

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

District: Vale of White Horse

Application no: P15/V1504/FUL-4

Proposal: Residential development to provide 213 dwellings with associated highway works, open space and infrastructure improvements (amended plans)

Location: Land North of Grove Road Harwell OX14

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:

Objection

The proposal to develop this site for around 200 houses is in accordance with the draft allocation in the Vale of White Horse Submitted Local Plan Part 1.

In our previous response dated 27th January 2016 we noted the need for further discussions in relation to the significant works needed on Grove Road and its junctions. We are now satisfied that a suitable solution for the Grove Road/B4493 shared space/junction improvement works has been found. There remain however, further transport infrastructure related matters that give us cause for concern, that are yet to be adequately resolved and to this end we must maintain our objection. These outstanding matters are noted in detail below and we are confident that they can easily resolved/confirmed by the applicant

Officer's Name: Jason Sherwood

Officer's Title: Locality Manager

Date: 26 May 2016

District: Vale of White Horse

Application no: P15/V1504/FUL-4

Proposal: Residential development to provide 213 dwellings with associated highway works, open space and infrastructure improvements (amended plans)

Location: Land North of Grove Road Harwell OX14

Transport

Recommendation:

Objection, due to the following

The highway authority does not wish to object in principle to the proposals. However, it considers that the following important matters which relate to highway safety must be addressed.

The Applicant must confirm a commitment that any areas of land falling beyond the existing limit of the public highway and required for the provision of visibility splays would be offered for adoption as highway to be maintained at public expense.

The Applicant must confirm and demonstrate that on the approach to the proposed Traffic Calming Gateway Feature on Grove Road, a minimum forward stopping sight distance of 150 metres would be available for eastbound traffic.

The proposed 10 metres bell-mouth radii at the principle site access must be reduced to 8.0 metres.

The highway authority considers it appropriate to retain a traffic calming feature for westbound traffic and requires the Applicant's agreement to this change in off-site works details.

The Applicant must provide details confirming that the east west footway link (within the development site) forming the continuation of the proposed footway running east west along Grove Road will be offered for adoption as highway maintainable at public expense.

The objection relates only to the above matters of detail and satisfactory confirmation of the necessary information will permit the objection to be removed.

Key issues:

The highway authority's original Transport Response to this application was made on 6 August 2015. Reference was made, inter alia, to the discussions that were proceeding with regards to the necessary treatment of Grove Road and in particular the narrow section at its eastern end.

The highway authority further responded on 10 December 2015 to the submission of an amendment to the application (P15/V1504/FUL-2) and raised an Objection due to the nature of the changes that were being proposed. Subsequently, a second amendment to the application (P15/V1504/FUL-3) was submitted which sought to provide substantiation of the

previous changes. The highway authority considered it necessary, in its response dated 26 January 2016) to maintain its Objection to the proposals.

This current submission is a third amendment to the application and is pursuant to detailed discussions between the highway authority and the Applicant aimed at agreeing the essential off-site mitigation works required.

Legal agreement required to secure:

A s.106 Agreement would be required to secure financial contributions towards –

the costs of all signage, Traffic Regulation Orders, Diversion Orders and any other measures associated with the relocation and introduction of speed limits, traffic calming and village limit feature, Public Rights of Way and traffic management at eastern end of Grove Road and on High Street (sum to be determined); (BCIS Index, base Apr 2016)

the associated cost of future maintenance of the access and highway works as a commuted sum (sum to be determined); - (BCIS Index, base Apr 2016)

the procurement of an improved bus service through Harwell village of £169,335.00 (based upon a charge rate of £795 per dwelling); (RPIX index from base date July 2012).

the fee for monitoring of a travel plan for a period of five years, of £1,240.00. (RPIX Index, base Dec 2014)

These financial contributions would be subject to appropriate index linking, as indicated.

A s.278 Agreement would be required to secure all necessary off-site access and infrastructure mitigation/improvement works.

A Footpath Diversion Order (Town and Country Planning Act) would be required to formally divert and re-route Harwell Footpath No 7.

A s.38 Agreement would be required for the adoption of new roads.

Conditions:

The Planning Authority is recommended to impose upon any planning permission they may grant the CONDITION(S) set out below:

Prior to the implementation of any other development hereby permitted within the site the means of site access shall be formed and laid out to the approval of the Local Planning Authority, constructed in accordance with the local authority's specifications and all ancillary works specified shall be undertaken.

Prior to the implementation of the development hereby permitted Stage 1 Safety Audit and Technical Audit procedures shall have been carried out and completed.

Prior to implementation of the development hereby permitted, a Construction Traffic Management Plan (CTMP) shall be submitted to and approved in writing by the Local

Planning Authority. Thereafter, the developer shall comply with the requirements of the CTMP in all respects.

Prior to the implementation of the development hereby permitted, a fully designed scheme utilising a sustainable drainage system for the surface water drainage of the development shall be submitted and, once approved, the scheme shall be implemented prior to the occupation of any dwelling to which the scheme relates. This is to ensure the effective and sustainable drainage of the site and to avoid flooding.

Prior to the first occupation of the development hereby permitted, visibility splays shall be formed, laid out and constructed in accordance with detailed plans, which shall be submitted to and approved in writing by the Local Planning Authority.

Prior to first occupation of the development hereby permitted an approved full residential travel plan for the site shall be produced, to be then updated within 6 months of first occupation or on occupation of the 50th dwelling, whichever is the earlier, when data becomes available.

Prior to first occupation of the development hereby permitted a Residential Travel Information Pack shall be submitted to and approved by the Local Planning Authority in consultation with the local highway authority. Upon occupation, the first residents of each dwelling shall be provided with a copy of the approved Travel Information Pack.

Prior to the first occupation of the 30th dwelling forming part of the development hereby permitted, an emergency access from the site onto Grove Road shall have been constructed in accordance with approved details.

A number of conditions would be required dealing with the retention, protection and diversion of Public Rights of Way –

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 may obstruct or dissuade the public from using the Public Right of Way whilst development takes place. Reason: To ensure the Public Right of Way remains available and convenient for public use.

Route alterations No changes to the Public Right of Way direction, width, surface, signing or structures shall be made without prior permission approved by the Countryside Access Team or necessary legal process. Reason: To ensure the Public Right of Way remains available and convenient for public use.

Vehicle access (construction) No construction / demolition vehicle access may be taken along or across a Public Right of Way without prior permission and appropriate safety/mitigation measures approved by the Countryside Access Team. Any damage to the surface of the Public Right of Way caused by such use will be the responsibility of the applicants or their contractors to put right / make good to a standard required by the Countryside Access Team. Reason: To ensure the Public Right of Way remains available and convenient for public use.

Vehicle access (Occupation) No vehicle access may be taken along or across a Public Right of Way to residential or commercial sites without prior permission and appropriate safety and surfacing measures approved by the Countryside Access Team. Any damage to the surface of the Public Right of Way caused by such use will be the responsibility of the applicants, their contractors, or the occupier to put right /

make good to a standard required by the Countryside Access Team. Reason: To ensure the Public Right of Way remains available and convenient for public use

Gates / right of way Any gates provided 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.

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 the Countryside Access Team. 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:

The highway authority would require that any area of land not lying within the limits of the existing highway boundary and that was required to form part of a junction or access visibility splay would be indicated on a Dedication Plan and the land would be formally offered for adoption as public highway.

A drainage scheme must be developed to provide details of the sustainable surface water drainage of the development site. The scheme would be expected to include -

- Discharge Rates
- Discharge Volumes
- Maintenance and management of SUDS features
- Sizing of features – attenuation volume
- Infiltration in accordance with BRE365
- Detailed drainage layout

The Applicant should be advised that private water discharge would not be accepted into the highway drainage system and consideration should be given to how private storm water would be managed without impacting the public highway.

Detailed comments:

The revised submission comprises a number of drawings produced to reflect the agreed site access and off-site works that are required. The highway authority requests that when considering this response, appropriate regard should be given to the previous responses that have been made.

Drawing No 150107/SL/A1 Rev J confirms that the development is to comprise 213 dwellings, as follows –

20 x 5-bed dwellings
34 x 4-bed dwellings
87 x 3-bed dwellings
44 x 2-bed dwellings
28 x 1-bed dwellings

A total of 389 allocated parking spaces would be provided which would be considered acceptable. In addition, 41 unallocated visitor parking spaces are proposed. The highway

authority considers that this number should be increased if possible to minimise unnecessary on street parking. Cycle storage would be either within garages or secure sheds.

The principal access point onto Grove Road would be provided with visibility splays of 2.4 metres by 43 metres. A separate emergency access point would be provided onto Grove Road.

A public footpath link is shown to connect through the eastern boundary of the site to connect with Barrow Road. The highway authority would require that a pedestrian link from within the site was provided to connect to Barrow Road.

Public Footpath 243/11 runs along the eastern site boundary. The highway authority would require that this path was improved so as to have a sealed surface along its length between the new footway/cycleway connection near Grove Road and the proposed connection with Barrow Road. The new surface would be constructed to the maximum width that could be accommodated and to a standard that the highway authority would be prepared to maintain in the future. The southernmost section of this Public Footpath (that is, from Grove Road for a length of approximately 10 metres) would remain unimproved such that pedestrians would be encouraged to use the new footway/cycleway link along the site frontage and avoid accessing onto Grove Road immediately opposite the junction with Manor Green. The improved length of the Public Footpath as described above should be required to have an open, unfenced boundary towards the development so as to avoid a 'corridor' effect.

Public Footpath 243/7 runs through the site and is proposed to be diverted. This would require a public consultation procedure and a Statutory Order (Footpath Diversion Order, Town and Country Planning Act) to bring into effect. Again, its diverted route would be required to be constructed to a standard suitable for adoption. At the point where the Public Footpath meets the western site boundary provision of a pedestrian link between the site and the Footpath should be made.

A number of the submitted drawings as referred to below include details of specification and construction for carriageways, footways, signing and carriageway markings. However, all such details will need to be subject to future technical audit as part of the s.278 and s.38 procedures. Therefore, the highway authority does not need to make any comment in respect of these details at this planning stage. For this reason, as indicated below, the highway authority's acceptance of the proposals submitted is in principle and will be subject to further technical audit and detail design approval as required.

Drg no TR8150734/6400 Rev P2 indicates the overall scheme of off-site highway mitigation measures between A4130 Abingdon Road and High Street is shown. The elements of the works are as follows –

- Improvements at A4130/Grove Road junction consisting of –
- New 40 mph Speed Limit
- Traffic Calming Gateway Feature
- Principal site access
- Emergency site access
- Uncontrolled pedestrian crossing facility at existing gateway feature
- New 20 mph speed limit
- Footway along north side of Grove Road
- Shared surfacing
- Improvements at Grove Road/High Street junction
- Re-alignment of west kerb-line along High Street
- Amendment to Layby layout on High Street

Drawing No TR8150734/6500 Rev P1 indicates the proposed improvements at A4130/Grove Road junction. Visibility splays of 2.4 metres by 215 metres from the junction along A4130 in both directions would be required. The highway authority would need a commitment from the applicant that any areas of land falling beyond the existing limit of the public highway and required for the provision of the visibility splays would be offered for adoption as highway to be maintained at public expense. Such areas of land must be clearly indicated on a Dedication Plan.

The junction bell-mouth would be re-formed with new radius kerb-lines and further improvements in the form of footway construction and carriageway re-surfacing would be required. Ancillary works would include carriageway markings, signing, and a pedestrian crossing point comprising dropped kerbing and tactile pavings.

A new 40 mph statutory speed limit would be required along Grove Road, commencing at the junction with A4130 Abingdon Road. The exact positioning of the speed limit extent would need to be determined by the highway authority.

The proposals shown on Drawing No TR8150734/6500 Rev P1 are acceptable in principle to the highway authority.

Drawing No TR8150734/6600 Rev P1 indicates the proposals for a Traffic Calming Gateway Feature. The feature would comprise a solid build out to reduce the effective carriageway width to 3 metres. Eastbound traffic would be required to give way and a section of high friction surfacing would be applied on the approach to the build out. At this location the 40 mph speed limit would be terminated and a new 20 mph limit introduced running eastwards to High Street.

The proposal to provide a traffic calming feature is acceptable in principle to the highway authority. However, its location must be carefully considered to ensure that safety risks are not created. The feature is proposed to be located approximately 45 metres to the west of the principle site access. It should be expected that during periods of heaviest traffic flows vehicles could be required to wait at the feature to allow the priority movement of oncoming traffic. Consequently, a queue of several vehicles could form. The Applicant must confirm and demonstrate that on the approach to the feature, a minimum forward stopping sight distance of 150 metres would be available for eastbound traffic.

The principal site access would be constructed with a 6.0 metres carriageway width and a bell-mouth with radius kerb-lines to form the junction onto Grove Road. Visibility splays of 2.4 metres by 43 metres would be provided from the site access along Grove Road in both directions. The drawing proposes that the access kerb radii would be 10 metres. However, for the residential streets within the development, a maximum design speed of 20 mph should be an objective and in this case Grove Road would also be the subject of a 20 mph speed limit at the site access. Therefore the proposal to provide 10 metres radii at the site access is not considered to be appropriate and the radii should be reduced to 8.0 metres.

The carriageway surfacing along Grove Road from the traffic calming feature eastwards would be planed and replaced, to adjusted levels as required.

Drawing No TR8150734/6601 Rev P1 indicates a separate emergency access from the site onto Grove Road. Its location would be approximately 75 metres to the east of the principal site access. No details of its form of control, layout or construction have been given and the highway authority would require such details to be submitted for approval.

To the west of the junction with Manor Green there is an existing traffic calming feature where the existing speed limit change occurs. This speed limit change will be removed as a result of the proposals and it is proposed that the a new uncontrolled pedestrian crossing point should be provided but that the traffic calming feature should be removed. Proposals have been indicated on Drawing No TR8150734/6602 Rev P1.

The highway authority considers that in place of the existing feature, a new build out should be constructed on the south side of Grove Road only. This would pair up and mirror the similar feature further west. It would provide a pedestrian crossing point as proposed. This second build out feature would have the benefit of causing westbound vehicles to give way to oncoming traffic and during busy periods would break up the flow into platoons. The breaking up of the westbound flow would decrease the likelihood of a steady flow past the calming feature further west and in consequence would reduce the likelihood of eastbound vehicles forming a queue at that point. The highway authority would require the applicant's agreement to this change in off-site works details.

Drawing Nos TR8150734/6750-1 Rev T1 and TR8150734/6750-3 Rev T1 indicate that a footway would be constructed within the grassed verge between the several private access driveways. It indicates that no work would be done across the driveway aprons.

The highway authority has previously confirmed that a continuous footway with a minimum width of 1.5 metres would be required from the site access point running eastwards along the north side of Grove Road to a point approximately 80 metres to the west of the junction with High Street. This would be an essential facility to provide connectivity between the site and the village centre. Therefore, whilst the proposal to provide the footway is acceptable in principle the highway authority would require that works would be carried out, which would include any works across the driveway access aprons within the highway as necessary, to provide a continuous, safe footway route.

Drawing No TR8150734/6601 Rev P1 indicates that along the length of the site frontage between the principle site access and the south east corner of the site, the footway would be provided within the development site rather than within the existing highway. The provision in this way would be acceptable in principle to the highway authority, but it should be made as a 3.0 metres wide shared footway/cycleway link which must be offered for adoption as public highway. The Applicant should confirm this and provide a plan showing areas within the development site that would be offered for adoption.

Drawing No TR8150734/6750-3 Rev T1 indicates a shared surface scheme along Grove Road where the overall highway width is not sufficient to accommodate a separate footway. Associated with this are alterations along High Street to improve the junction with Grove Road.

Extensive discussions have been held with the Applicant regarding this and the proposals as indicated are considered by the highway authority to be acceptable in principle. The key elements of the scheme would be –

Re-alignment of approximately 1 metre to the west kerb-line on High Street, retaining a minimum carriageway width of 6.0 metres;

New bell-mouth construction of the Grove Road/High Street junction;

Alterations to kerb-lines at The Barrow/High Street junction;

Alterations as required to the layby on the east side of High Street to the north of Kings Lane;

Uncontrolled pedestrian crossing points on High Street and Kings Lane and connecting footways;

A shared surface roadway along Grove Road commencing from a point 9.2 metres from the re-aligned nearside edge of carriageway on High Street and extending for a length (including entry and exit ramps) of 70 metres.

The new 20 mph limit to be introduced along Grove Road would be terminated at its junction with High Street.

The highway authority notes that on several drawings road lighting has been indicatively shown. The highway authority confirms that lighting would be required, including along the section of shared surface roadway. The details of a lighting scheme would need to be submitted to and agreed with the highway authority.

Officer's Name: John M Patey

Officer's Title: Temporary Development Control (Transport) Consultant

Date: 25 May 2016

District: Vale of White Horse

Application no: P15/V1504/FUL-4

Proposal: Residential development to provide 213 dwellings with associated highway works, open space and infrastructure improvements (amended plans)

Location: Land North of Grove Road Harwell OX14

Education

This amendment changes the level of affordable housing which impacts on the estimated pupil generation.

Recommendation:

Approval subject to S106 contributions to mitigate the impact of the development on infrastructure as detailed below.

On the basis of the amended pupil generation (detailed below) the s106 contributions required are:

Early Years **£35,260 3Q15 values**
Primary **£710,582 3Q15 values**
Secondary: **£945,000 3Q15 values**
SEN: **£79,750 3Q15 values**

Impact assessed as:

The number of children/pupils generated is based on:

Age group	Pupils generated			
	1 bed	2 bed	3 bed	4+ bed
0 to 4 year olds (EY&C)	0.03	0.18	0.25	0.38
Primary	0.00	0.23	0.33	0.41
Secondary	0.00	0.13	0.21	0.41
Sixth Form	0.00	0.01	0.03	0.08
SEN – Across Oxfordshire 1.11% of pupils are taught in special schools				

Contributions sought should be Index-linked from 3rd Quarter 2015 using PUBSEC Tender Price Index.

On the basis of the unit mix stated in the Summary to this Response it is therefore now estimated that the development will generate the demand for:

- 3.44 early years' education places for entitled two year-olds
- 56 primary school places (age 4-11)
- 39 secondary school places (age 11-16)
- 6 sixth-form places (age 16-19)
- 1.1 SEN pupil places (all ages)

Obligations and their compliance with Regulation 122(2) Community Infrastructure Levy Regulations 2010 (as amended):

£35,260 Early Years and Childcare Contribution indexed from 3Q2015 using the PUBSEC Index towards expansion at Little Pippins Pre-School to meet the need for funded places for eligible 2 year-olds generated by this development.

Necessary to make the development acceptable in planning terms:

Since September 2013, under the Local Authority (Duty to Secure Early Years Provision Free of Charge) Regulations 2012 (SI 2012/2488), made under Section 7 of the Childcare Act 2006 (as amended by Section 1 of the Education Act 2011), local authorities have been under a statutory duty to secure sufficient nursery education provision for eligible two-year olds, where such eligibility is targeted at 40% of the age group. This is in addition to the statutory duty since September 2012 to secure sufficient nursery education provision for all three year olds.

There is a specific shortage of funded places for 2 year-olds in the Harwell ward, as shown below:

Early Entitlement Sufficiency for Eligible 2 Year Old Children

Term	Harwell Ward		
	Children Eligible	Places Available	Sufficiency
Summer 2015	16	8	50%
Autumn 2015	16	10	63%
Spring 2016	11	6	55%

The site is very close to Little Pippins Pre-school in Harwell, which does not have sufficient capacity to accommodate additional children. The only other provider in the village is a childminder, whose [Family Information Directory entry](#) shows no current vacancies. The nearest alternative providers are in the villages of Milton Hill, Milton Heights, West Hagbourne and then Didcot; not within a reasonable walking distance from the development site with a young child.

It is therefore clear that there is a need for additional capacity and that this development will add to that need.

Directly related to the development:

The additional capacity required to accommodate the children likely to be generated by the proposed development could be created by expanding Little Pippins Pre-school. A contribution toward this expansion is therefore required to mitigate the impact of the development on early years and childcare provision.

Fairly and reasonably related in scale and kind to the development:

It is estimated that 3.44 eligible funded 2 year olds would be generated by the development.

In July 2013, Little Pippins Pre-school explored the possibility of a 30m² extension to its building, to provide an additional 8 places, specifically for 2 year-old children. The project was costed at £82,000, based on an estimate from a construction company. No more up to date costings have been sought, as funding to take the project forward had not been previously identified.

S106 contributions towards this expansion are therefore calculated as follows:

£82,000 to create additional 8 places = £10,250 per place

3.44 (no. of eligible 2 year-olds generated by the development) x £10,250 = £35,260

£710,582 primary school contribution indexed from 3Q15 towards necessary expansion of permanent primary school capacity in the area at Harwell Primary School, the designated school for the development site's area.

Necessary to make the development acceptable in planning terms:

Following expansion of the school's permanent accommodation, the published admission number (PAN) of Harwell Primary School has recently permanently increased from 25 to 30, making it a 1fe school (i.e. a net capacity of 210). The January 2016 pupil census data for Harwell Primary School is shown below:

R	Y1	Y2	Y3	Y4	Y5	Y6	TOTAL
26	18	23	31	23	24	18	163

There are currently some spare places across the school; however, it is forecast to fill due to population growth and therefore proposals for significant additional housing would require further expansion of primary school capacity serving the area. The most recent forecast, calculated summer 2015, for primary school pupil numbers at Harwell Primary School is shown below:

Year	R	Y1	Y2	Y3	Y4	Y5	Y6	TOTAL
2016	24	24	19	27	31	26	26	177
2017	25	26	26	22	29	33	28	189
2018	26	27	29	29	25	32	36	204
2019	31	29	31	32	32	29	36	220
2020	35	34	32	34	36	36	34	241
2021	38	39	37	35	37	40	40	266
2022	42	41	42	40	38	40	43	286

However, this forecast may be too low for some years, as 30 places have been allocated for 2016's reception, and the school was over-subscribed.

The next nearest school to the development site is Chilton Primary School, which has been oversubscribed from within catchment, and is operating at its current capacity of 210 as a 1fe school. The January 2016 pupil census data for Chilton Primary School is shown below:

R	Y1	Y2	Y3	Y4	Y5	Y6	TOTAL
27	30	29	30	32	29	32	209

This school will expand to 1.5fe (PAN 45) with a capital project planned to deliver the additional 105 pupil places, and the first larger cohort of Reception pupils will be admitted in September 2016. The 45 places were all allocated in the April school admissions round, and only one pupil living outside the catchment area has gained a place, living just 1.1 miles from the school.

Across the wider Didcot partnership area, the most recent primary pupil numbers forecast is as shown below:

YEAR	R	Y1	Y2	Y3	Y4	Y5	Y6	TOTAL
2016	543	531	468	459	495	471	427	3,394
2017	500	553	538	476	467	506	479	3,519
2018	515	507	564	548	484	473	513	3,604
2019	538	530	523	577	559	497	489	3,713
2020	580	564	553	547	602	582	521	3,949
2021	593	603	587	574	563	620	602	4,142
2022	614	610	620	598	582	573	635	4,232

It is therefore clear that there is a need for additional capacity and that this development will add to that need

Directly related to the development:

Additional capacity is required to accommodate the primary school aged children likely to be generated by the proposed development, as well as other developments planned and permitted in the village. To create this additional capacity a feasibility study has been commissioned into expanding Harwell Primary School from 1 form entry (PAN 30) to 1.5 form entry (PAN 45). A contribution toward this expansion is therefore sought to mitigate the impact of the development on primary school provision.

Fairly and reasonably related in scale and kind to the development:

The contribution calculation is based on Department for Education (DfE) advice weighted for Oxfordshire, including an allowance for ICT at £12,688 per pupil place and 56 pupils being generated. This is index linked from 3rd Quarter 2015 using PUBSEC Tender Price Index.

£945,000 secondary contribution indexed from 3Q15 towards necessary construction of a new permanent secondary school in NE Didcot.

Necessary to make the development acceptable in planning terms:

The scale of planned and proposed housing growth in the Didcot area requires significant strategic growth in secondary school capacity.

The current secondary pupil forecasts, calculated summer 2015, for the Didcot schools (St Birinus + Didcot Girls + UTC) is:

	Year	Yr7	Yr8	Yr9	Yr10	Yr11	Yr12	Yr13	Total
All Didcot	2014 (actual)	407	396	348	358	420	184	177	2290
	2015 (actual)	421	412	391	411	353	234	144	2366
	2016	445	404	411	461	411	232	215	2579
	2017	461	445	411	474	462	214	192	2659
	2018	493	459	451	471	476	239	179	2768
	2019	541	497	468	517	474	247	197	2941
	2020	512	552	514	539	524	246	205	3092
	2021	546	519	567	584	546	271	205	3238
2022	632	549	528	631	588	283	224	3435	

The schools currently offer 480 places per year between them in Years 7-9; for older pupils (age 14-19) once the UTC is fully operational there will be a combined offer of 630 places per year. These current forecasts show that from 2018 onwards there would be insufficient places for children transferring to secondary school (i.e. Year 7).

One new secondary school, Aureus School, is due to open on the Great Western Park development in September 2017. It will be co-located with the newly-opened University Technical College Oxfordshire (which has an age range of 14-19, and therefore does not admit any pupils transferring from primary school to secondary school). Aureus School will offer 240 places per year, Years 7-11, or 1200 places in total. This 1200 place capacity is in line with the expected pupil generation from Great Western Park and Valley Park (as set out in the Local Plan), and therefore it is forecast that GWP school will not have spare capacity.

It is hence clear that another new school will be needed to provide capacity for further new housing in the area, and is planned for the North East Didcot development site.

Directly related to the development:

Additional capacity is required to accommodate the secondary school aged children likely to be generated by the proposed development.

Given the scale of growth planned for Didcot, it is vital that secondary school capacity is the subject of strategic planning across the whole town. This strategic plan provides phased expansion of school capacity through:

- Retention of temporary accommodation on the site of Didcot Girls' School (315 places).
- UTC Oxfordshire, which opened September 2015.
- The new Aureus School, opening September 2017.
- The new NE Didcot secondary school.

This proposed Harwell housing development is required to contribute toward the provision of the NE Didcot new secondary school in order to mitigate its impact on local education infrastructure, as part of the strategic growth plan for secondary education in and around Didcot. .

Fairly and reasonably related in scale and kind to the development:

The contribution required is based on 45 pupils being generated and a cost per pupil place rate of £21,000, as agreed with Vale of White Horse District Council.

£79,750 SEN contributions required as a proportionate contribution to the construction of a new special school in Didcot.

Necessary to make the development acceptable in planning terms:

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.

Expansions are planned at a number of schools, but there is no existing SEN school in the Didcot area, the nearest being Kingfisher School in Abingdon, which does not have sufficient capacity to meet the needs of this development as well as others already permitted across the large area it serves.

For the school year 2015/16, Kingfisher School (an academy) had 80 children on roll (as of January 2016). Based on local levels of population growth, this is forecast to rise to 94 by 2019/20. The school is an academy, and its Funding Agreement (February 2013) states its capacity at conversion was 77 pupils. Since then the academy has opened another class (October 2014) by re-designating existing accommodation. The academy now considers that its current accommodation is suitable for a maximum of 88 pupils but this is dependent on the specific needs of the children on roll. It is therefore clear that there is a need for additional SEN capacity and that this development will add to that need.

Directly related to the development:

Additional capacity is required to accommodate the children with special education needs likely to be generated by the proposed development.

The scale of population growth planned for this area will require a new SEN school, which is planned on the Valley Park site. This school is planned to serve the full age range, with a capacity of 100 pupils. A contribution toward this new school is therefore sought to mitigate the impact of the development on SEN provision

Fairly and reasonably related in scale and kind to the development:

SODC, VOWH and OCC have agreed an Interim Cost Rate per place for new build SEN provisions at £72,500 as at 3Q15 values. 1.1 SEN pupil places are generated by this development.

Officer's Name: Diane Cameron

Officer's Title: School Organisation Officer

Date: 20 May 2016

District: Vale of White Horse

Application no: P15/V1504/FUL-4

Proposal: Residential development to provide 213 dwellings with associated highway works, open space and infrastructure improvements (amended plans)

Location: Land North of Grove Road Harwell OX14

Property

This amendment changes the level of affordable housing which impacts on the estimated population generation.

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:

28 x One Bed Dwellings
44 x Two Bed Dwellings
87 x Three Bed Dwellings
54 x Four Bed Dwellings

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

549 additional residents including:

45 resident/s aged 65+
382 residents aged 20+
50 resident/s ages 13-19
43 resident/s ages 0-4

Please note – even though the housing mix is the same, due to the affordable housing mix differing from the last amendment (37.1% down to 35.2%), the population generation has slightly reduced. This is shown on drawing 150107_SL rev AA SITE LAYOUT and in the figures above. The requested contributions have been adjusted to show this.

Legal Agreement required to secure:

- | | |
|------------------|-------------------|
| • Library | £53,802.00 |
| • Adult Day Care | £5,940.00 |
| • Total* | £59,742.00 |

*Total to be Index-linked from 3rd Quarter 2015 Using PUBSEC Tender Price Index

- | | |
|-------------------------------|------|
| • Administration & Monitoring | £TBC |
|-------------------------------|------|

The County Councils legal fees in drawing up and/or completing a legal agreement will need to be secured.

OCC is not seeking property contributions to mitigate the impact of this development for all infrastructure. This is solely due to Regulation 123 of the Community Infrastructure Regulations 2010 (as amended).

Administration

Oxfordshire County Council requires an administrative payment for the purposes of administration and monitoring of the proposed S106 agreement, including elements relating to Education. The admin fee may increase depending on the value of any Transport related

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:

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 £2,836 per m² at 3rd Quarter 2015 price base; this equates to

£78 ($£2,836 \times 27.5 / 1,000$) 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; 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:

$$\mathbf{£98 \times 549 \text{ (the forecast number of new residents)} = £53,802.00}$$

Social & Health Care - Day Care Facilities

This development is served by Didcot Day Centre and this development will place additional pressures on this adult day care facility. To meet the additional pressures on day care provision the County Council is looking to expand and improve the adult day care facility in 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 £13,163 per place at 3rd Quarter 2015 price base (this in non-revenue). Based on current and predicted usage figures we estimate that

1% of the over 65 population use day care facilities. Therefore the cost per person aged 65 years or older is £132.

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

$$\text{£132} \times 45 \text{ (the forecast number of new residents aged 65+)} = \text{£5,940.00}$$

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.

Oxfordshire County Council is **not** seeking a contribution towards central library, waste management, museum resource centre or adult day care infrastructure from this application due to the pooling restrictions contained within Regulation 123 of the Community Infrastructure Regulations 2010 (as amended) which took effect from the 6th April 2015. The property response '*No objection subject to conditions*' relies upon funding for infrastructure as critical mitigation being delivered through CIL where there is no opportunity to gain contributions through Section 106 due to current legislation. OCC hold a statutory obligation to deliver services such as education through schools.

Details of these contribution rates for sustainable capital development are set out below.

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 does not require a s106 obligation in respect of:

- Central Library £10,853.73

• Waste Management	£42,273.00
• Museum Resource Centre	£3,294.00
Total*	£56,420.73

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 2015 base prices leaves a funding requirement still to be secured is £4,620,635. 60% of this funding is collected from development in the Oxford area. The remainder 40% is spread across the four other Districts. 40% of £4,620,635 = £1,848,254.

Population across Oxfordshire outside of Oxford City District is forecast to grow by 93,529 to year

2026. $£1,848,254 \div 93,529 \text{ people} = £19.77 \text{ per person}$

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

$$\mathbf{£19.77 \times 549 \text{ (the forecast number of new residents)} = £10,853.73}$$

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 £3,589,888 at 3rd Quarter 2015 price base; this equates to £77 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:

$$\mathbf{£77 \times 549 \text{ (the forecast number of new residents)} = £42,273.00}$$

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

£550,449 at 3rd Quarter 2015 price base; this equates to £6 per person

- The contribution for the extension of the Museum Resource Centre in respect of this application would therefore be based on the following formula:

$$\mathbf{£6 \times 549 \text{ (the forecast number of new residents)} = \mathbf{£3,294.00}}$$

Officer's Name: Will Madgwick

Officer's Title: Planning Liaison Officer

Date: 25 May 2016
