



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

**District:** Vale of White Horse

**Application no:** P17/V2579/SCO

**Proposal:** Scoping opinion request for the development of up to 700 homes, an eastern link road between the A420 and the A415, a two form entry primary school, a local centre and associated open space and landscaping.

**Location:** Land East of Kingston Bagpuize between the A420 and the A415  
Oxfordshire

---

### **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  
[\(planningconsultations@oxfordshire.gov.uk\)](mailto:planningconsultations@oxfordshire.gov.uk).

---

**District:** Vale of White Horse

**Application no:** P17/V2579/SCO

**Proposal:** Scoping opinion request for the development of up to 700 homes, an eastern link road between the A420 and the A415, a two form entry primary school, a local centre and associated open space and landscaping.

**Location:** Land East of Kingston Bagpuize between the A420 and the A415  
Oxfordshire

---

## **Strategic Comments**

### **Comments:**

The site is the subject of a proposed allocation in the Pre-Submission Vale of White Horse Local Plan Part 2. The proposed allocation expects around 600 dwellings and a one form entry primary school. Access is to be provided from the A420 and A415 via two new developer delivered roundabouts and a new link road through the site. There are a number of other requirements in the Appendix A site development template.

The scoping opinion provides for up to 700 dwellings and a two form entry primary school. Land to enable a two form entry primary school is in accordance with standard County Council requirements where new primary school sites are provided.

The County Council is engaged with the District Council and the applicant in providing advice regarding County Council requirements given the proposed allocation. This scoping opinion is part of that engagement process which is also addressing how contributions will be made to ensure that necessary infrastructure is paid for and established at the appropriate times.

**Officer's Name:** **Lynette Hughes**

**Officer's Title:** Senior Planning Officer

**Date:** 20 October 2017

---

**District:** Vale of White Horse

**Application no:** P17/V2579/SCO

**Proposal:** Scoping opinion request for the development of up to 700 homes, an eastern link road between the A420 and the A415, a two form entry primary school, a local centre and associated open space and landscaping.

**Location:** Land East of Kingston Bagpuize between the A420 and the A415 Oxfordshire

---

## **Transport**

### **Key issues:**

As detailed below

### **Legal agreement required to secure:**

Agreements would be sought to secure planning obligations and off-site works. Financial contributions and offsite highway improvements would be required to mitigate the impacts of the development.

### **Conditions:**

It should be expected that conditions would be sought in respect of, inter alia, the provision of access and visibility splays, travel planning, sustainable drainage, construction traffic management and the protection of Public Rights of Way.

### **Informatics:**

These will be made as appropriate at application stage.

### **Detailed comments:**

These comments relate to the Scoping Report dated 15 September 2017.

A comprehensive Transport Assessment (TA) will be required to inform any Environmental Impact Assessment (EIA). Oxfordshire County Council has entered into some discussion with regard to the requirements of such a TA and welcomes further dialogue. This response refers to both the submission and previous correspondence with the County Council and whilst it is provided in response to the formal EIA scoping it also includes more general commentary.

The current masterplan is now represented on Masterplan Framework Option 3 (Drawing no DE\_214\_051 Rev C). The framework includes a proposed eastern relief road linking A420 and A415, with roundabouts at either end.

Adjacent to the link road, a 10m wide landscape buffer incorporating pedestrian and cycle routes is indicated. It is noted that these pedestrian and cycle routes are not shown to extend southwards to link with A415. The extension of these routes to A415 must be included.

A Local Centre is shown located in the north eastern corner of the site and is described as providing a retail/mixed use and creating a 'gateway' from A420. Although this element of the development has been discussed previously, it has not been determined whether it is proposed to predominantly serve and support the residential development or to become a services outlet from A420. This needs to be further clarified.

Adjacent to the Local Centre is shown a public square which is described as having many functions including a bus hub, a frontage to the local centre, a parking area, school entrance and drop off and retail 'spill-out', as well as a venue for community events. Clearly there are identified uses for this public square which would be conflicting in their nature and more detail would be required to show how the area would function safely.

The school site is shown to be located to the north side of Oxford Road, taking access from it, and surrounded by housing. As the school would be an integral part of the overall development scheme, the proposals would need to be able to demonstrate that the access and traffic demands of the school were met. Access into the school site for servicing and delivery vehicles would be required. The site would also need to accommodate access for sufficient staff parking. The school would generate a significant demand for parent drop-off parking during the start and end times of the school day. This parking would not be provided for within the school site and the layout of the neighbouring roads and residential areas must have regard to this regular, short stay parking requirement which must be accommodated on-street. Given that parents would be required to park on-street in this way and walk to the school with children, the walking routes would need to be considered and pedestrian crossing points provided as appropriate.

Oxford Road itself is described as functioning as a transit corridor, forming a bus, cycle and pedestrian link. There is potential for conflict between these uses which should be addressed.

Considerable discussion has been held regarding the way that buses may access and serve the proposed development and options have been identified. It is expected that buses will be rerouted through the development and new stops created. Financial contribution to increase the frequency of buses is expected. The use of Oxford Road would present a number of difficulties because of the alignment of the road at its western end and the changes that are being introduced as part of the adjacent residential development. The scoping report and masterplan appears not to be up to date in this respect.

A secondary access point on A415 is shown on the masterplan. The access is shown to serve tertiary streets leading into the residential blocks on the western side of the site. The streets would, however, link through to Oxford Road and thereby through to the local centre, the link road and A420. It is unlikely that the highway authority would object in principle to a secondary access being taken from A415, subject to location and layout being satisfactory, particularly given that the section of A415 between the new link road roundabout junction and the village of Kingston Bagpuize would be substantially downgraded in terms of status and use. However, the purpose and expected use of the access point need to be clearly understood. It is understood that this may be the preferred bus route.

Paragraph 3.3 refers to Oxford Road, noting that it has been closed to through traffic and describing it as a public right of way. While the road has been closed off to prevent vehicular use, the old road has not been Stopped Up and remains as a public highway.

Paragraph 3.9 refers to outline planning consent that has been granted for the residential development of land immediately to the west. This adjacent site in fact also has planning consent of all Reserved Matters. It should be noted that provision of pedestrian/cyclist access is to be made within that site up to its eastern boundary in order to offer up potential future linkage. This application site would be expected to make similar provision up to its western boundary so that the intended pedestrian/cyclist link would be achieved.

Paragraph 3.16 acknowledges that the Vale of White Horse District Council's emerging Local Plan Part 2 identifies that development on land east of Kingston Bagpuize shall provide an opportunity to re-route the A415 out of the existing village and deliver a range of local infrastructure, including a new primary school. Paragraph 4.3 confirms the intention to submit an outline planning application to seek approval of site access and the link road alignment. Clearly the proposals for site access are very largely dependent upon the provision of the link road and therefore sufficient details for the link road would be required. While it is the case that the site is generally flat with a gradual rise in levels from south to north, these details would be expected to include the vertical alignment of the road as well as the horizontal alignment.

Details of the principal junctions of the link road with A420 and A415 would also need to be submitted, together with all proposed access points along the link road, and of the secondary access shown to be taken from A415. Pedestrian/cyclist routes would need to be included as part of the proposals for site access.

There is no mention in the scoping report of the existing A420 laybys. The proposed allocation site development template requires that these are replaced if surveys indicate a need for such.

Paragraph 4.7 notes that due to the scale of development, complexity and timescales involved, full details of the proposals would be provided at Reserved Matters stage. The applicant should be mindful, however, that since the provision of accesses, the completion of the link road, and the delivery of the school and local centre facilities would all be linked to trigger points associated with the programmed build out of the residential element, a comprehensive programme would be expected to be provided at Outline stage, showing the phasing of the whole development. Parameter plans and a detailed phasing strategy plan should be produced.

Paragraph 6.1 refers to the development of a Construction and Environmental Management Plan (CEMP). The highway authority would expect that a Construction Traffic Management Plan (CTMP) would be included as part of the CEMP and would seek to secure this through an appropriate planning Condition or as part of a legal agreement. It is noted (paragraph 4.15) that the anticipated construction period for the whole site would be around seven years.

Paragraph 9.1 refers to the need to ensure that flood risk is taken into account and for a site-specific flood risk assessment. As the Lead Local Flood Authority, Oxfordshire County Council would require to be consulted in these respects.

Paragraph 13.1 confirms that a Transport Assessment (TA) would be prepared. Discussions have already been held to discuss and determine the scoping for a TA and the applicant has already been made aware of the need for residential and non-residential Travel Plans (TP) and for proposals for a Construction Traffic Management Plan (CTMP).

Further to those discussions, proposed allocations contained within the emerging Local Plan Part 2 should be considered as committed development and included within the traffic impact assessment in order to assess the cumulative impact of development. Notably, the proposals at Dalton Barracks include a first phase of development for 1200 residential units to be completed within the Plan period. This would have a significant impact on A415 towards the site and Kingston Bagpuize, and in particular at Marcham and at the A415/A338 traffic signals junction at Frilford, which should be taken account of.

Paragraph 13.11 suggests that in accordance with general guidance, sensitive areas on the highway network would need to be assessed only where the traffic flows would increase by more than 10%. The highway authority would require that key junctions, as identified, would be assessed where the increased demand would reach or would approach 5%.

---

**Officer's Name:** John M Patey

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

**Date:** 18 October 2017

---

**District:** Vale of White Horse

**Application no:** P17/V2579/SCO

**Proposal:** Scoping opinion request for the development of up to 700 homes, an eastern link road between the A420 and the A415, a two form entry primary school, a local centre and associated open space and landscaping.

**Location:** Land East of Kingston Bagpuize between the A420 and the A415  
Oxfordshire

---

## Education

Oxfordshire County Council has a statutory duty under S14 of the *Education Act 1996* to secure sufficient school places to meet the needs of local population, including as a result of housing developments such as this proposal. Under Section 7 of the *Childcare Act 2006* and extended by the *Childcare Act 2016*, the council has a responsibility to ensure that there is sufficient childcare and early education provision.

As recognised in Table 5.1 of the scoping report, the proposed development will have an impact on demand for pre-school, primary and secondary education – this includes on demand for special education places across all sectors.

Primary and early years education provision needs would be expected to be met within a development of this size, through a new primary school. Paragraph 4.2. states “For the purposes of EIA scoping, the EIA shall support an outline planning application for the development of up to 700 homes, a two form entry primary school, a local centre, including local shopping facilities, and a new link road between the A420 and A415, providing an eastern by-pass.”

The county council confirms that the scoping should include consideration of a new primary school; the eventual size of this school would depend on the scale of development in and around Kingston Bagpuize, and any changes in capacity at existing schools in the meantime.

Additional early years education and childcare provision could be through a mixed market of private and voluntary providers, including pre-schools, day nurseries and childminders. The inclusion of suitable accommodation within the development, for example within any neighbourhood centre / community hub, could be considered.

Secondary and SEN education provision would be expected to be delivered off-site, and would need to take into account the wider picture of population growth in and around this area, which lies just within the current designated area of Matthew Arnold School, adjoining that of Faringdon Community College.

The EIA needs to include consideration of travel patterns from the development to local schools. For primary education this includes to existing schools during any period between occupations commencing and a new school opening, and in the longer term to the proposed new school. For secondary schools, the likely direction of travel would be towards Cumnor, Faringdon or Abingdon.

It should be noted that demand and supply of school places in this area is going through a period of rapid change, and will continue to do so in response to planned housing developments, including this one. The Education Sufficiency team at Oxfordshire County

Council is able to advise as required on appropriate data regarding school place planning. In the first instance, the OCC Pupil Place Plan (available from [www.oxfordshire.gov.uk](http://www.oxfordshire.gov.uk)) should be referred to. Data on the current situation and past trends needs to be supplemented with information about future plans and forecasts. The Education Sufficiency team at Oxfordshire County Council will base its response to any future planning application on the latest available information.

**Officer's Name:** Barbara Chillman  
**Officer's Title:** Pupil Place Planning Manager  
**Date:** 13 October 2017

---

**District:** Vale of White Horse

**Application no:** P17/V2579/SCO

**Proposal:** Scoping opinion request for the development of up to 700 homes, an eastern link road between the A420 and the A415, a two form entry primary school, a local centre and associated open space and landscaping.

**Location:** Land East of Kingston Bagpuize between the A420 and the A415  
Oxfordshire

---

## **Archaeology**

### **Key issues:**

We have no objections to this scoping opinion.

### **Conditions:**

Not at this stage

### **Detailed comments:**

We have no objections to this scoping opinion and concur with the scope and parameters defined in the EIA scoping report.

---

**Officer's Name:** Hugh Coddington

**Officer's Title:** Archaeology Team Leader

**Date:** 11 October 2017

---

**District:** Vale of White Horse

**Application no:** P17/V2579/SCO

**Proposal:** Scoping opinion request for the development of up to 700 homes, an eastern link road between the A420 and the A415, a two form entry primary school, a local centre and associated open space and landscaping.

**Location:** Land East of Kingston Bagpuize between the A420 and the A415  
Oxfordshire

---

## **Minerals & Waste**

### **Key issues:**

Published geological mapping indicates that this site is underlain by deposits of soft sand and it lies within a Mineral Safeguarding Area to which policy M8 of the adopted Oxfordshire Minerals and Waste Local Plan: Part 1 – Core Strategy (2017) applies. The site is also within “The Corallian Ridge area from Oxford to Faringdon” strategic resource area which is a principal location for aggregate minerals extraction in policy M3 of that Plan.

There is no published information on the depth, extent or quality of sand deposits within this site. There is no documented history of working of these mineral deposits at Kingston Bagpuize, although mineral industry investigation of a site approximately 1km to the south east has indicated a potentially workable deposit of soft sand at that location. Therefore there is significant uncertainty as to whether the mineral deposits within the site are of potential commercial interest for mineral working.

The site is part of a relatively small area of mineral resource on the immediate eastern side of Kingston Bagpuize, between the A420, A415 and Digging Lane. The potential for mineral working within the site is constrained by existing nearby houses and allocated housing development sites adjacent to the east and south, which would significantly restrict the area of the site that could be worked for mineral.

In view of these factors, we do not consider it necessary for minerals safeguarding to have a separate chapter in the EIA for this application.

There are no strategic waste policy issues in relation to this site.

---

**Officer's Name:** Tamsin Atley

**Officer's Title:** Minerals & Waste Planning Policy Officer

**Date:** 16 October 2017

---