

Vale of White Horse Local Plan (Part 1) 2011-2031

Examination Hearings

Stage 2 – February 2016

Statement by Oxfordshire County Council

Matter 7

Supporting Infrastructure and Services

(CP7, CP12, CP17- CP19, CP21 and CP33 – CP36)

Thursday 18 February 2016

Question 7.1: Does the plan make adequate and soundly-based provision for the infrastructure and services necessary to support new development?

1. Introduction

- 1.1. Oxfordshire County Council believes that the Submitted Plan makes adequate and soundly-based provision for the infrastructure and services necessary to support new development, but in order to ensure that the Plan is up to date at the point of adoption, some amendments are required.
- 1.2. The County Council made wide-ranging comments on the Submitted Plan and raised concerns about the infrastructure requirements for sites and the spatial strategy as a whole, and the delivery of transport schemes and schools. In relation to delivery of transport schemes, we stated that there is a significant reliance on third party funding which presents a risk. The County Council remains concerned particularly about the funding required for the infrastructure necessary to support growth, and the information in the appendices to this Statement is intended to clearly inform the Inspector of the existing situation.
- 1.3. The County Council and Vale of White Horse are committed to working constructively together to positively plan for housing and employment growth and to secure the necessary supporting infrastructure. It is hoped that in the near future the position on funding and the process for delivering infrastructure will become more certain. Of particular note are the proposals for a development plan document to be prepared jointly with South Oxfordshire District dealing with the Science Vale / Didcot area; current devolution discussions; and the recent announcements of a new Didcot Growth Accelerator Enterprise Zone and Didcot Garden Town status, which should help with attracting government funding for capital infrastructure projects.
- 1.4. It is noted that the Local Plan will be subject to an early review to take on board an element of Oxford's unmet need, assuming some is apportioned to the Vale through joint working arrangements. This will offer the opportunity to make changes to update required infrastructure and how it is to be delivered if necessary. Such work can be progressed alongside the South Oxfordshire Local Plan and the proposed joint development plan document / area action plan.

2. Transport schemes

- 2.1. Appendix 1 of this Statement sets out how corrections should be made to the safeguarding maps, the titles of the maps and the associated policies. The Stage 1 SOCG between the parties stated that these modifications would be presented in

time for the Stage 2 hearings. The suggested modifications help align the Local Plan with the Oxfordshire County Council's Local Transport Plan (LTP4) adopted September 2015 and are due to detailed checking and further assessment work which has been undertaken resulting in refinement of the schemes, including their land requirements.

- 2.2 Appendix 1 also provides commentary on the transport schemes that are represented in the safeguarding maps. Most of the schemes are proposed in the Plan period and are reflected in LTP4. The schemes are predominantly in the Science Vale area, where most of the growth is proposed. A number of the schemes form part of a 'Science Vale Transport Package' which the County Council sought contributions for under S106 agreements as a package until April 2015 when new regulations required that contributions from not more than 5 developments were pooled towards a particular project. Due to these restrictions, contributions are now sought towards individual projects.
- 2.3 The transport schemes necessary to ensure that the transport impacts of development in Vale of White Horse are appropriately mitigated have been identified in LTP4 through the evidence provided in the Evaluation of Transport Impacts (ETI, November 2014). The recommendations of the ETI are based on the proposed distribution of the 20,560 homes and 23,000 jobs. The ETI does not provide sufficient evidence in relation to other potential sites and therefore the County Council is not in a position to comment on alternatives. This applies also in the case of the land proposed to be removed from the Green Belt which is not proposed to be allocated i.e. the suitability of that land for development has not been considered by the County Council.
- 2.4 The Infrastructure Delivery Plan, which is a living document able to be amended at any time, is the appropriate document to identify the current status of schemes. Relevant references to the Infrastructure Delivery Plan (IDP), and changes which should be incorporated when it is next published, are included in Appendix 1 in respect of the schemes noted.

3. **Additional Transport Schemes**

- 3.1 There are improvements to Milton Interchange currently being constructed. These improvements were designed before the full scale of current proposals in the Vale of White Horse Local Plan Part 1 was known. Oxfordshire County Council is aware that there is the Local Plan Part 2 to come, as well as the South Oxfordshire Local Plan, and that Oxford's unmet need will have to be addressed, and that there is a current proposal at Valley Park (P14/2873/O) for development in excess of that envisaged in the existing Plan. These developments will generate additional cumulative pressures on the network within Science Vale and it is likely that further improvements will be

required for Milton Interchange. The need for any land to be safeguarded to deliver additional growth will be addressed when the Local Plan is reviewed.

- 3.2 A new Air Quality Management Area was designated in June 2015 at Marcham. The area affected is that along the A415, through the village. The adopted Local Plan (2011) provides support for a Marcham Bypass. However, it notes (para 5.73) that in 2005 the scheme failed to be included in the regional funding allocation in the 2008-11 period. As it then did not progress, and was not required in the context of the new development identified in the new draft Local Plan, a route was not safeguarded. The need for a bypass will shortly be reconsidered having regard to health, as evidenced by the Air Quality Management Area. The need for any land to be safeguarded will be addressed when the Local Plan is reviewed, informed by appropriate further work.

4. Delivery of Transport Schemes

- 4.1 The Infrastructure Delivery Plan states: 'The OxLEP has thus far been very successful in bidding for and receiving money to fund transport infrastructure in Science Vale. Whilst the council cannot be certain of the funding streams that will be available in the future, we are already in a strong position to deliver the infrastructure set out in the package and to bid for future funding pots'. Indeed, there has been considerable success, and the County Council, working with the District Council, will continue to seek to secure funding from government for the delivery of transport infrastructure projects as it becomes available.
- 4.2 There will, however, be issues which arise over the timing of growth in relation to the provision of transport infrastructure. The District Council is currently processing many planning applications and, in line with NPPF and policies such as the Submitted Local Plan Core Policy 7, it may be that some of these should not be granted consent as the residual cumulative effects on the transport network will be severe without confirmed transport infrastructure improvements in place. Core Policy 7 seeks timely delivery of infrastructure and indicates that planning permission will be refused for development if it would be unsustainable without unfunded infrastructure.
- 4.3 The District has been faced with some very difficult viability challenges in recent applications which has had a knock-on impact to the delivery of critical infrastructure. The County Council recognises the difficulty the District faces in balancing the needs for appropriate mitigation and infrastructure, whilst facing the pressure of national policy to support viable development. This has led to the District recently proposing to occasionally use bilateral agreements whereby it will not include the County Council in the legal agreement, even where there is critical County Council infrastructure (and works to the highway) to be involved, and in some cases deciding to reduce the contributions from the amount requested by the County Council. While we understand that every effort must be taken by the District

to secure 5 year land supply and to meet the viability tests of Government, this is likely to lead to cases of objection, delay and non-delivery of critical infrastructure required to support development. This is a risk to housing delivery overall and the two authorities recognise this needs to be worked through to avoid such impacts.

5. **Schools**

- 5.1 The information in Appendices 2 and 3 sets out the situation regarding primary and secondary schools in relation to the strategic allocations in the Local Plan Part 1. Additional school places need to be provided to support the proposed housing growth and additional school capacity can be created, subject to the necessary funding (and land where required) being secured from development. Modifications to the text of site development templates which should be made before adopting the Local Plan and changes to the Infrastructure Delivery Plan (IDP) which should be incorporated when it is next published are identified. Details of the funding identified in the IDP are not dealt with here.

6. **Delivery of new schools and extensions to schools**

- 6.1 In some cases, new schools will be provided by developers on the sites that they are developing in which case the costs should be entirely borne by development and the timescales will depend on the timescale of the development. In most cases however, a contribution is sought, sometimes including land, to enable the County Council to extend existing schools where necessary.
- 6.2 Oxfordshire County Council and Vale of White Horse District Council have recently had many discussions about the costs of new schools and extensions to schools when delivered by the County Council. The amount of funding for education facilities, including for land where needed, is uncertain whether it be from S106 agreements or CIL. Specifically, the viability appraisal of schemes has raised questions about the amount of money being sought by the County Council for schools. Whilst we have worked to lower that figure to aid viability, the County Council is concerned that we will not be able to fund schools where the District has not supported sufficient enough funds for delivery. This has been further exacerbated by the proposed use of bilateral s.106 agreements which would effectively remove the infrastructure provider from the legal agreement process and place delivery of infrastructure, and therefore sites, at risk. This uncertainty impacts on the ability of the County Council to provide the necessary facilities (as it no longer has a capital pot to help deliver such schemes). Nevertheless, the two Councils are committed to ongoing work on this matter to ensure that additional school places will be available to meet the needs brought about by growth.

7. **Conclusion**

- 7.1 Core Policies CP7, CP12, CP17 to CP19, CP21 and CP33 to CP36 plus the site specific templates seek to ensure timely infrastructure delivery to support development. The Local Plan is supported by the Infrastructure Delivery Plan.
- 7.2 This Statement and the attached appendices identify the existing situation with regards to transport and education infrastructure and the work that is being done to ensure that development comes forward accompanied by the infrastructure needed to support it. Some modifications are needed to the Local Plan and some amendments are needed to the Infrastructure Delivery Plan. With these changes the County Council considers that the Local Plan can be made sound.

Appendix 1 – Transport Schemes and Safeguarding Map Amendments

1. A4130 Dualling

New title: **A4130 Dualling Milton Interchange to Science Bridge**

Policy Reference: CP17

(Note that this includes land in North West Valley Park and Valley Park draft allocations)

A bid for Local Growth funding from the Oxfordshire LEP was made in May 2015 for both the A4130 capacity improvements and the Science Bridge. This bid was updated in November 2015 seeking funding for approximately 70% of the cost of the project. A significant amount of match funding has been identified from future S106/CIL contributions and direct delivery of elements of the scheme. The project includes the planned widening of the A4130 between Milton Interchange and Science Bridge to a dual carriageway.

Sufficient reference to this is included in the Valley Park development template, however it is missed in the development template for North West Valley Park. A modification is therefore required to include in the development template for North West Valley Park: 'Provide for widening of the A4130'. The Valley Park application (P14/2873/O) provides for setting aside a 25m wide strip of land to provide for the widening, which is a sufficient width.

The dualling is referred to in the IDP as follows: 'Improving connectivity between Didcot and the Enterprise Zone'. For the sake of clarity, this should be amended to: 'Improving connectivity between Didcot, Milton Interchange and the Enterprise Zones'.

No changes to the safeguarding map are required.

2. Land for Backhill Lane Tunnel

New title: **Backhill Lane Tunnel**

Policy Reference: CP17

Funding has been secured through the LEP Growing Places Fund for a cycle/pedestrian route upgrade at the Backhill Lane Tunnel under the railway line linking the Milton Park Enterprise Zone and land to the south. Permission was granted in 2014 for a scheme (P14/V0087/FUL) which includes a new signalised junction with crossing point across the A4130 to provide new access to development south of the A4130. This scheme allows for improved cycle and pedestrian access to Milton Park from west Didcot, including for the new developments at Valley Park and North West Valley Park.

No changes to the safeguarding map are required.

3. Harwell Strategic Link Road and Southern Didcot Bypass

New title: **Harwell Link Road (B4493 to A417) and Southern Didcot Spine Road**

Policy Reference: CP17

(Note that this includes land in Valley Park draft allocation)

Planning permission was granted for the Harwell Link Road between the B4493 and A417 in April 2015 (R3.0133/14). This is to be funded through the City Deal, EZBR return and developer funding.

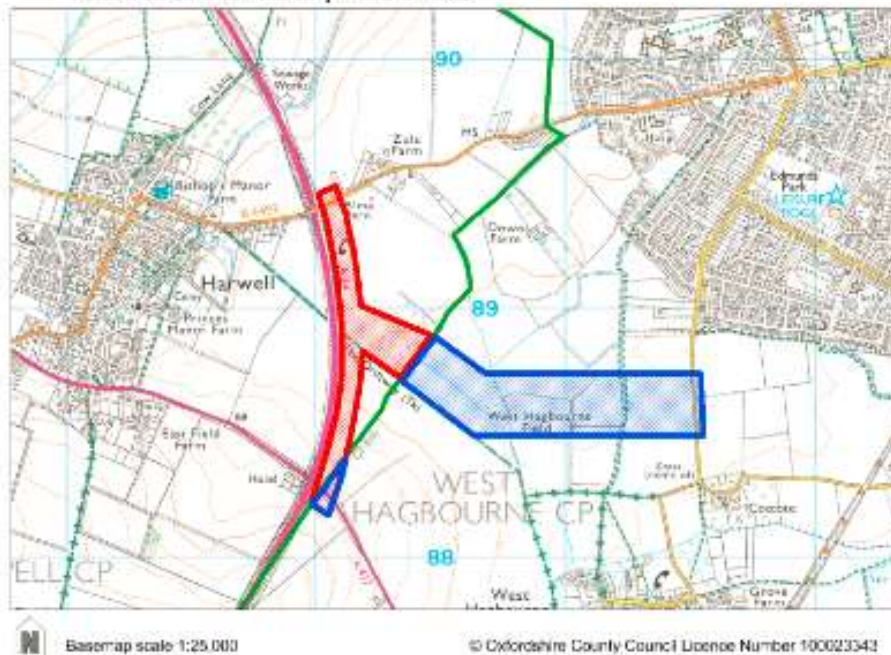
The Southern Didcot Spine Road will serve possible future development south of Didcot within South Oxfordshire. The part of the road within the Vale of White Horse would commence on the Valley Park site with the western junction on the Harwell Link Road between the B4493 and A417. The Southern Didcot Spine Road is not a strategic road but the provision is intended to future-proof development options, should development be sought to the south of Didcot in future.

The Vale of White Horse District Council previously included in their list of proposed modifications a proposal to exclude the part of the map showing the Southern Didcot Spine Road following a representation from Hallam Land Management, promoters of Valley Park. This was on the basis that the road was not referenced in policy. The promoters of Valley Park have agreed to include provision for the Southern Didcot Spine Road in their amended application (P14/V2873/O), therefore there is no need to make the modification requested by the District Council. Reference should be made to this road in Policy CP17 by adding the underlined words: 'A new Harwell Link Road between the B4493 and A417 and a road connecting to this which can link into South Oxfordshire to become a new spine road for the south of Didcot'. Similarly, reference to this should be made in the Valley Park site development template: 'Provide for the proposed Harwell Link Road and a road connecting to this which can link into South Oxfordshire to become a new spine road for the south of Didcot'.

The Harwell Link Road is referred to in the IDP as follows: 'A new road linking the B4493 to the A417, creating a by-pass to the main part of Harwell Village'. There is no need for an additional reference about the potential future Southern Didcot Spine Road (only a small part is in Vale of White Horse, and it would only be extended if there is growth in South Oxfordshire).

The current safeguarding map includes an error as it shows land in South Oxfordshire District in red hatching. The amended map below shows the part of the Harwell Link Road within South Oxfordshire clearly in blue. A slightly reduced area is shown for the Southern Didcot Spine Road within Vale of White Horse. A blue area is shown where the Southern Didcot Spine Road could be located in South Oxfordshire. The blue areas are advisory only and will not be shown on the Policies Map.

E3 - Harwell Link Road (B4493 to A417) and Southern Didcot Spine Road



4. Land for Access to Strategic Network at Chilton Interchange

New title: **A34 Chilton Interchange**

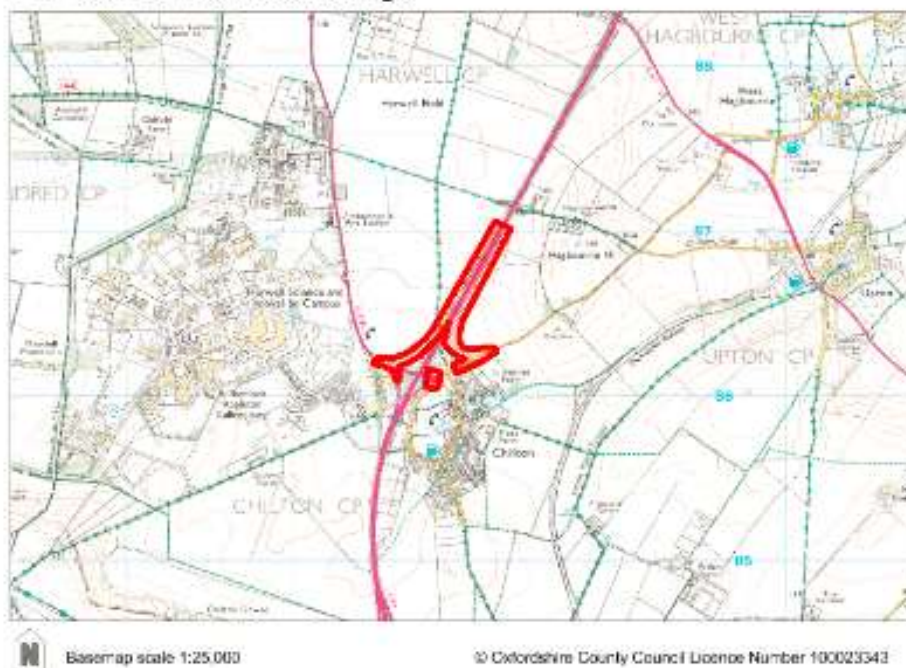
Policy Reference: CP17

Work started in August 2015 towards the construction of north-facing slip roads to connect the A34 with the A4185 Newbury Road and Hagbourne Hill at the Chilton Interchange. Funding is confirmed in the County Council capital programme using Local Pinch Point Funding and Enterprise Zone Business Rates (with front financing for EZBR coming from Oxfordshire County Council).

The A34 Chilton Interchange is referred to in the IDP as follows: 'Two new slips roads to increase access and improve capacity'.

A minor amendment to the safeguarding maps reflects the current scheme and provides that land be safeguarded should the slips need to be lengthened in future to cater for any additional growth.

E4 - A34 Chilton Interchange



5. Land for Upgrading Hagbourne Hill

New title: **Hagbourne Hill**

Policy Reference: CP17

Work started in September 2015 to improve the Hagbourne Hill road, near to the Chilton interchange, utilising City Deal funding and EZBR. This will improve the link between the A34 at Chilton and Didcot when paired with the Harwell Link Road.

The IDP refers to Hagbourne Hill as follows: 'Highway capacity and safety improvements to provide improved access to Harwell Oxford from Didcot'.

No changes to the safeguarding map are required.

6. Land for Improvements to Featherbed Lane and Steventon Junction

Same title: **Land for Improvements to Featherbed Lane and Steventon Junction**

Policy Reference: CP17

Featherbed Lane, an upgrade including new junctions at either end, will improve traffic flow and release some pressure on Rowstock roundabout. The traffic signals at Steventon will be upgraded, including widening, and will improve traffic flow along the A4130 and B4017. These schemes are funded through City Deal, S106, EZBR and developer funding.

The improvements are referred to in the IDP as follows: 'On-line and junction improvements which will allow this route to be signed as a main route, and improve capacity'.

No changes to the safeguarding map are required.

7. New Science Bridge and Associated Developments

New title: **Science Bridge**

Policy Reference: CP17 and CP16

(Note that this includes land in Valley Park and Didcot A draft allocations)

A bid for Local Growth funding was made in May 2015 as referred to in '1' above. The project involves a new road bridge over the Great Western mainline railway and the current A4130 from the proposed Valley Park development to the Didcot A site with connections on either side. The road will become the new A4130, diverted north through the Didcot A site, avoiding the currently congested junctions either side of Manor Bridge.

The design of the road is not finalised as technical studies are being undertaken and are yet to be concluded. Work to date included with the Valley Park application (P14/V2873/O) indicates that there is unimproved neutral grassland on the land within the Valley Park development site where the road to the bridge is likely to be located. Sufficient land will be required to ensure that effects, including those on the ecology of the area, are mitigated.

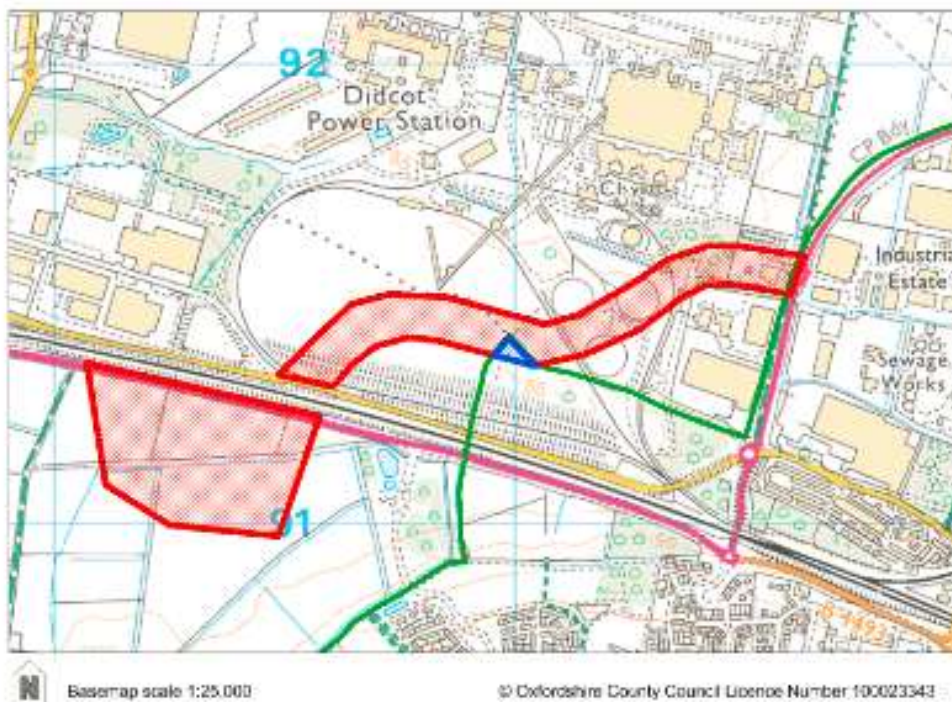
Reference is made to the Science Bridge in the Valley Park development template and in Policy CP17. Provision is being made for Science Bridge in the current application (P14/V2873/O) although the details of this have not been agreed at the time of writing.

The land required through Didcot A is appropriately referred to in CP16. It is considered that the map on page 74, Figure 5.5, does not need to be amended as it is only illustrative. The current application (P15/S1880/O + P15/V1304/O) makes appropriate provision for this road. Most of the road through the Didcot A site will be provided as part of the development, however a part closest to the bridge will be delivered separately by the County Council.

Science Bridge is referred to in the IDP as follows: 'Capacity improvements for vehicles over the railway line along the A4130 in the vicinity of the Power station'.

Amendments are required to the safeguarding map to clarify the land required for the bridge and connections. The blue area within South Oxfordshire is advisory only and will not be shown on the Policies Map.

E7 - Science Bridge



8. Grove Station

New title: **Grove/Wantage Railway Station**

Policy Reference: CP19

An ambition for a new railway station on the Great Western line north of Grove with associated car parking is included in LTP4, in accordance with the Strategic Economic Plan. This will help to serve and meet the needs of new development across western Vale area, and better connect Wantage and Grove with Didcot, Oxford, Swindon and beyond. This is an ambition for the period 2021-2031 and will need agreement with Network Rail and a proposal for train services stopping there. It is not yet known where the station would be located, and Oxfordshire County Council's comments on the Submitted Plan stated that it could be located outside of the safeguarded land.

Although there is uncertainty as to the land required, no changes to the safeguarding map are suggested. This should be reviewed when the Plan is reviewed.

9. Wantage Eastern Link Road

Same title: **Wantage Eastern Link Road**

Policy Reference: CP17

The Wantage Eastern Link Road is a proposed new road from the A338 at Mably Way to the A417. A S106 agreement has been signed in respect of the Crab Hill development (P13/V1764/O) for direct delivery of part of the scheme. A bid for Local Growth Funding

from the Oxfordshire LEP was made in January 2015 to kick start delivery of the scheme with grant and loan funding.

The Wantage Eastern Link Road is referred to in the IDP as follows: 'A new road linking the A338 and A417, providing a strategic route to the north east of the town. To be funded through development at Crab Hill (1,500), Grove Airfield (2,500) Monks Farm (750)' and 'To take traffic off the town centre routes and facilitate easier, quicker movement towards Harwell Oxford and Milton Park to the east'.

No changes to the safeguarding map are required.

10. Land for Wantage Western Link Road (WWLR)

New title: **West Wantage Link Road**

Policy Reference: CP17

This safeguarding map provides for a link road diverting the A417 from Mably Way in Wantage to beyond East Challow. This scheme is not currently required and is not included in LTP4, but it is safeguarded to ensure its future delivery is not compromised, should it be found to be needed later in the plan period or beyond. It is noted that further land to that safeguarded is required to deliver a road which meets all the requirements for diverting the A417 as envisaged.

No changes to the safeguarding map are required.

11. Harwell Campus Entrance

New title: **Harwell Campus Entrances**

Policy Reference: CP17

A scheme to improve the entrance at Thompson Ave, Harwell Campus, is partially funded through the City Deal and EZBR. Consultation on the scheme closed in July 2015. Provision for further improvements at Harwell Campus at the junctions of Curie Ave and Fermi Ave are provided to ensure the site can be accessed having regard to future development.

The Harwell Campus Entrances are referred to in the IDP as follows: 'Capacity improvements to the entrances of Harwell campus, to facilitate additional trips into/from the site'.

The safeguarding map currently only shows the Curie Ave and Fermi Ave roundabouts and illustrates them in blue circles where all other safeguarding is normally in red hatched boxes. A minor amendment to the safeguarding map will safeguard all the entrances between Curie Ave and Fermi Ave and ensure the map is illustrated in a consistent manner with other maps.

New title: **Rowstock and A417 Improvements**

The Rowstock roundabout at the junction of the A417, A4185 and the A4130 sits on both the north/south axis between Harwell Campus and Milton Park and the east/west axis between Wantage and Didcot. A scheme to alleviate congestion will be developed. Work is underway to identify potential improvements along the A417 between Wantage and Blewbury. The study includes improving access from the villages, enhancing access to bus services and improving the capacity of this route.

No changes to the safeguarding map are required. The extent of safeguarding necessary will be reviewed when the Local Plan is next reviewed.

New title: Science Vale Thames Crossing, Culham Science Centre

A bid for Local Growth funding from the Oxfordshire LEP was made in May 2015 for phase 1 (B4015 to Culham Science Centre/A415 junction). Funding for approximately two thirds of the cost of a phase 1 route is sought with the remainder expected to come from future S106/CIL contributions. Phase 1 involves a new road from A415 to B4015 to provide

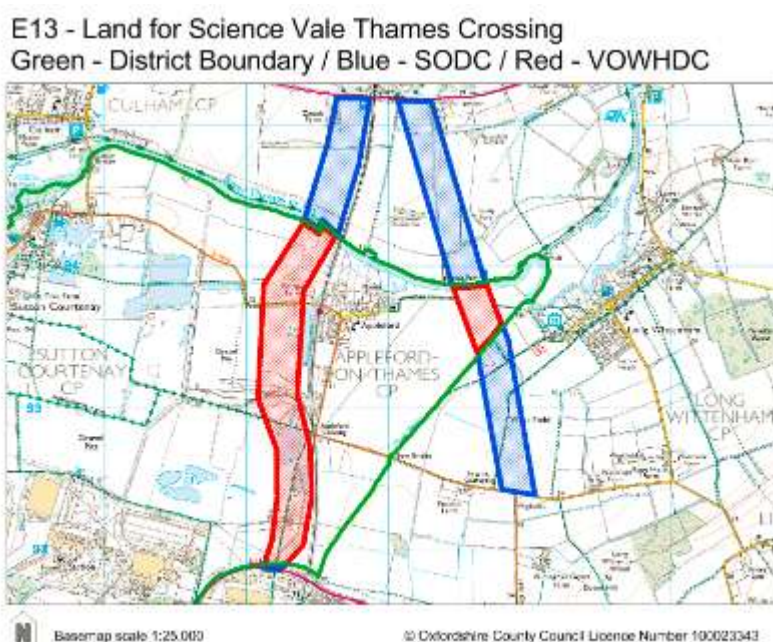
improved access from the east of Culham Science Centre to Oxford. This route will enable traffic to avoid causing significant congestion through Clifton Hampden. Phase 2 is a new road and Thames river crossing between Culham Science Centre and north Didcot. This route will reduce congestion caused at the existing river crossings at Culham and Long Wittenham, and provide an alternative strategic north/south route to that provided by the A34.

The safeguarding map as submitted identified a wide area where it was considered a route would be found. As noted in the County Council comments on the Submitted Plan, the current safeguarding includes scheduled ancient monuments. Feasibility work on four alternative routes has been undertaken in 2015, with two options emerging as viable. The two options are not contained within the submitted safeguarding area. Further design work on the two alignments will continue to be undertaken.

It is noted that Figure 5.6a on page 77 of the Submitted Local Plan is a map showing proposed transport schemes in relation to the allocations. This might be particularly misleading in the case of the Culham Crossing as effectively it points to one of the two options. It is recommended that this figure be updated when the Plan is adopted as a minor modification.

The Science Vale Thames Crossing is referred to in the IDP as follows: 'To enable better access between Culham and Oxford. The scheme will provide an alternative north south link to the A34, linking centres of economic growth'.

Amendments to the safeguarding map are intended to reflect the options, rather than the out of date area. The blue areas showing how the options relate to land in South Oxfordshire are advisory only and will not be shown on the Policies Map.



14. Land at Lodge Hill

New title: **A34 Lodge Hill Interchange**

Policy Reference: CP12

A bid for Local Growth funding from the Oxfordshire LEP was made in May 2015. Funding for approximately two thirds of the cost is sought with the remainder to come from existing and future S106 contributions. The project involves new south facing slips at Lodge Hill interchange to support housing growth, improve connectivity to Science Vale, and relieve pressure at the A34 Marcham Interchange and through Abingdon-on-Thames. The option of a Park & Ride in this location as provided for in LTP4 is also identified. It is expected that the Park & Ride proposal together with a freight park proposal will be considered as a separate phase, as further appraisal and approvals are required.

The A34 Lodge Hill Interchange is referred to in the IDP as follows (as agreed in SOCG between OCC/VOWH/HE for Stage 1 hearings): 'Growth arising directly from north Abingdon, South Kennington and North West Radley sites will help to facilitate delivery of south facing slips on the A34 at Lodge Hill'.

No amendments are proposed for the safeguarding map as the land on the map is sufficient for the south facing slips. It may be that further land will be required in future to also enable a Park & Ride and freight park as envisaged.

15. Land for Abingdon Southern Bypass

New title: **South Abingdon Bypass**

Policy Reference: CP12

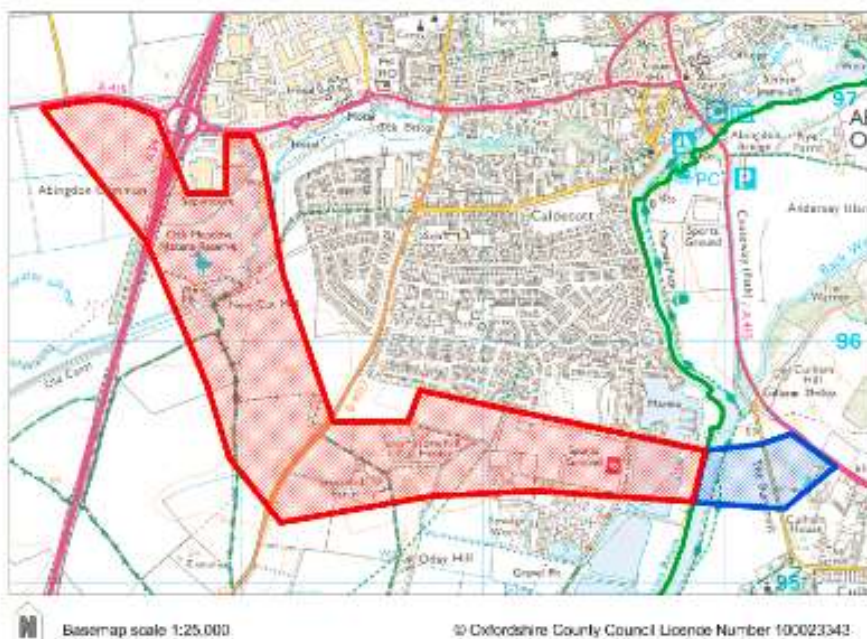
This safeguarding map provides for a bypass to the south of Abingdon linking the A415 to the West and South East of the town. Such a bypass would include a new River Thames crossing. The scheme is not currently required and is not included in LTP4, but it is safeguarded to ensure its future delivery is not compromised, should it be found to be needed later in the plan period or beyond. The County Council comments on the Submitted Plan noted that the safeguarding included scheduled ancient monuments.

Text in Core Policy 12 refers to safeguarding to support the 'South Abingdon-on-Thames Bypass linking the A415 to the West and South East of the town including a new River Thames crossing'.

Amendments are proposed for the safeguarding map to provide for additional land given that some of the land originally identified in the Submitted Plan is now being developed in accordance with a planning consent and to reflect possible route alignments. No detailed work has been undertaken to date, so there has been no attempt to amend the map to avoid the scheduled ancient monument, but it is clear that the map as included in the Submitted Plan would not provide sufficient land for a South Abingdon Bypass given the land being developed and therefore additional land to the south has been identified. The

blue area showing how the road could connect into South Oxfordshire is advisory only and will not be shown on the Policies Map.

E15 - Land for Abingdon Southern Bypass



16. Land for Improvements to Frilford Lights

New title: **Frilford Junction**

Policy Reference: CP17

This safeguarding map provides for changes to this junction on the A338 and A415. It is recognised that the current configuration of the lights in this location slows travel times. The land is safeguarded to ensure its future delivery should a scheme and funding be identified later in the plan period or beyond.

No specific mention of this is currently made in Policy CP12, so the following should be added: 'Improvements to the Frilford Junction and traffic lights.'

No changes to the safeguarding map are required.

17. Townsend Road Junction with A420

New title: **Shrivenham Junctions with A420**

(Note that this includes land in North Shrivenham draft allocation)

Improvements to access Shrivenham are required as a result of development in that location. Funding will primarily need to be secured through development. LTP4 includes an A420 Strategy which recognises the need for various improved junctions on the A420 to improve access to main settlements whilst maintaining its function as a strategic highway between Swindon and Oxford.

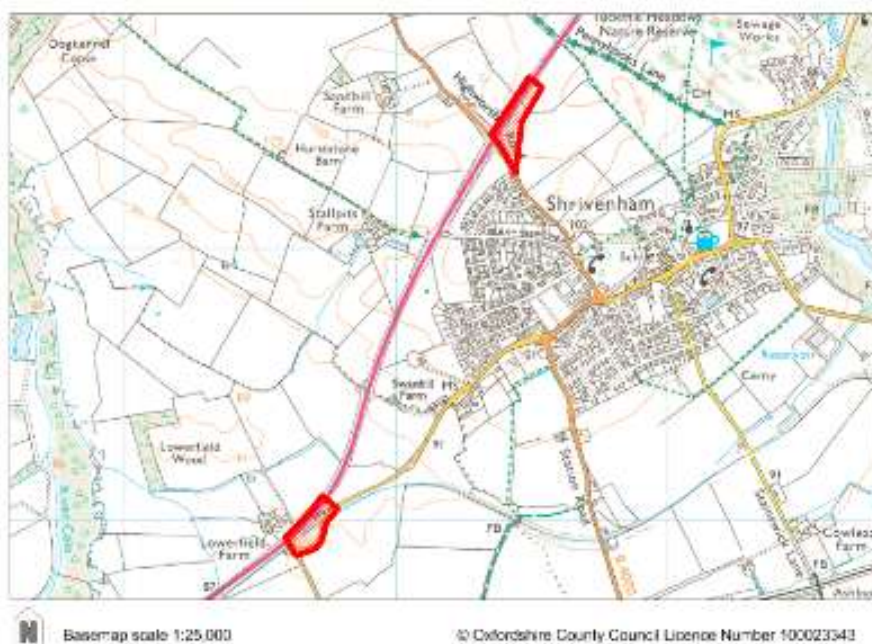
The Submitted Plan safeguarding map only includes land at Townsend Road, where there is an existing access from the A420. However, the North of Shrivenham site abuts the A420 and there is an opportunity for a new access onto the A420 in that location using that land. The County Council has sought such a new access in respect of the applications for that site (P13/1810/O and P15/V2541/O). LTP4 specifically refers to the need for a Highworth Road junction.

The development template for North Shrivenham states: 'Access can be taken from B4000 Highworth Road. A major upgrade of A420 junction will be required'. This is considered insufficiently clear in relation to what it requires. This should be amended to: 'Access can be taken from B4000 Highworth Road and a new A420 junction access on this land is anticipated, land for which is safeguarded. If this is not possible alternative junction upgrades will be required'.

It is not clear why the land at North Shrivenham was not safeguarded. It may have been overlooked given the late incorporation of this draft allocation, or it may be that it was considered unnecessary to safeguard land that was already the subject of a draft allocation. As the land required for improving the Townsend Road junction is outside of the control of the landowners at North Shrivenham, it better meets the needs of that site and the tests for compulsory purchase to create a new access here rather than seek to improve the existing Townsend Road junction as a condition of consent to development on that land.

Amendments are required to the safeguarding map to provide for sufficient land to enable a junction at Highworth Road in addition to that which may be required to improve the Townsend Road junction.

E17 - Shrivenham Junctions with A420

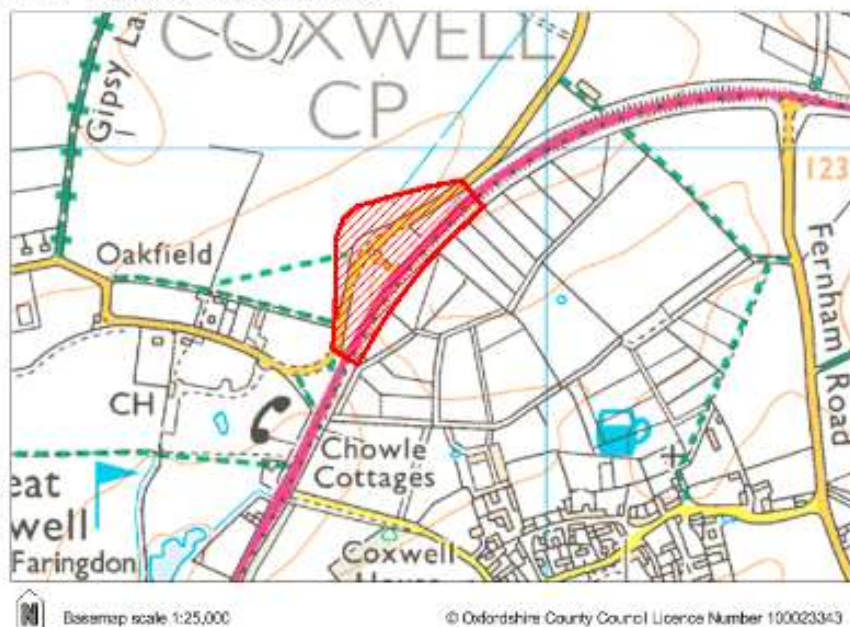


18. Gt Coxwell Road Junction
New title: **Coxwell Road Junction**
Policy Reference: CP21

Improvements to access Faringdon and Great Coxwell are required as a result of development in that location. As with '17' above, funding will primarily be secured through development. A scheme to improve this junction with traffic lights has been identified through planning applications (P13/V0139/O, P13/V1102/O and P15/V1934/O), but the safeguarding also provides for the option of a roundabout should sufficient funding be secured for that.

An amendment is required to the safeguarding map involving slightly more land to reflect the latest draft designs for a roundabout.

E18 - Coxwell Road Junction



Appendix 2 – Summary of Primary Education Infrastructure

Abingdon

Development at North Abingdon (800) and NW Abingdon (200) will require the provision of a new primary school, to be delivered on the North Abingdon site.

The site development template for North West of Abingdon refers to the need to ‘contribute towards a new “one and a half form entry” primary school on the North Abingdon-on-Thames site’. The site development template for North Abingdon refers to ‘a new “one and a half form entry” primary school will be required on the site. This should be on a 2.22 ha site to allow for future growth’. No changes to this text are required. The primary school may be directly delivered by the developers of the North Abingdon site, or may be provided by the County Council given that contributions from both these sites are required.

An amendment to the IDP is needed: ‘Development at North Abingdon (800) and NW Abingdon (200) will require the ~~direct~~ provision of a new primary school, to be delivered on the North Abingdon site’.

South Kennington

Development at South Kennington (270) will not require a further increase in capacity at St Swithun’s Primary School as this is already being expanded.

As the expansion has already been agreed and it is understood that funding for it cannot be retrospectively sought, the site development template for South Kennington should be amended so that it no longer refers to St Swithun’s: ~~‘St Swithun’s primary school and~~

An amendment to the IDP is needed: ‘Development at South Kennington (270) will ~~require the increase in capacity~~ be accommodated at St Swithun’s Primary School due to an expansion in 2016. ~~OCC as education authority is to ensure an increase in capacity in line with planned growth~~’.

Radley

Development at North West Radley (240) will require an increase in primary school capacity at Radley CofE Primary School from 0.5FE to 1FE. Additional land will need to be provided. This is not on the North West Radley site, but within the control of the same landowner.

The site development template for North West Radley refers to the need to ‘contribute towards the expansion of Radley Primary School’. No changes to this text are required.

An amendment to the IDP is needed: 'Development at North West Radley (240) will require an increase in primary school capacity at Radley Primary School. OCC ~~as is the~~ is the education authority ~~is to ensure an increase in capacity in line with planned growth~~'.

Kingston Bagpuize

Development at Kingston Bagpuize with Southmoor (280 - P15/V1808/O) will require an increase in primary school capacity. Additional land, not on the development site, will be required to bring John Blandy Primary School up to the recommended standards for a 1.5FE school.

The site development template for East of Kingston Bagpuize refers to the need to 'contribute towards increasing capacity at John Blandy Primary School'. No changes to this text are required.

An amendment to the IDP is needed: 'Development at Kingston Bagpuize with Southmoor (280) is required to contribute towards increasing primary school capacity. OCC ~~as is the~~ is the education authority ~~is to ensure an increase in capacity in line with planned growth~~'.

Sutton Courtenay

Development at East Sutton Courtenay (220 - P15/V2353/O) will require an increase in capacity at Sutton Courtenay CofE Primary. The existing school is 0.66FE and an increase to 1FE on site has been agreed by the school's governors having regard to the allocation and extant permissions. Expansion beyond 1FE would be required if there are significant additional consents granted in the area.

The site development template for East of Sutton Courtenay refers to the need to 'contribute towards increasing the capacity of the primary school in Sutton Courtenay'. No changes to this text are required.

An amendment to the IDP is needed: 'Development at East Sutton Courtney (220) is required to contribute towards increasing primary school capacity. OCC ~~as is the~~ is the education authority ~~is to ensure an increase in capacity in line with planned growth~~'.

East Hanney

Development South of East Hanney (200 - P15/V1616/O) will require an increase in capacity at St James CE Primary School Hanney. The existing school is 0.5FE and it is anticipated that an increase to 1FE is needed to meet this scale of proposed housing as well as extant permissions. To bring St James CE Primary School up to the recommended standards for a 1FE school, additional land will be required, which is not on the South of East Hanney site. Detailed design is underway on the basis of no additional consents being granted in the area which would necessitate further land and expansion.

The site development template for South of East Hanney refers to the need to 'contribute towards increasing the capacity of St James Primary School'. No changes to this text are required.

An amendment to the IDP is needed: 'Development at East Hanney (200) is required to contribute towards increasing primary school capacity. OCC ~~as~~ is the education authority ~~is to ensure an increase in capacity in line with planned growth~~'.

Milton Heights

Development at Milton Heights (400) will require an increase in primary school capacity at St Blaise Church of England Primary School from 0.5FE to 1FE. Additional land will need to be provided on the Milton Heights site. Masterplanning work has commenced to identify the additional land.

The site development template for Milton Heights refers to the need to 'contribute towards increasing the capacity of St Blaise Primary School. Land for the expansion of the school will need to be identified'. No changes to this text are required.

An amendment to the IDP is needed: 'Development Milton Heights (400) will be required to contribute to facilitate an increase in capacity at St Blaise Primary School. OCC ~~as~~ is the education authority ~~is to ensure an increase in capacity in line with planned growth~~'.

Didcot

Growth arising from development at Valley Park (2,550) and North West Valley Park (800) requires at least two new primary schools. A third primary school is needed if Valley Park is to cater for 4,254 homes, as envisaged in the current planning application (P14/V2873/O). It is expected that there will be two new primary schools on the Valley Park site and one new primary school on the North West Valley Park site. (A new SEN school is also to be provided on the Valley Park site and is dealt with separately in the IDP so is not referred to here.)

The site development templates currently refer to the possibility of only two primary schools, one of which would need to be a very large 3FE to cater for peak years. The Valley Park application envisages two primary schools on that site alone, one of which will need to be a 'three form entry' for peak years. North West Valley Park will also need at least a 1FE school. Dependent on the timing of build, the three primary schools may all be able to operate at 2FE. Given that the Valley Park figure of 2,550 does not reflect the capacity of the site (only the suggested build out to 2031), it is necessary to plan for three primary schools.

The site development templates for both Valley Park and North West Valley Park should state: 'Three new primary schools are required in respect of the two sites. One new primary school will be required on the North West Valley Park site and two other new primary schools will be required on the Valley Park site.'

The following statements should be deleted:

~~From Valley Park: 'Two new 'two form entry' primary schools will be required to accommodate growth on Valley Park and North West Valley Park site allocations; 2.22 ha of land is required for each school. One school may need to be 'three form entry' at least during peak years and will require a site of 3.01 ha. The schools should be provided across this site and the adjacent North West Valley Park site, with appropriate pro rata contributions.'~~

~~From North West Valley Park: 'Two new 'two form entry' primary schools will be required to accommodate growth on Valley Park and North West Valley Park site allocations; 2.22 ha of land is required for each school. One school may need to be 'three form entry' at least during peak years and will require a site of 3.01ha'.~~

Reference to the site sizes has been deleted because it is unnecessary to include that detail (for example it is not included in the site development template for North Abingdon). In respect of the Valley Park application, one site of 2.22ha is being sought together with one of 3.01ha which allows for that school to expand to three form entry during peak years. At North West Valley Park a site of 2.22ha will be sought.

The IDP should be revised as follows to be clear and follow the format where schools are to be provided on site (e.g. in Abingdon): 'Growth arising from development at North West Valley Park (800) and Valley Park (2550) requires at least two three new primary schools. To be provided on site. OCC as education authority is to ensure an increase in capacity in line with planned growth. One new primary school should be provided on the North West Valley Park site and it is expected that two other new primary schools should be provided on the Valley Park site.'

Harwell / Harwell Campus

Growth arising from development at East of Harwell Campus (850) and North of Harwell Campus (550) will require a new primary school. Masterplanning has commenced for this to be delivered on the East of Harwell Campus site.

Housing growth at West of Harwell (200 - P15/V1504/FUL), along with other applications and extant permissions, is expected to require an increase in primary school capacity at Harwell Community Primary School from 1FE to 1.5FE. A feasibility study has been commissioned. Expansion of Chilton Primary School has also been proposed, and a final decision is due by February 2016. This would provide sufficient capacity for the existing population, along with smaller development sites planned/proposed for Chilton village; it may also provide some additional capacity to cater for part of the need arising from Harwell Campus, in the short term until a new primary school can be delivered there.

The site development template for West of Harwell should be amended to allow flexibility: 'Contribute towards increasing the primary school capacity of Harwell Community Primary School'.

The site development template for East of Harwell Campus adequately states: 'A new 'two form entry' primary school (on 2.22 ha of land) will be required to accommodate growth at East of Harwell Campus and North West of Harwell Campus. This is likely to be located to the east of the East of Harwell Campus site'.

The site development template for North of Harwell Campus adequately states the same as the East of Harwell Campus site with the addition of: '...and contributions will be required towards it'.

There are minor errors in the IDP which should be corrected as follows: 'Growth arising from development at East of Harwell Campus (850) and North ~~West of Harwell Campus~~ (5050) requires a new primary school to be delivered on one of the sites. ~~OCC as education authority is to ensure an increase in capacity in line with planned growth.~~' And: 'Development at West of Harwell Campus (200) will be required to contribute to facilitate an increase in primary school capacity at Harwell Primary School. ~~OCC as is the education authority is to ensure an increase in capacity in line with planned growth.~~'

Wantage

Growth arising from development at Crab Hill (1500 - P13/V1764/O) requires a new 2FE primary school to be provided. Permission has been granted, including land for the school.

The site development template for Crab Hill states 'a new "two form entry" primary school will be required on site. This will need to be provided on 2.22ha of land and as part of Phase 1 of development'. No changes to this text are required.

As with other sites where a new primary school is proposed, the IDP should be revised as follows: 'Growth arising from Crab Hill (1500) requires a new primary school to be provided on the site. ~~OCC as education authority is to ensure an increase in capacity in line with planned growth.~~'

Grove

Development at Monks Farm (750) will require an increase in primary school capacity in Grove. It is currently proposed that this should be achieved through expansion at Grove CE Primary School, which adjoins the Monks Farm site and initial indications are that it can be expanded onto land within the Monks Farm site. If an expansion is feasible, it will not be necessary to provide for a whole new primary school site within the Monks Farm site. However, until confirmed, the flexibility to incorporate an additional 1FE primary school on the site is needed.

Development at Grove Airfield pursuant to the existing allocation (2500 - P12/V0299/O) requires two new primary schools to be provided on site. The resolution to grant planning permission includes land for these schools.

To ensure the necessary flexibility to provide sufficient school capacity, the site development template for Monks Farm should be amended to 'contribute towards expanding Grove Church of England Primary School or provide a new school within the Monks Farm site' .

An amendment to the IDP is needed: 'Development at Monks Farm is required to contribute towards increasing primary school capacity including providing land. OCC ~~as is the~~ education authority ~~is to ensure an increase in capacity in line with planned growth~~'.

Stanford in the Vale

Development at West of Stanford in the Vale (200) will require an increase in primary school capacity at Stanford in the Vale Church of England Primary School. It is anticipated that an expansion from 1FE to 1.5FE, which will involve acquiring additional land, will be needed.

The site development template for West of Stanford in the Vale refers to the need to 'contribute towards increasing nearby primary school capacity'. No changes to this text are required.

An amendment to the IDP is needed: 'Development at West Stanford in the Vale (200) is required to contribute towards increasing primary school capacity. OCC ~~as is the~~ education authority ~~is to ensure an increase in capacity in line with planned growth~~'.

Faringdon

Development at Faringdon and Great Coxwell (350 - P13/V0709/O + 200 - P13/V0139/O + 200 - P15/V1934/O + 200 - P13/V1653/O) will require a new primary school. The existing infant and junior schools in Faringdon are both full and are currently operating with temporary classrooms. A site and building is anticipated on the Land South of Park Road site which is the largest allocation site of the four in this area. The Land South of Park Road application for 380 dwellings plus the school site and other uses (P13 /V0709/O) was considered by Planning Committee in December 2013 and again in January 2015 where it received resolutions to approve subject to a s106 agreement.

The site development templates for South Faringdon, South West of Faringdon, and East of Coxwell Road refer to the need to 'contribute towards increasing primary school capacity in Faringdon'; while the template for Land South of Park Road refers to 'a new "two form entry" primary school will be required on the site. This should be 2.22ha to allow for future growth.' It would be clearer that the first three sites need to contribute to the building of the new school by amending the words to: 'contribute towards a new primary school in Faringdon'. It would also be more accurate not to refer to a two form entry primary school on the Land South of Park Road, as that site by itself does not generate the need for a school of that size. Instead the requirement should be to 'contribute towards a new primary school on the site, including the provision of 2.22ha of land for the primary school site'.

However, these changes are largely academic, as applications have been considered in respect of all four sites.

A change to the IDP is required as follows: 'Development at Faringdon and Great Coxwell (950) is required to contribute to a new primary school to be provided on the South of Park Road site.' ~~towards increasing primary school capacity. OCC as education authority is to ensure an increase in capacity in line with planned growth.~~

Shrivenham

Development at North Shrivenham (500 – P13/V1810/O + P15/V2541/O) requires an increase in primary school capacity. The existing primary school is on too small a site to expand to meet this scale of housing.

Following discussion with the academy trust responsible for the village school, the current proposal is to require additional land on the North Shrivenham site in order to change the Shrivenham CofE Primary School from 1FE to 1.5FE (or potentially 2FE, given other extant permissions and development proposals) to operate on a split site, separating infants and juniors.

The site development template refers to the need to 'contribute towards increasing primary school capacity in Shrivenham, including the potential expansion or relocation of Shrivenham Primary School'. While the current proposal is a split site expansion, the words in the development template are correct as they cover the proposals which have been considered, and allow for re-consideration given that there is not yet a final agreement in place.

A change to the IDP is required as follows: 'Development at North Shrivenham (500) requires an increase in primary school capacity. The existing primary school is on too small a site to expand to meet this scale of housing, on top of that already in the planning process. Therefore additional land for primary education is required on the North Shrivenham site.' The first column should be amended as follows: 'New land and buildings for primary education ~~1FE school on North Shrivenham~~'.

Appendix 3 – Summary of Secondary Education Infrastructure

Abingdon / Radley / Sutton Courtenay

There is currently sufficient provision across the existing Fitzharrys, John Mason and Larkmead schools, as well as The Europa. The scale of population growth expected in and around Abingdon will require additional secondary school capacity in the longer term, but where this is to be provided will be decided in the light of confirmed patterns of housing growth.

The site development templates for both Abingdon sites and Radley state: ‘Contribute towards expanding secondary school capacity in Abingdon-on-Thames.’ In contrast, the Sutton Courtenay site development template refers to Didcot. Sutton Courtenay currently lies within the designated area of a secondary school in Abingdon-on-Thames, but will be closer to the planned new school at North East Didcot. Children from this village have historically chosen to attend secondary school in both towns. To allow flexibility for meeting potential future circumstances, the site development template for Sutton Courtenay needs to be amended: ‘Contribute towards ... expanding secondary school capacity in Abingdon-on-Thames and/or ~~expansion of secondary school capacity in Didcot~~’.

An amendment to the IDP is needed: ‘Growth arising from all sites is required to contribute towards expanding secondary school capacity. OCC as is the education authority ~~is to ensure an increase in capacity in line with planned growth~~’.

South Kennington

There is potential to expand Matthew Arnold School to cater for developments in the catchment. Design work is underway into the school’s accommodation needs.

The site development template adequately states: ‘Contribute towards the capital cost of expanding ... the Matthew Arnold School for secondary education’.

The statement above in the IDP in respect of Abingdon/Radley/Sutton Courtenay is also applied to South Kennington, and contributions to expand Matthew Arnold School will be sought.

Kingston Bagpuize

The proposed Kingston Bagpuize development currently lies within the designated area of both Faringdon Community College and Matthew Arnold School in Cumnor (which is the closest school to the proposed development). There is a need to expand both these schools to cater for developments in their catchments. Design work is underway into providing for both school’s accommodation needs.

The site development template adequately allows flexibility for meeting potential future circumstances by stating: 'Contribute towards increasing secondary school capacity.'

The statement above in the IDP in respect of Abingdon/Radley/Sutton Courtenay is also applied to Kingston Bagpuize, and contributions to expand Faringdon Community College and/or Matthew Arnold School will be sought.

Didcot / Milton Heights / Harwell / Harwell Campus

Rapid population growth in and around Didcot will exceed the capacity at Didcot Girls School and St Birinus (boys) School.

An additional secondary school is being built on the Great Western Park site at Didcot to open in 2017 to cater for developments, co-located with a University Technical College which opened in 2015.

A further additional secondary school is planned on the Didcot North East site in South Oxfordshire to provide for additional growth in the area. The application P15/S2902/O includes land for the secondary school.

The site development templates for all sites should state: 'Contribute to a new secondary school at Great Western Park or Didcot North East.'

The following statements should be deleted:

From Milton Heights: '~~Contribute towards increasing secondary school capacity in Didcot.~~'

From Valley Park: '~~Contribute towards enlargement of the secondary school at Great Western Park, Didcot.~~'

No provision is currently made in the site development template for North West Valley Park.

From West of Harwell: '~~Contribute towards appropriate secondary schools.~~'

From East of Harwell Campus: '~~Contribute towards secondary school capacity in the area.~~'

From North of Harwell Campus: '~~Contribute towards the expansion of the appropriate secondary school in the area.~~'

The IDP correctly refers in its overview to: 'Two new secondary schools will have been built in Didcot to accommodate growth in the area; one at North East Didcot and one on Great Western Park'.

The IDP should be amended as follows: 'Growth arising from Milton ~~Heights~~ Park (400), Valley Park (2550), North West Valley Park (800), East of Harwell Campus (850), North ~~West~~ of Harwell Campus (5050) and West of Harwell (200) are required to contribute towards the two new secondary schools in Didcot to be provided on the Great Western Park and Didcot North East sites.' ~~expanding secondary school capacity. OCC as education authority is to ensure an increase in capacity in line with planned growth.~~

Wantage / Grove / East Hanney

Existing population growth is forecast to exceed the potential capacity of King Alfred's Academy. A new secondary school is to be built on the Grove site to cater for developments in the area. Land for the secondary school is agreed in principle (P12/V0299/O).

The site development templates for Crab Hill and Monks Farm correctly refer to the need to 'Contribute towards a new secondary school at Grove Airfield'. However, the East Hanney site development template should also refer to this as follows: 'Contribute towards... a new secondary school at Grove Airfield ~~and nearby secondary schools~~'.

The IDP should be amended as follows: 'Growth arising from all sites is required to contribute towards a new secondary school to be provided on the Grove site'. ~~expanding secondary school capacity. OCC as education authority is to ensure an increase in capacity in line with planned growth~~.

Stanford in the Vale

Stanford in the Vale currently lies within the designated area of King Alfred's Academy in Wantage, but is closer to Faringdon Community College. Children from this village have historically chosen to attend secondary school in both towns. The additional secondary education capacity needed for development in Stanford in the Vale may therefore be provided either through the planned expansion of Faringdon Community College or the new school at Grove Airfield.

The site development template should be amended as follows: 'Contribute towards ... increasing secondary school capacity serving the area at Faringdon Community College'.

The IDP puts Stanford in the Vale together with Faringdon and Shrivenham and adequately states: 'Growth arising from all sites is required to contribute towards expanding secondary school capacity. OCC as education authority is to ensure an increase in capacity in line with planned growth'.

Faringdon / Shrivenham

As referred to above in respect of Kingston Bagpuize, there is a need to expand Faringdon Community College to cater for developments in the catchment.

The site development templates adequately state: 'Contribute towards ... increasing secondary school capacity at Faringdon College' or a variation of that wording.

An amendment to the IDP is needed: 'Growth arising from all sites is required to contribute towards expanding secondary school capacity. OCC as is the education authority ~~is to ensure an increase in capacity in line with planned growth~~'.