

APPLICATION NO.	P13/V0709/O
APPLICATION TYPE	OUTLINE
REGISTERED	7.5.2013
PARISH	GREAT FARINGDON
WARD MEMBER(S)	Roger Cox Mohinder Kainth Alison Thomson
APPLICANT	Bloor Homes Ltd Western
SITE	Land South of Park Road, Faringdon, SN7 7PL
PROPOSAL	Outline application for residential development (up to 380 units including up to 64 extra care units), employment development, primary school, allotments, public open space and associated infrastructure with new access from Park Road. (Environmental Statement received 26 November 2014)
AMENDMENTS	None
GRID REFERENCE	429069/194485
OFFICER	Lisa Kamali

EXECUTIVE SUMMARY

- This application was considered by committee in December 2013, where Members resolved to grant outline planning permission.
- Since the previous resolution a number of other applications have been submitted and are being considered within Faringdon. The cumulative impact of all this proposed development must be taken into account.
- An environmental statement (ES) has been submitted as a result of a revised screening and scoping opinions to assess the cumulative effects of the development. This identified traffic and its associated impacts such as noise and air quality as the areas most likely to have a significant effect and which are covered in the submitted ES.
- The submitted ES concludes that, subject to mitigation, the cumulative impacts are not so great as to cause unacceptable traffic and associated effects.
- Thames Water have prioritised the required upgrades to the Faringdon sewage treatment works in their next plan running to 2020 with the works programmed to take place in 2017, and will therefore be in place for occupation of the houses given the need to market the site and obtain reserved matters permission.
- The site is allocated in the draft Local Plan Part 1 which is currently out for pre-submission consultation.
- The application is recommended for approval subject to the S106 agreement with the county and district councils and subject to conditions.

1.0 **INTRODUCTION**

- 1.1 This application was considered by Committee on 18 December 2013. Members resolved unanimously to grant outline planning permission subject to conditions and S106 agreements with the county and district councils to secure affordable housing and infrastructure contributions. The previous committee report is **attached** at appendix 1, and should be read in conjunction with this updated report.
- 1.2 Since this resolution a number of other applications for housing development have come forward in Faringdon proposing a total of over 1000 new homes. As a result of this material change in circumstances, the application has been re-screened in relation to the requirement for an environmental impact assessment (EIA) based on the cumulative effect of all the development should it go ahead. An environmental statement (ES) has been received as a result of this screening and the subsequent scoping process.
- 1.3 It is considered appropriate for the application to be re-considered by committee in light of the additional development likely to come forward in the town and to ensure that the cumulative impacts have been fully considered.
- 1.4 This application site is located on the southeastern edge of Faringdon. The site is an area of land totalling around 27.8 hectares. To the northern boundary lies Park Road (A417), beyond which lies Folly Park, a recent residential and commercial development allocated within the Vale of White Horse Local Plan 2011. To the west lies existing residential development and the grounds of Faringdon Community College. The A420 runs along the south and east of the site.
- 1.5 Rogers Concrete Limited lies within the southwestern corner of the site and has a lawful use within Classes A1, B2 and B8, primarily acting as a working quarry and concrete yard. There are a number of functional buildings on this part of the site. The remainder of the site falls within three ownerships and is largely open rolling farmland used for grass and arable crops and pasture.
- 1.6 The highest part of the site is a ridge part way across the site, with its highest point on the western boundary. From this point, the land slopes downwards in a southeasterly direction to the A420, and a north and westerly direction to Park Road. The southerly fall to the A420 is around 8.5 metres, whilst the longer, gentler, northerly fall is around 20 metres.
- 1.7 There are a number of trees and hedgerows on the site, none of which are protected by Tree Preservation Orders although most are mature. Generally, these hedges consist of native plants such as hawthorn, crab apple, field maple and elder. Whilst, taken individually, the trees are largely unremarkable; many of the groups collectively offer good screening.
- 1.8 The site is located approximately 1.2 kilometres southeast of Faringdon town centre. The commercial facilities of Park Road, the medical centre and Faringdon community college are all closer than the town centre.
- 1.9 A location plan is **attached** at appendix 2.

2.0 **PROPOSAL**

- 2.1 This application seeks outline planning permission for the following:
- Up to 380 residential units in a mix of 1, 2, 3 and 4 bedroom properties;
 - Up to 3 hectares of employment development, occupying the present site of Rogers Concrete Works;

- A site for a two-form entry primary school to be provided by Oxfordshire County Council in conjunction with the Faringdon Academy of Schools;
- A 'park and stride' facility to serve the existing Secondary School and the new Primary School;
- A 64-bed extra care home, located within the residential portion of the site;
- Open space, including a Neighbourhood Equipped Area of Play (NEAP) and a Local Equipped Area of Play (LEAP);
- Allotments; and
- Associated landscaping, planting and natural drainage.

All matters are reserved except for access.

- 2.2 The new houses will generally be two-storey in height, although the applicant considers there is scope for 2 ½ -3 storey dwellings close to Park Road. Up to 40% of the units (152 units) will be affordable. The precise mix of the affordable units has been agreed with the council's housing team and includes some of the extra care units.
- 2.3 Approximately 6.9 hectares of public open space will be provided within the development, principally by way of a landscaped buffer between the development area and the A420.
- 2.4 The illustrative masterplan indicates a density of around 35 dwellings per hectare across the site as a whole. Approximately 6.8 hectares of public open space will be provided, principally by way of a landscaped buffer between the development area and the A420. The applicants propose that much of this landscaping will take place at an early stage of the development to strengthen the visual containment of the site and town.
- 2.5 Vehicular access will be from a new roundabout junction with Park Road. The existing Sands Hill Lane, which runs parallel with the western boundary of the site, will be retained as a footway and cycleway. A new joint foot and cycleway will be provided along the southern side of Park Road, linking into the existing footpath network to encourage walking and cycling to the town centre and local facilities.
- 2.6 Extracts from the application plans are **attached** at appendix 3. Documents submitted in support of the application including the planning statement, design and access statement, flood risk assessment and transport statement are available on the council's website. In addition to these documents an Environmental Statement has been submitted, which is also available to view on the council's website.
- 3.0 **SUMMARY OF CONSULTATIONS & REPRESENTATIONS**
- 3.1 This section of the report provides an outline of the consultation/notification undertaken and a summary of comments received on the application. Copies of all responses are available to view online.
- 3.2 The original comments and objections to the application are set out in the previous report **attached** at appendix 1.
- 3.3 All the appropriate consultations/notifications have been undertaken on the original submission and further information submitted. The latest consultation/notification on further information expired on 7 January 2014.

3.4 **Great Faringdon Town Council – Raised concerns**

The Town Council have raised concerns, which are summarised as follows:-

- It is mentioned that the Bus route No. 66 will be upgrading to 20 minute frequency, but a better evening service from Swindon would be preferable.
- The cycling infrastructure does not take account of the Faringdon Neighbourhood Plan and the Farcycles proposals.
- Traffic flows on five main junctions have been modelled however this modelling appears to be flawed. Calculation of the 2013 situation, which is a good test of how effective the model is, does not tally with the actual situation. The amelioration proposal is of a roundabout, which has since been superseded by the proposal for traffic lights. 0% of Faringdon traffic uses the A420.
- The report also mentions a potential problem at the Marlborough St/Coxwell St/Gravel Walk/Station Rd crossroads, which will be overcapacity in 2018 and may need traffic lights. It states that the maximum queue in 2013 is 5.07 vehicles between 8:00-9:00 am, whereas it has been observed to be often in excess of 10. All of this suggests that the modelling procedure used is not a good predictor of traffic flows. Also peak flows can occur much earlier than the 8:00-9:00 am period, especially at the Park Rd/A420 junction.
- The Drivewalk development south of Highworth Rd does not take into account the 200 house allocation made by the Vale on this site and only refers to the current Drivewalk proposal of ~70 houses.
- The Non-Technical Environmental Statement Summary concludes that the Sandhill-Park Rd development would not cause unacceptable noise and vibration, but it concedes that it will add 39% to the Park Rd/A420 junction traffic at peak times and that the Marlborough St/ Coxwell St/Gravel Walk/Station Rd crossroads will be overcapacity by 2018. It adds that the Sandhill development should not add significantly to traffic at the Coxwell Rd/A420 junction.

The applicant is to respond to these issues and Members will be updated at committee. Issues relating to capacity of junctions are discussed in Section 6 below.

3.5 **Thames Water Development Control** - No comments received to date

3.6 **Natural England** - No comments received to date

3.7 **Environment Agency** - No comments received to date

3.8 **Faringdon Chamber of Commerce** - No comments received to date

3.9 **National Planning Casework Unit (DCLG)** - No comments received to date

3.10 **Oxfordshire County Council (One Voice)** - No overall comments, but referred to professional comments as outlined below.

3.11 **Oxfordshire County Council (Transport)** – no objection subject to mitigation
Responded on 23 December to state:-

“The CTA has concluded that the A420 / Coxwell Road junction would operate substantially above its operational capacity in 2018, with extensive delays and queues from Faringdon. However, it is agreed that the mitigation measures to be provided by the two sites on Coxwell Road (Fernham Fields and The Steeds) will mitigate this impact.

The CTA has concluded that the A417 Gravel Walk / Marlborough Street / A417 Station

Road / B4019 Coxwell Street junction would operate seriously over capacity on its Marlborough Street arm in 2018 (peak hours). The Assessment notes that signalisation of the junction could be implemented to resolve this impact and includes a scheme proposal. No proposed improvements have been suggested by applicants of the proposed developments as part of their individual planning applications. In the light of the CTA conclusion, the highway authority now considers that mitigation of the junction to resolve the congestion impact on the Marlborough Street arm would be required and should now be secured.

The CTA has determined that the A420 / A417 roundabout junction would operate over capacity on its Park Road arm (AM peak) and its A420 north arm (PM peak) in 2018. It is agreed that the mitigation measures to be provided by the South of Park Road development would resolve this impact on the Park Road arm. However, no proposed improvements have been suggested to alleviate the impact on the A420 north arm, although the Assessment has noted that a solution could be easily found to provide additional capacity.

The CTA has suggested that whilst the A420 north arm of the junction would operate over design capacity in 2018, this capacity issue is not due to the proposed development traffic and therefore no further improvements are suggested as being appropriate or necessary. However, from the Environmental Statement, it is noted that the Park Road development would significantly increase the total traffic movements through the junction by 8.5%. The other five development sites would variously contribute to the overall traffic using the junction. In the light of the CTA conclusion, the highway authority now considers that mitigation of the junction to resolve the congestion impact on the A420 north arm would be required and should now be secured.”

- 3.12 **Equalities Officer** - No comments received to date
- 3.13 **Countryside Officer(South Oxfordshire & Vale of White Horse)** - No comments Respded on 15 December to state no further comments.
- 3.14 **Conservation Officer Vale** - No comments received to date
- 3.15 **Health & Housing - Contaminated Land** – No comments received to date
- 3.16 **Health & Housing - Env. Protection Team** – No comments received to date
- 3.17 **Drainage Engineer (Vale of White Horse District Council)** - No comments received to date
- 3.18 **Landscape Architect - Vale of White Horse DC** - No comments Responded on 18 December to state no new landscape issues are included in the application, so there are no updates to add to previous landscape consultations.
- 3.19 **Forestry Team (Vale of White Horse)** - No comments Responded on 17 December to state they have nothing to add to their memorandum of 06 June 2013.
- 3.20 **Waste Management Officer (District Council)** – No comments Responded on 16 December to state they have no further comments.
- 3.21 **Local Residents** - No comments received to date

3.22 Any further comments received will be verbally reported to members at committee.

4.0 **RELEVANT PLANNING HISTORY**

4.1 This application has previously been approved in principle at committee (December 2013).

5.0 **POLICY & GUIDANCE**

GOVERNMENT GUIDANCE

5.1 **National Planning Policy Framework (2012) (NPPF)**

At the heart of the NPPF is a presumption in favour of sustainable development (paragraphs 7, 14, 49 and 197).

Paragraph 14 states that at the heart of the National Planning Policy Framework is a presumption in favour of sustainable development. For decision-taking, this means approving proposals that accord with the development plan without delay and where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless:

- any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole; or
- specific policies in this Framework indicate development should be restricted.

Paragraphs 34 and 37 encourage minimised journey length to work, shopping, leisure and education, and paragraphs 57, 60 and 61 seek to promote local distinctiveness and integrate development into the natural, built and historic environment. Paragraph 55 seeks to promote sustainable development in rural areas but resists new isolated homes in the countryside without justification.

Paragraphs 47 – 49 require local planning authorities to identify a five year supply of housing sites. Where this cannot be demonstrated relevant local plan policies for new housing development should not be considered up to-date until the shortfall is rectified

Paragraph 56 considers good design is a key aspect of sustainable development.

Paragraphs 57, 60 and 61 also seek high quality design for all development and to promote local distinctiveness and integrate development into the natural, built and historic environment.

Paragraph 64 confirms permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of the area and the way it functions.

Paragraph 109 requires development to contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes and minimising impacts on biodiversity.

Paragraph 111 encourages the effective use of previously developed land.

Paragraph 123 states that planning policies and decisions should aim, amongst other things, to avoid noise from giving rise to significant adverse impacts on health and quality of life as a result of new development.

Paragraphs 173 – 174 aim to encourage viability and deliverability.

Paragraphs 186-187 require council to take a positive approach to decision making.

Paragraphs 204-205 deal with planning obligations, stating that these should be sought where they meet the relevant tests.

Paragraph 206 states that planning conditions should only be imposed where they are necessary, relevant to planning and to the development to be permitted, enforceable, precise and reasonable in all other respects

THE DEVELOPMENT PLAN

Vale of White Horse Local Plan 2011

5.2 The development plan for this area comprises the adopted Vale of White Horse Local Plan 2011. The local plan policies relevant to this application were 'saved' by direction on 1 July 2009. These are as follows:-

- GS1 - Developments in Existing Settlements
- GS2 - Development in the Countryside
- DC1 - Design
- DC3 - Design against crime
- DC4 - Public Art
- DC5 - Access
- DC7 - Waste Collection and Recycling
- DC8 - The Provision of Infrastructure and Services
- DC9 - The Impact of Development on Neighbouring Uses
- H10 - Development in the Five Main Settlements
- H13 - Development Elsewhere
- H15 - Housing Densities
- H16 - Size of Dwelling and Lifetime Homes
- H17 - Affordable Housing
- H23 - Open Space in New Housing Development
- NE7 - The North Vale Corallian Ridge
- NE10 - Urban Fringes and Countryside Gaps
- NE12 - Great Western Community Forest
- S11 – Park Road Frontage

5.3 **Emerging Local Plan 2031 – Part 1**

The draft local plan part 1 is not currently adopted policy and this emerging policy and its supporting text has limited weight as per paragraph 216 of the NPPF. Greater regard therefore is to be given to the NPPF in line with paragraph 14 and where relevant, the saved policies (listed above) within the existing Local Plan. The relevant policies are as follows:-

- 1 – Presumption in favour of sustainable development
- 3 – Settlement hierarchy
- 4 – Meeting our housing need
- 7 – Providing supporting infrastructure and services
- 20 – Spatial strategy for the Western Vale
- 22 – Housing mix
- 23 – Housing density
- 24 – Affordable housing
- 26 – Accommodating current and future needs of the ageing population
- 33 – Promoting sustainable transport and accessibility
- 35 – Promoting public transport, cycling and walking
- 36 – Electronic communications
- 37 – Design and local distinctiveness

- 38 – Design strategies for strategic and major development sites
- 39 – The historic environment
- 40 – Sustainable design and construction
- 41 – Renewable energy
- 42 – Flood risk
- 43 – Natural resources
- 44 – Landscape
- 45 – Green Infrastructure
- 46 – Conservation and improvement of biodiversity

5.4 Supplementary Planning Guidance

- Residential Design Guide – December 2009
- Sustainable Design and Construction – December 2009
- Open space, sport and recreation future provision – July 2008
- Affordable Housing – July 2006
- Flood Maps and Flood Risk – July 2006
- Planning and Public Art – July 2006

5.5 National Planning Practise Guidance 2014 (NPPG)

5.6 Emerging Faringdon Neighbourhood plan

The neighbourhood plan has been to examination and the examiners report received, however it is to go back to examination one issue. Although not formally adopted, it can be afforded some weight. The neighbourhood plan acknowledges allocated housing sites on the edge of Faringdon in accordance with the emerging local plan. This application is therefore not contrary to the aims of the neighbourhood plan.

Policy 4.2C: Residential Development beyond the Development Boundary

Policy 4.2D: Planning Gain

Policy 4.3A: Connections

Policy 4.3E: Footpaths and Cycleways

Policy 4.6A: Housing Balance

Policy 4.7A: Materials and Roofscape

Policy 4.7D: Housing Design

Policy 4.7E: Secured by Design

Policy 4.7F: Visual Impact

Policy 4.8A: Improving the Infrastructure

Policy 4.10B: Sports Facilities

6.0 PLANNING CONSIDERATIONS

6.1 The main issues to consider in relation to this application are set out in section 6 of the previous Committee report attached at **appendix 1**. This report seeks to update members on the material changes which have emerged since the previous resolution to grant planning permission. These include:-

- I. Consideration of the cumulative impact of other housing developments in Faringdon which are currently progressing through the planning process and in connection with this, the submission of an Environmental Statement taking into account the cumulative effects of the development;
- II. The emerging local plan;
- III. The updated situation on proposed upgrade works to the Faringdon Sewage Treatment Works by Thames Water; and
- IV. The position with regard to the S106 agreements being progressed with the

District and County Councils.

Cumulative Impact

- 6.2 Since the previous Committee resolution a number of applications for housing in Faringdon have been submitted or progressed. In addition to this site, the application at Fernham Fields has been to Committee and has a resolution to grant planning permission. This application has also had an ES submitted which assessed cumulative impacts, and the application was approved at committee on 17 December subject to legal agreements and conditions. A proposal for 200 units on the opposite the Fernham Fields site, known as The Steeds, is progressing towards committee. The table below sets out the current applications within Faringdon including this site.

Reference	Address	Description of Development
P13/V0709/0	Land south of Park Road	Residential development (up to 380 units including up to 64 Extracare units), employment development, primary school, allotments, public open space and associated infrastructure with new access from Park Road.
P13/V0139/0	Fernham Fields, Coxwell Road	Residential development of up to 200 houses, public open space, associated infrastructure and new access. Cumulative impacts assessed, approved at committee on 17 December 2014.
P13/V1102/0	The Steeds, West of Coxwell Road	Erection of up to 200 dwellings; about 6,000 square metres of Class B1 employment; a Class A1 Retail Shop (about 420 square metres), a public house (Class A4); green infrastructure including sports pitches; allotments; sustainable drainage system and other related infrastructure; internal roads, footways and cycleways; 2 accesses from Coxwell Road and at junction of Coxwell Road/A420
P13/V1653/0	Land south of Highworth Road	Residential development comprising 126 dwellings and associated parking, access roads, footpaths, public open space and landscaping.
P13/V1366/0	Land north of Highworth Road (Humpty Hill)	Residential development of up to 94 dwellings with landscaping, open space, highway improvements and associated works. Refused and appeal currently pending.

- 6.3 The total number of units currently pending in Faringdon is up to 1,000 based on the table above. This includes the appeal scheme, 'Humpty Hill' which is awaiting a decision. It is accepted that this level of development represents a significant increase in the towns' population. However all the sites listed above, other than the Highworth Road appeal scheme, are included in the emerging Local Plan Part 1 as strategic allocations. They therefore form part of the planned growth for the town, supporting its role as the service centre for the Western Vale Sub Area, identified in the emerging local plan. The level of future development proposed would help ensure that Faringdon's key role in the area is maintained and enhanced. Although the emerging local plan has limited weight at this stage, the identification of the site through the local plan process is a key change since the application was considered by committee in

November 2013.

- 6.4 Linked to the issue of cumulative impact is the requirement for development to be screened in relation to the EIA regulations. The original screening opinion was issued prior to most of the other sites being submitted therefore there was no consideration of cumulative impact as required by the current National Planning Practise Guidance (NPPG). The NPPG sets out guidance for screening development. Paragraph 024 Reference ID: 4-024-20140306 states that *“The local planning authorities should always have regard to the possible cumulative effects arising from any existing or approved development. There could also be circumstances where two or more applications for development should be considered together.”*
- 6.5 With this in mind, the application was re-screened in relation to cumulative impact. This concluded that, given the total number of houses amounting to around 1,000 currently pending, an environmental statement (ES) was required. The subsequent scoping opinion issued by the council identified traffic impact and associated impacts (being noise and vibration and air quality) as the main area likely to give rise to significant cumulative effects. For all of the other impacts that each application will have, the scoping opinion concluded that there would be no significant cumulative effect. These more localised impacts can be adequately covered within the scope of each planning application.
- 6.6 Traffic impact was addressed within a Transport Assessment submitted with the original application, and the following measures were proposed to mitigate the additional travel demand as well as generally improving the surrounding transport and street environment:-
- Pedestrian environment improvements focused on the route towards the town centre along Park Road and other routes, as appropriate, in the vicinity of the application site;
 - Provision of new and improved footway/cycleway infrastructure along the site’s Park Road frontage;
 - Highway improvements to local highway network including Park Road;
 - Financial contribution towards improving bus public transport provision, as appropriate; and
 - A Framework Travel Plan, which has been prepared as a guide to managing travel to and from the proposed development.
- 6.7 A Cumulative Transport Assessment (CTA) was carried out as part of the Environmental Statement (ES). The CTA considers walking and cycling networks along with public transport provision, and establishes baseline data for considering existing, committed and proposed traffic flows. It assesses the cumulative traffic impact of the five proposed developments listed in the above table, and also an additional site (Fernham Gate, P14/V0539/O, proposal for 22 homes), which has now withdrawn by the applicant.
- 6.8 The capacity of six key junctions is assessed in the CTA. These junctions are:-
1. A420 / Coxwell Road priority junction
 2. Coxwell Road / Cherry Orchard Roundabout
 3. B4019 Highworth Road / Coxwell Road Priority junction
 4. A417 Gravel Walk / Marlborough Street / A417 Station Road / B4019 Coxwell Street roundabout
 5. A420 / A417 roundabout
 6. Coxwell Road / Fernham Road priority junction

- 6.9 The CTA identifies that the A420 / Coxwell Road and A420 / Park Road junctions would be over capacity in the forecast year 2018 with both committed and proposed development added to the highway network, but that these would operate within capacity with the improvements proposed as part of the planning applications for Fernham Fields (Ref. P13/V0139/0) and the Steeds (Ref. P13/V1102/0).
- 6.10 The Gravel Walk / Marlborough Road / Station Road / Coxwell Street mini roundabout is predicted to operate over capacity in the forecast year 2018 during peak hours should all the developments covered by the cumulative assessment be completed by this time. In the light of the CTA conclusion, the highway authority now considers that mitigation of the junction to resolve the congestion impact on the Marlborough Street arm would be required and should now be secured. The CTA states that signalisation of the junction could be implemented to resolve this impact and includes a scheme proposal (Section 6.47 of the CTA). The CTA appreciates that whilst this would not alleviate all congestion it enables the junction to balance vehicle movements and significantly reduces the queuing problem on Marlborough Street along with the additional benefit of providing safe and convenient controlled pedestrian crossings for pedestrians. This is considered by officers to be an acceptable solution, and the applicant has confirmed they are willing to contribute towards its implementation. Such a contribution will be secured within the Section 106 with the County Council.
- 6.11 The CTA identifies that the A420 / A417 roundabout junction would operate over capacity on its Park Road arm (AM peak) and its A420 north arm (PM peak) in 2018. The mitigation measures to be provided by this development would resolve this impact on the Park Road arm. However, no proposed improvements have been suggested to alleviate the impact on the A420 north arm. It is noted that the Park Road development would increase the total traffic movements through the junction by 8.5%, and that the other five development sites would also contribute to the overall traffic using the junction.
- 6.12 The CTA has suggested that whilst the A420 north arm of the junction would operate over design capacity in 2018, this capacity issue is not due to the proposed development traffic and therefore no further improvements are suggested as being appropriate or necessary. However the highway authority considers that mitigation of the junction is required to alleviate the impact on the A420 north arm and should now be secured. The signalised junction solution identified above would provide such a solution, and the applicant has confirmed they are willing to contribute towards this. Such a contribution will be secured within the Section 106 with the County Council.
- 6.13 The cumulative impact of all six developments is predicted to lead to minor increases in noise and vibration at receptors along the northern part of Coxwell Road and the part of Coxwell Road between Highworth Road and Fernham Road. These would be classed as slight adverse effects. The effects will be slightly reduced with the implementation of travel plans in respect of some of the developments. It is predicted that there would be moderate adverse effect along the short section of road connecting Coxwell Road to the A420, should all the six developments be constructed however there are no sensitive receptors along this section of road.
- 6.14 The conclusions of the original air quality assessment found that there were no unacceptable impacts. The cumulative impact has been addressed in the ES and the conclusion is that this would also be well below unacceptable levels.
- 6.15 In conclusion, the submitted ES has identified that the A420 / Coxwell Road and A420 / Park Road junctions would be able to operate within their design capacity with the improvements which are to be carried out as part of the 'Fernham Fields' and 'The

Steeds' schemes. However, the Gravel Walk / Marlborough Road / Station Road / Coxwell Street mini roundabout, and the north A420 arm of the A420 / A417 roundabout junction would operate over design capacity in 2018. The highway authority considers that mitigation is required to resolve the congestion impacts identified. The applicant has been advised and the council is awaiting detailed mitigation proposals.

Policy Context

- 6.16 As stated above the site is now being progressed through the Local Plan Part 1 which allocates strategic housing sites to meet the district's housing need for the next plan period to 2031. The site has therefore been considered as part of the strategic growth for the area. The plan is now undergoing pre-submission consultation however it is accepted that this currently holds limited weight. However since the previous committee resolution, this represents a material change in circumstances which strengthens the case for development on this site which can be delivered to meet the identified housing need for the area.
- 6.17 Faringdon Neighbourhood plan has been to examination and the report published, however it is now going back to examination on one issue. Some weight can be afforded to the plan given its relatively advanced stage. The neighbourhood plan acknowledges allocated housing sites on the edge of Faringdon in accordance with the emerging local plan. This application is therefore not contrary to the aims of the neighbourhood plan.

Thames Water

- 6.18 Thames Water is committed to upgrading the Faringdon Sewage Treatment Works and given the strategic growth planned for the town is prioritising the required works. The upgrade programme is likely to be carried out in 2017 and the survey works being carried out currently. Given the previous uncertainty as to the timing of the works, and the proposed time frame to deliver the development, an agreement was previously made to forward fund the upgrade works at the cost of other infrastructure contributions.
- 6.19 As the this scheme is now progressing through the local process, rather than as a five-year supply exception site, it is considered reasonable to attach a standard time limit condition which allows three years for the submission of reserved matters and two years after the final reserved matter approval for implementation. It is anticipated that, if permitted, the development would be delivered earlier than this. However, in practical terms, it is unlikely to be ready for occupation prior to the sewage upgrade works being completed. A condition is recommended however to ensure that the development cannot be occupied until the works have been carried out or until Thames Water are satisfied that the drainage requirements of the development can be accommodated.

S106 Update

- 6.20 The following figures have been agreed and the S106 agreements with both the county and district councils are nearing completion:
- 6.21 **County Council agreement**

The applicant has agreed to all of the following except those marked with an asterisk:-

Primary Schools - £2,271,000

Secondary Schools - £1,117,120
Tertiary/Sixth Form - £185,710
Special Education Needs - £55,181
Temporary Education Facilities - £150,000*
Libraries - £80,750
Adult Learning - £10,850
Youth Support Services - £16,600
Waste management - £60,800
Museum resource centre - £4,750
Social and Health Care - £163,900*
Public Transport improvements - £380,000*
Contribution towards a signalised junction to alleviate pressure on the Gravel Walk / Marlborough Road / Station Road / Coxwell Street mini roundabout and A420 / A417 roundabout junction A420 north arm – contribution amount TBA
Monitoring and Administration - £TBC

6.22 In light of the conclusions of the CTA, the county are now also seeking mitigation to resolve the congestion impacts identified at the Gravel Walk / Marlborough Road / Station Road / Coxwell Street mini roundabout, and the north A420 arm of the A420 / A417 roundabout junction. This mitigation would need to be secured by way of a Section 106 agreement. The applicant is yet to respond to this.

6.23 **Vale of White Horse agreement**

The applicant has agreed to all of the following:-

Sport and recreation off-site– £612,253
Open space maintenance on site - £539,238
Public right of way improvements and extensions - £25,000
Street Naming - £4,058.40
Waste and recycling - £64,000
Public Art - £25,000
Section 106 monitoring - £9,440

6.24 **Faringdon Town Council** – The applicant has offered the following, however officers are yet to hear from the Town Council regarding acceptability or otherwise. Members will be updated.

Pump House - £23,085
Corn Exchange - £18,468
Town Workshop and Maintenance Depot - £20,520

6.25 The total S106 package equates to just over £15,000 per dwelling. It should be noted that the contributions are in addition to the new roundabout junction with Park Road. And new joint foot and cycleway along the southern side of Park Road, which will be provided by the applicant.

6.26 The affordable housing provision proposed is up to 40% and the mix and tenure has been agreed with the Housing Department.

6.27 Recommended conditions are set out in section 8 of the report. These have been slightly amended from the previous report to take account of the altered time limit. In addition, several detailed conditions which related to future reserved matters rather than outline have been removed.

7.0 **CONCLUSION**

- 7.1 The cumulative impact of the site in relation to all other sites in Faringdon has been assessed and an ES concluding that there are no significant effects has been submitted and considered acceptable by all relevant technical officers.
- 7.2 The Cumulative Transport Assessment (CTA) submitted as part of the Environmental Statement (ES), identifies cumulative congestion impacts at the Gravel Walk / Marlborough Road / Station Road / Coxwell Street mini roundabout, and the north A420 arm of the A420 / A417 roundabout junction. Mitigation is required to address these impacts and needs to be secured by way of a Section 106 agreement. The applicant has agreed in principle to contribute towards this mitigation.
- 7.3 Committee have previously resolved to approve the scheme, and there are no new material planning considerations which have arisen since which would justify taking a different view, subject to the abovementioned mitigation being secured.
- 7.4 The site is within the emerging Local Plan Part 1 which, although currently has limited weight, forms part of the strategic vision for the growth of Faringdon.
- 7.5 There is a largely agreed S106 package which mitigates the impact of the development on local infrastructure.
- 7.6 The proposal is considered acceptable given the following:
- Environmental Sustainability – The site is visually reasonably well-contained, lying on the edge of the town, and will not have a materially harmful impact on the wider landscape
 - Economic and Social Sustainability – The site will improve pedestrian and cycle access from this part of Faringdon to the town centre. Faringdon is one of the district's largest settlements and the growth of the town is planned as part of the emerging Local Plan
- 7.7 The proposal would result in a sustainable development, in terms of the relationship and proximity to local facilities and services, and in terms of its environmental impacts, when assessed against the NPPF.

8.0 **RECOMMENDATION**

- 8.1 **It is recommended that outline planning permission is granted subject to the completion of S106 agreements with the County and District Councils to secure mitigation of the identified impacts on the Gravel Walk / Marlborough Road / Station Road / Coxwell Street mini roundabout and the north A420 arm of the A420 / A417 roundabout junction, and contributions to local infrastructure and affordable housing, and the following conditions:**

1. **Standard Outline time limit – commencement within two years of reserved matters approval.**
2. **Reserved matters to be submitted within three years of outline permission.**
3. **Development in accordance with the approved plans.**
4. **Visibility Splays to be agreed.**
5. **Access, parking and turning to be agreed.**
6. **New estate roads to county council standard.**
7. **No drainage to highway.**
8. **Green Travel Plans to be agreed.**

9. Phasing of development (full).
10. Drainage details (surface and foul) to be agreed.
11. No dwelling to be occupied until sewage treatment work upgrade completed.
12. Sustainable Drainage Scheme to be agreed.
13. Details of sewer connections to be agreed.
14. Construction traffic management plan to be agreed.
15. Works in accordance with Flood Risk Assessment.
16. Tree Protection to be agreed.
17. Wildlife Surveys to be updated prior to each phase.
18. Reptile Translocation Strategy to be agreed.
19. Habitat Management Plan for quarry to be agreed.
20. Refuse storage to be agreed.
21. Noise mitigation as per submitted statement.
22. Contamination Assessment to be agreed.
23. Scheme of Archaeological Investigation to be agreed.
24. Programmge of Archaeological Investigation to be agreed.
25. Noise levels at boundary of school not to exceed 50 db.
26. Position of Fire Hydrants to be agreed.
27. Pedestrian crossing between schools to be agreed.

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