

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

District: Cherwell

Application no: 13/00321/OUT

Proposal: 1,000 dwellings, local centre, employment space (5,000sq.m), primary school and other supporting infrastructure, access to A361 – land south of Salt Way.

Location: South of Salt Way adjacent to Bloxham Road Banbury

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

Annexes to the report contain officer advice and the comments of local members.

Overall view of Oxfordshire County Council:-

- Object for the reasons given below

Comments:

This is an outline application for a significant mixed use development site on the southern edge of Banbury, for which no pre-application discussions took place between the developer and county council officers.

The lack of any discussions between the officers and the applicant has led to a number of concerns being raised by the county council in this response to the application. The detailed comments can be found in annex 1 of this report, the headlines are:

- No housing mix has been submitted for the development and therefore the county council has had to base its assessment of the impacts of the proposal and our required contributions on the district council's proposed housing mix in their draft Local Plan. The absence of the developer's housing mix means that further discussions will definitely be required to assess the actual impact and agree the mitigation measures required;
- The proposal is that the development of 1,000 houses will be served by a new single roundabout junction on the A361. The county council has concerns about this and the consequences of the houses being served off one long cul-de-sac;
- The development faces in on itself and this makes connectivity and integration with the rest of Banbury very challenging and little is proposed to tackle and enhance either of these issues;
- Whilst the developer has undertaken transport modelling and presented the results of these in the application, these have not been agreed by the county council and further work is needed to reach an agreement;
- The county council has a policy that co-location of services should be provided wherever possible. The current proposal for a primary school on-site is welcomed, however further discussions with the applicant are required about the potential of co-locating the school with other community facilities, such as the local centre and playing fields;

- The county council expects the developer to fully fund the provision of the primary school as well as cover any temporary accommodation and costs of travel to such facilities;
- Further discussions are needed with the county council's archaeologists to ensure that the necessary work has been undertaken in advance of this application being considered by the district council.

Whilst no housing mix has been provided for this site, the county council has established, for the benefit of the district council should they approve this application, a minimum level of s106 contributions that would be expected from the developer to mitigate the impact of their proposal (there will be additional costs that the developer will need to fund and deliver themselves, such as site access arrangements):

• Transport	=	£1,061,800
• Primary school	=	£7,390,000
• Secondary school	=	£3,345,466
• Special education needs	=	£ 122,624
• Temporary education facilities	=	£ 346,500
• School transport	=	£30,400 to £38,000 per academic year
• Community services	=	£ 614,676

Any payment deferred post implementation will require security for prompt payment e.g. Bond. This is to ensure that once the development starts public bodies responsible for infrastructure provision can be certain of recovering costs incurred.

Further details and justification for these figures can be found in Annex 1. Should the application be amended or the development mixed changed at a later date, the county council reserves the right to seek a higher contribution according to the nature of the amendment.

In addition to the above county council related comments, it should be noted that this proposal is for a site that has not been allocated for development in the draft Cherwell Local Plan.

Officer's Name: Daniel Round

Officer's Title: Locality Manager – Bicester/Banbury

Date: 23 May 2013

ANNEX 1

DETAILED ADVICE

RESPONSE TO CONSULTATION ON THE FOLLOWING DEVELOPMENT PROPOSAL

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Location: South of Salt Way adjacent to Bloxham Road Banbury:

TRANSPORT & PLANNING STRATEGY

Recommendation

- Holding objection pending the receipt of further information from the applicant

Key issues:

Site location and scale

- The location of this site makes it challenging from a transport and urban integration perspective.
- The number of units proposed is challenging from a bus provision perspective, and will make it harder to establish a commercially viable service at a reasonable frequency.
- Banbury town centre and Banbury station are not within easy walking distance of the development (approx. 2.5 km) making it difficult to promote sustainable travel, particularly walking, into the town centre.
- The site is close to the South Bar Street Horse Fair Corridor (western corridor) and Bloxham Road and Oxford Road junction which currently suffers from congestion and delay due to the heavy volume of north-south through-traffic. According to *Banbury Movement Study*, this is expected to worsen by 2031.

Site layout and design

It is recognized that the site layout is illustrative. The comments below should be taken into account should a reserved matters application be prepared in future:

- The development is currently designed to be inward facing, with its back against Bloxham Road which means:
 - It is difficult to integrate the development site with the rest of the town
 - It makes it difficult to strengthen Bloxham Road as a core radial route into Banbury town centre.
 - It will be hard to create attractive bus, walking and cycling routes along the direct radial desire line into the town centre
- There is poor connectivity and infiltration with the neighboring development site, the Easington residential estate and Bodicote, particularly for vehicles.

- The site is effectively a large cul-de-sac, served off of a single access junction. This is poor both in connectivity and urban design terms. The site does, however, provide pedestrian and cycle access onto the Salt Way Cycleway.
- The internal road layout could be simplified and made more open to allow better pedestrian and cycle access and make the development easier to navigate.
- The proposed junction on Bloxham Road does little to take advantage of the site's position on a radial route, especially with the tree rows / screening.

Strategic highway impacts

Further discussions are needed with the developer about the impact of this development and the necessary mitigation measures required to alleviate the impact.

The transport assessment assumes travel behaviour of neighbouring housing estates is simply perpetuated, with no aspiration to establish more sustainable travel patterns than surrounding areas. More effort should be made through the design and layout of the site to encourage use of sustainable modes.

Even with the additional measures to promote sustainable modes set out in the developer's travel plan, the site will generate additional pressures at some already congested junctions and highway, particularly on the Bloxham Road / South Bar Street junction and the South Bar Street / Horse Fair/ North Bar Street / Southam Road north-south corridor.

Modelling completed for the Banbury Movement Study indicates there will be further increased congestion on sections of this corridor by 2031 as a result of future development pressures. This is consistent with the findings in the transport assessment which identified, through its own modeling assessment, that there will be future capacity issues on sections of the Oxford Road Signalised Network (comprising the Bloxham Road / Oxford Road / South Bar Street junction and the intermediate junctions to the south of this junction up to the Grange Road / Oxford Road junction).

The Transport Assessment concludes that further mitigation measures would be required to accommodate the development traffic. It suggests an improvement at the Bloxham Road / South Bar Street junction in order to improve the operational capacity of the junction and provide a very significant improvement to the operation of the network. This will need to be developed and delivered in liaison with Oxfordshire County Council's Highways & Transport officers.

Nevertheless, the traffic generation and associated highway improvement proposed from this development would conflict with the county council and district council's aspirations to reduce traffic along the western corridor so as to preserve and enhance Banbury's historic town centre, especially around Banbury Cross, while supporting the vitality of the town centre through accommodating the redevelopment initiatives detailed in the *Banbury Masterplan*. The county council's emerging Banbury transport strategy aims to rebalance traffic flows away from the historic South Bar Street/Horse Fair/North Bar Street corridor by increasing capacity in the Windsor Street/Cherwell Street corridor, as well as developing the Bankside corridor as an alternative north-south route.

Bus strategy

The proposal to introduce a diversion of the 488/489 bus service into the site is not acceptable in the longer run. This diversion would make the route less direct and unattractive for existing and prospective bus passengers, which would inhibit the county council's

aspirations to develop the frequency and attractiveness of this service on the Bloxham to Banbury leg with the aim of this service reaching commercial viability.

Initially, before any dwelling is occupied, a pair of new bus stops would be required on Bloxham Road (A361), ideally on the downstream side of the new roundabout, for buses towards Banbury and towards Bloxham/Chipping Norton. This would enable the first residents to access the existing 488 bus service from completion of the first dwelling;

Then, after completion of 50 dwellings, the developer would be expected to provide funding towards the enhancement of the 488 bus service between Bloxham and Banbury along the A361, towards a service standard of two buses per hour during weekday daytimes and hourly during Sundays and evenings. Funding for this enhancement has already been requested from the Crouch Farm and a Bloxham development. This would represent the second stage of the site's development and would be appropriate for the first 250 dwellings at the western end of the site, for which some **£215,000*** would be required as a contribution.

Beyond 250 dwellings, the developer would be required to procure a bus to operate from the development site to Banbury Town Centre on a two buses per hour basis. This service would be in addition to the enhanced 488 service which would operate along the A361. This bus service should become commercially self-sustaining in the longer run. A specification for this service is listed in the table below.

The developer would be encouraged to promote this additional bus service, so that it can reach commercial viability as soon as possible. This would be through specific actions in the Travel Plan.

The suggested routing of buses through the development does not meet the principle of encouraging commercially viable bus operation, which is best met by providing direct services. This new bus service should continue along the spine road to the 'shared surface urban square', thus maximising the penetration of the development (and hence accessibility to the bus stops). The developer would be required to provide an intermediate place for the bus to turn around, until the full route is available to the Shared Surface Urban Square.

In addition to the bus terminus at the 'shared surface urban square', the County Council would expect the developer to provide an additional two pairs of new bus stops within the development, along the spine road for the new bus service, once this is introduced. One pair would be towards the western end of the spine road, perhaps near the divergence of the Primary Streets, and another pair near the crossroads half-way along the straight section of the east-west spine road. All seven stops (on the A361 and within the development) would be provided to Premium Routes standards and the four Banbury-bound stops would be supplied with shelters and real-time information displays.

Legal Agreement

An Infrastructure Delivery Plan has been drafted for Banbury. This is informed by the Movement Study and will become part of the emerging Cherwell Local Plan. This provides the most up-to-date and comprehensive estimate of Banbury's transport infrastructure requirements and should therefore be the starting point for negotiations on transport mitigation.

In the absence of a housing mix from the developer, our required contributions are based on the housing mix that the district council is using for their draft Local Plan. These figures will need to be renegotiated once a mix for the site has been agreed.

The developer will is expected to make a transport contribution to mitigate the impact of the development. This will be based on the following tariff:

- **£442** per 1 bed unit = £17,680
- **£638** per 2 bed unit = £350,900
- **£994** per 3 bed unit = £218,680
- **£1,366** per 4+ bed unit = £259,540

TOTAL GENERAL TRANSPORT = £846,800*

*to be Index-linked from July 2011 using the Baxter Index

Contributions towards bus services are dealt with in the table below:

Stage phasing	Trigger points	Required provision / contributions
Stage 1	Before completion of first dwelling	Provision of bus stops on Bloxham Road (A361) and connecting footways
Stage 2	After the completion of 50th dwelling	Provision of £215,000* towards the enhancement of 488 bus service between Bloxham and Banbury.
Stage 3	After completion of 250th dwelling	Commence operation of additional bus from site to Banbury centre, on an hourly basis 1000-1500 and half-hourly 0630-1000 and 1500-1830 Mondays to Saturdays.
Stage 4	After completion of 500th dwelling	Additional bus service to operate twice per hour between 0630 and 1830 to Banbury Town Centre. Evening and Sunday hourly service should be provided from enhanced Bloxham-Banbury evening and Sunday no. 488 bus service.

Officer's Name: Adam Kendall Ward

Officer's Title: Transport Planner

Date: 26 April 2013

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Location: South of Salt Way adjacent to Bloxham Road Banbury:

TRANSPORT DEVELOPMENT CONTROL

Recommendation

- Holding objection pending the receipt of further information from the applicant

Key issues:

- Access
- Accessibility/Sustainability

Legal Agreement required to secure:

- Section 106 Town Country Planning Act
- Section 278 Highways Act
- Section 38 Highways Act

Conditions:

- Detailed Plan of Access
- Construction Phase Travel Plan
- Travel Plan

Detailed Comments:

Recommendation

The application is in outline with all matters reserved except access. Unfortunately the submission omits any reasonably detailed plan of the access. Therefore, **it is recommended that the application for planning permission is not considered until such time as an appropriate plan has been submitted and appraised.** However, I will make the following comments prior to and without prejudice to any further submission.

Access

Arrangements

An illustrative plan of the proposed access has been submitted for consideration (drawing no A053410-a/A/1). The proposed arrangement sets a four-arm roundabout in parallel to Bloxham Road with the existing section of Bloxham Road acting as a service route to the adjacent dwellings. The submitted details are not adequate enough to fully assess such a proposal. A detailed proposal should be submitted with the following considerations accounted:

- Accordance with DMRB with any departure identified and justified fully
 - Speed limits, signing, lighting
- Provision for pedestrian and cycle movement
- Bus stops and associated infrastructure
- Urban Design
 - gateway features or other addressing the change from rural to urban

With regard to the submitted plan, I have some concerns. As proposed the development forms what could be considered as a very large cul-de-sac with a number of implications:-

- 'primary' routes would be subject to high traffic flows
- existing bus services would be diverted from their route and so delayed
- little urbanisation or integration with Bloxham Road

I recommend the above matters are addressed in any subsequent submission.

Location & Accessibility

The site is located to the south-western periphery of Banbury along Bloxham Road A361. Banbury enjoys a wide range of shops, services and amenities and is served by both railway and bus services, local and national. The M40 provides motorway links with a large number of employment and other commercial centres available within a reasonable driving time; as such I consider the site may be a desirable location for those wishing to commute by car.

A range of shops and services lie within a recognised reasonable walking distance (max 2km) although some, the rail station for example, are slightly further and many are towards the higher end of the recognised walking distance. There is reasonable provision for pedestrians along routes to the town centre and other likely destinations although given the potential increased demand the development should contribute toward improvements. The site is required to link up with the local footway network and permeability of the site is imperative.

There is good potential for cycling with the entirety of Banbury being within a recognised reasonable cycling distance i.e. less than 5km. Some provision is made for cyclists, and Salt Way forms part of the national cycle network; however, cycle routes/lanes are not continuous and the busy town traffic may discourage some less experienced cyclists.

Whilst potential for walking and cycling has been identified, the peripheral location of the site and the nature of cycling routes may limit the use of these modes. Therefore, frequent public transport services are required - see Transport & Planning Strategy comments. Also pedestrian links to bus stops and other associated infrastructure will be necessary.

Internal Layout

Appropriate provision must be made for parking, not only in terms of number but in terms of size, convenience and location. A mix of allocated and unallocated parking would provide greater efficiency; visitor parking must be provided and on-street parking may be incorporated. Parking areas as streets and footpaths should be overlooked and appropriately lit to ensure security and encourage use. OCC guidance on parking provision has been adopted by the LPA and I suggest a reserved matters application accords with these standards. If garages are to be included, which are rarely used for parking, then I recommend any garage must have minima dimensions of 3m x 6m and should not be converted to any other use.

Provision must be made for waste collection with appropriate turning heads for HGVs/refuse vehicles. Access for fire tenders must be in accordance with relevant building regulations. Areas for adoption must include a minimum service strip of 600mm, and doors, windows, etc must not open over any area to be adopted as public highway. SUDS must be incorporated throughout the development and associated highway.

The internal layout should prioritise movement of pedestrians, cyclists and provide appropriately for public transport and its users. The detailed design should accord with the following recommendations. The layout should be designed in accordance with the guidance of Manual for Streets. It should be permeable and legible with ease of movement along desire lines. A master-plan including a hierarchy of street types is recommended.

Other Matters

The submitted transport assessment has considered the potential traffic impact of development. It has demonstrated that with proposed mitigation works capacity can be increased and as such the increased traffic flows would not have any significant impact upon traffic flows and related delays.

However, before the modelling can be agreed for this development, further discussions are needed with the developer about the impact of this development and the necessary mitigation measures required to alleviate the impact.

The submitted transport assessment has identified road traffic accident records for the local network. The records do not suggest there is any deficiency in the local network that may be a cause of accidents and it is noted a large proportion of accidents were attributed to driver error.

A travel plan has been submitted the content of which is acceptable subject to appropriate updating and monitoring.

Conditions & Obligations

For any off-site works i.e. access, footway works, a Section 278 Agreement(s) will be required between the developer/applicant and OCC to work upon the public highway. In addition to this legal agreement(s) a bond will be required to cover the construction costs of the any works as well as there being a supervision fee of 9%. This agreement will be part of a S106 Agreement for this development.

Areas for adoption would be subject to a Section 38 agreement. The Advance Payments Code(APC), Sections 219 -225 of the Highways Act, is in force in the county to

ensure financial security from the developer to off-set the frontagers' liability for private street works, typically in the form of a cash deposit or bond. Should a developer wish for a street or estate to remain private then to secure exemption from the APC procedure a 'Private Road Agreement' must be entered into with the County Council to protect the interests of prospective frontage owners.

Conditions regarding access details, construction traffic management, and travel planning are recommended should the LPA be minded to grant planning permission at this stage.

Officer's Name: Geoffrey Arnold

Officer's Title: Senior Engineer and Transport Planner **Date:** 26 April 013

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Location: South of Salt Way adjacent to Bloxham Road Banbury:

RIGHTS OF WAY

Recommendation: No objection subject to the following conditions, legal agreement and informatives

Key issues:

- The development will affect existing rights of way in the proximity of the site due to the amount and frequency of increased use
- The development should provide the means to improve these rights of way to make them safer, and more convenient for year round commuting and recreational use
- The size of the development will urbanise this area and so the paths need to remain as green corridors but also made safe and fully integrated with the development

Legal Agreement:

- Undertaking to improve public rights of way within the development site
- Contribution to public rights of way in vicinity as per attached schedule

Conditions (with reasons):

1. **Temporary obstructions.** No materials, plant, temporary structures or excavations of any kind should be deposited / undertaken on or adjacent to the Public Right of Way that may obstruct or dissuade the public from using the public right of way whilst development takes place. Reason: To ensure the public right of way remains available and convenient for public use.
2. **Route alterations.** No changes to the public right of way direction, width, surface, signing or structures shall be made without prior permission approved by the Countryside Access Team or necessary legal process. Reason: To ensure the public right of way remains available and convenient for public use.
3. **Vehicle access (construction):** No construction / demolition vehicle access may be taken along or across a public right of way without prior permission and appropriate safety/mitigation measures approved by the Countryside Access Team. Any damage to the surface of the public right of way caused by such use will be the responsibility of the applicants or their contractors to put right / make good to a standard required by the Countryside Access Team. Reason: To ensure the public right of way remains available and convenient for public use.

4. **Vehicle access (Occupation):** No vehicle access may be taken along or across a public right of way to residential or commercial sites without prior permission and appropriate safety and surfacing measures approved by the Countryside Access Team. Any damage to the surface of the public right of way caused by such use will be the responsibility of the applicants, their contractors, or the occupier to put right / make good to a standard required by the Countryside Access Team. Reason: To ensure the public right of way remains available and convenient for public use
5. **Gates / right of way:** Any gates provided shall be set back from the public right of way or shall not open outwards from the site across the public right of way. Reason: To ensure that gates are opened or closed in the interests of public right of way user safety

Officer's Name: Paul Harris

Officer's Title: Countryside Access & Information Officer

Date 02 April 2013

RESPONSE TO CONSULTATION ON THE FOLLOWING DEVELOPMENT PROPOSAL

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Application no: 13/00321/OUT

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Location: South of Salt Way adjacent to Bloxham Road Banbury:

ARCHAEOLOGY

Recommendation: No objection subject to the following conditions, legal agreement and informatives

Detailed Comments:

The site is located in an area of considerable archaeological potential located immediately north of a probable Neolithic causewayed enclosure identified through aerial photographs (PRN 16016). A watching brief, undertaken adjacent to this enclosure and 180m south of the proposal site, recorded two Neolithic pits, one containing a considerable amount of pottery from a period not well understood in the County as a whole and particularly poorly understood for the area specifically. It is likely that further Neolithic features are present on the site and if so they will be of a high local and regional significance.

Two Bronze Age barrows are also recorded to the south east of the causewayed enclosure, 300m south of the proposed development (PRN 13471) and late Iron Age settlement evidence has been recorded during an evaluation, undertaken ahead of the determination of a planning application, immediately north west of this application area (PRN 27606). A recent aerial photographic project has also highlighted a series of probable prehistoric enclosures 280m south of the application site. The site is also located to the south of one possible route of the medieval Salt Way (PRN 8857).

A geophysical survey has been undertaken on the site although County Archaeology was not asked to comments upon the suitability of the methodology. The survey identified a number of probable archaeological features on the site. It is possible that a curved and segmented geophysical feature identified 300m north of the causewayed enclosure could be its northern extent. The survey also highlighted the possibility of further Neolithic pits on the site and concluded that *'this would only be clarified through further detailed survey and/or trial trench evaluation'* (WAA 2013, para 4.8.9). No further survey was undertaken however but the geophysical survey report did recommend that *'the results of the geophysical survey are tested through the excavation of a number of trial trenches'*.

One of the number of archaeological features identified during the survey was a NW-SE aligned probable trackway which, in conjunction to a linear identified during the fieldwork and survey on the NW edge of the proposal area, could be seen as a possible alternative route of the Salt Way (PRN 8857) which if it is the case would be of considerable local and regional significance.

In accordance with the National Planning Policy Framework (NPPF 2012), we would therefore recommend that, prior to the determination of this application the applicant should therefore be responsible for the implementation of an archaeological field evaluation. This must be carried out by a professionally qualified archaeological organisation and should aim to define the character and extent of the archaeological remains within the application area, and thus indicate the weight which should be attached to their preservation. This information can be used for identifying potential options for minimising or avoiding damage to the archaeology and on this basis, an informed and reasonable decision can be taken.

If the applicant makes contact with us, we shall be pleased to provide information on the procedures involved, draft a brief upon which a costed specification can be based and provide a list of archaeological contracting organisations working in the area.

Officer's Name: Richard Oram

Officer's Title: Planning Archaeologist

Date: 18 March 2013

RESPONSE TO CONSULTATION ON THE FOLLOWING DEVELOPMENT PROPOSAL

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Location: South of Salt Way adjacent to Bloxham Road Banbury:

EDUCATION

Recommendation: Holding objection pending the receipt of further information from the applicant

Key issues:

- The application is in outline. In the absence of a housing mix, our assessment of the impacts of the proposal and our required contributions are based on the housing mix we are using for work on the Cherwell District Council Infrastructure Delivery Plan. We will reassess our infrastructure requirements when detailed information becomes available.
- On the basis of this assumed housing mix the proposed development is projected to generate a demand for 237 mainstream primary school places (age 4-10), 164 mainstream secondary school places (age 11-15), 26 mainstream sixth form places (age 16-19) and 4 Special Education Needs (SEN) school places.
- This development lies within the school planning area of Banbury, and within the current designated area of Harriers Ground Primary School and the former designated area of Banbury School – now Banbury Academy, which does not designate a catchment area.
- Expansion of primary school capacity in the area would be necessary as a direct result of this housing development. A new primary school would be required as part of the development, fully funded by the development.
- If this application is approved in addition to the housing identified in the CDC draft Local Plan, expansion of capacity at existing secondary school(s) in the area would be necessary as a direct result of this housing development.
- The development would also be expected to result in an increased demand upon special educational needs (SEN) schools, and expansion of provision would be necessary as a direct result of this housing development.
- Temporary accommodation may need to be provided at an existing primary school pending the opening of the on-site school; school transport may also be required depending on home to school distance.

Legal Agreement:

- Developer contributions to fund a new primary school of an appropriate size in line with expected pupil generation. The pupil generation based on an assumed housing mix exceeds the capacity of a 1 form entry primary school; the next acceptable size of school is a 1.5 form entry school. It may be that the county council judges it more appropriate for the development to provide a 1 form entry new school and contribute towards extension of existing primary school accommodation in line with the balance of pupils, but this would need to be reviewed once there is an agreed housing mix. Contributions are sought based on Department for Education (DfE) advice for new schools weighted for Oxfordshire. Based on a requirement for a 1.5 form entry school we therefore require a contribution of **£7,390,000** (index linked from 1st Quarter 2012 using PUBSEC Tender Price Index) to primary school infrastructure for these homes.
- A primary school site of 2.22ha would be required, fully serviced and at no cost to the county council; site size and location within the Masterplan is to be subject of further negotiation.
- Developer contributions towards the expansion of secondary school capacity by a total of 190 places (including 26 6th form places). Contributions are sought based on DfE advice for secondary school (age 11-15) extensions weighted for Oxfordshire and including an allowance for ICT and sprinklers - £17,455 per pupil place at 1st Quarter 2012 price base for secondary school places (11-15) and £18,571 per pupil place at 1st Quarter 2012 price base for sixth form places. We therefore require a contribution of **£3,345,466** index linked from 1st Quarter 2012 using PUBSEC Tender Price Index) to secondary school (including sixth form) infrastructure for these homes.
- Developer contributions towards the expansion of one or more SEN schools by a total of 4 pupil places. We are advised to allow £30,656 per pupil place at 1st Quarter 2012 price base to expand capacity in special educational needs schools. We therefore require a contribution of **£122,624** (index linked from 1st Quarter 2012 using PUBSEC Tender Price Index) to special educational school infrastructure for these homes.
- Developer contributions towards the costs of providing (and subsequently removing/reinstating) temporary accommodation at an existing school. The cost of two temporary classrooms is **£346,500** at 1st Quarter 2012. The exact cost would be reviewed when the location of the units on- site has been established and any abnormal costs identified.
- Contributions towards the costs of school transport at a rate of £160 to £200 per day for each coach for up to 40 children based on current contract prices for coaches. 190 school days per year x £160 - £200 = **£30,400 to £38,000** per academic year per coach for 40 children.

Conditions (with reasons):

- Planning permission to be dependent on a satisfactory agreement to secure the resources required for expansion of education provision.

Informatives:

- Banbury primary schools have experienced rapid growth in demand for places in recent years, so that overall, although there are still spare places in the older year groups, the younger year groups are full. Current admission

numbers across the partnership total 618, and for September 2013 Reception class there were 686 applications, with 680 places allocated. This was only possible because one school which has enough accommodation for 1.5fe, but which has been published at 1fe (i.e. PAN 30) while demand was lower, was able to take a bulge class (intake of 60), and will be able to take another in 2013. It does not have sufficient accommodation to take 60 every year, and we are now undertaking a feasibility study into permanent expansion. We have also agreed with other schools for them to take small amounts over their admission number – in some cases this is ahead of permanent increases in PAN, in others it will need to be a one-off unless additional accommodation is provided. There is, therefore, already a deficiency of Reception places, and given the current capacity of primary schools in Banbury of 4227 places, forecasted demand for school places shows an overall deficiency of places by 2015 unless schools expand. As well as the school referred to above, we are carrying out feasibility studies at two other primary schools to provide additional space partly to meet demand from the existing population and partly to respond to housing growth. All housing development in Banbury is therefore expected to contribute towards a strategic programme of primary school capacity expansion in the town.

- Banbury secondary schools currently have spare capacity, and with their current accommodation would be expected to continue to do so until after 2020 (although as they are all their own admissions authorities, they may choose to alter their capacities). However, if additional housing is permitted on top of the levels proposed in the CDC Draft Local Plan, then it, combined with the rising numbers now in primary schools and the significant housing growth proposed for Banbury, will mean that at secondary school capacity expansion will be required.
- 1.02% of children across Oxfordshire are educated in SEN schools. On this basis, it is projected that the development will generate an additional 4 pupils requiring SEN provision, and expansion of SEN capacity would be needed as a direct result of the increased school-age population. The next priority for capital investment is additional capacity at Frank Wise School in Banbury. A bid is currently being prepared to the Education Funding Agency for matched funding towards this accommodation, to supplement Basic Need and S106 funding. An “Invest to Save” proposal is also well advanced to build a new autism school at an estimated capital cost of £4m to accommodate children who are currently taught out of county due to a shortage of appropriate provision.

Officer's Name: Barbara Chillman

Officer's Title: Service Manager - Pupil Place Planning

Date: 16 May 2013

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Location: South of Salt Way adjacent to Bloxham Road Banbury:

PROPERTY

Recommendation

- No objection subject to the following conditions, legal agreement and informatives

Key issues:

- The county council considers that the effect of the application forming this development will place additional strain on its existing community infrastructure.
- The application is an outline application and no housing mix has been provided in the application.
- Based on the details provided by the district council the following development mix has been used:
 - 40 no. x One Bed Dwellings
 - 550 no. x Two Bed Dwellings
 - 220 no. x Three Bed Dwellings
 - 190 no. x Four + Bed Dwellings

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

- **2392 additional residents *including*:**
- 199 resident/s aged 65+

Legal Agreement required to secure:

Whilst no housing mix has been provided for this site, the county council has established a minimum level of s106 contributions that would be expected from the developer to mitigate the impact of their proposal:

• Library	£ 203,320
• Waste Management	£ 153,088
• Museum Resource Centre	£ 11,960
• Adult Learning	£ 27,408
• Social & Health Care	£ 218,900
• Total*	£ 614,676

*Total to be Index-linked from 1st Quarter 2012 Using PUBSEC Tender Price Index

- Administration & Monitoring £ 14,736

The county council's legal fees in drawing up and/or completing a legal agreement will need to be secured.

Conditions:

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

Library

Oxfordshire County Council has an adopted standard for publicly available library floor space of 23 m² per 1,000 head of population, and a further 19.5% space is required for support areas (staff workroom, etc), totalling 27.5 m². Banbury library is significantly under-size in relation to its catchment population and this development will therefore place additional pressures on the library.

The current cost of extending a library is £2,370 per m² at 1st Quarter 2012 price base. The proposal would also generate the need to increase the core book stock held by the local library by 2 volumes per additional resident. The price per volume is £10.00. This equates to £85 per person at 1st Quarter 2012 price base

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

$$\text{£85} \times 2,392 \text{ (the forecast number of new residents)} = \text{£203,320}$$

Strategic Waste Management

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

To meet the additional pressures on the various Household Waste and Recycling Centre provision in Oxfordshire enhancements to these centres are either already taking place or are planned, and, to this end, contributions are now required from developers towards their redesign and redevelopment.

A new site serving 20,000 households costs in the region of £3,000,000; this equates to £64 per person at 1st Quarter 2012 price base

$$\text{£64} \times 2,392 \text{ (the forecast number of new residents)} = \text{£153,088}$$

County Museum Resource Centre

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

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

An extension to the MRC to mitigate the impact of new development up to 2026 has been costed at £460,000; this equates to £5 per person at 1st Quarter 2012 price base.

$$\text{£5} \times 2,392 \text{ (the forecast number of new residents)} = \text{£11,960}$$

Adult Learning

The County Council is looking to improve and provide a more sustainable Adult Learning facility in Banbury. Any additional provision will be aligned with the priority to have a substantial new Adult Learning Centre in the towns as part of developing a cultural Quarter centred on The Mill as outlined in the emerging Masterplan for Banbury.

A new 2 classroom facility costs £440,000 at 1st Quarter 2012 price base. This facility will provide for 1,350 learners per annum; this equates to £326 per learner. At least 5% of the adult population are likely to take up adult learning; this equates to £16 per person.

$$\text{£16} \times 1,713 \text{ (the forecast number of new residents aged 20+)} = \text{£ 27,408}$$

Social & Health Care - Day Care Facilities

To meet the additional pressures on day care provision the County Council is looking to expand and/or improve day care facilities at Stanbridge Hall.

A new Day Care centre offering 40 places per day (optimum) and open 5 days per week costs £11,000 per place at 1st Quarter 2012 price base. Based on current and predicted usage figures we estimate that 10% of the over 65 population use day care facilities. Therefore the cost per person aged 65 years or older is £1,100.

$$\text{£1,100} \times 199 \text{ (the forecast number of new residents aged 65+)} = \text{£218,900}$$

Administration

Oxfordshire County Council require an administrative payment of **£14,736** for the purposes of administration and monitoring of the proposed S106 agreement.

Indexation

Financial contributions have to be indexed-linked to maintain the real values of the contributions (so that they can in future years deliver the same level of infrastructure provision currently envisaged). The price bases of the various contributions are covered in the relevant sections above.

General

The contributions requested have been calculated where possible using details of the development mix from the application submitted or if no details are available then the County Council has used the best information available. Should the application be amended or the development mixed changed at a later date, the Council reserves the right to seek a higher contribution according to the nature of the amendment.

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

Officer's Name:

Officer's Title:

Date: 13 May 2013

RESPONSE TO CONSULTATION ON THE FOLLOWING DEVELOPMENT PROPOSAL

District: Cherwell

Application no: 13/00321/OUT

Proposal: 1,000 dwellings, local centre, employment space (5,000sq.m), primary school and other supporting infrastructure, access to A361 – land south of Salt Way.

Location: South of Salt Way adjacent to Bloxham Road Banbury:

ECOLOGY

Detailed Comments:

The application area consists of arable fields with hedgerows and some small wooded areas, none of which are habitats of high biodiversity value. Six of the hedgerows have been classified as 'important' under the Hedgerow Regulations, four of which will be directly affected by the proposal. More consideration should be given to avoiding harm to these hedgerows. There are no major protected species issues and any impacts have the potential to be mitigated for on-site. Given the size of the site, the necessary SUDS scheme has the potential to enhance biodiversity on the site, if properly planned, planted and managed.

The adjacent Salt Way, part of which is a proposed Local Wildlife Site on account of it being a 'green corridor' is currently in poor condition due to lack of management. In the sections where former hedgerows remain, they have become overgrown and gappy and the grass margins are dominated by brambles and scrub. Large amounts of litter are also present, possibly due in large part to the presence of two schools backing onto the path.

The Salt Way has the potential to be greatly improved in terms of both public amenity and wildlife value, which would require scrub clearance, appropriate new planting and litter picking. The sowing of a meadow mix along the grass margins is another enhancement that should also be considered. A public space such as this is much more likely to be respected and valued if it has an attractive appearance, something that will be of even more importance since the proposed development would place the Salt Way under significantly more human pressure. I would suggest that an enhancement scheme for the improvement and long-term management of the Salt Way is made part of any permission, along with the funds to implement this.

Officer's Name: Sarah Postlethwaite

Officer's Title: Protected Species Officer

Date: 16 May 2013

RESPONSE TO CONSULTATION ON THE FOLLOWING DEVELOPMENT PROPOSAL

District: Cherwell

Application no: 13/00321/OUT

Proposal: 1,000 dwellings, local centre, employment space (5,000sq.m), primary school and other supporting infrastructure, access to A361 – land south of Salt Way.

Location: South of Salt Way adjacent to Bloxham Road Banbury:

ENVIRONMENT, ENERGY & TRAVEL

Recommendation: No objection subject to the following conditions, legal agreement and informatives

Key issues:

Environmental statement:

- proposes Code for Sustainable Homes level 3 as opposed to CDC Local Plan requirement of level 4
- fails to address the renewable energy requirements of the CDC Local Plan

Conditions (with reasons):

- that these issues are addressed by the applicant in order that the development contributes more effectively to Oxfordshire 2030

Officer's Name: Nick King

Officer's Title: Interim Environment & Energy Strategy Manager

Date: 12 April 2013
