District: Vale of White Horse
Application no: P15/V1808/O-2
Proposal: Outline application for the development of up to 280 dwellings with access from Witney Road and Oxford Road and associated open space and landscaping. (As amended by plans and information received 12 November 2015)
Location: Land South of A420 and east of A415 Witney Road Kingston Bagpuize OX13 5AN

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:

This site is included as a draft allocation in the Vale of White Horse Submitted Local Plan Part 1. It is identified for around 280 homes. A site development template is included in the emerging Local Plan Appendices at pages 16-17. The proposal appears to be generally in accordance with the emerging Local Plan.

The amendments make no significant difference to the County Council’s comments which follow.

The contributions sought have been updated.

S106 Contributions (please note this does not include direct delivery S278/S38 costs which will include a pedestrian/cyclist crossing facility on the A420):

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<td>(not index)</td>
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Officer's Name: Lynette Hughes
Officer's Title: Senior Planning Officer
Date: 10 December 2015

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£2,685,629.52
District: Vale of White Horse
Application no: P15/V1808/O-2
Proposal: Outline application for the development of up to 280 dwellings with access from Witney Road and Oxford Road and associated open space and landscaping. (As amended by plans and information received 12 November 2015)
Location: Land South of A420 and east of A415 Witney Road Kingston Bagpuize OX13 5AN

Transport

Recommendation:
No objection subject to conditions and Informatives

Key issues:
This submission is an amendment (first) to the original application to which the highway authority responded on 9 September 2015. A number of Parameter Plans have been submitted which deal with various transport and non-transport related matters.

An Urban Design Response has been prepared which addresses a number of issues relating, inter alia, to design and layout, street network, traffic, parking and highway safety. The submitted Access and Movement Parameter Plan seeks to address these issues.

No changes to the type or quantum of development are proposed and therefore the highway authority advises that its comments made previously apply substantively to this application and appropriate regard should be had to them. Accordingly, the highway authority continues to seek to secure appropriate planning obligations and essential off-site mitigation measures. The details are as given previously and set out below.

Legal agreement required to secure:
A s106 Agreement would be required to secure financial contributions –

- towards the provision of a signalised pedestrian/cyclist crossing on A415, of £30,000;
- towards the associated cost of conducting public consultation in respect of the signalised crossing of £5,000;
- towards the associated cost of future maintenance of the signalised crossing a commuted sum of £36,305.66;
- towards the cost of promoting and making a Traffic Regulation Order for the amendment of the statutory speed limit, of £3,000;
- towards the cost of promoting and making a Traffic Regulation Order for the introduction of parking restrictions, of £3,000; (provisional – only if required);
- towards the provision of an improved pedestrian/cyclist crossing facility on A420 (form of improvement and level of contribution to be determined);
- towards the provision of improved bus services in Kingston Bagpuize, of £280,000 (indicatively, based upon a charge rate of £1,000 per dwelling);
towards the cost of installing infrastructure at two new bus stops (comprising shelters, pole/flag/information units, real-time information displays) of £20,000; towards the cost of monitoring a Travel Plan for a period of five years, of £1,240.

These financial contributions would be subject to appropriate index linking.

A s278 Agreement would be required to secure all off-site access and highway mitigation works, including traffic management measures, footways, bus-stop hard standings and road markings.

A Traffic Regulation Order would be required to enable the amendment of a statutory speed limit and, if required, the introduction of parking restrictions.

A s38 Agreement would be required for the adoption of new roads.

Conditions:

The following suggested Conditions are repeated from the highway authority’s response to the original application.

Standard highways conditions to be applied.

Parking to be in accordance with County Council Standards

Cycle storage provisions to be in accordance with local standards (within each residential boundary either within a garage or a garden shed)

Prior to commencement of development, 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, to be submitted to and approved in writing by the local planning authority. The scheme subsequently to be implemented in accordance with the approved details before the development is completed.

A full Residential Travel Plan prepared in accordance with OCC travel plan guidance and criteria to be submitted prior to the 140th occupation (50% of development) of any dwelling.

A residential Travel Information Pack to be prepared and submitted to the Travel Plans Team at Oxfordshire County Council for approval prior to the 1st occupation.

The name and contact details for a site Travel Plan Co-ordinator to be forwarded to the Travel Plans Team at Oxfordshire County Council prior to first occupation to ensure that an effective travel plan related dialogue can take place.
Informatives:

The highway authority’s Informatives given for the original application remain applicable and should be taken account of.

Detailed Comments:

The submitted Urban Design Response explains that the several transport-related issues that have been identified are translated to the Access and Movement Parameter Plan, drawing no 2792.P.105 Rev E.

It is confirmed that the provision of footpaths and the layout of the road network would future proof the development by allowing for potential links to the land to the east of the site. This addresses an issue of compliance with the VoWH Design Guide.

It is confirmed that a pedestrian/cycle link would be made to Oxford Road and a new footpath would be provided along Oxford Road. It is further confirmed that a new pedestrian crossing would be provided on Witney Road to link the northern edge of the site to the village. This is consistent with the highway authority’s requirements.

It is confirmed that an additional footpath connection would be created across the POS on the Eastern boundary. It is also proposed that a secondary route (street) would run around the North Eastern corner passing close to the site boundary, providing the option for a potential linking road in the future.

The permeability of the central elements of the site has been improved by the inclusion of the further link roads.

Although there had been a desire expressed for a through route across the site it has been recognised that Oxford Road is constrained due to its alignment near to the junction with A415 and an unrestricted amount of traffic through the Oxford Road junction would not be acceptable in highways terms. The highway authority was asked for its view on the suitability of a through route to Oxford Road and responded in detail to the planning authority by email dated 10 November 2015.

Three additional linking roads and two pedestrian/cycle links have been included between the centre of the site and Oxford Road to improve the permeability of the central elements of the site.

Copied Comments from Original Application:

The Application demonstrates that a principal vehicular access would be taken from A415 Witney Road. This access would serve the large majority of the proposed development via a network of secondary and tertiary roads within the site. The access junction on A415 would be formed as a major-minor priority junction incorporating a right turning lane to facilitate turning movements into the development. A drawing has been submitted which demonstrates that a layout compliant with design standards could be accommodated.

The access point would be around 90 metres from the roundabout on A420. It has been recognised that the A415 is a busy road and queuing of vehicles commonly occurs on the north-bound approach to A420 roundabout. Queue length surveys have been undertaken which have indicated maximum queue lengths of 10 vehicles and this is commented to be less than the ‘critical’ 12-car queue length that would adversely impact movements at the
The proposed site access. Notably, however, the queue length survey has regard only to the existing traffic conditions and takes no account of growth or of the additional effects of the development generated traffic.

Since the queuing is shown to be significant and close to the critical length, measures have been proposed to reduce the potential for queuing on the roundabout approach. These measures would include -

- re-alignment of kerb line to increase flare length;
- changes to lane markings;
- provision of two northbound exit lanes on the A415 (currently single lane);
- cutting back vegetation within the public highway within visibility splays;
- provision of ‘spiral’ roundabout markings.

The highway authority considers that the concern over queues impacting on the site access is a justifiable one and providing that the measures above were effective in reducing the extent of queuing they would be considered both appropriate and necessary. However, no analysis has been undertaken and the benefits of carrying out these measures has been postulated but not demonstrated. The applicant should therefore carry out standard junction analysis on the roundabout layout as proposed to confirm that worthwhile benefits would be achieved and, in particular, the queuing on the northbound approach would be reduced as predicted.

A secondary vehicular access would be taken from Oxford Road to serve a small number of dwellings (up to 20). The dwellings would be served from a parallel-running service road that would collectively provide access to Oxford Road. This access is proposed to be 4.8 metres wide with a simple priority junction having 4.5 metres radii and with 2.4m x 43m visibility splays. The highway authority considers that this proposal should be acceptable but the applicant must provide evidence that the layout is satisfactory to accommodate the movements of service and emergency vehicles.

Other than the provision of an emergency access route, there would be no vehicular link through the site between A415 Witney Road and Oxford Road. The emergency access would be controlled by lockable bollards that would prevent its misuse by non-emergency vehicles.

It is proposed to provide a new footway along the north side of Oxford Road from the existing pedestrian facility a short distance from the A415 junction eastwards to the south west corner of the application site where there would be a pedestrian connection into the site. It is proposed that to facilitate the footway the carriageway would be slightly narrowed but a minimum width of 4.8 metres would be maintained.

Notably there is no footway proposed further east along the site frontage to the secondary site access or indeed further east still to the south east corner of the site where, at both locations, it is proposed on the Block Plan to provide footpath/ cycleway links from the site onto Oxford Road.

The highway authority considers that the omission of a footway along Oxford Road to link to the on-site provisions at these locations would result in an incoherent network and therefore a connecting footway should be provided.

In recognition of the additional vehicle movements that would result along Oxford Road, the applicant proposes that a statutory parking restriction would be introduced. However, without clear evidence that on-street parking has an adverse impact in terms of highway safety, this...
may not to be implemented. If, however, such restrictions were introduced the applicant would be required to meet the costs of the necessary consultation and legal procedures associated with making a traffic regulation order.

It is proposed to provide a new pedestrian refuge, with tactile paving and footway links, on A415 to provide a safe and convenient pedestrian crossing point on the A415. A new footway would be provided along the east side of A415 from the site access southwards to connect with the existing footway facility in front of Webbs Barn Cottages. The pedestrian crossing point would be at this location and would provide a connection to the opposite footway provided by the development on the west side of A415. The highway authority welcomes these proposals which it considers to be essential mitigation measures.

The site is adjacent to the Swindon-Faringdon-Oxford Premium Bus Route. There is a strategy to increase the frequency of this service as a consequence of new housing development along the A420 corridor and to provide priority measures for the bus, to ensure that public transport is the mode of choice for journeys to Oxford and Swindon. The bus service 66 operates twice per hour on weekday daytimes between Swindon and Oxford along the A420 corridor. There are some additional peak journeys. The strategy is to move towards a four buses per hour service throughout the working day. Additional journeys are procured from developer contributions, with the aim of eventual commercial operation. Accordingly, developments along the A420 corridor are required to contribute £1000 per additional dwelling towards improving public transport along the Swindon-Oxford route.

There is also concern about the local impact of this development (added to that from other developments in Kingston Bagpuize and Southmoor) on journey times on bus route 66 (Swindon-Faringdon-Oxford) especially in the morning peak, caused by queue delays on Witney Road (refer to comments above regarding the need to confirm that worthwhile benefits would accrue from the proposed measures at A420 roundabout).

The site is also adjacent to the Witney-Abingdon x15 bus service, which operates seven times per day in each direction. The County’s Local Transport Plan and Bus Strategy proposes that this service should operate hourly between approximately 0700-1900 to provide a wider range of travel opportunities for new residents.

Hence, the highway authority has identified a need to improve the provision of bus stops in this area. The existing School Lane stops would be too distant from most of the proposed development.

It is proposed, as required, to provide a new southbound bus stop on A415 at a location to the north of the proposed site access. This stop would comprise a full bus layby to be accommodated within the highway verge. If additional land within the site was required to provide the space for the bus stop infrastructure this would be offered for adoption as highway maintainable at public expense.

Essentially, a new section of footway would be required to connect from the site access northwards to the bus stop location.

A new northbound bus stop would also be required and it is proposed that this would be an ‘on-carriageway’ stop to be located to the south of the new pedestrian crossing point.

The highway authority would require that the provision of these new bus stops included the funding for shelters and real-time information units.
The application comments on the proposal to provide a new signal controlled crossing on A415 to the south of the Faringdon Road junction and recognises the benefits of such a facility in providing a safe and convenient crossing point for existing residents of Kingston Bagpuize, as well as for the future residents of the proposed development.

It is acknowledged that this proposed development would contribute financially towards the delivery of the crossing. Having already secured a contribution from other development towards the funding of the crossing, the highway authority would seek to secure the remaining cost of provision. Essentially, a contribution of £30,000 would be required to meet the remaining direct costs of the crossing. In addition, other contributions would be required to meet the cost of a necessary public consultation exercise (£5,000) and as a commuted sum to cover the future maintenance of the signals (£36,305.66).

The existing village speed limit of 30 mph would need to be extended northwards along A415 a short distance from the A420 junction so as to encompass the proposed site access and its visibility splays. The applicant confirms this change would be made and would meet the costs of the necessary consultation and legal procedures associated with making a traffic regulation order.

In addition it is proposed that a new gateway feature consisting of ‘Dragon’s Teeth’ road markings would be provided to define the edge of Village.

While the highway authority is in broad agreement with these proposals it considers that the use of dragon’s teeth and red patching may not be beneficial and the inclusion of such features would be further considered at detail design/technical approval stage.

The highway authority seeks to provide a safer route for pedestrians and cyclists travelling from Kingston Bagpuize to Oxford via Fyfield, Appleton and Cumnor. The Oxford Road, running to the south of the site, continues eastwards to a point where it reaches the A420. To the north of the A420, Main Road picks up on the same alignment of what was the ‘old road’ which then leads to Fyfield. This route, from Kingston Bagpuize, across the A420, through Fyfield and then on to Appleton, Cumnor and Oxford is used by pedestrians and (much more so) by cyclists as an NMU route. The Council wishes to encourage this existing route, which would be intensified in use as a result of the proposed development, as a much preferred route to using the A420. The provision of an improved crossing facility would be required and, therefore, the highway authority would seek a contribution towards the provision of an improved crossing at that point on A420. The form of this improvement has yet to be determined and the level of contribution would be negotiated.

A surface water drainage scheme would need to be developed for the site, to include as a minimum the following aspects –

- Discharge Rates
- Discharge Volumes
- Maintenance and management of SUDS features
- Sizing of features – attenuation volume
- Infiltration 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

A residential travel plan has been submitted with this application. This travel plan should be referred to and re-titled as a ‘draft’ document which should be updated to a full travel plan.
prior to the occupation of 50% (140 houses) of the site, when adequate survey data has become available. Comment should be included within the travel plan reflecting the reducing need to travel taking into account issues such as homeworking and home shopping related deliveries.

A monitoring fee of £1,240 would be required to enable the travel plan to be monitored for a period of five years.

A residential travel information pack would also be required to ensure all residents were made aware of the travel choices available to them from the outset.

**Officer’s Name:** John M Patey  
**Officer’s Title:** Temporary Development Control (Transport) Consultant  
**Date:** 09 December 2015
District: Vale of White Horse
Application no: P15/V1808/O-2
Proposal: Outline application for the development of up to 280 dwellings with access from Witney Road and Oxford Road and associated open space and landscaping. (As amended by plans and information received 12 November 2015)
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**Archaeology**

**Recommendation:**
No objection

**Key issues:**
Geophysical survey and archaeological field evaluation (trial trenching) has been undertaken. No significant archaeological features or sites have been identified. No further archaeological investigation is therefore required and there are no archaeological constraints to this application.

**Legal agreement required to secure:**
None

**Conditions:**
None

**Informatives:**
None

**Detailed comments:**
A geophysical survey and an archaeological field evaluation (trial trenching) have been undertaken across the application area. No significant archaeological sites or features have been identified and there is no indication that the development of the site will result in the disturbance or destruction of archaeological features. As such no further archaeological investigation is required and therefore there are no archaeological constraints to this application.

**Officer's Name:** Hugh Coddington
**Officer's Title:** Archaeology Team Leader
**Date:** 26 November 2015
**District:** Vale of White Horse  
**Application no:** P15/V1808/O-2  
**Proposal:** Outline application for the development of up to 280 dwellings with access from Witney Road and Oxford Road and associated open space and landscaping. (As amended by plans and information received 12 November 2015)  
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**Education**

**Recommendation:**
Approval subject to the conditions

**Key issues:**
Based on a unit mix of:

- 37 1 bed units
- 72 x 2 bed units
- 112 x 3 bed units
- 59 x 4+ bed units

And a build out rate over 3 years affordable housing at 35% the proposed development has been estimated to generate 72 primary pupils, 56 secondary pupils (including 7 sixth formers) and 1.4 pupils requiring education at an SEN school.

**Legal Agreement required to secure:**

On the basis of the above:

**Primary education:**
- £997,874 Section 106 required for the necessary expansion of permanent primary school capacity serving the area, at John Blandy Primary (Academy) School. Index linked from 3rd Quarter 2015.

**Secondary education:**
- £1,179,029 Section 106 required for the necessary expansion of permanent secondary school capacity serving the area, at Matthew Arnold School. Index linked from 3rd Quarter 2015.

**Special Educational Needs (SEN) education:**
- £51,357 Section 106 required for the necessary expansion of permanent SEN school capacity serving the area, at Fitzwaryn School. Index linked from 3rd Quarter 2015.
**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:**
Contribution calculations are based on the notified numbers and mix of dwellings. Pupil generation, and consequently developer contributions amounts required towards education, may need to be revised when there is a final confirmed mix of dwellings.

**Detailed Comments:**

**Primary:**
Pupil numbers at John Blandy Primary School are rising rapidly as a result of recent housing growth. Housing development already permitted is such that the school will not have sufficient capacity at its current 1 form entry size, and a project to expand the school to 1.5 form entry is now included in the county council’s capital programme, to be funded from developer contributions.

**Secondary:**
For secondary education this part of Kingston Bagpuize is served by both Faringdon Community College (annual admission number 210, total capacity 1169) and Matthew Arnold School (annual admission number 180, total capacity 1100). Both schools are forecast to need to expand to meet the higher pupil numbers already in their local primary schools, as these reach secondary age.

Pupil forecasts:

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<td>1528</td>
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The nearest secondary school is Matthew Arnold School in Cumnor. A capital project is being planned at Matthew Arnold School to deliver at least one, and potentially two, additional forms of entry.

Faringdon Community College previously had an admission number of 180, and has a total capacity of 1169 pupil places. This includes 353 pupil places provided in temporary accommodation, which is in need of replacement. The school has increased its admission number to 210, but has not yet added to its accommodation. The college has insufficient capacity to meet the demands of forecast new housing in the area. As a consequence the Academy Trust, with the support of the County Council, has undertaken a feasibility study and has developed plans for expansion of the school in line with the need for additional places. The initial phase will expand capacity to 1550 places (including 200 sixth form places), i.e. an increase of 381 in its total capacity.

Contributions are sought towards the expansion of Matthew Arnold School at a rate in proportion to the expected pupil generation of the development based on DfE advice for secondary school extension.

Special:
Across Oxfordshire 1.11% of pupils are taught in special schools.

For children with special educational needs, this area is served by Fitzwaryn School, which is an academy. The academy serves Faringdon, Wantage and Grove, all of which are expected to see significant housing growth. The academy’s funding agreement with the Department for Education (signed January 2013) sets out that the academy’s capacity is for 80 pupils in the age range 3-19. Pupil numbers at the school have risen by 22% in the last 5 years, to 83 children for 2014/15. Based on demographic forecasts for the area, and on the current level of 1.1% of Oxfordshire school pupils attending SEN schools, it is estimated that by 2019/20 the school roll will have risen to 91 pupils. By this date, most of the impact of the planned local housing development will not yet have impacted on Fitzwaryn School, so longer term the need for places at the academy is expected to rise further. The academy is investigating options to expand its accommodation.

Officer’s Name: Peter Gilkes
Officer’s Title: School Organisation Officer
Date: 07 December 2015
District: Vale of White Horse
Application no: P15/V1808/O-2
Proposal: Outline application for the development of up to 280 dwellings with access from Witney Road and Oxford Road and associated open space and landscaping. (As amended by plans and information received 12 November 2015)
Location: Land South of A420 and east of A415 Witney Road Kingston Bagpuize OX13 5AN

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:

  37 x One Bed Dwellings
  72 x Two Bed Dwellings
  112 x Three Bed Dwellings
  59 x Four Bed Dwellings

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

  700 additional residents including:

  60 resident/s aged 65+
  493 residents aged 20+
  58 resident/s ages 13-19
  55 resident/s ages 0-4

Legal Agreement required to secure:

• Library £68,600.00
  *Total to be Index-linked from 3rd Quarter 2015 PUBSEC Tender Price Index
• Administration & Monitoring £10,223.86
The County Councils legal fees in drawing up and/or completing a legal agreement will need to be secured.

Admin and monitoring fee - Oxfordshire County Council requires an administrative payment of £10,223.86 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 contributions.

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).

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 all new building including all new dwellings are constructed with fire suppression systems.

Local Library
This development is served by Abingdon Library, The Charter. 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 x 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:
  
  £98 x 700 (the forecast number of new residents) = £68,600.00
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 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 mix 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 cannot require a s106 obligation in respect of:

- Central Library £13,839.00
- Waste Management £53,900.00
- Museum Resource Centre £4,200.00
- Adult Day Care £78,960.00

Total* £150,899

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:**

**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 £4,620,635. 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 ÷ 93,529 people = £19.77 per person

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

\[ £19.77 \times 700 \text{ (the forecast number of new residents)} = £13,839.00 \]

**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 resident in its area may deposit their household waste and for the disposal of that waste. The demand for Oxfordshire’s Household Waste and Recycling Centres (HWRC) exceeds capacity and the County Council is currently consulting on how unmet demand and future demand can be mitigated. As this site will add additional pressure at HWRCs a contribution towards the cost of increasing capacity is required and an appropriate contribution will be notified to the District when the consultation has concluded and costings are known. However as a guide under the previously used methodology a contribution of £53,900.00 (3Q15) would have been required.

\[ £77 \times 700 \text{ (the forecast number of new residents)} = £53,900.00 \]

**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 theses museums and schools throughout the county for educational, research and leisure activities.

The MRC is operating at capacity and needs an extension to meet the demands arising from further development throughout the county. An extended facility will provide additional storage space and allow for increased public access to the facility.

An extension to the MRC to mitigate the impact of new development up to 2026 has been costed at £550,449 at 3rd Quarter 2015 price base; this equates to £5 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:
£5 x 700 (the forecast number of new residents) = £4,200.00

Social & Health Care - Day Care Facilities

This development is served by Wantage 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 Wantage 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 10% of the over 65 population use day care facilities. Therefore the cost per person aged 65 years or older is £1,316.

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

£1,316 x 60 (the forecast number of new residents aged 65+) = £78,960.00

Officer’s Name: Oliver Spratley
Officer’s Title: Corporate Landlord Officer
Date: 09 December 2015
District: Vale of White Horse  
Application no: P15/V1808/O-2  
Proposal: Outline application for the development of up to 280 dwellings with access from Witney Road and Oxford Road and associated open space and landscaping. (As amended by plans and information received 12 November 2015)  
Location: Land South of A420 and east of A415 Witney Road Kingston Bagpuize OX13 5AN

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**Minerals & Waste**

**Recommendation:**

No objection

**Key issues:**

The proposed development would sterilise deposits of sand within the proposal site and could affect deposits in adjoining land. It therefore needs to be considered against Oxfordshire Minerals and Waste Local Plan policy SD10.

In view of the constraints on and uncertainty relating to the possible working of these mineral deposits it is unlikely that the additional mineral sterilisation that would result from the proposed development would be sufficiently significant to justify safeguarding the sand deposits within the site against built development.

**Legal agreement required to secure:**

None

**Conditions:**

None

**Informatives:**

None

**Detailed comments:**

Published BGS mapping shows the proposed development site to be underlain by deposits of sand of the Corallian Group, which form part of an extensive outcrop of these deposits between Oxford and Faringdon. These sand deposits extend eastwards from the site, across the area between the A420 and A415 roads, to Tubney and Frilford and beyond. There is no published information on the depth, extent or quality of sand deposits within the proposed development site and there is no history of working of these deposits at Kingston Bagpuize, but mineral industry investigation of a site approximately 1km to the south east has indicated a potentially workable deposit of soft sand. Therefore there is significant uncertainty as to whether the mineral deposits within the proposal site are of potential commercial interest for
mineral working but there is a possibility that the site and adjoining land contains significant mineral deposits.

The proposed development needs to be considered against saved Oxfordshire Minerals and Waste Local Plan policy SD10 on protection of mineral resources. This policy dates from 1996 but it is consistent with the NPPF (paragraph 143, bullet 3). Under policy SD10, development which would prejudice the working of mineral deposits should not be permitted unless it can be shown that the need for the development outweighs the economic and sustainability considerations relating to the mineral resource. Policy M8 on safeguarding mineral resources in the Oxfordshire Minerals and Waste Local Plan: Part 1 – Core Strategy proposed submission document August 2015 should also be taken into consideration.

The application site is on the eastern edge of the village of Kingston Bagpuize, with existing housing and other development and sensitive landuses to the west and south, including the Village Millennium Park and bowls club to the south of Oxford Road. The need for unworked margins (buffer zones) between the existing dwellings and other sensitive features and any mineral working would be likely to significantly reduce the area of the proposal site that could be worked for sand, probably to the extent that mineral working would not be practicable within the site.

The development of the application site for housing would indirectly affect the possible future working of sand deposits within the land to the east of the site but the area that could be potentially available for mineral working between the A420 and Oxford road is limited in extent and there is considerable uncertainty as to whether it would be a commercially workable site.

In view of the constraints on mineral working within the proposed development site and the land beyond to the east, and taking into account the uncertainty over the quality and quantity of the mineral deposits and the possible commercial interest in working of sand in this area, I consider there to be insufficient justification for the mineral deposits in this site to be safeguarded from the effect of the proposed built development. Accordingly, no objection should be raised to the development proposed in this application on minerals planning policy grounds.

This application does not raise any significant waste planning issues.

Officer's Name: Peter Day
Officer's Title: Minerals & Waste Policy Team Leader
Date: 26 November 2015
District: Vale of White Horse
Application no: P15/V1808/O-2
Proposal: Outline application for the development of up to 280 dwellings with access from Witney Road and Oxford Road and associated open space and landscaping. (As amended by plans and information received 12 November 2015)
Location: Land South of A420 and east of A415 Witney Road Kingston Bagpuize OX13 5AN

Ecology

Key issues:
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

Legal agreement required to secure:
N/A - For the District Council to comment

Conditions:
N/A - For the District Council to comment

Informatives:
N/A - For the District Council to comment

Detailed comments:

Officer’s Name: Tamsin Atley
Officer’s Title: Ecologist Planner
Date: 07 December 2015