

# **Annex 1: Technical Service Comments**

## **Transport Development Control**

### ***North Abingdon on Thames (800 dwellings)***

- Could be expected to generate 4800+ veh trips per day, around 500 trips in peak hour
- Expected to contribute towards potential delivery of south facing slips on A34 at Lodge Hill. Any alleviation achieved by this scheme in the peak hour congestion problems along Dunmore Road and further to west, including A415 to Marcham interchange would be far outweighed by the impact of additional traffic from such a development.
- Oxford Road and Wootton Road roundabouts would not cope with peak increases in traffic. Residential road junctions along Dunmore Road would not cope without improvements. Additional severe congestion along Dunmore Road would push traffic back towards the town, and negate its function as a peripheral road.
- Abingdon town centre approaches (Oxford Road, Wootton Road, Bridge Street, Ock Street) presently suffer considerable congestion.
- Contributions should be secured towards future strategic infrastructure improvement for the relief of Abingdon. Public Transport (PT) contributions would be required. Public Rights of Way (PROW) likely to be affected.
- Twelve Acre Drive and Dunmore Road form part of Abingdon relief road, subject to 40mph limit. This road already suffers substantial congestion during peak traffic periods. Any site access from the Oxford Road unlikely to be supported. New infrastructure (footways, etc) to link with existing necessary. PROW likely to be affected.

### ***North West of Abingdon on Thames (200 dwellings)***

- Could be expected to generate 1200 veh trips per day, 120 trips in peak hour
- Expected to contribute towards potential delivery of south facing slips on A34 at Lodge Hill. Any alleviation achieved by this scheme in the peak hour congestion problems along Dunmore Road and further to west, including A415 to Marcham interchange would be far outweighed by the impact of additional traffic from such a development.
- Oxford Road and Wootton Road roundabouts would not cope with peak increases in traffic. Residential road junctions along Dunmore Road would not cope without improvements. Additional congestion along Dunmore Road would push traffic back towards the town, and negate its function as a peripheral road.
- Abingdon town centre approaches (Oxford Road, Wootton Road, Bridge Street, Ock Street) presently suffer considerable congestion.
- Contributions should be secured towards future strategic infrastructure improvement for the relief of Abingdon. PT contributions would be required.
- Twelve Acre Drive and Dunmore Road form part of Abingdon relief road, subject to 40mph limit. This road already suffers substantial congestion during peak traffic periods.

### ***South Kennington (270 dwellings)***

- Could be expected to generate 1400 veh trips per day, 140 trips in peak hour.
- Expected to contribute towards potential delivery of south facing slips on A34 at Lodge Hill. Could also be expected, therefore, to have a significant impact on Sugworth Lane. Principle access to site should be obtained from Kennington Road via suitable junction. Access from Sandford Lane not likely to be acceptable.
- Strategic access to A34/A423 north would be through village. Local mitigation (e.g. footways, crossing points, traffic management, etc.) may be required within village and beyond.
- Strategic access to A34 south would be via Sugworth Lane and Lodge Hill (if slip roads built) or via Radley and Abingdon peripheral road to Marcham Interchange. This route is already heavily congested during peak times.
- Contributions should be secured towards future strategic infrastructure improvement for Abingdon. PT contributions would be required.

### ***North West Radley (240 dwellings)***

- Could be expected to generate 1400 veh trips per day, 140 trips in peak hour.
- Expected to contribute towards potential delivery of south facing slips on A34 at Lodge Hill.
- Might also be expected, therefore, to have a significant impact on Sugworth Lane. Principle access to site would be from White's Lane which has poor alignment. Highway improvement scheme would be required to remove sub-standard bends.
- Strategic access to A34/A423 north would be through Kennington. Local mitigation (e.g. footways, crossing points, traffic management, etc.) may be required.
- Strategic access to A34 south would be via Lodge Hill south bound slip (if built) or via Abingdon peripheral road to Marcham Interchange. This route is already heavily congested during peak times. Contributions (if not for slip roads) should be secured towards future strategic infrastructure improvement for Abingdon. PT contributions would be required.
- Further local mitigation (e.g. footways, crossing points, traffic management, etc.) may be required.

### ***East Sutton Courtenay (220 dwellings)***

- Could be expected to generate 1300 veh trips per day, 130 trips in peak hour.
- Site access would be taken from Hobbyhorse Lane. The Lane is a farm access standard only and leads westwards to the nPower site at Didcot, but with no strategic access available to Didcot. Eastwards towards the village, Hobbyhorse Lane leads via Frilsham Street to High Street. Frilsham Street is narrow and would not be suitable to cater for the increased volume of traffic. The site, therefore, has no apparent means of satisfactory access.

- Strategic access to Abingdon and A34 north would be through Abingdon via A415 or B4017. Both of these routes are heavily congested during peak times.
- Contributions should be secured towards future strategic infrastructure improvement for Abingdon. PT contributions would be required.

#### **South of East Hanney (200 dwellings)**

- Could be expected to generate 1200 veh trips per day, 120 trips in peak hour.
- Site has highway frontage to Mill Orchard, Summertown and A338. Orchard Mill is narrow with minimal footway provision and would not be suitable to support a significant amount of development. Summertown could be suitable to sustain only a proportion of development.
- Local mitigation including footway provision and culverting of highway ditch would be necessary.
- Improvements to its junction with the A338 would probably be required. Satisfactory access could be taken from A338 with an extension southwards of the 30 mph limit.
- Pedestrian/cyclist links to PROWs would be required. PT contributions would be required. SVUK contributions would be required.

#### **East of Kingston Bagpuize (280 dwellings)**

- Could be expected to generate 1600 veh trips per day, 160 trips in peak hour.
- Strategic access to A420 is available via A415 Witney Road. Full direct site access onto A420 would not be acceptable, although a scheme to permit egress from the site could be possible. Development access to land to the west of A415 Witney Road may cause satisfactory access to this site to be difficult to achieve without substantial highway works being carried out
- The site would add to the already growing concern regarding the capacity and performance of the A420 route corridor.
- Contributions should be secured towards future strategic infrastructure improvement on this route and towards improvements on A415. PT and travel planning contributions would be required.

#### **NW of Valley Park (800 dwellings)**

- Site could generate up to 5000 vehicle movements per day, and 500 vehicles in the peak hour.
- This site is located on and would be directly accessed from A4130 which is a good quality link road between Didcot and A34 Trunk Road. The LP includes proposals for the improvement of this link road to dual carriageway standard. Access for this site should therefore be satisfactorily achievable. However, capacity problems could be created at Milton Interchange and on the close approaches to Didcot and mitigation measures would be required.
- It is assumed that linkage would be provided between this site and the main Valley Park site and the Great Western Park site. The cumulative impact of

this site together with the other development utilising the A4130 link would be substantial.

- It is likely that this large site would have impacts on public rights of way. PT contributions would be required. SV UK contributions would be required.

#### ***Milton Heights, west of A34 (400 dwellings)***

- Could be expected to generate 2400 veh trips per day, 240 trips in peak hour.
- Satisfactory site access could be taken from A4130 Milton Hill but improvements to Milton Hill between the access point and Milton Interchange and to the Milton Interchange junction would be required.
- Strategic access to A34 south and Harwell could be taken from Milton Interchange but traffic may seek to use A4130, through Rowstock and to Chilton Interchange. Strategic access to Wantage would also be via A4130 to Rowstock and A417. Hence substantial pressure would be created at Rowstock and along A4130. Local mitigation (e.g. footways, crossing points, junction improvements, traffic management, etc.) may be required
- Development would result in increased traffic flows into and from Abingdon and Didcot. Contributions should be secured towards future strategic infrastructure improvement for Science Vale Infrastructure package and Abingdon. PT contributions would be required.

#### ***West of Harwell (Site for up to 200 dwellings)***

- Could be expected to generate 1000 veh trips per day, 100 trips in peak hour.
- Satisfactory site access could be taken from Grove Road. Grove Road has a width restriction and, together with its junction with A4130, would need to be improved.
- Strategic access to A34 north would be via A4185 to Milton Interchange.
- Strategic access to A34 south and Harwell would be via Rowstock and A4185 to Chilton Interchange. Strategic access to Wantage would also be via Rowstock, and A417. Hence substantial pressure would be created at Rowstock and along A4185.
- Local mitigation (e.g. footways, crossing points, junction improvements, traffic management, etc.) would be required. PT contributions would be required

#### ***Valley Park, adjoining Didcot (2550 dwellings)***

The previous site for Valley Park (2150 dwellings) has been previously commented upon. This review relates to the extensions of the site to the northwest and south for an additional 400 dwellings.

- Northwest - Access should be possible onto A4130 or through Valley Park. PROW may be affected.
- South - Access should be secured via proposed Harwell Link Road Section 1 (B4493 – A417).
- This is now a further increase of 400 dwellings, but their location is not known. However, the increase does not fundamentally change comments made previously.

### **North of Harwell Campus (550)**

- Could be expected to generate 3300 veh trips per day, 330 trips in peak hour.
- Presumably site access would be taken from A4185 Newbury Road at the location of the existing residential access. This access is not well sited on the inside of a bend from the south and has only a nominal right turn lane facility. A substantial improvement to the access junction would be required to safely support a large development.
- Strategic access to A34 south would be via Chilton Interchange. This may require upgrade for capacity provision.
- Strategic access to A34 north could be taken from Chilton Interchange but very likely that traffic would seek to use A4185, through Rowstock and to Milton Interchange. Strategic access to Wantage and Didcot would also be via A4185 to Rowstock and A417. Hence unwanted pressure would be created at Rowstock and along A4185.
- The evaluation of this site should be considered in the light of other comments previously made regarding the East Harwell Oxford Campus site. A Public Bridleway (BW) and a Road Used as Public Footpath (RUPP) run along the south and west boundaries of the site and could be affected.
- PT and travel planning contributions would be required.

### **East Harwell Oxford Campus (850)**

- Could be expected to generate 5100 veh trips per day, 500+ trips in peak hour.
- Satisfactory site access(es) could be taken from A4185 Newbury Road.
- Strategic access to A34 south would be via Chilton Interchange. This may require upgrade for capacity provision.
- All Strategic access to A34 north could be taken from Chilton Interchange but very likely that some traffic would seek to use A4185, through Rowstock and to Milton Interchange if heading north. Strategic access to Wantage and Didcot would also be via A4185 to Rowstock and A417. Hence pressure would be created at Rowstock and along A4185.
- Development of site should contribute towards the Science Vale strategic transport infrastructure package
- PT contributions would be required.

### **Crab Hill (1500 dwellings)**

#### **Monks Farm (750 dwellings)**

The county council has no comments to make on these sites as they are live applications.

### **West Stanford-in-the-Vale (200 dwellings)**

- Could be expected to generate 1400 veh trips per day, 140 trips in peak hour.
- Expected to contribute towards wider improvements along the A420 corridor. However, this would depend upon there being defined and deliverable route strategy objectives.

- Satisfactory site access could be taken from A417 Faringdon Road. Local mitigation (e.g. footways, crossing points, traffic management, PROW, etc.) would be required.
- PT contributions would be required

***Land South of Park Road (350 dwellings)***

- This site has been the subject of an Outline Planning Application for 380 dwellings and a formal transport response has been made to the planning authority. Highway improvements will be required to Park Road (widening and pedestrian crossing) and its junction with A420. A change to the local speed limit will also be necessary.
- PT contributions would be required as well as new bus stops.
- Public Right of Way (PROW) would be affected.

***East of Coxwell Road (200 dwellings)***

- This site has been the subject of an Outline Planning Application for 200 dwellings and a formal transport response has been made to the planning authority.
- Highway improvements will be required including major improvement to A420/Coxwell Road junction. Footway provision and widening will be necessary along Coxwell Road as well as new bus stops and a pedestrian crossing point. Amendment to a local speed limit will also be necessary.
- Improvement to a Public Right of Way (PROW) will be required.
- PT contributions will be required.

***South Faringdon, Great Coxwell (Site for up to 200 dwellings)***

- Could be expected to generate 1000 veh trips per day, 100 trips in peak hour.
- Development proposal (The Steeds) has been submitted as a planning application (P13/V1102/O) and a full Transport Response has been made. Major upgrade of A420/Great Coxwell Road junction will be delivered but contributions to wider improvements along A420 will not be secured.

***South West of Faringdon (Site for up to 200 dwellings)***

- Could be expected to generate 1000 veh trips per day, 100 trips in peak hour.
- Expected to contribute towards upgrading the A420 junction at Coxwell Road and wider improvements along the A420 corridor. However, the upgrade of this junction has been secured through other funding. Contributions towards wider improvements along the A420 corridor would depend upon there being defined and deliverable route strategy objectives.
- A development proposal on part of this site has been submitted as a planning application (P13/V1653/O – 126 dwellings) and a full Transport Response has been made.

- Satisfactory site access could be taken from B4019 Highworth Road. Local mitigation (e.g. footways, crossing points, traffic management, etc.) would be required. PT contributions would be required.

***North Shrivenham (500 dwellings)***

- Could be expected to generate 3000 veh trips per day, 300 trips in peak hour.
- Expected to contribute towards wider improvements along the A420 corridor. However, this would depend upon there being defined and deliverable route strategy objectives.
- A development proposal on part of this site has been submitted as a planning application (P13/V1810/O) and a full Transport Response has been made. Satisfactory site accesses could be taken from Highworth Road. Local mitigation (eg footways, crossing points, traffic management, etc.) would be required. Junction improvements could be required. PT contributions would be required.

## **Transport Strategy**

### *Strategic Sites and Policies Appendices*

- Valley Park – Should match advice given via Position Statement
- P27 – States “Provide the proposed Harwell Link Road (Core Policy 17).” –A developer may be giving the land but Oxfordshire County Council is delivering and has secured money for it. The text implies they are doing more than in reality and this should be made clearer.
- The Harwell Link Road has a strategic function, as identified in the evidence base, which is why it is included in the SV scheme package. It is not merely an internal/adjacent local access road to serve Valley Park (having been identified as necessary before) but is required to make the site deliverable, with the need for strategic access points along it (exact wording needs consideration...)
- P27 column 2 – update ref to read A4130 capacity enhancements, instead of duelling (which *may* be required)

### *Appendix E*

- Re-label plan E1 to read A4130 capacity enhancements
- Plan E8 and Core Policy 19 – Re-opening of Grove station: the re-opening of Grove station is an aspiration of the County Council. We would wish to be flexible about the precise location of a station, which may be best located outside the area of safeguarded land shown on Plan E8.
- Plan E13 – re-label to read New Thames River Crossing at Culham and Long Hanborough bypass (use ETI report, for consistency). Add on line for bypass.

### *General*

- References to SVUK (Science Vale UK) are included in the Appendix E and elsewhere in the documents. The UK part has now been dropped and the documents should reflect that.
- Figure 5.6b (the cycling map) on page 78 of the Local Plan must come with a caveat: "Subject to consultation by OCC as part of LTP4 (early 2015)".
- The Didcot-Harwell Public Transport Study <http://www.whitehorsedc.gov.uk/sites/default/files/5132863%20Didcot-Harwell%20Bus%20Study%20Draft%20v2.pdf> is out of date and needs updating. Please state in our response that it is out of date and it will be re-submitted to them.

## **Public Transport**

### **General**

Oxfordshire faces immense challenges in accommodating planned residential and commercial development, whilst at the same time facilitating movement on a constrained transport network.

In general, locating development along the main public transport corridors (such as Premium Bus Routes and close to rail stations) offers the best chance of attracting a high proportion of movement by public transport and thus reducing the number of additional cars which need to be accommodated on the County's road network.

Bus services along the main Premium Bus Routes from Wantage, Abingdon and Botley to Oxford already operate quite frequently and these bus services can be increased relatively easily. Frequencies on some other routes, such as Swindon-Faringdon-Oxford and Harwell to Didcot have increased recently, and will now become Premium Routes.

Providing a credible level of public transport at a distance from rail stations, and/or a distance from Premium and 'development' bus routes is more difficult, although larger development sites in the Science Vale area (*such as Great Western Park, Valley Park, Crab Hill and Grove Airfield*) have been requested to fund additional bus services to significant centres (*such as Oxford, Didcot*) and to workplaces.

As Oxfordshire's road network becomes more congested, it has become increasingly important to plan and provide priority measures for buses, including at traffic signals, along bus lanes and through providing fully-segregated busways.

### **Sub areas**

In many ways, the Abingdon and Oxford fringe sub-area is a good area for new development from a transport perspective, because so many work journeys link into the Oxford city area. Home to work distances are shorter and there are some very good radial bus routes, also there is a rail station at Radley.

The South East Vale sub-area includes the key Science Vale area with its very ambitious growth plans. The challenge in this area is to shape new residential development around the emerging core public transport network, and to provide priority measures for buses to avoid congested junctions and road links.

The Western Vale has a single core public transport route linking Faringdon, Watchfield and Shrivenham with Swindon and Oxford. This bus route has become more frequent in recent years, and further improvements are planned. Development adjacent to this route can be accommodated by improving the frequency of this core bus route and by providing improved junction arrangements, to avoid delays.

### **North West Abingdon**

There is currently no bus service on this section of Wootton Road. The developer for this site would contribute to the cost of an additional hourly bus service between Abingdon and Cumnor (extending to Oxford), which would be routed along the Wootton Road through the development site.

A pair of high-quality bus stops, incorporating a pedestrian crossing (formal or informal), shelters and real time information displays will be required on the B4017 to the north of the Wildmoor Roundabout, along with connecting footpaths from the site.

### **North Abingdon**

This site lies to the west and east of the very frequent Abingdon-Oxford Premium Bus Route, currently with 9 buses per hour (12 in the peak hour). A pair of high-quality bus stops, incorporating a pedestrian crossing (formal or informal), shelters and real time information displays will be required on the A4183 to the north of Peachcroft Roundabout, along with connecting footpaths from the site. It is not expected that bus services will operate via Dunmore Road and Copenhagen Drive.

There are strong concerns about the impact of the proposed south-facing slips on the very frequent bus service from Abingdon to Oxford. Any such proposal would need to include a high degree of segregation of bus flows from slow moving queues of car traffic heading towards Lodge Hill. The impact of such south-facing slips on traffic patterns in north Abingdon could be considerable. The developer would contribute towards additional buses from north Abingdon towards Didcot and other Science Vale destinations, so as to reduce the number of car journeys in this direction at peak times.

### **South Kennington**

This site is located adjacent to the Pebble Hill Premium Route bus stops. New footpaths are required from the site to connect directly with these bus stops as there is no footpath along Kennington Road. A contribution would be required to the cost of enhancing the Abingdon-Kennington-Oxford bus route, with particular emphasis on the reliability and frequency of the peak hour service. The cost of this enhancement would be shared with another other developments in Radley.

### **North West Radley**

This site is located within walking distance of bus stops at Gooseacre and at Radley Church, although footway links to these stops would require significant improvement, including widening. Significant improvements are also required at these bus stops, including the provision of new shelters. The walking route to the rail station also requires significant improvements, such as widening the footway along Church Road.

A contribution would be required to the cost of enhancing the Abingdon-Kennington-Oxford bus route, with particular emphasis on the reliability and frequency of the peak hour service. The cost of this enhancement would be shared with another developments in Kennington.

### **South of East Hanney**

This site is very well located, adjacent to the x30 bus route from Wantage to Oxford via Botley, although new bus stops and associated infrastructure would be required on the A338 to the west of this proposal. Bus stops for the 31 bus route from Wantage to Oxford via Abingdon are not far away at St James View. A new footpath would be required on the eastern side of the A338 and some form of pedestrian crossing would also be needed.

The developer would contribute to enhancement of the x30 and 31 routes from Wantage to Oxford, and also to the cost of reinstating the 36 route from Wantage to Didcot via Milton Park.

### **East Sutton Courtenay**

This site is located over 400 metres from bus stops at High Street garage on the x1 bus route from Harwell and Didcot to Abingdon and Oxford. To reduce this distance, the developer should fund the relocation of these bus stops closer to the junction of the High Street with Frilsham Street, along with improved infrastructure such as shelters. Improved footways would also be required along Frilsham Street and Hobbyhorse Lane.

The developer would also contribute to the cost of an enhanced frequency of bus service between Didcot and Abingdon via Sutton Courtenay

### **Milton Heights**

It will be very difficult to serve this site by effective public transport, as the quantum of housing will be too small to support a commercially viable bus service. The walking distance to the nearest bus stops on the A4130 will be further than national guidelines for most of the new residents, and this may well lead to complaints and campaigns for a financially-supported bus service. Apart from the school, there are almost no local amenities at Milton Heights so the new residents will require access to the bus to access retail and other amenities in other centres. Nevertheless, the Council will not provide ongoing financial support for a bus service terminating in the Milton Heights development.

The developer will be required to contribute to the development of bus routes serving the Milton Heights bus stops on the A4130, along with the best possible walking routes to these stops.

### **Valley Park**

This site will require new high-quality bus services to Didcot station/town centre and to the major employment sites at Milton Park and Harwell, to be funded by the developer, until such time as these services can be operated on a fully-commercial basis.

It is essential that the spatial layout of the site provides good penetration by the bus, so this mode of transport can operate efficiently on direct routes, with stops linked to concentrations of population. A higher density of population is desirable near these stops, to generate demand for bus services. The provision of the eventual frequent commercially viable services will be heavily influenced by the provision of bus-friendly infrastructure.

The physical shape of the site will lead to some challenges and compromises. The east-west 'width' of the site towards the northern boundary will create some difficulty in serving this area with a single north-south corridor. It may also be difficult to serve the southern end of the site south of the B4493 with the full level of bus service proposed for the northern part of the site.

A connecting spine road should be provided to the North West of Valley Park development site, to facilitate through bus operation for a Milton Park to Didcot service passing through the North West of Valley Park site, Valley Park and the Wantage Road B4493 into Didcot.

### **North West of Valley Park**

This site will require a high-quality public bus service, probably through routeing a Milton Park – Valley Park – Didcot town centre service through the development along a Spine Road which is suitable for bus operation and which is supplied with bus stops linking with walking routes to the residential areas.

### **West of Harwell**

This site is located about 400 metres from the High Street bus stops in the centre of Harwell village. However, the walking route along Grove Road does not have a footpath currently, and the developer would be required to provide a safe walking route to the bus stops.

The developer would contribute to improved frequency and hours of service on the strategic bus route between Wantage, Harwell and Didcot

### **East Harwell Campus**

This site will benefit from existing and proposed bus services serving Harwell Campus. However, considerable thought must be given to the spatial layout of the site, to ensure that both the residential and employment parts of the Harwell site can be served by the same bus route. Roads served by bus routes should be designed to an adequate standard.

The developer of this site should contribute to the cost of some form of bus-way to link with the southern end of the Valley Park site, thus ensuring that a direct, efficient and attractive bus service can be provided to Didcot.

The developer must contribute to the funding of any additional vehicle requirement needed to serve the residential site, along with service enhancements required by such a residential site (such as evening and Sunday services).

### **North of Harwell Campus**

This site will benefit from existing and proposed bus services serving Harwell Campus. However, considerable thought must be given to the spatial layout of the site, to ensure that both the residential and employment parts of the Harwell site can be served by the same bus route. Roads served by bus routes should be designed to an adequate standard.

The developer of this site should contribute to the cost of some form of bus-way to link with the southern end of the Valley Park site, thus ensuring that a direct, efficient and attractive bus service can be provided to Didcot.

The developer must contribute to the cost of funding any additional vehicle requirement needed to serve the residential site, along with service enhancements required by such a residential site (such as evening and Sunday services).

### **Crab Hill, Wantage**

This site must provide a spine road through the residential development, suitable for bus operation. The developer must also provide bus stops along the spine road, and in addition, stops on the A417.

The development must contribute to the cost of providing direct bus links to Harwell, Milton Park, Didcot, Abingdon and Oxford.

### **Monks Farm, Grove**

This site must contribute to the cost of providing improved bus links from Grove to Oxford, Abingdon, Didcot, Milton Park, Wantage and Harwell, with each link operating at least twice per hour.

The site must provide good walking routes to bus stops on routes passing through Grove (including eventual routes through Grove Airfield).

The spatial arrangement of residential development sites in Grove is less than ideal for bus routeing. The current proposal is to route buses along Oxford Lane, Grove Green and Denchworth Road. This is to avoid the withdrawal of bus services from the existing Grove settlement, which would be unacceptable. The requested strategic bus links will be insufficiently strong to operate in two variants (both via the Grove Northern Relief Road /Grove Airfield **and** also via the current Grove settlement, so the Oxford Lane, Grove Green, Denchworth Road bus routeing has been chosen as a compromise that can provide reasonable access to all parts of Grove.

### **West Stanford in the Vale**

This site is served by the Faringdon - Wantage bus service 67, as well as some other local routes. Additional bus stops would be required near the junction of Cottage Road and Faringdon Road, along with a high-quality footpath connecting to the development site.

The developer would be expected to contribute to the cost of maintaining and enhancing the Farindgon-Wantage bus route. This link is currently not strong, and there is a risk of this bus services being curtailed as a consequence of the Council's revenue funding reductions.

### **South Faringdon**

This site is adjacent to the strategic 66 bus route between Oxford, Faringdon and Swindon, which was improved recently to operate twice per hour and for which contributions are being sought towards an improvement towards an eventual four buses per hour and towards infrastructure improvements along the route, such as

the proposed roundabout at the junction of Coxwell Road and the A420 main road. Financial contributions would be expected towards both the bus service and the infrastructure improvements, which would benefit bus operation.

New bus stops on Coxwell Road have already been requested from developers of this and adjacent sites.

### **South West Faringdon**

The location of this site is less satisfactory, being at least 500 metres (and considerably more from parts of the site) from the nearest Highworth Road bus stops on the Coxwell Road. The developer should consider funding the relocation of these stops nearer to the Highworth Road junction, to reduce walking distances and also redesign these stops to deter car parking.

The developer would contribute to the route 66 strategy of improved bus service frequency (up to four buses per hour) between Swindon, Faringdon and Oxford, and associated infrastructure improvements, such as the proposed roundabout at the Coxwell Road/A420 junction.

### **East of Coxwell Road, Faringdon**

This site is adjacent to the strategic 66 bus route between Oxford, Faringdon and Swindon, which was improved recently to operate twice per hour and for which contributions are being sought towards an improvement towards an eventual four buses per hour and towards infrastructure improvements along the route, such as the proposed roundabout at the junction of Coxwell Road and the A420 main road. Financial contributions would be expected towards both the bus service and the infrastructure improvements, which would benefit bus operation.

New bus stops on Coxwell Road have already been requested from developers of this and adjacent sites.

### **Land south of Park Road, Faringdon**

This site is adjacent to the strategic 66 bus route between Oxford, Faringdon and Swindon, which was improved recently to operate twice per hour and for which contributions are being sought towards an improvement towards an eventual four buses per hour and towards infrastructure improvements along the route, such as the proposed roundabout at the junction of Coxwell Road and the A420 main road. Financial contributions would be expected towards both the bus service and the infrastructure improvements, which would benefit bus operation.

New bus stops on Park Road have already been requested from developers of this and adjacent sites

### **North Shrivenham**

Much of this large site is over 500 metres from existing and possible new bus stops on the strategic 66 bus service between Oxford, Faringdon and Swindon. The developer would fund a pair of new stops on Faringdon Road near the junction with Pennyhooks Lane, as well as a connecting footpath from the development.

The developer would contribute to the route 66 strategy of an improved bus service frequency of up to 4 buses per hour between Swindon, Faringdon and Oxford, and associated infrastructure improvements, such as the proposed junction improvement roundabout at the western end of Townsend Road at its junction with the A420.

## **Education**

The county council, under Section 14 of the *Education Act 1996*, has a statutory duty to secure that schools “are sufficient in number, character and equipment to provide for all pupils the opportunity of appropriate education”. In order that this duty can be fulfilled, where proposed housing development is of such a scale as to make necessary a new school, the development needs to provide sufficient and suitable land and funding for the construction of the school. In such cases, the county council will manage the procurement of the new school, including the process under which an academy provider is selected. Where circumstances do not require a new school, but expansion of one or more existing schools will be necessary to ensure sufficient school places, the county council will work with local education providers to identify how such expansion can take place. Housing developments which lead to the need to expand local schools are expected to contribute at a rate fairly and reasonably related in scale to the development towards the capital costs of expansion.

At this stage of the planning process, full information is not available on the mix of housing and timescales of construction; as these factors will affect the rate of pupil generation from new housing, and thus the costs of providing sufficient capacity, when further details of proposed developments are available, the scale and cost of school capacity expansion will need to be reviewed.

For the purposes of S106 requirements for new schools, costs are based on guidance from the county council’s property consultants, and are based on low carbon design and construction, with community facilities incorporated as appropriate, based at 3Q12.

For the purposes of costing CIL requirements for extending schools, the following approach was taken:

1. Pupil generation resulting from housing development in Oxfordshire was estimated using the PopCal-10 tool developed by Oxfordshire County Council and validated by the Oxfordshire Data Observatory for such purposes.
2. To apply this to the Local Plan proposals, the housing mix resulting from the Strategic Housing Market Assessment was used:

	40% affordable	60% market
1-bed	27%	6%
2-bed	35%	21%
3-bed	34%	43%
4-bed	4%	30%

3. Based on this mix, the average pupil generation of a 100-home development built over one year was calculated as shown on the table below, and the number of pupils per dwelling multiplied by the cost of extending a school in each sector by one pupil place:

Sector	Pupils per	Cost per place of school extension	Cost per dwelling of school
--------	------------	------------------------------------	-----------------------------

	dwelling	(1Q12)	extension
Primary	0.28	£11,582	£3243
Secondary 11-15	0.18	£17,455	£3699
Sixth Form	0.03	£18,571	
SEN (1.11% of all pupils)	0.005	£30,656	£165

This approach has been taken in assessing the costs for inclusion in the Local Plan Appendix A – Site Development Templates – and the Infrastructure Delivery Plan.

Within the evidence base there is also a report produced by the county council, the Vale School Expansion Capacity Study. The purpose of this is to test the feasibility of extending those schools which are not been previously assessed for expansion. It does not cover all of the schools likely to be affected by housing development across the district, as in some areas work is already underway due to existing pressures on school places and prior housing proposals. The Capacity Study provides a high level assessment of what schools would require to be able to expand. The costs in this study are estimates of 0.5 form entry increments of expansion – for example from 0.5 form entry to 1 form entry, or from 1.5 form entry to 2 form entry. Each housing development is unlikely to generate an exact match between pupils generated and school size increment, and therefore the costs in the Capacity Study will not exactly match those calculated through the formulaic approach used in the Local Plan and IDP. As and when further feasibility assessment is carried out at each affected school, there will be further revisions of the cost implications. At this stage, therefore, exact costs of school infrastructure cannot be provided, but the information provided in the Local Plan documentation is considered to provide an accurate and realistic assessment of the expected implications of the housing development proposed.

The evidence base also includes the county council's Pupil Place Plan. This provides an overview of expected demand for, and supply of, school places, including the impact of housing development. This was last reviewed in July 2014, and therefore does not reflect more recent amendments to Local Plan proposals.

### **Site specific comments**

#### **Abingdon-on-Thames: 1000 homes across two sites**

A new 1.5fe school will be required to accommodate this scale of housing growth in Abingdon, due to the very limited options for expanding existing schools. This school should be provided as early as feasible in the development. The site should allow for future growth up to 2fe to avoid the town returning to the same situation of scarcity should there be further population growth, and therefore be 2.22ha. The school site would need to meet OCC's requirements. The cost of a 1.5 form entry school is currently assessed as £7,109,000 (3Q 2012).

Expansion of secondary school and SEN school capacity serving Abingdon will also be required.

Pages 8 and 10 of the Local Plan Appendix A and pages 30-32 of the Infrastructure Delivery Plan support this requirement for educational provision.

### **South Kennington – 270 homes**

St Swithun's School in Kennington is in the process of expanding from 1.5 form entry to 2 form entry. The Local Plan proposal would be able to benefit from this additional capacity, and would be expected to contribute towards the capital cost. As the school solution is already underway, early delivery of this housing could be supported.

This village feeds to Matthew Arnold Primary School, which is full, and regularly over-subscribed. It will need to expand to meet the demand from additional local population, and a feasibility study is being started into how it can grow from its current 6 form entry to 7 form entry or 8 form entry, depending on the scale of local population growth.

Expansion of SEN capacity serving the area would also be required.

Page 13 of the Local Plan Appendix A and page 33 of the Infrastructure Delivery Plan support this requirement for educational provision.

### **NW Radley: 240 homes**

Radley Primary School is currently a 0.5 form entry school. The next scale of school supportive of effective and efficient delivery of education is 1 form entry. Initial school site expansion analysis indicates that the current school site area is below the minimum size recommended by the government for a 1 form entry school.

Acquisition of additional site area for the school is expected to be required to enable its expansion.

The level of developer contributions expected from 240 homes is shown in the IDP (page 34) as £778,320. The initial school site expansion analysis estimates that £0.7-£0.9m would be required to meet minimum standards for a 1 form entry primary school, and that further investment would be required to bring the school up to preferred standards. *There could, therefore, be viability concerns about expanding the village school on this scale of housing.*

Expansion of secondary school and SEN school capacity serving Abingdon will also be required.

Page 15 of the Local Plan Appendix A and pages 34-35 of the Infrastructure Delivery Plan support this requirement for educational provision.

### **East Sutton Courtenay: 220 homes**

Sutton Courtenay Primary School will need to expand to 1 form entry to meet the needs of already permitted development. The Local Plan proposal could exceed the school's capacity at 1 form entry, without making viable further expansion. However, school planning in this area needs to take into account nearby schools and villages, as much of the existing village of Milton is closer to Sutton Courtenay School than its

current designated school, St Blaise, and some of the development planned for Sutton Courtenay is easily accessible to Culham Primary School. Primary education provision for this proposed housing would therefore be based on a broader survey of both housing development and school growth potential, including any new schools resulting from larger scale developments, across the surrounding area.

Initial school site expansion analysis indicates that the current school site area is below that recommended for a 1.5 form entry or larger school, which compromises the ability of the school to expand. Acquisition of additional site area for the school would facilitate its expansion, should that be required.

Expansion of secondary school and SEN school capacity serving the area will also be required.

Page 22 of the Local Plan Appendix A and page 36 of the Infrastructure Delivery Plan support this requirement for educational provision. *In both cases Didcot is specified in the context of secondary education; Sutton Courtenay is currently part of the Abingdon partnership of schools. Some children attend secondary schools in Didcot, and the provision of new schools in Didcot may mean more children from the village choose schools in Didcot. As such, expansion of secondary education provision to serve this development site may be delivered in either Abingdon or Didcot.*

#### **Kingston Bagpuize East: 280 homes**

John Blandy Primary School, which serves Kingston Bagpuize and Southmoor, is expected to be full at its current size of 1 form entry as a consequence of existing population growth, including previously permitted housing, and would need to expand to 1.5 form entry to meet the needs of further housing development.

Initial school site expansion analysis indicates that the current school site area is below that recommended for a 1.5 form entry or larger school, which compromises the ability of the school to expand. Initial estimates of the cost of expanding the school to 1.5 form entry exceed the scale of developer contributions to be expected from the proposed Local Plan scale of housing, and would need to be supplemented by contributions from other developments in the area. Acquisition of additional site area for the school would facilitate its expansion.

Expansion of secondary school and SEN school capacity serving the area will also be required. For secondary education the area is served by Faringdon Community College, which is already planning towards expansion to 240 places per year - approximately 1400 places in total – to meet the needs of population growth in this area. The additional Local Plan proposed allocations would require further extension to 270 places per year; the feasibility of this is being assessed. The county council is working with the Faringdon Academy of Schools to develop options for meeting the needs of housing development in this area.

Page 17 of the Local Plan Appendix A and pages 36-37 of the Infrastructure Delivery Plan support this requirement for educational provision. *However, page 37 of the IDP*

*states that contributions will be required towards secondary school places in Abingdon; this area is actually part of the Faringdon designated area.*

### **East Hanney: 200 homes**

St James Primary School is currently 0.5 form entry, with an annual intake of 15. To meet the needs of this, and other, proposed developments, expansion to 1 form entry would be required.

Initial school site expansion analysis indicates that the current school site area is below the minimum size recommended by the government for a 1 form entry school. Acquisition of additional site area for the school is expected to be required to enable its expansion. Initial estimates of the cost of expanding the school to 1 form entry exceed the scale of developer contributions to be expected from the proposed Local Plan scale of housing, and would need to be supplemented by contributions from other developments in the area.

Expansion of secondary school and SEN school capacity serving the area will also be required. For secondary education the area is currently served by King Alfred's Academy, but is closer to the planned new secondary school at Grove Airfield.

Page 18 of the Local Plan Appendix A and pages 37-38 of the Infrastructure Delivery Plan support this requirement for educational provision.

### **Milton Heights: 400 homes**

St Blaise Primary School is currently smaller than 0.5 form entry. 400 new homes would require the school to expand to 1 form entry, which would benefit the efficient delivery of education.

Initial school site expansion analysis indicates that the current school site area is below the minimum size recommended by the government for a 1 form entry school. Acquisition of additional site area for the school is expected to be required to enable its expansion.

The level of developer contributions expected from 400 homes is shown in the IDP (page 3) as £1,297,200. The initial school site expansion analysis estimates that £1.4-1.65m would be required to meet minimum standards for a 1 form entry primary school, and that further investment would be required to bring the school up to preferred standards. *There could, therefore, be viability concerns about expanding the school on this scale of housing.*

Expansion of secondary school and SEN school capacity serving the area will also be required.

Page 23 of the Local Plan Appendix A and page 39 of the Infrastructure Delivery Plan support this requirement for educational provision. *In both cases Didcot is specified in the context of secondary education. Milton currently feeds to Abingdon secondary schools; however it will be closer to the new secondary school due to*

*open in Great Western Park, Didcot, and can more appropriately be considered under Didcot secondary school growth.*

### **Valley Park: 2550 homes and North West of Valley Park: 800 homes**

Given the scale of this development area, school provision requirements would need to be confirmed following full assessment based on actual planned housing mix and build timescales. However, based on the pupil generation rates used above, this scale of development generates primary pupils broadly equivalent to approximately 4.5 forms of entry. This scale of provision could be delivered through two new schools, one 2 form entry and one 2.5-3 form entry. However, to minimise travel to school distances, it may be preferable to plan for three schools, two 2 form entry and one 1 form entry, to provide a better spatial distribution of provision. Should housing numbers in this development area increase, three school sites would provide for more flexibility and future-proofing.

Pages 28 and 31 of the Local Plan Appendix A states that two new 2 form entry primary schools will be required for Valley Park and North-West Valley Park, one of which may need to be 3 form entry at least during peak years. Page 39 of the Infrastructure Delivery Plan states that two new schools will be needed, one 2 form entry and one 2.5 form entry. The provision of two new primary schools, one of which will be 2.5-3 form entry at peak, is in line with the pupil generation expected as a result of the Local Plan housing numbers. However, if higher housing numbers are approved, this level of provision would not be sufficient, and three primary school sites would be required, *one of which should be within North West Valley Park.*

A new secondary school is already planned to open in Didcot in 2017 to meet the needs of the Great Western Park and Valley Park developments. It will be collocated with a University Technical College, which will serve a wider area. A site for another new secondary school is included in masterplanning for the North East Didcot development, pending confirmation of total housing planned numbers in this area. The scale of additional housing proposed by VOWH would confirm the need for another new secondary school in the area.

*Page 40 of the IDP states that contributions towards the cost of secondary school capacity would be required at the rate of £3,699 per home. This rate applies to extension of existing schools; as new schools are to be built the appropriate new school building rate of cost should be applied.*

Due to the scale of development and consequent population growth in and around Didcot, a new Special Education Needs school is planned, to be located on Valley Park. Pages 28 and 31 of the Local Plan Appendix A and page 40 of the IDP support this provision.

### **East of Harwell Campus: 850 homes and NW Harwell Campus: 550 homes**

A new 2 form entry primary school will be required to meet the needs of these two development areas. This school should be provided as early as feasible in the development. The school site would need to be 2.22ha and meet OCC's requirements. Its location should be planned to ensure maximum accessibility from

the local homes. The cost of a 2 form entry school is currently assessed as £8,334,000 (3Q 2012).

These developments would also be expected to contribute towards the cost of new secondary and SEN provision in Didcot.

Pages 36 and 39 of the Local Plan Appendix A and pages 41-43 of the IDP support this provision, but *state that contributions towards the cost of secondary school capacity would be required at the rate of £3,699 per home. This rate applies to extension of existing schools; as new schools are to be built the appropriate new school building rate of cost should be applied.*

### **Harwell: 200 homes**

The Local Plan proposal could exceed the existing village school's capacity, without making it viable to expand. However, school planning in this area needs to be based on a broader survey of both housing development and school growth potential, including any new schools resulting from larger scale developments, across the surrounding area, including Harwell Campus and Chilton.

This development area would be expected to contribute towards the cost of expanding primary school provision serving the area, and also towards new secondary and SEN provision in Didcot.

Page 33 of the Local Plan Appendix A supports this provision, but *states that contributions towards the cost of secondary school capacity would be required at the rate of £3,699 per home. This rate applies to extension of existing schools; as new schools are to be built the appropriate new school building rate of cost should be applied.*

### **Crab Hill Wantage: 1500 homes**

This development is subject to current S106 negotiations, and is required to provide a new 2 form entry primary school, and contribute towards the new secondary school planned for Grove Airfield, and towards expansion of SEN provision.

Page 42 of the Local Plan Appendix A and pages 43-44 of the IDP support this provision.

### **North Grove Monks Farm: 750 homes**

Parts of this development are subject to extant S106 agreements or current S106 negotiations. In total, the development is required to provide the equivalent of a 1 form entry primary school, which may be through expansion of an existing school; contribution towards new provision on Grove Airfield; or a new 1 form entry school on-site. The development is also required to contribute towards the new secondary school planned for Grove Airfield, and towards expansion of SEN provision.

Page 45 of the IDP supports this provision. *Page 44 of the Local Plan Appendix A states that primary provision will be through extension of Grove CE Primary School; this has not yet been confirmed.*

**Grove Airfield: 2500 homes**

This development is subject to current S106 negotiations, and is required to provide two new primary schools and a secondary school, and contribute towards expansion of SEN provision.

*Pages 46-7 of the IDP support this provision, but only includes one primary school; this should be two.*

**Park Road, Faringdon: 350 homes**

This development is subject to current S106 negotiations, and is required to provide a site and proportionate capital funding for a new primary school, and contribute towards expansion of secondary and SEN provision.

Page 56 of the Local Plan Appendix A and page 48 of the IDP support this provision.

**Other Faringdon/Coxwell sites: totalling 600 homes**

These developments are subject to current S106 negotiations, and are required to contribute proportionately towards a new primary school, and towards expansion of secondary and SEN provision.

Pages 49-53 of the Local Plan Appendix A and pages 49-52 of the IDP support this provision.

**North Shrivenham: 500 homes**

Shrivenham Primary School has previously had spare places, but demand has risen in recent years. The underlying growth in local population which is shown in the rising trend in pupil numbers is expected to further reduce the level of future spare places. Recently permitted housing developments will lead to rising numbers at the school. When considered in addition to this, the housing levels in the revised Local Plan would require the village to have a total of 1.5 forms of entry in primary education provision.

Initial school site expansion analysis indicates that the current school site area is below the minimum recommended for a 1 form entry school, and thus even more so for any larger size of school. Acquisition of additional site area for the school is needed to support its expansion. Options for acquiring land are being explored. If the school cannot be satisfactorily expanded, a new primary school will be required, within the allocated development site. The county council is working with the Faringdon Academy of Schools, of which Shrivenham Primary Schools is a member, to explore options for meeting the needs of housing development in this area.

Expansion of secondary school and SEN school capacity serving the area will also be required. The village is in the designated area of Faringdon Community College, which is already planning towards expansion to 240 places per year - approximately 1400 places in total – to meet the needs of population growth in this area. The additional Local Plan proposed allocations would require further extension to 270 places per year; the feasibility of this is being assessed.

### **Stanford in the Vale: 200 homes**

Stanford in the Vale Primary School currently has a low level of spare places, evenly distributed across age groups. Children at the school mostly live within the catchment area. The level of housing growth recently permitted is expected to result in the school being completely full, and may result in some in-area children not being able to get into school. The Local Plan proposal in addition would require the school to expand to 1.5 form entry.

Initial school site expansion analysis indicates that the current school site area is below the minimum recommended for a 1 form entry school, and thus even more so for any larger size of school. Acquisition of additional site area for the school is needed to support its expansion. Options for acquiring land are being explored.

Initial estimates of the cost of expanding the school to 1.5 form entry significantly exceed the scale of developer contributions to be expected from the proposed Local Plan scale of housing, and would need to be supplemented by contributions from other developments in the area. *There could, therefore, be viability concerns about expanding the village school on this scale of housing.*

Expansion of secondary school and SEN school capacity serving the area will also be required. Stanford in the Vale is within the current designated area of King Alfred's Academy, but is closer to Faringdon Community College, and some children from the village choose each school. It will be closer to the new Grove Airfield secondary school when it opens than to King Alfred's.

Page 47 of the Local Plan Appendix A and page 54 of the Infrastructure Delivery Plan support this requirement for educational provision. *In both cases Faringdon is specified in the context of secondary education; Stanford in the Vale is currently part of the Wantage/Grove partnership of schools, and for the purposes of school capacity planning should be considered in the context of the planned new Grove Airfield secondary school. As such, that contributions should be assessed at the new school building rate rather than at extension rates.*

**Please note that all sites will be expected to contribute towards Special Education Needs schools, which needs to be reflected in the IDP and Site Templates.**

### **Non-strategic allocations**

Core Policy 4 indicates that a further 1900 dwellings remain to be identified through the Local Plan Part 2 or Neighbourhood Development Plans or the Development Management process. The county council will advise on the implications of further

housing development as proposals are submitted. It is expected that further expansion of village schools will be required.

## **Ecology**

- *General Comment:* The District Council should be seeking advice from their ecologist, Dominic Lamb, on all of the sites proposed and he could provide more detailed comments.
- *South of East Hanney:* The county has serious concerns about the potential allocation of this site and its impact on ecology. The Letcombe Brook, which is an important habitat corridor for species such as Water Vole and Otter, is shown as adjoining and partly within the site. The Cowslip Meadows Local Wildlife Site is adjacent to the proposed site and contains UK Priority Habitat. The proposed site itself may also contain UK Priority Habitat and assessment should be carried out to determine the quality of habitats.
- *Core Policy 46: Conservation & Improvement of Biodiversity* - The county council supports this policy.
- P 27 Challenge should be 'Protecting *and enhancing* biodiversity'
- *Land for Safeguarding for Future Transport Schemes:* Some of the potential schemes would have an impact on landscape, recreation, ecology and biodiversity. If the schemes are likely to progress then ecological assessments should be carried out at a very early stage. Some of the sites have potential ecological constraints and assessment would be needed to consider whether schemes could be designed to avoid or mitigate for potential impacts. Evidence will need to be provided in order to demonstrate that environmental assessments have taken place, other alternatives have been considered and the correct consultations have been carried out.

## **Minerals & Waste**

The county council has no objection to the inclusion of any of the site proposals but notes that in Appendix A (site templates) for some of the sites the requirements include comments made previously on minerals issues but in the case of some others that also affect mineral resources (e.g. sites at Faringdon) there are no such comments. Please refer to previous RAG charts sent.

## **Archaeology**

The county council has no significant objections or concerns about the Plan. Core policy 39 is acceptable albeit fairly basic but it is assumed it will be expanded upon in the Local Plan Part 2. There is a requirement for predetermination investigation for the allocated housing sites as requested.

It should be noted that on two transport schemes (Abingdon Southern by pass and Science Vale Thames Crossing) the land for safeguarding includes scheduled ancient monuments.

## **Waste**

### *Policy*

Core Policy 43 Natural Resources is supported as it requires all development to provide for minimising waste and to make provision for the recycling of waste on site. It is suggested that the policy should also refer to composting in addition to recycling. Home composting of green waste is more efficient in terms of energy and costs compared to local authority collection.

### *IDP*

The IDP includes a number of OCC community infrastructure projects where the details are not currently known and will be determined at the planning application stage. This includes household waste recycling and re-use capacity enhancements (IDP p57). This reference is strongly supported.

Maintaining and increasing high rates of recycling and composting in Oxfordshire which are currently the best in the country is a key objective of the Oxfordshire Joint Municipal Waste Management Strategy. This also seeks to ensure that recycling facilities and services are available to all residents.

The 20,560 new homes proposed in the local plan will considerably increase the use of household waste recycling facilities (HWRCs) that serve the district. These are currently Drayton and Stanford-in-the-Vale HWRCs, and also Redbridge HWRC as an alternative for residents of housing proposed in north Abingdon, Radley and Kennington.

Capacity is assessed by the number of vehicles that can be accommodated in bays at any one time and we have data that demonstrates the extent that sites are used over different time periods. This shows that Drayton, Stanford-in-the-Vale and Redbridge HWRCs all experience capacity issues at peak times. This can lead to queuing on the highway. In addition the size of the site at Drayton HWRC is constrained and increasing capacity there will require a new site.

In order to keep pace with the level of development contributions should be made towards increasing capacity for re-use, recycling and composting at Drayton, Stanford-in-the-Vale and Redbridge HWRCs, or alternative locations as determined by the review of the HWRC strategy in due course.

### **Gypsy and Traveller Sites**

The Plan states that expanding existing sites will be one of the ways of identifying the extra need. The county owns and manage two sites within the Vale, these are the Red Bridge Hollow Caravan site just off the Old Abingdon Road near to Oxford and WoodHill Lane Caravan site in East Challow near Wantage.

The Red Bridge Hollow site no longer has any room for expansion as within the past two years 9 extra pitches have been provided to the site which has been on OCC land. The site now has 24 pitches and if was any bigger it would be unmanageable.

The Woodhill Lane site is a 12 pitch site and is surrounded by farm land so expansion would only be sort by purchasing land but with the reputation of the site it is very unlikely the land owner would be open to this.

## **General**

### *Main Document*

- Oxford Brookes, Harcourt Hill campus: the County Council should support additional student accommodation at Harcourt Hill campus – provision of additional student accommodation here would help free up dwellings in the City to help meet Oxford's housing needs and reduce the scale of unmet need to be accommodated elsewhere.
- Core policy 10 -The Charter: the point in para 5.26 that there should be optimal use of land for retail without compromising the provision of key community facilities should be included in the policy to protect Oxfordshire County Council's property interest in the library.
- The County Council considers the exceptional circumstance justifying a housing allocation within the AONB - the need to support employment growth at Harwell Campus, an internationally renowned centre for science and technology which makes a significant contribution to the Oxfordshire and national economy – to be acceptable.
- Core Policy 16 Didcot A power station: the County Council would support an employment-led mixed use redevelopment of this site. If including a residential element, it will be important to create a development which would be an attractive place to live with access to a range of services and facilities by means other than car.
- P76 - Delivery of strategic highway infrastructure: this section could usefully expand on how transport improvements to be achieved through Science Transit will improve connectivity with employment locations outside of the Vale, particularly Bicester and Begbroke. The diagrams on p78 could extend the network north of Oxford to Bicester.
- Fig 5.6a proposes a link from Culham crossing and link road: the route of such a scheme would be considered in the context of the strategic highway network in Oxfordshire as a whole.
- Core Policy 25 – Rural exception sites: This policy is supported in principle but criteria for scheme acceptability should include that any highways issues can be mitigated
- Core Policy 30 – Further and Higher Education: the County Council supports the development of facilities which support the skills and training agenda. It is suggested that the policy be amended to include other vocational facilities such as University Technical Colleges which also provide training to upskill the future labour force.
- Core Policy 31: development to support the visitor economy. The County Council supports in principle provision for new development which would support growth of the visitor economy for leisure and business purposes. Development such as hotels and conference facilities are best located in town centres and other locations accessible by means other than car.
- Core Policy 36 – Electronic communications: The County Council supports the draft policy as it reflects the emerging joint working across all districts to proactively plan for Superfast Broadband connections.
- Core Policy 41- Renewable energy: the County Council supports the draft policy in supporting schemes for renewable energy in the right places and

draws the district's attention to this Council's Position Statement on Major Development Proposals for Ground-mounted Solar PV Arrays which is available via the link below:

<https://www.oxfordshire.gov.uk/cms/content/position-statement-solar-development>

*Detailed points on Main Document:*

- Para 1.6: Details of how.....are set out...
- Fig 2.1 should show the route of East West rail and para 2.12 should refer to East West rail providing access to destinations beyond Oxford
- Fig 4.1 p.34 should acknowledge joint working with the County Council to prepare the Joint Science Vale AAP
- Core Policy 8: it is not clear how the figure of 5,438 homes to be delivered has been calculated

*Appendices*

- North of Abingdon p10: Social and community requirements – this should clarify that contributions would also be required to SEN facilities
- Milton Heights p24: there appears to be an error in the requirements for contributions to strategic infrastructure improvements for *Abingdon*. Contributions would also be required to SEN facilities

## **Local Member Views**

*Nick Hards*

28/11/14

In my view the plan proposals for the South East Vale are neither sound nor effective nor justified. The infrastructure simply does not exist for sites 8 to 13 (map on page 67 of the Local Plan 2031: Part 1 document). I'll leave others to comment in detail on sites 14 and 15 but my first point about infrastructure relates as much to those sites as it does to sites 8 to 13.

### **Point 1**

Inadequate east-west links across the A34. To illustrate this, at the discussion meeting organised by the Vale at Milton Hill last night, it was pointed out that from anywhere west of the A34 it is actually quicker to get to Newbury than to Didcot. Chapter 2 of the Plan however lists the larger centres as Oxford, Swindon and Didcot without mentioning Newbury. At the busiest times the A4130 is solid with traffic from the edge of Didcot to the Milton Interchange, which is why it can be quicker to get to Newbury. The works on the Milton and Chilton interchanges will ease the current congestion, but they will not be sufficient to cope with the traffic from roughly 2500 homes still to be built at Great Western Park and 2550 homes at Valley Park. Clearly the traffic generated by sites 8, 9, 10, 12 and 13 (2800 homes) will also need road space in the Didcot area and this is not adequately allowed for in the Plan. Therefore the 5350 homes which are now proposed in this Plan will not be sustainable because they will cause unnecessary car journeys. They will prevent access to Didcot station, to the local shops and to the shops in Oxford.

### **Point 2**

Unrealistic plans for water supply and water treatment. Page 27 lists conserving water supplies, and the need to upgrade water treatment facilities as key challenges. Both are major works without which this Plan cannot be delivered.

(a) Thames Water's most recent draft Water Resources Management Plan [sorry if I've got the title wrong] highlighted a shortfall in this catchment area, allowing only for the homes at Great Western Park and a smaller number than now proposed at Valley Park. Appendix F shows safeguarded land for a new reservoir but it is not clear from the Plan how this massive infrastructure investment will be paid for. More importantly can that infrastructure be built in time for the homes which are included in this Plan?

(b) Regarding waste water treatment, there is already a deficit. At Great Western Park a temporary system of large tanks has recently (late August) been commissioned. These are supposed to mitigate the flow into the Mendip Heights pumping station. My latest information suggests that arrangement may not be working to the satisfaction of the residents of the existing roughly 800 homes. I have a report from someone on Blackthorn Way of 22 November, which says she has lifted the manhole cover and their drain is full.

The pumps at the Mendip Heights pumping station were upgraded this summer. One of the new pumps apparently became blocked about a fortnight ago and 3 or 4 days later the occupants of the lowest lying house near the pumping station had their drains surcharging. They were unable to use their toilets that morning.

The waste from both Great Western Park and more established parts of Didcot has to pass through the pumping station.

The solution which Thames Water are working towards is a large tunnel under the railway to carry the sewage from west Didcot and Great Western Park, to the sewage treatment works on the Southmead Industrial Estate. The ambitious plans for housing clearly cannot be met until that tunnel has been built (see page 29 of the Appendices). Even then the pumps will probably still be needed. Pumps can fail and the consequences of a failure with maybe another 8000 houses in the area would be catastrophic.

The Plan is unsound because it does not address the challenges set out in 2.15. It should clearly and explicitly state that no development in this area shall commence until the tunnel to carry the waste under the railway has been built.

**Point 3**

Flood risk has not been adequately addressed. Page 29 of the appendices correctly recognises that there is a flood risk at the northern part of the site. It should also acknowledge that mitigation measures will be needed on the land south of the B4493 between Didcot and Harwell. Much of the plateau between the B4493 and the chalk scarp is capped with heavy clay, beneath which is land which is saturated with groundwater. At Great Western Park the development west of Park Road Didcot has included a large lagoon to accommodate the surplus water. Similar features will be needed on site 11 and possibly sites 9,10,12 and 13. The Plan should draw attention to this issue and should point out that where flooding occurred during the winter 2014 this is likely to be an issue.

The Plan is unsound because it mentions only one of the locations where surface water mitigation will be needed.

**Point 4**

The reference to recreational facilities "in Didcot" at page 28 of the Appendices needs to be clarified. Which facilities in Didcot are they proposing to enhance; for example would they be suggesting increasing the number of sports pitches on Boundary Park at Great Western Park? Half that site is in the Vale and if they wish to enhance those facilities it would clearly make sense.

I'm not sure this is a genuine objection but I do want them to say what they mean.

Otherwise the sports pitches could become fragmented. We would not want to have a cluster at Boundary Park and another cluster a short distance away at Valley Park. One large group of pitches would be more economical and easier to manage.

Therefore they should specifically require the enlargement of existing facilities where possible in preference to creating new detached ones. This could also save the developers having to provide yet another pavilion.