OXFORDSHIRE COUNTY COUNCIL

OXFORDSHIRE COUNTY COUNCIL'S RESPONSE TO CONSULTATION ON THE FOLLOWING DEVELOPMENT PROPOSAL

District: South Oxfordshire
Application no: P14/S2860/O
Proposal: Residential development comprising 555 dwellings, a one form entry primary school, associated landscaping and open spaces, construction of a new access onto the A3140 Calvin Thomas Way/Bosley Way, construction of a public transport link/emergency access onto Wantage Road and other supporting infrastructure works and facilities.
Location: Land to the West of Wallingford (Site B) Wallingford (in the parishes of Wallingford and Brightwell cum Sotwell).

Oxfordshire County Council's view and comments on the development proposal are set out with this response. This contains officer advice and where received the comments of local members.

Overall view of Oxfordshire County Council:-
No objection in principle subject to the transport objection being resolved.

Comments:
This is an outline application for a major mixed use development to the west of Wallingford known as Site B and includes 555 dwellings, a primary school and a 75 unit Extra Care Housing Scheme.

Concerns regarding accessibility and connectivity with Wallingford were raised and discussed in length at South Oxfordshire District Council's Examination-in-Public, however, the inspector concluded the proposed allocation was sound and as such it is an allocated strategic site within South Oxfordshire's adopted Core Strategy. It is within this context that the county council has assessed the application and the reason for no objection in principle to the development.

The transport objection is in essence related to a lack of appropriate/up-to-date Transport Assessment to properly understand what mitigation measures are required to be provided, in particular improvements to junctions around Wallingford By-pass. In addition, there is a lack of detail to demonstrate how the proposed measures for Walking and Cycling to better integrate the site with Wallingford Town centre to provide confidence they are actually deliverable.

Detailed comments can be found in Annex 1 to this report, the headlines are:

- **Objection** on transport matters related to the current proposal as presented. The applicant will need to undertake further, updated assessments of the identified junctions that are impacted by the development and provide the appropriate measures to mitigate those impacts. Assessments should reflect recent developments in the area.
- A package of Sections 106 and 278 should be agreed before permission is granted to provide bus services and infrastructure, and improvements to Public Rights of Way and cycleways on and off-site to nearby services and facilities and countryside/recreation.

- Detailed layout of secondary bus only / emergency access from Wantage Road needs to be agreed.
- The building height parameter plans should not unreasonably constrain the design of the primary school. As currently shown the building height parameter plan (which is intended to be fixed) fixes school buildings in the south west corner which may not offer the best value solution to meet the county council's educational, safeguarding and management requirements. An alternative is provided in Annex 1. The specific location of the drop off and road layout around the school will be subject to further negotiation.
- The developer is required to contribute £5,129,000 (PUBSEC 3Q12) through a Section 106 agreement for the provision of a 1FE (form entry) school. The provision of 2.22ha of land is required to be provided to allow for expansion to two forms of entry and cover any temporary school accommodation needs.
- The development will need to fund expansion of secondary capacity in the area at a cost of £2,165,937 (PUBSEC 1Q12) and Special Education Needs provision at a cost of £95,034 (PUBSEC 1Q12)
- There is an identified extant need for Extra Care Housing within Wallingford and the county council supports the inclusion of a 75 unit scheme on the site.
- A staged programme of archaeological mitigation will need to be undertaken ahead of and during the development.

The county council has established an expected level of s106 contributions based on the mix provided. This contribution is in addition to infrastructure that the developer will need to fund and deliver themselves such as site access arrangements, etc. A summary of the significant contributions required is below and is not exhaustive:

- Public Transport = £ 851,000
- Science Vale Strategic Transport = £ 759,517.50
- Travel Plan monitoring = £ 2040
- Primary School = £ 5,129,000
- Secondary School (inc VI form) = £ 2,165,937
- Special Education Needs = £ 95,034
- Social Infrastructure = £ 488,112
- Indicative Administration Figure = £ 11,294

Further details related to these and other contributions as well as justification for these figures can be found in Annex 1. Should the application be amended or the development mixed changed at a later date, the county council reserves the right to seek a higher contribution according to the nature of the amendment.

Officer's Name: Paul Fermer
Officer's Title: Locality Manager – Science Vale UK
Date: 02 December 2014

ANNEX 1

OFFICER ADVICE

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Transport

Recommendation:

Objection

Key issues:

- Detailed layout of secondary bus only/emergency access from Wantage Road still to be agreed.
- Access arrangements for construction traffic still to be agreed.
- Existing public Rights of Way affected both on and off-site – no mitigation proposed for footpaths 16 / 28.
- Walking and cycling improvements not yet agreed with uncertainties over what can be delivered to ensure appropriate levels of accessibility by more sustainable modes.
- The site is located at some distance from the current public transport network so additional vehicles will be required to provide a sustainable bus service to and from the site.
- Submitted Transport Assessment (TA) is out of date and does not include any mitigation measures for assessed junctions that would be affected by development traffic.
- Section 106 contributions towards developing public transport services and infrastructure, towards improvements and enhancements to existing public rights of way (both on and off site), towards the costs of making an Order to convert a Definitive Footpath to a Cycle Track, towards monitoring of the residential travel plan, towards improved strategic transport infrastructure and towards the cost of new traffic regulation orders.
- Section 278 agreement to secure the new site accesses, including bus gate arrangements and associated bus way and to secure connecting infrastructure (hard-standing areas and connecting footways) at bus stops.

Legal Agreement required to secure:

- Section 106 contribution of £800,000 (indicatively) towards developing public transport routes to and through the development site – to include trigger points for staged service development.

- Section 106 contribution of £51,000 (indicatively) towards provision of bus stop shelters, pole/flag units and real-time information units.
- Section 106 contribution (amount to be determined) for improvements/enhancements to onsite public rights of way and on connecting and surrounding public rights of way.
- Section 106 contribution to secure monies for the cost of an application to make an Order to convert a Definitive Footpath to a Cycle Track.
- Section 106 contribution of £2040 for the monitoring of the residential travel plan.
- Section 106 contribution of £1368.50 per dwelling (index linked) towards improved strategic transport infrastructure in the eastern part of Science Vale.
- Section 106 contribution to cover the cost of introducing new Traffic Regulation Order's (if appropriate)
- Section 278 agreement to secure the new site accesses (main vehicular and bus/emergency) and all associated works
- Section 278 agreement for the provision of hard-standing areas and connecting footways at bus stops within the site, the bus gate arrangements and associated busway.

Conditions:

To be confirmed but to include:

General

- New Access onto A4130
- Alterations to existing access on Wantage Road to facilitate new Bus/ Emergency Access – further design work required.
- Permanent closure of existing access onto A4130 following completion of main site access and internal access roads.
- Construction Traffic Management Plan
- Travel Plan (Residential and School, including Residential Travel Information Packs) – to be further developed in accordance with OCC recommendations and to be submitted for approval by OCC prior to first occupation,
- Upon occupation of the 100th property a further survey of residents to be undertaken and the Travel Plan updated accordingly.
- Prior to commencement of development a detailed design for the management of surface water should be submitted to and approved by the local planning authority in consultation with the local highway authority
- Reserved Matters application required for the exact location and design of all six on-site bus stops, along with details of connecting footways,
- Reserved Matters applications for internal site layout, parking provision (vehicular and cycling)

Rights of Way Specific

1. **Temporary obstructions.** No materials, plant, temporary structures or excavations of any kind should be deposited / undertaken on or adjacent to the Public Right of Way that obstructs the public right of way whilst development takes place. Reason: To ensure the public right of way remains available and convenient for public use.

2. **Route alterations.** No changes to the public right of way direction, width, surface, signing or structures shall be made without prior written permission by Oxfordshire County Council or appropriate temporary diversion. Reason: To ensure the public right of way remains available and convenient for public use.

3. **Vehicle access (construction)**: No construction / demolition vehicle access may be taken along or across a public right of way without prior written permission and appropriate safety/mitigation measures approved by Oxfordshire County Council. Reason: To ensure the public right of way remains available and convenient for public use.

4. **Vehicle access (Occupation):** No vehicle access may be taken along or across a public right of way to residential or commercial sites without prior written permission and appropriate safety and surfacing measures approved by Oxfordshire County Council. . Reason: To ensure the public right of way remains available and convenient for public use

5. **Gates / right of way:** Any gates provided in association with the development shall be set back from the public right of way or shall not open outwards from the site across the public right of way. Reason: To ensure that gates are opened or closed in the interests of public right of way user safety

6. **Improvements to routes**: Public rights of way through the site should be integrated with the development and improved to meet the pressures caused by the development whilst retaining their character where appropriate. No improvements may be implemented without prior approval of Oxfordshire County Council. Reason: To ensure the public right of way through the development retains character and use as a linear corridor and is able to integrate with the development.

Informatives:

N/A

Detailed Comments:

The Highway Authority has previously commented on an application for development at this site made under application reference P11/W0552/O. Whilst there were no overall objections to this previous application, a number of conditions were recommended and S.106 contributions requested to mitigate the impact of the development.

The current application is larger in scale to that submitted previously and now seeks to accommodate a greater number of residential units on the site and additional extra care provision.

The following documents submitted in support of the current application have been reviewed:

- Transport Assessment (TA)
- Planning Statement
- Environmental Statement

Accesses
Vehicular
The primary means of vehicular access to the proposed development is to be taken from the A4130 and will take the form of an all movements single lane dualling priority junction. This is illustrated on drawing number 06-089-137, submitted in support of the application. The new access has been designed to DMRB standards based on the existing speed limit of this section of carriageway (60mph), with provision for right turn manoeuvers into the site. Right turn manoeuvers out of the site are accommodated within a central refuge.

A Stage 1 Road Safety Audit (RSA) has been carried out on the preliminary design of the proposed junction. This highlighted no particular safety concerns. It is noted however that the audit refers specifically to drawings submitted in support of the previous application. Whilst the form of the proposed junction is unchanged from that originally submitted in 2011 as the current application includes updated layout drawings, the RSA should have been reviewed and updated to reflect the changes to the original submission.

The design of the primary means of access to the site was the subject of considerable discussions with the highway authority prior to the submission of the previous application. An all movements single lane dualling priority junction took preference over a roundabout in the same location as this raised concerns of delays on the bypass and would undermine implemented schemes that aim to reduce through traffic using Wantage Road.

Whilst the LHA has no objection in principle to the proposed site access junction, further work must be undertaken prior to the commencement of works. This includes the submission of further detailed drawings that meet appropriate County standards (including those of SUDS and adoption) and further technical and road safety audits. The applicant will also be required to enter into a S.278 Legal Agreement for the provision of this new access.

A secondary vehicular access to the site is proposed from the Wantage Road utilizing the existing farm gate to the site. This is proposed to be a bus only/emergency access. Drawing number 06-089-092 A illustrates the layout of this proposed access, which incorporates a right turn lane from the Wantage Road and shows the provision of a turning head for vehicles not permitted to enter the site to safely turn and exit onto the Wantage Road in a forward gear. Although not necessary, the county council would be willing to explore re-designing this access as a secondary vehicular access to provide greater connectivity and access reliance to the development site.

A Stage 1 RSA has been carried out on the design of this junction and whilst this highlighted no particular safety concerns, as the current application includes updated drawings of the proposed access the RSA should have been reviewed and updated to reflect the changes.

The proposed bus only/emergency access was discussed and agreed in principle at the pre-application stage and does not differ significantly from that submitted in the previous application, but final details of the proposed layout have yet to be agreed with the LHA. A number of observations have previously been made by the LHA which remain outstanding including whether the access has been designed to accommodate ambulance and police vehicles and whether the junction needs to be designed in order to restrict left turn maneuvers into the site from Wantage Road and right turn maneuvers out of the site onto Wantage Road. Further design work is therefore required and a condition should be added on any approval to cover this.

Furthermore, the submitted TA makes reference to the bus access being designed to be self-enforcing. Traffic Regulation Orders (TRO's) are proposed to prevent use by non authorized vehicles but it is unclear whether these will be funded by the development as part of the S.278 works or whether the cost of making these orders will be incorporated into the S.106 agreement. Confirmation is sought on this.

As with the main site access, the applicant will be required to enter into a S.278 agreement for the provision of the new bus only/emergency access.

Pedestrian

The TA indicates that the development will utilize the existing public footpaths that serve the site from the north-east corner onto Fir Tree Avenue (Access 3), from Queens Avenue (Access 2) and from the south-east corner of the site onto Fir Tree Avenue (Access 4).

A new pedestrian access is also proposed adjacent to the bus only/emergency access on Wantage Road, with an aspirational link being sought to connect the site to Hithercroft Road via Wallingford Sports Park. The TA indicates that the latter will be subject to discussions between the developer and Wallingford Sports Park and is not being progressed as part of the current application.

In its response to the previous application, the LHA indicated that contributions would be sought towards the cost of improving / enhancing existing public rights of way (both within and adjacent to the site) in order to make them more convenient and attractive and improve the site's accessibility. There is conflicting detail within the submitted documentation on this issue (refer to specific Rights of Way comments below). Clarification is therefore sought and further discussions required between the developer and the LHA/LPA on this matter.

Cycle

It is proposed to provide a new link to the site from Wantage Road adjacent to the proposed bus only/emergency access. Within the TA there is a suggestion to divert the existing National Cycle Network (NCN) 5 which currently runs along the Wantage Road through the site. The NCN is co-ordinated by Sustrans and it is unclear whether they have been consulted or provided any views on this proposal. Clarification is therefore sought.

In addition to the above the TA identifies proposals to make up the existing pedestrian rights of way at Queens Avenue (Access 2) and Fir Tree Avenue (Accesses 3 and 4) to shared use cycle tracks. An aspirational cycle link is also proposed to the south of the site to Hithercroft Road but this will depend on land ownership issues being agreed.

Whilst the LHA offers its support to the proposal to make up existing public footpaths to cycle tracks, which will help improve the sustainability / accessibility of the site and encourage the use of these routes by future residents of the proposed development, further work is required including discussion/agreement with the developer on what improvement works are appropriate. As this proposal will also require an Order to convert a Definitive Footpath to a Cycle Track this is not part of the current planning application and will therefore be the subject of a separate consultation exercise, the outcome of which is unknown at the current time.

Traffic Generation

As the proposed development site is currently used for agricultural purposes, existing trips generated by the site are not considered to be appropriate for the purposes of assessment of the development traffic impact.

The traffic generation estimates for the residential element of the proposed development are derived from the Department for Transports (DfT's) National Travel Survey 2009. Estimates for the Extra Care component of the proposal are based on observed trips at an existing facility in Oxfordshire and trip rates for the proposed primary school have been provided for two scenarios: one form and two form entry. All trip rates have previously been agreed with the LHA.

Capacity Assessments

The submitted TA includes an assessment of the traffic impact of the proposed development (Section 16), both on the existing highway network and at the proposed site access junction. The TA makes reference to observed traffic flows in 2010 being factored up to 2013 flows (date of original production of the submitted TA) and to future year baseline flows being predicted using both TEMPRO software and taking committed development flows into account.

Examination of the operation of the existing highway network within the identified study area has been undertaken using industry standard junction modelling software (roundabout, priority and signalised junction analysis). This analysis identifies that the Portway and Crowmarsh roundabouts are near to or over capacity on certain arms during the peak hours as existing.

For future year's assessment, the analysis indicates that Portway and Crowmarsh roundabouts continue to operate beyond capacity during the peak periods. Thus prior to the inclusion of the proposed development traffic in the capacity analysis the roundabouts will be operating over capacity. The assessment also indicates that the signalized junction of High Street/Castle St is forecast to operate above capacity during the peak periods in the 2024 baseline scenario (both without and with development traffic).

The TA acknowledges that the development generated traffic would have an impact on the assessed junctions but suggests that the impact is not significant when viewed in the context of the baseline scenario capacity analysis results. As such no mitigation measures are proposed at any of these junctions, with the promotion and enhancement of sustainable modes of travel being seen as a preference to the provision of additional highway capacity.

Although acknowledged that the LHA previously accepted there was not a requirement for improvements to off-site junctions to mitigate the impact of the development, the analysis undertaken has not been based on recent observed traffic flows and does not include more recent committed developments. Whilst the developer appears to have a preference to promote and enhance sustainable modes of travel to and from the site, given the site's location in relation to the centre of Wallingford and other key facilities and also to uncertainties over what can be achieved/delivered to encourage walking, cycling and the use of public transport, the LHA is of the opinion that further assessments should be undertaken (taking into account up to date information) and due consideration be given to mitigating the impact of the development on off-site junctions.

On Site Layout, Parking and Operation

An illustrative masterplan has been submitted within Appendix G of the TA. It is noted that the on-site highway will be designed in accordance with Manual for Streets principles and that the on-site network would be built to adoptable standards.

On-site car parking provision for residents must be provided in accordance with the County Council's Residential Parking Standards and consideration must be given to the provision of a dedicated drop off area for the primary school.

With regards to cycle parking this should be accommodated within the curtilage of residential dwellings or in dedicated cycle stores. Cycle parking provision at the school must also be considered.

Reserved matters applications will be required to address the above and appropriate conditions should be added to secure these.

Construction Access
The submitted TA makes reference to the development being delivered over a 10 year period, with construction being undertaken on a phased basis. It is proposed to utilise the existing access off the A4130 to Fir Tree Cottage for construction traffic until the new main site access is built. The TA does not indicate whether improvements are required to the existing access in order to accommodate construction traffic. This must be confirmed.

A Construction Traffic Management Plan will be required to be submitted prior to the commencement of any works on the site and a condition should be added on any approval to secure this. This must include details of the routing of vehicles to the construction site. No HGV's will be permitted to travel through Wallingford Town Centre.

Once the main site access is complete, the existing access from the A4130 must be permanently closed off and a condition should be added on any approval to secure this.

Other Matters

Rights of Way

The development will affect existing rights of way onsite and in the proximity of the site due to the amount and frequency of increased use. The development should provide the means to improve these rights of way to make them safer and more convenient for year round commuting and recreational use.

The size of the development will make this area more urban so the paths need to remain as green corridors but also be made safe for year-round use and fully integrated with the development.

At present the application does not propose to mitigate the impacts of the development on Wallingford Footpath 16 (Access 3) and Footpath 28 (Access 4). This is despite statements in the planning statement that these routes are key links to the centre of town.

The proposal to create a north/south walking and cycling route is welcomed.

Paragraph 15.75 of the Environmental Statement (ES) submitted in support of the application states that no funding will be provided to mitigate the impacts of the development on the surface of footpath 16 to Fir Tree Avenue (Access 3) because it is felt that the responsibility for maintenance lies with the highway authority. This is despite para 4.15 in the Planning Statement that states that the route is a key link from the development to the town centre. It also conflicts with para 5.82 and 8.7 which suggests an intention to upgrade the route and with information presented within section 11 of the TA. The point about maintenance is partly correct - the duty to maintain the route extends to the current 'ordinary traffic of the day'. It is suggested that the development will present significant increase in levels of use of the route necessitating provision onsite and contribution for off-site measures.

Paragraph 15.71 of the ES refers to figure 15.3, the photo record of the route to town from Footpath 28 (Access 4). This assessment and photos fails to mention that the route into the site is unsurfaced and muddy, and states that only the hedge makes it narrow. The development will need to provide for this key access route to be widened, surfaced and possibly have lighting installed.

Public Transport

The development site is located too far in walking distance from the main bus stops in Wallingford Town Centre (around 1500 metres). Stops on the current Wantage Road bus service are also too far from most of the development (up to 1000 metres) and this is also a relatively infrequent service (hourly). Therefore the development requires its own sustainable bus service.

After considerable pre-application discussions with the developer, it has been agreed that an appropriate eventual level of public transport service would be two buses per hour, operating between Didcot, Slade End Farm, Hithercroft and Wallingford Town Centre. Some or all of these buses, could then be projected beyond these interchange points to other key destinations such as Oxford.

An initial service of two buses per hour between the site and Wallingford Town Centre (where connections would be available onto other routes) will be required at an early point within the site's development, to provide a basic level of accessibility for the new residents. Trigger points must be agreed (as part of S106) for the implementation of the early stage bus service between the site and Wallingford Town Centre (including the provision of a suitable turn around area for buses within the site), and the second stage bus service linking the site with Didcot. The eventual half-hourly service between Didcot and Wallingford (via the development) would provide a credible level of service for journeys to work and would need to become commercially viable, after a period of pump-priming support.

There are several uncertainties which need to be considered when calculating the S106 contribution to bus services, such as the future of bus services along the Wantage Road, the speed of delivery of this development, and thus the length of time that the initial service would operate, also the rate of delivery of other developments in the area.

It's considered that the equivalent of two new vehicles is required to deliver the agreed level of bus service, with each bus requiring pump-primed financial support over 4 or 5 years. There are various uncertainties which could increase or reduce the amount of support required, such as a lethargic build rate resulting in more years of support or financial support becoming available from other sources. The £800,000 required to support two additional vehicles on a pump-priming basis represents the mid-point between a pessimistic (slow build-out) and an optimistic (other funding becoming available) scenario and further discussion is required to come to a firm agreement for supporting these services as the development builds out. Any excess contribution can be returned to the developer at the end-point of financial support, when these services achieve financial viability.

The developer will be required to provide the supporting bus stop infrastructure on site. The exact locations of this infrastructure must be agreed as part of a reserved matters application and the opening dates of the various elements agreed with the County Council.

The bus gate works, hard-standings and connecting footways would be provided through section 278 arrangements, whilst shelters, Real Time Information (RTI) displays, bus stop pole/flag units would be funded through monies secured through section 106 contributions. The developer would be required to agree a bus shelter design with Wallingford Town Council and arrange for the shelters to be adopted by them for ongoing maintenance.

The expected cost of new bus shelters is £5000 per unit and the expected cost of installing electronic RTI display is also £5000 per unit, inclusive of electrical commissioning and ongoing maintenance. The expected cost of modern 'Premium Route' pole/flag/information

panel units is £1,000. The anticipated cost of bus stop infrastructure (exclusive of hard-standings and connecting footpaths) is therefore £51,000 (six shelters, three real-time information signs and six pole/flag/info-case units)

Travel Plan

Existing Travel Plan and Resident's Information Pack will need to be further developed to meet the current OCC travel plan guidance and will need to be approved before first occupation. Use of the 2001 census data for travel plan purposes is not acceptable, 2011 data should be used and the travel plan updated accordingly. It is likely that this initial travel plan will be in existence for two years before it receives its first overhaul. To ensure that it is effective during this period it will need further development.

A separate travel plan will be required for the primary school which must be submitted at the time of a reserved matters application.

Drainage

A detailed flood risk assessment has been provided with the application and SUDs type drainage is proposed.

Officer's Name: Rachel Nixon
Officer's Title: Principal Transport Planner
Date: 28 November 2014

RESPONSE TO CONSULTATION ON THE FOLLOWING DEVELOPMENT PROPOSAL

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Application no: P14/S2860/O
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Location: Land to the West of Wallingford (Site B) Wallingford (in the parishes of Wallingford and Brightwell cum Sotwell)

Archaeology

Recommendation:

No objection subject to conditions

Key issues:

The site is located in an area of archaeological interest identified through a desk based assessment, geophysical survey and a trenched evaluation. A staged programme of archaeological mitigation will need to be undertaken ahead of and during the development. This can be undertaken through a suitably worded condition.

Legal Agreement required to secure:

None

Conditions:

1. Prior to any demolition and the commencement of the development a professional archaeological organisation acceptable to the Local Planning Authority shall prepare an Archaeological Written Scheme of Investigation, relating to the application site area, 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 the NPPF (2012).

2. Following the approval of the Written Scheme of Investigation referred to in condition 1, and prior to any demolition on the site and the commencement of the development (other than in accordance with the agreed Written Scheme of Investigation), 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 the NPPF (2012).

Informatives:

None

Detailed Comments:

The site is located in an area of archaeological interest identified through a desk based assessment, geophysical survey and a trenched evaluation. The archaeological background of the site and the results of the evaluation have been summarised in the cultural heritage chapter of the EIA.

The evaluation recorded a number of archaeological features including a curvilinear ditch and two parallel ditches relating to a trackway produced BA pottery indicating Bronze Age activity in the area. Neolithic flint flakes which may be associated with a probable later prehistoric burial (only partially recovered as it was truncated by ploughing). A concentration of Iron Age activity in the southernmost part of the site with only sparse archaeological features in the rest of the site. Pottery finds suggest a mainly Middle Iron Age date but early Iron Age material may indicate that the eastern of two enclosures identified may be the earlier of the two. This development will have a negative impact on these surviving features.

We would, therefore, recommend that, should planning permission be granted, the applicant should be responsible for ensuring the implementation of a staged programme of archaeological investigation to be maintained during the period of construction. This can be ensured through the attachment of a suitable negative condition as suggested above.

If the applicant makes contact with us at the above address, we shall be pleased to outline the procedures involved, provide a brief upon which a costed specification can be based, and provide a list of archaeological contractors working in the area.

Officer's Name: Richard Oram
Officer's Title: Planning Archaeologist
Date: 25 September 2014

RESPONSE TO CONSULTATION ON THE FOLLOWING DEVELOPMENT PROPOSAL

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Application no: P14/S2860/O
Proposal: Residential development comprising 555 dwellings, a one form entry primary school, associated landscaping and open spaces, construction of a new access onto the A3140 Calvin Thomas Way/Bosley Way, construction of a public transport link/emergency access onto Wantage Road and other supporting infrastructure works and facilities.
Location: Land to the West of Wallingford (Site B) Wallingford (in the parishes of Wallingford and Brightwell cum Sotwell)

Economy and Skills

Recommendation:

No objection subject to conditions

Key issues:

- The Environmental Impact Assessment states that the 10-year construction phase is expected to generate 110 workers per day, and 150 per day at the peak of the construction phase.
- Paragraph 18.104 recognises that there may be opportunities to maximise the beneficial effects of the construction phase through the implementation of local training and employment initiatives. The EIA goes on the state that the Applicant would consider ways of working with local agencies to ensure maximum opportunities for local people. This offer is very much welcomed by Oxfordshire County Council's Economy & Skills team who will be in touch with the Applicant accordingly.
- The level of employment generated on this strategic site will require the developers to prepare and implement an Employment & Skills Plan

Conditions:

- The developers will be required to prepare and implement, with local agencies and providers, an Employment & Skills Plan (ESP) that will ensure, as far as possible, that local people have access to training (including apprenticeships) and employment opportunities available at the construction and end user phases of this proposed development.

Detailed Comments:

Recent policy initiatives relating to skills development are contained in:

- The Oxfordshire City Deal
- Oxfordshire European Structural Investment Fund (ESIF) Strategy
- Strategic Economic Plan

The recently launched **Oxfordshire Skills Strategy** has five strategic priorities:

- SP1: To meet the needs of local employers through a more integrated and responsive approach to education and training: developed in partnership with our provider network, to encourage more training provision in priority sectors - both current and projected - to meet the needs of employers or to train future entrepreneurs, particularly in science, technology, engineering and mathematics (STEM).

- SP2: Creating the 'skills continuum' to support young people through their learning journey: the ambition is to develop integrated, seamless services that support young people through school and on into training, further education, employment or business, where they understand the full breadth of career options, including local demand, and the training path to succeed in that career.

- SP3: Up-skilling and improving the chances of young people and adults marginalised or disadvantaged from work, based on moving them closer to the labour market.

- SP4: To increase the number of apprenticeship opportunities, particularly those offered by small to medium sized businesses.

- SP5: To explore how we can better retain graduates within Oxfordshire to meet the demand for the higher level skills our businesses need.

Employment and skills planning justification

A better, appropriately skilled local workforce can provide a pool of talent to both developers and end occupiers. This will reduce the need to import skills, and in doing so reduce congestion and unsustainable travel to work modes, reduce carbon emissions and the pressure on the local housing infrastructure.

Seeking skills and training planning obligations or conditions to maximise the potential of the existing population to compete for the jobs being created, whether during the construction phase or end user phase, through improving their skills levels, is necessary to ensure that future development is economically and socially sustainable, and that barriers to employment for those marginalised from the workforce are removed.

Developers often identify projected training and employment outcomes as part of the justification for development. It is important therefore that the impacts of economic development are mitigated and the economic benefits of new development in terms of improved local skills and employment outcomes are realised.

Not only is it clear that skills levels are a key determinant of a sustainable local economy, but they also have an impact on employment opportunities and thus an individual's economic prosperity. Up-skilling the area's labour force will be key to maintaining economic competitiveness. Securing obligations for skills development and employment of local people will be necessary to enhance social inclusion by reducing the potential for economic and social disparity, another key policy driver at the local level.

Officer's Name: Dawn Pettis
Officer's Title: Economic Development Strategy Officer
Date: 29 September 2014

OXFORDSHIRE COUNTY COUNCIL

RESPONSE TO CONSULTATION ON THE FOLLOWING DEVELOPMENT PROPOSAL

District: South Oxfordshire
Application no: P14/S2860/O
Proposal: Residential development comprising 555 dwellings, a one form entry primary school, associated landscaping and open spaces, construction of a new access onto the A3140 Calvin Thomas Way/Bosley Way, construction of a public transport link/emergency access onto Wantage Road and other supporting infrastructure works and facilities.
Location: Land to the West of Wallingford (Site B) Wallingford (in the parishes of Wallingford and Brightwell cum Sotwell)

Education

Recommendation:

No objection subject to conditions

Key issues:

This is an outline application and the actual numbers of pupils generated and Section 106 sums required are based on the initial number and mix of dwellings proposed.

£5,129,000 Section 106 required for the construction of a new primary school to provide the necessary expansion of permanent primary school capacity in the area.

A primary school site of 2.22ha meeting the county council's requirements for school sites required, fully serviced, fully decontaminated and remediated and at no cost to the county council.

£ 2,165,937 Section 106 required for necessary expansion of permanent secondary school capacity in the area. Wallingford School (an academy) is the catchment school for this development and does not have sufficient capacity to meet the needs of additional housing in the area.

£95,034 Section 106 required as a proportionate contribution to expansion of Special Educational Needs provision in the area.

Legal Agreement required to secure:

£5,129,000 Section 106 developer contribution for the construction of a new 1 form entry primary school. This is based on the OCC's Property Consultant's estimate of cost at 3rd Quarter 2012 price base.

A primary school site of 2.22ha meeting the county council's requirements for school sites, fully serviced, fully decontaminated and remediated and at no cost to the county council.

£2,165,937 Section 106 developer contributions towards the expansion of permanent

secondary school capacity serving the area by a total of 123 pupil places (including 17*6th form places). This is based on Department for Education (DfE) advice for secondary school extension weighted for Oxfordshire and including an allowance for ICT and sprinklers at £17,455 per pupil place and £18,571 per Sixth Form pupil place. This is index linked to 1st Quarter 2012 using PUBSEC Tender Price Index.

£95,034 Section 106 developer contributions towards the expansion of permanent Special Educational Needs school capacity by a total of 3.1 pupil places. This is index linked to 1st Quarter 2012 using PUBSEC Tender Price Index. We are advised to allow £30,656 per pupil place to expand capacity in special educational needs schools.

Conditions:

Planning permission to be dependent on a satisfactory agreement to secure the resources required for the necessary expansion of education provision. This is in order for Oxfordshire County Council to meet its statutory duty to ensure sufficient pupil places for all children of statutory school age.

Informatives:

This is an outline application and we may need to revise the s106 contributions required should the number and mix of dwellings be revised in the subsequent full application.

Detailed Comments:

Primary schools in Wallingford have been over-subscribed in recent years, requiring temporary classrooms to be installed at St Nicholas CE Primary School and capital works at Fir Tree Junior School to allow both schools to increase their intakes. While this is currently enabling the county council to meet its statutory duty to secure sufficient school places, it does not create spare capacity to meet the needs of housing growth.

This development is therefore required by policy CSWAL2 (ix) of the SODC adopted Core Strategy to provide a new primary school within its boundaries, and the location of this has been the subject of lengthy discussions. The size and location of the school site shown on the indicative masterplan is in line with the county council's requirements. However, the exact position of the buildings within this site has not been finalised, and the building heights parameter plan needs to be amended to provide sufficient flexibility to allow a successful arrangement of buildings.

For secondary education this area feeds to Wallingford School (an academy). This school is already over-subscribed, and pupil numbers will continue to rise over the coming years as the higher numbers already in primary school feed through. It is also expected to be affected by a large total of housing, including that already permitted and Local Plan allocations such as this. The school has potential to increase its intake with appropriate capital investment, and the school is willing to do so to meet in-catchment population growth. All developments in the area are therefore expected to contribute towards the capital costs of expansion of the school.

For SEN provision, across Oxfordshire 1.11% of pupils are taught in special schools and all housing developments are expected to contribute proportionately toward necessary expansion of the relevant provision serving the area of the development.

RESPONSE TO CONSULTATION ON THE FOLLOWING DEVELOPMENT PROPOSAL

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Property

Recommendation:

No objection subject to conditions

:

Fig.1:Shows the required amendments to building height parameters drawing.

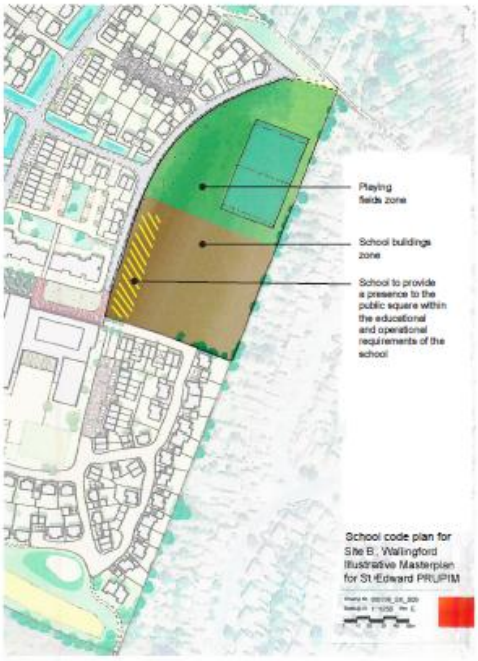

Fig2: School layout

Key issues:

- The design of school sites is bespoke such that the location of buildings or proximity of buildings to the boundary cannot be unreasonably constrained. It will be established through consideration of the best value solution that meet our educational, safeguarding and management requirements.
- School to provide a presence to the public square within the educational and operational requirements of the school
- School drop off: Developer to carry out an assessment to establish required provision of school drop off facilities and that implication are taken into account within the design of the highway network and highway parking areas to the satisfaction of the Highway Authority prior to implementation. This is to avoid potential congestion and H&S risks.
- A dead end situation appears to have been created in front of the school. No dead-end will be accepted within the vicinity of the school.

Amended building height parameter plan Fig. 1: above related to school layout Fig.2

- The County Council considers that the impacts of the development proposal will place additional strain on its existing community infrastructure.

- The following mix has been used:

  - 41 No. x One Bed Dwellings
  - 152 No. x Two Bed Dwellings
  - 163 No. x Three Bed Dwellings
  - 124 No. x Four Bed Dwellings

  It is calculated that this development would generate a net increase of:
  - **1,393 additional residents**
    Including:
  - 227 resident/s 65 + years

Legal Agreement required to secure:

• Museum	£ 6,965
• Waste infrastructure	£ 89,152
• Health & Wellbeing Resources	£ 249,700
• Local Library	£ 118,405
• Central Library	£ 23,890
TOTAL	**£ 488,112**
• Administration	£ 11,294

*Total to be Index-linked from 1st Quarter 2012 Using PUBSEC Tender Price Index

Conditions:
The County Council as Fire Authority has a duty to ensure that an adequate supply of water is available for fire-fighting purposes. There will probably be a requirement to affix fire hydrants within the development site. Exact numbers and locations cannot be given until detailed consultation plans are provided showing highway, water main layout and size. We would therefore ask you to add the requirement for provision of hydrants in accordance with the requirements of the Fire & Rescue Service as a condition to the grant of any planning permission

Informatives:
Fire & Rescue Service recommends that new dwellings should be constructed with sprinkler systems

Detailed Comments:

County Museum Resource Centre
Oxfordshire County Council's museum service provides a central Museum Resource Centre (MRC). The MRC is the principal store for the Oxfordshire Museum, Cogges Manor Farm Museum, Abingdon Museum, Banbury Museum, the Museum of Oxford and the Vale and Downland Museum. It provides support to theses museums and schools throughout the county for educational, research and leisure activities.

The MRC is operating at capacity and needs an extension to meet the demands arising from further development throughout the county. An extended facility will provide additional storage space and allow for increased public access to the facility.
An extension to the MRC to mitigate the impact of new development up to 2026 has been costed at £460,000; this equates to £5 per person at 1st Quarter 2012 price base.
£5 x 1,393 (the forecast number of new residents) = £6,965

Strategic Waste Management
Under Section 51 of the Environmental Protection Act 1990, County Councils, as waste disposal authorities, have a duty to arrange for places to be provided at which persons resident in its area may deposit their household waste and for the disposal of that waste.

To meet the additional pressures on the various Household Waste and Recycling Centre provision in Oxfordshire enhancements to these centres are either already taking place or are planned, and, to this end, contributions are now required from developers towards their redesign and redevelopment.

A new site serving 20,000 households costs in the region of £3,000,000; this equates to £64 per person at 1st Quarter 2012 price base

£64 x 1,393 (the forecast number of new residents) = £89,152

Health & Wellbeing Resource Centre

To meet the additional pressures on older people care provision the County Council is looking to build a new which will expand day the Health and Wellbeing Resource capacity to meet demand from the current 30 places to 40 places per day.

Contributions have been calculated on new build costs – A new Care centre offering 40 places per day (optimum) and open 5 days per week costs £11,000 per place at 1st Quarter 2012 price base. Based on current and predicted usage figures we estimate that 10% of the over 65 population use day care facilities. Therefore the cost per person aged 65 years or older is £1,100.

£1,100 x 227 (the forecast number of new residents aged 65+) = £249,700

Local library

Oxfordshire County Council has an adopted standard for publicly available library floor space of 23 m^2 per 1,000 head of population, and a further 19.5% space is required for support areas, totalling 27.5 m^2. Wallingford Library is significantly under-size in relation to its catchment population and this development will place additional pressures on the library.

Costs are based upon the costs of extending a library is £2,370 per m^2 at 1st Quarter 2012 price base.

This development would generate the need to increase the core book stock held by 2 volumes per additional resident. The price per volume is £10.00. This equates to £20 per person.

The supplementary core book stock in respect of this application would therefore be based on the following formula:

£85 x 1,393 (the forecast number of new residents) = £ 118,405

Central Library

Central Library in Oxford serves the whole county and requires remodelling to support service delivery that includes provision of library resources across the county.

Remodelling of the library at 3rd Quarter 2013 base prices leaves a funding requirement still to be secured = £4.1 M

60% of this funding is collected from development in the Oxford area. The remainder 40% is spread across the four other Districts. 40% of 4.1M = £1,604,000.

Population across Oxfordshire outside of Oxford City District is forecast to grow by 93,529 to year 2026. £1,604,000 ÷ 93,529 people = £17.15 per person

£ 17.15 x 1,393 (The forecast number of new residents) or £41.16 per dwelling = £23,890

Administration
Oxfordshire County Council require an administrative payment of £11,294 for the purposes of administration and monitoring of the proposed S106 agreement including elements related to education.

Indexation
Financial contributions have to be indexed-linked to maintain the real values of the contributions (so that they can in future years deliver the same level of infrastructure provision currently envisaged). The price bases of the various contributions are covered in the relevant sections above.

General
The contributions requested have been calculated where possible using details of the development mix from the application submitted or if no details are available then the County Council has used the best information available. Should the application be amended or the development mixed changed at a later date, the Council reserves the right to seek a higher contribution according to the nature of the amendment.

The contributions which are being sought are necessary to protect the existing levels of infrastructure for local residents. They are relevant to planning the incorporation of this major development within the local community, if it is implemented. They are directly related to this proposed development and to the scale and kind of the proposal.

Officer's Name: Oliver Spratley
Officer's Title: Asset Strategy Support Officer
Date: 09 October 2014

OXFORDSHIRE COUNTY COUNCIL

RESPONSE TO CONSULTATION ON THE FOLLOWING DEVELOPMENT PROPOSAL

District: South Oxfordshire
Application no: P14/S2860/O
Proposal: Residential development comprising 555 dwellings, a one form entry primary school, associated landscaping and open spaces, construction of a new access onto the A3140 Calvin Thomas Way/Bosley Way, construction of a public transport link/emergency access onto Wantage Road and other supporting infrastructure works and facilities.
Location: Land to the West of Wallingford (Site B) Wallingford (in the parishes of Wallingford and Brightwell cum Sotwell)

Minerals and Waste

Recommendation:

No objection

Key issues:

The application site is underlain by deposits of sand and gravel but due to the limited quantity and poor quality of these deposits and the existing constraints on their possible working, they do not constitute a potentially viable mineral resource. Therefore the safeguarding of them against built development would not be justified. In any case, the principle of development at this site has already been established.

Legal Agreement required to secure:

None

Conditions:

None

Informatives:

None

Detailed Comments:

Published BGS mapping shows the application site to be underlain by deposits of sand and gravel. These deposits are heavily constrained by the adjacent houses of the existing built up area of Wallingford.

The issue of sterilisation of mineral deposits is addressed in the environmental statement (section 9.2) accompanying the application. This shows that the sand and gravel deposits do not constitute a viable workable deposit and are therefore not significant. This supports the view previously given by the County Council that there are insufficient grounds to justify an objection to surface development at this site on mineral sterilisation policy grounds.

In any case the principle of development at this site has already been established through the South Oxfordshire Core Strategy.

Consequently, no objection should be raised to this application on minerals planning policy grounds.

Officer's Name: Peter Day
Officer's Title: Minerals & Waste Policy Team Leader
Date: 19 September 2014

RESPONSE TO CONSULTATION ON THE FOLLOWING DEVELOPMENT PROPOSAL

District: South Oxfordshire
Application no: P14/S2860/O
Proposal: Residential development comprising 555 dwellings, a one form entry primary school, associated landscaping and open spaces, construction of a new access onto the A3140 Calvin Thomas Way/Bosley Way, construction of a public transport link/emergency access onto Wantage Road and other supporting infrastructure works and facilities.
Location: Land to the West of Wallingford (Site B) Wallingford (in the parishes of Wallingford and Brightwell cum Sotwell)

Ecology

Comments:

The District Council should be seeking the advice of their in-house ecologist who can advise them on this application.

In addition, the following guidance document on Biodiversity & Planning in Oxfordshire combines planning policy with information about wildlife sites, habitats and species to help identify where biodiversity should be protected. The guidance also gives advice on opportunities for enhancing biodiversity:
https://www.oxfordshire.gov.uk/cms/content/planning-and-biodiversity

Officer's Name: Tamsin Atley
Officer's Title: Ecologist Planner
Date: 02 October 2014

RESPONSE TO CONSULTATION ON THE FOLLOWING DEVELOPMENT PROPOSAL

District: South Oxfordshire
Application no: P14/S2860/O
Proposal: Residential development comprising 555 dwellings, a one form entry primary school, associated landscaping and open spaces, construction of a new access onto the A3140 Calvin Thomas Way/Bosley Way, construction of a public transport link/emergency access onto Wantage Road and other supporting infrastructure works and facilities.
Location: Land to the West of Wallingford (Site B) Wallingford (in the parishes of Wallingford and Brightwell cum Sotwell)

Extra Care Housing

Recommendation:

No objection

Comments:

The plan to develop 75 Extra Care Housing (ECH) flats has already been subject to various discussions with the applicant and the District Council. The County Council supports the need for the proposed 75 ECH flats. There is no current ECH supply in Wallingford but the County Council Market Position Statement on ECH highlights a demand for 170 such units now rising to a need for 270 such units by 2029.

Officer's Name: Nigel Holmes
Officer's Title: Commissioning Manager
Date: 30 September 2014

RESPONSE TO CONSULTATION ON THE FOLLOWING DEVELOPMENT PROPOSAL

District: South Oxfordshire
Application no: P14/S2860/O
Proposal: Residential development comprising 555 dwellings, a one form entry primary school, associated landscaping and open spaces, construction of a new access onto the A3140 Calvin Thomas Way/Bosley Way, construction of a public transport link/emergency access onto Wantage Road and other supporting infrastructure works and facilities.
Location: Land to the West of Wallingford (Site B) Wallingford (in the parishes of Wallingford and Brightwell cum Sotwell)

Waste Management

Recommendation:

No objection subject to conditions

Key issues:

Meeting statutory requirements to provide facilities for residents to dispose of waste and maintaining and increasing high rates of recycling and composting in Oxfordshire which are currently the best in the country.

The proposed development will increase demand for waste management facilities and use of household waste recycling centres.

The nearest HWRC experiences capacity issues.

Contributions towards increasing capacity for re-use, recycling and composting will be required to ensure the additional demand generated by the development can be met and recycling and composting rates are maintained at high levels.

Legal Agreement required to secure:

Contributions per dwelling towards increasing the capacity of facilities for re-use, recycling and composting.

Conditions:

None

Informatives:

The Sustainability Statement paragraph 5.3.2 refers to waste composting and recycling provision. We note the proposal to provide storage for household waste and recycling for new dwellings in line with current district council collections, and to provide individual composting facilities in bungalow and house gardens. This is supported as it will enable participation in kerbside collection schemes and home composting and therefore help to maintain high recycling rates currently being achieved. The district council as waste collection authority are best placed to comment on the detail of how this provision will be made.

Detailed Comments:

Background

Oxfordshire County Council, as a Waste Disposal Authority, is required under the Environmental Protection Act 1990 (Section 51) to arrange for places to be provided at which persons resident in its area may deposit their household waste for disposal. The Act also requires each place to be situated either within the area of the authority or so as to be reasonably accessible to residents in its area. The County Council currently provides seven Household Waste Recycling Centres (HWRCs) in Oxfordshire to meet this requirement.

The Waste Regulations (England and Wales) 2011 require that waste is dealt with according to the waste hierarchy. The County Council provides a large number of appropriate containers and storage areas at HWRCs to maximise the amount of waste reused or recycled that is delivered by local residents.

Oxfordshire currently has the best recycling and composting rate in the country of over 60% in 2013/14. The Oxfordshire Joint Municipal Waste Management Strategy 2013 (agreed by all Oxfordshire authorities, including Oxfordshire County Council's Cabinet on 19 March 2013) sets policies and targets to further improve performance. The following are particularly relevant;

- Policy 3 to help households and individuals to reduce and manage their waste in order to ensure zero growth or better on municipal waste per person per annum.

- Policy 4 to provide an integrated system of collection and processing of household waste which will achieve, as a minimum:
  By 31st March 2020: recycle or compost at least 65% of household waste
  By 31st March 2025: recycle or compost at least 70% of household waste

- Policy 5 to ensure that recycling facilities and services are available to all residents.

To manage the waste appropriately in accordance with the waste hierarchy requires more space and infrastructure at HWRCs meaning the pressures of new developments are increasingly felt. Combined with the complex and varied nature of materials delivered to site it will become increasingly difficult over time to maintain performance and a good level of service especially at busy and peak times.

The Council's strategy for the provision of household waste recycling centres (HWRCs) is currently being reviewed. The final strategy is currently expected to be prepared in 2015 following public consultation.

Impact of the proposed development

The nearest HWRC that serves Wallingford is Oakley Wood HWRC. This site is well used and currently operates over capacity generally and particularly at peak times. Capacity is assessed by the number of vehicles that can be accommodated in bays at any one time and we have developed evidence based on actual traffic data that demonstrates the extent that sites are used over different time periods. Oakley Wood HWRC already has difficulties accommodating current numbers of residents and the varied types and quantities of waste being delivered to the site at peak times.

The increased demand placed on it by the proposed development will further compound difficulties. Therefore contributions should be made towards increasing capacity at Oakley Wood HWRC, or alternative location as determined by the HWRC strategy in due course. Contributions are only requested to (and are in proportion to) mitigate the increased burden that the proposed development will have on Oakley Wood HWRC.

Officer's Name: Frankie Upton
Officer's Title: Waste Project Manager
Date: 03 October 2014