

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

District: Cherwell

Application no: 23/00977/OUT

Proposal: Outline Planning Application (except for access) for residential development of up to 60 dwellings (Use Class C3) including a community facility, new vehicular and pedestrian access off Claydon Road, public open space and associated landscaping, earthworks, parking, engineering works and infrastructure

Location: OS Parcel 9195 North Of, Claydon Road, Cropredy

Response Date: 08/06/2023

This report sets out the officer views of Oxfordshire County Council (OCC) on the above proposal. These are set out by individual service area/technical discipline and include details of any planning conditions or Informatives that should be attached in the event that permission is granted and any obligations to be secured by way of a S106 agreement. Where considered appropriate, an overarching strategic commentary is also included. If the local County Council member has provided comments on the application these are provided as a separate attachment.

Assessment Criteria

Proposal overview and mix /population generation

OCC's response is based on a development as set out in the table below. The development is taken from the application form.

Residential	
1-bed dwellings	8
2-bed dwellings	15
3-bed dwellings	26
4-bed & larger dwellings	11

Based on the completion and occupation of the development as stated above it is estimated that the proposal will generate the population stated below:

Average Population	149.44
Nursery children (number of 2- and 3-year olds entitled to funded places)	4.01
Primary pupils	18.11
Secondary pupils including Sixth Form pupils	14.21
Special School pupils	0.37
65+ year olds	15.61

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General Information and Advice

Recommendations for approval contrary to OCC objection:

If within this response an OCC officer has raised an objection but the Local Planning Authority are still minded to recommend approval, OCC would be grateful for notification (via planningconsultations@oxfordshire.gov.uk) as to why material consideration outweighs OCC's objections, and to be given an opportunity to make further representations.

Outline applications and contributions

The anticipated number and type of dwellings and/or the floor space may be set by the developer at the time of application which is used to assess necessary mitigation. If not stated in the application, a policy compliant mix will be used. The number and type of dwellings used when assessing S106 planning obligations is set out on the first page of this response.

In the case of outline applications, once the unit mix/floor space is confirmed by reserved matters approval/discharge of condition a matrix (if appropriate) will be applied to establish any increase in contributions payable. A further increase in contributions may result if there is a reserved matters approval changing the unit mix/floor space.

Where a S106/Planning Obligation is required:

- **Index Linked** – in order to maintain the real value of S106 contributions, contributions will be index linked. Base values and the index to be applied are set out in the Schedules to this response.
- **Administration and Monitoring Fee - £10,146**
- This is an estimate of the amount required to cover the monitoring and administration associated with the S106 agreement. The final amount will be based on the OCC's scale of fees and will be adjusted to take account of the number of obligations and the complexity of the S106 agreement.
- **OCC Legal Fees** The applicant will be required to pay OCC's legal fees in relation to legal agreements. Please note the fees apply whether a S106 agreement is completed or not.

Security of payment for deferred contributions - Applicants should be aware that an approved bond will be required to secure a payment where a S106 contribution is to be paid post implementation and

- the contribution amounts to 25% or more (including anticipated indexation) of the cost of the project it is towards and that project cost £7.5m or more

- the developer is direct delivering an item of infrastructure costing £7.5m or more
- where aggregate contributions towards bus services exceeds £1m (including anticipated indexation).

A bond will also be required where a developer is direct delivering an item of infrastructure.

The County Infrastructure Funding Team can provide the full policy and advice, on request.

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Transport Schedule

Objection for the following reason:

Insufficient details and information on the proposed access, highway and footways layout design for proposed development.

If despite OCC's objection permission is proposed to be granted then OCC requires prior to the issuing of planning permission a S106 agreement including an obligation to enter into a S278 agreement to mitigate the impact of the development plus planning conditions and informative as detailed below.

S106 Contributions

Contribution	Amount £	Price base	Index	Towards (details)
Highway works	£200,000	TBC	Baxter	towards a new off-road shared cycling and walking path from the development site access to the School Lane junction.
Public transport services	£67,980	December 2021	RPI-x	Provision for public transport services
Public transport infrastructure (<i>if not dealt with under S278/S38 agreement</i>)	£1,502	October 2021	Baxter	Provision of bus stop flag pole, and time table case at both stops nearest the development.
Traffic Reg Order (<i>if not dealt with under S278/S38 agreement</i>)	TBC		RPI-x	
Travel Plan Monitoring			RPI-x	
Public Rights of Way	£30,000	Q1, 2023	Baxter	To mitigates on nearby PRow to proposed development
Total				

Key points

- TA assessment- Trip generation impacts on highway
- Footway and cycle route improvements
- Principle of access location and design and pedestrian/cycle and road safety mitigation measures for the site.
- Visibility Splay and Swept path Analysis of vehicular movements for the internal road network /parking layout and site access
- Information on Car and Cycle parking facilities supported by detailed design layout drawing
- Bus Service improvements
- Residential Travel Plan

Planning Conditions:

Access: Full Details

Prior to the commencement of the development hereby approved, full details of the means of access between the land and the adjacent plot, including, position, layout, construction, drainage shall be submitted to and approved in writing by the Local Planning Authority. Thereafter and prior to first occupation the means of access shall be constructed and retained in accordance with the approved details.

Reason - In the interests of highway safety and to comply with Government guidance contained within the National Planning Policy Framework

Car Park Layout Plan

Prior to commencement of the development, a plan detailing the layout of the car parking area shall be submitted to, and approved by, the Local Planning Authority. The Car Park Layout Plan must set out so that all car parking spaces meet the minimum dimensions required and can be safely and easily accessed.

Reason: in the interest of highway safety

Swept Path Analysis

Before the development permitted is commenced a swept path analysis all vehicles including Delivery and Emergency Service vehicles (such as a Fire Tender shall be submitted to, and approved in writing by, the Local Planning Authority to demonstrate that all vehicles can safely and easily enter and exit the parking space for all the parking bays.

Reason: In the interest of highway safety

Cycle Parking

Before the development permitted is commenced, details of the cycle parking areas, including dimensions and means of enclosure, shall be submitted to, and approved in writing by, the Local Planning Authority. The approved Cycle areas shall thereafter be retained solely for the purpose of the parking of cycles.

Reason: To encourage the use of sustainable modes of transport

Bus Service Improvements

Prior to first occupation bus service improvements details shall be submitted to LPA and approved for in writing for implementation.

Reason: in the interest of sustainable travel.

Provision of New Permanent Public Footpaths

Prior to the commencement of the development hereby approved, full details of the improvements to footpaths including, position, layout, construction, drainage, vision splays and a timetable for the delivery of the improvements shall be submitted to and approved in writing by the Local Planning Authority.

Reason - In the interests of highway safety and public amenity and to comply with Government guidance contained within the National Planning Policy Framework.

Accesses, Layout, Turning Areas for Cars and Service Vehicles, and Parking for Cars and Cycles

No building shall be occupied until the vehicular accesses, driveways, car, and cycle parking spaces, turning areas (for cars and refuse vehicles of not less than 11.6m in length), and parking courts that serve the buildings has been constructed, laid out, surfaced, lit, and drained in accordance with details that have been first submitted to and approved in writing by the Local Planning Authority. Reason: In the interests of highway safety in accordance with the National Planning Policy Framework

Cycle and Pedestrian connectivity and PROW

Prior to the implementation of the development a plan showing details of the site's Pedestrian and Cycle routes connectivity with existing pedestrian and cycle routes close to development and PROW should be provided for approval by Local Planning Authority.

Reason: in the interest of sustainable travel.

Travel Plan.

Prior to first occupation a Residential Travel Plan and Residential Travel Information Pack should be submitted to the Local Planning Authority.

Reason - In the interests of sustainability, to ensure a satisfactory form of development and to comply with Government guidance contained within the National Planning Policy Framework.

Construction Traffic Management Plan (CTMP)

Prior to commencement of the development hereby approved; a construction traffic management plan shall be submitted to and approved by the Local Planning Authority. The CTMP will need to incorporate the following in detail and throughout development the approved plan must be adhered to

- The CTMP must be appropriately titled, include the site and planning permission number.

- Routing of construction traffic and delivery vehicles is required to be shown and signed appropriately to the necessary standards/requirements. This includes means of access into the site.
- Details of and approval of any road closures needed during construction.
- Details of and approval of any traffic management needed during construction.
- Details of wheel cleaning/wash facilities – to prevent mud etc, in vehicle tyres/wheels, from migrating onto adjacent highway.
- Details of appropriate signing to accord with standards/requirements, for pedestrians during construction works, including any footpath diversions.
- The erection and maintenance of security hoarding / scaffolding if required.
- A regime to inspect and maintain all signing, barriers etc.
- Contact details of the Project Manager and Site Supervisor responsible for on-site works to be provided.
- The use of appropriately trained qualified and certificated banksmen for guiding vehicles/unloading etc.
- No unnecessary parking of site related vehicles (worker transport etc) in the vicinity – details of where these will park, and occupiers transported to/from site to be submitted for consideration and approval. Areas to be shown on a plan not less than 1:500.
- Layout plan of the site that shows structures, roads, site storage, compound, pedestrian routes etc.
- A before-work commencement highway condition survey and agreement with a representative of the Highways Depot – contact 0845 310 1111. Final correspondence is required to be submitted.
- Local residents to be kept informed of significant deliveries and liaised with through the project. Contact details for person to whom issues should be raised with in first instance to be provided and a record kept of these and subsequent resolution.
- Any temporary access arrangements to be agreed with and approved by Highways Depot.
- Details of times for construction traffic and delivery vehicles, which must be outside network peak and school peak hours.

Reason: In the interests of highway safety and to mitigate the impact of construction vehicles on the surrounding highway network, road infrastructure and local residents, particularly at morning and afternoon peak traffic times

Comments:

Proposed development

Since this application is outline application for a 60 dwelling development and community facility (anticipated to be a GP Surgery) the primary focus is on the details concerning vehicular and pedestrian access to the site with all other matters to be considered as reserve matters.

The application site is in the village of Cropredy 6.4m north of Banbury and currently used for agricultural purposes with access on to Claydon Road which has a speed limit of 60mph reducing to 30mph to the village.

The submitted Transport Statement (TS) states that the 85th percentile speeds recorded along Claydon Road, towards the site to be 36.8mph northbound and 50.6mph southbound, with a weekday (5-day) average traffic flow of 439 vehicles travelling northbound and 390 travelling southbound respectively.

Traffic Generation and impact

TRICS Database was interrogated to estimate the Trip generation for the proposed development for the 03 private residential for the above site. The estimated traffic vehicle trips for the Am and PM peak hour trips were 32 trips each for both peak periods (Appendix F TABLE 2).

Also the estimated existing vehicle trips for the existing GP surgery for the AM Peak hour (08:00-09:00) was 20 trips and for the PM Peak hour period 10 trips, and daily number of vehicle trips 253.

The TS asserts that given the proposed doubling of the number of consultation rooms, the AM and PM peak hour and daily vehicles have been doubled according resulting in 40trips, 20trips, and 306 trips (I believe the daily trips should be corrected to 506trips) and not 306trips in the table provided for the proposed surgery to replace existing GP surgery.

It appears the above estimated Surgery vehicle trips is based on the number of staff working at the surgery and does not include any patient trips generated by the Surgery, details of its catchment area and its impacts on the local road network in the TS. Clarification regarding this point is needed.

The estimated trip generation for the Surgery without the generated patient trips is therefore an underestimation of the total vehicle surgery trips in my view. As a result of this comment, the total, proposed estimated development trips of the development 72 vehicle movements in the AM peak and 52 vehicle movements in the PM peak together with the net generated trips presented in the Table 6 should be revised.

Vehicular Access- the proposed vehicular access to the site is proposed from Claydon Road via a 5.5m wide access road with 8.0m radii at the junction. An access arrangement drawing is provided at Appendix D. 4.6 It is noted that the site is some 1.5m lower than the road at the proposed access location and as such, levels within the site will be built up to ensure an appropriate gradient of 1:20 is achieved along the site access. A site access/clarendon Road junction design layout details with dimensions with better clarity for assessment would be needed to facilitate the approval of this outline application from the transport perspective.

Visibility Splays Given the recorded approach speeds from the speed surveys along Claydon Road 36.8mph and 50.6mph of 85th percentile traffic speeds northbound and southbound, respectively; the visibility splays of 2.4m x 58m to the left and 2.4m x 152m to the right are required upon egress from the site in line with Manual for Streets (MfS) and the Design Manual for Roads and Bridges (DMRB) guidance will be provided. It is proposed that, subject to a Traffic Regulation Order (TRO), the existing 30mph speed limit would be extended past the site access, in the interest of highway safety. A new village gateway feature would be provided at this location which is welcomed by the LHA.

Parking Provision

According to the Transport Statement Car and cycle parking provision will be determined at the Reserved Matters stage, the Applicant should ensure that the proposed parking provision complies with OCC's current Parking Standards (adopted July 2022)

Accident Data: (PIA)- In total, three slight accidents occurred within the study area in the application site last 5 years, two 'serious' accidents, and one 'fatal'. No accidents occurred within Cropredy itself. It does not however indicate the existing highway network was the contributory factor for the road accidents incidences.

Roads comments: -The suite of application plans does not provide much detail regarding the access with carriageway and footway widths and therefore it is not clear if what is being proposed is feasible. Without this information the LHA would recommend that this application is opposed until these dimensions and information below are provided.

It should be noted that the required 30mph zone extension will need public consultation and a TRO and will need to be extended past the Y distance of the visibility splay.

If access is proposed to be 1:20, it should have flat landing spots to comply with DDA and inclusive mobility specifications

It is evident that the Vehicle tracking at the access largely covers opposite lanes on all movement which could cause collisions, this should be addressed by the Applicant.

Also Tracking on-site must track passing, parked/ stationary vehicles, ensuring it does not overhang/ overrun footways or private areas.

The applicant should also provide drawings of the long section of the internal to ensure compliance with the Equalities Act 2010. This must include details of the vertical alignment to determine appropriate carriageway and footway gradients, the DDA compliance should be i.e., maximum 1:21 or 5%.

The Applicant would be expected to provide a Stage 1 Road Safety Audit for the Access and Highway works in accordance with GG119 (5.46.1). This will be required in advance of planning permission being granted as the findings may result in the red line boundary having to change due to road safety remedial measures being required.

NOTE The highway scheme can be designed by an organisation working for the third-party organisation rather than an organisation working for the Overseeing Organisation.

5.46.1 A stage 1 RSA report should be undertaken before planning consent is applied for as this demonstrates that the potential for road user safety issues has been addressed.

NOTE The third party organisation-led scheme is submitted for planning approval to the local planning authority and, where there are highway implications, the highway or Overseeing Organisation is consulted.

The Applicant should also ensure the proposed development and Highway proposal complies with OCC Street Design Guide and offsite works designed in accordance with DMRB.

The Applicant should take cognisance of the following general Highway design standards and specifications for new developments. All new developments will need a 20mph speed limit and supporting by Traffic Regulation Order and self-enforcing measures. Where a TRO is required on public highway, the local Councillor will need to be pre-consulted for their comments.

The carriageways that are straight for over 70m will require some form of traffic calming to ensure vehicle speeds are less than 20mph.

Where there is not a footway adjacent to the carriageway a 6-metre-wide shared surface block paved carriageway with a minimum 800mm grass margin on either side is required. There are no visibility splays indicated in the submitted drawings for the internal road network. Junction and Forward Visibility Splays and dimensions must be in accordance with the OCC Street Design Guide and dedicated to OCC if they fall out of the existing highway boundary.

Any vertical deflection along bus route to be subject to agreement with Bus operators (table tops etc.).

No private drainage is to discharge onto any area of existing or proposed adoptable highway. The drainage proposals will be agreed at the Section 38 Agreement stage once the drainage calculations and detailed design are presented. Oxfordshire County Council have published the "[Local Standards and Guidance for Surface Water Drainage on Major Development in Oxfordshire](#)" to assist developers in the design of all surface water drainage systems, and to support Local Planning Authorities in considering drainage proposals for new development in Oxfordshire. The guide sets out the standards that we apply in assessing all surface water drainage proposals to ensure they are in line with National legislation and guidance, as well as local requirements.

Foul and surface water manholes should not be placed within the middle of the carriageway, at junctions, tyre tracks and where informal crossing points are located. Trees must not conflict with streetlights and must be a minimum 10 metres away and a minimum 1.5m from the carriageway. Trees that are within 5m of the carriageway or footway will require root protection.

The Highway boundary needs to be checked with OCC Highway Records (highway.records@oxfordshire.gov.uk) to determine whether it coincides with the site boundary at the proposed access junction. The highway boundary is usually identified along the roadside edge of the ditch.

It should be noted that no Highway materials, construction methods, adoptable layouts and technical details have been approved at this stage. The detailed design and acceptable adoption standards will be subject to a full technical audit.

OCC require saturated CBR laboratory tests on the sub-soil likely to be used as the sub-formation layer. This would be best done alongside the main ground investigation for the site, but the location of the samples must relate to the proposed location of the carriageway/footway.

Minor residential roads that serve four or fewer properties will not be considered for adoption. Roads serving 5 or more houses can be considered for adoption but will need to meet adoptable criteria set out in the OCC Street Design Guide (2021)

Public transport comments: -The County Council seeks financial contributions from the promoters of development schemes for the maintenance and/or improvement of public transport services where reasonable and appropriate, to mitigate the impact of their proposals and to secure sustainable development in line with policy objectives.

Public transport access to Cropredy is extremely poor. As the Transport Assessment notes, only two buses per week are provided to the nearest service centre at Banbury and these are only available in the off-peak period. There is also a community transport service provided by Ability CIC who operate one day per week.

As a result, the village is not a sustainable location for a development of this size. The Transport Assessment appears to acknowledge this fact by making very little summary reference to the available facilities and services. The development will be almost entirely car dependent for essential journeys, contrary to the County Council's policies to secure sustainable growth and reduce reliance on private vehicles.

For non-strategic development the Council levies a fixed per dwelling charge of £1,133 for the provision of public transport services, which would equate to **£67,980** December 2021 (RP1x), in this instance. This would be wholly inadequate to provide a reasonable level of service, including peak time facilities, between Cropredy and Banbury, as the cost of doing so would equate to more than double that for only one year. No reasonable level of contribution would make this development sustainable and acceptable in public transport terms; however, if the LPA is still minded to approve the application, then this contribution would still be sought and utilised to make some improvements to the extremely limited provision that currently exists.

Whilst it is understood that the nearest marked bus stops (albeit only by a shelter) are located by the Brasenose Arms on Station Road, there is some evidence that bus stops previously existed on Claydon Road close to the junction with Newscut Lane – a bench and redundant pole provide an indication of a previous stop here, which could potentially be reinstated and would be likely to be served by both conventional bus services in the village.

To ensure that residents of any new development – and indeed existing residents of Cropredy – are aware of the existence of bus stops, a financial contribution of **£1,502** (October 2021 Baxter index). requested for the provision of a pole, flag, and timetable case at both stops nearest the development, which may be reconstituted stops at Newscut Lane.

We reiterate our position that Cropredy is not a sustainable location for a development of this size without substantial and disproportionate contributions becoming necessary, even after which the likelihood of a self-sustaining solution look remote.

Travel Plan comments: -The LHA is concerned about the level of sustainable, active travel options available for residents meaning that without significant mitigating measures the car is likely to be the default choice for most journeys to and from the development. The Bus services in the vicinity of the site are extremely limited, the closest train station is situated 7.7km from the site. Also, there is no pedestrian infrastructure along Claydon Road.

That said, If the 60 dwelling development is approved, the LHA will require a Travel Plan Statement. This should be produced prior to first occupation and meet the criteria contained within the template in appendix 4 of the OCC guidance document 'Transport for New Developments – Transport Assessments and Travel Plans March 2014'. A copy has been attached with this response for ease of reference. Further information or advice can also be sought from the Travel Plans Team travelplan@oxfordshire.gov.uk

A Residential Travel Information Pack should also be produced prior to occupation and then be distributed to all residents at the point of occupation. Reason – to ensure all residents are aware of the travel choices available to them from the outset. Further information regarding criteria can be found within the OCC guidance document also attached with this response.

Cycle parking and EV charging points should be provided within residential boundaries.

PRoW comments: -From the public rights of way perspective there no major issues with this application however, because of the number of Public Rights of Way nearby, they would be impacted by the proposed large development at above site.

A s106 contributions of c£30k(Q1 2023 Index) would therefore be needed to mitigate impacts on the PRoW resulting the future the development.

Strategy comments: -There is great pressure on Banbury LCWIP to extend the route further form Great Bourton to Cropredy.

A contribution towards New off-road shared cycling and walking path from the site vehicular access down to school lane junction is required.

At £200 per meter for approximately 1000 meter (site access to school lane junction) total cost = £200,000.

Similar contribution is requested form a site near school lane up to Crow lane in Great Bourton. This will round up a full connection between Cropredy and Great Bourton. Which in turn is connect to Banbury via LCWIP village route -

https://ehq-production-europe.s3.eu-west-1.amazonaws.com/f3baae0f77816ca833cde30bdbce6c745de82d40/original/1645038279/2be156560f9aadd121f5d5f5ffe41fa_SK02_REV_A_-_Village_routes_map.pdf?X-Amz-Algorithm=AWS4-HMAC-SHA256&X-Amz-Credential=AKIA4KKNQAKICO37GBEP%2F20230516%2Feu-west-1%2Fs3%2Faws4_request&X-Amz-Date=20230516T131611Z&X-Amz-Expires=300&X-Amz-SignedHeaders=host&X-Amz-Signature=b1547c3e670c98034c1ec29e94f6d1cb43e921f9cf50e711be982d0e903f93fb

In view of above comments, primarily because of the inadequate information and details of the access, highway and footway works for the above application the LHA is unable to recommend the above application from the transport perspective.

Informative:

Any alterations to the public highway will be at the applicant's expense and to Oxfordshire County Council's standards and specifications. Written permission must be gained from Oxfordshire County Council's Streetworks and Licensing Team (0845 310 1111) for this action. Works required to be carried out within the public highway, shall be undertaken within the context of a legal Agreement (such as Section 278/38 Agreements) between the Applicant and Highway Authority

Officer Name: **Francis Hagan**

Officer Title: Senior Transport Planner

Date: 07/06/2023

Application no: 23/00977/OUT

Location: OS Parcel 9195 North Of, Claydon Road, Cropredy

Lead Local Flood Authority

Recommendation:

Objection

Key issues:

- Clarification required on the drainage strategy.
- Greenfield run off rate calculations to be provided.
- Outfall located outside the site boundary.

Detailed comments:

The drainage strategy drawing shows an attenuation tank however in the drainage report permeable paving has been considered. The use of permeable paving can be implemented to attenuate flows in the car parking area.

Provide greenfield run off rate calculations. The final discharge rate from the development should be based on Qbar or 2l/s/ha whichever is greater.

The outfall is shown to be outside the site boundary, consent to be provided from the relevant party to make drainage connection to the existing ditch. Should the ditch be located within the applicants land ownership, a title plan needs to be provided to illustrate this.

Officer's Name: Kabier Salam

Officer's Title: LLFA Engineer

Date: 24/05/2023

Application no: 23/00977/OUT

Location: OS Parcel 9195 North Of, Claydon Road, Cropredy

Education Schedule

Recommendation:

No objection subject to:

- **S106 Contributions** as summarised in the tables below and justified in this Schedule.

Contribution	Amount £	Price base	Index	Towards (details)
Primary education	£415,316	327	BCIS All-In TPI	Primary education capacity serving the development
Secondary education	£465,318	327	BCIS All-In TPI	Secondary education capacity serving the development
Secondary Land Contribution	£46,662	Nov-20	RPIX	Secondary school land contribution serving the development
Special education	£35,896	327	BCIS All-In TPI	Special school education capacity serving the development
Total	£963,192			

S106 obligations and their compliance with Regulation 122(2) Community Infrastructure Levy Regulations 2010 (as amended):

£415,316 Primary School Contribution indexed from TPI = 327

Justification:

Cropredy CE Primary School provides 30 places per year group, requiring a total capacity of 210 places, but currently has only 180 places in permanent accommodation; it is reliant on temporary accommodation, which it shares with Cropredy Pre-school, for the remaining necessary capacity. Temporary accommodation would need to be replaced with permanent build to meet the long term needs of local population growth resulting from housing development.

Calculation:

Number of primary and nursery pupils expected to be generated	22
Estimated per pupil cost of primary school expansion	£18,878
Pupils * cost =	£415,316

£465,318 Secondary School Contribution indexed from TPI = 327**Justification:**

Cropredy is within the Banbury secondary school planning area. For secondary education provision, demand for places in the town has risen in recent years, such that in over the last three years there been more applicants than places available. The need for places is expected to continue to grow as a result of population growth from planned housing development in the area, resulting in a sustained shortage of secondary school places across the Banbury area unless additional capacity is provided. Therefore, there would be insufficient secondary capacity in the Banbury area to accommodate the expected pupil generation from the proposed development.

A site for a new secondary school has been included in the Cherwell Local Plan as part of policy area Banbury 12. The new school will need to be at a minimum a 600-place secondary school, and would be built at a size to provide sufficient capacity for the planned growth of the town's population, including that resulting from this proposed development, should it be permitted.

Calculation:

Number of secondary pupils expected to be generated	14
Estimated per pupil cost of building a new 600-place secondary school	£33,237
Pupils * cost =	£465,318

£46,662 Secondary School Land Contribution indexed from Nov-20**Justification:**

The county council will incur a cost to purchase land for the planned secondary school within the Banbury 12 policy area, which would serve this proposed development. This will provide land for 600 pupils

The required site area for a 600-place secondary school is 4.88ha. Based on an educational land value of £409,761/ha @ November 20 this gives a total expected cost of £1,999,633

This equates to a cost per pupil of £3,333 ($£1,999,633 \div 600$)

Calculation:

This application is expected to generate 14 secondary pupils therefore the required contribution is towards school land costs is $£3,333 * 14 = £46,662$

£35,896 Special School Contribution indexed from TPI = 327

Justification:

Government guidance is that local authorities should secure developer contributions for expansion to special education provision commensurate with the need arising from the development.

Approximately half of pupils with Education Needs & Disabilities (SEND) are educated in mainstream schools, in some cases supported by specialist resource bases, and approximately half attend special schools, some of which are run by the local authority and some of which are independent. Based on current pupil data, approximately 0.9% of primary pupils attend special school, 2.1% of secondary pupils and 1.5% of sixth form pupils. These percentages are deducted from the mainstream pupil contributions referred to above and generate the number of pupils expected to require education at a special school.

The county council's Special Educational Needs & Disability Sufficiency of Places Strategy is available at

<https://www.oxfordshire.gov.uk/residents/schools/our-work-schools/planning-enough-school-places> and sets out how Oxfordshire already needs more special school places. This is being achieved through a mixture of new schools and expansions of existing schools.

The proposed development is expected to further increase demand for places at SEN schools in the area, and a contribution towards expansion of SEN school capacity is therefore sought based on the percentage of the pupil generation who would be expected to require places at a special school, based on pupil census data. (This amount of pupils has been deducted from the primary and secondary pupil generation quoted above).

Calculation:

Number of pupils requiring education at a special school expected to be generated	0.4
Estimated per pupil cost of special school expansion	£89,741
Pupils * cost =	£35,896

The above contributions are based on a policy-compliant unit mix of:

8 x 1 bed dwellings
15 x 2 bed dwellings
26 x 3 bed dwellings
11 x 4 bed dwellings

It is noted that the application is outline and therefore the above level of contributions would be subject to amendment, should the final unit mix result in an increase in pupil generation.

Officer's Name: Louise Heavey

Officer's Title: School Place Planning Lead Officer

Date: 17/05/2023

Application no: 23/00977/OUT

Location: OS Parcel 9195 North Of, Claydon Road, Cropredy

Archaeology

Recommendation:

No objection, subject to conditions.

Key issues:

Legal agreement required to secure:

Conditions:

We would, therefore, recommend that, should planning permission be granted, the applicant should be responsible for ensuring the implementation of a staged programme of archaeological investigation to be maintained during the period of construction. This can be ensured through the attachment of a suitable negative condition along the lines of:

1. Prior to any demolition and the commencement of the development a professional archaeological organisation acceptable to the Local Planning Authority shall prepare an Archaeological Written Scheme of Investigation, relating to the application site area, which shall be submitted to and approved in writing by the Local Planning Authority.

Reason - To safeguard the recording of archaeological matters within the site in accordance with the NPPF (2021).

2. Following the approval of the Written Scheme of Investigation referred to in condition 1, and prior to any demolition on the site and the commencement of the development (other than in accordance with the agreed Written Scheme of Investigation), a staged programme of archaeological evaluation and mitigation shall be carried out by the commissioned archaeological organisation in accordance with the approved Written Scheme of Investigation. The programme of work shall include all processing, research and analysis necessary to produce an accessible and useable archive and a full report for publication which shall be submitted to the Local Planning Authority within two years of the completion of the archaeological fieldwork.

Reason – To safeguard the identification, recording, analysis and archiving of heritage assets before they are lost and to advance understanding of the heritage assets in their

wider context through publication and dissemination of the evidence in accordance with the NPPF (2021).

Informatives:

Detailed comments:

The site lies in an area of archaeological interest and potential, which is outlined in the submitted Heritage Statement (Savills 2023). The document states that a geophysical survey will be carried out on the site, however, the archaeological consultant has confirmed that this will no longer take place.

In summary, the site lies immediately north of the Saxon and Medieval village of Cropredy, and an archaeological watching brief in the north of the site, during work associated with the marina, recovered Roman pot sherds (EOX3426). Further Roman remains in the form of a small enclosure and agricultural ditches were recorded to the south west of Cropredy, during an archaeological evaluation (EOX6248). The archaeological potential of the proposal site will need to be investigated through a staged programme of archaeological work.

Officer's Name: Victoria Green

Officer's Title: Planning Archaeologist

Date: 27/04/2023

Application no: 23/00977/OUT

Location: OS Parcel 9195 North Of, Claydon Road, Cropredy

Waste Management

Recommendation:

No objection subject to S106 contributions

Legal agreement required to secure:

No objection subject to:

- S106 Contributions as summarised in the tables below and justified in this Schedule.

Contribution	Amount	Price base	Index	Towards (details)
Household Waste Recycling Centres	£5,638	327	BCIS All-In TPI	Expansion and efficiency of Household Waste Recycling Centres (HWRC)

S106 obligations and their compliance with Regulation 122(2) Community Infrastructure Levy Regulations 2010 (as amended):

£5,638 Household Waste Recycling Centre Contribution indexed from Index Value 327 using BCIS All-in Tender Price Index

Towards:

The expansion and efficiency of Household Waste Recycling Centre (HWRC) capacity.

Justification:

1. Oxfordshire County Council, as a Waste Disposal Authority, is required under the Environmental Protection Act 1990 (Section 51) to arrange:

“for places to be provided at which persons resident in its area may deposit their household waste and for the disposal of waste so deposited”;

and that

“(a) each place is situated either within the area of the authority or so as to be reasonably accessible to persons resident in its area;

(b) each place is available for the deposit of waste at all reasonable times (including at least one period on the Saturday or following day of each week except a week in which the Saturday is 25th December or 1st January);

(c) each place is available for the deposit of waste free of charge by persons resident in the area;”

2. Such places are known as Household Waste Recycling Centres (HWRCs) and Oxfordshire County Council provides seven HWRCs throughout the County. This network of sites is no longer fit for purpose and is over capacity.
3. Site capacity is assessed by comparing the number of visitors on site at any one time (as measured by traffic monitoring) to the available space. This analysis shows that all sites are currently ‘over capacity’ (meaning residents need to queue before they are able to deposit materials) at peak times, and many sites are nearing capacity during off peak times. The proposed development will provide 60 dwellings. If each household makes four trips per annum the development would impact on the already over capacity HWRCs by an additional 240 HWRC visits per year.
4. Congestion on site can reduce recycling as residents who have already queued to enter are less willing to take the time necessary to sort materials into the correct bin. Reduced recycling leads to higher costs and an adverse impact on the environment. As all sites are currently over capacity, population growth linked to new housing developments will increase the pressure on the sites.
5. The Waste Regulations (England and Wales) 2011 require that waste is dealt with according to the waste hierarchy. The County Council provides a large number of appropriate containers and storage areas at HWRCs to maximise the amount of waste reused or recycled that is delivered by local residents. However, to manage the waste appropriately this requires more space and infrastructure meaning the pressures of new developments are increasingly felt. Combined with the complex and varied nature of materials delivered to site it will become increasingly difficult over time to comply with the EU Waste Framework Directive 2008, enacted through the Waste Regulations (England and Wales) 2011 (as amended), maintain performance and a good level of service especially at busy and peak times.

Calculation:

Space at HWRC required per dwelling (m ²)	0.18	Current land available 41,000m ² , needs to increase by 28% to cope with current capacity issues. Space for reuse requires an additional 7%. Therefore, total land required for current dwellings (300,090) is 55,350 m ² , or 0.18m ² per dwelling
Infrastructure cost per m ²	£275	Kidlington build cost/m ² indexed to 327 BCIS
Land cost per m ²	£247	Senior Estates Surveyor valuation
Total land and infrastructure cost /m ²	£522	
Cost/dwelling	£93.96	
No of dwellings in the development	60	
Total contributions requested	£5,638	

Detailed comments:

Oxfordshire councils have ambitious targets to reduce the amount of waste generated and increase the amount recycled as demonstrated in our Joint Municipal Waste Management Strategy 2018-2023. Enabling residents of new dwellings to fully participate in district council waste and recycling collections is vital to allow Oxfordshire's high recycling rates to be maintained and reduce the amount of non-recyclable waste generated.

Given the pressing urgency of climate change and the need to embed the principles of the circular economy into all areas of our society, we encourage the applicant to consider including community spaces that help reduce waste and build community cohesion through assets such as community fridges, space for the sharing economy (library of things), refill stations, space for local food growing etc.

At the reserved matters application stage, we expect to see plans for how the developer will design the development in accordance with waste management policies in Cherwell District Council's waste planning guidance.

Bin storage areas must be able to accommodate the correct number of mixed recycling, refuse and food recycling bins; be safe and easy to use for residents and waste collection crews and meet the requirements of the waste collection authority.

The development will increase domestic waste arisings and the demand for all waste management services including Household Waste Recycling Centres (HWRCs).

Conditions:

In the event that permission is to be given, the following conditions should be attached:

N/A

Officer's Name: Mark Watson

Officer's Title: Waste Strategy Projects Officer

Date: 05/05/2023