured through renewable energy and other low carbon technologies and/or energy efficiency measures in the scheme.	Reason: to ensure the development reduces greenhouse gas emissions by improving energy efficiency and promoting more efficient use of materials and natural resources in accordance with core policies 37, P41, 43 and section 14 of the NPPF.
B17	The Energy Strategy required by Condition B17, shall include a feasibility study into Low or Zero Carbon Technologies to assess the most appropriate technology for the development. Such measures to be considered, include but not limited to: a. Air Source heat pumps b. Ground Source heat pumps c. Photovoltaics (PV) Panels d. Wind Turbines e. Solar Thermal f. Biomass Heating g. Excess heat supply for reuse on or off-site district heating (data centres) The development shall be implemented and carried out thereafter in accordance with the approved Energy Strategy.	Reason: to ensure that a sustainable development is achieved in accordance with core policies CP1, 40, 43, The Vale Design Guide SPD 2016 and section 2 and 14 of the NPPF

Informatives:

1. Protection of public rights of way

   No phase of development shall temporarily or permanently obstruct or alter any part of a public right of way unless otherwise agreed. The process for diverting a public right of way whether on a temporary or permanent basis follows a separate application process and advice from Oxfordshire County Council should besought beforehand.

2. Oil/chemical Storage tanks

   Any above ground oil or chemical storage tanks should be sited on an impervious base and surrounded by a liquid tight bund wall. The bunded area should be capable of containing 110% of the volume of the tank(s), and all fill pipes and sight gauges should be enclosed within its curtilage. No drainage outlet should be provided, and the vent pipe should be directed downwards into the bund.

3. Railway Signals

   Development and lighting including vehicle lights must not interfere with or obstruct signals on the adjacent railway line and must not give rise to potential confusion with railway signals. The development shall not obscure any existing level crossing or traffic signs and no construction or development shall result in deterioration of the ability or distance for rail, pedestrians and vehicles to see the level crossing or signage.

3.4 Minor operational development

3.4.1. In addition to the provisions of the Town and Country Planning (General Permitted Development Order) (England) 2015, the following types of operational development are permitted by the LDO:

- Provision of cycle parking, where it is to serve specific developments within the LDO area or provide visitor spaces
- Soft and hard landscaping, including necessary ground works, where they are in accordance with the LDO design guidance
- Installation of and alterations to plant equipment where it is required in association with land uses permitted by this order
- Installation of small-scale renewable energy equipment, including vehicle and bicycle electric charging points, subject to compliance with the development parameters and conditions of this order
- Provision of covered bin storage in association with development permitted by this order
- Installation of security infrastructure and fencing, gatehouse and site facilities where it is required in association with land uses permitted by this order
- Minor alterations to elevations of existing buildings, including amendments to doors and windows and external materials, where they are in accordance with the LDO design guidance
- Installation of public art installations, where they are in accordance with the LDO design guidance.

4. Duration, monitoring and review

4.1. This order is effective [date of adoption]. for the LDO period as defined above.

4.2. The Local Planning Authority will monitor the progress of the order and will keep a public record of all pre-development notifications.

4.3. The Local Planning Authority may exercise its powers to revise or revoke the order under section 61A and Schedule 4A of the Town and Country Planning Act 1990 (as amended) (the Act) or its successor in title.

4.4. Should the Local Planning Authority, whether directed by the Secretary of State or otherwise, decide to revise the order the proposed amendments will be subject to the consultation procedures set out in the Town and Country Planning (Development Management Procedure) Order 2015 (or its successor).

4.5. Amendments to the development parameters or permitted uses will only be effective 3 months from the formal adoption of the amendment, with the exception of amendments that will extend the provisions of the order, which will have immediate effect on adoption.

4.6. Any individual development within a development zone that complies with the provisions of the order and has been subject to pre-development notification and has lawfully commenced prior to any relevant amendments or revocation coming into effect, will be allowed to be completed notwithstanding the amendment or revocation as the case may be.

5. Pre-development notification and approval of details reserved by condition

5.1 Pre-development notification

5.1.1. Notification of proposed development must be given to the Local Planning Authority prior to the commencement of that development using the form provided at Appendix C. This notification must also be copied to the Local Highway Authority at the address provided on the form.

5.1.2. A fee of £234 payable to the Local Planning Authority is required for all pre-development notifications.

5.1.3. Within ten working days from receipt of the completed form and requisite fee, the Local Planning Authority will confirm in writing that:

- The proposed development is permitted by the LDO and therefore can proceed without a planning application subject to approval of the relevant conditions
- Further information is required to determine the compliance with the order, or
- That the proposed scheme is not compliant with the order and therefore a separate planning application will be necessary, with an explanation of why this is deemed to be the case.

5.1.4. Failure of the Local Planning Authority to respond in writing within this time period will be deemed as confirmation that the proposed development is compliant with the provisions of the order.

5.1.5. Where there is dispute with the Local Planning Authority over compliance with the order, an application for a Certificate of Lawful Development should be made under Section 191 and 192 of the Act. Should the LPA refuse or otherwise not issue a certificate of lawful development, the statutory appeal process under Section 195 of the Act is available.

5.2 Approval of details reserved by condition

5.2.1. Where conditions of the LDO area relevant to the proposed development, and further details are required to be approved (either prior to development commencing or prior to occupation) the developer must apply for the approval of those details by way of the requisite application form and application fee of £234 payable to the Local Planning Authority.

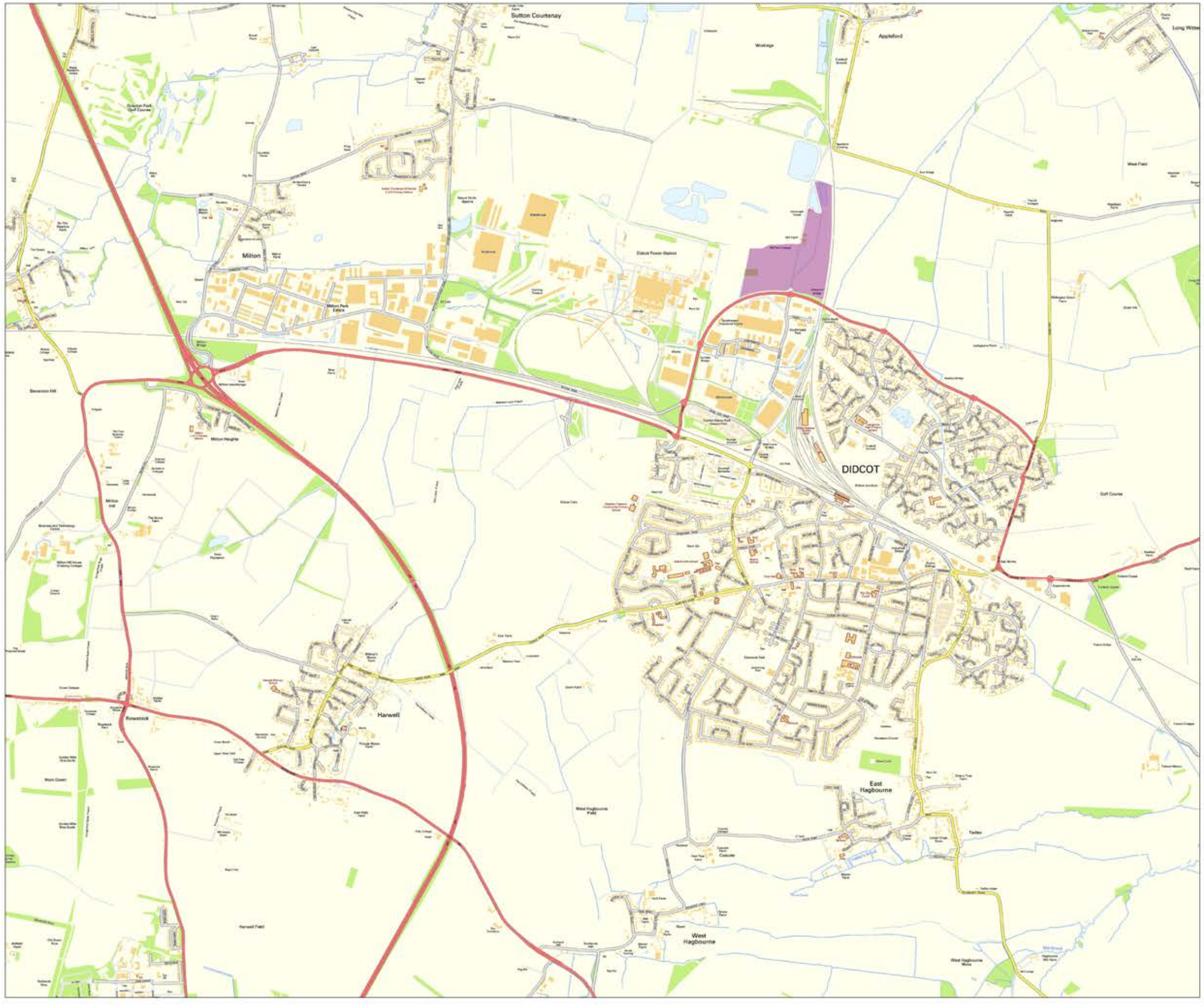
5.2.2. The Local Planning Authority will determine the application within 21 days of receipt of a valid application, or confirm in writing if further information is required, with an explanation what information is required and why.

6. Compliance with other legislation

6.1. The LDO in no way supersedes the requirement for development to comply with all other relevant UK and international legislation, including building regulations or the requirement for advertisement consent.

Appendix B

Site Location Plan



NOTE

N

KEY

Site location

Rev.	Description	Date	Chkd

Glanville
Cornerstone House
62 Foxhall Road, Didcot
Oxon, OX11 7AD
Tel: (01235) 515550 Fax: (01235) 817799
postbox@glanvillegroup.com www.glanvillegroup.com

Client : Reef Estates

Project : D-Tech LDO

Title : Site Location Plan

Project Engineer : J. Blenkinsop | Scale : As Shown @ A3

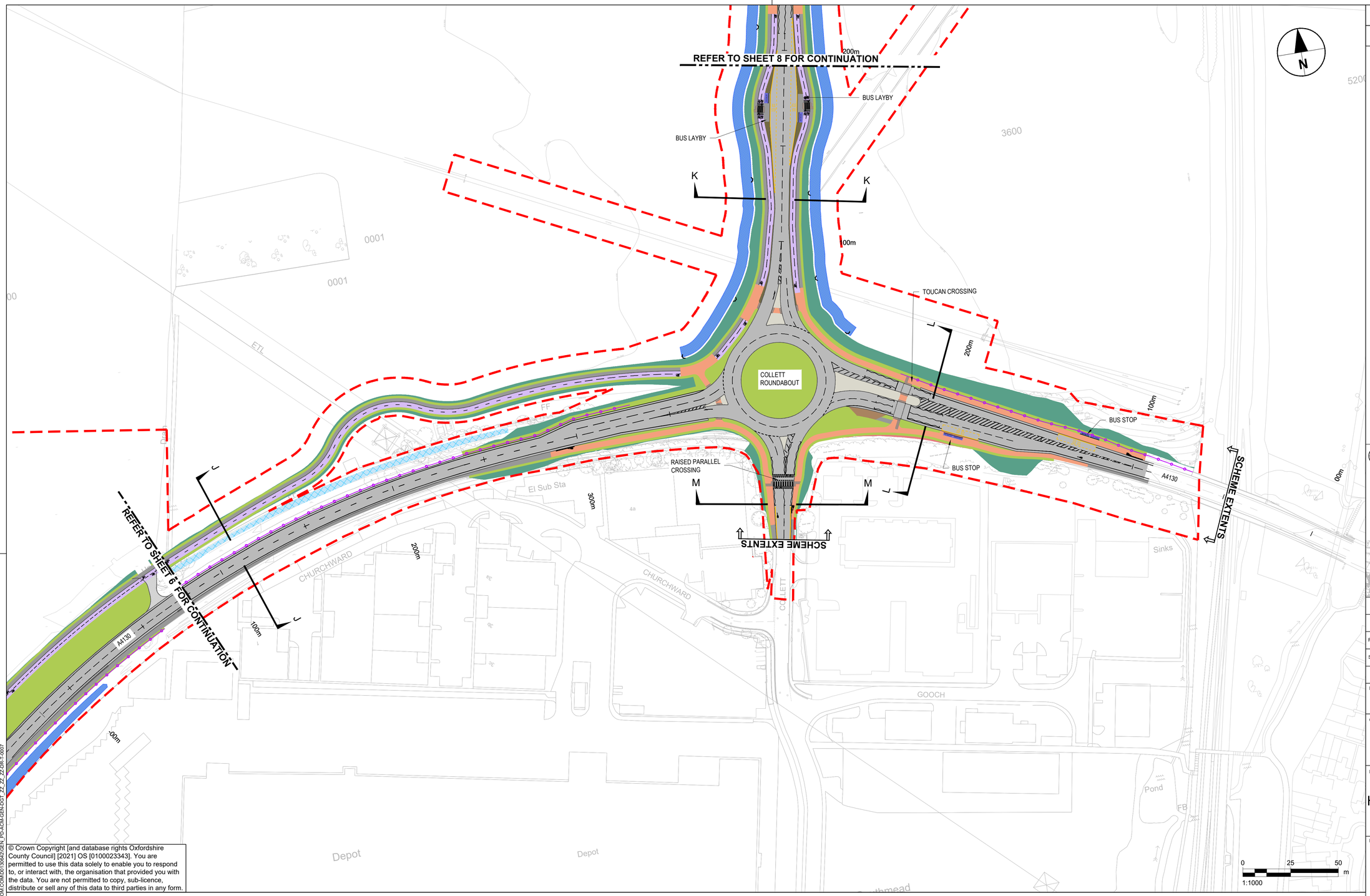
Project Director : T. Foxall | Date : March 2017

Status :

Drawing No. 8130727/6351 | Rev

Appendix C

HIF Infrastructure Drawings



KEY

- FOOTWAY
- CYCLEWAY
- SHARED USE FOOTWAY
- CARRIAGEWAY
- OVERRUN AREA
- GRASS VERGE / LANDSCAPED AREA
- INDICATIVE EMBANKMENT / LANDSCAPED AREA
- BUFFER STRIP
- INDICATIVE CLEAR ZONE
- INDICATIVE CUTTING
- TRAFFIC ISLAND
- MAINTENANCE ACCESS / MAINTENANCE LAY-BY
- ROAD MARKINGS
- REDLINE BOUNDARY
- POND
- GRASSED SURFACE WATER CHANNEL
- WATER BODY
- WETLAND AREA
- SWALE / FILTER DRAIN
- PROPOSED DITCH
- EXISTING DITCH
- INDICATIVE FLOOD ATTENUATION AREA
- PROPOSED HEADWALL
- PROPOSED WATERCOURSE
- INDICATIVE NOISE BARRIER
- INDICATIVE VEHICLE RESTRAINT SYSTEM BARRIER
- INDICATIVE BRIDGE STRUCTURE

IT IS ASSUMED THAT ALL WORKS ON THIS DRAWING WILL BE CARRIED OUT BY A COMPETENT CONTRACTOR WORKING, WHERE APPROPRIATE, TO AN APPROPRIATE METHOD STATEMENT.

THIS DRAWING IS TO BE USED ONLY FOR THE PURPOSE OF ISSUE THAT IT WAS ISSUED FOR AND IS SUBJECT TO AMENDMENT.

NOTES:

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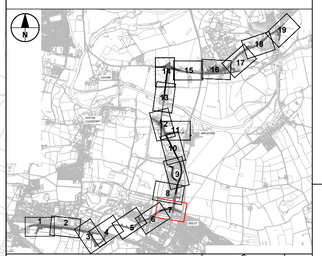
3. THE INFORMATION ON THIS PLAN IS GIVEN WITHOUT OBLIGATION OR WARRANTY. NO LIABILITY OF ANY KIND WHATSOEVER IS ACCEPTED BY AECOM FOR ANY ERRORS OR OMISSIONS.
4. DRAWING IS BASED ON ORDNANCE SURVEY MAPPING AND TOPOGRAPHICAL SURVEY
5. ITEMS IN GREY (APART FROM SOLID HATCHING) REPRESENT EXISTING INFRASTRUCTURE AND ARE TO REMAIN UNLESS STATED OTHERWISE.
6. PONDS INDICATED ON DRAWINGS ARE ALSO REFERRED TO AS MARSH AND WET GRASSLAND WITHIN LANDSCAPE DRAWINGS.
7. SEE LANDSCAPE DRAWINGS FOR THE NEW LANDSCAPE FEATURES AND EXISTING TREE RETENTION DETAILS.



FIRST VERSION	AZ / GP	21/07/21	P01
SECOND VERSION	AZ / KC	09/09/21	P02
REVISION DETAILS	By / Check	Date	Suffix

Purpose of issue

SUITABLE FOR APPROVAL

Client

OXFORDSHIRE COUNTY COUNCIL

Project Title

DIDCOT GARDEN TOWN HOUSING INFRASTRUCTURE FUND (HIF 1)

Drawing Title

DIDCOT TO CULHAM RIVER CROSSING GENERAL ARRANGEMENT SHEET 7 OF 19

Designed	Drawn	Checked	Approved	Date
AZ	AZ	DR	KC	09/09/21

Internal Project No.	Suitability
60632497	S4
Scale @ A1	Discipline
1:1000	Town & Country Planner

AECOM
63-77 Victoria Street
St Albans
Herts
AL1 3ER
Tel: +44 (0) 172 7535 000
www.aecom.com

AECOM Infrastructure & Environment UK Limited
Registered in England Registered number: 880328
Registered office: Midpoint, Alencon Link, Basingstoke, Hampshire RG21 7PP

Drawing Number

Work Package ID	Volume	Type	Number	Rev
GEN_PD-ACM-GEN-DGT_ZZ_ZZ_ZZ-DR-T			-0007	P02
Originator		Location	Role	

Plot Date: 09 September 2021 14:56:50
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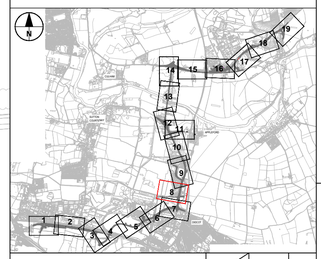

FIRST VERSION	AZ / GP	21/07/21	P01
SECOND VERSION	AZ / KC	09/09/21	P02
REVISION DETAILS	By / Check	Date	Suffix

Purpose of issue

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Drawing Title

DIDCOT TO CULHAM RIVER CROSSING GENERAL ARRANGEMENT SHEET 8 OF 19

Designed	Drawn	Checked	Approved	Date
AZ	AZ	DR	KC	09/09/21

Internal Project No. 60632497	Suitability S4
Scale @ A1 1:1000	Discipline Town & Country Planner

AECOM
63-77 Victoria Street
St Albans
Herts
AL1 3ER
Tel: +44 (0) 172 7535 000
www.aecom.com

AECOM Infrastructure & Environment UK Limited
Registered in England Registered number: 880328
Registered office: Midpoint, Alencon Link, Basingstoke, Hampshire RG21 7PP

Drawing Number: GEN_PD-ACM-GEN-DGT_ZZ_ZZ_ZZ-DR-T-0008 | Rev: P02

KEY

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- INDICATIVE VEHICLE RESTRAINT SYSTEM BARRIER
- INDICATIVE BRIDGE STRUCTURE

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Appendix D

Collett Roundabout Capacity Results (HIF)

junction model due to the signalised crossing, bus stop, and roundabout to the north, and to the south the bus stop, three parallel crossings, the other side road accesses from future development, and the roundabout.

A4130 / New Thames River Crossing / Collett (SCH7)

6.6.16 The results of the 2024 and 2034 capacity assessments for the A4130 / New Thames River Crossing / Collett junction are presented in the following table.

Table 6.8: Operation of A4130 / New Thames River Crossing / Collett (SCH7)

Arm	2024				2034			
	AM		PM		AM		PM	
	Max RFC	Queue	Max RFC	Queue	Max RFC	Queue	Max RFC	Queue
New Culham Crossing	0.33	1	0.59	2	0.69	2	0.74	3
A4130 (E)	0.65	2	0.44	1	0.77	3	0.68	2
Collett	0.16	0	0.13	0	0.32	1	0.40	1
A4130(W)	0.47	1	0.58	1	0.71	3	0.81	4

6.6.17 The results indicate that the junction will operate within capacity in 2024 and 2034.

New Thames River Crossing / Hanson & FCC Access Road (SCH8)

6.6.18 The results of the 2024 and 2034 capacity assessments for the New Thames River Crossing / Hanson & FCC Access Road junction are presented in the following table.

Table 6.9: Operation of New Thames River Crossing / Hanson & FCC Access Road (SCH8)

Movement	2024				2034			
	AM		PM		AM		PM	
	Max RFC	Queue	Max RFC	Queue	Max RFC	Queue	Max RFC	Queue
FCC/Hanson - New Culham Crossing(N)	0.03	0	0.03	0	0.08	0	0.05	0
FCC/Hanson - New Culham Crossing(S)	0.24	1	0.08	0	0.75	3	0.21	0
New Culham Crossing (N) - New Culham Crossing (S) / FCC/Hanson	0.04	0	0.02	0	0.06	0	0.02	0

6.6.19 The results indicate that the junction will operate within capacity in 2024 and 2034.

New Thames River Crossing / B4016 (SCH9)

6.6.20 The results of the 2024 and 2034 capacity assessments for the New Thames River Crossing / B4016 junction are presented in the following table.

Appendix E

Indicative Masterplan

INDICATIVE

PROPOSED FOOTPATH AND CYCLE ROUTE

FUTURE CYCLE ROUTE CONNECTION

INDICATIVE CYCLE ROUTES (location and number to be confirmed to be provided from cycle paths to building entrances on each build plot where possible)

PROPOSED ELECTRIC CAR CHARGING STATIONS, CAR SHARING PARKING (INDICATIVE LOCATIONS)

E-BIKE CHARGING STATIONS, COVERED BIKE PARKING FACILITIES (INDICATIVE LOCATIONS)

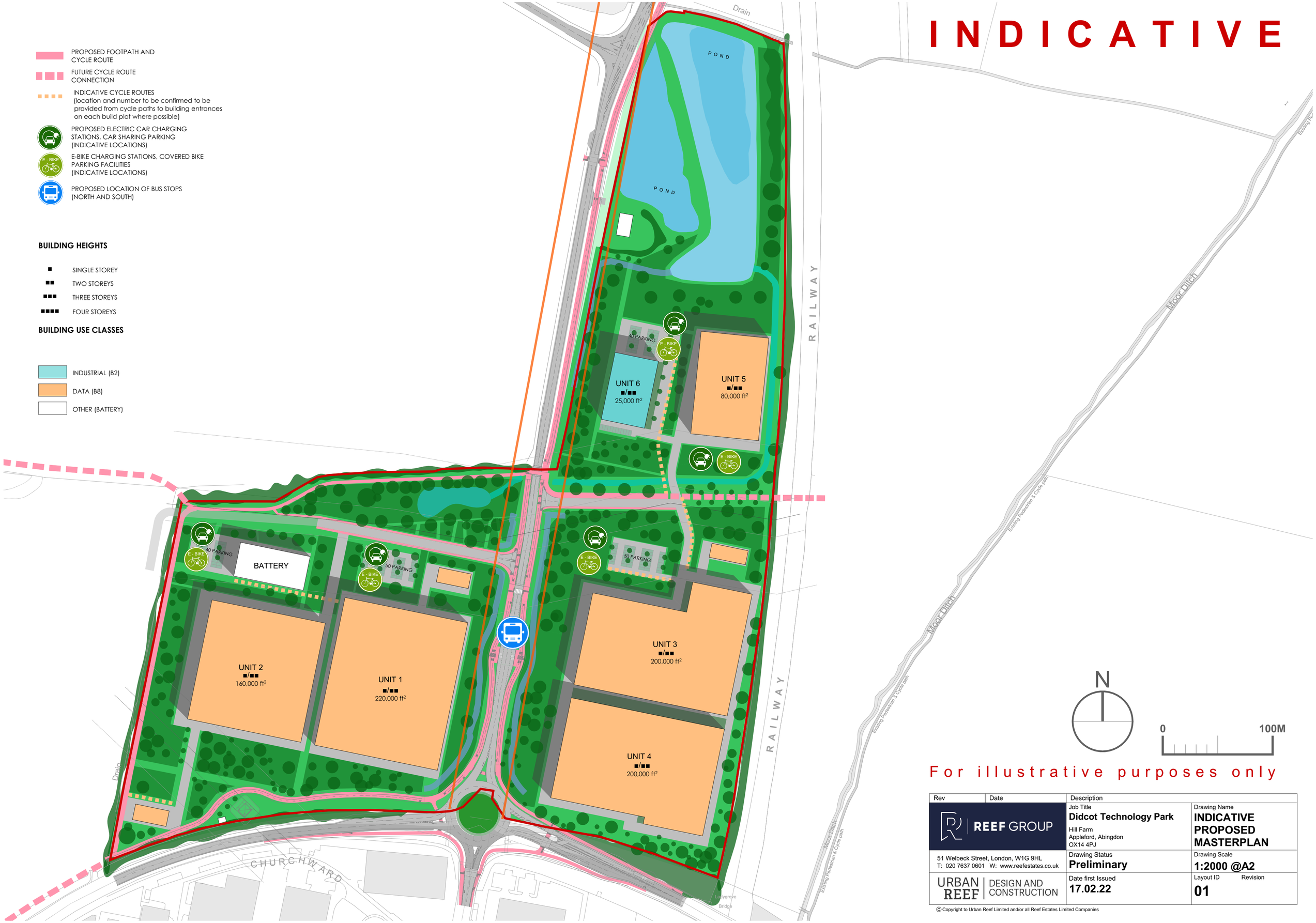
PROPOSED LOCATION OF BUS STOPS (NORTH AND SOUTH)

BUILDING HEIGHTS

- ■ SINGLE STOREY
- ■■ TWO STOREYS
- ■■■ THREE STOREYS
- ■■■■ FOUR STOREYS

BUILDING USE CLASSES

- INDUSTRIAL (B2)
- DATA (B8)
- OTHER (BATTERY)



For illustrative purposes only

Rev	Date	Description
REEF GROUP		Job Title: **Didcot Technology Park** Hill Farm, Appleford, Abingdon, OX14 4PJ
51 Welbeck Street, London, W1G 9HL T: 020 7637 0601 W: www.reefestates.co.uk		Drawing Status: **Preliminary**
URBAN REEF | DESIGN AND CONSTRUCTION		Date first Issued: **17.02.22**
		Drawing Name: **INDICATIVE PROPOSED MASTERPLAN**
		Drawing Scale: **1:2000 @A2**
		Layout ID: **01** Revision

Appendix F

Giant Site TA Addendum

TRANSPORT ASSESSMENT ADDENDUM

DIDCOT DISTRIBUTION PARK, DIDCOT, OXFORDSHIRE, OX14 4TA
PLANNING APPLICATION REFERENCES P18/V2277/FUL AND P18/V1349/FUL

Date: November 2018 **Ref: JLLS/17/3759/TN03**

1 INTRODUCTION

1.1 RGP has been commissioned by Cloud HQ and Diageo Pension Trust Limited to provide a combined statement relating to transport planning matters relating to the development proposals on land between Didcot Power Station and Sutton Courtenay Lane, Didcot, OX14 4TA. The two application sites are located within the administrative boundaries of Oxfordshire County Council (OCC), as Highway Authority, and Vale of White Horse District Council (VWHDC), as Local Planning Authority.

1.2 This Statement has been prepared to assist VWHDC and OCC with the consideration of both applications and developments. It accords with the requests from OCC to present a combined position on the total trip generation of the separate developments such that they can be considered in terms of the cumulative impact on the local highway network, particularly during the AM and PM Peak hours.

Cloud HQ Development (Ref: P18/V2277/FUL)

1.3 The data centre proposals comprise two units ('Unit A' and 'Unit B'). These provide a combined total of 73,133 sqm (GIA) of primarily 'data-floor' floorspace, while each unit also includes a small mezzanine providing ancillary office space. Including all 'data-floor' and ancillary space, this provides a combined total of 76,614 sqm (GIA) of 'operational' floorspace. This figure excludes the areas housing the emergency plant, which does not directly generate footfall / trips. A planning application relating to these proposals was submitted to VWHDC in September 2018 (reference P18/V2277/FUL) and is currently being considered. RGP prepared the Transport Assessment that accompanied the application.

Diageo Pension Trust Limited (Ref: P18/V1349/FUL)

1.4 The parcel of land immediately to the west of the Cloud HQ data centre site is also currently subject to a planning application. That application by Diageo Pension Trust Ltd ('Diageo' henceforth) for 28,907 sqm of flexible Class B use (including Classes B2 and / or B8). This application, which is also currently being considered, is accompanied by a Transport Assessment prepared by Hydrock.

Extant Planning Permission (Ref: P14/V1906/O)

1.5 Together, the Cloud HQ data centre scheme and the Diageo schemes form a 'wider site', which is the subject of an outline planning permission, granted by VWHDC in July 2015 (Ref: P14/V1906/O) for 87,720 sqm of B8 warehousing and distribution floor space. The planning permission has been implemented and therefore can be completed at any point in the future. As such, the Permission and floorspace is a material consideration in terms of the baseline traffic generation situation.

1.6 As agreed through the course of pre-application discussions with OCC, as Highway Authority, the projected cumulative traffic flows associated with the Cloud HQ and Diageo schemes have been assessed against the extant scheme (P14/V1906/O) in net impact terms. This assessment is detailed at Section 6 of RGP's Transport Assessment and demonstrates that the cumulative effect of the Cloud HQ and Diageo schemes would result in a net reduction of 1,455 vehicle movements daily, a reduction of 3 vehicle movements during the AM peak hour and an increase of 23 vehicle movements during the PM peak hour.

1.7 It should be noted that the impact of the Cloud HQ data centre scheme alone against the extant scheme would result in 57 fewer vehicle movements during the AM peak hour, 38 fewer vehicle movements during the PM peak hour and 2,298 fewer vehicle movements daily.

1.8 Since the submission of the Cloud HQ and Diageo applications, it is understood that OCC have raised concerns with respect to the cumulative increase of 23 vehicular movements that is projected in the PM peak hour. It should be noted that, as detailed in RGP's Transport Assessment, the Cloud HQ and Diageo proposals together would result in a significant reduction in HGV movements across all time periods. Indeed, the PCU (Passenger Car Unit) assessment from RGP's Transport Assessment shows a reduction in PCU terms against the extant consent across all assessment periods (including the PM peak hour). In transport modelling terms, this provide a betterment to the extant permission.

1.9 Notwithstanding this, a further assessment of the projected cumulative traffic generation associated with the Cloud HQ and Diageo proposals has now been undertaken in order to more precisely gauge the net impact against the extant scheme (P14/V1906/O) due to the floor area differentials. Indeed, the traffic generation assessment of the Cloud HQ scheme undertaken by RGP as part of the Transport Assessment was particularly robust and, from further review and discussions with Hydrock in relation to the traffic generation assessment of the Diageo scheme, it is apparent that the Hydrock assessment was also particularly robust.

1.10 On this basis, further refinement to both assessment methodologies has been made in order to more precisely ascertain the likely in-practice traffic generation of the wider site schemes and the subsequent net impact against the extant scheme (P14/V1906/O). This Transport Assessment Addendum sets out this refined assessment and provides revised traffic impact figures accordingly.

1.11 This Addendum focusses on the AM and PM peak hours, given that the daily profile was showing a significant reduction in traffic against the extant position, even based on the robust assessments from the Transport Assessment. The net impact over the daily assessment period would however also reduce further in-practice, based on the refined assessment methodology detailed herein.

1.12 Whilst the proposals would significantly reduce HGV movements across all assessment periods (as is reflected in the PCU assessment), for robustness the following assessments consider total vehicle movements only – i.e. no allowance for vehicle size / classification. It should also be noted that the new access arrangement to serve the wider site from Sutton Courtenay Lane (consented as part of application P14/V1906/O) includes a kerb build-out within the minor arm (i.e. the access road) in order to restrict right-out (i.e. northbound) movements from the site access. As such all vehicle movements from the site would be southwards (left-out), away from Sutton Courtenay.

2 DATA CENTRE SCHEME

2.1 The traffic generation assessment for the data centre scheme that is detailed at RGP's Transport Assessment is based on the results of traffic surveys undertaken at two existing data centre sites, further details of which are provided at Section 6.2 of the RGP Transport Assessment:

i) Digital Realty, 3 Foxboro Park, Holmethorpe Avenue, Redhill, RH1 2NB – **8,921 Sq. M**.; and,

ii) Digital Realty, Unit 21, Goldsworth Park Trading Estate, Woking, GU21 3BA – **24,155 Sq. M**.

2.2 The survey results from these two existing data centres were then applied to the respective floor areas of the existing data centres in order to establish trip rates (i.e. vehicle movements per 100 sqm floor area) for each of these existing sites. These trip rates were then averaged (**Table 6.4** of the RGP Transport Assessment) and applied to the operational floor area of the proposed data centre at Didcot (**Table 6.5** of the RGP Transport Assessment).

2.3 As is noted at paragraph 6.2.10 of the RGP Transport Assessment however, the above assessment methodology was particularly robust and likely resulted in an overestimation of the in-practice vehicle movements associated with the Cloud HQ scheme given that the floor areas from the two surveyed data centres (Redhill: 8,921 sqm / Woking: 24,155 sqm) are significantly below the operational floor area proposed in this instance (76,614 sqm). It is generally accepted that the relationship between increases in floor area and subsequent vehicle trips is not directly proportional – i.e. a 50% increase in the floor area of a given site will not result in as much as a 50% increase in trips. This is the case for many large storage and distribution operations and is considered to also be the case for data centres. Indeed, it may be even more applicable to data centres than conventional B8 uses. This is because, irrespective of its size, the storage and distribution functionality of a data centre is primarily achieved electronically (via fibre cables and IT storage) and is not reliant on vehicular traffic in the same way as conventional storage and distribution development.

2.4 Through further research, a detailed assessment of this effect has been undertaken with reference to traffic survey data of 28 existing B8 warehousing sites on the industry-standard TRICS database (no data centre sites are available on TRICS). The subsequent relationship between changes in floor areas and trip rates (per 100 sqm) is set out in **Figure 2.1** for the peak hour periods. **Figure 2.2** also shows the effect in terms of daily traffic for reference. Further details of this assessment can be provided upon request.

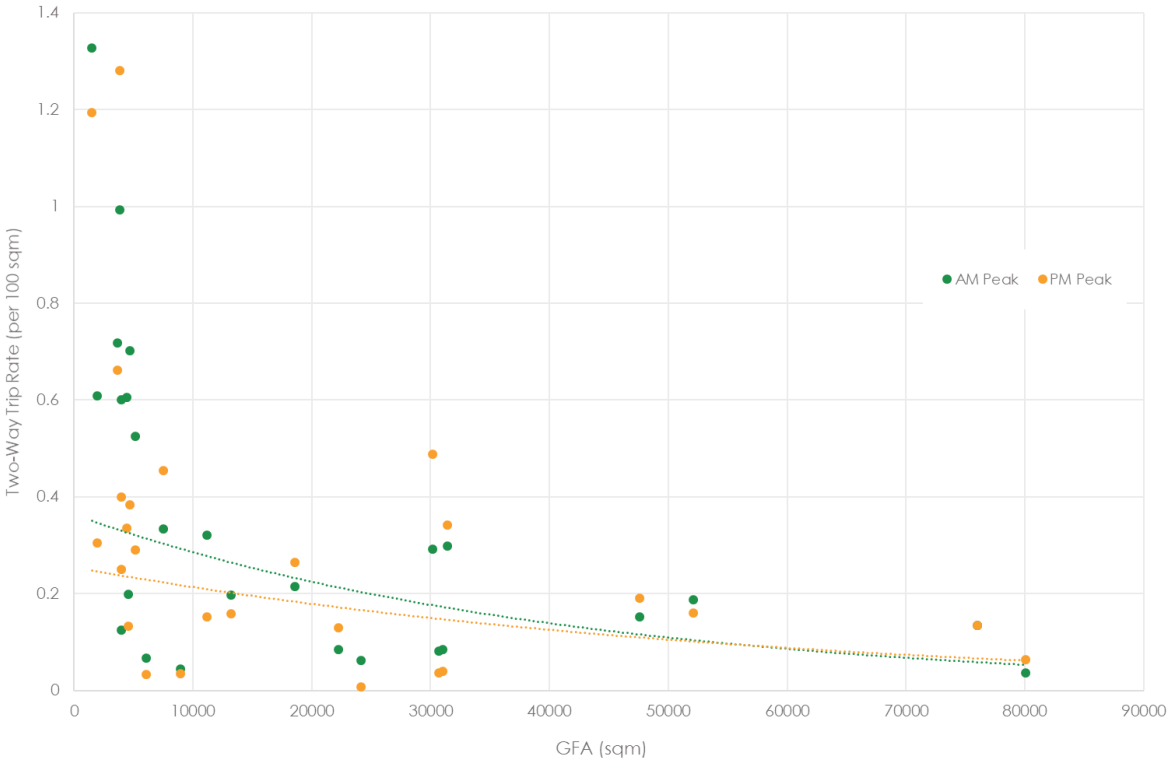


Figure 2.1 – Relationship Between Floor Area and Peak Hour Trip Rates (Per 100 sqm) for B8 Warehousing Uses

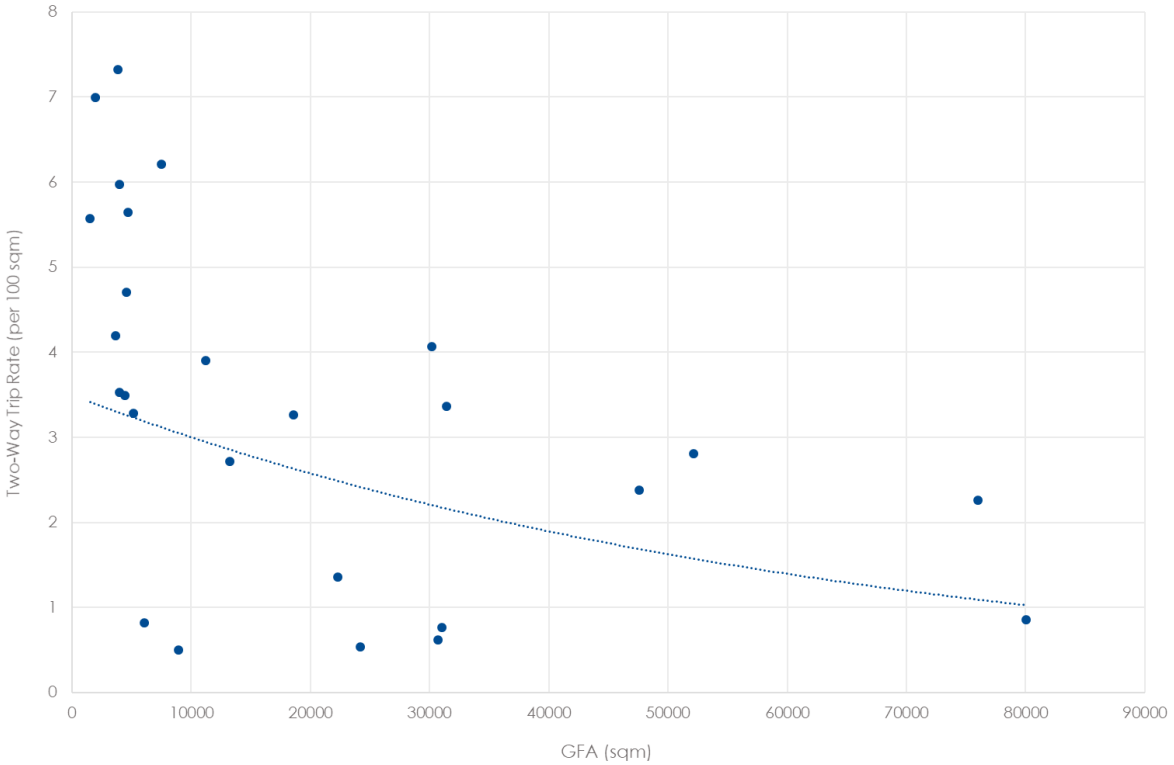


Figure 2.2 – Relationship Between Floor Area and Daily Trip Rates (Per 100 sqm) for B8 Warehousing Uses

2.5 On the basis of the above it is clear that as floor areas increase, the subsequent trip rates (per 100 sqm of floor area) indeed reduce. The surveyed data centre sites in this instance have floor areas of 8,921 sqm (Redhill) and 24,155 sqm (Woking). With reference to **Figure 2.1**, the application of these average trip rates to the proposed Cloud HQ data centre (76,614 sqm of operational floor area) would have, and as was the case in the RGP Transport Assessment, resulted in an overestimation of the likely in-practice traffic generation of the proposed data centre. From further review of the above Figures, the Redhill data centre survey (8,921 sqm) is considered to be unsuitable given that the proposed Didcot data centre would be over 800% the size of this existing Redhill data centre site.

2.6 On the basis of the above methodology, the trip rates presented at Table 6.4 of the RGP Transport Assessment have been adjusted accordingly. This is based on the removal of the smaller Redhill data centre survey results, thereby leaving the data set from the larger Woking data centre (24,155 sqm) only – i.e. the trips rates presented at the lower half of Table 6.3 from the RGP Transport Assessment.

2.7 From a review of the trend lines at **Figure 2.1**, the following adjustment factors have also been made to these peak hour trip rates from the Woking data centre in order to account for the difference in floor area between the remaining surveyed data centre site (Woking - 24,155 sqm) and the proposed data centre site (76,614 sqm). For example, the AM peak hour trend line of **Figure 2.1** above indicates an AM trip rate of 0.057 (per 100 sqm) based on 76,614 sqm of floor area and an AM trip rate of 0.203 (per 100 sqm) based on 24,155 sqm of floor area. This equates to an adjustment factor of 0.28 (0.057 / 0.203 = 0.28).

i) AM Peak Hour – 0.28

ii) PM Peak Hour – 0.40

2.8 The subsequent refined trip rates (per 100 sqm) that have been applied to the proposed data centre scheme are as follows:

Time Period	Vehicular Arrivals (Per 100 sqm)	Vehicular Departures (Per 100 sqm)	Total Two-Way (Per 100 sqm)
AM Peak Hour (0800-0900)	0.017	0.002	0.019
PM Peak Hour (1700-1800)	0.002	0.022	0.024

Table 2.1 – Trip Rates (per 100 sqm) - Proposed Data Centre

2.9 The above trip rates have been applied to the proposed operational floor space of the data centre (76,614 sqm). The subsequent projected traffic generation is set out in **Table 2.2**.

Time Period	Vehicular Arrivals	Vehicular Departures	Total Two-Way
AM Peak Hour (0800-0900)	13	1	14
PM Peak Hour (1700-1800)	2	17	19

Table 2.2 – Projected Traffic Generation - Data Centre

2.10 On the basis of the above, it is projected that the proposed data centre would, in-practice, generate 15 two-way vehicle movements during the AM peak hour and 19 two-way vehicle movements during the PM peak hour.

3 DIAGEO SCHEME

3.1 The Hydrock Transport Assessment that was submitted with the Diageo application uses the trip rates that were utilised in the Fairhurst Transport Assessment and subsequent Addendums for the extant scheme (P14/V1906/O). This is set out at Table 6.2 of the Hydrock Transport Assessment.

3.2 The Fairhurst Transport Assessment used two different sets of trip rates, one for the proposed (now extant) larger 77,316 sqm unit and one for the proposed (now extant) smaller 10,404 sqm unit. For robustness, the Hydrock Transport Assessment extracted the trip rates used for the smaller of these extant units (10,404 sqm) which are significantly higher than the Fairhurst trip rates for the larger extant unit.

3.3 As explained at Section 2 above, it is appropriate to factor these trip rates, given that the proposed Diageo unit is circa 28,787 sqm and therefore approximately 277% the size of the extant unit from which the trip rates were derived (10,404 sqm).

3.4 As per the exercise at Section 2, based on the trend lines at **Figure 2.1** the following adjustment factors have therefore also been made to the Hydrock peak hour trip rates in order to account for the difference in floor area between the smaller extant unit (10,404 sqm) and the proposed Diageo scheme (28,787 sqm).

i) AM Peak Hour – 0.64

ii) PM Peak Hour – 0.72

3.5 The subsequent refined trip rates (per 100 sqm) that have been applied to the proposed Diageo scheme are as follows.

Time Period	Vehicular Arrivals (Per 100 sqm)	Vehicular Departures (Per 100 sqm)	Total Two-Way (Per 100 sqm)
AM Peak Hour (0800-0900)	0.081	0.038	0.120
PM Peak Hour (1700-1800)	0.062	0.089	0.151

Table 3.1 – Trip Rates (per 100 sqm) – Diageo Scheme

3.6 The above trip rates have been applied to the floor area of the Diageo scheme (28,787 sqm). The subsequent projected traffic generation is set out in **Table 3.2**.

Time Period	Vehicular Arrivals	Vehicular Departures	Total Two-Way
AM Peak Hour (0800-0900)	23	11	34
PM Peak Hour (1700-1800)	18	26	44

Table 3.2 – Projected Traffic Generation – Diageo Scheme

3.7 On the basis of the above, it is projected that the Diageo scheme would, in-practice, generate 34 two-way vehicle movements during the AM peak hour and 44 two-way vehicle movements during the PM peak hour.

4 DATA CENTRE SCHEME AND DIAGEO SCHEME

4.1 The figures presented at **Table 2.2** and **Table 3.2** above have been combined to establish the projected in-practice cumulative traffic generation of the data centre scheme (P18/V1349/FUL) and the Diageo scheme (P18/V1349/FUL) during the peak hours. The is as follows.

Time Period	Vehicular Arrivals	Vehicular Departures	Total Two-Way
AM Peak Hour (0800-0900)	37	12	49
PM Peak Hour (1700-1800)	20	42	63*

Table 4.1 – Projected Traffic Generation – Data Centre plus Diageo Scheme
**Discrepancy in figures due to rounding.*

4.2 On the basis of the above, it is projected that the cumulative effect of the data centre scheme and the Diageo scheme would result in 49 two-way vehicle movements during the AM peak hour and 63 two-way vehicle movements during the PM peak hour.

5 NET IMPACT AGAINST EXTANT SCHEME (P14/V1906/O)

5.1 The figures presented in **Table 4.1** have been compared against the traffic generation figures for the extant scheme (P14/V1906) as presented within the Fairhurst reports (and at Table 6.1 of RGP's Transport Assessment). The subsequent net impact is presented below.

Time Period	Vehicular Arrivals	Vehicular Departures	Total Two-Way
AM Peak Hour (0800-0900)	-32	-25	-57
PM Peak Hour (1700-1800)	-29	-27	-56

Table 5.1 - Net Traffic Impact of Wider Site Proposals Against Extant Position

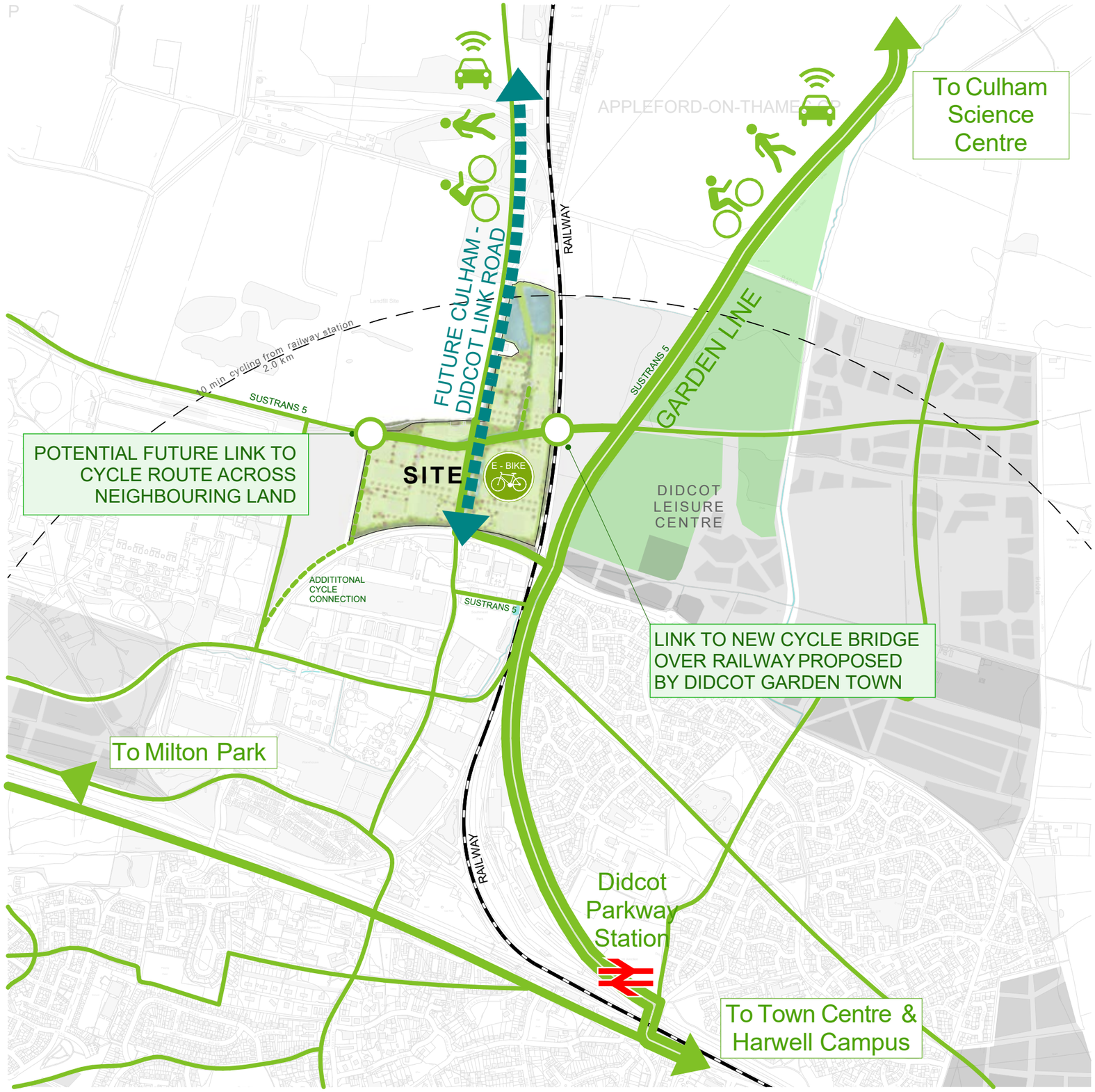
5.2 As shown above, in-practice the cumulative traffic of the proposed data centre plus the Diageo scheme would result in a reduction in AM and PM peak hour traffic when compared against the extant scheme. There would be a reduction of 57 AM peak hour movements and a reduction of 56 PM peak hour movements.

6 SUMMARY AND CONCLUSIONS

6.1 On the basis of the above further refined assessments it is apparent that the in-practice traffic generation associated with the data centre scheme and the Diageo scheme would result in a net reduction in traffic flows across all assessment periods (peak hours and daily) when considered against the extant scheme. The proposals should not therefore be resisted on this basis.

Appendix G

Sustainability and Integration Plans



D-TECH INTEGRATION STRATEGY

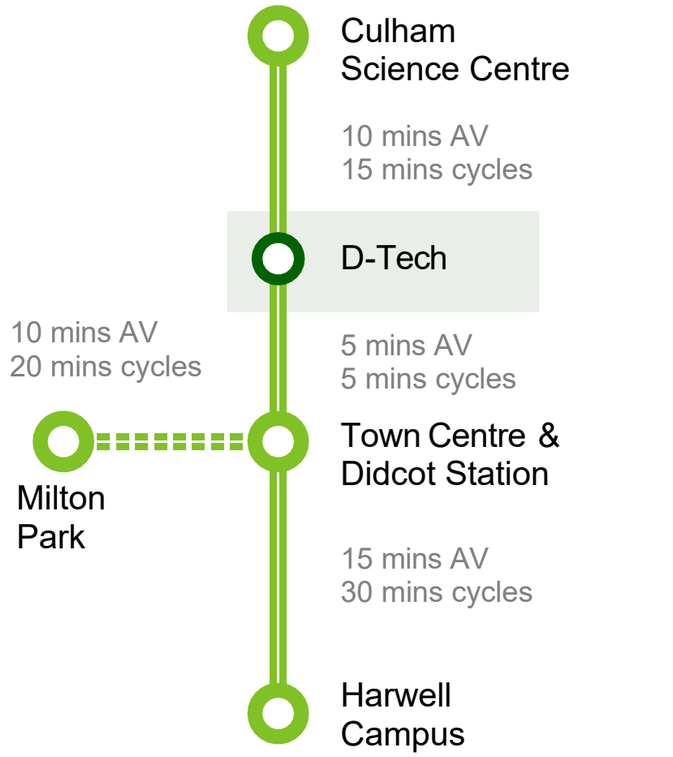
THE TWO PRIMARY OBJECTIVES ARE:

1 ACCOMMODATE STRATEGIC LINKS (CULHAM-DIDCOT LINK ROAD)

By accommodating a 40-54m wide corridor within the LDO, D-Tech will safeguard the proposed Culham - Didcot Link Road going through the site with aspirations for autonomous vehicles, separate cycle and pedestrian lanes. This provision is over and above the highways strategy requirements for the site itself.

2 CONNECT D-TECH WITH GARDEN LINE

By implementing and safeguarding future cycle connections and green links through the site D-Tech will be well integrated into the Garden Line and be part of the overall aspirations of the sustainable mobility network in Didcot Garden Towm.



REEF GROUP

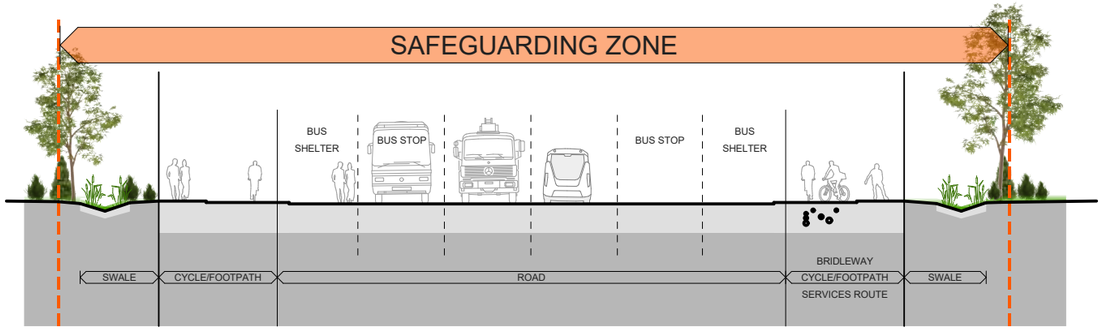
STRATEGIC SITE TRANSPORT PLAN

COMPLIANT D-TECH INFRASTRUCTURE

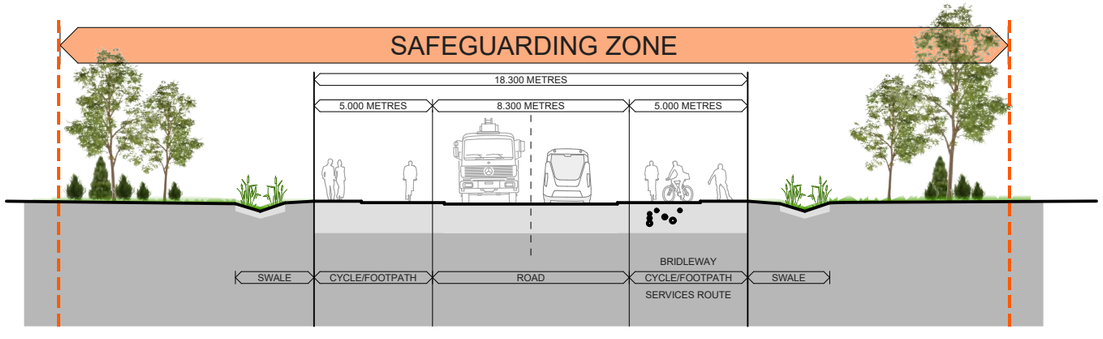
D-tech accommodates a 40-54m wide corridor for the proposed Culham-Didcot Link Road and other sustainable travel infrastructure. The safeguarded zone will be developed with a 9.3m wide road suitable for the future link road, a 5m wide footpath and cycle route, along with soft landscaping, bus stops and swale. See below Proposed and Future proposed Link Road Corridor Sections for more detail.

Further on-site sustainable transport infrastructure will be provided as per the site plan below and as follows:

- Public transport bus stops
- Foot and cycle paths into every development plot linked to wider network
- Link on-site foot and cycle paths with surrounding SUSTRANS 5 Cycle Path network
- Each development plot to provide bicycle parking, e-bike charging and electric car charging on site



BUS STOP SECTION - **AA**



GENERIC SECTION - **AA**

REEF GROUP

PROPOSED IMPROVEMENTS TO CYCLE NETWORK BY DIDCOT GARDEN TOWN

PROPOSED E-BIKE CHARGING STATIONS BY DIDCOT GARDEN TOWN

PROPOSED ELECTRIC CAR CHARGING STATIONS BY DIDCOT GARDEN TOWN

APPLEFORD-ON-THAMES CP

CULHAM SCIENCE CENTRE

PROPOSED CULHAM-DIDCOT LINK ROAD

RAILWAY

SUSTRANS 5

NEW BRIDGE OVER RAILWAY TO CONNECT NORTHERN AREAS OF DIDCOT

IMPROVEMENTS TO ROUTE UNDER NPR - INCLUDING WIDENING AND INSTALLATION OF LIGHTING

MEPC MILTON PARK

SUSTRANS 5

SITE

E - BIKE

E - BIKE

POTENTIAL NEW BUS STOP ADDED TO BUS ROUTE 91 AS PART OF THE DIDCOT GARDEN TOWN STRATEGY TO RATIONALISE AND IMPROVE BUS SERVICES

NE DIDCOT HOUSING DEVELOPMENT

PROPOSED SCIENCE BRIDGE

NEW CONTROLLED CROSSING AT ROUNDABOUT ON A4130

WIDENING OF WHEELING CHANNEL OVER RAILWAY BRIDGE

DIDCOT A DEVELOPMENT

BUS 91

TOWN CENTRE
7 mins CYCLE
23 mins WALK

STATION
9 mins CYCLE
30 mins WALK

STATION
7 mins CYCLE
27 mins WALK

TOWN CENTRE
8 mins CYCLE
30 mins WALK

E - BIKE

RAILWAY

SUSTRANS 5

EXISTING AND PROPOSED CYCLE ROUTES

DIDCOT CP

DIDCOT

UPGRADING OF COW LANE UNDERPASS TO PROVIDE PEDESTRIAN / CYCLE ONLY ROUTE

10 min cycling – 25 min walking

2.0 km

1.0 km

Didcot Parkway

Didcot Town Centre

BUS 91

HARWELL SCIENCE AND INNOVATION CAMPUS

LADYGROVE EAST HOUSING DEVELOPMENT

REEF GROUP

Cornerstone House, 62 Foxhall Road
Didcot, Oxfordshire OX11 7AD

01235 515550
postbox@glanvillegroup.com
www.glanvillegroup.com

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