



To: **Members of the Planning & Regulation Committee**

***Notice of a Meeting of the Planning & Regulation
Committee***

Monday, 20 October 2014 at 2.00 pm

County Hall, New Road, Oxford

Peter G. Clark.

Peter G. Clark
County Solicitor

October 2014

Contact Officer: **Graham Warrington**
Tel: (01865) 815321; E-Mail:
graham.warrington@oxfordshire.gov.uk

Members are asked to contact the case officers in advance of the committee meeting if they have any issues/questions of a technical nature on any agenda item. This will enable officers to carry out any necessary research and provide members with an informed response.

Membership

Chairman – Councillor Mrs Catherine Fulljames
Deputy Chairman - Councillor Neil Owen

Councillors

David Bartholomew
Mark Cherry
Patrick Greene
Pete Handley

Bob Johnston
Stewart Lilly
Glynis Phillips
Anne Purse

G.A. Reynolds
John Tanner

Notes:

- **Date of next meeting: 1 December 2014**

Declarations of Interest

The duty to declare.....

Under the Localism Act 2011 it is a criminal offence to

- (a) fail to register a disclosable pecuniary interest within 28 days of election or co-option (or re-election or re-appointment), or
- (b) provide false or misleading information on registration, or
- (c) participate in discussion or voting in a meeting on a matter in which the member or co-opted member has a disclosable pecuniary interest.

Whose Interests must be included?

The Act provides that the interests which must be notified are those of a member or co-opted member of the authority, **or**

- those of a spouse or civil partner of the member or co-opted member;
- those of a person with whom the member or co-opted member is living as husband/wife
- those of a person with whom the member or co-opted member is living as if they were civil partners.

(in each case where the member or co-opted member is aware that the other person has the interest).

What if I remember that I have a Disclosable Pecuniary Interest during the Meeting?.

The Code requires that, at a meeting, where a member or co-opted member has a disclosable interest (of which they are aware) in any matter being considered, they disclose that interest to the meeting. The Council will continue to include an appropriate item on agendas for all meetings, to facilitate this.

Although not explicitly required by the legislation or by the code, it is recommended that in the interests of transparency and for the benefit of all in attendance at the meeting (including members of the public) the nature as well as the existence of the interest is disclosed.

A member or co-opted member who has disclosed a pecuniary interest at a meeting must not participate (or participate further) in any discussion of the matter; and must not participate in any vote or further vote taken; and must withdraw from the room.

Members are asked to continue to pay regard to the following provisions in the code that *“You must serve only the public interest and must never improperly confer an advantage or disadvantage on any person including yourself”* or *“You must not place yourself in situations where your honesty and integrity may be questioned.....”*.

Please seek advice from the Monitoring Officer prior to the meeting should you have any doubt about your approach.

List of Disclosable Pecuniary Interests:

Employment (includes *“any employment, office, trade, profession or vocation carried on for profit or gain”*.), **Sponsorship, Contracts, Land, Licences, Corporate Tenancies, Securities.**

For a full list of Disclosable Pecuniary Interests and further Guidance on this matter please see the Guide to the New Code of Conduct and Register of Interests at Members’ conduct guidelines. <http://intranet.oxfordshire.gov.uk/wps/wcm/connect/occ/Insite/Elected+members/> or contact Glenn Watson on (01865) 815270 or glenn.watson@oxfordshire.gov.uk for a hard copy of the document.

If you have any special requirements (such as a large print version of these papers or special access facilities) please contact the officer named on the front page, but please give as much notice as possible before the meeting.

AGENDA

1. **Apologies for Absence and Temporary Appointments**
2. **Declarations of Interest - see guidance note opposite**
3. **Minutes (Pages 1 - 6)**

To approve the minutes of the meeting held on 28 July 2014 (PN3) and to receive information arising from them.

4. **Petitions and Public Address**
5. **Chairman's Updates**
6. **Development of a new two form entry primary school (420 pupils and 26fte nursery) and associated groundworks forming part of the Great Western Park (GWP) urban extension currently under construction to the west of Didcot on land to the north of B4493, Didcot Road, Didcot - Application No. R3.0092/14 (Pages 7 - 20)**

Report by the Deputy Director for Environment & Economy (Strategy & Infrastructure Planning) (PN6)

This is a planning application for a new two form entry primary school forming part of the Didcot Great Western Park Development. The application is being put before Committee because of the transport concerns raised by Councillor Lilly and Councillor Hards.

The report also assesses other policy and material considerations, including design of the building.

It is RECOMMENDED that subject to the applicant first providing a Unilateral Undertaking to provide the sum of £2,480 for the monitoring of the Travel Plan that planning permission be approved for Application R3.0092/14 subject to conditions to be determined by the Deputy Director for Environment & Economy (Strategy & Infrastructure Planning) but to include the following:

1. ***That the development be carried out strictly in accordance with the plans P001, P002, P003, P004, P005, P006, P007 and P008, and particulars of the development contained in the application except as modified by conditions of this permission.***
2. ***That the development to which this approval relates must be begun not***

later than three years from the date of the grant of planning permission.

3. *No development shall take place until a schedule of materials have been submitted to and approved by the Local Planning Authority.*
4. *Prior to the first occupation of the primary school a school travel plan shall be submitted and approved. That travel plan shall:*
 - a. *Incorporate a Safe Routes to School (SRTS) detailed appraisal. Such an appraisal shall be provided for the encouragement of the use of sustainable modes of transport for this educational development and the promotion of highways safety.*
 - b. *Be implemented upon occupation of the school.*
 - c. *Be thereafter used to promote the use of sustainable transport and avoidance of the use of the private car for single child drop offs and pick-ups.*
 - d. *Be subject to annual review and approval by the LPA for the first five years of occupation.*
5. *The growth in the number of primary school pupils shall not exceed 60 in any one year.*
6. *Subsequent to the primary school roll reaching 120, no more pupils shall be admitted until the review of the travel plan required by condition 4 has been approved.*
7. *Subsequent to the primary school roll reaching 180, no more pupils shall be admitted until an updated travel plan has been prepared, submitted to the LPA, approved and implemented. That plan shall include:*
 - i. *An assessment of the impact of the traffic generated by the school on the local highway network.*
 - ii. *A review of the implementation and effect of the original Travel Plan*
 - iii. *Such further measures and/or works as may be necessary to deliver the objectives set out in condition 4*
8. *The number of nursery places shall be no more than 26.*
9. *Prior to the construction of the car park area a schedule of planting for the area be submitted and approved.*

7. Relevant Development Plan and other Policies (Pages 21 - 26)

Paper by the Deputy Director for Environment & Economy (Strategy & Infrastructure Planning) (PN7).

The paper sets out policies referred to in Item 5 and should be regarded as an Annex to that report.

Pre-Meeting Briefing

There will be a pre-meeting briefing at County Hall on **Monday 20 October** at **12 midday** for the Chairman, Deputy Chairman and Opposition Group Spokesman.

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PLANNING & REGULATION COMMITTEE

MINUTES of the meeting held on Monday, 28 July 2014 commencing at 2.00 pm and finishing at 3.00 pm

Present:

Voting Members: Councillor Mrs Catherine Fulljames – in the Chair

Councillor Neil Owen (Deputy Chairman)
Councillor David Bartholomew
Councillor Mark Cherry
Councillor Patrick Greene
Councillor Pete Handley
Councillor Glynis Phillips
Councillor Anne Purse
Councillor G.A. Reynolds
Councillor John Tanner

Officers:

Whole of meeting J. Dean and D. Mytton (Chief Executive's Office); C. Kenneford, C. Flavin and D. Periam (Environment & Economy)

Part of meeting

Agenda Item

8

Officer Attending

R. Goodlad (Chief Executive's Office)

The Committee considered the matters, reports and recommendations contained or referred to in the agenda for the meeting, together with a schedule of addenda tabled at the meeting and decided as set out below. Except as insofar as otherwise specified, the reasons for the decisions are contained in the agenda, reports and schedule, copies of which are attached to the signed Minutes.

25/14 APOLOGIES FOR ABSENCE AND TEMPORARY APPOINTMENTS

(Agenda No. 1)

Councillor Zoe Patrick attended for Councillor Bob Johnston and Councillor Ian Hudspeth for Councillor Stewart Lilly.

26/14 MINUTES

(Agenda No. 3)

The Minutes of the meeting held on 23 June 2014 were approved and signed.

With regard to Minute 23/14 – Chairman’s Updates – Sutton Courtenay Waste Management Site – Mr Periam advised that a response from the Secretary of State had now been received to the effect that he did not wish to intervene in this matter.

27/14 REVISED RESTORATION TO NATURE CONSERVATION RATHER THAN AGRICULTURE, RETENTION OF SANDY OVERBURDEN MATERIAL MOUND (NORTH OF AREA I), RETENTION OF THE MAJORITY OF THE BUNDS AND RETENTION OF SOME OF THE ASSOCIATED CONCRETE STRUCTURES TO THE REMAINING UNRESTORED ASH LAGOONS (AREAS G & H/I) AND THE SETTLING AND DISCHARGE POND AREA EAST OF THE OXFORD TO DIDCOT RAILWAY LINE, WITHOUT COMPLYING WITH CONDITIONS A11, A17 & A18 OF PLANNING PERMISSION SUT/RAD/5948/12-CM AT RADLEY ASH DISPOSAL SITE, THRUPP LANE, RADLEY - APPLICATION NO. MW.0056/13

(Agenda No. 6)

The Committee considered a report (PN6) describing a proposed development which was a Section 73 planning application, to make changes to the existing planning permission SUT/RAD/5948/12-CM (filling of gravel extraction areas at Radley with Pulverised Fuel Ash conveyed by pipeline from Didcot Power Station).

Mr Flavin corrected the conditions listed on page 25 of the Agenda by the deletion of condition 13 on the grounds of repetition.

Mr Flavin addressed the concerns put forward by Councillor Bob Johnston (who was unable to attend the meeting) and which had been included on an Addenda for the meeting. He stated that the current security fencing for lakes H and I and J and G (of height 2 – 3m) would be replaced with new, high security fencing which would be lower in height (ie. 1.2 – 1.3m). This would be in line with the current permission which required the removal of all security fencing and its replacement with that of green belt fencing and, in several locations, agricultural designed gates. With reference to Cllr Johnston’s concern about the unstable nature of the ground in lakes H and I, he commented that the ground was secure and safe to walk across and therefore there were no health and safety issues. However, if heavy plant machinery was to be placed on the ground there could be a slight risk. He added that there had been no mention from the applicant of any concerns about the stability of the ground and there had even been suggestions of animals grazing on the site.

Cllr Zoe Patrick added her concern regarding the condition of the ground likening it to quick sand in places where the pulverised ash had dried out. That could potentially be a cause of danger to children. Mr Flavin responded that the applicant had assured him that the ash set quite hard resembling concrete. He added that the replacement fences would surround the areas where the ash was, together with the erection of an additional fence to the north of the site. Moreover the need for people carrying out after-care maintenance to have access to the site would necessitate a continued focus on health and safety.

Councillor Patrick directed the Committee’s attention to Cllr Johnston’s view that the present fences excluded foxes, cats and feral dogs which were a threat to the numerous ground nesting birds’ and Roe deer. Mr Flavin responded that the

agricultural style replacement fencing would be of a stock proof and sheep proof variety and that Natural England, when consulted, had supported its use.

In response to questions about governance and review of the site following the five year period of aftercare, in light of various concerns about safety and maintenance of the site, Mr Flavin explained that the Council could govern the site's maintenance during the five year period of aftercare, but after this time it would be out of the Council's control and under the stewardship of a body who would continue the ongoing maintenance. Any extension of a period of aftercare would usually be the subject of negotiation. Discussions had taken place about whether the applicant would be willing to enter into an agreement for a longer period of time but that had been declined.

In response to concerns about the nature of the replacement fencing, Mr Flavin undertook to bring the details of the replacement fencing back to Committee, explaining that these were part of the requirement for detailed pursuant conditions which were subject to consultation.

RESOLVED: (on a motion by Councillor Tanner, seconded by Councillor Owen, as amended by Councillor Phillips, seconded by Cllr Cherry, and carried by 11 votes to 0 and 1 abstention) that planning permission be approved for application MW.0056/13 subject to conditions to be determined by the Deputy Director for Environment & Economy (Strategy & Infrastructure Planning) but to include the following:

1. Development to be built in accordance with the plans and details of the development.
2. Hours of operation 07.00 to 18.00 Mon-Fri and 07.00- 13.00 Sat and no operations Sundays or Bank or Public Holidays.
3. Remove derelict materials, buildings, plant/machinery within 12 months.
4. Restoration of the site should be completed by 31 December 2015 (other than the removal of the existing security fencing)
5. No access to the site should be used other than Routes 1 to 4 shown on Drawing No. UKP/DCD/0139/A.
6. No further additional import or disposal of Pulverised Fuel Ash (PFA) should take place at the site.
7. No extraction or export of PFA from the site should take place.
8. Submission, approval and implementation of a revised habitat management plan.
9. Annual aftercare site meeting to be arranged each year for a period of five years by the occupier of the land
10. Detailed written annual aftercare review and programme to be submitted, approved and implemented.
11. Detailed security fence removal scheme to be submitted, approved and implemented (to include method of dismantling and measures to mitigate adverse impacts on the biodiversity of the site)
12. Security fence replacement scheme to be submitted, approved and implemented.
13. Security fence to be removed no later than 12 months after the surrender of the EA Environmental Permit for the site or by 31/12/2017 whichever is the earlier.

14. Fencing replacement implementation to be completed no later than one month from the date of the completion of the removal of the existing security fencing.
15. SOM Mound Landscaping and Protection Scheme to be submitted, approved and implemented (with details of terracing, planting, fencing and drainage).
16. Construction Phase Traffic Management Plan scheme to be submitted, approved and implemented.
17. Ecology survey update to be submitted, approved and any works implemented if works do not commence within 12 months of the date of consent.

28/14 EXPANSION FROM ONE FORM ENTRY TO 1.5 FORM ENTRY THROUGH DEMOLITION OF HORSA, EXTERNAL STORE AND TEMPORARY CLASSROOM. EXTENSION OF THE EXISTING BUILDING TO PROVIDE KEY STAGE 1 AND FOUNDATION STAGE CLASSROOMS AND EXTERNAL WORKS TO PROVIDE ASSOCIATED PLAY AREAS AND MUGA. TEMPORARY CLASSROOM INSTALLATION TO FACILITATE DECANT DURING CONSTRUCTION AT WOLVERCOTE PRIMARY SCHOOL, FIRST TURN, WOLVERCOTE - APPLICATION R3.0053/14

(Agenda No. 7)

The Committee considered (PN7) an application for expansion from one form entry to 1.5 form entry through various building works at Wolvercote Primary School, Oxford.

Prior to the discussion, Mr Periam made an addition to recommendation (c) below as indicated in bold and italics.

Councillor Hudspeth referred to the objection submitted by Sports England and enquired whether the sports facilities currently offered by the School would reduce as a result of the proposals. Mr Periam confirmed that the proposals would serve to enhance the School's ability to provide multi sports activities for use 365 days of the year. Councillor Reynolds expressed his concern that the proposal would not enhance team playing, only individual play.

Councillor Phillips spoke in support of the inclusion of a condition, as referred to in paragraph 18 of the report, requiring a detailed landscaping scheme to be submitted for approval prior to commencement of the development, if agreed.

Councillor Cherry referred to the comments (included on the Addenda) made by local member, Councillor Jean Fooks with regard to the reduction of car parking spaces as a result of the proposal. Mr Periam accepted the point but confirmed that there would be no available area in which to include them, adding that this would therefore necessitate an update to the School Travel Plan.

RESOLVED: (on a motion moved and seconded and carried unanimously) that:

- (a) the Planning & Regulation Committee indicate support for application no. R3.0053/14;

- (b) resolved that the application be forwarded to the Secretary of State in accordance with the provisions of the Town and Country Planning (Consultation) (England) Direction 2009;
- (c) that in the event of the Secretary of State not intervening **and subject to the withdrawal of the holding objection by Network Rail** the Deputy Director for Environment and Economy (Strategy and Infrastructure Planning) be authorised to approve application no. R3.0053/14 subject to the applicant first providing a Unilateral Undertaking to provide the sum of £1,240 for the monitoring of the Travel Plan and subject to conditions to be determined by the Deputy Director (Strategy and infrastructure Planning) but in accordance with those set out below; and
- (d) the Deputy Director for Environment & Economy (Strategy & Infrastructure Planning) be instructed to write to Sports England to advise that the Committee was of the view that the proposals would enhance the school's ability to provide multi – sports activity rather than reduce it.

Heads of Conditions

1. Complete accordance with plans;
2. Commencement within 3 years;
3. Submission of details of materials for approval prior to commencement;
4. Provision of an updated Travel Plan three months after the
5. Submission of a Sustainable Surface Water Drainage Scheme for approval prior to commencement;
6. Submission of a written scheme of investigation and a staged programme of archaeological investigation prior to commencement;
7. Submission of details of additional cycle parking provision prior to commencement.
8. Landscaping scheme including replacement tree planting.

29/14 COMMONS ACT 2006: IN THE MATTER OF AN APPLICATION TO REGISTER COWAN'S CAMP FIELD, STAR LANE, WATCHFIELD AS A TOWN OR VILLAGE GREEN

(Agenda No. 8)

The Committee considered an application submitted by Dr Susan Nodder under the Commons Act 2006 to register Cowan's Camp Field, Star Lane, Watchfield as a town or village green.

Richard Goodlad introduced the report (PN8) explaining that the application had been considered initially by Legal Services and it had been subsequently 'duly made' and publicised in accordance with statutory requirements. One substantive objection had been received during the statutory six week objection period from CCS Developments Ltd. It had raised several factual and legal issues in relation to the application and so an independent public inquiry had been held in February of this year. A copy of the Inspector's report was set out at Annex 2 to the report which had recommended that the application be rejected for the reasons as set out in the report.

Mr Goodlad reported that the local member, Cllr Yvonne Constance, had raised no objection to the officer recommendation.

RESOLVED: (unanimously) having received the Opinion of the Inspector set out in Annex 2 to this report, to reject the application for registration as a new Town or Village Green that plot of land known as Cowan's Camp Field, Star Lane, Watchfield in Oxfordshire that site being indicated clearly on "Application Map C" of the application submitted by Dr Susan Nodder and dated 29 November 2012.

..... in the Chair

Date of signing

For: PLANNING AND REGULATION COMMITTEE – 15 September 2014

**By: DEPUTY DIRECTOR FOR ENVIRONMENT & ECONOMY
(STRATEGY & INFRASTRUCTURE PLANNING)**

Development Proposed:

Development of a new two form entry primary school (420 Pupils + 26fte Nursery) and associated groundworks that will form part of the Great Western Park (GWP) urban extension that is currently under construction to the west of Didcot.

Divisions Affected: Didcot West and Hendreds & Harwell

Contact Officer: Kevin Broughton **Tel:** 01865 815272

Location: Land to North of B4493, Didcot Road. Land forms the Eastern edge of the District Centre within Taylor Wimpey's Great Western Park development.

Applicant: Oxfordshire County Council

Application No: R3.0092/14

Application Received: 24 July 2014

Consultation period: 7 August - 29 August 2014

District Council Area: Vale of White Horse District Council

CONTENTS

- Part 1 - Facts and background
- Part 2 - Other viewpoints
- Part 3 - Relevant planning documents
- Part 4 - Analysis and Conclusions.

Recommendation: Approval subject to conditions.

Part 1 - Facts and background

Site and Setting (see plan 1)

1. The proposed primary school would be within the Great Western Park (GWP) development which is located on the western edge of Didcot. It is approximately 1km (0.6miles) to the east of the A34.

2. The GWP development is bounded by the A4130 to the north and agricultural land to the west and south. The eastern boundary of the site borders the existing urban area of Didcot. Outline planning permission was granted for a mixed-use urban extension to include 3,300 new dwellings, community facilities, services and infrastructure.
3. The GWP development is split into three areas, known as the Northern Neighbourhood, the District Neighbourhood and the Southern Neighbourhood. The proposed location of the proposed primary school is in the District Neighbourhood.
4. The application site is approximately 2.2 hectares in area.

Details of the Development

5. The proposed two form entry primary school would provide 420 pupil places and 26 full-time equivalent nursery places. The school is projected to take in 60 pupils a year from 2016 until it reaches a capacity of 420 in 2025. This would be in addition to the nursery places so the total number of children at the school would be 446 in 2025.
6. The School's main entrance would be along the western boundary of the site adjoining the Public Urban Square. Separate entrances would be provided for the nursery school and for pedestrian access to the main site. Parking for staff and visitors (34 spaces including 2 disabled spaces) would be situated in the site's north west corner. Cycle stands and scooter racks would be provided. A vehicular pick up/drop off area would be provided outside of the main school site.
7. The school would be a single building, formed from three modules. The largest of these modules would contain a large resource area with a series of classrooms to either side. A second module would contain a main hall for sports, assemblies and dining. It would be capable of allowing good community access. A third module would house the foundation stage element. The building would be of an asymmetric roof pitch appearance.
8. The school's building would be single storey, but up to 8m in height at its tallest to allow high ceilings. This would be necessary for the sports hall, and also for the Learning Resource Corridor that would stretch the length of the main module. The roof would slope down to eaves at approximately 3m high.
9. The design would:
 - (i) Maximise benefits of natural cooling
 - (ii) Create a perception of open space in some areas, while limiting height above group room areas which will help to improve acoustic properties.
 - (iii) Allow beneficial management of solar gain.
 - (iv) Have an array of solar panels mounted to the south facing roof.

10. The school would be constructed of brick with a matt black finish and a pale grey (off white) render. There would be timber cladding in some areas. The roof and windows would be aluminium.
11. The Primary School will be built to the east of the District Centre. The site boundaries will be adjoined by residential properties to the north, east and south. The main school building occupies the western section of the site.
12. The primary vehicular access to the school will be provided via a new priority junction formed with a residential road running along the western boundary of the site. This access will lead directly into the school car park which will accommodate staff and visitor parking. It will also accommodate servicing and delivery access to the kitchens and bin store.
13. A secondary access will be provided to the south of the site for occasional use by emergency or maintenance vehicles.
14. A total of 34 parking spaces are proposed in the school car park comprising; 30 standard staff spaces, 2 standard visitor spaces and 2 disabled spaces.
15. Associated with the Primary School works, a 'school square' is proposed to the west of the school site. This will provide a central pedestrian and cyclist access point, creating a pleasant pedestrian environment, with play areas and green space, and linking the site to the District Centre.
16. A bus/coach bay will be provided outside the main entrance. This bay would accommodate two coaches. The applicant intends that this be used for coaches for school trips and excursions during the school day, and not regular services at the start or end of the school day. The applicant therefore assumes that this bay could be used during peak times to accommodate up to 6 drop-off or collection vehicles.
17. The applicants have also identified unallocated parking spaces within walking distance of the school that could be used for the drop-off and collection of pupils.

Part 2 - Other Viewpoints

Representations

18. There have been no representations from residents. The site was visited during the consultation process with a view to posting notices of the

application to new housing yet to appear on the postal database but there was none in place at that time.

Consultations

19. South Oxfordshire - no comment received. This was the council that dealt with the outline application but the application for the school site itself falls within the Vale of White Horse. The consultation was sent to SODC via the South and Vale inbox but has been passed to the Vale for a response. The Vale of White Horse granted outline permission (02/01594/OUT) which included the site for the primary school.
20. Vale of White Horse DC - no objection but the District tree officer suggests that larger trees than shown should be used in the car park to provide screening.
21. Didcot Town Council - Like the design of the school but raise extreme concern about the pick up and drop off points.
22. Harwell Parish Council - does not object to this application but has the following concerns:
 - (i) parking provision is inadequate, with barely sufficient spaces for staff and no provision for visitors, parents.
 - (ii) drop-off points nearby are inadequate. This was raised by the parish to the reserved matters application P14/V1314/RM, an adjoining Great Western Park application.
23. SSE Water - no objections. The sewers on the site have been sized accordingly for the whole development including the school.
24. Archaeology - no objection.
25. County Highway Authority - no objections but made the following comments:
 - (i) Up to 64 cars could be waiting to collect pupils at the end of the school day and that 87 spaces could be available within a five minute walk of the proposed school.
 - (ii) There is no certainty that these spaces will be available and, in practice, drivers will seek to park as close to the school as possible even if this means parking on footways and across driveways.
 - (iii) For that reason there are legitimate concerns about the possible congestion, manoeuvring and road safety issues that are likely to arise as a consequence of this planning application.

This issue was recently addressed by the planning appeal that followed the refusal of the application for the Tyndale Community School in William Morris Close (application number 12/02935/FUL).

That appeal was allowed but the inspector recognised the problem and imposed conditions. The following conditions are based on those imposed by the Inspector and should be attached to any planning permission given:

- (i) Prior to the first occupation of the school a school travel plan shall be submitted and approved. That travel plan shall:
 - a. Incorporate a Safe Routes to School (SRTS) detailed appraisal. Such an appraisal shall be provided for the encouragement of the use of sustainable modes of transport for this educational development and the promotion of highways safety.
 - b. Be implemented upon occupation of the school.
 - c. Be thereafter used to promote the use of sustainable transport and avoidance of the use of the private car for single child drop offs and pick-ups.
 - d. Be subject to annual review and approval by the LPA for the first five years of occupation.

- (ii) The growth in the number of pupils shall not exceed 60 in any one year.

- (iii) Subsequent to the school roll reaching 120, no more pupils shall be permitted until the Review of the travel plan in condition (i) has been approved.

- (iv) That beyond 180 pupils, no growth shall be permitted until:
 - a. An updated travel plan has been approved. That updated travel plan shall include:
 - i. An assessment of the impact of the traffic generated by the school on the local highway network.
 - ii. A review of the implementation and effect of the Travel Plan, incorporating the SRTS has been carried out.
 - b. Any necessary resulting highway works or other mitigating actions have been implemented.

There would also need to be an agreement to pay a fee of £2,480 for the monitoring of the Travel Plan. This is to cover the complexity of the task and the extended monitoring that will be required.

Part 3 - Relevant planning policies

Relevant planning policies (see Policy Annex to the committee papers)

The Development Plan

- 26. The development plan in this case is the saved policies of the Vale of White Horse local Plan 2011.

- 27. Vale of White Horse Local Plan 2011 (VOWHLP) policies:

GS1 (General locational strategy)
DC1 (Buildings to be of high quality design)
DC2 (Design for energy conservation)
DC4 (Public art)
DC5 (Mobility and transport provision)
DC9 (Protecting neighbour amenity)
H7 (Housing site - West Didcot)
CF2 (Provision of community facilities)

Other Material Considerations

28. Draft Vale of White Horse Local Plan (DVOWHLP)

CP1 (Presumption in favour of sustainable development)
CP30 (Sustainable design and construction)
CP33 (Natural resources)
CP37 (Design)

29. Outline Planning Permission 02/01594/OUT. This was granted on 18th July 2008. It was for a mixed use urban extension that included the primary school site to which this application relates.

30. National Planning Policy Framework

31. The CLG letter to the Chief Planning Officers dated 15th August 2011 set out the Government's commitment to support the development of state funded schools and their delivery through the planning system. The policy statement states:

"It is the Government's view that the creation and development of state funded schools is strongly in the national interest and that planning decision-makers can and should support that objective, in a manner consistent with their statutory obligations." State funded schools include Academies and free schools as well as local authority maintained schools.

It further states that the following principles should apply with immediate effect:

- There should be a presumption in favour of the development of state-funded schools;
- Local Authorities should give full and thorough consideration to the importance of enabling the development of state funded schools in their planning decisions;
- Local Authorities should make full use of their planning powers to support state-funded schools applications;
- Local Authorities should only impose conditions that clearly and demonstrably meet the tests as set out in Circular 11/95;

- Local Authorities should ensure that the process for submitting and determining state-funded schools' applications is as streamlined as possible;
- A refusal of any application for a state-funded school or the imposition of conditions, will have to be clearly justified by the Local Planning Authority.

This has been endorsed in paragraph 72 of the National Planning Policy Framework.

Part 4 - Analysis and Conclusions

Comments of the Deputy Director (Strategy and Infrastructure Planning)

32. The main issues related to this application are: the current status of the land, the design of the building and transport implications.

Presumption in Favour of the Development

33. Policy CF2 of the South Oxfordshire Local Plan states that development for proposals that would provide new services and facilities for the wellbeing of local communities will be permitted provided certain locational criteria are met.
34. This is reinforced by policy CP1 of the DVOWHLP and the presumption in favour of sustainable development and supporting the objective of the development of a state funded school as set out in the NPPF.
35. The site of the proposed primary school has outline planning permission, permitted by the Vale of White Horse District Council (ref: 02/01594/OUT) for development of a mixed use urban extension, of which the primary school site was a part. The principle of the development has therefore been accepted on the site.
36. The proposed development should therefore be permitted unless there is an overriding reason not to.

Design of the Building

37. Policy DC1 of the VOWHLP states that development will be permitted if it is of high quality design and takes account of local distinctiveness. Policy CP37 of the DVOWHLP also encourages good design. The proposed school would be predominantly a light grey render with some elevations having some black brick and wooden cladding. The roof would be aluminium. The proposed school is not an unusual design for a school and coloured drawings have been submitted to show how it would appear. The application does not have details of the colours specified so the materials would need to be agreed by condition.

38. The Design Guide for the outline application (02/01594/OUT) shows very little detail about the primary school. Subsequently there was a District Neighbourhood Framework Plan approved that gave more detail of the school layout. The proposed school building meets with most of the design criteria (Annex 1). The entrance to the building could be more welcoming and attract the eye better, but the school is oriented and set out as described in the Framework Plan.
39. The school is going into a new development site and so there is little in the way of local distinctiveness for it to follow. It does none the less have some interesting colour details on the fenestrations and would not be an unattractive building in its location. It does not have anything that would in itself constitute public art as part of the development as would be sought by policy DC4 of the VOWHLP, but there does appear to be some attempt to incorporate some interest in the building itself.
40. Policy DC2 of the VOWHLP and Policy CP30 of the DVOWHLP encourages the use of energy conservation measures in the design. Policy CP33 of the DVOWHLP requires the efficient use of natural resources. The building incorporates the management of solar heating and solar panels into its design, which would both be a significant help in terms of conserving energy.
41. Policy DC9 of the VOWHLP states that development will not be permitted if it harms the amenities of neighbouring properties. The proposed school is part of a wider development and would be a part of the forming community. It would not therefore harm the neighbouring amenity.
42. In terms of the design of the building it is largely in keeping with the principles of the approved Framework Plan. In my view there is a missed opportunity to be a more positive contribution to a new area by having a higher profile entrance, but in principle it does meet the Framework Plan. It does not cause any harm to the amenities of the neighbouring properties and it does incorporate energy conservation principles. As a result I believe that it meets policies DC4 and DC2 of the VOWHLP, and CP30, CP33 and CP37 of the DVOWHLP.

Transport Issues

43. Policy DC5 of the VOWHLP requires that the development has safe and convenient access both from the highway and within the site. This access includes that for people with impaired mobility. The surrounding highway network is prescribed in the outline planning permission and the road access has been judged suitable for a primary school to be located there. The proposed accesses do not vary significantly from that shown on the Framework Plan.
44. The County Highway Authority has raised concerns in relation to the dropping off and picking up of students. As a result they have

recommended conditions (as set out in paragraph 25 of this report) that would ensure that there would be safe and secure access in accordance with policy DC5 of the VOWHLP. In addition to the primary school, there would be the nursery school, and there would need to be a condition to restrict the number of nursery places to 26.

Other Issues

45. The District Council has raised concerns about the type of tree to be used in the car park areas, and they would prefer to see heavier foliage trees to provide more screening. The area in which to plant the trees appears to be quite tight so the choice of tree will need to allow for that and not cause maintenance problems in the future. I propose that a condition be attached to any permission given requiring a schedule of planting in the entrance and car parking areas be approved.

Conclusions

46. The decision on this development is finely balanced. If permitted, it would allow for the provision of an essential community facility to support the new housing growth. This would be in line with the principle of sustainable development in the NPPF and the strong instructions from central government to permit state schools.
47. The development has yet to be built and already there are concerns that there will be problems with picking up and dropping off. This has not however resulted in an objection from the Highway Authority. Instead the Highway Authority has requested the inclusion of conditions that would require the production of a travel plan to grow with the school.
48. On balance I consider that subject to the conditions set out in the report, the traffic concerns would not be such that they should override the presumption in favour of the development. Other than traffic the proposed development would not raise any significant social or environmental issues. It should therefore be granted permission in accordance with the principle of sustainable development.

RECOMMENDATION

49. **It is RECOMMENDED that subject to the applicant first providing a Unilateral Undertaking to provide the sum of £2,480 for the monitoring of the Travel Plan that planning permission be approved for Application R3.0092/14 subject to conditions to be determined by the Deputy Director for Environment & Economy (Strategy & Infrastructure Planning) but to include the following:**
 1. **That the development be carried out strictly in accordance with the plans P001, P002, P003, P004, P005, P006, P007 and P008, and particulars of the development contained in the application except as modified by conditions of this permission.**

2. That the development to which this approval relates must be begun not later than three years from the date of the grant of planning permission.
3. No development shall take place until a schedule of materials have been submitted to and approved by the Local Planning Authority.
4. Prior to the first occupation of the primary school a school travel plan shall be submitted and approved. That travel plan shall:
 - a. Incorporate a Safe Routes to School (SRTS) detailed appraisal. Such an appraisal shall be provided for the encouragement of the use of sustainable modes of transport for this educational development and the promotion of highways safety.
 - b. Be implemented upon occupation of the school.
 - c. Be thereafter used to promote the use of sustainable transport and avoidance of the use of the private car for single child drop offs and pick-ups.
 - d. Be subject to annual review and approval by the LPA for the first five years of occupation.
5. The growth in the number of primary school pupils shall not exceed 60 in any one year.
6. Subsequent to the primary school roll reaching 120, no more pupils shall be admitted until the review of the travel plan required by condition 4 has been approved.
7. Subsequent to the primary school roll reaching 180, no more pupils shall be admitted until an updated travel plan has been prepared, submitted to the LPA, approved and implemented. That plan shall include:
 - i. An assessment of the impact of the traffic generated by the school on the local highway network.
 - ii. A review of the implementation and effect of the original Travel Plan
 - iii. Such further measures and/or works as may be necessary to deliver the objectives set out in condition 4
8. The number of nursery places shall be no more than 26.
9. Prior to the construction of the car park area a schedule of planting for the area be submitted and approved.

Reasons for Approval:

The development would allow for the provision of an essential community facility to support the new housing growth. Subject to the conditions set out in the report, the benefits of the development would outweigh the social and environmental issues. It should therefore be granted in accordance with the principle of sustainable development.

Compliance with National Planning Policy Framework:

In accordance with paragraphs 186 and 187 of the NPPF Oxfordshire County Council take a positive and proactive approach to decision making focused on solutions and fostering the delivery of sustainable development. We work with applicants in a positive and proactive manner by;

- offering a pre-application advice service, as in this case updating applicants and agents of any issues that may arise in the processing of their application and where possible suggesting solutions. In the case of this application, the concerns of the Highway Authority were passed to the applicant giving them the opportunity to address the concerns raised where they could. The Highway Authority had also taken a positive approach to giving the opportunity to overcome the concerns raised.

BEV HINDLE

Deputy Director for Environment & Economy (Strategy & Infrastructure Planning)

October 2014

District Centre Core
Character area guidance

4 Primary School

A two form entry (2FE) primary school will be provided by Oxfordshire County Council on the site identified in the Land Use and Density Framework Plan. The site has been integrated into Great Western Park by:

- locating it in close proximity to the Neighbourhood Centre, the key destination for Great Western Park as a whole;
- wrapping the site on three sides by residential development, so that it has one main 'public' frontage on the western side of the site. This avoids a fenced boundary onto surrounding streets, and enhances the security and privacy of the school by reducing opportunities for access from public areas;
- providing a Primary School Square (a 'Public Urban Space') on the 'public' (western) side of the site;
- providing a pedestrian-friendly link from the Neighbourhood

Square directly to the Primary School Square) and providing other access points to the School from the south and south-east.

It is essential that the primary school building contributes to the overall townscape of Great Western Park as a whole, and the following design principles are key to a successful building:

- the building must form a strong, passive edge to the Primary School Square. The building must not be set far back as a 'pavilion' within the school site;
- as classrooms need (i) privacy from passers by and (ii) direct access to open space they will be located mostly to the rear of the building, or set back from the Primary School Square;
- the hall would inevitably be a 'blank box' due to the nature of activities and the level of privacy required. However,

there is an opportunity for it to be a strong architectural element addressing the square. The hall will also need to be easily accessible from the public realm to enable use by the community;

- the uses that directly face onto the Primary School Square could include spaces such as the main public entrance, offices / administration, and staff areas;
- a welcoming main public entrance should be provided off the Primary School Square;

- the building need not form a continuous building line to the Primary School Square, and may step backwards and forwards to create open space(s) onto the boundary. However, boundary treatments to any open spaces must be carefully designed to give a positive edge to the Primary School Square – continuous, solid, opaque boundaries will not be acceptable;

- the building will be single storey and, as such, will be significantly lower than other buildings in the area. Opportunities to create height and 'presence' on the Primary School Square frontage should be maximised – for example, using the height and mass of the main hall as a key building element, and using strong roof forms;

- staff parking and servicing should be to the rear or side of the building, thus eliminating or minimising its visual impact on the important Primary School Square frontage.

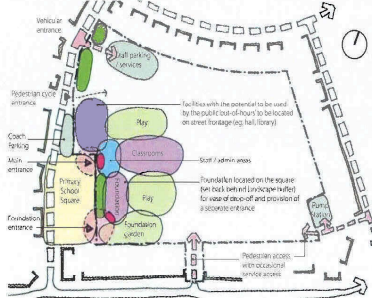


Figure 42.36: Primary School Layout Principles Plan



Figure 42.35: The blank box of the hall is a strong architectural element facing onto the square



Figure 42.36: Continuous edge to main, and vertical rhythm reducing horizontality of building



Figure 42.27: This school, though the very few windows but addresses the public realm

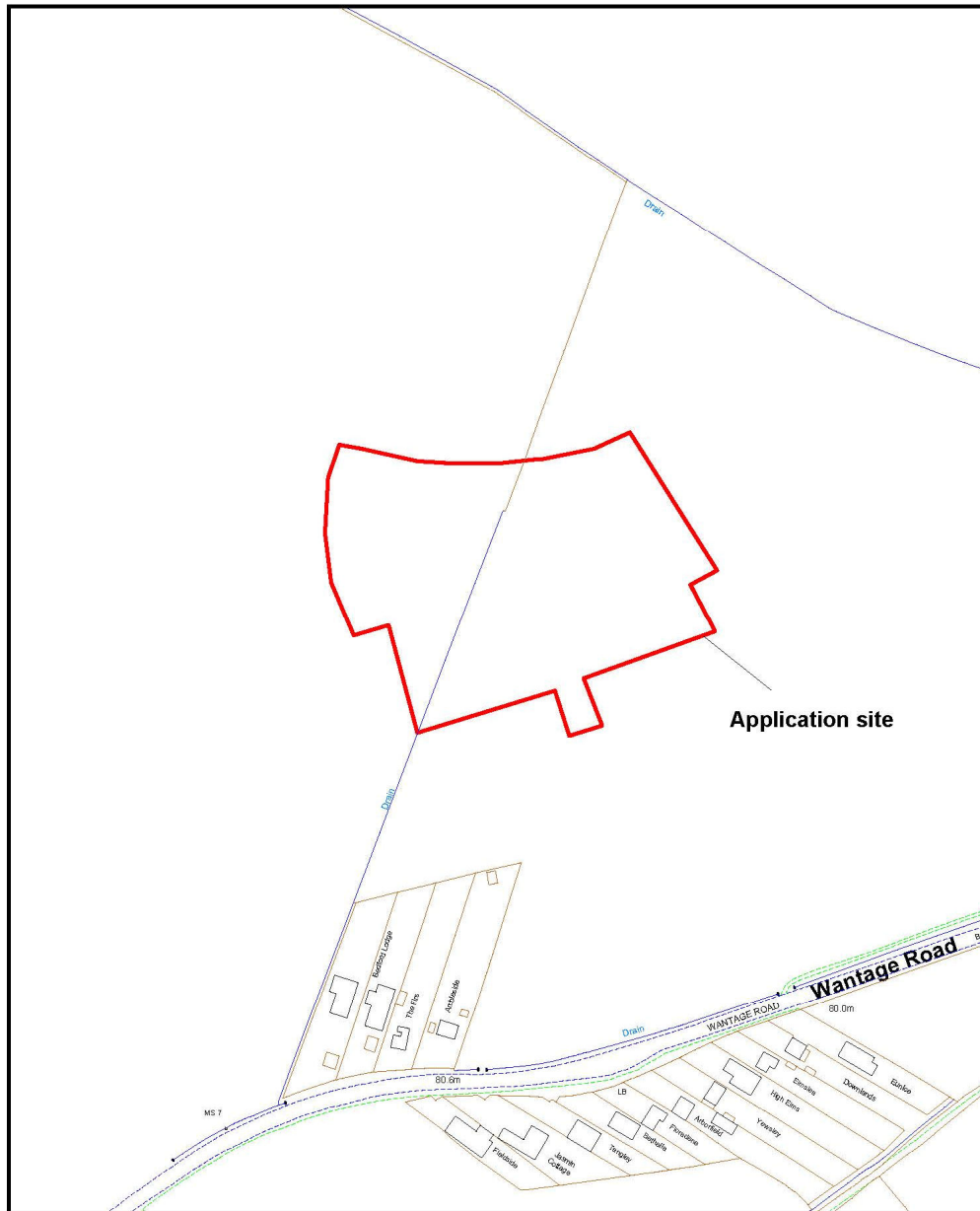


Figure 42.38: A very clear, legible entrance

Framework Plan District Neighbourhood

Great Western Park School

Plan 1



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Plot Date:2/9/2014



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PLANNING & REGULATION COMMITTEE – 20 OCTOBER 2014

POLICY ANNEX (RELEVANT DEVELOPMENT PLAN AND OTHER POLICIES)

Vale of White Horse Local Plan 2011 (VOWHLP)

POLICY GS1: GENERAL LOCATIONAL STRATEGY

The General Locational Strategy is to:

- i) Concentrate development at the five main settlements of Abingdon, Botley, Faringdon, Grove and Wantage, which are designated as Local Service Centres and are defined by the development boundaries on the Proposals Map. Important open land within these settlements will be protected from development;
- ii) locate development to the west of Didcot, as shown on the Proposals Map, as part of a comprehensive western expansion of the town; and
- iii) allow small-scale development within the built-up areas of villages as set out in Policies H11, H12 and H13, provided that important areas of open land and their rural character are protected.

Development which accords with this strategy will be permitted provided there is no conflict with other policies in this plan.

POLICY DC1: BUILDINGS TO BE OF HIGH QUALITY DESIGN

Development will be permitted provided that:

- i) It is of a high quality and inclusive design such that the layout, scale, mass, height, detailing, materials used and its relationship to adjoining buildings and open space do not adversely affect those attributes that make a positive contribution to the character of the locality;
- ii) it takes into account local distinctiveness and character either in a modern or a traditional interpretation.

POLICY DC2: DESIGN FOR ENERGY CONSERVATION

In new developments consideration should be given to measures to conserve energy and the use of other resources. These may include passive solar design (which involves influencing the layout, design, orientation and shelter of buildings), the use of energy-efficient technologies, measures to conserve the use of water and maximising the re-use of recycled and waste materials.

POLICY DC4: PUBLIC ART

In developments on all sites of 0.5 of a hectare or more the provision of public art which makes a significant contribution to the appearance of the scheme or the character of the area, or which benefits the local community will be sought.

POLICY DC5: MOBILITY AND TRANSPORT PROVISION

Proposals for development will only be permitted provided that:

- i) safe and convenient access will be provided both within the site and to and from the adjoining highway network for all users including those with impaired mobility, and for all modes of transport;
- ii) the road network can accommodate the traffic arising from the development without causing safety, congestion or environmental problems;
- iii) adequate provision will be made for loading, unloading, circulation, servicing and vehicle turning;
- iv) adequate and safe provision will be made for parking vehicles and cycles;
- v) off-site improvements to the highway infrastructure (including traffic management measures), cycleways, footpaths and the public transport network can be secured where these are not adequate to service the development; and the scheme is designed to minimise the impact of vehicles and give priority to the needs of pedestrians, cyclists, the users of public transport and those with impaired mobility.

POLICY DC9: PROTECTING NEIGHBOUR AMENITY

Development will not be permitted if it would unacceptably harm the amenities of neighbouring properties and the wider environment in terms of:

- i) loss of privacy, daylight or sunlight;
- ii) dominance or visual intrusion;
- iii) noise or vibration;
- iv) smell, dust, heat, gases or other emissions;
- v) pollution, contamination or the use of or storage of hazardous substances; and
- vi) external lighting.

POLICY H7: HOUSING SITE – WEST DIDCOT

Land west of Didcot is identified for housing development where development can start before 1 April 2006. Proposals will only be permitted where they are in accordance with a comprehensive planning and development brief and design statements and where all necessary on-site and off-site infrastructure and service requirements are met. The development of the site will include:

- i) Provision of about 3200 dwellings of which about 500 dwellings will be located in the Vale of White Horse district. The land developed for housing (about 80 hectares) will be at 40 dwellings per hectare average net density;
- ii) A mix of dwelling types and sizes of the general market housing with about 50% small (1 or 2 bedroom) units;
- iii) Provision for at least 40% of dwelling units to be affordable housing with the units distributed evenly throughout the area used for housing;
- iv) Provision of a District Centre including:
 - a) a Secondary School;

- b) a Primary School;
- c) a Community Centre;
- d) an indoor community sports hall;
- e) playing fields for outdoor community sports and an equipped children's play area;
- f) premises for a primary health care practice;
- g) local shops and retail services, limited to uses within Part A of the Use Classes Order, including a small supermarket (about 500 square metres) and further small unit premises (about 1200 square metres in total);
- h) narrow-fronted, mixed-use buildings generally more than two storeys in height. The street-level uses in these buildings will include the uses in (g) above. A proportion of these mixed-use buildings will be live-work units with internal access between the workspace and a dwelling at upper floor level; and
- i) buildings in residential use, within Part C of the Use Classes Order, generally narrow-fronted and more than two storeys in height.
- v) Two Neighbourhood Centres with each centre including:
 - a) a Primary School;
 - b) a Community Centre;
 - c) local shops and retail services, limited to uses within Part A of the Use Classes Order, in small unit premises (about 500 square metres in total);
 - d) narrow-fronted mixed-use buildings as described in H7 (iv) (h) above with the exception of small supermarkets; and
 - e) buildings in residential use as described in (iv) (i) above.
- vi) Provision of a network of public urban spaces (not less than 8 hectares) including a primary civic space in the district centre, secondary civic spaces in the neighbourhood centres and other civic spaces within the built-up area located at key junctions in the movement network;
- vii) Provision of a network of public green spaces (not less than 62 hectares) including community outdoor playing space, children's play areas, public gardens, open grassland, woodland, hedgerows, wetland, ponds and watercourses a significant proportion of the public green space network will be located around the western and southern edges of the built-up areas within the site;
- viii) Provision of children's play areas within the land developed for housing;
- ix) Provision of off-site infrastructure and services including, where appropriate, financial contributions towards improving library, arts, cultural and entertainment facilities at Didcot Wave Leisure Centre, improvements to Didcot Civic Hall and improvements to waste management facilities in or near Didcot;
- x) Provision of off-site surface water drainage works; and
- xi) Provision of transport infrastructure in accordance with Policy TR2 aimed at encouraging sustainable modes of travel and reducing the need to travel by car including:
 - a) a movement network of footways, footpaths, cycle tracks and roads in the site, connecting to existing and proposed networks at the site boundaries. The indicative location of road network connections is shown on the Proposals Map;
 - b) financial contributions to enable the provision of off-site footway, footpath and cycle track links, road improvements and traffic management

measures in Didcot and in the countryside and villages around Didcot and on the A34 trunk road made necessary by and as a consequence of development on the site in accordance with proposals contained in the Planning and Development Brief;

- c) financial contributions to enable the provision of bus services and associated infrastructure to afford residents on the site good public transport access from Didcot and within Didcot in accordance with proposals contained in the Planning and Development Brief.

POLICY CF2: PROVISION OF COMMUNITY FACILITIES

Development which is proposed in connection with the provision of new services and facilities for the social well-being of local communities, including extensions to and changes in the use of existing buildings, will be permitted where the following criteria are met:

- i) The proposal conforms with the general policies for development in the Plan and in particular maximises as far as is possible access for all;
- ii) Any proposal for a new building is within the built-up area of a settlement or within or adjacent to a group of existing buildings providing for such uses and is not within the green belt outside a village area defined in Policy GS3 or outside a major developed site defined in Policy GS4;
- iii) Any extension will not have an adverse effect on the character or setting of the existing building or its surroundings, or significantly alter the character and scale of the existing activity so as to cause harm to the local environment; and

exceptionally, development of a small scale community facility adjacent to the built-up area of a settlement will be permitted:

- a) Where it meets a clearly identified local need that cannot be met in any other way; and
- b) It is not within the Green Belt outside a village area defined in Policy GS3.

Draft Vale of White Horse Local Plan (DVOWHLP)

CORE POLICY 1: PRESUMPTION IN FAVOUR OF SUSTAINABLE DEVELOPMENT

Planning applications that accord with this Local Plan (and where relevant, with any subsequent Development Plan Documents or Neighbourhood Plans) will be approved, unless material considerations indicate otherwise.

Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise, and unless:

- i. any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Policy Framework taken as a whole, or

- ii. specific policies in that Framework indicate that development should be restricted.

CORE POLICY 30: SUSTAINABLE DESIGN AND CONSTRUCTION

All new development, including building conversions, refurbishments and extensions, will be required to incorporate climate change adaptation and design measures to combat the effects of changing weather patterns. Wherever practicable the following measures should be used, and their application to the development outlined in the Design and Access Statement:

- i. planting, shading and advanced glazing systems to reduce solar heat gain
- ii. materials to prevent penetration of heat, including use of cool building materials and green roofs and walls
- iii. increasing natural ventilation and removing heat using fresh air
- iv. orientating windows of habitable rooms within 30 degrees of south and utilising southern slopes, and
- v. locating windows at height that maximise heating from lower sun angles during the winter.

All new non residential development will meet the BREEAM 'Very Good' standard.

The Council will expect the policy requirements to be met unless it can be demonstrated that it would be unviable to do so or where historic assets would be affected. A sensitive approach will need to be taken to safeguard the special character of the heritage assets e.g. in a conservation area.

CORE POLICY 33: NATURAL RESOURCES

All development proposals will be required to make provision for the efficient use of natural resources, including:

- i. making adequate provision for the recycling of waste
- ii. using recycled and energy efficient materials
- iii. minimising waste
- iv. maximising passive solar heating, lighting, natural ventilation, energy and water efficiency and reuse of materials
- v. causing no deterioration and, where possible, achieving improvements in water and air quality
- vi. ensuring that the land is of a suitable quality for development and that remediation of contaminated land is undertaken where necessary, and
- vii. re-using previously developed land provided it is not of high environmental value.

CORE POLICY 37: DESIGN

All proposals for new development will be expected to be of high quality design, such that the layout, scale, mass, height, detailing, materials, landscaping and relationship to context make a positive contribution to the character of the locality.

All new development schemes should also:

- i. connect to the surrounding area and existing development
- ii. relate well to existing and proposed facilities
- iii. have access to public transport where possible
- iv. have locally inspired or otherwise distinctive character
- v. sensitively incorporate any existing distinctive features on site, such as landscape or structures, as well as having a suitable level of new landscaping
- vi. ensure that buildings and streets are well defined with landscaping and buildings that relate well to the street
- vii. be legible and easy to move through
- viii. encourage low vehicle speeds and allows streets to function as social spaces
- ix. have a sufficient level of well-integrated parking
- x. have clearly defined public and private spaces
- xi. include sufficient external space for bins, recycling and bicycles
- xii. ensure that public and communal spaces are overlooked in the interest of community safety, and
- xiii. be compatible with urban design principles, including Secured by Design and Active Design Principles

Development will be expected to follow the design principles set out in relevant SPD and National Guidance.