

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

**District:** Cherwell

**Application no:** 21/03522/OUT

**Proposal:** The erection of up to 540 dwellings (Class C3), up to 9,000sqm GEA of elderly/extra care residential floorspace (Class C2), a Community Home Work Hub (up to 200sqm)(Class E), alongside the creation of two locally equipped areas for play, one NEAP, up to 1.8 hectares of playing pitches and amenity space for the William Fletcher Primary School, two vehicular access points, green infrastructure, areas of public open space, two community woodland areas, a local nature reserve, footpaths, tree planting, restoration of historic hedgerow, and associated works

**Location:** West Of 161 Rutten Lane, Yarnton

**Response date:** 21 June 2022

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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.

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**Application no: 21/03522/OUT**

**Location:** West Of 161 Rutten Lane, Yarnton

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## **Strategic Planning**

### **Land Involved**

This outline planning application covers part of the site allocated under Policy PR9 in the Cherwell Local Plan Partial Review. The site is on the edge of Yarnton.

It is understood that the remainder of the land allocated is owned by the same landowner (Merton College) and is not included in this application because it is land that has been retained in the Green Belt and is not needed for green infrastructure as part of this application. That land is understood to remain in agricultural use.

Some parts of the land included in this application are in the Green Belt and shown for green infrastructure.

### **Development Brief**

The Local Plan envisages development coming forward in accordance with the development brief for the site. Consultation started on the application in October 2021, just after consultation on the draft development brief closed. In December 2021 the Cherwell District Council Planning Committee made a decision on the development brief. The report which went to that Committee included an updated development brief. The final development brief was published online in May 2022, although dated November 2021 relating to when it was brought to the Planning Committee, as it was unchanged from that.

### **Amount of development**

The proposal is for 540 dwellings (use C3); up to 9,000 square metres floorspace for a care home (use C2); up to a 200 square metre community home work hub; and 1.8ha of land to expand the adjoining primary school.

Policy PR9 anticipates 540 dwellings, so the care home use is in addition to that. The County's key interest in respect of the amount of development relates to effects on the transport network, as set out in the transport comments attached.

### **Transport**

The Local Plan provides the strategy of how to deal with additional traffic resulting from the Partial Review sites. However, detailed transport assessment is required, there are some new factors to take into account, and the amounts of development coming forward may be in excess of that anticipated in the Local Plan (for example the care home on this

site). The County Council currently has a Transport objection as set out attached, awaiting satisfactory additional information in an amendment to this application .

### **Lead Local Flood Authority**

The applicant is undertaking work to prepare an amendment to the application to provide additional information about the surface water drainage strategy. The LLFA objection, which is attached, is an interim position until receipt of satisfactory additional information in an amendment to this application.

### **Primary School**

It is part of the Local Plan strategy to provide for primary school pupils on this site to attend William Fletcher primary school. To enable that, the primary school needs to be extended. The County Council, as landowner, intends to expand the primary school on its current site, and its new playing fields will be on land to the north contained in this planning application. There is a strip of land in between the school site and the applicant's site which is currently the access to the Sanctuary Care Home, but in future, a new access to that care home will be provided through the development. The arrangements are set out in the Property and Education responses attached, and satisfactory provision needs to be made prior to any consent to this application.

### **Archaeology**

The initial response, an objection, was sent in October 2021. As there is not yet an amendment to this application providing additional information, the initial response remains included as part of this response.

### **Extra Care Housing**

The response from the District Council's housing officer, dated 9 March 2022, indicates that the application is not clear as to how Policy BSC4 in the Local Plan is addressed. That policy requires 45 extra care housing units, but also states that should it be agreed not to have extra care housing, that an equivalent amount of alternative specialist housing (use class C3) for older people will be required. As set out in the Specialist Housing comments attached, the County Council does not require affordable extra care housing on this site, as other Partial Review sites are better located to meet that need. County officers are willing to work with the District housing officers should they need any further assistance in respect of the requirement for specialist housing.

### **Health Impact Assessment and Innovation**

As attached, an objection is lodged, seeking amendments to the Health Impact Assessment of the application to better provide for healthy place shaping. Additional information is also sought to better provide for future innovations in the area.

## **Other Contributions**

Please see attached responses for expected financial contributions.

## **Key Issues**

Key issues that are apparent from our responses attached, and from public and parish council responses online include: addressing drainage issues; how construction and future development traffic will be managed; public right of way improvements; and pedestrian crossings. Healthcare, sport facilities, green infrastructure, biodiversity and building heights are clearly other issues of particular concern, but these are District Council issues rather than matters for the County Council to comment on.

## **Other Sites**

The County Council has recently responded on the outline planning application on part of the Policy PR7a site in Kidlington, ref 22/00747/OUT. Public consultation information about the Policy PR6a site in Water Eaton is available on the developer's website: <https://www.water-eaton.co.uk/>.

**Officer's Name:** Lynette Hughes

**Officer's Title:** Principal Planner

**Date:** 20 June 2022

**Application no: 21/03522/OUT**

**Location:** West Of 161, Rutten Lane, Yarnton

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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](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: 21/03522/OUT**

**Location: West Of 161, Rutten Lane, Yarnton**

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## Transport Schedule

### Recommendation:

#### **Objection for the following reasons:**

- Further information is required in order to demonstrate safe and suitable access for all users, in particular further evidence that the vehicle access onto Rutten Lane will provide sufficient visibility taking account of the road gradient as well as intervisibility between Rutten Lane and the relocated medical centre vehicle access.
- A number of alterations to the proposed highway works are required including;
  - Ensuring that crossing facilities align with LTN 1/20 standards
  - Pedestrian and cycle infrastructure on A44 to align with preferred option for A44 corridor works, including segregated facilities, to ensure continuity
  - The location and layout of certain bus stops must be reviewed to ensure all are easily accessible, taking account of the location of crossing facilities
  - The provision of a southbound bus stop on Rutten Lane close to the site access junction
  - A traffic calming / gateway feature on Rutten Lane to the north of the vehicle access onto Rutten Lane is required
- The traffic impact assessment undertaken so far is not considered robust and does not adequately assess the impact of the development on the local road network. Further assessment is required in order to fully demonstrate the impact of the development on the road network and demonstrate how an identified package of mitigation will alleviate the likely significant impacts of development in this location.

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

### S106 Contributions:

<b>Contribution</b>	<b>Amount</b>	<b>Price base</b>	<b>Index</b>	<b>Towards</b>
Mobility Hub	TBC*		Baxter	Contribution toward the delivery of a mobility hub at London Oxford Airport as indicated in Local Plan Partial Review Policy PR4a and Appendix 4

Highway works package 1	TBC*		Baxter	Contribution toward bus priority measures on, and connecting with the A44 and mobility hub as indicated in Local Plan Partial Review Policy PR4a and Appendix 4
Highway works package 2*	TBC		Baxter	Contribution toward the delivery of off-site pedestrian and cycle infrastructure improvements to key locations as indicated in Local Plan Partial Review Policy PR4a and Appendix 4
Public transport services	£798,525	December 2021	RPI-x	New and enhanced public transport services to the site
Public transport infrastructure	£28,068	March 2022	Baxter	3 x RTI displays at bus stops serving the site.
Traffic Regulation Order	£6,640 (2 x £3,320)	March 2022	RPI-x	1 x TRO in order to consult on and implement a speed reduction on the A44  1 x TRO in order to consult on and implement a Controlled Parking Zone, or alternative parking restrictions, within the site
Travel Plan Monitoring	£6,684	December 2021	RPI-x	Monitoring of the Framework Travel Plan (£2,563), Residential Travel Plan (£2,563) and Care Home Travel Plan (£1,558) for a period of 5 years.
Public Rights of Way	£250,000	March 2022	Baxter	Improvements to existing PRow in the vicinity of the site to enable improved access for future residents and to fund the negotiation and construction of new footpath and bridleway links

\*The Highway Authority is currently reviewing the cost estimates for the off-site bus priority, mobility hub and pedestrian and cycle routes identified in Appendix 4 of the Cherwell Local Plan Partial Review.



### **S278 Highway Works:**

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

- Signalised site access junction incorporating pedestrian and cycle crossing facilities onto A44 at Begbroke Hill, details to be agreed with Highway Authority
- Site access junction onto Rutten Lane, incorporating relocated medical centre access junction, details to be agreed with Highway Authority
- Segregated pedestrian and cycle infrastructure along A44, including crossings at agreed locations, between the site access junction with Begbroke Hill and the Cassington Road junction. Details to be agreed with Highway Authority
- A traffic calming / gateway feature on Rutten Lane, to the north of the Rutten Lane site access junction
- A southbound bus stop on Rutten Lane near to the site access junction including:
  - an RTPI compatible 3-bay shelter with power for RTPI display and suitable in-shelter lighting
  - a pole/flag/timetable case to OCC Premium Route specification, and
  - appropriate crossing facilities.
- Speed restriction to 40mph on A44 from Spring Hill Road to Cassington Road
- Signalised pedestrian and cycle crossing of Godstow Road near to the Wolvercote roundabout, details and location to be agreed with Highway Authority.

### **Notes:**

This is to be 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, including commuted sums, that apply to all S278 agreements however the S278 agreement may also include an additional payment(s) relating to specific works.

### **S38 Highway Works:**

An obligation to provide a spine road and primary / secondary street network as part of the highway network will be required for the development. The S106 agreement will secure delivery via future completion of a S38 agreement. This shall include all necessary infrastructure (signage, lining etc.) required for the implementation of a Controlled Parking Zone.

## **Planning Conditions:**

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

### **Construction Traffic Management Plan**

A Construction Traffic Management Plan shall be submitted to the Local Planning Authority and agreed prior to commencement of works. This shall identify;

- The routing of construction vehicles and management of their movement into and out of the site by a qualified and certificated banksman,
- Details of times for construction traffic and delivery vehicles, which must be outside network peak and school peak hours,
- Access arrangements and times of movement of construction vehicles (to minimise the impact on the surrounding highway network),
- Details of wheel cleaning / wash facilities to prevent mud, etc from migrating on to the adjacent highway,
- Contact details for the Site Supervisor responsible for on-site works,
- Parking and Travel initiatives for site related worker vehicles,
- Engagement with local residents and neighbours.

### **Framework Travel Plan**

Prior to first occupation an updated Framework Travel Plan shall be submitted to and approved by the Local Planning Authority.

### **Residential Travel Plan**

Within three months of first occupation a Travel Plan for the residential dwellings shall be submitted to and approved by the Local Planning Authority.

### **Care Home Travel Plan**

Within three months of first occupation of the care home a Travel Plan for the care home shall be submitted to and approved by the Local Planning Authority.

### **On-street Parking**

Prior to use or occupation, the developer shall submit details of the implementation of a Residents Parking Zone to the Local Planning Authority for agreement and thereafter implement, maintain and enforce the parking controls until such time as the roads are adopted by the local highway authority.

## **Key Points:**

- Further details are required to demonstrate safe and suitable access for all users.
- Alterations are required to the off-site highway works proposed by the applicant to ensure that those works adhere to the standards required of LTN 1/20 and align with the infrastructure identified for the A44.

- It is not considered that the Transport Assessment has adequately assessed evidenced the traffic impact of the development, given the scale of the development and known congestion issues on the local highway network north of Oxford.
- Contributions will be required towards off-site bus priority measures for the A44, public transport services, a mobility hub, and new / improved pedestrian and cycle routes in order to ensure that the site is made highly accessible by sustainable transport.
- A residents parking scheme, which mirrors the operation of a Controlled Parking Zone, will be required for the site. Car parking will be limited on site, the details of which can be decided at Reserved Matters stage.
- The indicative masterplan shows a generally acceptable pattern of development, details of which can be decided at Reserved Matters stage.

## **Comments:**

### **Accessibility**

The site is allocated in the Cherwell Local Plan Partial Review as suitable to accommodate Oxford's unmet housing need. One of the main reasons for the site's allocation is that its location enables the site to be made highly accessible by active and sustainable travel modes. The site is located adjacent to the A44 and the infrastructure requirements highlighted in the Local Plan Appendix 4, including enhanced bus services, and high-quality pedestrian and cycle links to nearby communities as well as toward Oxford city, indicate how it is envisaged that the site will be made sustainable and accessible by non-car transport modes.

### **Vehicle Access**

The principle of the form and location of the two vehicle access junctions into the site is accepted. The general arrangement of the vehicle access onto the A44 is acceptable. However, note should be taken of the comments below on the need to review the crossing arrangements. It must be demonstrated that this junction has sufficient capacity to accommodate the development traffic associated with the PR8 site, which will also be taking access from this junction from the eastern arm.

Regarding the site access onto Rutten Lane, while visibility splays have been provided to demonstrate that appropriate visibility can be provided along the horizontal plane, this does not take account of the gradient of Rutten Lane in this location. I therefore request that plans are submitted which demonstrate that appropriate visibility between the site access junction and Rutten Lane can be achieved on the vertical plane, taking account of the gradient of Rutten Lane.

Access to the medical centre is to be altered and taken from the new access road, just within the site. Given the close proximity of the medical centre access junction with the new access road, and the new site access junction with Rutten Lane, it is essential that a good degree of intervisibility between the medical centre access junction and Rutten



I also note that the cross section of the pedestrian and cycle infrastructure along the A44 site frontage does not reflect that of the A44 corridor study preferred option.

In terms of the crossings, LTN 1/20 states that cycle crossings at junctions and across links should not be staggered. Crossings should be made in a legible manner, without requiring people to deviate significantly from their overall desire lines and that cyclists should preferably be kept separate from pedestrians through junctions.

Since the provision of high-quality sustainable infrastructure will be key in delivering these sites, we therefore consider that cycle crossing facilities should be provided directly adjacent to the pedestrian crossings as per LTN 1/20 paras 10.4.21 - 10.4.25 (copied below). Such facilities will increase the attractiveness of the cycle routes.

### Signal controlled cycle facility

**10.4.21** A signal-controlled cycle facility may be provided where a cycle track is connected across a road or an arm of a junction. The crossing may be for cyclists only, but can be provided adjacent to a pedestrian crossing facility which may be useful where separate but parallel routes exist. The pedestrian and cycle crossings do not have to operate with the same signal timings.

**10.4.22** The pedestrian crossing is signalled in the usual way, and the cycle facility is indicated using signals to TSRGD diagrams 3000.2 or 3000.2A, and markings to TSRGD diagram 1055.3. Cyclists generally travel faster than pedestrians and the cycle crossing should preferably operate as a single stage, without the need for cyclists to wait on refuges in the middle of the carriageway. This can be achieved by setting the cycle crossing outside any pedestrian crossing refuges. On two-stage crossings a straight or angled alignment at the refuge should be provided for cyclists even if the pedestrian crossing is staggered (see Figures 10.9 and 10.10).



**10.4.23** The design of the cycle crossing should make it clear that it is not to be used by pedestrians. The footway and cycle track on the approach to the crossing should be paved in contrasting materials and preferably at different levels, separated by a kerb.

**10.4.24** When provided as part of a junction, or as a stand-alone facility, signal controlled cycle facilities must not be marked with a controlled area indicated by zig-zag markings.

**10.4.25** However, a stand-alone pedestrian crossing (puffin or pedex) provided alongside a signal controlled cycle facility will require a controlled area in the usual way. Sufficient space will need to be provided between the crossing and the cycle facility to accommodate this, noting the flexibility in the number of zig-zag marks that may be provided. Where this is not possible, the Department may consider authorising a controlled area to be placed in a layout that encompasses both facilities.

The number and location of pedestrian and cycle access points into the site from both the A44 and from Rutten Lane appears appropriate and largely align with pedestrian desire lines for crossing and onward journeys. One concern however, is access to the southbound bus stop at the southern-most pair of bus stops onto the A44. While I note the nearest crossing of the A44 to the north is located in order to enable direct access across to the PR8 site for east-west links, this crossing is not best located for access to the bus stop, particularly for future residents of the southern end of the site. OCC would request that access to that pair of bus stops is reviewed and improved in order to make public transport as easily accessible and convenient as possible. The location of the bus stop should be reviewed particularly with the delivery of a southbound bus lane along this section of the A44.

Further south towards Oxford there is currently lacking a suitable pedestrian and cycle crossing over the Godstow Road arm of the Wolvercote roundabout. Given that the city will be a key destination for commuters from the development, and the highlighted need

to make sustainable transport as safe, convenient and attractive as possible, it will be necessary for the development to provide a suitable crossing over Godstow Road. This should be provided through a S278 agreement with details of the exact location and layout of the crossing to be agreed with the county council.

To the north of the site, at Begbroke, the county council has secured funding for the delivery of a safe crossing over the A44. This is expected to be in place ahead of the delivery of the PR9 development.

### **Traffic Impact**

It is known that, alongside the consortium of transport consultants working for the wider allocated 'Partial Review' sites north of Oxford, a traffic modelling exercise is progressing using an updated VISSIM model of the North Oxford road network. This will test the impact of the developments cumulatively as well as refine the mitigation packages required from all of the Partial Review development sites. This work is ongoing and is as yet incomplete.

This is required in order to fully understand the impacts of the developments on the existing road network, given known congestion issues, and to demonstrate how the mitigation package will enable further development in this area, by providing for access by sustainable transport modes, and potentially where additional or alternative mitigation schemes may be required to address impacts that are directly related to the development.

The traffic impact assessment that has been undertaken so far in the Transport Assessment uses a trip rate derived from the TRICS database which, while robust, does not take account of the required modal splits that are to be accommodated for through enhancements to sustainable transport options.

The modelling that has been undertaken in the Transport Assessment has looked at a number of the junctions along the A44 corridor in isolation - modelling the geometry, signal phases etc. of each with existing and predicted future traffic flows. This approach is not considered appropriate in this instance as it is not considered to accurately reflect the road network in this area, given the impacts and interrelations that junctions in this area have on each other and along the corridor as a whole which otherwise would not be reflected in individual junction capacity assessments.

While high-level strategic transport modelling had been undertaken through the Local Plan review process, this level of modelling would not show the level of detail required, such as impacts at individual junctions which can be obtained from the VISSIM model. That modelling assessment was also undertaken on the quantum of development allocated for in the local plan, however it is now understood that a number of the allocated sites may be looking to provide additional dwellings or facilities on the sites above that which was allocated for, for instance addition of an extra care residential care home in this application. These additional impacts need to be assessed to determine whether the mitigation package previously identified is still adequate or whether alternative or additional transport enhancements are required.

The county council is encouraged by the approach being taken to jointly model the north Oxford Road network along with the other allocated PR sites. However, while that work is ongoing and in the absence of a detailed assessment of the development's impact on the local road network, the county council must object to the application at this time.

### **Cassington Road junction**

The assessment that has been carried out so far has shown the potential need for a mitigation scheme at the A44 / Cassington Road junction. The applicant has proposed to signalise that junction in order to ease capacity issues. This would be advantageous in terms of the potential to provide bus priority through the junction and safe and suitable pedestrian and cycle crossing facilities at the junction. However, as set out above, further traffic and transport modelling work is required in order to fully determine the extent and form of mitigation packages required for each development.

### **Mitigation**

Appendix 4 of the Local Plan Partial Review indicates the level of infrastructure required to support the delivery of the Partial Review sites. The items listed in the appendix all relate to providing new and / or enhanced sustainable transport access between the development sites and key destinations, such as links to existing nearby settlements, employment areas and towards Oxford city.

One key piece of infrastructure identified in the Local Plan Partial Review is the 'Mobility Hub' at Oxford Airport. This is shown as being required in order to remove through traffic from the local road network in order to accommodate the Partial Review developments. It is anticipated that each Partial Review development contributes proportionately towards the delivery of the Mobility Hub. It is understood that the modelling exercise currently being undertaken will be testing the impact of the Mobility Hub on background traffic flows and accordingly, the scale of what is required at the Mobility Hub.

The PR9 site will also be expected to directly deliver sections of the enhanced pedestrian and cycleway along the A44 to provide a high-quality connection between the site and Oxford, as well as contribute proportionately towards improved connections to other nearby destinations (such as Langford Lane, Kidlington, Oxford Airport and the Oxford canal towpath).

As set out below, proportionate contributions will also be required towards implementing bus priority measures along, and connecting with, the A44 to provide a high-quality and reliable public transport service between the site and Oxford.

OCC is currently reviewing the cost estimates for the Mobility Hub, pedestrian and cycle infrastructure and bus priority schemes outlined in Appendix 4. However, as set out above, the modelling exercise being undertaken by the consortium of developers is also expected to refine the scheme of mitigation required.

## **Public transport**

Oxfordshire County Council seeks to ensure that all new development is accessible by public transport services that offer real travel choice for residents or employees on the site. This is achieved by securement of financial contributions or conditions through the planning process.

Bus service and infrastructure contributions are required to deliver upgraded bus services to enable a high bus modal share from the development, as outlined in the Partial Review and in accordance with Policy PR4a.

### Bus service contributions

Paragraph 3.18 of the Transport Assessment acknowledges that the County Council has identified potential public transport improvements on the A44 corridor, including a Mobility Hub in the vicinity of Oxford Airport and enhanced bus services. These will complement proposed bus priority measures which will promote sustainable travel on the corridor and reduce the impact of development on the road network.

The proposals consist of:

- improvement of the existing bus service between Woodstock and Oxford city centre to four buses per hour; and
- new route between the PR8 development site, Yarnton, Oxford Parkway and Oxford city centre or the Eastern Arc operating at up to two buses per hour.

Combined, these services will provide attractive journey options to Oxford, Oxford Parkway station and Woodstock, as well as facilitating the delivery of a Park & Ride site in the vicinity of Oxford Airport.

The upgrade requires an additional six vehicles to deliver. The County Council uses a declining subsidy model to calculate the costs of such services, which is equivalent to £787,500 per vehicle (£175,000 in the first year, then declining at a linear rate to zero). The total cost of providing these services is therefore £4.725 million.

These costs are to be apportioned between development sites PR8 and PR9. In total the two developments are expected to deliver 2,490 dwellings plus a significant expansion of the Begbroke Science Park on the PR8 site, of which 540 dwellings and a care home are proposed on the PR9 site at Yarnton. Factoring in the impact of both the Begbroke Science Park and the Care Home, the PR9 site represents 16.9% of the total development quantum across the two sites, this is equivalent to a public transport services contribution from this application of **£798,525**.

### Bus infrastructure

A contribution towards improved bus priority infrastructure along the A44 is required, in accordance with Policy PR4a. This is necessary to enable the upgraded bus service and to ensure the bus is an attractive and credible journey choice, to ensure bus has a high



modal share. The contribution amount is to be determined once scheme costings and a contributions strategy is complete. Part of this scheme is being forward funded through the Oxfordshire Growth Deal, and as such contributions are required to recover these funds in accordance with Policy PR11.

Bus stop requirements are as follows, to be delivered as S278 works:

#### *Rutten Lane (health centre)*

An additional stop required southbound in vicinity of site entrance, together with moving the northbound stop to a more appropriate location if necessary. The detailed site entrance plans will need to take this into account. The additional southbound stop will require:

- an RTPPI compatible 3-bay shelter with power for RTPPI display and suitable in-shelter lighting;
- a pole/flag/timetable case to OCC Premium Route specification; and
- appropriate crossing facilities.

#### *A44 existing stops (Sandy Lane)*

An improvement to crossing facilities is required at this location so that passengers from all parts of the development can access these stops effectively and safely. As currently shown, safe access to the southbound bus stop would be inconvenient for those at the southern end of the site due to the location of the crossing

#### *A44 new stops*

The northbound stop must be moved further south to reduce walking distance to the northern part of the site. Stops should include RTPPI compatible 3-bay shelters with power for RTPPI display, and pole/flag/timetable cases to OCC specification. Ensure appropriate crossing facilities.

An S106 contribution towards the provision of RTPPI displays is required at three stops. The cost of each unit, including a commuted sum for maintenance, is currently £9,356, so a total contribution of **£28,068** is required for this purpose.

All figures will be index-linked to December 2020.

### **Car Parking**

Considering the site's location and the need to make the site highly accessible by non-car modes and ensure a low private vehicle mode share, the county council seeks that the level of car parking per dwelling is limited. At the time of writing, the County Council is reviewing its car parking standards, and it is expected that new standards will be adopted in autumn 2022.

We consider that details of car parking numbers and layout will be determined at the Reserved Matters stage in accordance with the standards adopted at that time. It is important to note that the county council would not be supportive of a development in this location which provides a high level of car parking and caters for the convenience of private car use. We therefore consider that a more flexible approach to allocated and unallocated car parking would be appropriate for this development. For example, one allocated off-street car parking space per dwelling with provision for a set number of unallocated car parking spaces on-street which could potentially be reclaimed for other uses in the future, given the declining trend in levels of car ownership.

The county council's strategy for managing car parking across all of the PR sites is for the sites to implement Controlled Parking Zones from the start. This is required in order to both manage on-street parking demand, avoid inappropriate parking, and also to ensure that the development site does not become an informal 'park and ride' given the site's proximity to what will become a direct and frequent bus service into the city. However, a CPZ can only be implemented by the county council once the street have been adopted. Therefore, prior to the adoption of the on-site streets a private parking enforcement scheme for the site, which mirrors the operation of a CPZ, will be required. This approach has recently been taken with the Barton Park residential development.

### **Indicative Masterplan**

The 'Indicative Movement' strategy of the Indicative Masterplan is appropriate. We note the inclusion of a key north-south pedestrian and cycle route along the spine of the development. This will provide an attractive and direct access for pedestrians and cyclists to the expanded school site to the south as well provide an onwards connection towards Cassington Road.

Of equal importance is the provision of west-east pedestrian and cycle connections onto and across the A44 as most trips from the residential trips will be external to the site (either north or south on the A44 via the enhanced pedestrian / cycle facilities or across the A44 towards the employment and / or local facilities at the PR8 site and to Kidlington beyond). There are four pedestrian and cycle connections onto the A44 from the site. These must be appropriately located to the proposed crossing facilities.

Land is reserved in the site for the future expansion of William Fletcher Primary School. The site will need to provide appropriate access to this site, which the Indicative Masterplan suggests.

The detailed layout will be determined at the Reserved Matters stage.

### **Public Rights of Way**

Please see comments from OCC Public Rights of Way below:

This development affects public rights of way, although they have been incorporated with in its design. Standard measures below will apply.

Without prejudice to the ongoing stages of this development there should be a condition imposed requiring pre-approval of footpath width, surface, signing, gradients and furniture. All of these will need upgrading and improving, including removing failed surfaces, to provide year-round access and cater for the increased use. Brief site-specific points are outlined below:

- In terms of access points, I am not supportive of the proposed primary road crossing of bridleway. A controlled crossing point for bridleway users will be needed and/or a continuation of bridleway route through the site and the retention of a controlled pedestrian / cycle crossing facility and way east to the main road. This will need to be resolved at Reserved Matters.
- Tertiary 3m shared use cycle/footway (green dashed line). These are welcomed and the developer needs to ensure these run highway to highway and are constructed to adoptable standard as part of the S38 agreement including where shown outside of their red line. If these use public footpaths then it may be appropriate to secure legal cycling rights by conversion to Cycle Track under Order. These routes may also be suitable for enabling horse rider access and in these cases dedication as bridleway will be appropriate with provision for horse-friendly surfacing to be included - and the specification for width and surfacing needs to be agreed at Reserved Matters.
- Secondary 4m wide shared use cycle/footway (light brown dashed line). As above, these are welcomed and developer need to ensure these run highway to highway and are constructed to adoptable standard as part of the S38 agreement including where shown outside of their red line. If these use public footpaths then it may be appropriate to secure legal cycling rights by conversion to Cycle Track under Order. These routes may also be suitable for enabling horse rider access and in these cases dedication as bridleway will be appropriate with provision for horse-friendly surfacing to be included - and the specification for width and surfacing needs to be agreed at Reserved Matters.
- Equestrian access - I see no reason why the development can not include horse provision, especially in existing bridleways and I am keen to see both provision for equestrians along bridleway 124/4 and 124/1 and 420/17 via footpaths or shared use path across to and along Frogwelldown Lane. Again, the specification including width and surface needs agreeing at the Reserved Matters stage. See sketch below for a proposed horseride / walk / cycle circuit.
- Extension to Frogwelldown Lane cycle path. Currently this cycle facility is proposed to run around the perimeter of the site. I feel this should be extended to the north east to connect with Burleigh Lane and included in the s278 agreement for the whole length of highway.

## Offsite Contribution

The public rights of way network outside of the site will be placed under greater pressure as a result of the development. Assuming the cyclepath will be continued to Burleigh Lane and that all onsite P<sub>RoW</sub> will have proposed specification for upgrade submitted as part of Reserved Matters, I will be seeking contribution to enable improvement on the continuation of Dolton lane bridleway to the north west. The contribution will also fund the negotiation and construction of a bridleway link between the two bridleways to the west side of Bladon Heath. Other routes to be upgraded include the Priory path to Bladon and paths to the west and south of the site. At this stage and depending on whether my assumptions and points are confirmed, I will be seeking a contribution of £250,000 for offsite measures and a longstop of 10 years. This contribution will allow the Countryside Access Strategy 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 – in the ‘impact’ area up to 3km from the site, predominantly to the west, south and north of the site. 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 and protection measures such as anti-motorcycle barriers. New links between existing rights of way would also be included to benefit non-motorised users.

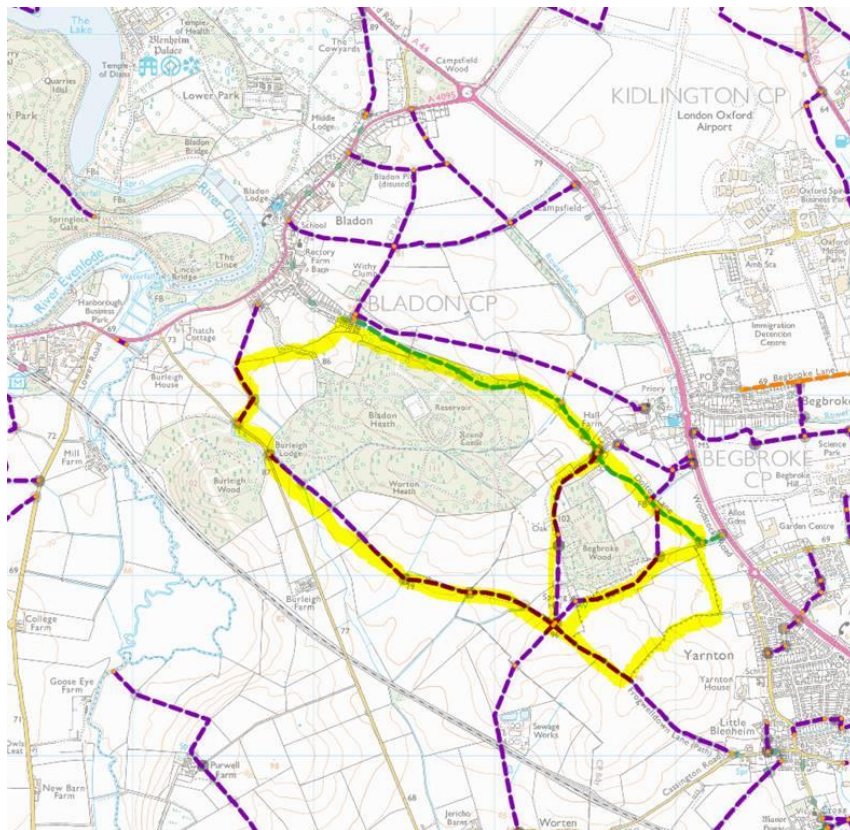


Figure 2. Public Rights of Way in vicinity of site and proposed P<sub>RoW</sub> circuit.

## Standard measures for applications affecting public rights of way:

1. Correct route of public rights of way: Note that it is the responsibility of the developer to ensure that their application takes account of the legally recorded route and width of any public rights of way as recorded in the definitive map and statement. This may differ from the line walked on the ground and may mean there are two routes with public access. The Definitive Map and Statement is available online at [www.oxfordshire.gov.uk/definitivemap](http://www.oxfordshire.gov.uk/definitivemap)
2. Protection from breaks in public rights of way and vehicle crossings/use of public rights of way: Many public rights of way are valuable as access corridors and as continuous wildlife and landscape corridors. As a matter of principle, P<sub>RoW</sub> should remain unbroken and continuous to maintain this amenity and natural value. Crossing P<sub>RoW</sub> with roads or sharing P<sub>RoW</sub> with traffic significantly affects wildlife movements and the function of the P<sub>RoW</sub> as a traffic free and landscape corridor. Road crossings of P<sub>RoW</sub> should be considered only as an exception and in all cases provision must be made for wildlife access and landscape, and with safe high quality crossing facilities for walkers, cyclists and equestrians according to the legal status of the P<sub>RoW</sub>. Vehicle access should not be taken along P<sub>RoW</sub> without appropriate assessment and speed, noise, dust and proximity controls agreed in advance with OCC Countryside Access.
3. Mitigation and Improvements of routes: Public rights of way through the site should be integrated with the development and improved to meet the pressures caused by the development. This may include upgrades to some footpaths to enable cycling or horse riding and better access for commuters or people with lower agility. The package of measures needs to be agreed in advance with OCC Countryside Access. All necessary P<sub>RoW</sub> mitigation and improvement measures onsite need to be undertaken prior to first occupation so that new residents are able to use the facilities without causing additional impacts and without affecting existing users to ensure public amenity is maintained.
4. Protection of public rights of way and users: Routes must remain useable at all times during a development's construction lifecycle. This means temporary or permanent surfacing, fencing, structures, standoffs and signing need to be agreed with OCC Countryside Access and provided prior to the commencement of any construction and continue throughout. Access provision for walkers, cyclists and horseriders as vulnerable road users needs to be maintained. This means ensuring noise, dust, vehicle etc impacts are prevented.
5. Temporary obstructions and damage: No materials, plant, vehicles, temporary structures or excavations of any kind should be deposited / undertaken on or adjacent to the Public Right of Way that obstructs the public right of way whilst development takes place. Avoidable damage to P<sub>RoW</sub> must be prevented. Where

this takes place repairs to original or better standard should be completed within 24hrs unless a longer repair period is authorised by OCC Countryside.

6. Route alterations: The development should be designed and implemented to fit in with the existing public rights of way network. No changes to the public right of way's legally recorded direction or width must be made without first securing appropriate temporary or permanent diversion through separate legal process. Note that there are legal mechanisms to change PRow when it is essential to enable a development to take place. But these mechanisms have their own process and timescales and should be initiated as early as possible – usually through the local planning authority. Any proposals for temporary closure/diversion need to have an accessible, level, safe and reasonably direct diversion route provided with necessary safety fencing and stand-off to ensure public amenity is maintained for the duration of the disturbance.
7. Gates / right of way: Any gates provided in association with the development shall be set back from the public right of way or shall not open outwards from the site across the public right of way.

## **Travel Plan**

Please see comments from OCC Travel Plan team below:

The Framework Travel Plan does not meet OCC requirements and will need to be resubmitted and approved prior to first occupation. For more information see the detailed comments section below.

### Framework Travel Plan specific comments:

- Add the planning application number
- Add the anticipated number of occupiers for each part of the development (organisations, residents, staff, visitors, etc.)
- Add the planned / estimated date of occupation of whole site or each stage
- Need firmer commitments in the Framework Travel Plan that a Travel Information Pack will be delivered and what this will include
- Need more information on cycle parking, will the care home have showers / lockers / changing facilities for staff?
- Paragraph 4.1 – the TPC should be in place for a minimum of five years post full occupation
- Add a commitment to send the name and contact details of the Travel Plan Co-ordinator to the Travel Plans Team as soon as they are appointed, note that both the residential site and the care home will require a TPC
- Add clarification of the timescales for completion of individual Travel Plans & the implementation of specific measures within them as the development proceeds, including management & review
- Surveys should continue for five years after full occupation; and
- Add a commitment to send the results of all travel surveys to the Travel Plans Team at Oxfordshire County Council within one month of survey completion.

In line with [Oxfordshire County Council thresholds](#), 540 dwellings triggers the requirement for a Residential Travel Plan and an associated £2,379 monitoring fee. The 9,000 [sqm](#) elderly / extra care home will potentially also trigger a Travel Plan and monitoring fee.

It is stated in the submitted Framework Travel Plan that a Travel Information Pack will be distributed to residents at the point of occupation. Oxfordshire County Council Travel Information Pack guidance is [available online](#).

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

### **Mobility Hub Contribution**

#### **Towards:**

A Mobility Hub at London Oxford Airport as identified in Local Plan Partial Review Policy PR4a and Appendix 4.

#### **Justification:**

Policy SLE4 of the existing Local Plan (2015) supports an overall strategy where growth is directed to the most sustainable locations in Cherwell, facilitates the use of sustainable modes of transport and encourages measures which help reduce greenhouse gas emissions.

The policy requires new development to provide contributions to mitigate transport impacts and favours the implementation of proposals in the Oxfordshire Local Transport Plan (LTP) which provides for the delivery of key transport infrastructure and increased use of sustainable transport.

The Partial Review locates growth close to Oxford to minimise the impact of vehicle trips on the road network. It focuses on improving non-car travel options, safety of movement and improved journey times for existing residents, key employment locations and new residents.

The road network around north Oxford suffers from high levels of traffic congestion and delay exacerbated by major road and rail intersections. Oxford is covered by a city-wide Air Quality Management Area (AQMA) supported by a Management Plan intending to improve city-wide low air quality and congestion by prioritising sustainable transport measures. Within south Cherwell, a small section of the Bicester Road at the edge of Kidlington is also designated as an AQMA.

The Oxford Transport Strategy (part of the Local Transport Plan) responds to these issues with proposed 'Rapid Transit' routes including improved and priority bus services (including electric vehicles) and a new Mobility Hub facility at the Woodstock / A44 roundabout. The mobility hub would act to remove traffic from the local highway network

as car drivers switch to sustainable transport modes for onward journeys. This reduction in through traffic is required in order to accommodate the Partial Review site allocations.

Policy PR4a of the Local Plan Partial Review states that:

The strategic developments provided for under Policies PR6 to PR9 will be expected to provide proportionate financial contributions directly related to the development in order to secure necessary improvements to, and mitigations for, the highway network and to deliver necessary improvements to infrastructure and services for public transport. Where necessary, the provision of land will be required to support the implementation of relevant schemes set out in the Local Transport Plan 4 (including the Oxford Transport Strategy), the A44/A4260 Corridor Study and Local Plan Partial Review Transport Mitigation Assessment.

**Calculation:**

The Highway Authority is currently reviewing the cost estimate for the mobility hub, bus priority improvements and pedestrian and cycle infrastructure improvements.

It is also noted that a transport modelling exercise is being undertaken which will test the impact of two phases of the delivery of the mobility hub and refine the capacity required in order to accommodate the allocated PR sites.

The contribution required will be fair and proportionate across all PR sites.

**Highway Works Package 1** – Bus priority infrastructure

**Towards:**

Bus priority measures on, and connecting with, the A44 and mobility hub as identified in Local Plan Partial Review Policy PR4a and Appendix 4.

**Justification:**

As above.

**Calculation:**

The Highway Authority is currently reviewing the cost estimate for the mobility hub, bus priority improvements and pedestrian and cycle infrastructure improvements.

It is also noted that a transport modelling exercise is being undertaken which will test the impact of the bus priority measures, including more detail of the extent of where bus priority measures are required.

The contribution required will be fair and proportionate.

**Highway Works Package 2** – Off-site pedestrian and cycle infrastructure

**Towards:**

Contribution toward the delivery of new and / improved off-site pedestrian and cycle routes to key locations as identified in Local Plan Partial Review Policy PR4a and Appendix 4.



**Justification:**

As above

**Calculation:**

The Highway Authority is currently reviewing the cost estimate for the mobility hub, bus priority improvements and pedestrian and cycle infrastructure improvements.

Fair and proportionate contributions will be sought toward the delivery of new / improved routes between the site and key local destinations and employment areas.

**£798,525 Public Transport Service Contribution** indexed from October 2021 using RPI-x

**Towards:**

New and enhanced public transport services to the site

**Justification:**

Paragraph 3.18 of the Transport Assessment acknowledges that the County Council has identified potential public transport improvements on the A44 corridor, including a Mobility Hub in the vicinity of Oxford Airport and enhanced bus services. These will complement proposed bus priority measures which will promote sustainable travel on the corridor and reduce the impact of development on the road network.

The proposals consist of:

- improvement of the existing bus service between Woodstock and Oxford city centre to four buses per hour; and
- a new route between the PR8 development site, Yarnton, Oxford Parkway and Oxford city centre or the Eastern Arc operating at up to two buses per hour.

Combined, these services will provide attractive journey options to Oxford, Oxford Parkway station and Woodstock, as well as facilitating the delivery of a Mobility Hub site in the vicinity of Oxford Airport.

Policy PR4a of the Local Plan Partial Review states that:

The strategic developments provided for under Policies PR6 to PR9 will be expected to provide proportionate financial contributions directly related to the development in order to secure necessary improvements to, and mitigations for, the highway network and to deliver necessary improvements to infrastructure and services for public transport. Where necessary, the provision of land will be required to support the implementation of relevant schemes set out in the Local Transport Plan 4 (including the Oxford Transport Strategy), the A44/A4260 Corridor Study and Local Plan Partial Review Transport Mitigation Assessment.

Paragraph 110 of the NPPF states that developments should be located and designed where practical to give priority to pedestrian and cycle movements and have access to high quality public transport facilities.

Connecting Oxfordshire: Oxfordshire County Council's Fourth Local Transport Plan 2015-2031 (LTP4) [adopted in September 2015] includes the following policies:

**Policy 3**

*Oxfordshire County Council will support measures and innovation that make more efficient use of transport network capacity by reducing the proportion of single occupancy car journeys and encouraging a greater proportion of journeys to be made on foot, by bicycle, and/or by public transport.*

**Policy 17**

*Oxfordshire County Council will seek to ensure through cooperation with the districts and city councils, that the location of development makes the best use of existing and planned infrastructure, provides new or improved infrastructure and reduces the need to travel and supports walking, cycling and public transport.*

**Policy 34**

*Oxfordshire County Council requires 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.*

The bus service contribution is therefore essential to adhere to the principle of 'presumption in favour of sustainable development' at the heart of the National Planning Policy Framework and is a requirement under policy BIC 12 of the Cherwell Local Plan.

**Calculation:**

The upgrade requires an additional six vehicles to deliver. The County Council uses a declining subsidy model to calculate the costs of such services, which is equivalent to £787,500 per vehicle (£175,000 in the first year, then declining at a linear rate to zero). The total cost of providing these services is therefore £4.725 million (at October 2021 prices).

These costs are to be apportioned between development sites PR8 and PR9. In total the two developments are expected to deliver 2,490 dwellings plus a significant expansion of

the Begbroke Science Park on the PR8 site, of which 540 dwellings and a care home are proposed on the PR9 site at Yarnton.

Factoring in the impact of both the Begbroke Science Park expansion (in terms of peak hour traffic generation, the equivalent of 780 additional dwellings on the PR8 site) and the Care Home (in terms of peak hour traffic generation the equivalent of 16 additional dwellings on the PR9 site), the PR9 site represents 16.9% of the total development quantum across the two sites, this is equivalent to a public transport service contribution from this application of £798,525 (16.9% of £4,725,000).

**£28,068 Public Transport Infrastructure Contribution** indexed from March 2022

using Baxter Index

**Towards:**

3 x RTI displays at bus stops serving the site.

- At a new southbound bus stop on Rutten Lane
- At the pair of new stops on the A44 at the site access.

**Justification:**

The provision of suitable bus stop infrastructure is required in order to meet the policy requirements set out under the justification statement for the 'Public Transport Service Contribution' set out above.

**Calculation:**

The figure is directly related to the infrastructure and maintenance costs for the provision of 3 x RTI displays at a cost of £9,356 per unit (inclusive of maintenance). As such it is fairly and reasonably related in scale and kind to the development.

**£6,640 Traffic Regulation Order Contribution** indexed from March 2022 using RPI-x

**Towards:**

Consultation on and the implementation of:

- A 40mph speed restriction for the A44
- A Controlled Parking Zone for the development site, once the on-site streets are adopted

**Justification:**

The TRO fees are directly related to the implementation of the development.

The new site access arrangements incorporate pedestrian and cycle crossings over the A44, while there is a need to encourage the use of more sustainable modes of transport. In the interest of both highway safety and of providing a more attractive walking and cycling environment, it is considered necessary to reduce the current speed restriction on the A44 to 40mph. This requirement is set out in Appendix 4 of the Cherwell Local Plan Partial Review.

The county council's strategy for managing car parking across all of the PR sites is for the sites to implement Controlled Parking Zones from the start. This is required in order

to both manage on-street parking demand, avoid inappropriate parking, and also to ensure that the development site does not become an informal 'park and ride' given the site's proximity to what will become a direct and frequent bus service into the city. A Traffic Regulation Order is required in order to implement a Controlled Parking Zone, once the on-site roads and streets are adopted by the Highway Authority.

### **Calculation:**

The contribution is calculated on a standard charge which applies for administrative costs for TROs throughout Oxfordshire. This charge also includes the costs for public consultation required for the proposed TRO.

The County Council's costs for new or amended TROs is £3,320 for each instance.

The County Council considers that its TRO fee is fairly and reasonably related in scale and kind to the development.

**£250,000 Public Rights of Way Contribution** indexed from March 2022 using Baxter Index

### **Towards:**

Improvements to existing PRoW in the vicinity of the site to enable improved access for future residents and to fund the negotiation and construction of new footpath and bridleway links

## **1. Introduction**

This note has been produced in order to aid any consideration of the s106 Planning Obligation in relation to public rights of way in light of the requirements of Community Infrastructure Levy Regulation 122. It should be considered alongside the OCC Countryside Access Strategy response to the application.

## **2. Background**

Oxfordshire County Council (OCC) manages the legal record and access functions on the public rights of way and access land network. In addition to the statutory functions of recording, protecting and maintaining public rights of way, part of the authority's role includes securing mitigation measures from residential and commercial developments that will have an impact on the public rights of way and access land network in order to make those developments acceptable. The proposed measures also meet the aims and outcomes of the adopted Oxfordshire Rights of Way Management Plan 2015-2025 ([www.oxfordshire.gov.uk/rowip](http://www.oxfordshire.gov.uk/rowip)). This note applies to the £250,000 index-linked s106 contribution requested in relation to the application for Rutten Lane, Yarnton, ref 21-03522-OUT

## **3. Meeting the statutory tests in Community Infrastructure Levy Regulation 122:**

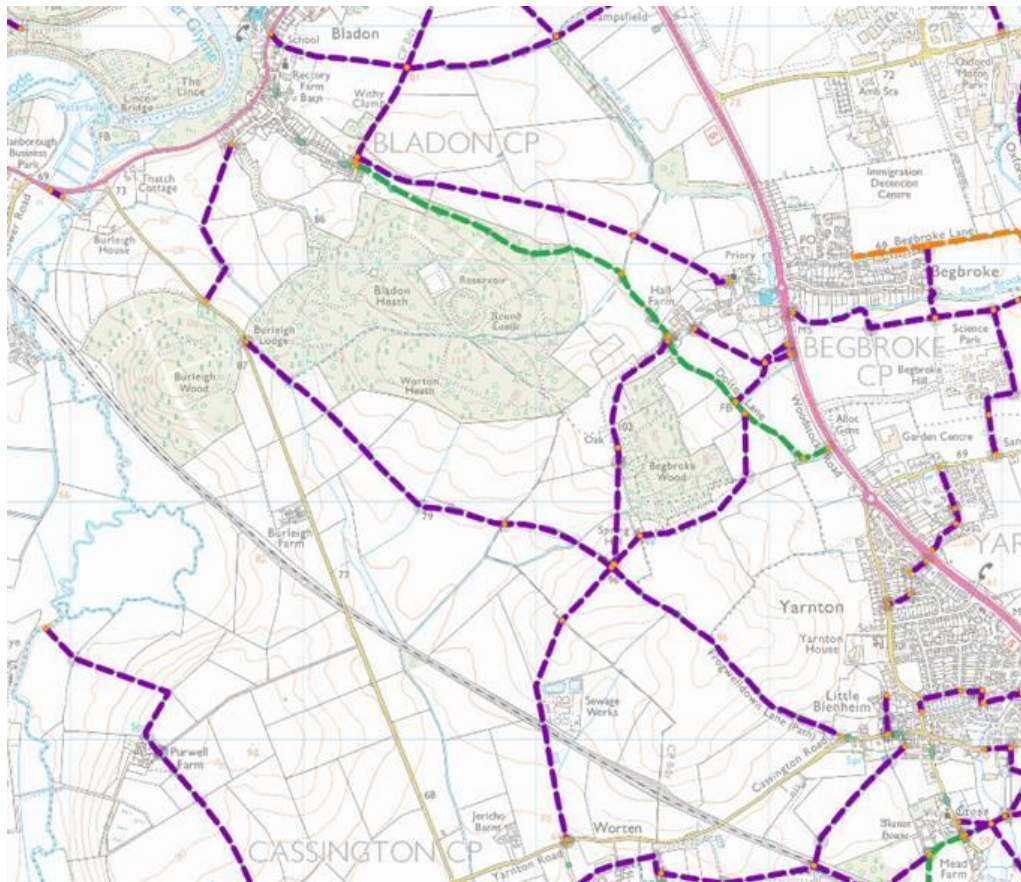
*(a) necessary to make the proposed development acceptable in planning terms;*

There is expected to be an increase in numbers of residents and visitors using the rights of way network around the site – simply due to the size of the development in a rural

environment. These uses will create more use pressures on the rights of way network. In addition the roads network is expected to see a significant increase in traffic volumes and speed for service traffic as well as residential, commercial and visitors-especially during special events. OCC is proposing a range of mitigation measures that will help address the impact of this traffic on users through the improvement of traffic-free routes and safer road crossings and facilities. It is acknowledged that the development at Rutten Lane makes some provision for onsite and offsite greenspace and active travel - and this is welcomed. It is however, considered necessary to extend mitigation measures outside of the site to provide better connectivity and useability for more people, especially equestrians

*(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 along with the range of measures needed to provide mitigation against the impacts of the development. In this case it is the size and location of the development, access to the surrounding countryside and key access roads serving the development that are the key drivers. The rights of way in the vicinity of the site considered to be affected by the development are shown on the attached map extract :



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. They are not based on a standard formula or any other kind of per dwelling or per m2 tariff system. The proposed off-site measures are in the form of a reasonable financial contribution to allow the Countryside Access Strategy 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 index-linked and subject to a 10-year longstop.

The contribution would be spent on improvements to the public rights of way in the vicinity of the development – in the ‘impact’ area up to 3km from the site. 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 and protection measures such as anti-motorcycle barriers. New short links between existing rights of way would also be included. This request assumes the cyclepath will be continued to Burleigh Lane and that all onsite PRow will have proposed spec for upgrade submitted as part of Reserved Matters.

The key works anticipated are\*

Improvement on the continuation of Dolton lane bridleway to the north west 50%  
Negotiation and construction of a bridleway link between the two bridleways to the west side of Bladon Heath 30%  
Priory path to Bladon 10%  
Paths to the west and south of the site as covered by above map 10%

Estimated contribution breakdown\*

Site and habitat surveys & assessments 5%  
Landowner negotiations and agreement payments 5-10%  
Outline/high-level design allowance 5%  
Admin processes e.g. consultation, project management <5%  
Legal processes e.g. temporary works closures, creation agreements and contracts 5%  
Detailed design/ Walk&Talk/ Early Contractor Involvement 5%  
Materials, plant & equipment, works to provide 2.5m/3m wide ‘Flexipave’ shared use route 60%+  
Contingency/Risk and Ongoing cycle route quality standard retention 10-20%

\*All allocations are estimates. Any contribution would be aggregated across routes and activities and a longstop of 10 years will be requested.

**£6,684 Travel Plan Monitoring Fee** indexed from December 2021 using RPI-x

**Justification:**

The travel plan aims to encourage and promote more sustainable modes of transport with the objective of reducing dependence upon private motor car travel and so reducing the

environmental impact and traffic congestion. A travel plan is required to make this development acceptable in planning terms.

A travel plan is a 'dynamic' document tailored to the needs of businesses and requires an iterative method of re-evaluation and amendment. The county council needs to carry out biennial monitoring over five years of the life of a Travel Plan which includes the following activities:

- review survey data produced by the developer
- compare it to the progress against the targets in the approved travel plan and census or national travel survey data sets
- agree any changes in an updated actions or future targets in an updated travel plan.

Government guidance, 'Good Practice Guidance: Delivering Travel Plans through the Planning Process' states that: 'Monitoring and review are essential to ensure travel plan objectives are being achieved. Monitoring for individual sites should ensure that there is compliance with the plan, assess the effectiveness of the measures and provide opportunity for review.... Monitoring must be done over time – it requires action and resources.'

In accordance with this Guidance, it is the view of the county council that without monitoring the travel plan is likely to be ineffective. Therefore, monitoring of the travel plan is required to make the development acceptable in planning terms.

The government's Good Practice Guidance has been archived but has not been superseded with any other guidance on the practicalities of implementing travel plans. The county council's own published guidance: Transport for new developments; Transport Assessments and Travel Plans, also includes the requirement for monitoring.

Further, the Good Practice Guidance states that 'local authorities should consider charging for the monitoring process and publish any agreed fee scales'.

Section 93 of the Local Government Act 2003 gives the power to local authorities to charge for discretionary services. These are services that an authority has the power, but not a duty, to provide. The Travel Plan Monitoring fee is set to cover the estimated cost of carrying out the above activities and is published in the county council's guidance: 'Transport for new developments; Transport Assessments and Travel Plans'.

As with most non-statutory activities, councils seek to cover their costs as far as possible by way of fees. This is particularly required in the current climate of restricted budgets. Without the fees the council could not provide the resource to carry out the activity, as it is not possible to absorb the work into the general statutory workload. In the case of travel plan monitoring, the work is carried out by a small, dedicated Travel Plans team.

The travel plan monitoring fee is therefore required to make the development acceptable in planning terms, because it enables the monitoring to take place which is necessary to deliver an effective travel plan.

**Calculation:**

The fee charged is for the work required by Oxfordshire County Council to monitor a travel plan related solely to this development site. They are based on an estimate of the officer time required to carry out the following activities:

- review the survey data produced by the developer
- compare it to the progress against the targets in the approved travel plan and census or national travel survey data sets
- agree any changes in an updated actions or future targets in an updated travel plan.

Oxfordshire County Council guidance – ***Transport for new developments: Transport Assessments and Travel Plans*** sets out two levels of fees according to the size of the development. This development falls into the smaller category.

The figure for each travel plan is based on three monitoring and feedback stages (to be undertaken at years 1, 3 & 5 following first occupation), and assumes officer time at an hourly rate. Please note that this is considered a fair rate, set to include staff salary and overheads alone.

The fee is required to cover the monitoring requirements of the Framework Travel Plan (£2,563), Residential Travel Plan (£2,563) and Care Home Travel Plan (£1,558).

**Officer's Name: Tim Peart**

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

**Date: 14 June 2022**



**Application No: 21/03522/OUT**

**Location:** West Of 161, Rutten Lane, Yarnton

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## **Lead Local Flood Authority**

### **Recommendation:**

Objection awaiting amended information

### **Detailed comments:**

A site visit and various meetings have taken place between the LLFA and the Civil Engineers with agreement in the SuDS design.

The SuDS requirements are to be submitted within the proposed surface water drainage strategy and FRA, in accordance with the local guidance <https://www.oxfordshirefloodtoolkit.com/wp-content/uploads/2018/12/LOCAL-STANDARDS-AND-GUIDANCE-FOR-SURFACE-WATER-DRAINAGE-ON-MAJOR-DEVELOPMENT-IN-OXFORDSHIRE.pdf> “Local Standards and Guidance for Surface Water Drainage on Major Development in Oxfordshire” and national guidelines.

The SuDS philosophy and concepts within the Oxfordshire guidance are based upon and derived from the CIRIA [SuDS Manual \(C753\)](#), and we expect all development to come forward in line with these principles.

In line with the above guidance, surface water management must be considered from the beginning of the development planning process and throughout – influencing site layout and design. The proposed drainage solution should not be limited by the proposed site layout and design.

Wherever possible, runoff must be managed at source (i.e. close to where it falls) with residual flows then conveyed downstream to further storage or treatment components, where required.

Calculations for all SuDS features should be submitted for storm events including, 1 in 1, 1 in 30, 1 in 100 and 1 in 100 + 40% CC for each catchment. This will enable us to fully assess the strategy proposed.

**Officer’s Name: Nagina Bawar**

**Officer’s Title:** Senior LLFA Engineer

**Date:** 13 May 2022

**Application no: 21/03522/OUT**

**Location:** West Of 161, Rutten Lane, Yarnton

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## Education Schedule

**Recommendation:**

**No objection subject to:**

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

Contribution	Amount £	Price base	Index	Towards (details)
<b>Primary education</b>	<b>£3,564,000</b>	<b>327</b>	BCIS All-In TPI	Primary education capacity serving the development
<b>Secondary education</b>	<b>£3,773,812</b>	<b>327</b>	BCIS All-In TPI	Secondary education capacity serving the development
<b>Secondary land contribution</b>	<b>£332,890</b>	<b>Nov-20</b>	RPIX	Contribution towards secondary land purchase
<b>Special education</b>	<b>£367,938</b>	<b>327</b>	BCIS All-In TPI	Special school education capacity serving the development
<b>Total</b>	<b>£8,038,640</b>	<b>327</b>	BCIS All-In TPI	

Land	Amount ha	Towards (details)
<b>Freehold land for the expansion of William Fletcher Primary school</b>	<b>Approx. 1.8 ha –</b>	Land to be transferred freehold at nil cost

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

**£3,564,000 Primary School Contribution indexed from TPI = 327**

**Justification:**

The proposed development is estimated to generate 159 primary school pupils.

William Fletcher Primary School serves this area, and has a current capacity of 315 primary school places, and in the 2021/22 school year has 277 pupils on roll, leaving 38 spare places. It therefore cannot accommodate the growth in the local pupil population that would be generated by this development.

An options appraisal has been undertaken into expanding the school from a capacity of 315 to a capacity of 420 places, an increase of 105 places. This, in addition to the 38 currently spare places, would accommodate generation of an additional 143 pupils. While this is slightly less than the expected pupil generation from this development, it is considered an acceptable solution, given that the school's current pupil numbers are inflated by one atypically large cohort (currently Year 3) which will have left the school before the proposed development reaches peak generation.

This development is therefore required to fully fund the expansion of William Fletcher Primary School, which following an initial feasibility study is currently estimated to cost £3,564,000 (TPI 327).

In addition, the development is required to provide sufficient land area for the school to expand. The additional school accommodation would be built on the current school site, and new playing fields would need to be provided. These fields need to be suitable for use both for sports lessons and also informal playtime use, and therefore need to be secure, capable of being supervised during playtimes and have suitable and secure access from the school buildings to the playing fields. The County Council is working with the applicant and Sanctuary Care Home with a view to an agreement to allow a single secure boundary around the extended school site.

Approximately 1.8 ha of land is required to include 1.2 ha of land set out as formal playing fields. The land is to be remediated and made suitable for use by William Fletcher by the applicant and transferred freehold at nil cost to the County Council.

Further details of the land and access requirements are provided in the Property section of this response.

## **£3,773,812 Secondary School Contribution indexed from TPI = 327**

### **Justification:**

All the CDC Local Plan Partial Review (PR) sites are required to contribute in a proportionate manner towards the additional secondary education capacity required.

To address the complexity of planning secondary school provision equitably across all the PR sites, the approach taken is that credit for any existing surplus places in the Woodstock-Begbroke-Kidlington area should be distributed across the PR sites in proportion to the number of dwellings allocated in the Local Plan. When the individual planning applications are assessed, the site's share of the surplus places will not be subject to secondary education contributions. A per-pupil cost rate will be applied to the remaining pupil generation. This cost will be based on the cost of building a new school in Begbroke of the scale needed to meet expected population growth, currently calculated to be 900-places.

The scale of surplus capacity has been assessed as a total of 200 places.

The 540 dwellings proposed at this site represent 12% of the total Local Plan PR sites. This site therefore benefits from 12% of the surplus places, i.e. 24 places.

The estimated gross secondary pupil generation from the current application is 130. Deducting the 24 surplus places, the estimated net secondary pupil generation from the current application is 106.

The net pupil generation is charged at the per pupil cost of building a 900-place school on the Begbroke site, which is £35,602 excluding land (at BCIS TPI=327).

### **Calculation:**

Number of secondary pupils expected to be generated net of share of surplus places	106
Estimated per pupil cost of building a new 900 place secondary school	£35,602
Pupils * cost =	<b>£ 3,773,812</b>

## **£332,890 Secondary School Land Contribution (RPIX Nov-20)**

### **Justification:**

A contribution is also required towards secondary school site acquisition land costs,

proportionate to Local Plan allocated dwelling numbers.

**Calculation:**

The required site area for a 900-place secondary school is 6.77ha. Based on an educational land value of £409,761/ha @ TPI=327 this gives a total cost of £2,774,082.

This application accounts for 12% of the total PR allocation of 4,400 dwellings. It should therefore contribute 12% of the land value, which is £332,890.

**£367,938 Special School Contribution indexed from TPI = 327**

**Justification:**

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

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

The county council's Special Educational Needs & Disability Sufficiency of Places Strategy is available at <https://www.oxfordshire.gov.uk/residents/schools/our-work-schools/planning-enough-school-places> and sets out how Oxfordshire already needs more special school places. This is being achieved through a mixture of new schools and expansions of existing schools.

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

**Calculation:**

Number of pupils requiring education at a special school expected to be generated	4.1
Estimated per pupil cost of special school expansion	£89,741

Pupils * cost =	<b>£ 367,938</b>
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**Justification:**

The above contributions are based on 50% affordable housing and a unit mix of:

78 x 1 bed dwellings

164 x 2 bed dwellings

215 x 3 bed dwellings

83 x 4 bed dwellings

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

**Officer's Name: Barbara Chillman**

**Officer's Title:** Pupil Place Planning Manager

**Date:** 17 June 2022

**Application no: 21/03522/OUT**

**Location:** West Of 161 Rutten Lane, Yarnton

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## **Property – Primary School**

### **Recommendation:**

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

- **Approx 1.8 ha of land, fenced, remediated and made suitable for sports pitches (1.2 ha) and informal play for use by William Fletcher Primary School.**
- **Suitable secure access to be provided from the current William Fletcher Primary School site to the new fields at no cost to OCC.**
- **Land as set out above to be transferred freehold to OCC at nil cost.**

### **Key issues**

School sites must meet the County Council requirements. A copy of standard school requirements is kept at <http://landlord.oxfordshire.gov.uk/cms/content/s106>

Please also see our Guide to Developer Contributions kept at: <https://www.oxfordshire.gov.uk/residents/roads-and-transport/transport-policies-and-plans/transport-new-developments/developer-contributions>.

### **Detailed Comments:**

#### **Land to be used for playing fields**

The land to be provided will be used as playing fields and for play by William Fletcher Primary School. This relocation of playing fields will enable the school to provide additional school buildings on its current site.

A detailed plan is required to show the land boundary, accesses and how the playing fields will be provided within the area.

#### **Playing Field Construction.**

- The playing field shall be fully drained, in accordance with Sport England's Natural Turf for Sport Updated guidance for 2011 and the minimum standards for natural turf sports facilities and the specification for the construction of winter games facilities as defined within the SAPCA Code of Practice for the Design, Construction and Improvement of Natural Sports Turf.
- All topsoil shall comply with BS 3882:2015.

- Type 4: Pipe drained with sand grooves as described in Sport England Guidance Note Natural Turf for Sports, shall be the minimum requirement to the whole playing field, not just the pitch area and run off.
- The layout is to be agreed to enable movement of various pitch/pitches with a uniform fall of no more than 1:100 across the full playing field area to enable them to be moved to avoid wear and tear.
- No gradient shall be greater than 1:100 along the line of play or 1:50 across the line of play.

#### Playing Field/Site boundary Fencing and Netting.

2.4m high secure weld mesh boundary fencing shall secure the playing pitches, vehicle access and pedestrian fencing.

Ball catch netting will need to be provided to the goal ends of sports pitch - 2no. 4m high by 20m.

#### Grassed areas - School Playing Field Triggers.

The remediation and laying out of the playing field is to be carried out on commencement of the development and completed within 3 months to ensure the land is suitable for year-round play when required to be transferred to OCC for use by William Fletcher Primary School.

#### Additional school site area

The Design and Access statement (pg 38) states that the 'School area is 1.67Ha but includes 0.13Ha for access'. The precise boundaries remain to be agreed, but it is accepted that the total land to be transferred will not exceed 1.8ha.

#### Surface water and Stormwater

On-surface attenuation provision, that accounts for the outfall from the new playing field site, shall be provided *outside* the boundary of the new playing fields. This on-surface water storage shall form part of the overall surface water management infrastructure and shall fall under the responsibility of the Developer's appointed Management and Maintenance Company, to maintain in perpetuity. No surface water shall be directed towards the existing school site or the new playing fields.

Similarly, it appears that the application proposes directing stormwater toward the existing school site and not managing the stormwater within the overall host development's stormwater management scheme. This matter has been addressed within the County Council's LLFA objection and we expect there to be an amendment to the application to state that no stormwater will be directed towards the school sites.



### Strip of land between the Primary School and the Additional Land

The County Council has been working with the Applicant and Sanctuary Care Home to address the issues caused by the fact that the primary school and the additional land being provided are not adjoining but instead separated by an existing vehicle access to the Sanctuary Care Home which is owned by Sanctuary Care Home.

Negotiations are continuing, with the applicant willing to provide a new vehicle access to the Sanctuary Care Home through the development, and the County Council willing to facilitate a new footpath from the Care Home to Rutten Lane through the southern part of the school site. The aim is to close the existing vehicle access when the new access is provided and the two parts of the school site will adjoin. This matter will need to be resolved before reporting on this application to Planning Committee and completion of a S106 agreement to ensure that suitable additional primary school capacity to mitigate the development can be delivered.

**Officer's Name: Andrew Clarke**

**Officer's Title: Strategic Liaison Manager**

**Date: 16 June 2022**

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**Application no: 21/03522/OUT**

**Location:** West Of 161 Rutten Lane, Yarnton

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## **Waste Management**

### **Recommendation:**

No objection subject to S106 contributions

### **Legal agreement required to secure:**

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

<b>Contribution</b>	<b>Amount</b>	<b>Price base</b>	<b>Index</b>	<b>Towards (details)</b>
Household Waste Recycling Centres	<b>£50,738.40</b>	327	BCIS All-In TPI	Expansion and efficiency of Household Waste Recycling Centres (HWRC)

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

**£50,738.40** Household Waste Recycling Centre Contribution indexed from Index Value 327 using BCIS All-in Tender Price Index

#### **Towards:**

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

#### **Justification:**

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

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

*and that*

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

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

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

2. Such places are known as Household Waste Recycling Centres (HWRCs) and Oxfordshire County Council provides seven HWRCs throughout the County. This network of sites is no longer fit for purpose and is over capacity.
3. Site capacity is assessed by comparing the number of visitors on site at any one time (as measured by traffic monitoring) to the available space. This analysis shows that all sites are currently ‘over capacity’ (meaning residents need to queue before they are able to deposit materials) at peak times, and many sites are nearing capacity during off peak times. The proposed development will provide 540 dwellings. If each household makes four trips per annum the development would impact on the already over capacity HWRCs by an additional 2,160 HWRC visits per year.
4. Congestion on site can reduce recycling as residents who have already queued to enter are less willing to take the time necessary to sort materials into the correct bin. Reduced recycling leads to higher costs and an adverse impact on the environment. As all sites are currently over capacity, population growth linked to new housing developments will increase the pressure on the sites.
5. The Waste Regulations (England and Wales) 2011 require that waste is dealt with according to the waste hierarchy. The County Council provides a large number of appropriate containers and storage areas at HWRCs to maximise the amount of waste reused or recycled that is delivered by local residents. However, to manage the waste appropriately this requires more space and infrastructure meaning the pressures of new developments are increasingly felt. Combined with the complex and varied nature of materials delivered to site it will become increasingly difficult over time to comply with the EU Waste Framework Directive 2008, enacted through the Waste Regulations (England and Wales) 2011 (as amended), maintain performance and a good level of service especially at busy and peak times.

**Calculation:**

Space at HWRC required per dwelling (m <sup>2</sup> )	0.18	Current land available 41,000m <sup>2</sup> , needs to increase by 28% to cope with current capacity issues. Space for reuse requires an additional 7%. Therefore, total land required for current dwellings (300,090) is 55,350 m <sup>2</sup> , or 0.18m <sup>2</sup> per dwelling
Infrastructure cost per m <sup>2</sup>	£275	Kidlington build cost/m <sup>2</sup> indexed to 327 BCIS
Land cost per m <sup>2</sup>	£247	Senior Estates Surveyor valuation

Total land and infrastructure cost /m <sup>2</sup>	<b>£522</b>	
Cost/dwelling	£93.96	
No of dwellings in the development	<b>540</b>	
Total contributions requested	<b>£50,738.40</b>	

### **Detailed comments:**

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

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

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

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

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

### **Conditions:**

N/A

**Officer's Name: Mark Watson**

**Officer's Title: Waste Strategy Projects Officer**

**Date: 26 October 2021**

**Application no: 21/03522/OUT**

**Location:** West Of 161 Rutten Lane, Yarnton

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## **Archaeology**

### **Recommendation:**

Objection

### **Detailed comments:**

The site is located in an area of archaeological interest 800m west of an Iron Age and Roman settlement site identified from cropmarks and confirmed by an archaeological excavation ahead of gravel extraction. Further cropmarks of probable Bronze Age round barrows have been recorded 800m north east of the application site. A shrunken medieval village has also been recorded 500m north of the proposed site. A programme of systematic fieldwalking in an around the site has recovered prehistoric flint tools which are likely to relate to further prehistoric settlement.

An archaeological desk-based assessment has been undertaken which sets out the archaeological background of the site. A geophysical survey has also been undertaken on the site. This survey does not appear to have recorded significant archaeological deposits across the site but has recorded an extensive area of ridge and furrow which has been seen elsewhere in the county to mask any earlier features on the site from being identified from such surveys. As such an archaeological evaluation will need to be undertaken on the site ahead of the determination of any planning application in order to test the veracity of these geophysical survey results identify if archaeological deposits do survive on the site.

In accordance with the National Planning Policy Framework (NPPF 2021) paragraph 194, 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.

**Officer's Name: Richard Oram**

**Officer's Title:** Archaeology Lead

**Date:** 27-10-21

**Application no: 21/03522/OUT**

**Location:** West Of 161 Rutten Lane, Yarnton

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### **Specialist Housing**

Cherwell Local Plan Policy BSC4 requires housing sites of at least 400 dwellings to provide a minimum of 45 self-contained extra care dwellings. Oxfordshire County Council considers 60 units provides the minimum for a viable affordable extra care housing scheme.

Policy BSC4 in the Cherwell Local Plan 2011-2031 (Part 1 Adopted July 2015) sets out that *'housing sites of at least 400 dwellings will be expected to provide a minimum of 45 self-contained extra care dwellings as part of the overall mix. Should it be agreed with the Council that extra care housing would not be desirable in a particular location, an equivalent amount of alternative specialist housing (use class C3) for older people will be required. Elsewhere, opportunities for the provision of extra care, specialist housing for older people/or disabled people and those with mental health needs and other supported housing for those with specific living needs will be encouraged in suitable locations close to services and facilities. All proposals will be expected to provide affordable housing in accordance with Policy BSC3: Affordable Housing'*.

CDC's housing officer has provided a response on this application, dated 9 March 2022. The County Council has had discussions with CDC about whether to seek provision for affordable extra care housing on this site. It has been decided that this is not one of the better sites to seek an affordable extra care housing development on. Therefore, in accordance with Policy BSC4 an equivalent amount of alternative specialist housing (use class C3) for older people is expected. The County Council will assist CDC if it needs any advice on this. The County Council is not offering a view in this response on whether the land for a care home (use class C2) proposed within this application is appropriate instead.

**Officer's Name: Vicki Jessop**

**Officer's Title:** Interim Assistant Director Housing and Social Care Commissioning

**Date:** 10 May 2022

**Application no: 21/03522/OUT**

**Location:** West Of 161 Rutten Lane, Yarnton

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## **Health Impact Assessment**

### **Recommendation**

**Objection:** The Health Impact Assessment does not fully assess and recommend adequate mitigations to protect and promote health and wellbeing. It needs to be amended as set out in the comments below.

### **Comments**

This otherwise good quality HIA is weak in one key area (assessment of health) and requires further information in another (stakeholder engagement):

#### **Assessment of health:**

This is inadequate – it does not refer to any local health data from [Oxfordshire's Joint Strategic Needs Assessment](#)

#### **Stakeholder section:**

Further information required: No information provided on whether stakeholders have been engaged with regard to the health impacts of the proposed development.

**Consultants are requested to address these gaps before the HIA can be considered adequate.**

#### **Other Comments**

Use of the HUDU methodology is acceptable but consultants should note that in future the [Oxfordshire Health Impact Assessment Toolkit](#) should be used.

#### **Policy section:**

We would expect you to reference the following national guidance :

PHE 2021 A place based approach to addressing health inequalities

PHE 2017 Spatial planning for health

NHSE 2019 Putting health into place

And to reference the PR9 development brief and the healthy place shaping principles outlined in it.

#### **Assessment of health:**

This is inadequate – it does not refer to any local health data from the Joint Strategic Needs Assessment. As a result it is not possible to identify whether the development

will have a positive or negative impact on the health and wellbeing of the local population.

**Stakeholder section:**

**Further information required:** No information is provided on whether stakeholders have been engaged with regard to the health impacts of the proposed development.

**Health Impacts section:**

Play areas and green spaces will promote physical activity. It should be noted that early provision of green infrastructure is required for it to have a positive impact.

Active travel – This section needs to identify mitigations to be made to ensure safe, attractive spaces to wait at the A44 crossing (including for parents with pushchairs). This will be key to support connectivity to education and other community facilities. The scheme also needs to deliver routes identified in the Kidlington LCWIP.

The community hub is identified as a means to promoting social isolation. This needs to be delivered at an early stage in the build out of the site.

Impact of the development on access to health care facilities will need to be considered and addressed through S106 contributions.

**Officer's Name: Rosie Rowe**

**Officer's Title:** Head of Healthy Place Shaping

**Date:** 11 May 2022



**Application no: 21/03522/OUT**

**Location:** West Of 161 Rutten Lane, Yarnton

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## **Innovation**

### **Recommendation:**

Amendment to documents required

### **Detailed comments:**

Preapplication advice was given, and there has since been discussion with the applicant, about the need to provide for innovation. This is particularly important in this location, recognising that there is a large allocation on the other side of the A44 around the Begbroke Science Park, pursuant to Policy PR8.

At this outline planning application stage, we are looking for confirmation that innovation will be able to be provided for. The applicant should provide, as part of an amendment to this application, a document addressing innovation. This could be a section in the Design and Access Statement. This will ensure that innovation is dealt with in detail at Reserved Matters stages.

We recommend reference to the Innovation Framework which accompanies the Local Transport and Connectivity Plan. This has recently been consulted on, and is expected to be adopted by the County Council shortly.

Matters that we have particularly noted include:

- Provision for full fibre to all users
- Ensuring that development design considers the need for 5G infrastructure
- Potential for non-allocated car parking to become green space (or re-purposed for other suitable uses) in future if not needed
- Electric vehicle charging provision
- Flexibility in the design of the community hub
- Built in monitoring of usage, such as sensors to distinguish between modes of transport
- On-site renewable energy generation, and consideration for storage and smart energy solutions

**Officer's Name: Katie Parnell**

**Officer's Title:** Policy and Planning Innovation Team Leader

**Date:** 11 May 2022

**Application no: 21/03522/OUT**

**Location:** West Of 161 Rutten Lane, Yarnton

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## **Landscape / Green Infrastructure**

### **Recommendation:**

Consult District Council Landscape Officer.

### **Landscape comments:**

The District Council Landscape Officer should be consulted, and their comments taken into account.

The application should be assessed against the landscape and green infrastructure objectives and development principles outlined in the development brief, which was drawn up in consultation with ourselves.

**Officer's Name: Haidrun Breith**

**Officer's Title:** Landscape Specialist

**Date:** 05 January 2022