

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

**District:** Cherwell

**Application no:** 21/01119/OUT

**Proposal:** Outline planning application for the re-development of the Banbury Oil Depot to include the demolition/removal of buildings and other structures associated with the oil depot use and the erection of up to 143 apartments and up to 166m<sup>2</sup> of community and/or retail and/or commercial space (Class Use E and/or F2) with all matters (relating to appearance landscaping, scale and layout) reserved except for access off Tramway Road

**Location:** Q8 Fuelcare, Tramway Rd, Banbury

**Response date:** 16th March 2022

---

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.

---

**Application no: 21/01119/OUT**

**Location:** Q8 Fuelcare, Tramway Rd, Banbury

---

## **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](mailto: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 - TBC**  
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.

**Application no: 21/01119/OUT**

**Location:** Q8 Fuelcare, Tramway Rd, Banbury

---

### **Strategic Comments**

This outline application is for the redevelopment of Banbury Oil Depot and the construction of up to 110 apartments and community and/or commercial space.

The Depot is located within an area allocated in the adopted Cherwell Local Plan 2011-31 Part 1, under Policy Banbury 1: Banbury Canalside (BAN1) for approximately 700 dwellings. Additional policy and guidance include the Banbury Canalside Development Area SPD and Banbury Vision and Masterplan SPD.

The County Council is raising Local Lead Flood Authority objections. Also attached are Transport and Education comments.

**Officer's Name: Jonathan Wellstead**

**Officer's Title:** Principal Planner

**Date:** 16 March 2022

**Application no: 21/01119/OUT**

**Location:** Q8 Fuelcare, Tramway Rd, Banbury

---

### **Transport Schedule**

Following on from our response of 21/05/2021 the revised Transport Statement (11/02/22) for an amended Planning application referred to below has been submitted for review.

**Proposal:** Outline planning application for the redevelopment of the Banbury Oil Depot, to include the demolition/removal of buildings and other structures associated with the oil depot use and the construction of up 110 apartments, and 166m<sup>2</sup> of community/and or retail/and or commercial space, (Class Use E and/or F2) with all matters (relating to appearance landscaping, scale, and layout) reserved except for access off Tramway Road (which is submitted as a detail proposal)

The amendments include the reduction of car parking spaces from 96 to 65 spaces to reflect the reduced number of dwellings from 143 to 110 units and facilitated additional open space across the site.

#### **Recommendation:**

##### **No objection subject to:**

- **S106 Contributions** as summarised in the table below and justified in this Schedule:
- **An obligation to enter into a [S278] [/S38] agreement** as detailed below.
- **Planning Conditions** as detailed below.

#### **Comments:**

This response should be read in conjunction with OCC's earlier comments for this application.

**Access** - The proposed vehicular, pedestrian and cycle access will be via Tramway Road. There are two potential access arrangements, the first proposes a standard bellmouth arrangement as shown on Drawing 22251-04. The alternative would be a shared surface footway crossover to give priority to users of the footway/ cycleway that is proposed past the site this is shown on Drawing 22251-04-1. The internal layout has also been tracked with a large car and a refuse vehicle which can be seen in Drawing 22251-01.

The development will benefit from the improved pedestrian and cycle connectivity provided by the Tramway Road scheme through to the railway station and wider regeneration area.

**Access Visibility Splay and Tracking-**

The Applicant have provided the footway previously requested to link to the station. The new access visibility splay has however not been provided. It should be also noted that OCC would not want to adopt excessive widths of footway/cycleway, (some sections are 5m widths). The bellmouth access is not very well designed for 2way access and egress movements and therefore unacceptable. The proposed access it is not wide enough to accommodate the vehicle tracking of the Refuse Vehicle in the submitted drawing. To prevent vehicle overruns of the opposite lane, the access radii should be increased, and junction widened. There are solid lines in the centre that should not be crossed.

Minimum width of access road should be 5.5m, please refer to the OCC Design Guide (2015) Section 5 Road Types.

There are no visibility splays indicated. Junction and Forward Visibility Splays must be in accordance with the OCC Residential Design Guide Second Edition (2015) and dedicated to OCC if they fall out of the existing highway boundary.

**Table of Required Sightline ('Y')-Distance for Speed on Through Road**

<b>Kph</b>	30	40	50	60	70	85	100	120
<b>Mph</b>	19	25	31	37	43	53	62	75
<b>SSD (m)</b>	33	45	70	90	120	160	215	295

**Table of Required Forward Visibility Distance for Speed on Through Road**

<b>Kph</b>	16	20	24	25	30	32	40	45	48	50	60
<b>Mph</b>	10	12	15	16	19	20	25	28	30	31	37
<b>SSD (m)</b>	9	12	15	16	20	22	31	36	40	43	56

<b>Centre line radius (m)</b>	20	30	40	50	60
<b>Min. widening (m)</b>	0.60	0.40	0.35	0.20	0.15

Also, a Stage 1 Road Safety Audit in accordance with GG119 (5.46.1) including a designers' response will be 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 ensure 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.

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.

Minor residential roads that serve four or less 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 Residential Design Guide Second Edition (2015).

The Highway boundary needs to be checked with OCC Highway Records ([highway.records@oxfordshire.gov.uk](mailto: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.

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.

The road that the proposals connect on to is not currently highway. OCC would therefore expect the Applicant to provide a revised new access showing the required visibility splays, vehicle tracking with the access design dimensions.

### **Comments regarding the proposed development and OCC Improvement Schemes in the area -**

The earlier OCC's comments(date) made are still relevant with regards to the updated application information. Even more so because the Applicant has made little effort to address the comments previously raised.

The Access to Banbury Station (Tramway Road improvements) scheme went to public consultation in the middle of November and was subsequently submitted for planning just before Christmas. Details of the scheme can be found on the portal at the link provided below. We would expect the applicant to develop a suitably access strategy to

integrate with OCC's scheme, acknowledging that our scheme has evolved since previous discussions with the applicant.

<https://myeplanning.oxfordshire.gov.uk/Planning/Display/R3.0001/22#undefined>

As discussed with the applicant previously, we will be expecting the Applicant to set back the building facade of the development so that suitable pedestrian and cycleway facilities can be provided along Station Approach and Tramway Road. Whether this potential future works would be undertaken by the applicant or whether a contribution would be sought would need to be discussed and decided at an appropriate point. The vehicle tracking drawing indicates the proposed building façade to the edge of the footway, whilst the illustrative masterplan indicates an area of public realm between the building façade and footway edge is to be provided. The applicant should provide reassurance that they will facilitate the widening of the footway/cycleway to ensure that improvements can be made to the currently proposed OCC scheme. OCC aspires for a "high quality" segregated pedestrian/cycle route to be provided along the western edge of Tramway Road as part of future redevelopment within Canalside. We'd therefore request that suitable space is provided within the area controlled by the applicant so that a 3m footway and 3m two-way cycle track with 0.5m clearance to carriageway can be delivered between the carriageway edge and building/landscape facade. Along Station Approach suitable space for the footway to be widened from what is currently proposed by OCC should also be made available.

The Applicant should note that Section 106 contributions would be sought towards these works and possibly the Cherwell Street Corridor and Tramway Road scheme. Also, off-site improvement works would be undertaken within the context of a Section 278 Agreement secured by a Section 106 Agreement between the Applicant and the LHA.

The Application refers to the proposed redevelopment of the Canalside area by Cherwell District Council, and, although it states that "the development will provide a [Land?] facilitate links to the wider regeneration area, town centre and railway station" (para. 3.7.17), the only reference to access is via Cherwell Street, Swan Close Road and Tramway.

While this will be the main vehicular access to the site, the Banbury Masterplan and Canalside Supplementary Planning Document make clear the requirement for two additional crossings of the Oxford Canal and the River Cherwell, directly to the north and south of the western edge of this development. These will provide direct pedestrian and cycle access to Cherwell Street through the existing Canal Street and opposite the existing George Street as other areas of the site and Cherwell Street itself are redeveloped.

The Developer will be expected to make a significant contribution to the costs of these new crossings, in proportion to the number of dwellings to be provided, as will all other



proposed developments in the Canalside 'quarter'. The exact level of these contributions will be determined following discussions with Cherwell District Council and OCC.

**Walking and Cycling**-Pedestrian connections have been included within the proposed development, to link the site to the Station and to the wider Banbury Town Centre. The enhanced cycle and pedestrian links along Station Road within the Tramway Road improvements improves the sustainability credentials of the site. A continuous footway network runs alongside Tramway Road and connects into Banbury Town Centre. The footway also gives access to the canal towpath. At present Tramway Road to the east of the site provides a pedestrianised access to Banbury Railway Station. Cyclists currently travel on carriageway, the National Cycle Route (NCR) 5 runs along the south of Banbury can be accessed from the site via a link route.

Tramway Road Accessibility Improvement Works to be delivered by Oxfordshire County Council includes a new footway/ cycleway along the site's eastern boundary, and a shared cycle/pedestrian route alongside Tramway Road and onto Station Approach. The proposed development will therefore provide walking distance links through the site to the wider regeneration area, town centre and railway station and bus interchange. New pedestrian and cycle routes that bridges the canal river and railway would be provided. This will necessitate the provision of Public Rights of Way (PROWs) in the vicinity of the site. The Developer should ensure that the footway and Cycle routes complies with **County Council Walking Design Standards-**

<https://www2.oxfordshire.gov.uk/cms/sites/default/files/folders/documents/roadsandtransport/transportpoliciesandplans/newdevelopments/WalkingStandards.pdf>

and the **County Council Cycling Design Standards and LTN1/20**

<https://www2.oxfordshire.gov.uk/cms/sites/default/files/folders/documents/roadsandtransport/transportpoliciesandplans/newdevelopments/CyclingStandards.pdf>

The TA confirms Cycle parking will be provided in accordance with OCC's requirements as set out in Cherwell's residential design guide July 2018 this is welcomed and will require approval.

**Public Transport** –The improvements for the area adjacent to above site, includes a bus interchange, new bus route to the station from Swan Close and Hightown Road. High quality public transport facilities with real time information and signal priority will be provided to ensure that public transport is accessible and desirable for travel. The closest bus stop to the development site is on Swan Close Road (400m.approx) offering bus service routes 5 and B3, Banbury Bus Station is also within proximity of the site.

Rail Service- Banbury railway Station directly adjacent to the site with 63 sheltered cycle storage spaces and a pay and display car park with 978 spaces and 14 accessible spaces

Having considered the implementation of proposals in the Movement Strategy and improved junction arrangements on Bridge Street and Cherwell Street, the Transport

Assessment (TA) confirms the proposed Development will have not have adverse impacts on the local highway network which is acceptable.

**Personal Injury Collisions** - Personal Injury Collision (PIC) data has been obtained for the five-year period from 01/01/2015 to 31/12/2019 totalling 116 accidents (97 slight, 19 serious and 0 fatal) with no accidents on Tramway Road where the site access will be located. None of the accidents were attributed to existing road layout.

**Trip Generation**- TA has utilised TRICS to forecast the traffic movements resulting from the development proposals. The database was interrogated for multimodal vehicular surveys for 'Land Use 03 – Residential/C – Flats Privately Owned', with sites in London, Wales, Scotland, and Ireland manually excluded. Given the assertion that majority of trips associated with development will be made by foot or cycle for school journeys, employment and trips to the railway station and bus stops as part of linked trips to other destinations. The estimated vehicle trip rates and person trip generation for the development are therefore summarised in Table 8 and 9 as follows:

**Table 8 - Vehicle and Person Trip Rates**

	Vehicle Trip Rate			Person Trip Rate		
	In	Out	Total	In	Out	Total
<b>08:00-09:00</b>	<b>0.065</b>	<b>0.181</b>	<b>0.246</b>	<b>0.104</b>	<b>0.530</b>	<b>0.634</b>
<b>17:00-18:00</b>	<b>0.190</b>	<b>0.104</b>	<b>0.294</b>	<b>0.442</b>	<b>0.199</b>	<b>0.641</b>
<b>07:00-19:00</b>	<b>1.269</b>	<b>1.294</b>	<b>2.563</b>	<b>2.786</b>	<b>2.837</b>	<b>5.623</b>

**Table 9 - Vehicle and Person Generation**

	Vehicle Generation			Person Generation		
	In	Out	Total	In	Out	Total
<b>08:00-09:00</b>	<b>7</b>	<b>20</b>	<b>27</b>	<b>11</b>	<b>58</b>	<b>70</b>
<b>17:00-18:00</b>	<b>21</b>	<b>11</b>	<b>32</b>	<b>49</b>	<b>22</b>	<b>71</b>
<b>07:00-19:00</b>	<b>140</b>	<b>142</b>	<b>282</b>	<b>306</b>	<b>312</b>	<b>619</b>

Table 9 shows the predicted generated AM & PM peak two -way vehicle trips of 27 and 32 respectively; figures are considered negligible and therefore should not make any material impact on the adjacent road network.

**Traffic Impact Assessment** Due to the low level of estimated development generation traffic the 'net' traffic impacts, it is acknowledged that detailed traffic modelling of the wider highway network is not required. The TA also confirms the generated traffic will not adversely affect the Tramway Road/ Hightown Road/ Lambs Crescent/ Swan Close Road junction for the 2025 base year and the 2025 plus development traffic scenario

**Car Parking** - The TA confirms that Oxfordshire County Council Standards will be used for the on-site car parking facilities, using the approximate proposed mix of the apartments to be provided on site, the number of parking spaces based on 2 spaces per unit being allocated, 1 space per unit being allocated and no spaces per unit being allocated is presented. OCC will also expect the Applicant to provide a minimum of 5% of proposed parking as designated parking disabled parking spaces and EVP provision for parking spaces allocated to each of the residential units.

OCC Highways welcomes the consideration for the provision of a car club for the development to reduce the number of residential car ownership and will await further details of the proposal.

**Travel Plan**- The location of the site provides very good access to sustainable transport options and local amenities; these should be promoted to residents. The size of the site triggers the requirement for a Travel Plan and associated monitoring fee. Please see the Oxfordshire County Council guidance document '[Transport for new developments: Transport Assessments and Travel Plans \(March 2014\)](#)' for further information.

The 166m<sup>2</sup> part of development for the mixed-use community / retail / commercial space however does not trigger any requirements for a Travel Plan, Travel Plan Statement or monitoring fee.

The provision of EV charging spaces with covered and secure cycle parking spaces together the car dependency reduction measures such as a car club, pool cars/cycles and lift sharing in support of the proposal is welcomed.

### **Legal Agreement required to secure:**

Section 106 Agreement will be required to secure the monitoring fee of £1,446 (RPIx Dec 2020).

### **Planning Conditions:**

If permission is to be given, the following planning conditions should be attached:

#### **Access: Full Details**

Prior to the commencement of the development hereby approved, full details of the means of access between the land and the highway, including, position, layout, construction, drainage and vision splays 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 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*

### **Visibility Splays**

Prior to occupation of the dwelling Vehicle visibility splays, together inter -visibility for pedestrians measuring 2m by 2m shall be provided at the access. This visibility splay shall not be obstructed by any object, structure, and planting or other material with a height exceeding or growing above 0.6 metres as measured from carriageway level.

*Reason: To provide and maintain adequate visibility in the interest of highway safety in accordance with policy*

### **Cycle Parking.**

Before the development 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 in line with policy M5*

### **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. Thereafter, the means of access shall be constructed and retained in accordance with the approved details.

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

### **Travel Plan.**

Prior to first occupation a Travel Plan Statement (TPS) shall be submitted to Local Planning Authority for approval

*Reason - In the interests of sustainability, to ensure a satisfactory form of development and to comply with Policies SLE4 and ESD1 of the Cherwell Local Plan 2011-2031 Part 1 and 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.
- The CTMP should also include details of the Demolition Plan
- 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*

The TDC Officer has no objection in principle to above application, however to facilitate the application approval process from the transport perspective, the issues and planning conditions stated above must be satisfactorily addressed by the Applicant.

**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's Name: Francis Hagan**

**Officer's Title: Senior Transport Planner**

**Date: 10 March 2022**

**Application no: 21/01119/OUT**

**Location: Q8 Fuelcare, Tramway Rd, Banbury**

---

## **Lead Local Flood Authority**

### **Recommendation:**

Objection

### **Key issues:**

- Clarification required on the 10% urban creep.
- Outfall details not clear.
- Surface water exceedance plan to be provided.
- Phasing plan to be provided.
- Topography drawing to be provided.
- Indicative levels to be provided for the outfall and storage structure.
- Permission to connect proposed development to the existing watercourse.
- Pro forma form not filled out.
- Ground investigation report to be provided.

### **Detailed comments:**

On the surface water drainage strategy the impermeable areas are included however the 10% urban creep is not identified and how much this will be. State the impermeable area and also the impermeable area including 10% urban creep.

The outfall details is not clear, level information not provided and also where this outfall will drain to. Is the proposed development making use of the existing outfall?

Surface water exceedance plan to be provided to demonstrate how the site currently drains.

Phasing plan to be provided to demonstrate the phasing for the future reserved matter. All phases should be able to stand alone and have adequate flood mitigation.

Topography to be provided to show the existing drainage on site and how it currently drains.

Level information to be provided for the outfall and attenuation feature.

Technical approval to be provided to connect the proposed development to the existing watercourse.

Pro forma included however not filled out.

Ground investigation report to be provided to confirm infiltration is not feasible and to identify potential contamination risks.

**Officer's Name: Kabier Salam**

**Officer's Title: LLFA Planning Engineer**

**Date: 25 February 2022**



**Application no: 21/01119/OUT**

**Location:** Q8 Fuelcare, Tramway Rd, Banbury

---

### **Education Schedule**

Following the amendment to the original application (a reduction from 143 to 110 dwellings), anticipated pupil generations and indexation has been updated

**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)
<b>S e c o n d a r y e d u c a t i o n</b>	<b>£ 265,896</b>	<b>327</b>	B C I S A l l - I n T P I	Secondary education capacity serving the development
<b>Total</b>	<b>£ 265,896</b>	<b>327</b>	B C I S A l l - I n T P I	

With regards to capacity at the primary school level, there is currently expected to be sufficient capacity at schools within 1 mile walking distance of the development.

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

**£265,896 Secondary School Contribution indexed from TPI = 327**

**Justification:**

For secondary education provision, demand for places in the town has risen in recent years, such that in 2021 there were more applicants than places available, requiring one of the town's schools to accept pupils in excess of their published admission number. 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. This new school would be the closest to the currently proposed development, and therefore most directly related. The new school will need to be at a minimum a 600-place secondary school.

**Calculation:**

Number of secondary pupils expected to be generated	8
Estimated per pupil cost of building a new 600 place secondary school	£33,237
Pupils * cost =	<b>£ 265,896</b>

The above contributions are based on a unit mix of:

65 x 1 bed dwellings  
37 x 2 bed dwellings  
8 x 3 bed dwellings

(taken from the new illustrative masterplan)

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:** Access to Learning Information Analyst

**Date:** 22 February 2022