

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

District: Vale of White Horse

Application no: P17/V1082/O-2

Proposal: "Hybrid application for the demolition of existing building/structures and the comprehensive redevelopment of Land South of Park Road, Faringdon, comprising up to 425 residential dwellings (Use Class C3) including affordable homes, flexibility to enable the provision of an Extra Care facility (Use Class C2 or C3), the provision of land for a school (Use Class D1), vehicular, pedestrian and cycle access from Park Road and Sands Hill, parking, public open space, landscaping, sustainable drainage, and other associated works: 'Phase 1' (Full details): 103 residential dwellings (Use Class C3), access and parking, public open space, landscaping, sustainable drainage, parking and other associated works. Outline: up to 322 residential dwellings (Use Class C3), Extra Care Facility (Use Class C3 or C2), land for a school (Use Class D1), access and parking, public open space, landscaping, sustainable drainage, parking and other associated works. All Matters Reserved."

As amended by plans and documents received on 11 October 2017.

Location: Land South of Park Road Faringdon

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).

District: Vale of White Horse

Application no: P17/V1082/O-2

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Location: Land South of Park Road Faringdon

Strategic Comments

Comments:

This is an allocated site in Vale of White Horse Local Plan Pt1 and Oxfordshire County Council supports the site in principle.

An objection on highway grounds is submitted regarding inadequate car parking, design details associated with the school frontage and layout details (vehicle swept paths, visibilities and turning heads). The highway authority would welcome further discussions to resolve these issues.

Whilst the highway authority is satisfied with the overall traffic assessment, concerns remain regarding the traffic impact at Parks Road/A420 junction given existing conditions and likely future flows as a direct result of this development. Only considering residential flows, this would be in the region of 160 two-way movements at this junction in the AM peak. This is a sensitive part of the highway network and the highway authority would like comfort that proposed scheme will have the desired effects. The County Council would like further discussion on this point.

The County Council would also like further discussion around pedestrian and cycle access from the site along Faringdon Community College's sports field as a directly delivered piece of infrastructure. These discussions will also need to include the Academy Trust and Sports England. So long as safeguarding issues can be adequately resolved, this link will have significant benefits to the development site and its future residents. Excellent permeability to this new link will also need to be demonstrated from all parts of the development site.

Please note the requirements for land for the school site has been amended following discussions with the applicant.

Officer's Name: Aron Wisdom

Officer's Title: Principal Infrastructure Planner

Date: 29 November 2017

District: Vale of White Horse

Application no: P17/V1082/O-2

Proposal: "Hybrid application for the demolition of existing building/structures and the comprehensive redevelopment of Land South of Park Road, Faringdon, comprising up to 425 residential dwellings (Use Class C3) including affordable homes, flexibility to enable the provision of an Extra Care facility (Use Class C2 or C3), the provision of land for a school (Use Class D1), vehicular, pedestrian and cycle access from Park Road and Sands Hill, parking, public open space, landscaping, sustainable drainage, and other associated works: 'Phase 1' (Full details): 103 residential dwellings (Use Class C3), access and parking, public open space, landscaping, sustainable drainage, parking and other associated works. Outline: up to 322 residential dwellings (Use Class C3), Extra Care Facility (Use Class C3 or C2), land for a school (Use Class D1), access and parking, public open space, landscaping, sustainable drainage, parking and other associated works. All Matters Reserved." As amended by plans and documents received on 11 October 2017.

Location: Land South of Park Road Faringdon

Transport

Recommendation:

Objection

The proposals do not demonstrate that car parking would be provided in accordance with the local authorities' standards.

The proposals for a School Square forming the main frontage to the school site have not been detailed.

Some layout details relating to vehicle swept paths, visibilities and turning heads are not compliant with standards or best practise.

Key issues:

This is an amended application submission as detailed in the Agent's letter dated 2 October 2017. An accompanying Consultation Comments Schedule has been submitted and the key issues relating to Transport are as follows –

- Access
- Off-site works
- Car parking
- Internal Layout
- Adoption
- Travel Planning

The highway authority has noted the Local Planning Authority's concerns regarding the submission of the application in hybrid form. The Local Planning Authority has commented as follows –

'It would be far preferable in design terms if the layout was proposed in detail as a whole scheme rather than having one area in full detail and the rest of the scheme as indicative. This risk of doing it this way is that you are assessing one side of a street in detail without the full knowledge of what will happen on the other side of the street. I think this is particularly problematic in this case because the proposed primary street falls inside and outside of phase 1'.

In response to this concern, the Applicant has commented that this is not the Applicant's preferred approach in this instance and the hybrid approach is appropriate.

The highway authority concurs with the Local Planning Authority's comments but, in relation to this matter, has further concern as follows.

A Location Plan has been submitted indicating the boundary extent of Phase 1 of the development. As submitted the whole Site for 425 dwellings would be wholly dependent upon access which is to be provided through the Phase 1 area. This includes not only the access points onto A417 Park Road but also the three access road limits that extend to the Phase 1 site boundary to facilitate the future internal network. For this reason, and with regard to the Outline element of the submitted application, the highway authority considers that all proposals for access should be included to be dealt with as part of this application and should not be deferred as a Reserved Matter.

Legal agreement required to secure:

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

the delivery of improvements to the Swindon to Oxford bus service of £479,247 (indicatively, for a development of 425 dwellings and based upon a rate of £1,127.64 per dwelling); (RPIX index, base May 2017)

the fee for monitoring of a residential travel plan for a period of five years, of £2,040.00; (RPIX Index, base May 2017)

the fee for monitoring of an Extra Care facility travel plan for a period of five years, of £1,240.00. (RPIX Index, base May 2017)

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. Key elements would include –

site access works and visibility splays;

highway improvement works along Park Road, including carriageway widening, footways/cycleways, pedestrian crossing points and bus stop infrastructure;

highway improvement works along Sands Hill, including widening of carriageway to 5.5 metres from A417 Park Road for length of 40 metres and 4.8 metres for remaining section as far as the access to Marine Bungalow;

carriageway build-out and raised table crossing on Sands Hill to link with the internal site shared-use path;

3 metre wide shared use path between Sands Hill and Faringdon Community College / Leisure Centre;

field access closure on A420;

junction capacity improvements at –

A417 Station Road/ B4019 Coxwell Street/ A417 Gravel Walk/ A4095 Marlborough Street mini-roundabout;

A420/ A417 Park Road roundabout

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

Conditions:

The Local 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 implementation of the development hereby permitted, a Construction Traffic Management Plan (CTMP) for Phase 1 shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the developer shall comply with the requirements of the Phase 1 CTMP in all respects.

Prior to implementation of the development other than within Phase 1 hereby permitted, a Construction Traffic Management Plan (CTMP) for 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 or any Phase of the development hereby permitted, a surface water drainage scheme for the Site or that Phase of the Site, based on sustainable drainage principles and an assessment of the hydrological and hydro-geological context of the development, shall be 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.

Prior to the implementation of the development or any Phase of the development hereby permitted the existing field access from the Site onto A420 shall be permanently stopped up by means of new roadside kerbing, reinstatement of the highway verge and proposed planting to the approval of the Local Planning Authority and in accordance with the local highway authority's specifications. Thereafter, the closed access shall not be used by any motorised vehicular traffic whatsoever.

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 the first occupation of any Phase of the development hereby permitted an approved full Residential Travel Plan for that Phase of the development shall be

produced, to be then updated within 6 months of first occupation or on occupation of the 30th dwelling, whichever is the earlier, when data becomes available.

Prior to the first occupation of the Extra Care Facility hereby permitted an approved full Travel Plan shall be produced, to be then updated within 6 months of first occupation 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 opening of the sales office for the development the name and contact details of a Travel Plan Co-ordinator for the Site shall be forwarded to the Travel Plans Team at OCC so that an effective travel plan related dialogue can take place.

Prior to the first occupation of the 50th dwelling forming part of the development hereby permitted, an emergency access from the Site onto Sands Hill shall have been constructed in accordance with approved details.

No materials, plant, temporary structures or excavations of any kind shall be deposited / undertaken on or adjacent to any 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.

No changes to any 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.

No construction / demolition vehicle access shall be taken along or across any 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.

No vehicle access may be taken along or across any 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

Any gates provided shall be set back from any Public Right of Way or shall not open outwards from the Site across any Public Right of Way. Reason: To ensure that gates are opened or closed in the interests of Public Right of Way user safety.

Public Rights of Way through the Site shall 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 and exceedance flood flow routes
- Sizing of SUDS features attenuation volume for soakaways and permeable paving
- Infiltration results in accordance with BRE365
- Detailed drainage layout with pipe network numbers
- Network drainage calculations

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:

A number of relevant amended documents have been submitted, including –

- Access Parameter Plan drawing no B.0446 09 Sheet 03 Rev G
- Adoption Plan drawing no WB04140-C-SK18 Rev B
- Design and Access Statement
- Illustrative Masterplan drawing no B.0446 02 Rev R
- Junction and Forward Visibility drawings no WB04140-SW108-EN-031 Rev E, -032 Rev D, -033 Rev D, -034 Rev A, -030 Rev E
- Location Plan drawing no SW108-SL-030 Rev A
- Proposed Phase 1 Engineering Layout drawings no SW108-EN-301 Rev D, -302 Rev E, -303 Rev D
- Refuse Vehicle Tracking drawings no WB04140-SW108-EN-011 Rev D, -012 Rev D, -013 Rev D, -014 Rev D, -015 Rev E, -016 Rev D, -017 Rev C, -018 Rev C, -019 Rev E, -020 Rev C
- Residential Travel Plan (August 2017)
- Transport Technical Note - Response to OCC Comments

The Design and Access Statement includes a Movement and Access Plan which confirms that the Site would have two principle points of access onto Park Road, one being an improvement of the existing Sands Hill junction. The Site would have a further vehicle emergency access onto Sands Hill.

The Transport Assessment has previously confirmed that Phase 1 of the proposed development is located in the north-western corner of the Site (but to the east of Sands Hill) and includes the Primary and Sands Hill accesses as well as the pedestrian and cycle improvements to Park Road.

The TA has also confirmed that Sands Hill would be widened and improved along its length between A420 and the access to Marine Bungalow. The first 40 metres from A420 would have a carriageway width of 5.5 metres. Thereafter, the width would become 4.8 metres.

On Park Road, the existing westbound bus stop and pedestrian refuge would be re-located. The existing eastbound cycle lane on Park Road would be upgraded as part of the proposal and a new 3.0 metres wide footway/cycleway would be provided on the south side of Park Road extending along the development frontage. This would be expected to link with the existing infrastructure to the east and provide suitable connectivity to the bus stop and pedestrian/cyclist infrastructure to the west that is being provided as part of the nearby retail development.

All off-site access and mitigation works would be required to be carried out under a s.278 agreement.

In response to concerns that the highway authority previously raised against the original application, a Transport Technical Note has been submitted.

The Stage 1 Road Safety Audit raised concern about the 'back to back' right turn lanes that would serve Stickley Court and the main Site access and recommended that a pedestrian refuge island should be provided between the two lanes to avoid potential vehicle conflicts. Clearly, the potential conflicts could be removed by the introduction of a simple traffic island and the application now includes proposals for this. To this extent therefore the highway authority's previous concern, and that of the Road Safety Audit Team, have been addressed. However, unless a designed pedestrian crossing point is to be provided, (which is not the intention) the Applicant must ensure that the traffic island is designed to be clearly not suitable as a crossing point. It may be appropriate, for example, to use high level or stepped kerbing.

The Technical Note gives a further explanation of the trip generation figures that have been used in the assessment and the highway authority is now content with the approach taken.

The highway authority acknowledges that assessments of the Site access junctions have been carried out.

The Technical Note gives a further explanation of the off-Site junction modelling and the highway authority is now content with the analyses carried out.

The Technical Note confirms the Applicant's agreement to carry out necessary mitigation works at the following two junctions -

A417 Station Road/ B4019 Coxwell Street/ A417 Gravel Walk/ A4095 Marlborough Street mini-roundabout.

The proposed improvement scheme would constitute an upgrade to the existing mini-roundabout with the following key elements (subject to final agreement) –

- Marlborough Street to have a two lane entry comprising of a 3.0m left turn lane and a 3.0m straight ahead and right turn lane. A shared cycle/footway could be introduced on the northern side of the street;
- Coxwell Street to have a two lane entry comprising of a left turn lane and a right turn lane. The lane widths would vary between 2.5 and 2.75m. The segregated left turn cycle lane is replaced by a 3.0m shared cycle/footway which provides a similar provision for cyclists as before, but with an easier and safer egress onto Gravel Walk;
- The entry radius of the Station Road arm to be tightened to reduce pedestrian crossing distances;
- The splitter islands on Station Road and Gravel Walk would be retained and the splitter island on Coxwell Street would be replaced as part of a slight realignment of this facility;
- Introduction of junction plateau with domed central island to assist cyclists and pedestrian crossing movements. The ramps would be shallow so as not to be unacceptable to bus services and emergency service vehicles.

(Transport Assessment drawing number WB04140/C/SK11 relates)

A420/ A417 Park Road roundabout.

The proposed improvement scheme would constitute an improvement to the existing roundabout with the following key elements (subject to final agreement) –

- A two lane approach is proposed for the Park Road arm with both lanes being 3.0 metres wide and widening to 4.0 metres wide at entry.
- The A420 north arm would be widened at entry to 8.0 metres allowing for two 4.0 metres lanes.
- This would be achieved by reducing the size of the deflection island which has the additional benefit of improving the deflection through the roundabout.
- The proposed improvement scheme therefore widens Park Road from the retail park access to the roundabout, and provides additional widening above that offered by the adjacent retail development.
- The proposed improvement scheme extends the offside line on the Park Road approach to the roundabout considerably.

(Transport Assessment drawing number WB04140/C/SK12 relates)

Both of the direct junction mitigation works above would be agreed with the highway authority and carried out under a s.278 agreement.

The highway authority has required that the existing field access leading into the Site from the north side of A420 would be permanently closed up. The Technical Note confirms agreement to this and that all associated works required would be carried out under a s.278 agreement.

The Design and Access Statement includes a Phase 1 Layout Plan which confirms the following housing mix –

8 no	1-bed dwellings
22 no	2-bed dwellings
48 no	3-bed dwellings
25 no	4-bed dwellings

The details of car parking on plot, within garages and on driveways have not been quantified. However, the Statement does explain that parking would be provided in accordance with the local authorities’ standards and the majority of parking would be provided on-plot with two or more parking bays and/or garage. Some courtyard parking may be used but this would serve only a few units.

For ease of reference, the County Council’s car parking standards are set out in the table below.

Number of bedrooms per dwelling	Maximum number of allocated spaces	Maximum number of spaces when two allocated spaces per dwelling are provided		Maximum number of spaces when one allocated space per dwelling is provided		Maximum number of unallocated spaces when no allocated spaces
		allocated spaces	unallocated spaces	allocated spaces	unallocated spaces	
1	1	N/A	N/A	1	0.4	1.2
2	2	2	0.3	1	0.6	1.4
2/3	2	2	0.3	1	0.8	1.6
3	2	2	0.4	1	0.9	1.8
3/4	2	2	0.5	1	1.1	2.1
4+	2	2	0.6	1	1.5	2.4

On the basis that 1 allocated space would be provided for each 1-bedroom unit, unallocated parking should be provided as (8 x 0.4) 3.2 spaces.

On the basis that 2 allocated spaces would be provided for each 2-bedroom unit, unallocated parking should be provided as (22 x 0.3) 6.6 spaces.

On the basis that 2 allocated spaces would be provided for each 3-bedroom unit, unallocated parking should be provided as (48 x 0.4) 19.2 spaces.

On the basis that 2 allocated spaces would be provided for each 4-bedroom unit, unallocated parking should be provided as (25 x 0.6) 15.0 spaces.

In total then, up to 44 unallocated parking spaces should be provided within the Phase 1 development. While the figures are specified as maximum standards, and therefore lower numbers can be acceptable, any significant reduction in the numbers must be justified, particularly in the case where a school site forms an intrinsic part of the development which will create its own pressures for on-street parking.

Given the same housing mix proportions and the same approach to parking, the complete development of 425 dwellings would require around 182 unallocated spaces. These spaces would need to be allocated ‘on-street’.

The proposals are considered to fall unacceptably short of requirements in respect of on-street parking.

The Design and Access Statement refers to the main principle of forming a main street in a looped arrangement to create permeability, allowance for a school bus service, unallocated parking bays and a shared cycle path following the route of the spine road. However, given the requirements for unallocated visitor parking as set out above, it is evident that the proposals would not deliver parking in accordance with the local standards.

The Illustrative Masterplan highlights an area which is referred to as a School Square. No further details of this have been given and the highway authority would expect to have further discussions with the applicant to understand the development proposals.

The school site is shown to have three points of vehicular access, one of them to the rear of the site from Sands Hill which would be used for servicing and possibly as a future construction access.

Two access points are shown to the front of the school, one to provide for service vehicles and the other for access to staff car parking and delivery vehicles. The plan indicates that 32 spaces would be provided for staff parking.

A number of drawings have been submitted to indicate proposals for junction and forward visibilities within the Site. Junction vision splays have generally been shown as 4.5 metres or 2.4 metres by 25 metres. These are compliant with MfS principles and are acceptable to the highway authority.

It is noted that at the access point onto the loop road adjacent to Plot 12 the visibility splays are shown to be only 19 metres. It is further noted that the access road alignment adjacent to Plot 74 would allow a forward stopping sight distance of only 17 metres. These reduced visibilities would significantly increase the risk of vehicle collisions and are not considered to be acceptable. The commensurate visibilities should be provided.

The attention of the applicant is drawn to the Informative offered above regarding visibility splays.

A number of drawings have been submitted to indicate the detailed engineering proposals for Phase 1. The highway authority does not comment on these proposals at this stage but advises that all such engineering proposals that include details relating to highways would be fully assessed through the technical design checking and s.278 approval procedures.

It is noted that the swept path analyses have been carried out for a 12.1 metres long vehicle whereas the design vehicle adopted for use by the Local Planning Authority is 11.6 metres long. Some of the details shown on Sheet 1 of 10 for the principle Site access on A417 Park Road are indecipherable and the drawing should be resubmitted with greater clarity.

The Technical Note has confirmed that the existing Public Right of Way would be retained and improved to provide a shared footway cycleway through the Site.

The Adoption Plan includes A 417 Park Road and Sands Hill as areas for adoption although both of these are already highways maintainable at public expense.

A section of road is shown to lead to the eastern boundary of the Phase 1 site to provide future access to a further part of the overall Site for which Outline planning consent only is

being sought. Until the further development is implemented, this section of road must be terminated with a suitable turning head.

The section of road leading southwards (ultimately part of the loop road in front of the school site) is to provide future access to a further part of the overall Site for which Outline planning consent only is being sought. Until the further development is implemented, this section of road must be terminated with a suitable turning head.

Although the overall proposals are considered to be reasonable, the final extents and boundaries to be agreed for adoption by the highway authority will be subject to formal s.38 procedures.

With the original application, a Residential Travel Plan was submitted as Report No WB04140/TP01 (Issue no 2 and dated March 2017) and the highway authority provided comments on the Plan in its Transport response.

An updated Plan (Issue no 3 and dated August 2017) has now been submitted. The OCC Travel Plans Team has been consulted on this further submission and has requested that their previous comments should be retained for appropriate action. For completeness, the comments are re-iterated below –

- The residents Welcome Pack should also be offered to residents electronically which cuts down on printing costs and allows easy access to the latest travel and timetable information by clicking on the relevant links;
- Additionally the Welcome Pack should also include details of the Home Shopping services that deliver to the site;
- Additionally the Welcome Pack should also include details of local taxi services;
- Additionally the Welcome Pack should also include details of the local shopping opportunities;
- Additionally the Welcome Pack should also include details of the cycling and walking times to local facilities and services which are also shown on a large scale map;
- Additionally the Welcome Pack should also include details of local cycle shops and any cycle routes such as the NCN;
- Para 8.4 the travel plan obligation initially ends five years after full occupation of the site if the travel plan has met its targets;
- No need to include pages of timetables in the appendices of the travel plan, a summary which gives an overview is fine and avoids them going out of date;
- The travel plan should include details of the number of each type of dwelling that are planned for the site and a breakdown of the number of occupants that this is likely to lead to;
- Reports following the analysis of a resident's survey should be sent to the Travel Plan Team at Oxfordshire County Council within one month of their completion;
- Not all of the actions are currently SMART, a completion or a review date is required for some e.g. Car Share meetings. Without this it is not possible to measure success.

Officer's Name: John M Patey

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

Date: 22 November 2017

Application no: P17/V1082/O-2

Location: Land South of Park Road, Faringdon, SN7 7PL.

Education Schedule

Recommendation:

No objection subject to:

- **S106 Contributions** as summarised in the tables below and justified in this Schedule.
- **Comments made by the education team**

The amendments made to the application, do not impact on the mix of dwellings, therefore the education contributions sought do not differ from that stated in the Education response sent in June 2017. The comments made in the earlier response remain save for as amended below.

After discussions with the developer, the school land requirements have been amended, so that OCC no longer requires 2.22ha free of charge. OCC's requirements are stated in the table below.

	ha	Use
Land (remediated, serviced and fit for school use)	2.22ha	A 1.34 ha site would be required freehold at no cost. However, a 2.22 ha site is required to be safeguarded for a 2 FE school with OCC having an option over the residual 0.88 ha (2.22 - 1.34 ha). Should the option be exercised a payment for the land will be made on the basis of £370,658 per ha (used and agreed in respect of other sites in Oxfordshire) being £326,179 for the 0.88 ha. The school site is to be fully remediated, serviced and fit for school use prior to transfer.

The shape of the school site now proposed appears to be in line with that suggested by the OCC's Property Team. There are three vehicular accesses to the site, which meets the county's requirements. All vehicular accesses will need to be a minimum of 6 metres wide (not including any pedestrian footways), this includes proposed service access off Sandshill Lane. The access into the school site from Sandshill Lane needs to be adequate for construction traffic to turn off and onto the road from the school site.

In addition to the comments made in last consultation (June 2017) on the playing field gradient and preparatory works, the slope between the northern half of the site and lower half proposed for the playing field, will need to be shallow enough for a vehicular mower to gain access from the north-west service access, as the proposal does not include a service access to the lower half of the site.

The applicant will be required to ensure that there is sufficient parking to facilitate the safe and convenient dropping off of children without impeding traffic flow and for the parking of school coaches. These parking requirements must not be within the school site.

In relation to the impacts caused by parent drop off, OCC have concerns with the impact of the new primary school site on Sandhill Lane. OCC has concerns if there is not sufficient parking to facilitate safe and convenient dropping off of children within the development this will encourage parents to use Sandhill Lane as an alternative.

The amended masterplan proposes a link between the new Primary School and Faringdon Community College. This link will include a crossing point over Sandhill Lane. Any crossing will need to be safe, with controlled access built on both sides of the road.

Officer's Name: Matthew Case

Officer's Title: Infrastructure Funding Negotiator

Date: 02 November 2017

Application no: P17/V1082/O-2

Location: Land South of Park Road, Faringdon, SN7 7PL.

Archaeology Schedule

Recommendation:

No Objection subject to the planning conditions below.

Comments:

- The entire development area has now been subject to archaeological field evaluation. An area on the crest of the hill has been identified as either a Romano British farmstead or small settlement.
- We have no objection to the application being granted for this hybrid application but would recommend, should consent be granted that a programme of archaeological investigation of the identified Romano British site is undertaken. This can be achieved through the attachment of conditions to the consent.

The entire development area, including Phase 1 has been subject to an archaeological field evaluation. This identified and defined an area of Romano British settlement that includes enclosure ditches, pits and postholes that are indicative of a hillside farmstead. The dating evidence suggests activity between the late 1st and early 4th centuries AD. None of the features are demonstrably of equivalent significance to scheduled monuments but they are of sufficient importance as to require further investigation.

We would, therefore, recommend that, should planning permission be granted, the applicant should be responsible for ensuring the implementation of a staged programme of archaeological investigation to be undertaken in advance of development.

This is in line with our recommendation for application P13/V0709/O, P16/V2619/PEJ and P17.V1082/O.

Planning Conditions:

1. Prior to any demolition and the commencement of the development a professional archaeological organisation acceptable to the Local Planning Authority shall prepare an Archaeological Written Scheme of Investigation, relating to the application site area, which shall be submitted to and approved in writing by the Local Planning Authority.

Reason - To safeguard the recording of archaeological matters within the site in accordance with the NPPF (2012)

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

programme of archaeological evaluation and mitigation shall be carried out by the commissioned archaeological organisation in accordance with the approved Written Scheme of Investigation. The programme of work shall include all processing, research and analysis necessary to produce an accessible and useable archive and a full report for publication which shall be submitted to the Local Planning Authority.

Reason – To safeguard the identification, recording, analysis and archiving of heritage assets before they are lost and to advance understanding of the heritage assets in their wider context through publication and dissemination of the evidence in accordance with the NPPF (2012).

Officer's Name: Hugh Coddington

Officer's Title: Archaeology Team Leader

Date: 20th October 2017

Application no: P17/V1082/O-2

Location: Land South of Park Road, Faringdon, SN7 7PL.

Minerals & Waste Planning Schedule

Recommendation:

No objection

Key issues:

The proposed development would sterilise mineral resources, but it is considered that the benefits of development of this land for housing outweigh the loss of the mineral resource.

Legal agreement required to secure:

None

Conditions:

None

Informatives:

None

Detailed comments:

The proposed development would sterilise deposits of potentially workable sand within the site. The site is partly within a Minerals Consultation Area but outside the Minerals Strategic Resource Area and Safeguarding Area that lie to the south of the A420.

County Council officers have accepted that the need for, and benefits of, development of this land for housing outweigh the loss of mineral resources that would result. The development of this site for housing should therefore be treated as an exception to policy on safeguarding of mineral resources – policy M8 of the adopted Oxfordshire Minerals and Waste Local Plan: Part 1 – Core Strategy 2017.

Therefore, there is no objection on the grounds of mineral sterilisation to the current application.

Officer's Name: Tamsin Atley

Officer's Title: Minerals & Waste Planning Policy Officer

Date: 23 October 2017

Application no: P17/V1082/O-2

Location: Land South of Park Road, Faringdon, SN7 7PL.

Waste Management Schedule

Recommendation:

No Objection.

Comments:

The key issue for waste management is maintaining and increasing high rates of recycling and composting in Oxfordshire which are currently the best in the country. Proposals for new development can contribute towards this through design by including sufficient space for bin storage to enable new residents to fully participate in the collection arrangements of the waste collection authority for recycling, food and green waste, and residual waste, and also through providing for home composting.

The applicant's response to our previous comments that "composting bins can be stored in rear gardens where provided together with recycling, or within communal bin storage where no gardens", is noted. Although, it is disappointing to see there is no information in the design and access statement about how this will be done, I have no objection provided the District Council as Waste Collection Authority is comfortable that sufficient bin storage that is appropriately located for presentation for collection is provided, and that the vehicle tracking for refuse collection vehicles provides satisfactory access.

Officer's Name: Frankie Upton

Officer's Title: Waste Project Manager

Date: 27 October 2017

District: Vale of White Horse

Application No: P17/V1082/O-2

Proposal: Hybrid application for the demolition of existing building/structures and the comprehensive redevelopment of Land South of Park Road, Faringdon, comprising up to 425 residential dwellings (Use Class C3) including affordable homes, flexibility to enable the provision of an Extra Care facility (Use Class C2 or C3), the provision of land for a school (Use Class D1), vehicular, pedestrian and cycle access from Park Road and Sands Hill, parking, public open space, landscaping, sustainable drainage, and other associated works:

'Phase 1' (Full details): 103 residential dwellings (Use Class C3), access and parking, public open space, landscaping, sustainable drainage, parking and other associated Works. Outline: up to 322 residential dwellings (Use Class C3), Extra Care Facility (Use Class C3 or C2), land for a school (Use Class D1), access and parking, public open space, landscaping, sustainable drainage, parking and other associated work with all Matters reserved. As amended by plans and documents received on 11 October 2017.

Location: Land South of Park Road, Faringdon, SN7 7PL.

LOCAL MEMBER VIEWS

Cllr: Judith Heathcoat

Division: Faringdon

Comments:

Date: 26 October 2017

I have made representations on several occasions with regard to this particular development proposal, which will be on record both at OCC and VWHDC. I will attach separately my last response dated June 2017.

The English used "including affordable homes, flexibility to enable the provision of an Extra Care Facility" I am horrified that once again it would seem that there is doubt relating to the provision of an Extra Care Facility on this site. This facility must not be "flexible" it must be considered an essential.

The over-riding concept is that we should as far as possible ensure that elderly people who may require support in the latter part of their lives should be able to move into a facility that is provided locally. The provision of an Extra Care Facility will mean that local people within the Faringdon area can continue to live in a locality they are familiar with surrounded by friends and frequently family members. This prevents loneliness and isolation.

This development is close to bus routes, close to medical services with the GP's medical centre on Park Road and close to shops, TESCO/Waitrose and Aldi. The bus route along the A417, Park Road will take residents into the centre of Faringdon, a busy market town, where there is a chemist/dentist/library and other facilities.

I would sincerely hope that the Planning Committee of VWHDC will ensure that the concept of an "Extra Care Facility" will become a given as it is most certainly required in the Faringdon Division where there is an ever-increasing population of elderly people and not "flexible"!