

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

District: Cherwell

Application No: 17/02394/OUT

Proposal: Outline planning permission for up to 60 dwellings with associated landscaping, open space and vehicular access off Berry Hill Road.

Location: East Of Last House Adjoining And North Of Berry Hill Road, Adderbury

Response date: 16th January 2018

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	156.43
Primary pupils	18.30
Secondary pupils	11.18
Sixth Form pupils	1.70
SEN pupils	0.37
Nursery children (number of 2 and 3 year olds entitled to funded places)	4.62
20 - 64 year olds	108.17
65+ year olds	11.67
0 – 4 year olds	16.51

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Strategic Comments

There are no strategic comments to add in here, but a number of transport objections detailed below.

Officer's Name: Jacqui Cox

Officer's Title: Cherwell Locality Lead (interim)

Date: 16 January 2018

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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 given an opportunity to make further representations.

Outline applications and contributions

The number and type of dwellings and/or the floor space may be set by the developer at the time of application, or if not stated in the application, a policy compliant mix will be used for assessment of the impact and mitigation in the form of s106 contributions. These are set out on the first page of this response.

In the case of outline applications, once the unit mix/floor space is confirmed by the developer a matrix (if appropriate) will be applied to assess any increase in contributions payable. The matrix will be based on an assumed policy compliant mix as if not agreed during the s106 negotiations.

Where unit mix is established prior to commencement of development, the matrix sum can be fixed based on the supplied mix (with scope for higher contribution if there is a revised reserved matters approval).

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.
- **Security of payment for deferred contributions** – An approved **bond** will be required to secure payments where the payment of S106 contributions (in aggregate) have been agreed to be deferred to post implementation and the total County contributions for the development exceed £1m (after indexation).
- **Administration and Monitoring Fee** - £5000 is an estimate of the amount required to cover the extra 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 an s106 agreement is completed or not.

CIL Regulation 123

Due to pooling constraints for local authorities set out in Regulation 123 of the Community Infrastructure Levy Regulations 2010 (as amended), OCC may choose not to seek contributions set out in this response during the s106 drafting and negotiation.

That decision is taken either because:

- OCC considers that to do so it would breach the limit of 5 obligations to that infrastructure type or that infrastructure project or
- OCC considers that it is appropriate to reserve the ability to seek contributions to that infrastructure type or that infrastructure project in relation to the impacts of another proposal.

The district planning authority should however, take into account the whole impact of the proposed development on the county infrastructure, and the lack of mitigation in making its decision.

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Transport Schedule

Recommendation

Objection for the following reasons.

- Feasibility of footway between development site and Horn Hill Road must be demonstrated.
- Quantification of existing traffic levels is not presented in the Transport Statement.
- The accident analysis presented in the Transport Statement is deficient.
- Provisions for vision splays require revision.
- Further drainage information is required.

If despite the County's objection permission is proposed to be granted then the County requires prior to the issuing of planning permission a Section 106 agreement including an obligation to enter into a S278 agreement to mitigate the impact of the development plus planning conditions and informatives as detailed below.

S106 Contributions

Contribution	Amount £	Price base	Index	Towards (details)
Public transport services	£60,000	2018 Q1	RPI-x	Enhancement of public transport services serving the site. Pump priming of bus services on the A4260.
Public transport infrastructure not dealt with under Section 278.	£10,000	2018 Q1	Baxter	Provision of two sets of two bus stop pole and premium route standard flags, and a bus shelter (£4,000 will be transferred to the Adderbury Parish Council as a commuted sum for maintenance of the shelter).
Public Rights of Way	£20,000	2018 Q1	Baxter	Access mitigation measures on the footpaths to east and north of the site (Adderbury Footpaths 13, 6, 5 and 24 and Bridleway 9). This would fund surface improvement, signing and furniture along the routes.
Total	£90,000			

Key points

- Junction capacity assessment is required.
- Feasibility of the footway link between the development site and the existing pedestrian network is required.
- Quantification of existing traffic levels is required.
- A revised accident analysis is required.
- A Travel Plan Statement will be required.
- A Travel Information Pack will be required.
- Vision splay amendments will be required.
- Further drainage information will be required.

Comments

Transport Strategy

District Local Plan and Fourth Local Transport Plan

As detailed in Cherwell District Council's Local Plan 2011 – 2031 (Part 1), Adderbury falls under Category A in Policy Villages 1: Village Categorisation. According to the plan *"Proposals for residential development within the built-up limits of villages (including Kidlington) will be considered having regard to the categorisation below. Only Category A (Service Centres) and Category B (Satellite Villages) will be considered to be suitable for minor development in addition to infilling and conversions."*

Whilst the policies for villages in the Cherwell District will be discussed in more detail in Part 2 of the Local Plan, there is no reference at all within the Transport Statement on how this development falls within Local Plan policy.

Additionally, whilst reference is made to sustainable travel to and from the development, no reference is made to the County Council's Fourth Local Transport Plan (LTP4). Specifically, as follows.

Policy 34. Oxfordshire County Council will require the layout and design of new developments to proactively encourage walking and cycling, especially for local trips, and allow developments to be served by frequent, reliable and efficient public transport. To do this, we will:

- secure transport improvements to mitigate the cumulative adverse transport impacts from new developments in the locality and/or wider area, through effective travel plans, financial contributions from developers or direct works carried out by developers;
- identify the requirement for passenger transport services to serve the development, seek developer funding for these to be provided until they become commercially viable and provide standing advice for developers on the level of Section 106 contributions towards public transport expected for different locations and scales of development;
- ensure that developers promote cycling and walking for journeys associated with the new development, including through the provision of effective travel plans;

- require that all infrastructure associated with the developments is provided to appropriate design standards and to appropriate timescales;
- set local routing agreements where appropriate to protect environmentally sensitive locations from traffic generated by new developments;
- seek support towards the long term operation and maintenance of facilities, services and selected highway infrastructure from appropriate developments, normally through the payment of commuted sums;
- secure works to achieve suitable access to and mitigate against the impact of new developments in the immediate area, generally through direct works carried out by the developer.

Baseline Transport Data

In regards to paragraph 2.4.1, it is not clear what a ??? Facility is. If this facility has an impact on a highway near to the proposed development, this cannot be taken into account if it is not correctly identified and assessed within the Transport Statement.

Sustainable Transport Provision

The County supports plans to provide a new crossing point with a pedestrian refuge, dropped kerbs and tactile paving on the A4260 Oxford Road, as well as a new footway on the northern side of Berry Hill Road from the site access up to the junction of Berry Hill Road and Horn Hill Road, and extending south-east of the site access and around the corner onto the A4260 Oxford Road. However, the safety of a pedestrian crossing along the A4260 has not been fully taken into account, given that it is a busy 40 mph road. This is not examined within the Transport Statement.

No mention is made of any potential public rights of way that may be connected to or near to the proposed site. It is not therefore clear whether the proposed new footway on the northern side of Berry Hill Road to be the only way pedestrians and cyclists can access Adderbury centre facilities.

Traffic Impact

Transport Statement only goes as far as detailing the impact within the immediate proposed development area. No further impact or distribution assessments have been carried out on the surrounding highway network such as the Berry Hill Road / A4260 Oxford Road junction. This is of concern given that the A4260 Oxford Road experiences a high level of vehicle movement constantly through the day, with a 40mph speed limit. The County will require the applicant to carry out a junction assessment to evaluate the true overall impact of the development on the A4260 Oxford Road / Berry Hill Road junction, and A4260 Oxford Road itself. **Reason for objection.**

Accident Analysis

I note that the Transport Statement identifies at least one accident that occurred at the Berry Hill Road / A4260 Oxford Road junction within the last 3 years. However, no further information is given. Given that the Berry Hill Road / A4260 Oxford Road junction will in probability be the main junction used by residents of the proposed development, more comprehensive information should be provided in regards to the accident history of that area. **Reason for objection.**

Transport Development Control

The planning application is accompanied by a Transport Statement (TS), and the following should be noted.

Paragraph 2.4.1 refers to a "???? facility". This should be defined.

Paragraph 2.5.1 refers to Plan 2, which shows a large green area to the north of the proposed development which is within the red line. It is not clear what use is intended for this area, and whether it is intended for future development. This requires clarification. If this area is intended for future development then its traffic impact should be included in the Transport Statement. **Reason for objection.**

Paragraph 2.5.4 introduces the intention to provide a new footway on Berry Hill Road. This is indicated on drawing No.1899-F01. The northern sections of this footway are annotated "adopted highway to be confirmed". This suggests that the feasibility of a footway linking the development site with the existing footway on Horn Hill Road is not established. This footway is regarded as an essential provision for a development site with relatively poor sustainability credentials and its deliverability must be established. **Reason for objection.**

Paragraph 3.2.8 presents "*guidance on distances that children will walk to school*" taken from the DfE document entitled Home to School Travel and Transport. This has been presented out of context since it relates to guidelines for the provision of school transport which is the subject of other considerations as well. It is counter intuitive to expect a child of below 8 years to walk up to 2 miles to school and back, either alone or accompanied.

Paragraph 3.2.9 refer to a report entitled Accessibility – How Far do People Walk and Cycle". This report, or excerpts from it, is not included in the application documents and has not been possible to locate online. The maximum walking distances referred to are therefore unsubstantiated.

The TS presents various pieces of evidence to establish a preferred maximum walking distance of 2km. This conforms to the preferred maximum put forward in Providing for Journeys on Foot (Institute of Highways and Transportation, 2000). However it should be noted that this is a maximum distance, and as such is unlikely to represent accessibility to all pedestrians on a regular basis. It should also be noted that whilst this preferred maximum distance affords access to most of the facilities in the centre of Adderbury, it is reliant on the provision of the footway between the development site and Horn Hill Road, the feasibility of which is unproven.

Section 3.6 concludes that the development site is "*accessible by non-car modes*". The level of accessibility is considered poor for the following reasons.

- Most of the facilities in Adderbury are within the acceptable maximum walking distance only, which is unlikely to represent accessibility to all pedestrians on a regular basis.
- Bus services do not represent a commuter standard frequency.

- Access to the rail network is via Banbury train station which requires both walk and bus journeys.

This poor level of accessibility by non-car modes is reliant on the footway linking the development site to Horn Hill Road, the feasibility of which is unproven.

Section 4 of the TS presents a traffic impact analysis. Trip generation from the site is estimated using the TRICS database. The trip rates derived and the resultant trip generation estimates are acceptable. However, this section does not attempt to quantify existing traffic movements on the road network surrounding the site. It is not therefore possible to definitively assess the traffic impact of the development proposals. **Reason for objection.**

Section 5 of the TS presents an accident analysis. The data used has been taken from the Crashmap website which does not represent the most up to date personal injury accident (PIA) data available. The latest PIA data can be obtained from Oxfordshire County Council. The time period over which PIA data has been examined is unclear as paragraph 5.1.1 states "*the five year period 2014 to 2016*". No details of the PIAs presented in this section are presented. For these reasons the accident analysis is deficient. **Reason for objection.**

Travel Plans

A Travel Plan Statement will be required and should be prepared using the template contained in Oxfordshire County Councils travel plan guidance. This can be submitted in discharge of a condition.

A Travel Information Pack will also be required to be supplied to the first residents of each dwelling. This can be submitted in discharge of a condition.

Road Agreements

The following issues are relevant. Most of these can be addressed at the Section 278 agreement stage, unless otherwise stated here, but it is important that the applicant is aware of them at planning stage.

- Highway boundary is like to be the roadside edge of any ditch, but this must be checked accurately with OCC Highway Records.
- There may be a highway tree to fell for the vision splay to be provided so the applicant will need to check with OCC tree team if this was the case. **Reason for objection.**
- Vision splays to be shown to DMRB at this location, not MfS, and need to be for de-restricted at design stage as a Traffic Regulation Order is not guaranteed. The County will allow an "X" distance of 2.4m because of minimal traffic. **Reason for objection.**
- Street lighting design will be required for the 30mph limit extension.

- A speed survey would be needed on the A4260 as it is possible that the 85th percentile speed would exceed the 40mph speed limit. The survey results might lead to re-positioning of proposed pedestrian crossing to achieve required visibility.
- The County will require a swept path analysis for an 11.6m in length refuse vehicle for all manoeuvres in forward gear.
- Visibility Splays must be dedicated to the County if they fall out of the existing highway boundary.
- If the plan is to use existing highway drainage then this must be surveyed for capacity and soundness first
- No Highway materials, construction methods, adoptable layouts and technical details have been approved at this stage. The detailed design will be subject to a full technical audit

Drainage

The County has no objection in principle to the drainage proposals. However, the Applicant proposes as a preferred option to use SuDS infiltration to ground as a means of disposal of surface water at the site in accordance with the SuDS hierarchy of disposal, but this option is unproven through soakage testing as a workable solution. The applicant will need to prove the viability of the infiltration preferred option by carrying out infiltration testing at the site to standard BRE 365. It appears that the alternative option to discharge to the off-site watercourse would involve transiting third party land. The applicant would therefore be required to confirm the offsite surface water arrangements and right to cross third party land and consents. This issue is considered to be too critical to be left to be dealt with by a condition of planning permission. **Reason for objection.**

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

£60,000 Public Transport Service Contribution indexed from 2018 Q1 using RPI-x

Towards: Enhancement of public transport services serving the site. Pump priming of bus services on the A4260.

Justification: Local Transport Plan 4, Policy 34. Oxfordshire County Council will require the layout and design of new developments to proactively encourage walking and cycling, especially for local trips, and allow developments to be served by frequent, reliable and efficient public transport. To do this, we will:

- identify the requirement for passenger transport services to serve the development, seek developer funding for these to be provided until they become commercially viable and provide standing advice for developers on the level of Section 106 contributions towards public transport expected for different locations and scales of development.

Calculation: £1000 per dwelling is sought from developments served by the bus routes on the A4260 on a fair and equitable basis.

£10,000 Public Transport Infrastructure Contribution indexed from 2018 Q1 using Baxter Index

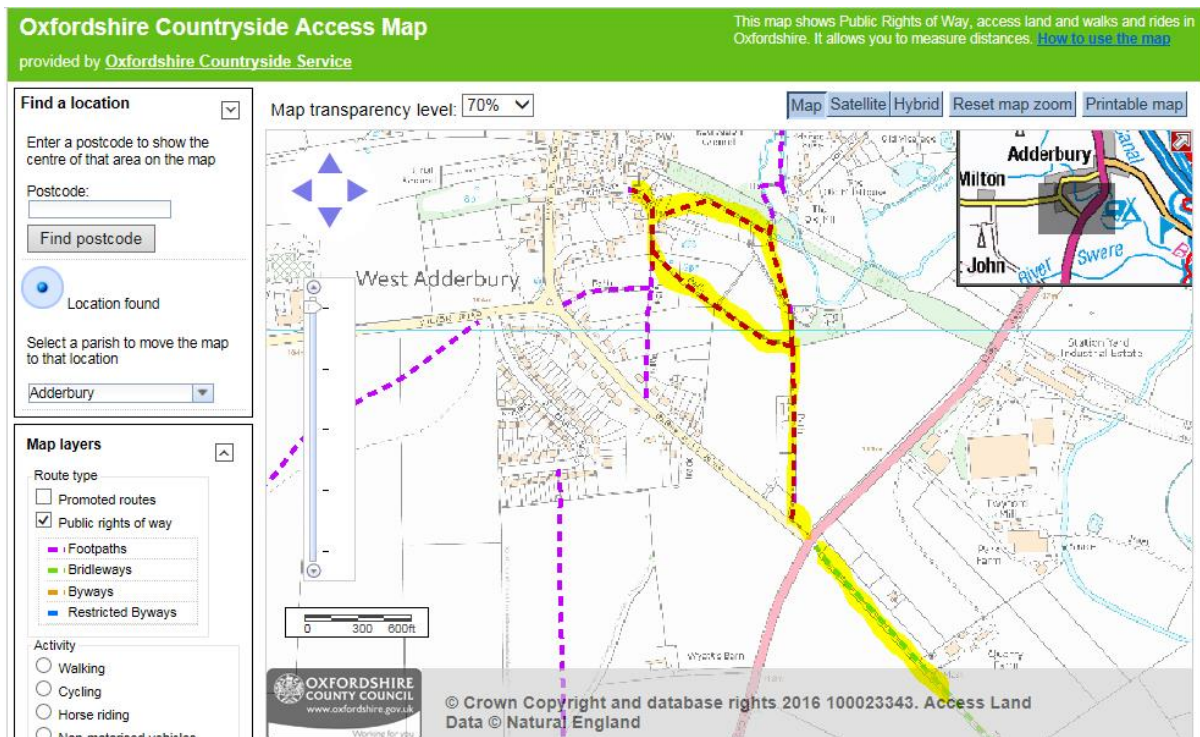
Towards: Provision of two sets of two bus stop pole and premium route standard flags, and a bus shelter (£4,000 will be transferred to the Adderbury Parish Council as a commuted sum for maintenance of the shelter).

Justification: Provision of bus stops within 400m walking distance of the development site.

Calculation: Each bus stop pole and premium route standard flags, and a bus shelter is £3000 plus £2000 commuted sum for maintenance, for two bus stops totals £10,000.

£20,000 Public Rights of Way Contribution indexed from Q1 2018 using Baxter Index

Towards: Access mitigation measures on the footpaths to east and north of the site (Footpaths 13, 6, 5 and 24 and Bridleway 9). This would fund surface improvement, signing and furniture along the routes.



Justification

a) *necessary to make the proposed development acceptable in planning terms.* There is expected to be an increase in numbers of residents and their visitors using the rights of way network in the vicinity of the site due to the proximity of the

development. OCC Countryside Access is seeking a contribution to mitigate the impact of this increase in numbers of residents and their visitors accessing the network along these routes.

b) directly related to the development.

The site has had a desk assessment to both assess the current situation and look at how public use could be protected and enhanced. With the development site at the centre, the logical and realistic public rights of way network likely to be affected is considered.

c) fairly and reasonably related in scale and kind to the development.

The proposed measures are based on the desk assessment of likely costs for the measures. The proposed off-site measures are in the form of a reasonable financial contribution to allow the Countryside Access Team to plan and deliver improvements with third party landowners in a reasonable time period and under the Rights of Way Management Plan aims.

The contribution would be spent on improvements to the public rights of way in the vicinity of the development. Primarily this is to improve the surfaces of all routes to take account of the likely increase in use by residents of the development as well as new or replacement structures like gates, bridges and seating, sub-surfacing and drainage to enable easier access, improved signing etc.

Calculation

The proposed measures are based on the desk assessment of likely costs for the measures. They are not based on a standard formula or any other kind of per-dwelling or per-m² tariff system. Estimated contribution breakdown by activity:

- site surveys & assessments 5%
- habitat survey & mitigation 5%
- landowner negotiations 5%
- Materials, contractor, plant & equipment 60%
- Legal processes e.g. temporary works closures, agreement payments 5-10%
- Contract preparation & supervision 5%
- Admin costs 5%
- Contingency/Follow-up repair works 5-10%

S278 Highway Works

An obligation to enter into a S278 Agreement will be required to secure mitigation/improvement works, including:

- A pair of bus stops (hardstanding's) to be provided near to the proposed site entrance / exit on Berry Hill Road to be served by the S4 bus service.
- Provision of the site access, pedestrian footways, and pedestrian crossing as detailed in drawing No.1899-F01.

Notes

This is secured by means of S106 restriction not to implement development (or occasionally other trigger point) until S278 agreement has been entered into.

The trigger by which time S278 works are to be completed shall also be included in the S106 agreement.

Identification of areas required to be dedicated as public highway and agreement of all relevant landowners will be necessary in order to enter into the S278 agreements.

S278 agreements include certain payments that apply to all S278 agreements however the S278 agreement may also include an additional payment(s) relating to specific works.

Planning Conditions

In the event that permission is granted, the following transport related planning conditions should be attached.

D4 Access

D7 Vision Splay Protection

Prior to first occupation of the development a Travel plan statement shall be submitted to the Local Planning Authority for approval.

Prior to first occupation a Travel Information Pack shall be submitted to Local Planning Authority for approval. The first residents of each dwelling shall be provided with a copy of the approved Travel Information Pack.

Development shall not begin until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro-geological context of the development, has been submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The scheme shall also include the following items.

- Discharge Rates
- Discharge Volumes
- Maintenance and management of SUDS features
- Sizing of features – attenuation volume
- Infiltration in accordance with BRE365
- Detailed drainage layout with pipe numbers
- SUDS (list the suds features mentioned within the FRA to ensure they are carried forward into the detailed drainage strategy)
- Network drainage calculations
- Phasing

Informatives

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 frontage owners' 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. Alternatively the developer may wish to consider adoption of the estate road under Section 38 of the Highways Act.

Prior to commencement of development, a separate consent must be obtained from OCC Road Agreements Team for the new highway vehicular access under S278 of the Highway Act. Contact: 01865 815700; RoadAgreements@oxfordshire.gov.uk.

Officer's Name: Chris Nichols

Officer's Title: Transport Development Control

Date: 15 January 2018

Application no: 17/02394/OUT

Location: East Of Last House Adjoining And North Of Berry Hill Road, Adderbury

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)
Nursery and Primary	504,813	3Q 16	PUBSEC	Expanding nursery and primary provision at Christopher Rawlins CE (VA) Primary School
Secondary (including sixth form)	£249,412	3Q 16	PUBSEC	Expanding secondary provision at The Warriner School
Total	£754,225			

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

£504,813 Nursery and Primary School Contribution indexed from 3Q2016 using the PUBSEC Index

Towards:

The expansion of nursery and primary school provision at Christopher Rawlins CE (VA) Primary School, Adderbury.

Justification:

Expansion of primary school capacity in the Adderbury/Deddington area is necessary as a direct result of planned local housing development.

Christopher Rawlins CE (VA) Primary School in Adderbury was previously a 1 form entry school, providing 210 primary places (30 places per year) plus a nursery. As of September 2017 the school had 208 primary pupils on roll, and would therefore have been effectively full. Pupil numbers at the school are forecast to increase.

Due to planned and permitted housing development in the area, the school is expanding to 1.5 form entry, and will now be able to provide 45 places per year, 315 primary pupils in total. In Adderbury, nursery education is provided through Christopher Rawlins CE Primary School's nursery class. The school's expansion will also facilitate the expansion of the nursery places provided from 40 part-time

equivalent to 52 part-time equivalent (i.e. 12 more part-time equivalent places or 6 more full-time equivalent places.)

This expansion meets the need of already permitted development and also enables the expected pupil generation from this proposed development to be accommodated, and is therefore necessary to make this proposed development acceptable. It is directly related to the proposed development, and a contribution towards the capital cost of the expansion is sought in proportion to the development's expected pupil generation, and based on the tender costs estimate per pupil of expanding the school.

Without this additional accommodation, Oxfordshire County Council would not be able to meet its statutory school and pre-school sufficiency duty in this area, including meeting the needs generated by the proposed development.

The necessary additional accommodation is being completed during 2017/18, and Section 106 developer contributions towards the expansion of Christopher Rawlins CE Primary School are required.

Calculation:

Number of primary and nursery pupils expected to be generated	22.92
Estimated cost per pupil of expanding a primary school, based on Department for Education (DfE) advice weighted for Oxfordshire	22,025
$22.92 * 22,025$	504, 813

£271,204 Secondary School Contribution indexed from 3Q2016 using PUBSEC Index (adjusted in the summary to 3Q16 to match the primary school base)

Towards:

The expansion of secondary school provision at The Warriner School, Bloxham.

Justification:

Expansion of secondary school capacity in the area is necessary as a direct result of housing development. This area feeds to the Warriner School, which currently has a capacity of 1300 places, and as of September 2017 had 1323 pupils on roll. Pupil numbers at the school are forecast to increase.

Paragraph 72 of the NPPF makes clear that the Government attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities, and that great weight should be given to the need to expand schools to maintain, or widen choice in education. Without expansion of the Warriner School, housing development would adversely impact on the operation of parental preference and result in a loss of amenity to young people already living in the area, who would be less likely to secure a place at their first preference school as a direct result. As such it would go against the intention of

NPPF para 72 by reducing the choice of school places available to meet the needs of existing and new communities.

If the Warriner School is not expanded, children who would otherwise have attended the school would be displaced to other schools in nearby Banbury. Some of these schools currently have spare places, but these places will be filled as a result of the population growth which is already evident in the local primary schools. Secondary school capacity in Banbury will also need to be expanded as these higher pupil numbers feed through, and therefore should the schools also be required to accommodate growth as a result of housing development in this area, the scale of expansion would be greater as a consequence.

Expansion of secondary school capacity at both the Warriner School and at schools in Banbury is therefore necessary to ensure the needs of the current and future populations can be met, and to ensure the council can meet its statutory duty to ensure sufficient school places. Contributions are sought towards the expansion of the Warriner School, where a capital project is underway.

Calculation (3Q15):

Number of secondary pupils expected to be generated	11.18
Estimated cost per pupil of expanding a secondary school, based on Department for Education (DfE) advice weighted for Oxfordshire	19,194
11.18 * 19,194	214,589

+

Number of sixth form pupils expected to be generated	1.70
Estimated cost per pupil of expanding sixth form education, based on Department for Education (DfE) advice weighted for Oxfordshire	20,484
1.70 * 20,484	34,823

CIL Regulation 123

OCC considers that the following education contributions meet the tests required by Regulation 122 (2) of the CIL Regulations but they are not sought due to Regulation 123.

Contribution	Amount £	Price base	Towards (details)
SEN school capacity	12,969	2Q 15	The expansion of SEN provision at Frank Wise School

Officer's Name: Sarah Greenall
Officer's Title: School Planning Support Officer
Date: 22/12/2017
