

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

District: Vale of White Horse and South Oxfordshire

Application no: P15/V1304/O & P15/S1880/O

Proposal: Mixed use redevelopment comprising up to 400 dwellings (C3), 110,000ms of Class B2/B8 units, 25,000m² of Class B1 units, 13,000m² Class A1 units (includes 1,500m² convenience food store), 150 bed Class C1 hotel and 500m² of Class A3/A4 pub/restaurant, including link road, related open space, landscaping and drainage infrastructure, together with reservation of land for link road and Science Bridge. Cross boundary application Vale of White Horse and South Oxfordshire.

Location: Land at former Didcot A Power Station Purchas Road Didcot

Purpose of document

This report sets out Oxfordshire County Council's view on the proposal.

This report contains officer advice in the form of a strategic localities response and technical team response(s). Where local member have responded these have been attached by OCCs Major Planning Applications Team (planningconsultations@oxfordshire.gov.uk).

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Strategic Comments

Comments:

Object as the Transport Assessment is deficient.

This application is a mixed use development on 46.4ha of land which was previously used as part of the Didcot A Power Station. The Power Station was closed in March 2013 following 43 years of commercial operation. Three cooling towers on the site were demolished in 2014 and the site is now largely cleared. Three more cooling towers, the main chimney and other parts of the power station on the neighbouring land are due to be demolished by the end of 2016.

36.9ha of the site is within Vale of White Horse District Council and 9.5ha is within South Oxfordshire District Council. There is no physical demarcation along the boundary between the two administrative areas. Although there are two applications, one for each area, these comments relate to both applications.

Redevelopment of this brownfield site is supported in emerging policy in the Vale of White Horse Submitted Local Plan. The South Oxfordshire Core Strategy adopted in 2012 does not allocate this site, which at the time was part of the Power Station. Redevelopment of this site is supported by the county council as it is an important part of the urban extension of Didcot and wider Science Vale and helps deliver much needed infrastructure in the Science Vale area.

Approval is sought for the primary site access to the east to the Power Station roundabout, to the west to Milton Road and to the south to Milton Road. Access via the proposed Science Bridge and to the A4130, are reserved for later approval.

The County Council has sought to safeguard land for the proposed Science Bridge which will cross the railway and Milton Road and re-route the A4130 through this site. This will alleviate congestion at the Manor Bridge roundabouts and enable a more direct connection with the A4130, around the north of Didcot and to the A34(T).

The County Council has been involved in the discussions during the development of the outline application and the illustrative masterplan indicates the Science Bridge and A4130 re-routing appropriately. The plans show two internal road connections with the re-routed A4130. The western junction is a roundabout which is appropriate. It is currently not clear what the junction treatment is with the eastern connection. A roundabout will be required at this junction to allow for safe access onto the spine road through the site whilst also ensuring the site is future proofed for when the full Science Bridge link becomes operational, which will

be a strategic distributor road. The roundabout should have four arms with the fourth arm serving development to the north (predominately B8 uses). The illustrative masterplan at present appears to assume a separate t junction access (at the very eastern edge of the site) to access the B8 units which is not supported.

Residential use on this site will be isolated from other residential areas and services in Didcot. This isolated location may encourage car use. The Transport Assessment and Travel Plan do not sufficiently address this. Particular concerns are the distance and accessibility to schools and the provision of adequate connections to the public transport, cycle and pedestrian networks.

The Transport Assessment is also considered to insufficiently address the scale of the development in relation to the highway network. It is noted that the 400 houses proposed are in addition to those in Didcot already promoted by the existing and emerging Local Plans, together with other known applications such as the Valley Park application (P14/V2873/O). Supplementary information and modelling are required.

Conditions are sought to ensure that subsequent full applications provide appropriately for improvements to biodiversity on the site.

S106 Contributions (please note this does not include direct delivery S278/S38 costs):

	Towards	Cost Basis	Number of units	Total
Transport	Science Bridge	£2,737 per dwelling	400	£1,094,800
		£63 per m ² for B1	25,000	£1,575,000
		£25 per m ² for B2/B8	110,000	£2,750,000
		£78 per m ² for A1	13,000	£1,014,000
	Public Transport	£785 per dwelling	400	£314,000
	Travel Plan monitoring *	-	-	£26,680
Education	New Primary school	£19,210 per pupil place	109	£2,093,890
	New secondary school	£24,933 per pupil place	84	£2,094,372
	New SEN school	£109,000 per pupil place	2.2	£239,800
Property	Libraries	£85 per new resident	949	£80,665
	Waste Management	£64 per new resident	949	£60,736
	Adult Day Care	£1,100 per new resident (aged 65+)	98	£107,800
	Administration of S106	-	-	£11,205
			Total	£11,462,948

* See table on p18 for full break down

Officer's Name: Lynette Hughes
Officer's Title: Senior Planning Officer
Date: 20 August 2015

District: Vale of White Horse

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Transport

Recommendation:

Objection

There are current deficiencies in the TA, with discrepancies between the development proposals set out on the planning application form and those assessed as part of the TA. Supplementary information and modelling is required to demonstrate that the proposed scale of the development can be accommodated on the local highway network. In relation to the proposed access junctions, additional technical details are required, including visibility splays, provision for Non Motorised User (NMU) movements and vehicular tracking to demonstrate manoeuvres by HGV traffic. The severance affecting the residential units, caused by the railway line and major roads is not adequately addressed.

Key issues:

This TDC response has been prepared in response to the Environmental Statement (ES) which has been submitted in support of the outline application for development at the former Didcot A Power Station Site. The comments relate specifically to the Transport Assessment (TA), Residential Travel Plan (RTP) and Framework Travel Plan (FTP) which form part of the ES. The Design and Access (D&A) Statement is also considered. Comments are made in relation to the following key issues;

- **Existing Conditions**
Peak periods on the local highway network have not been identified from the traffic surveys undertaken in support of the assessment,
- **Inconsistent Development Proposals,**
Discrepancy between amount of floorspace proposed for B1 land use and that modelled in the Transport Assessment,
- **Vehicular Access Arrangements, Phasing & Tracking,**
A Stage 1 Road Safety Audit (RSA) and vehicular tracking (for all new vehicular access junctions and roads in the site) should have been undertaken and submitted as part of this application. Further vehicular tracking and Road Safety Audit (Stage 2) will be needed as the scheme is designed in further detail.

- **Maintenance of Heavy Haul Route,**
No indication of planned route/requirements to meet Didcot Power Station B delivery needs.
- **Trip Generation Assumptions,**
Assumptions need to be revisited with sensitivity testing undertaken to ensure a robust forecast of traffic generation linked to the proposed land uses.
- **Trip Distribution Assumptions,**
Discrepancies between the trip rates identified and those shown in flow diagrams,
- **Junction Capacity Impact Assessment,**
Adjustments required based on trip generation and distribution comments identified above,
- **Provision for Non Motorised Users (NMU),**
Inadequate provision for NMU links to Didcot and issue of severance not fully addressed.
- **Highway Safety,**
Concern that existing road safety issues at Power Station Roundabout for cyclists are not fully addressed and could be exacerbated as a result of the additional traffic demand,
- **Public Transport,**
Inaccuracies in the Public Transport section of TA.
- **Drainage,**
A surface water drainage scheme for the site is required.
- **Travel Plan Requirements**

Legal agreement required to secure:

- Section 278 and Section 106 provision of four high quality bus stops (i.e. two pairs, inclusive of hardstanding, pole / flag / information unit, shelter, real-time information), lighting and associated crossing points on Milton Road on the southern edge of the proposed development
 - ↳ *see detailed comments for further explanation.*
- Section 106 contribution towards the delivery of the Science Bridge scheme. This will be £2,737 per dwelling (400 x £2,737 = £1,094,800), £63 per sqm for B1 (25,000 x £63 = £1,575,000), £25 per sqm for B2/B8 (110,000 x £25 = £2,750,000) and £78 per sqm for A1 (13,000 x £78 = £1,040,000). Cost basis is Q3 2011.
- A s38 Agreement would be required for the adoption of new roads.
- Section 106 contribution towards bus service operation of the Science Vale strategic public transport network at a rate of £785 per dwelling (400 x £785 = 314,000). Cost basis is Q2 2015.
- A travel plan monitoring fee of £2,040 will be required for the framework travel plan covering employment and retail users. Cost basis is Q2 2015.
- A travel plan monitoring fee of £2,040 will be required for the residential travel plan. Cost basis is Q2 2015.
- A travel plan monitoring fee of £1,240 is required for the hotel travel plan. Cost basis is Q2 2015.
- A monitoring fee will be required for the supplementary travel plans for the B2/B8, B1 and A1 land uses depending on the final size of the units. Cost basis is Q2 2015.

- Section 278 agreement for all mitigation measures and alterations to the highway network.

Conditions:

- **Drainage**

Development shall not begin until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro-geological context of the development, has been submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The scheme shall also include:

- Discharge Rates,
- Discharge Volumes,
- Maintenance and management of SUDS features (this may be secured by a Section 106 Agreement),
- Sizing of features – attenuation volume,
- Infiltration tests to be undertaken in accordance with BRE365,
- Detailed drainage layout with pipe numbers,
- SUDS (list the suds features mentioned within the FRA to ensure they are carried forward into the detailed drainage strategy),
- Network drainage calculations; and,
- Phasing plans.

Reason: To avoid localised flooding.

- **Future Proofing of the site**

When the spine road through the site is delivered it must be designed to a 40mph design speed and in accordance with the DMRB. The new south-north road (from Milton Rd to the new internal roundabout) will need to be delivered to a specification to allow HGV movements safely (i.e. minimum of 7.3m carriageway width).

Reason: To future proof the site and enable it to function in the context of being on the strategic distributor road network. This site straddles the new link road know as Science Bridge. The new bridge over the railway line will tie into the A4130 south of the railway line and at the Purchas Rd roundabout to the east. Once opened this road will become the A4130 giving this site direct access to the strategic distributor road network. It is therefore vital that roads within the site are capable of delivering this strategic function without the requirement for retro-fitting.

- **Travel Plans**

The framework travel plan and the residential travel plan submitted with this application need to be updated to meet the current Oxfordshire County Council guidance document, *Transport for new developments; Transport Assessments and Travel Plans (March 2014)* and agreed by the travel plans team. Supplementary travel plans are required to be produced by the end users the B2/B8, B1 and A1 land uses over the thresholds set out in the guidance document. The hotel will also be required to produce a travel plan.

Reason: To encourage the use of sustainable travel modes.

- **Permitted Land Use**

Of the 110,000sqm provision of B2/B8 units proposed, the B2 units will be limited to 25,000sqm.

Reason: To accord with the traffic impact assessed in the Transport Assessment submitted in support of the planning application.

- **Road Safety Audit (RSA)**

A Stage 2 RSA should be undertaken of the proposed access junctions to the site, internal road network and those junctions on the existing highway network where mitigation schemes are proposed.

Reason: In the interests of highway safety.

- **Turning Head**

Prior to the use or occupation of the new development, a turning space should be provided at the eastern end of the access road connecting to the south-west site access junction (from Milton Road). This will be required to enable articulated HGVs to turn around and leave the site in forward direction. The turning space shall be constructed to prevent surface water discharging onto the highway. Thereafter, it shall be kept permanently free of obstruction to use.

Reason: In the interests of highway safety and to avoid localised flooding.

↳ see detailed comments for further explanation.

- **Construction Traffic Management Plan (CTMP)**

A CTMP will be required in support of each phase of the development. This should be submitted for approval to the Local Planning Authority prior to the commencement of works. It should include the following information;

- Routing of construction traffic and delivery vehicles (please note that Milton Park to the west of this site) is in private ownership and not part of the public highway network. Therefore access to this site needs to be from the A4130),
- Details of any road closures or traffic management measures needed during construction,
- Details of wheel washing facilities to prevent mud migrating onto the adjacent carriageway,
- Details of impacts to NMUs including any footpath diversions,
- Use of appropriately trained, qualified and certified banksmen for guiding vehicles,
- Proposed parking arrangements for site workers,
- A before-work commencement highway condition survey and agreement (*contact Highways Depot to arrange: 0845 310 1111*),
- Details of proposed times of movement of construction vehicles to avoid network peak and school peak hours,
- A strategy for liaison with local residents and businesses so they are aware of any disruption and can plan appropriately.

Reason: In the interest of highway safety and to protect the amenity of the highway network to existing business and residents in the local vicinity during construction.

- **New Vehicular Access**

All new accesses and alterations to existing junctions shall be subject to Road Safety Audits (RSA). Tracking will be needed to demonstrate manoeuvres can be safely

undertaken by articulated HGVs and splays should be marked on all proposed junctions to show that adequate visibilities can be achieved.

Reason: In the interests of highway safety.

Informatives:

The County Council has sought to safeguard land for the proposed Science Bridge which will cross the railway and Milton Road and re-route the A4130 through this development site. This will alleviate congestion at the Manor Bridge roundabouts and enable a more direct connection with the A4130 around the north of Didcot and to the A34(T).

Detailed comments:

This application is for a mixed use development on 46.4ha of land which was previously used as part of the Didcot A Power Station. The Power Station was closed in March 2013 following 43 years of commercial operation. Three cooling towers on the site were demolished in 2014 and the site is now largely cleared. Three more cooling towers, the main chimney and other parts of the power station on neighbouring land are due to be demolished by 2016.

Of the site, 36.9ha is within the Vale of White Horse District Council's administrative boundary and 9.5ha is within South Oxfordshire District Council's boundary. There is no physical demarcation along the boundary between the two administrative areas. Although there are two applications, one for each area, these comments relate to both applications.

The County Council supports redevelopment of this brownfield site, which is also supported in emerging policy in the Vale of White Horse Submitted Local Plan. The South Oxfordshire adopted Local Plan does not reference this site.

It is noted that this application has been submitted in *Outline* except for partial access. General comments are provided on the masterplan layout in relation to movement by all modes within the site. The application is supported by an ES, which includes a Transport Assessment (TA), Residential Travel Plan (RTP) and Framework Travel Plan (FTP) for employment uses. For the avoidance of doubt, the following names are used in the remainder of this document when referring to junctions formed by;

- Basil Hill Road, Milton Road and A4130 is referred to as the ***Power Station Roundabout***, and,
- Mendip Heights, A4493 and A4130 is referred to as the ***Manor Bridge Roundabout***.

- **Existing Conditions**

Section 3 of the TA identifies key carriageway links which form part of the local highway network. *Table 4* sets out the traffic counts which were undertaken to inform the junction capacity assessments. The following points need to be addressed;

- It does not appear that the surveyed baseline flows have been interrogated to determine the AM and PM peak periods. The AM and PM peak periods are not explicitly identified in the TA, although use of 08:00-09:00 and 17:00-18:00 is inferred by the trip rates used. BWB should confirm what peak periods have been used and how these were determined,
- *Table 4* indicates that the Power Station Roundabout was only surveyed in the AM from 0800 to 0900. The Manor Bridge Roundabout was only surveyed in the PM from 1700 to 1800. It is unclear how these junctions have been

subsequently modelled for AM and PM peak periods when each was only surveyed in either peak period,

- Confirmation should be provided on when surveys were undertaken at Manor Bridge roundabout and the Power Station roundabout to verify that appropriate growth factors have been applied and that they were undertaken in neutral months. *Table 4* of the TA indicates that these surveys were undertaken in March 2013, whilst the survey data in Appendix C indicates these junctions were surveyed in October 2011.

- **Inconsistent Development Proposals**

The planning application form indicates that the B1 (business) component of the development comprises 50,000sqm. However, the TA is based on only 25,000sqm of B1 floorspace (*Table 7*). This discrepancy should be clarified as if the higher figure is correct, the TA would have significantly underestimated traffic generation and impact.

- **Vehicular Access Points, Phasing & Tracking**

Three vehicular access points are proposed for the site which the TA suggests will be sufficient to serve the proposed development without the full Science Bridge and Link Road. This latter scheme will add an additional two access points when it is delivered.

Of the three initial access points proposed, one currently exists and two are new.

Vehicular tracking will need to be undertaken of the two new access points by articulated HGVs to demonstrate that they will be able to negotiate these junctions. The new junctions will also require Road Safety Audits to be undertaken, which will form a planning condition.

- **Primary Access**

The primary access point will utilise the existing access from the Power Station Roundabout which will be upgraded (*Dwg: BMT/2113/100-04 Rev: P2*). This will provide access to the internal road network within the site. A mitigation scheme has been identified for this junction which comprises a flared approach to two lanes at the give way on the development site arm (*Dwg: BMT/2113/100-07 Rev: p1*). Alterations to the geometry of this junction will need to be subject to RSAs.

- **Second Access**

The second access will be a signalised junction formed with Milton Road to the south. It will comprise a single lane approach, flared to two lanes at the stop line on each arm (*Dwg: BMT/2113/100-05 Rev: P2*). This will also provide access to the internal road network within the site. The TA indicates that the precise location of this junction will be determined by the design of the Science Bridge. This junction needs to be able to take HGV movements (along with the road to the north of it) as it will be the main access to Science Bridge from Milton Rd – including from the development served off the tertiary access.

- **Tertiary Access**

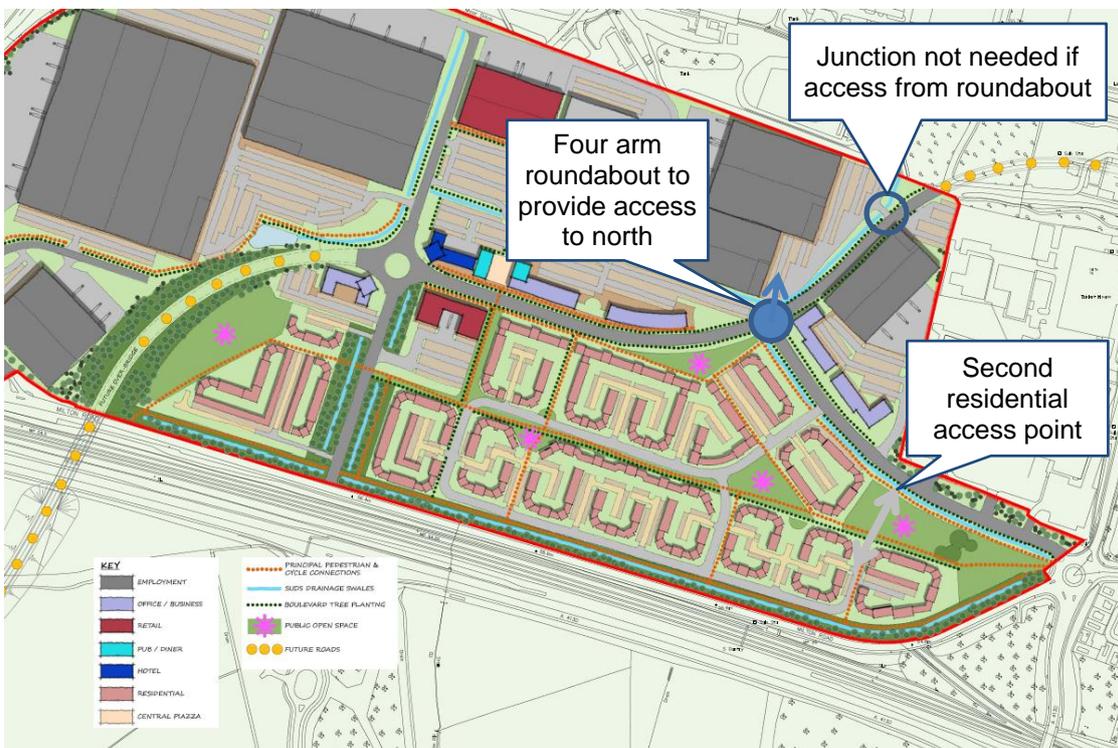
A third access is proposed from the west. It will comprise a 3 arm priority junction which will only provide local access to two commercial units (*Dwg: BMT/2113/100-06 Rev: P1*) via a cul-de-sac arrangement. The drawing showing the proposed junction arrangement indicates that it is a left out only junction. The geometry suggests that it is also right in (with a tight radii) although this is not clarified in *section 4.8* of the TA which sets out proposals for this junction.

This junction is close to a curvature in the road alignment which may impede forward visibility. Given that HGVs will take longer than other traffic to undertake an opposed right turn into the access road, the drawing should be annotated with

splays to ensure that vehicles on the mainline and those making turns to and from this junction have adequate visibility.

Within the site, the residential section of the site appears to be served from a single loop road which forms a priority junction with the primary access road (connecting the Power Station Roundabout to the Science Bridge Link Road). A second priority junction should be provided to enable an alternative vehicular access to the residential development (see *annotated plan below*) given that 400 units will be served.

Furthermore, the County Council considers that a roundabout would be a more appropriate arrangement for the junction formed between the Science Bridge Link Road and access road connecting to Power Station Roundabout (see *annotated plan below*). This arrangement would enable access to the employment site immediately to the north, through the provision of a four arm arrangement, without the need for the priority junction indicated to the north-east. As previously stated this site straddles the new link road known as Science Bridge. The new bridge over the railway line will tie into the A4130 south of the railway line and at the Purchas Rd roundabout to the east. Once opened this road will become the A4130 giving this site direct access to the strategic distributor road network. It is therefore vital that roads within the site are capable of delivering this strategic function without the requirement for retro-fitting.



- **Maintenance of Heavy Haul Route**

It is understood that for the operation of Didcot B, and clearance of the remainder of Didcot A, a 'heavy haul' HGV route is required. The applicant should demonstrate that appropriate movements can be accommodated at junctions to meet this requirement, and what the preferred route is (to the satisfaction of Power Station operators).

- **Science Bridge Link through the site**

It is noted in the design and access statement the concept of the boulevard arrangement for the Science Bridge (High Street) as seen in Figure 3.17. The County Council agrees with the concept in principle however further information is required as to how this will be delivered whilst maintaining a 40pmh limit along the route. Further

information is required as to how pedestrians will cross this section– in order for it to be safe it is expected it will need to be signal controlled, which would be acceptable to the council.

Trip Generation Assumptions

B1 Land Use

Trip rates have been derived for ‘Business Park’ rather than ‘Offices’. Business Park trip rates comprise both offices and light industry and will have lower trip rates than developments comprising wholly office space. As the planning application does not distinguish between the floorspace for B1a (offices) and B1b (R&D) / B1c (Light Industrial), it would be possible for all the units to be occupied for office use. Therefore sensitivity testing should be undertaken assuming the development comprises 100% B1a to provide for a robust assessment.

B2/B8 Land Use

The planning application indicates that there will be 110,000sqm of B2/B8 land uses (General Industry / Warehousing). *Tables 8 and 9* of the TA show that 25,000sqm of B2 and 85,000sqm of B8 has been assumed for this split. It is unclear what the basis is for this assumption, as this split is not defined in the planning application. B2 trip rates are significantly higher than those for B8. Therefore, a planning condition should be used to limit total B2 units to 25,000sqm or sensitivity testing should be undertaken assuming that the 110,000sqm is all B2 to provide for a robust assessment.

A1 – Food Retail

Section 5.13 indicates that ‘Retail Park including Food’ was used in the first instance to determine trip rates associated with the 13,000sqm of proposed retail (of which 1,500sqm will be food convenience). Trip rates per 100sqm of retail are provided in *Table 13* for a Saturday from TRICS but the TA notes that no weekday surveys were available for this land use.

BWB indicate that they have used a food retail store to derive a factor (0.8584) to convert trip rates from a Saturday to a weekday. It is unclear what figures have been used to calculate this ratio, as the TRICS data for vehicles provided in the TA appendices is as follows;

Day	Arrivals & Departures (two-way trip rates per 100 sqm for food superstore)*	
	08:00-09:00	17:00-18:00
Saturday	4.456	10.426
Weekday	4.548	10.247
Ratio	0.980	1.017

* Rates as shown in TRICS outputs in the TA (pg 531 and 544)

It is unlikely that weekday and Saturday peak periods for retail land uses will be the same. It could be expected that there will be high levels of traffic demand associated with a foodstore on a weekday after work (17:00-18:00) whilst on a weekend the peak is likely to be in the middle of the day (e.g. 12:00-13:00). The methodology adopted is therefore likely to underestimate weekday demand associated with this land use.

Furthermore, the adjusted weekday trip rates are shown in *Table 14* as ‘trip rates per unit’. It is unclear how many units are proposed from the TA and clarification is needed of these assumptions.

Paragraph 5.18 of the TA suggested that 10% of the retail trips will be new to the highway network outside of the development site “based on experience of similar schemes”. However, no empirical evidence is provided to support the assumption that 90% will be pass-by, diverted, transferred and internalised. Details of these similar schemes should be provided.

The TA forecasts that the 13,000 sqm of retail development will generate just 27 two way additional trips on the local highway network in the AM peak and 64 in the PM peak (*Table 15*);

- Whilst it is acknowledged that there will be some non-primary trips (pass-by/diverted), it has not been identified where the 20% of *transferred* trips will be transferred from. If they are transferred from the Orchard Centre for example, there is a likelihood that they will not already pass through the junctions in the immediate vicinity of the site and will therefore constitute ‘new trips’,
- Furthermore, given the proximity of the retail units to the residential dwellings and offices, it is not anticipated that residents / workers will access these stores using motorised means. The majority of the residential dwellings and employment sites will be located within 400m of the retail units. The furthest distance between the residential units on the edge of the development site and the retail units is c.600m which is likely to be travelled on foot, particularly during the weekday peak hour periods. The 30% assumption of internalised trips is therefore considered too high and a sensitivity test should be undertaken which assumes a greater proportion of ‘new trips’ are generated from the wider catchment area that these stores will serve.

- **Trip Distribution**

We have the following observation in relation to the trip distribution assumptions;

- 10% of residential trips from the development site are routed through Great Western Park (Sir Frank Williams Avenue). It is considered unlikely that this route will be used for journeys to and from the B4493 (Wantage Road) as alternative routes such as Foxhall Road are shorter and more direct,
- There are discrepancies between the trip rates derived between the following land uses (as set out in the TA) and those shown in the flow diagrams in *Appendix E*. These should be reviewed;
 - Table 7: B1 AM & unnumbered drawing on pg 651
 - Table 7: B1 PM & unnumbered drawing on pg 652,

- **Assessment Year**

An assessment year of 2020 has been used, with Temprow growth rates used to factor baseline traffic flows to this year. Whilst some demolition and remediation has been undertaken to date, it is considered unlikely that the development will be fully built out by 2020. Indeed, the ES (*para 7.7.3*) indicates that there will be an 8 year construction period and therefore it is unlikely that the development will be delivered before 2024.

No supporting information is provided of the proposed phasing and staging or build-out rates for the proposed development in the TA. BWB should confirm when it is envisaged the development will be completed and undertake further modelling on this Opening Year scenario.

- **Traffic Impact**

The following scenarios have been tested in the TA;

- 2020 Do Something (without Science Bridge); and
- 2020 Do Something (with Science Bridge).

Whilst the TA indicates that pre-application discussions took place with Oxfordshire County Council (OCC), no evidence is provided in relation to agreement of the extent of the study junctions, through Scoping Discussions with the local Highway Authority.

The TA correctly identifies that with the completion of the Science Bridge and Link Road, vehicular demand will reduce on the A4130 to the east of the site as traffic will be diverted through the site. *Paragraph 9.28* indicates that traffic flows have been diverted but does not include any information on what assumptions have been used to reassign these trips. This should be clarified. Use of the flows from the County's Oxfordshire Strategic Model (OSM) for 2021 is encouraged and a suitable methodology should be agreed with OCC.

Capacity issues are identified at the following junctions in the following 'with Bridge' scenarios;

- Power Station Roundabout: 2020 do something / with bridge (PM),
- Manor Bridge Roundabout: 2020 do something / with bridge (AM),
- Foxhall Road Roundabout¹: 2020 do something / with bridge (AM/PM),

In all cases, mitigation schemes are proposed to overcome these issues. However based on the trip generation comments above, it should be demonstrated that these proposed improvements are sufficient to accommodate the traffic demand in the revised trip forecasts.

It is noted that the 400 houses proposed are in addition to those in Didcot already promoted by the existing and emerging Local Plans, together with other known applications such as the Valley Park application which proposes an additional 1,900 houses above that proposed in the Local Plans. The County Council has undertaken additional modelling work to assess the effects of these additional developments and is concerned that proposed transport infrastructure to date may not be sufficient. The County Council has objected to the Valley Park application on transport grounds (P14/V2873/O).

Given the concerns about the traffic flows used for the junction modelling, detailed comments on the traffic impact assessment are not provided in this response as there is a need to revisit the traffic generation and assignment assumptions. Notwithstanding this, the model runs provided in the TA indicate that the local highway will not be able to accommodate any of the proposed Didcot A development without improvement measures.

- *Table 45* indicates that the Power Station roundabout will be operating above its theoretical capacity in the 2020 Do Nothing Scenario (*i.e. without the implementation of the proposed improvement scheme at this junction, delivery of Science Bridge and assuming no development traffic from Didcot A*). It will therefore not be possible for any occupation of the site using this junction as the primary access until an improvement scheme is delivered. The TA indicates that an improvement scheme will be delivered by GWP and therefore any occupation of the Didcot A site will be dependent on the phasing and delivery of GWP development.

In relation to Milton Interchange, BWB indicate that they have modelled the junction in LinSig 3.2.18.0 assuming it would have a linked MOVA control system. Details should be provided as how they have represented this in LinSig.

¹ Formed by Foxhall Road / B4493 / Station Road

- **Non-Motorised Users (NMUs)**

Section 4.17 of the TA indicates that an 'Access Strategy and Movement Framework' are presented in *Figure 11*. This appears to have been omitted from the TA and should be provided to understand proposed provision for access by NMUs.

The County Council is concerned that residential use on this site will be isolated from services in Didcot and will therefore encourage car use. This isolation is brought about given that neighbouring uses are almost entirely employment related and the railway line and roads create a barrier. The Transport Assessment and Travel Plan do not sufficiently address this. A particular concern is the distance and accessibility to schools. Further assessment is required to show that there are adequate connections to the cycle and pedestrian network and links to bus stops.

Principal pedestrian and cycle connections are shown on the layout plan. In addition to these routes, we expect footways to be provided adjacent to the carriageway on all internal roads to ensure the site is permeable for those wishing to travel on foot. The link between these routes and how they join into the external network needs further work. NMU provision at Basil Hill Roundabout is not clear, and currently looks inadequate.

The TA identifies that there are no footways on Manor Bridge although improvements are committed which will be delivered by the Great Western Park development once 1,000 units are completed. Further improvements to the Power Station roundabout will be delivered on the occupation of 1,500 dwellings at Great Western Park;

- As Section 4 of the TA fails to identify the proposed phasing and staging of the development, it is unclear whether these improvements will be delivered in advance of the occupation of the Didcot A site. Until these improvements are delivered, the existing network is severed and lacks coherent / direct NMU routes to the town to the south. The existing provision is considered inappropriate to accommodate NMU movements associated with the proposed development,
- Occupation of the Didcot A site will be dependent on the delivery of mitigation measures at Manor Bridge. The only other alternative pedestrian route linking to Didcot is via Basil Hill Road / Foxhall Road. The ES indicates that this is subject to high HGV traffic volumes (17% of all traffic in the AM Peak period) and there is not a continuous route at present, (with a footway on the northern side of the carriageway for part of the route and then one on the southern side). Overall provision for pedestrian linkages is therefore considered to be poor,
- The ES also indicates that traffic flows on Manor Bridge will be 2,135 in the PM Peak (two-way) with development. The average gap width of 1.7 seconds which is forecast will be an impediment to uncontrolled pedestrian crossing. It is considered that this gap length is insufficient, particularly for those with mobility impairments.

All Saints Primary in Sutton Courtenay is identified as the closest to the site, although no details are provided as to how children will access this school using sustainable modes. An off-road cycle path is provided on Sutton Courtenay Road but it is unlit on certain sections and would require improvement for use by school children;

- The TA rightly identifies that there will be new primary school provision at Great Western Park, but it is ambiguous about phasing so it is unclear whether this provision will be delivered on time for the occupation of dwellings at Didcot A. Furthermore, until the Science Bridge and/or Manor Bridge pedestrian links are delivered there will not be any convenient NMU route linking the dwellings at Didcot A to the new school provision at Great Western Park.

The ES includes an assessment of severance, however the results tables appear to be incorrectly labelled and it is unclear what is being compared. Both *Tables 2.26 and 2.27* show severance without Science Bridge for the 'do-minimum' and 'do something' scenarios. It would be useful for 'with' and 'without' bridge scenarios to be compared.

- **Highway Safety**

Personal Injury Accident data has been interrogated for the 5 year period from 1st January 2009 to 31st December 2013 by BWB in *paragraph 3.40*. It is unclear why more recent data from 2014 which is readily available has not been included in this analysis. At the time of writing this response, the County system has data to 31st May 2015.

The review by BWB identified an existing accident problem at the Power Station roundabout with 7 out of 10 accidents involving pedal cyclists (where vehicles travelling southbound on the A4130 failed to give way to cyclists on the gyratory seeking to egress to Basil Hill Road).

We have reviewed additional data for this junction from January 2014 to May 2015 inclusive. Four further collisions were recorded as follows;

- May 2014: Serious: HGV / Pedal Cycle – 'HGV failed to give way to pedal cyclist on gyratory',
- Oct 2014: Slight: Car / Pedal Cycle – 'Car failed to give way to pedal cyclist on gyratory',
- Nov 2014: Slight: Taxi / Pedal Cycle – 'Taxi failed to give way to pedal cyclist on gyratory',
- February 2015: Serious: Car / Pedal Cycle – 'Car failed to give way / see pedal cyclist.'

All of these additional accidents involved pedal cyclists being hit by vehicles failing to give way on the A4130 southbound approach. This evidence adds extra weight to the identified highway safety problem at this junction.

Paragraph 10.116 of the TA identifies a proposed mitigation scheme for this junction which will be funded as part of S106 improvement schemes from Great Western Park. The TA indicates that this will provide cyclist crossing facilities but this will not address the existing safety issue related to cyclists on the gyratory. Indeed, the mitigation scheme will flare the southbound give-way to three lanes on the A4130 arm and therefore could exacerbate this highway safety issue. We have the following comments in relation to the proposed alterations to the junction geometry. They are based on the assumption that none of the crossing points shown in drawing 95017/2007/LDE/210(R) are signalised;

- **Milton Road entry:** The provision of the pedestrian route via the splitter island is an improvement on existing. Footway widths should be adequate for shared use by cyclists (as existing provision on southern side of Milton Road is shared use),
- **Power Station entry:** Drawing BMT/2113/100-07 does not make it clear where it is intended for pedestrians to cross,
- **A4130 Sbn entry:** The pedestrian / cyclist crossing point shown is remote from the splitter island which would make it less attractive by users of these modes,
- **Basil Hill entry:** Potential for crossing to be enabled via an extended splitter island.

The ES makes reference to a "*reduction in the speed limit on Milton Road to be delivered by OCC.*" No supporting details are provided in relation to this mitigation measure in either the ES or TA. Clarification on this proposed measure should be

provided and contributions will be sought towards the cost of consulting on any change in speed limit and subsequent TRO change and new speed roundels.

- **Public Transport**

The site is located adjacent to the existing Didcot to Milton Park bus corridor, which includes buses to Abingdon, Harwell and Wantage. The distance between the northern and southern edges of this site is approximately 500m, which is considered reasonable walking distance for most people, as long as suitable access points from the development are delivered directly onto Milton Rd.

The Science Vale Bus Strategy envisages the operation of a new service from Wantage and Grove to Didcot via Milton Park. Residents and employees of this development will benefit from being located on such a strategic bus route, offering excellent connectivity. The masterplan for the site should be designed around the principle of high quality walking routes from the residential and commercial units to high quality bus stops on Milton Road.

The Science Vale bus network is designed to attract significant patronage as a series of strategic routes operating at good frequencies on a direct origin to destination basis. The residential part of the development will be located away from existing residential areas, the town centre and the station. The bus will therefore be important for accessing local amenities which are beyond reasonable walking distance.

The 'bus based public transport' section of the TA has several inaccuracies and should be revisited as it does not present a reliable account of existing provision for the following reasons;

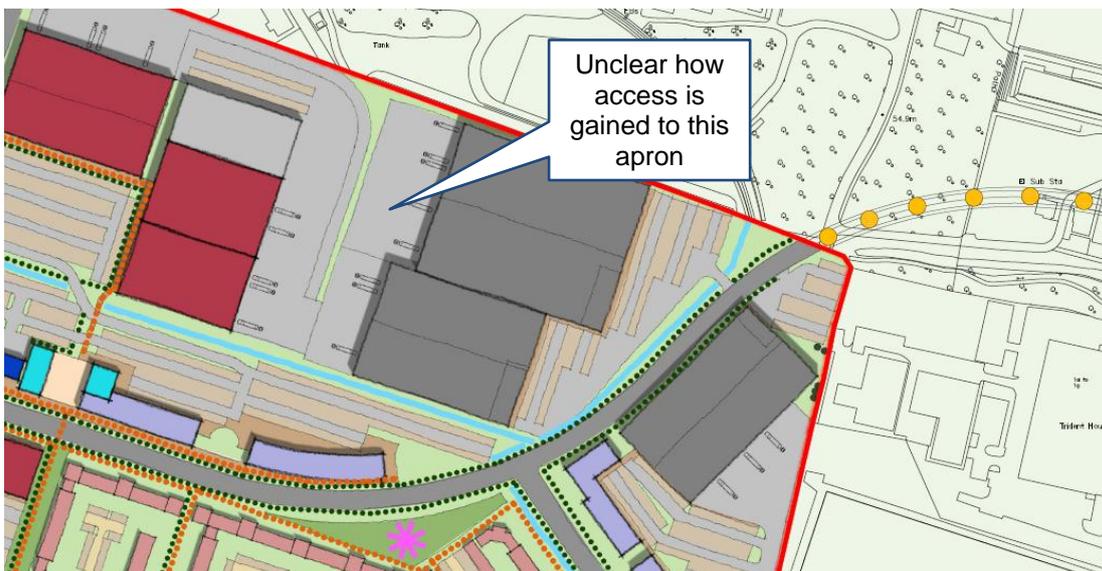
- Two route maps are included in *Figure 7* which do not correspond to the existing situation. It is considered that these maps are at least 5 years old and are out of date,
- Several bus routes identified do not stop in close proximity to the site and therefore it is felt that it is optimistic to suggest that they 'serve the site,'
- *Section 4.16* of the TA indicates that the site has been designed to enable public transport penetration with appropriate bus stops. Further details should be provided as to which bus routes it is proposed to divert into the site.

- **Vehicle Tracking**

To the south-west of the development site, the cul-de-sac arrangement is shown to provide access to two commercial units. This access road is shown to terminate in proximity to the embankment associated with the Science Bridge. At the very least a turning head will be required at the eastern end of this road, with tracking provided to demonstrate its use by lorries. Ideally a roundabout arrangement would be provided, with the 'dead end' road stopped up – unless an access track is needed for maintenance (*as shown on the annotated plan below*).



To the north-east of the site, two large commercial units are shown to the west of the Link Road. Car parking is provided to the east of these units with an apron accommodating HGV loading on the western side. It is unclear how HGVs will access the apron provided for HGVs to the west of these warehouse units (*as shown on the annotated plan below*). Vehicular tracking will be needed to show access to each of the units by HGV traffic. Please see earlier comments regarding implementation of a roundabout at this location to access this part of the development.



- Travel Plans**

A framework travel plan and a residential travel plan have been provided with the application documents. These plans do not currently meet the Oxfordshire County Council guidance as set out in *Transport for new developments; Transport Assessments and Travel Plans (March 2014)* and will need to be updated. These updates should be produced and approved by the travel plans team at Oxfordshire County Council prior to the first occupation of the site. They will also need to be updated as the site develops.

A travel plan will be required for the 150 bed hotel prior opening, which will require actions for the promotion of sustainable travel options for both staff and guests.

Supplementary travel plans and travel plan statements will be required for the occupiers of the B1, B2/8 and A1 units as set out in the table below. These need to be

produced and agreed with the travel plans team at Oxfordshire County Council within 6 months of the occupation of the units.

The travel plan monitoring will need to be carried out for a period of 5 years post occupation with data supplied to the Travel Plans Team at Oxfordshire County Council in years 1,3 and 5. If the targets set out in the travel plan are not achieved then a further monitoring period and monitoring fees may be required.

Type of Travel Plan Required	Land use	Monitoring fee required
Framework Travel Plan	Covering the whole site	£2,040
Residential Travel Plan	400 dwellings	£2,040
Hotel Travel Plan	Unit P 150 bed hotel (C1)	£1,240
Supplementary Travel Plan	Unit A 36,000sqm Employment B2/B8	£2,040
Supplementary Travel Plan	Unit B 22,000sqm Employment B2/B8	£2,040
Supplementary Travel Plan	Unit C 5,300sqm Retail A1	£2,040
Supplementary Travel Plan	Unit D 3,200sqm Retail A1	£1,240
Supplementary Travel Plan	Unit E 3,000sqm Retail A1	£1240
Supplementary Travel Plan	Unit F 10,000sqm Employment B2/B8	£2,040
Supplementary Travel Plan	Unit G 6,500sqm Employment B2/B8	£1,240
Supplementary Travel Plan	Unit H 6,000sqm Employment B2/B8	£1,240
Supplementary Travel Plan	Unit J 4,000sqm Business B1	£1,240
Supplementary Travel Plan	Unit L 3,000sqm Office B1	£1,240
Supplementary Travel Plan	Unit K 3,000smq Office B1	£1,240
Supplementary Travel Plan	Unit Q 1,500sqm Retail A1	£1,240
Supplementary Travel Plan	Unit R 3,000sqm Office B1	£1,240
Supplementary Travel Plan	Unit S 7,000sqm Employment B2/B8	£2,040
Total		£26,680

- **Drainage**

If the proposed development uses SuDs as a way of managing stormwater then different treatment stages should be incorporated prior to discharge into the existing water course or ditches, taking into account the mixed development type.

Officer's Name: Neil Taylor

Officer's Title: Temporary DC (Transport) Officer

Date: 19 August 2015

District: Vale of White Horse

Application no: P15/V1304/O & P15/S1880/O

Proposal: Mixed use redevelopment comprising up to 400 dwellings (C3), 110,000ms of Class B2/B8 units, 25,000m² of Class B1 units, 13,000m² Class A1 units (includes 1,500m² convenience food store), 150 bed Class C1 hotel and 500m² of Class A3/A4 pub/restaurant, including link road, related open space, landscaping and drainage infrastructure, together with reservation of land for link road and Science Bridge. Cross boundary application Vale of White Horse and South Oxfordshire.

Location: Land at former Didcot A Power Station Purchas Road Didcot

Archaeology

Recommendation:

No objection

Key issues:

The whole site has been extensively truncated and disturbed by successive developments.

It is very unlikely that archaeological features survive in situ and we therefore have no objections on archaeological grounds to this application.

Legal agreement required to secure:

None

Conditions:

None

Informatives:

None

Detailed comments:

The whole site has been extensively truncated and disturbed by successive developments. This is clearly demonstrated in the archaeological desk based assessment undertaken on behalf of the applicant and submitted with the planning application.

It is very unlikely that archaeological features survive in situ and we therefore have no objections on archaeological grounds to this application.

Officer's Name: Hugh Coddington

Officer's Title: Archaeology Team Leader

Date: 25 June 2015

District: Vale of White Horse

Application no: P15/V1304/O & P15/S1880/O

Proposal: Mixed use redevelopment comprising up to 400 dwellings (C3), 110,000ms of Class B2/B8 units, 25,000m2 of Class B1 units, 13,000m2 Class A1 units (includes 1,500m2 convenience food store), 150 bed Class C1 hotel and 500m2 of Class A3/A4 pub/restaurant, including link road, related open space, landscaping and drainage infrastructure, together with reservation of land for link road and Science Bridge. Cross boundary application Vale of White Horse and South Oxfordshire.

Location: Land at former Didcot A Power Station Purchas Road Didcot

Economy and Skills

Recommendation:

No objection subject to conditions

Key issues:

- The construction of the proposed development will create approximately **600** new jobs
- A further **4,160** new jobs will be created at end user stage
- The level of employment generated on this strategic development 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: 13 August 2015

District: Vale of White Horse

Application no: P15/V1304/O & P15/S1880/O

Proposal: Mixed use redevelopment comprising up to 400 dwellings (C3), 110,000ms of Class B2/B8 units, 25,000m2 of Class B1 units, 13,000m2 Class A1 units (includes 1,500m2 convenience food store), 150 bed Class C1 hotel and 500m2 of Class A3/A4 pub/restaurant, including link road, related open space, landscaping and drainage infrastructure, together with reservation of land for link road and Science Bridge. Cross boundary application Vale of White Horse and South Oxfordshire.

Location: Land at former Didcot A Power Station Purchas Road Didcot

Education

Recommendation:

No objection subject to conditions

Key issues:

Based on the information currently available of 280 dwellings in South Oxfordshire District and 120 dwellings in Vale of White Horse District, this proposed development has been estimated to generate 109 primary pupils, 84 secondary pupils and 2.2 pupils requiring education at an SEN school.

Primary education

£2,093,890 index linked from 3Q 2012 Section 106 required for the necessary expansion of permanent primary school capacity in the area, through contributing towards the new primary schools planned at North East Didcot.

Secondary education

£2,094,372 index linked from 3Q 2012 Section 106 required for the necessary expansion of permanent secondary school capacity in the area, through contributing towards the new secondary school planned at North East Didcot.

Special Educational Needs (SEN) education

£239,800 index linked from 2Q 2010 Section 106 required for the necessary expansion of permanent SEN school capacity, through contributing towards the SEN school planned at Valley Park, Didcot.

Legal agreement required to secure:

£2,093,890 Section 106 developer contributions towards the cost of the new primary school provision planned for North East Didcot, by a total of 109 pupil places. This is based on the cost of a new build 2 form entry establishment at £19,210 per pupil place. This is index linked from 3rd Quarter 2012 using PUBSEC Tender Price Index.

£2,094,372 Section 106 developer contributions towards the construction of a new build secondary school at North East Didcot by a total of 84 pupil places. This is based on the cost

of a new build secondary school at £24,933 per pupil place. This is index linked to 3rd Quarter 2012 using PUBSEC Tender Price Index.

£239,800 Section 106 developer contributions towards the new SEN school planned for Didcot, based on projected pupil generation of 2.2 pupils. This is based on the cost of a new build 100-place SEN school, estimated by Turner & Townsend at £10.9m (based on 2Q10 figures). This includes nil land costs and excludes any zero carbon supplement or project management cost.

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:

Pupil generation, and consequently developer contributions amounts required towards education, will need to be revised when there is a confirmed mix of dwellings. The s106 agreement will include a matrix to allow for any adjustment in number and mix of dwellings.

Detailed comments:

Primary education

The scale of planned and proposed housing growth in the Didcot area requires significant strategic growth in primary school capacity. New schools are planned for NE Didcot, Great Western Park and Valley Park. These will provide the means by which sufficient capacity can be provided to meet the needs of proposed development. Contributions in line with the number of pupils generated are therefore sought towards the cost of building sufficient additional capacity to meet the needs arising from this proposed development and it is anticipated that contributions will be used towards the provision of a new primary school at NE Didcot.

The new school will include provision for early years education, and no additional county council contributions towards early years education would be required. However, as much of early years education is provided by the private, voluntary & independent sector, the development should consider including on-site provision for additional early years education, delivered for example by a private nursery school, or through the provision of community facilities which could be used by a voluntary pre-school.

Secondary education

The scale of planned and proposed housing growth in the Didcot area requires significant strategic growth in secondary school capacity. One new school is due to open on the Great Western Park development in 2017, co-located with a University Technical College due to open 2015. A second new secondary school is planned to be located on the NE Didcot development site. It is anticipated that a 600 place school will be built here initially, which may be expanded to a 1200 place secondary school when new housing demands it. The

costs of the provision of new schools have been calculated by our education consultants, and these are applied across the county. For a 600 place secondary school this cost is estimated as £14,995,700, or £24,933 per pupil place. Contributions in line with the number of pupils generated are therefore sought towards the cost of building sufficient additional capacity to meet the needs arising from this proposed development and it is anticipated that contributions will be used towards the provision of a new secondary school at NE Didcot..

SEN education

The number on roll in special schools in Oxfordshire has risen over recent years from 795 in 2007 to 998 in 2015. The demand for special school places is expected to continue to grow as new housing is built and the already rising birth rate feeds through. In order to meet this increase in demand, expansions are planned at a number of schools, but as there is no existing SEN school in the Didcot area, and in view of the scale of population growth planned for this area, which this development will add to, a new SEN school will be required. This school is planned to serve the full age range, with a capacity of 100 pupils. For the purposes of developer contributions, the SEN calculation is based on 1.11% of children being expected to require SEN provision, this percentage in turn being based on pupil census data for Oxfordshire.

Officer's Name: Barbara Chillman

Officer's Title: Pupil Place Planning Manager

Date: 30 July 2015

District: Vale of White Horse

Application no: P15/V1304/O & P15/S1880/O

Proposal: Mixed use redevelopment comprising up to 400 dwellings (C3), 110,000ms of Class B2/B8 units, 25,000m² of Class B1 units, 13,000m² Class A1 units (includes 1,500m² convenience food store), 150 bed Class C1 hotel and 500m² of Class A3/A4 pub/restaurant, including link road, related open space, landscaping and drainage infrastructure, together with reservation of land for link road and Science Bridge. Cross boundary application Vale of White Horse and South Oxfordshire.

Location: Land at former Didcot A Power Station Purchas Road Didcot

Property

Recommendation

No objection subject to conditions

Key issues:

- The County Council considers that the impacts of the development proposal (if permitted) will place additional strain on its existing community infrastructure.
- The following housing development mix has been used:

65 x One Bed Dwellings
116 x Two Bed Dwellings
152 x Three Bed Dwellings
67 x Four Bed Dwellings

- It is calculated that this development would generate a net increase of:

949 additional residents including:

98 resident/s aged 65+

Legal Agreement required to secure:

• Library	£80,665
• Waste Management	£60,736
• Adult Day Care	£107,800
	£249,201

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

Administration of S106: £11,250

The County Councils legal fees in drawing up and/or completing a legal agreement will need to be secured. An administrative payment is also required for the purposes of administration and monitoring of the proposed S106 agreement.

Detailed comments for contributions required

Local Library

This development is served by Didcot Library.

This provision is significantly under-size in relation to its catchment population and this development will therefore place additional pressures on the library service.

Costs for improvements are based upon the costs of extending a library.

The costs of extending a library is £2,370 per m² at 1st Quarter 2012 price base; this equates to

£65 ($£2,370 \times 27.5 / 1,000$) per resident.

This calculation is based on Oxfordshire County Council adopted standard for publicly available library floor space of 23 m² per 1,000 head of population, and a further 19.5% space is required for support areas (staff workroom, etc.), totalling 27.5 m² per 1,000 head of population.

The development proposal would also generate the need to increase the core book stock held by 2 volumes per additional resident. The price per volume is £10.00 at 1st Quarter 2012 price base; this equates to £20 per resident.

- The contribution for the provision of library infrastructure and supplementary core book stock in respect of this application would therefore be based on the following formula:

$$\mathbf{£85 \times 949 \text{ (the forecast number of new residents)} = \mathbf{£80,665}}$$

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, contributions are required from development.

Based upon a potential new small site this equates to £64 per resident.

- The contribution for the provision of strategic waste management infrastructure in respect of this application would therefore be based on the following formula:

$$\mathbf{£64 \times 949 \text{ (the forecast number of new residents)} = \mathbf{£60,736}}$$

Social & Health Care - Day Care Facilities

This development is served by Didcot Day Centre which does not have sufficient capacity to meet the social and health care needs of the proposed development. To meet the additional pressures on day care provision the County Council is looking to expand and improve the Didcot Day Centre.

Contributions are based upon a new Day Care centre offering 40 places per day (optimum) and open 5 days per week; leading to an equivalent costing of £11,000 per place at 1st Quarter 2012 price base (this in non-revenue). 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.

- The contribution for the provision of adult day care infrastructure in respect of this application would therefore be based on the following formula:

$$\mathbf{£1,100 \times 98 \text{ (the forecast number of new residents aged 65+) = £107,800.00}}$$

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

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 outlined towards sustainable community infrastructure and its capital development 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.

Contributions required to mitigate the impact of the development on infrastructure but which due to Regulation 123 of the Community Infrastructure Regulations 2010 (as amended) OCC cannot require a s106 obligation in respect of:

- Central Library
- Museum Resource Centre

Detailed comments for contributions not sought solely due to S106

pooling restrictions

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 is £4,100,000. 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. $£1,604,000 \div 93,529 \text{ people} = £17.15 \text{ per person}$

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 these 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 at 1st Quarter 2012 price base; this equates to £5 per person

Officer's Name: Oliver Spratley

Officer's Title: Corporate Landlord Officer

Date: 11 August 2015

District: Vale of White Horse

Application no: P15/V1304/O & P15/S1880/O

Proposal: Mixed use redevelopment comprising up to 400 dwellings (C3), 110,000ms of Class B2/B8 units, 25,000m² of Class B1 units, 13,000m² Class A1 units (includes 1,500m² convenience food store), 150 bed Class C1 hotel and 500m² of Class A3/A4 pub/restaurant, including link road, related open space, landscaping and drainage infrastructure, together with reservation of land for link road and Science Bridge. Cross boundary application Vale of White Horse and South Oxfordshire.

Location: Land at former Didcot A Power Station Purchas Road Didcot

Minerals & Waste

Recommendation:

No objection

Key issues:

The Didcot A Power Station site includes a waste facility for recycling of waste ash from the power station. The emerging new Oxfordshire Minerals and Waste Local Plan: Part 1 – Core Strategy includes a policy (W11) to safeguard waste management sites. Safeguarding of the Didcot A Power Station waste management facility, or replacement provision, could be secured outside this application site, within the remaining part of the power station site.

Legal agreement required to secure:

None

Conditions:

None

Informatives:

None

Detailed comments:

The Didcot A Power Station site includes a waste recycling facility that was used for the recycling of waste ash from the power station. The Oxfordshire Minerals and Waste Local Plan: Part 1 – Core Strategy draft proposed submission document, as approved for publication and submission by the County Council on 24 March 2015, includes policy W11 on safeguarding waste management sites. Under this policy, sites that are to be safeguarded for waste use will be identified in Part 2 of the Plan – the Site Allocations Document. Pending the adoption of that document existing and permitted waste management sites, as listed in Appendix 2 to the Core Strategy, are proposed to be safeguarded under policy W11. Appendix 2 includes the Didcot Power Station site as a site to be safeguarded.

It is understood that this waste facility is located within the northern part of the power station site, outside this application site. Safeguarding of this waste facility, or provision of equivalent waste management capacity, could be secured within the remaining part of the Didcot A Power Station site, as part of any future scheme for its redevelopment. Therefore, notwithstanding the inclusion of the Didcot Power Station site as a whole in Appendix 2 to the emerging new Oxfordshire Minerals and Waste Local Plan: Part 1 – Core Strategy, there is no need for land within this application site to be safeguarded for waste management use under policy W11 of that plan. Accordingly, no objection should be raised to this application on waste planning policy grounds.

Officer's Name: Peter Day

Officer's Title: Minerals & Waste Policy Team Leader

Date: 17 July 2015

District: Vale of White Horse

Application no: P15/V1304/O & P15/S1880/O

Proposal: Mixed use redevelopment comprising up to 400 dwellings (C3), 110,000ms of Class B2/B8 units, 25,000m² of Class B1 units, 13,000m² Class A1 units (includes 1,500m² convenience food store), 150 bed Class C1 hotel and 500m² of Class A3/A4 pub/restaurant, including link road, related open space, landscaping and drainage infrastructure, together with reservation of land for link road and Science Bridge. Cross boundary application Vale of White Horse and South Oxfordshire.

Location: Land at former Didcot A Power Station Purchas Road Didcot

Ecology

Recommendation:

Comments

Key issues:

The District Councils should seek biodiversity enhancements in line with NPPF and the NERC Act. For example, the potential for taking the Moor Ditch out of culvert in order to create a more natural course.

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: 12 August 2015

District: Vale of White Horse

Application no: P15/V1304/O & P15/S1880/O

Proposal: Mixed use redevelopment comprising up to 400 dwellings (C3), 110,000ms of Class B2/B8 units, 25,000m² of Class B1 units, 13,000m² Class A1 units (includes 1,500m² convenience food store), 150 bed Class C1 hotel and 500m² of Class A3/A4 pub/restaurant, including link road, related open space, landscaping and drainage infrastructure, together with reservation of land for link road and Science Bridge. Cross boundary application Vale of White Horse and South Oxfordshire.

Location: Land at former Didcot A Power Station Purchas Road Didcot

Waste Management

Recommendation:

No objection

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. Drayton HWRC, the nearest to the proposed development site, experiences capacity issues and the network of HWRCs in the county is also at capacity.

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:

1. Contributions are sought towards HWRC infrastructure to meet the demand generated by the proposed development as set out under Strategic Waste Management on page 26.
2. The Community Infrastructure Levy requires that contributions are:
 - a. Necessary to make the development acceptable in planning terms: The comprehensive kerbside collections in place in each district are only able to accept smaller, more common types of waste. Larger, ad hoc items like furniture or large electrical need to be taken to an HWRC for management. Households make around 4 visits to an HWRC each year and are regarded by residents as an important service. Without a contribution to HWRCs, the development would have an unacceptable impact on existing facilities. It is anticipated that the proposed development will provide housing for approximately 960 new residents (400 dwellings x 2.4 persons per household). If each household makes four trips per annum the development would result in an additional 3,840 HWRC visits per year.

- b. Directly related to the development: A contribution towards additional HWRC capacity is needed because of the demand that the development will create (as calculated above). The current network of sites is at capacity and without changes the pressure from increased development will result in a failure of them to adequately serve Oxfordshire residents.
- c. Fairly and reasonably related in scale and kind to the development: The calculation is proportionate to the increased demand placed on HWRCs by this development. The calculation above breaks down the capital costs associated with providing HWRC infrastructure. As the whole network is currently at capacity additional capacity will be required to meet the needs of the proposed development..

Conditions:

None

Informatives:

None

Detailed comments:

- 3. 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 and for the disposal of waste so deposited”;

and that

“(a) each place is situated either within the area of the authority or so as to be reasonably accessible to persons resident in its area;

(b) each place is available for the deposit of waste at all reasonable times (including at least one period on the Saturday or following day of each week except a week in which the Saturday is 25th December or 1st January);

(c) each place is available for the deposit of waste free of charge by persons resident in the area;”.

- 4. Such places are known as Household Waste Recycling Centres (HWRCs) and Oxfordshire County Council (OCC) provides seven HWRCs throughout the County. This network of sites is no longer fit for purpose and is over capacity.
- 5. Site capacity is assessed by comparing the number of visitors on site at any one time (measured by traffic monitoring) to the available space. As detailed in Table 1, this analysis shows that all sites are currently ‘over capacity’ (meaning residents need to queue before they are able to deposit materials) at peak times, and many sites are nearing capacity during off peak times.

Table 1: Site capacity

Site	April – September Percentage of time the site is over capacity during 11:00- 14:00 (all week)	April – September Percentage of time the site is over capacity during 11:00- 14:00 (weekend only)	Full year Percentage of time the site is over capacity during 08:00 – 17:00 (all week)	Full year Percentage of time the site is over capacity during 08:00 – 17:00 (Weekend only)
Alkerton	20.76%	49.57%	13.55%	34.95%
Ardley	24.11%	58.12%	14.22%	19.61%
Dix	3.05%	10.68%	0.98%	1.38%
Drayton	27.74%	50.44%	14.32%	19.52%
Oakley	15.10%	38.24%	10.07%	13.58%
Redbridge	25.77%	51.18%	12.13%	17.13%
Stanford	34.22%	59.47%	19.94%	26.06%

6. Congestion on site can reduce recycling as residents who have already queued to enter are less willing to take the time necessary to sort materials into the correct bin. Reduced recycling leads to higher costs and an adverse impact on the environment. As all sites are currently over capacity, population growth linked to new housing developments will increase the pressure on the sites.

7. 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. However to manage the waste appropriately this requires more space and infrastructure meaning the pressures of new developments are increasingly felt. .

Officer’s Name: Frankie Upton
Officer’s Title: Waste Project Manager
Date: 07 August 2015

RESPONSE TO CONSULTATION ON THE FOLLOWING DEVELOPMENT PROPOSAL

District: Vale of White Horse

Application no: P15/V1304/O & P15/S1880/O

Proposal: Mixed use redevelopment comprising up to 400 dwellings (C3), 110,000ms of Class B2/B8 units, 25,000m² of Class B1 units, 13,000m² Class A1 units (includes 1,500m² convenience food store), 150 bed Class C1 hotel and 500m² of Class A3/A4 pub/restaurant, including link road, related open space, landscaping and drainage infrastructure, together with reservation of land for link road and Science Bridge. Cross boundary application Vale of White Horse and South Oxfordshire.

Location: Land at former Didcot A Power Station Purchas Road Didcot

LOCAL MEMBER VIEWS

Cllr: Nick Hards

Division: Didcot West

Comments:

I broadly support the design and layout of the site and have no concerns about the ideas for areas A, B, D and E. Area C is very close to the main road from Didcot to Milton Park, which carries HGV traffic at all hours of day and night. It is also close to a busy railway which carries night time freight traffic. Theoretical calculations about the distance which noise travels from the railway have proved to grossly underestimate the impact of noise on residents of Didcot during the recent electrification work. I am therefore concerned that Area C may not be suitable for residential development because of noise.

The A4130 and particularly the Power Station roundabout are very busy at peak times and have been regularly described as at or over capacity for the last 15 years. I am concerned that this area may be very poorly integrated with the rest of Didcot until and unless the Science Bridge and rerouted A4130 have been built. Foxhall Manor Park in my Division is close to the proposed housing and also feels cut off from the town. I would therefore not be happy to see Area A developed for housing until the Science Bridge and rerouted A4130 have been built.

In summary I would :

- a) Request that actual sound measurements throughout the night should be carried out throughout a typical week to ascertain whether suitable living conditions can be provided; and
- b) Suggest that no housing be built on Area C until and unless the Science Bridge and rerouted A4130 have been completed.

Date: 24 July 2015
