

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

**District:** Vale of the White Horse

**Application no:** P14/V0576/O

**Proposal:** Residential development comprising the erection of up to 75 dwellings including access.

**Location:** Land west of Bellinger's Garage Station Road Grove OX12 7PN

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**This report sets out Oxfordshire County Council's view on the proposal.**

**Annexes to the report contain officer technical advice and members comments.**

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### **Overall view of Oxfordshire County Council:-**

- No objection subject to the conditions, legal agreement and Informatives in the annexes

### **Comments:**

This proposed development is within the allocated strategic site known as Monks Farm in the Vale of White Horse District Council (VWHDC) draft Local Plan to 2031. It falls within the area known as Science Vale which is a focus for economic growth and contains an Enterprise Zone at Harwell Oxford and Milton Park.

The County Council is therefore supportive in principle of the proposed development. However, the county council is concerned that the development site identified as a strategic site within the VWHDC Draft Local Plan for 750 dwellings is coming forward in a piecemeal approach. There is no reference to an overall masterplan for the whole site, and this would present several risks towards infrastructure and service provision of the county council.

It is therefore important that the impact of this development being adequately mitigated. Contributions towards new or improved infrastructure and services will be essential to mitigate this development.

A housing mix has been submitted for the development and therefore the county council's response is based on an assessment of the impacts of the proposal with a proposed development mix of:

- 6.7% one bed dwellings
- 29.3% two bed dwellings
- 46.7% three bed dwelling
- 17.3% four bed dwellings

Should the application be amended or the development mix changed at a later date, the county council reserves the right to change the assessment of impacts according to the nature of the amendments.

Annex 1 contains the detailed responses but key headline comments are:

- The relationship with the other sites of Grove and Wantage such as Grove Airfield, Crab Hill and Stockham Farm must be acknowledged. This is important to ensure that infrastructure provision for Wantage and Grove as a whole can be planned and provided for. This is particularly the case for secondary school provision, delivery of the Wantage Eastern Link Road and bus service provision.
- It is not clear from the Transport Assessment (TA) how the trips arising from the nearby permitted sites have been assessed. It is also not clear from the TA when the Grove Northern Link Road will be open to traffic, or how it will be funded and delivered. Additionally, the TA identifies that the Grove Northern Link Road/A338 priority junction will need upgrading to a signalised junction but it is not clear how or when this will be delivered.
- The proposed development is wholly within the Science Vale area, and therefore all peak hour trips add to the transport network in the area. A contribution toward the Science Vale Strategic Transport package is required to mitigate the cumulative impact of planned growth by funding transport infrastructure and services which cannot be attributed to a single development, but which will benefit trips from this proposed development.
- The County Council's policy is to deliver the secondary school provision required in this area is through a new school, proposed on the Grove Airfield development site. If the delivery of the school does not occur within the timescale required to provide the additional secondary school places from this development, then the county council would need work with King Alfred's Academy to identify how sufficient capacity could be created on their existing sites in the interim. Any interim option should not prejudice the delivery of the secondary pupil place planning strategy for the area and would be an additional cost to the contribution required towards the secondary school on Grove Airfield.

### **Infrastructure and Service Contribution Requirements:**

The county council has used the housing mix provided by the developer, for the benefit of Vale of White Horse District Council, should it approve this application, a minimum level of infrastructure through S106 contributions would be expected from the developer to mitigate the impact of this proposal (there will be additional costs that the developer will need to fund and deliver themselves, such as site access arrangements, direct transport mitigation measures, improvement of ROW within the site, Fire Hydrants etc.):

Summary of county council infrastructure and service requirements:

Infrastructure/Service	Contribution
<b>Transport</b>	
Contribution towards SVUK Strategic Transport Package	£177,855.75
Contribution towards Public Transport services	£63,562.50
<b>Education</b>	
Contribution towards the expansion of Primary school capacity by a total of 22 pupil places.	£449,636
Contributions towards the expansion of secondary school capacity by a total of 18 pupil places.	£427,500
Contributions towards the expansion of one or more SEN schools	£12,262
<b>Community infrastructure/service delivery</b>	
Library	£16,830
Waste Management	£12,672
Youth Support Service	£3,570
Museum Resource Centre	£990
Adult Learning	£2,144
Day Care / Resource Centre	£16,500
<b>Delivery Costs</b>	
S106 admin and monitoring fees	Dependant on total sum of S106 agreement
Travel Plan approval and monitoring fees	£1,240
Legal Fees	Dependant on complexity of S106 agreement

The county council's legal fees in drawing up and/or completing a legal agreement will need to be secured. The county council will also require an administrative payment for the purposes of administration and monitoring of the proposed S106 agreement. The exact amount relates to the value of the s106 agreement and will therefore be confirmed once this has been finalised.

Financial contributions have to be indexed-linked to maintain the real values of the contributions so that they can in future years deliver the same level of infrastructure provision currently envisaged.

The contributions outlined in this response are necessary to protect the existing levels of infrastructure for the local community. This is relevant to planning the incorporation of this major development within the local community, if it is implemented. They are directly related to this proposed development and in scale and kind to the proposal.

**Officer's Name:** Cathy Champion  
**Officer's Title:** Infrastructure Coordinator  
**Date:** 22.05.14

**ANNEX 1**

**OFFICER TECHNICAL ADVICE**

## **RESPONSE TO CONSULTATION ON THE FOLLOWING DEVELOPMENT PROPOSAL**

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**Application no:** P14/V0576/O

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**Location:** Land west of Bellinger's Garage Station Road Grove OX12 7PN

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### **Education**

#### **Recommendation:**

No objection

#### **Key issues:**

£449,636 Section 106 required for necessary additional new build permanent primary school capacity in the area. Grove (Academy) Primary School and Millbrook Primary School are the catchment schools for this development and have limited spare places.

£427,500 Section 106 required for necessary additional new build permanent secondary school capacity in the area. King Alfred's Academy School is the catchment school for this development and has limited spare places.

£12,262 Section 106 required as a proportionate contribution to expansion of Special Educational Needs provision in the area.

#### **Legal Agreement required to secure:**

£449,636 Section 106 developer contributions towards additional new build permanent primary school capacity serving this area by a total of 22\*pupil places. This is based on the per pupil cost of providing additional new build primary accommodation in accordance with the County's specifications as advised by its cost consultants - £20,438 per pupil place. This is to be index linked from 3rd Quarter 2012 using the PUBSEC Tender Price Index.

£427,500 Section 106 developer contributions towards additional new build permanent secondary school capacity serving the area by a total of 18\*pupil places (including 2\*6th form place/s). This is based on the per pupil cost of providing additional new build secondary accommodation in accordance with the County's specifications as advised by its cost consultants - £23,750 per pupil place. This is to be index linked from 3rd Quarter 2012 using the PUBSEC Tender Price Index.

£12,262 Section 106 developer contributions towards the expansion of permanent Special Educational Needs school capacity by a total of 0.4\*pupil places. This is to be index linked from 1st Quarter 2012 using PUBSEC Tender Price Index. We are advised to allow £30,656 per pupil place to expand capacity in special educational needs schools.

## **Conditions:**

Planning permission to be dependent on a satisfactory agreement to secure the resources required for the necessary expansion of education provision. This is in order for Oxfordshire County Council to meet its statutory duty to ensure sufficient pupil places for all children of statutory school age.

## **Informatives:**

None

## **Detailed Comments:**

Grove schools have been under increasing pressure in recent years. Children moving in may not be able to secure a place at their nearest/chosen school. Expansion of primary school capacity in the area is already planned through the construction of new schools within the Grove Airfield housing development to meet planned and proposed housing growth. Developer contributions in the area are therefore being pooled towards this project.

This area feeds to King Alfred School in Wantage. While King Alfred's currently has some spare places, in the Wantage area there has been significant growth in primary school numbers which has not yet fed through to the secondary school. As these higher numbers reach the secondary school, it will remove all the spare places, and there is expected to be a growing shortage of places from 2016 onwards. As the existing secondary school capacity is therefore needed to meet the existing population, all housing developments in the area are required to contribute towards additional secondary school capacity in the area. The current policy for achieving this increase is through a new secondary education establishment on the Grove Airfield development, the details of which will be finalised following consultation. Developer contributions in the area are therefore being pooled towards this project.

**Officer's Name:** Nicola Jones / Peter Gilkes / Richard Oliver  
**Officer's Title:** School Organisation Officers / Funding Strategy Officer  
**Date:** 23.04.2014

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## **RESPONSE TO CONSULTATION ON THE FOLLOWING DEVELOPMENT PROPOSAL**

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### **Transport**

#### **Recommendation:**

No objection subject to conditions

#### **Key issues:**

- Access and parking
- Phasing of Monks Farm Strategic Development Area
- Permitted & Committed Development
- Delivery of Grove Northern Link Road
- Trips to Secondary Education
- Bus Permeability
- Junction Assessments
- Contribution towards Science Vale Strategic Transport Package

#### **Legal Agreement required to secure:**

- Contributions towards Science Vale Strategic Transport Package equalling £177,855.75 please see details in see text below.
- Contributions towards improved public transport of £63,562.50 see details in text below.

#### **Conditions:**

See main text and also previous conditions with regard to the previous application P12/V1545/O.

#### **Informatives:**

N/A

## **Detailed Comments:**

Phase 1 of this development under the application number P12/V1545/0 was granted previously and my comments remain similar to that. It is imperative that these comments on the whole are read with regard to this application in particular the junction and the status of the Northern Link Road etc.

A Transport assessment was submitted with this application -75 units and also the previous which was for the development of 133 residential units-access will be a priority junction on to the A338 between Oxford lane and the Williams Roundabout .

This proposal is the second phase of an overall development for this area however there is significant concern that the development site identified within the VWHDC Draft Local Plan 2013 known as Monks Farm which is proposed for 750 dwellings is coming forward in piecemeal approach of development parcels of 133 dwellings P12/V1545/O and 75 dwellings P14/V0576/O.

There is no reference to an overall masterplan for the whole site, and this is presenting several risks towards transport infrastructure and service provision with regard to the County Highway Authority. This must be addressed before any other phasing comes through and subsequent planning applications.

The Transport Assessment discusses the Grove Airfield (P12/V0299/O) as a potential development site of 2,500 dwellings. This site was approved at VWHDC Planning Committee (subject to S106 and conditions) on 4th December 2013.

Additionally:

- P12/V1240/FUL LAND AT STOCKHAM FARM, DENCHWORTH ROAD,
- WANTAGE, 200 dwellings, was approved at VWHDC Planning Committee (subject to S106 and conditions) on 7th November 2012.
- P13/V1826/FUL Land South of Downsview Road Downsview Road Wantage, 90 dwellings, was approved at VWHDC Planning Committee (subject to S106 and conditions) on 15th January 2014.
- P13V1764O - Crab Hill development, 1,500 dwellings, was approved at VWHDC Planning Committee (subject to S106 and conditions) on 20th February 2014.

It is not clear from the Transport Assessment how the trips arising from these other permitted sites have been assessed.

It is not clear from the Transport Assessment when the Grove Northern Link Road will be open to traffic, or how it will be funded and delivered. Additionally, the TA identifies that the Grove Northern Link Road/A338 priority junction will need upgrading to a signalised junction but it is not clear how or when this will be delivered.

I note from the Grove Airfield Committee report/minutes "The Northern Link Road is not included as part of the development as the applicant does not control the land over which it would have to pass. There is an intention to use a Grampian condition to secure the Northern Link Road, and it should be put in place before building the 1,500th house."

How does the developer of Monks Farm propose to work with the developer of Grove Airfield to provide timely delivery of the Grove Northern Link Road?



### Trips to Secondary Education

Access to existing Secondary Education establishments is outside of the walking isochrone and is identified as 4,100m walk (2.5miles) to King Alfreds Academy taking 49mins the distance and length of walk is a significant concern that is not addressed in the Transport Assessment.

### Bus Permeability

The site will not be served directly by a bus service. The Transport assessment identifies the sites is 565-670m from a bus stop at present and should the Grove Northern Link Road be built and bus services run along it the site will be 400 from a bus stop. It is requested that cycle parking is provided at bus stops on Oxford Lane, Station Road and Denchworth Road. Please see comments below on Public Transport.

### Junction Assessments

There is concerned that the junction assessments are only as far as 2018 which is only 4 years from year of Planning Application. Some scenarios assume the full Monks Farm site (750) will be built out by 2018, but this appears unlikely. The assessment also assumes the Wantage Eastern Link Road will be built out by 2018 which is also unlikely.

The methodology taken assumes the Wantage Eastern Link Road is built out by 2018 but not take account of any trips arising from Crab Hill development which will assist in building the link road.

### Strategic Contribution Rate

It is recognised that the proposed residential development is wholly within the Science Vale area, and therefore all peak hour trips add to the network. A contribution toward the Science Vale Strategic Transport package is required to mitigate the cumulative impact of planned growth by funding transport infrastructure and services which cannot be attributed to a single development, but which will benefit trips from this proposed development.

Contribution per dwelling of £2,371.41 toward Science Vale Transport package, totalling £177,855.75 (75 dwellings \* £2,371.41) to be indexed linked from August 2013 price base. Further detail is available in Annex A.

## **Annex A**

### **STRATEGIC TRANSPORT INFRASTRUCTURE CONTRIBUTION CALCULATION**

For Western Science Vale (Wantage and Grove area)

August 2013

Oxfordshire County Council requests a developer contribution toward Strategic Transport Infrastructure, of £2,371.41 per dwelling, from the proposed development at Land west of Bellinger's Garage, Station Road, Grove of 75 dwellings, totalling £177,855.75.

All costs stated here are estimates and may be subject to change and indexation. In order to secure transport infrastructure in line with Vale of White Horse draft Local Plan (February 2013) Core Policy 29: Promoting Sustainable Transport and Accessibility a Strategic Transport Contribution for Wantage and Grove is sought.

The Science Vale Strategic Transport package is a package of measures that is required to mitigate the cumulative impact of development across the Science Vale area. OCC has

undertaken modelling work to assess the transport requirement needed as a result of the planned growth across the Science Vale area. The calculation below is based on the costs of the infrastructure divided by the planned growth to give a cost per new additional dwelling. The Science Vale area covers Didcot in the east and Wantage and Grove in the west. For this calculation only schemes in the vicinity of Wantage and Grove have been included, as other schemes in the Science Vale package are more closely linked to Didcot and employment growth.

The Strategic Transport Contribution excludes public transport and a separate contribution will be sought for public transport. The Strategic Transport Contribution does not include direct mitigation measures, which may be sought separately.

The Strategic Transport Infrastructure Contribution Calculation for Wantage and Grove outlined below seeks £2,371.41 per dwelling at August 2013 price base.

Western SVUK (Wantage & Grove area) Strategic Transport Infrastructure  
Developer Contribution Calculation  
August 2013

(A) Cost Estimate Wantage Eastern Link Road (WELR)	£15,008,714.00
(B) Cost Estimate of Strategic Cycle Transport Infrastructure	£454,695.00
(C) Total Cost Estimate of Strategic Transport Infrastructure	£15,463,409.00
(D) Assumed 20% direct delivery of WELR by Crab Hill	£3,001,743
(E) Developer funding for SVUK Transport Infrastructure held by OCC	£486,069
(F) Remaining Cost of SVUK Transport Infrastructure (C-D-E)	£11,975,597
(G) Number of Dwellings 5,050	
(H) Contribution per dwelling toward Strategic Transport Infrastructure (F/G)	<b>£ 2,371.41</b>

Explanation of Strategic Transport Infrastructure Contribution Calculation

The total cost estimate of Strategic Transport Infrastructure is derived from Oxfordshire County Council's cost estimates of the Wantage Eastern Link Road and a number of strategic cycle schemes.

It is estimated that up to 20% of the length of the Wantage Eastern Link Road will need to be built by Crab Hill as direct access to the site; this equates to £3,001,743. This will therefore be removed from the overall calculation. Additionally, Currently OCC currently hold £486,069 in developer funding for Science Vale Transport Infrastructure, this has also been deducted from the total.

Therefore the remaining cost of Science Vale Transport Infrastructure to be funded from development is £11,975,597.

At this present time we believe the number of dwellings being predicted in the Wantage and Grove growth area, to the west of Science Vale UK is 5,050 units, based on the emerging Local Plan.

The remaining cost of the Strategic Transport Infrastructure has been divided by the number of proposed dwellings, £11,975,597 ÷ 5,050 dwellings results in a developer contribution rate of £2,371.41 per dwelling.

**Public Transport**

This development is located in the Science Vale, where a Strategy exists to collect funding towards improved levels of public transport, linking Grove with Didcot, Abingdon, Oxford, Wantage, Harwell Campus and Milton Park with at least two buses per hour at peak times. This will be achieved by procuring additional vehicles on a pump-priming basis.

The proposed development lies within reasonable walking distance of existing and planned bus stops in Oxford Lane, where residents can access buses to Wantage, Abingdon and Oxford. Service 31 operates from Wantage to Oxford via Abingdon operates hourly, seven days per week including evenings. Service x30 operates twice per hour from Wantage to Abingdon via Botley on Monday to Saturday daytimes and once per hour on Sundays. There is currently no evening service on service x30. The Science Vale strategy requires the service to Oxford and Wantage to be increased to four buses per hour.

There is currently no direct bus service from Grove to Harwell Campus Milton Park or Didcot and funding is urgently required to establish these links as soon as possible, for the benefit of the many local and new residents who work in these locations.

The Transport Assessment makes reference to service 38, which currently links Grove with Wantage on an hourly weekday daytime. The future operation of this route cannot be assumed as Council budgets for financially supported services have been reduced significantly.

The future of this service will be reviewed in 2015.

Contribution of £63,562.50 (or £847.50 per additional dwelling) towards improved public transport to strategic locations from Grove.

The previous application for the Monks Farm development (P12/V1545/O) included provision of new bus stops at the junction of Station road and Oxford Lane.

The Transport Assessment describes the eventual provision of bus stops along the Spine Road. The developer should discuss and submit a plan showing where such bus stops would be located.

There is currently no direct bus service from Grove to Harwell Campus, Milton Park or Didcot and funding is required to establish these links as soon as possible.

Peak hour services towards Oxford are reaching capacity, and additional vehicles are also required on this route, in order to establish a frequency of four buses per hour, in line with the County's Premium Routes strategy (1993).

### **Travel Plan**

Regarding travel plans and comments raised at the previous application a full travel plan is required for the whole site but is also needed for the latest development of 75 dwellings. This is appropriate as the total number of houses now on Phase 1 and 2 is around 200 and is likely to have a considerable impact on the local area.

A monitoring fee of £1,240 is required for monitoring the travel plan progress for a period of five years.

A condition will be that a Full Travel Plan will be developed for the whole site (200 houses) and submitted to the OCC Travel Plan Team in Development Control before occupation and that following occupation a baseline survey will be carried out within three months of occupation or when 50 properties have been occupied and used to update the travel plan.

A travel plan Coordinator should be identified for this development and will start work on travel plan implementation before occupation and that the Travel Plan Team will be informed who this person is and given their contact details.

A monitoring fee of £1,240 will be collected and will be part of the section 106 agreement.

The full travel plan which is developed for the site will follow OCC guidance and meet the requirements provided for residential developments.

## **DRAINAGE**

Drainage Strategy and Flood Risk Assessment is missing Appendix D and E.  
Insufficient design details in Drainage Strategy to clarify that flood risk has been mitigated.

A condition is that before the commencement of the development, a fully designed scheme utilising a sustainable drainage system for the surface water drainage of the development needs to be submitted and once approved the scheme needs to be implemented prior to the occupation of any dwelling to which the scheme relates. This is to ensure the effective and sustainable drainage of the site and to avoid flooding.

## **CONCLUSION**

The Highway Authority therefore has no objection in principle to this proposal FOR AN ADDITIONAL 75 UNITS subject to the provision of a travel plan, contributions as outlined above (to include bus stops) and conditions.

Detailed plans are required when full planning is required regarding the layout etc which is to be in accordance with manual for streets and to include constructional details, longitudinal sections and cross sections and drainage details.

**Officer's Name: Huw V Jones**

**Officer's Title:** Principal Engineer

**Date:** 19 May 2014

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### Community Infrastructure

#### Key issues:

- The County Council considers that the effect of the application forming this development will place additional strain on its existing community infrastructure.
- Based on the details in the application the following development mix has been used
  - 5 no. x One Bed Dwellings
  - 22 no. x Two Bed Dwellings
  - 35 no. x Three Bed Dwellings
  - 13 no. x Four Bed/ Dwellings

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

- **198 additional residents *including:***
  - 15 resident/s aged 65+
  - 134 resident/s aged 20+
  - 18 resident/s aged 13 to 19

#### Legal Agreement required to secure:

The county council has established a minimum level of S106 contributions that would be expected from the developer to mitigate the impact of their proposal:

- |                            |         |
|----------------------------|---------|
| • Library                  | £16,830 |
| • Waste Management         | £12,672 |
| • Museum Resource Centre   | £990    |
| • Day Care                 | £16,500 |
| • Adult Learning           | £2,144  |
| • Integrated Youth Support | £3,570  |

\*Total to be Index-linked from 1<sup>st</sup> Quarter 2012 Using PUBSEC Tender Price Index

Any payment deferred post implementation will require security through appropriate bonds. This is to ensure that once the development starts, public body responsible for infrastructure provision can be certain of recovering costs incurred.

## **Fire and Rescue**

### Hydrants:

The County Council as Fire Authority has a duty to ensure that an adequate supply of water is available for fire-fighting purposes. There is a requirement to affix fire hydrants within the development site. Exact numbers and locations cannot be given until detailed consultation plans are provided showing highway, water main layout and size. We would therefore ask to add the requirement for provision of hydrants in accordance with the requirements of the Fire & Rescue Service as a condition to the grant of any planning permission

### Automatic Water Suppression Systems:

Some of the development site will be outside of the standard response time of 11 minutes for an urban area. We would therefore strongly recommend that the developer as a minimum considers the fitting of Automatic Water Suppression Systems (AWSS) for those properties outside of that response time.

Such a system will materially assist in the protection of life, property and fire fighter safety. AWSS such as sprinklers and water mist systems do save lives and therefore OFRS recommend the provision of such systems for all new build properties.

### Access for Fire fighting:

Oxfordshire Fire & Rescue Service (OFRS) assumes that access to the proposed sites and to the premises will be in accordance with the guidance in the current edition of Approved Document B to the Building Regulations volumes 1 & 2.

### Water Supplies for Fire fighting:

We strongly recommend the provision of adequate and appropriate water supplies (fire hydrants) in accordance with the guidance in the current edition of Approved Document B to the Building Regulations volumes 1 & 2. We would also recommend that the development conforms to British Standards BS 9999:2008 (Code of practice for fire safety in the design, management and use of buildings – Section 23 Water supplies for fire and rescue service use - 23.2 Location and access to external water supply) & BS 9990 (Code of practice for non-automatic fire-fighting systems in buildings – Section 5, Private fire hydrants - 5.2 Provision and Siting).

### Flood Management:

OFRS advise that planning developments will take into account the provisions of the Flood Management Act 2010.

### Emergency Response:

It should be acknowledged that the development may have an adverse effect on our emergency response times. This would be due to an envisaged increase in traffic which will potentially delay Retained Duty System Firefighters reaching their fire station and the subsequent mobilisation en-route to an incident.

## **Libraries**

Oxfordshire County Council has an adopted standard for publicly available library floor space of 23 m<sup>2</sup> per 1,000 head of population, and a further 19.5% space is required for support areas (staff workroom, etc), totalling 27.5 m<sup>2</sup>. Residents from this proposed development are expected to use both the existing Library in Wantage and the new Library proposed on the Grove Airfield development, which has been designated a Community Plus library - an

acknowledgement that there is a need for a fuller library facility, offering a suite of library services to the community.

Contributions towards the new facility in Grove and contributions towards additional books and equipment in Wantage Library are required to facilitate the additional pressure on the existing Library Services as a result of this proposed development.

The current cost of extending a library is £2,370 per m<sup>2</sup> at 1<sup>st</sup> Quarter 2012 price base. The proposal would also generate the need to increase the core book stock held by the local library by 2 volumes per additional resident. The price per volume is £10.00. This equates to £85 per person at 1<sup>st</sup> Quarter 2012 price base

The full requirement for the provision of library infrastructure and supplementary core book stock in respect of this application would therefore be based on the following formula:

**£85 x 198 (the forecast number of new residents) = £16,830**

### **Strategic Waste Management**

Under Section 51 of the Environmental Protection Act 1990, County Councils, as waste disposal authorities, have a duty to arrange for places to be provided at which persons resident in its area may deposit their household waste and for the disposal of that waste.

Oxfordshire County Council also has statutory recycling and composting targets to meet, as well as targets to reduce the amount of waste going to landfill. Any significant new development must help rather than hinder the achievement of these targets. All developers/landowners are therefore expected to provide infrastructure and funding towards the reduction, re-use and recycling of wastes.

There are capacity issues at our current Household Waste Recycling Centres (HWRCs). Some of our sites already experience queuing on the highway at peak times, including Redbridge, Drayton and Stanford in the Vale.

Capacity is mainly assessed by the number of vehicles that can be accommodated in bays at any one time and we have recently developed evidence based on actual traffic data that demonstrates the extent that sites are used over different time periods. This shows that Drayton HWRC in particular experiences significant capacity issues at peak visitor times.

The nearest HWRC are at Drayton and Stanford in the Vale and OCC has information to demonstrate that residents in Wantage and Grove use both Drayton and Stanford in the Vale HWRCs in roughly equal proportions.

The additional households generated by the proposed development will place an increasing demand on the strategic waste management infrastructure. Therefore it is appropriate that contributions should be made towards increasing capacity at Drayton or Stanford in the Vale, or alternative locations as determined by the emerging HWRC strategy on a pro rata basis per new dwelling. It should also be noted that the size of the site at Drayton HWRC is constrained and increasing capacity there may require a new site.

A new site serving 20,000 households costs in the region of £3,000,000; assuming an average occupancy of 2.33 people per dwelling this equates to a contribution per person of £64 (£3,000,000 ÷ (20,000 x 2.33)) at 1<sup>st</sup> Quarter 2012 price base

**£64 x 198 (the forecast number of new residents) = £12,672**

### **County Museum Resource Centre**

Oxfordshire County Council's museum service provides a central Museum Resource Centre (MRC). The MRC is the principal store for the Oxfordshire Museum, Cogges Manor Farm Museum, Abingdon Museum, Banbury Museum, the Museum of Oxford and the Vale and Downland Museum. It provides support to these museums and schools throughout the county for educational, research and leisure activities.

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

An extension to the MRC to mitigate the impact of new development up to 2026 has been costed at £460,000 (price base 1Q 12). The county council has secured £85,000 towards the extension from previous development proposals leaving £375,000 to be secured from future development.

We estimate that approximately 35,000 dwellings will be permitted and built up to 2026. Assuming an average occupancy of 2.33 people per dwelling this equates to a cost per person of £5 ( $£375,000 \div (35,000 \times 2.33)$ ).

**£5 X 198 (the forecast number of new residents) = £990**

### **Social & Health Care - Day Care Facilities**

Resource/day centres are required to support the delivery of a range of services which are vital to the well-being of local people, particularly older people and those with disabilities, with a view to preventing ill-health and enabling people to lead active, healthy, fulfilling and independent lives. It contributes to building thriving, healthy communities and contributes to reducing inequalities and tackling deprivation. The centres are community hubs where people can get social and health advice and information, and services tailored to a person's individual needs.

To meet the additional pressures on day care provision the County Council is aiming to expand and/or improve day care facilities across Oxfordshire and within the locality. A contribution is therefore required to meet the additional pressure created by this development on day care provision.

Based on previously completed projects a new day centre costs approximately £1,100,000 excluding land (price base 1Q 12). A new day centre would usually provide 40 places per day for day care users. This equates to £27,500 ( $£1,100,000 \div 40$ ) per daily place. The average day service user makes 2 visits a week and most day centers are open 5 days a week. Therefore the cost per new day service user is £11,000 ( $(£27,500 \times 2) \div 5$ ).

Based on current and predicted usage figures we estimate that 10% of the over 65 population use day centre or resource centre facilities. Therefore the cost per person aged 65 years or older for day centre infrastructure is £1,100 ( $£11,000 \times 0.10$ ).

**£1,100 x 15 (the forecast number of new residents aged 65+) = £16,500**



## **Adult Learning**

The Adult Learning Service (ALS) offers a wide range of educational and recreational courses to cater for all ages and abilities.

The County Council aim is to improve and provide more sustainable Adult Learning facilities in the Vale of the White Horse and South Oxfordshire district area. The development would create additional demand which cannot be accommodated within the existing facilities. Contribution is therefore required to mitigate the impacts of this development for adult learning. This development is expected to generate 134 people aged 20+.

Contributions are calculated by multiplying the likely increased demand for ALS based upon the average number of new users, expected from the development, for the service by the equivalent cost-per-use to provide Adult Learning infrastructure. A new 2 classroom facility costs £440,000 at 1<sup>st</sup> Quarter 2012 price base. This type of facility can provide for 1,350 learners per annum; this equates to £326 per learner. At least 5% of the adult population are likely to take up adult learning; this equates to £16 per person.

**£16 x 134 (the forecast number of new residents aged 20+) = £2,144**

## **Integrated Youth Support Service**

The Early Intervention Service offers high quality early intervention and specialist services to children, young people and families with additional complex needs, both through county council staff and across partner agencies.

The county council as a local CSA has a statutory duty. Currently set out in the section 508 of the Education Act 1996, to "secure that facilities for primary, secondary and further education provided for their area include adequate facilities for recreation, social and physical training." the Government considers that facilities made available through the youth support service form an important part of the education system.

The proposal would create further demands on the early intervention hub facilities (expected to generate 18 people aged 13-19).

All community partner agencies are actively involved in service delivery to ensure integrated and inclusive solutions to best improve outcomes for children and young people from birth to 19 years (up to 25 years where there are special education needs)

The nearest services Abingdon and Didcot Early Intervention Hubs are currently operating at capacity in the delivery of specialist services. This development would create further demands on the early intervention hub facilities, the impact of which would need to be addressed by providing contributions towards improving the existing centres to create additional capacity.

The county council estimates that a new integrated you support centre providing 235sqm of accommodation will cost £595,000 to build excluding land at 1<sup>st</sup> Quarter 2012 price base. A centre of this scale would provide for catchment population of approximately 3,000 places (for 13-19 year olds); this equates to £198 per place.

Contributions are calculated by multiplying the net increase in people aged 13-19 by the cost per person of £198 to provide additional infrastructure.

The corresponding contribution required to mitigate the impact of this development would be:

**£198 x 18 (the forecast number of new residents aged 13-19) = £3,570**

**Officer's Name:** Taufiq Islam

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

**Date:** 23 April 2014

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## **RESPONSE TO CONSULTATION ON THE FOLLOWING DEVELOPMENT PROPOSAL**

**District:** Vale of the White Horse

**Application no:** P14/V0576/O

**Proposal:** Residential development comprising the erection of up to 75 dwellings including access.

**Location:** Land west of Bellinger's Garage Station Road Grove OX12 7PN

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### **Archaeology**

#### **Recommendation:**

No objection subject to conditions

#### **Key issues:**

An archaeological evaluation has revealed the presence of Iron Age and Romano British features within the application site.

An area within which a high density of features occurs has been identified and may form the focus of a settlement.

#### **Legal Agreement required to secure:**

None

#### **Conditions:**

1) The applicant, or their agents or successors in title, shall be responsible for organising and implementing an archaeological investigation, to be undertaken prior to development commencing. The investigation shall be carried out by a professional archaeological organisation in accordance with a Written Scheme of Investigation that has first been approved in writing by the Local Planning Authority.

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

2) Prior to the commencement of the development and following the approval of the Written Scheme of Investigation referred to in condition 1, a staged programme of archaeological investigation shall be carried out by the commissioned archaeological organisation in accordance with the approved Written Scheme of Investigation. The programme of work shall include all processing, research and analysis necessary to produce an accessible and useable archive and a full report for publication which shall be submitted to the Local Planning Authority.

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

## **Informatives:**

None

## **Detailed Comments:**

An archaeological field evaluation of the application area has been undertaken. This revealed features dating to the Iron Age and Romano British periods. The features in the west part of the application area appear to represent field boundaries, drainage ditches and enclosures and are likely to have lain on the edge of settlement.

A concentration of features suggests that the focus of the settlement is in the vicinity of Trench 6.

The pottery also suggests that the site was abandoned by the fourth century AD.

We would therefore recommend that, should planning permission be granted, the applicant should be responsible for implementing a programme of archaeological work within the application area and targeting those parts of it that the evaluation has shown to contain significant features.

**Officer's Name:** Hugh Coddington  
**Officer's Title:** Archaeology Team Leader  
**Date:** 07 April 2014

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## **RESPONSE TO CONSULTATION ON THE FOLLOWING DEVELOPMENT PROPOSAL**

**District:** Vale of the White Horse

**Application no:** P14/V0576/O

**Proposal:** Residential development comprising the erection of up to 75 dwellings including access.

**Location:** Land west of Bellinger's Garage Station Road Grove OX12 7PN

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### **Ecology**

#### **Recommendation:**

No comment

The District should consult their own ecologist on this application.

#### **Key issues:**

#### **Legal Agreement required to secure:**

#### **Conditions:**

#### **Informatives:**

#### **Detailed Comments:**

**Officer's Name:** Sarah Postlethwaite

**Officer's Title:** Protected Species Officer

**Date:** 10 April 2014

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## **RESPONSE TO CONSULTATION ON THE FOLLOWING DEVELOPMENT PROPOSAL**

**District:** Vale of the White Horse

**Application no:** P14/V0576/0

**Proposal:** Residential development comprising the erection of up to 75 dwellings including access.

**Location:** Land west of Bellinger's Garage Station Road Grove OX12 7PN

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### **LOCAL MEMBER VIEWS**

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**Cllr:** Zoé Patrick

**Division:** Grove and Wantage

**Comments:**

This area is regularly prone to flooding and in particular, during this last wet winter there have been huge trenches of water which have been filled with the overflow from the Letcombe Brook. However, this happens on a regular basis so any mitigation measures must ensure that this does not make the situation worse. Grove suffered badly during the July 2007 floods and we would not wish to see this repeated.

I would also like you to note that this area is known for the local wildlife around the brook, and I understand otters are known to have been seen in this area. Other wildlife including barn owls are also known to nest here. There is also general concern that this site could spoil the natural entrance to the village which has a rural setting from the A338 and this will fill up a green area separating it from Bellinger's and Williams. I would also like to object to any infringement of the rural by-way Cow Lane which sits behind this proposed development, which is a well-used bridleway for dog-walkers, cyclists and horseriders on a regular basis.

**Date:** 24 April 2014

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