

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

District: Cherwell

Application no: 22/00747/OUT

Proposal: Outline planning application for the development of up to 370 homes, public open space (including play areas and woodland planting), sports pitches and pavilion, drainage and engineering works, with all matters reserved (appearance, landscaping, layout and scale) except for vehicular and emergency accesses to Bicester Road.

Location: Land At Bicester Road Kidlington

Response date: 28th April 2022

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

Assessment Criteria

Proposal overview and mix /population generation

OCC's response is based on a development as set out in the table below. The development is based on a SHMA mix.

Residential	
1-bed dwellings	45
2-bed dwellings	127
3-bed dwellings	141
4-bed & larger dwellings	57

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

Average Population	900.64
Nursery children (number of 2- and 3-year olds entitled to funded places)	24.73
Primary pupils	109.96
Secondary pupils including Sixth Form pupils	85.8
Special School pupils	2.25
65+ year olds	94.58

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Strategic Comments

This planning application covers part of the site allocated under Policy PR7a in the Cherwell Local Plan Partial Review. The site is on the edge of Kidlington, within Gosford & Water Eaton Parish.

The application does not cover the whole allocated site because the remainder of the land is owned separately by Hill Residential.

I understand that there was EIA scoping, reference 21/01328/SO, 21/02459/SO and 21/02864/SD and the last of those was a Screening Direction from the Secretary of State that an Environmental Impact Assessment is not required for development of up to 500 houses and associated activities.

It is not clear from this application what the final number of houses over the entire site will be. The allocation envisages 430 houses, to help address Oxford's unmet need. It is assumed that what will be proposed is some 500 houses, i.e. some 370 houses on this part and 130 houses on the remaining part, at the same density levels. The County's key interest in respect of the number of houses relates to effects on the transport network, as set out in the transport comments attached.

Some of the allocated land remains in the Green Belt. All of that land, plus some other land is identified for green infrastructure and associated uses as part of this application which is welcomed. The County Council owns the land at Stratfield Brake nearby, and links between the green infrastructure on this site, and that site should be considered. At the County Council Cabinet in March 2022, it was agreed that discussions would commence with Oxford United Football Club about leasing land at Stratfield Brake, and the District Council should also consider the current status of those discussions when making a decision on this planning application.

The Local Plan envisages development coming forward in accordance with the development brief for the site. Public consultation on the development brief was carried out in March 2022, but at the time of writing, the District Council has yet to report on comments received (including those from the County Council) and make a decision on the development brief. We expect that it will be necessary for the development brief to be finalised before being able to properly comment on whether the proposals are in accordance with the brief.

The planning statement accompanying the application indicates that one key policy requirement for the site is not met by the development proposed with this application, that being the provision of additional land for the Kidlington cemetery, and that such is expected with the Hill Residential application. However, we have identified that there are other matters that are difficult to resolve without an understanding of the remaining development, such as provision of a new pedestrian crossing at the northern end of the site, as set out in our transport comments. The planning statement indicates that a full application for the remainder of the land, by Hill Residential, will be lodged in 2022. We would welcome receipt of that application so that the development of the land can be considered in a comprehensive manner.

Officer's Name: Lynette Hughes

Officer's Title: Principal Planner

Date: 27 April 2022

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General Information and Advice

Recommendations for approval contrary to OCC objection:

If within this response an OCC officer has raised an objection but the Local Planning Authority are still minded to recommend approval, OCC would be grateful for notification (via planningconsultations@oxfordshire.gov.uk) as to why material consideration outweigh 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.

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Transport Schedule

Recommendation:

Objection for the following reasons:

- The application has not been developed in accordance with an agreed and comprehensive plan for the entire site as required by Policy PR7a of the Local Plan. An understanding is needed of the entire quantum of development and all of the required access arrangements.
- The TA has not provided a satisfactory assessment of the development impact on the network. Such inaccuracies mean that it is not possible to fully assess the impact of the development in accordance with paragraphs 109 and 111 of the NPPF.
- The PIC data used to identify any significant highway safety issues within the study area is not up to date.
- The site access junction has not been supported by a vehicle tracking exercise

If despite OCC's objection permission is proposed to be granted, then OCC requires prior to the issuing of planning permission a s106 agreement including an obligation to enter into a s278 agreement to mitigate the impact of the development plus planning conditions and informatives as detailed below.

S106 Contributions

Contribution	Amount £	Price base	Index	Towards (details)
Highway Works	TBC		Baxter	
Public Transport Services	418,470	April 2022	RPI-x	Bus service improvements required to maximise frequency in order to increase bus modal share from the site
Public Transport Infrastructure	35,616	April 2022	Baxter	Fitting 4x bus stop shelters with RTI
Traffic Reg Order	TBC		RPI-x	
Travel Plan	£1,446	April 2022	RPI-x	Monitoring of the

Monitoring				Travel Plan for a 5-year period
Public Rights of Way	£55,000	April 2022	Baxter	Improvements to the surfaces and furniture of the PRow in the vicinity of the development
Total	TBC			

Other obligations:

- Bus stop specification, to be delivered as S278 works, with adequate hardstanding to ensure that adjacent footway/cycleways widths are not compromised.
- Proportionate contribution to infrastructure identified in Cherwell Local Plan Partial Review - Oxford's Unmet Housing Need
- Pedestrian/ cycle connections to adjacent sites including measures to ensure their delivery
- A TRO to reduce the Bicester Road speed limit between its junction with Water Eaton Lane to the Kidlington roundabout from 40mph to 30mph in anticipation of intensified use
- A TRO to introduce Double Yellow road markings along Bicester Road between its junction with Water Eaton Lane to the Kidlington roundabout
- Promotion of a CPZ within estate roads to deter commuter parking within the development.

Key points

- Further information is still required to ascertain the credibility of the proposed access strategy. The proposed access must be supported by a RSA1 and a swept path analysis
- Some of the works to provide safe access are outside the red line and not on adopted highway, meaning that the development may fail to provide safe and suitable access to the site for all users in accordance with paragraph 108 of the NPPF
- Because the application has not complied with Policy PR7a requirement for a comprehensive plan, this development may fail to provide safe and suitable access to the site for all users in accordance with paragraph 108 of the NPPF. This is in regard to access/crossing provisions to the north of the cemetery that were identified in the Development Brief should the northern parcel fail to be delivered or is delayed.
- The Personal Injury Collision (PIC) data used to identify any significant highway safety issues within the study area has not used the most recent 5-year accident record.

Comments:

Introduction

The application is outline only seeking development of up to 370 residential properties with associated infrastructure on Land at Gosford, which is allocated as PR7a for residential development in the adopted Cherwell Local Plan 2011 – 2031 (Part 1) Partial Review.

The allocated site is split over two parcels under different ownerships/promoters; a smaller parcel to the north is controlled by Hill Residential Ltd and to the south is the larger parcel subject of this application under Barwood.

The development hereby proposed (which lies to the south, under Barwood's control) does not cover the entire allocated PR7a site but most of it. The Planning Statement (para 1.5) informs that the remainder of the site shall be brought forward separately by a full planning application later this year.

The content set out in paras 1.10-1.12 of the submitted Transport Assessment (TA) is misleading, suggesting that the scope of the TA was agreed with OCC in a submitted Transport Scoping Note in August 2020. While the Scoping Note was emailed for review, OCC advised that the approach for its review would require a formal pre-app submission subject to a chargeable fee which the applicant chose not to follow up. Whereas some specific matters such as the existence of a strategic model formed part of the free substantive enquiries we had, this should not be mistaken for agreement on the scope.

Access arrangements

Vehicular Access – Bicester Road runs along the western frontage of the site and so, several accesses shall be taken off it. The principal vehicular access for the entire PR7a allocation is proposed via a T junction ghost right turn off Bicester Road as shown by Drawing no. 10669-SK-05 Rev A.

The vicinity of the site access along Bicester Road is fairly straight. The proposed access thereby benefits from adequate visibility splays although the splays need to be indicated on the access plan. Although not part of this submission, a second point of access into the parcel of land controlled by Hill shall be taken from a simple T junction off Bicester Road north of the cemetery which shall be delivered via a second planning application.

Para 4.4 mentions a swept path exercise that has been undertaken at the access points to ensure/ demonstrate that the development can be safely served by large vehicles. It goes on to state that the swept path details are provided in Appendix D.

Interrogation of the TA and indeed other documents fails to reveal the swept path drawings at any of the site accesses. The swept path drawings must be submitted to show that the site accesses can safely accommodate expected vehicles. **Further information required**

Also noted in para 5.15 is the TA's assertion that a Road Safety Audit (RSA1) can be completed to ensure compliance with standards. This statement raises the question of when this audit shall be done, recognising that access issues (including associated safety audits) are not a reserved matter to this application. It is at this stage that RSA1 in accordance with GG119 (5.46.1) are required so that if any issues have been established within the preliminary design, these can be altered. **Further information required**

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

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

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

Pedestrian/Cyclist Access – The application proposes a number of pedestrian and cyclist access points to adjoining lands – this is welcomed. Along Bicester Road frontage, the application suggests up to two access points – via the principal site access and also utilising the downscaled existing site access. Both of these access points are presenting unacceptable forms of provision that fail to meet guidance stipulated by LTN1/20. These are:

- Uncontrolled crossing on a busy 40mph Bicester Road is not acceptable. Such a crossing does not meet guidance of The Design of Pedestrian Crossings LTN2/95
- Where existing access is being downgraded to pedestrian, the kerb line must be reinstated and instead dropped kerb type of access provided.
- The type and design of crossing shown in the snippet below is unacceptable. It is not clear why the crossing has been staggered here. A suitable crossing that meets the needs of users and commensurate to the road speeds must be provided at this point.
- We would suggest it is realigned to be straight.



The application needs to clearly illustrate how the Greenway and the PRoW will tie-in to the existing shared pedestrian/cycleway along Oxford Road. These links to the south of the development would form the most direct and obvious routes to those wishing to walk and cycle to/from Oxford City. And the existing shared path along Oxford Road is not as good as it should be for a main non-motorised route – noted to be only 1.5m wide. enhancements must be made to its width in terms of safeguarding land required to deliver the necessary width compliant of LTN1/20 should there be inadequate highway verge along this frontage. It is therefore requested that 3.5 metres is reserved via s106 agreement for future dedication of land to be used as public highway should the proposed corridor scheme require it.

I would also take issue with the level difference that is noticed around this frontage. The maximum acceptable gradient is 1 in 20 for publicly acceptable provisions.

The TA (para 2.45) mentions a number of access points that shall be included, namely;

- Provision of routes towards PR7b and a direct link to Oxford Parkway station and Park & Ride
- An access to the north onto Beagles Close

First, I fail to see how provision has been made under this application for connectivity between this site and PR7b without there being a link(s) across/around the Kidlington roundabout; neither does the submission in clarity show which of the routes is a direct link to Oxford Parkway station/Park and Ride.

The access point to the north onto Beagles Close that the TA alludes to is outside of the application redline, meaning that the development may fail to deliver on it.

Emergency Access – This access is observed to be emerging onto Bicester Road at a point where the carriageway is dualled. This would limit the emergency functionality of service vehicles accessing from the south where it will be impossible for right turn manoeuvres to be quickly made into the site. A central reserve opening shall therefore

be needed in order for this emergency access to gain its full potential. **To be secured by a s278**

Construction Access – It is assumed that construction traffic would utilise the principal vehicular access. This access if it is intended for construction purposes shall not be acceptable until submission is made of a swept path analysis for a 12m long rigid truck and a 16.5m long articulated truck.

Sustainable transport connectivity/transport sustainability

The site is in close vicinity of secondary routing and key journey destinations highlighted in the Kidlington LCWIP. Active Travel infrastructure provision by PR7a should show how it will provide a continuation of these routes to align with the principals of LTN 1/20 (Safe, Coherent, Accessible, Comfortable and Direct)

It is essential that the site is developed in a comprehensive manner to deliver the site-specific requirements in Policy PR7a and support the wider aims of the LPPR spatial strategy. Policy PR7a (8) of the Local Plan states,

The application shall be supported by and prepared in accordance with, a comprehensive Development Brief for the entire site to be jointly prepared and agreed in advance between the appointed representative(s) of the landowner(s) and Cherwell District Council. The Development Brief shall be prepared in consultation with Oxfordshire County Council and Oxford City Council.

A draft development brief was recently consulted on but has not been finalised. It is not clear from this application what the development on the remaining land will be e.g. the total quantum of development. Without a comprehensive plan for the entire site, the application fails to adhere to the policy above. **Reason for objection**

The Design and Access Statement suggests that both pedestrians and cyclists shall be accommodated along a 5m wide Greenway route onto Oxford Road, that shall provide direct connectivity to both the Oxford Parkway Station and the Oxford Parkway Park and Ride.

The application has not given much regard to the anticipated route for pupils walking and cycling to the nearest schools. For directness, it is envisaged that pupils of Edward Feild Primary School, and possibly also Gosford Hill Secondary School, would route via the northern parcel (under Hill Residential) and hopefully cross Bicester Road via the access arrangement into that parcel. With this in mind, OCC would need to see proposals of a controlled crossing facility provided at/around the point of the secondary access (into the parcel that would be delivered by Hill Residential Properties) to northern end of PR7a where it aligns with the Kidlington LCWIP. This is in consideration of suitable connectivity to both the primary and secondary schools that

are envisaged to serve this development in line with Policy KCW 5 of the Kidlington Local Cycling and Walking Infrastructure Plan adopted in January 2022.

The above comments are an indication that the application has not given consideration of the walking and cycling strategy in the vicinity of the site. There is an absence of reference to the Kidlington LCWIP and needs updating to reflect the opportunity and intention to create a well-rounded sustainable transport network.

This being a Partial Review (PR) site whose cumulative impact with other PR sites triggered the need to consider an infrastructure strategy – a package of measures needed to support these developments; the application needs to assess a wider area on the network than just a single junction. This would be consistent with the approach other PR sites are taking. Such an approach would determine the level of impact on the wider network and in turn inform the level of mitigation required.

The table below is a list of infrastructure schemes that the development shall be required to make proportional financial contributions (to be secured through a s106 Agreement) as have been identified in the adopted Cherwell Local Plan 2011 – 2031 (Part 1) Partial Review.

Item	Scheme	Cost (m)	Proportiona l contribution from PR7a	Other PR sites contributing to the scheme
1.	Expansion of Water Eaton P&R	£14,781,274.30	TBC	6a, 6b, 7b, 8, 9
2.	P&R at London Oxford Airport	£6,816,103.00	TBC	6a, 6b, 7b, 8, 9
3.	Bus Lane and bus stop improvements along the A4260/A4165	TBC	TBC	
4.	Improved bus lane provision on the A4165 between Kidlington roundabout and past the new housing sites	£3,944,382.70	TBC	6a, 6b, 7b, 8, 9
5.	A4260 – southbound bus lane from The Moors to Benmead Road	£593,788.70	TBC	6a, 6b, 7b, 8, 9
6.	A4260 Southbound bus lane from Bicester Road/A4260 junction to Kidlington roundabout	£3,979,000.00	TBC	6a, 6b, 7b, 8, 9
8.	Signalised junctions along the A4260/A4165 corridor to	TBC	TBC	6a, 6b, 7b, 8, 9

	improve bus movements (including Bus Gate near Kidlington centre)			
9.	A4260/Bicester Road Signalised junction – RT detection and advanced stop line	£319,198.60	TBC	6a, 6b, 7b, 8, 9
10.	A4260/Lyne Road Signalised junction - RT detection, advance stop line and toucan crossing	£319,198.60	TBC	6a, 6b, 7b, 8, 9
11.	Langford Lane/A4260 junction improvements with bus lanes on some approaches	TBC	TBC	6a, 6b, 7b, 8, 9
12.	Left turn bypass lane from A4095 Upper Campsfield Road to A44	£1,059,699.70	TBC	6a, 6b, 7b, 8, 9
13.	Bus only left turn filter A44 to Langford Lane (General traffic to turn left from additional lane at junction)	£1,030,952.00	TBC	6a, 6b, 7b, 8, 9
14.	Signalising A4095 Upper Campsfield Road/A4260 junction and enhancement of pedestrian/cycle pedestrian/cycle crossings	£1,059,699.70	TBC	6a, 6b, 7b, 8, 9
15.	Upgrade of outbound bus stop on A4165 opposite Parkway	TBC	TBC	6a, 6b, 7b, 8, 9
16.	Cycle super highway along the A4260/A4165 to/from Oxford Parkway	£5,352,028.00	TBC	6a, 6b, 7b, 8, 9
17.	Cycle super highway along A4165 to/from Oxford Parkway to Oxford city centre	£11,895,600.00	TBC	6a, 6b, 7b, 8, 9

	Public Realm improvements on the A4260 between Benmead Road and Yarnton Road	£507,545.60	TBC	6a, 6b, 7b, 8, 9

Public Transport

Bus service contribution

A contribution towards bus service improvements will be required to ensure there is an appropriate level of bus service to be attractive, to maximise bus modal share from the site, and therefore suppress car journeys.

With reference to the views of the bus operator in the area, Stagecoach, regarding where to focus bus service improvements, as set out in their response to this application, the contribution will be to enhance service provision primarily to local employment destinations, such as Headington, where service provision is currently weaker but greatest opportunity exists to enhance this and increase bus modal share. While the highest proportion of bus use is towards the city centre, to some extent this is influenced by the better provision of bus service compared to alternate destinations. Public transport currently has a higher mode share for journeys towards the city centre. There is a need to raise mode share towards other destinations around Oxford but not necessarily the city centre in order to maximise the suppression of car journeys from the site.

It is intended to seek similar contributions from the other Partial Review sites 6a, 6b and 7a and combine them to achieve a higher level of improvement.

The contribution rate has been calculated based on the provision of three additional buses to enhance bus route frequencies, on a declining subsidy basis over eight years while passenger numbers grow (with the aim of financial sustainability after this time). This is the approach applied for similar sites elsewhere in Oxfordshire.

Eight year declining subsidy cost: $3 \times £720,000 = £2,160,000$

Per dwelling contribution rate based on Partial Review allocations for 6a, 6b, 7a and 7b: $£2,160,000 / 1,910 = £1,131$ per dwelling.

The contribution for this site is therefore $370 \times £1,131 = \mathbf{£418,470}$

The contribution is in line with policy PR7a of the Partial Review.

Bus stop requirements

There is currently about 1km between the pairs of bus stops on Bicester Road. In an urban setting, there would normally be at least one additional pair of stops over this distance. As the road between the existing pairs of stops will become fully urban, a new pair of bus stops will be required to minimise walking distances to access the bus from the site. The new pair of bus stops have been identified in the Emerging Development Brief around the secondary access north of the cemetery to align with the proposed controlled crossing in the same Brief. The best location for a new pair of stops would appear to be roughly at the division between the north of this application and the south of the Hill Land field.

The stops would then serve both developments (with the provision of appropriate direct walking routes) and be roughly mid-way between the existing pairs of bus stops. Walking distances to bus stops would then be acceptable from the full PR7a allocation area.

Bus stop specification, to be delivered as S278 works, with adequate hardstanding to ensure that adjacent footway/cycleways widths are not compromised.

Southbound bus stop:

- Four bay RTI compatible shelter
- Bus stop pole and flag to OCC S278 spec
- Full segregation from any cycling facilities
- Layby if need identified by bus operator
- 3x cycle Sheffield stands
- Direct walking routes into development

Northbound bus stop:

- Three bay RTI compatible shelter
- Bus stop pole and flag to OCC S278 spec
- Full segregation from any cycling facilities if highway space permits
- Layby if need identified by bus operator
- 3x cycle Sheffield stands
- Appropriate crossing facilities to access development

Additionally, the existing southbound Bicester Road stop needs upgrading as follows:

- Addition of four bay RTI compatible shelter
- Full segregation from any cycling facilities

A S106 contribution will be required for fit out of shelters with RTI equipment as follows:
4 x £8,904 in-shelter TFT display = **£35,616**

Traffic impact

In line with OCC Local Transport Connectivity Plan, the aspiration of all the PR sites is to identify a mitigation strategy focussing on sustainable transport, delivering more sustainable means of travel where possible, rather than highway infrastructure. This

will have due regard to the package of interventions identified at Appendix 4 of the Local Plan.

For consistency with modelling work undertaken on other PR sites, the approach on modelling scenarios should be based on a 2022 base year scenario (rather than 2018 which is also out of date), reference case,

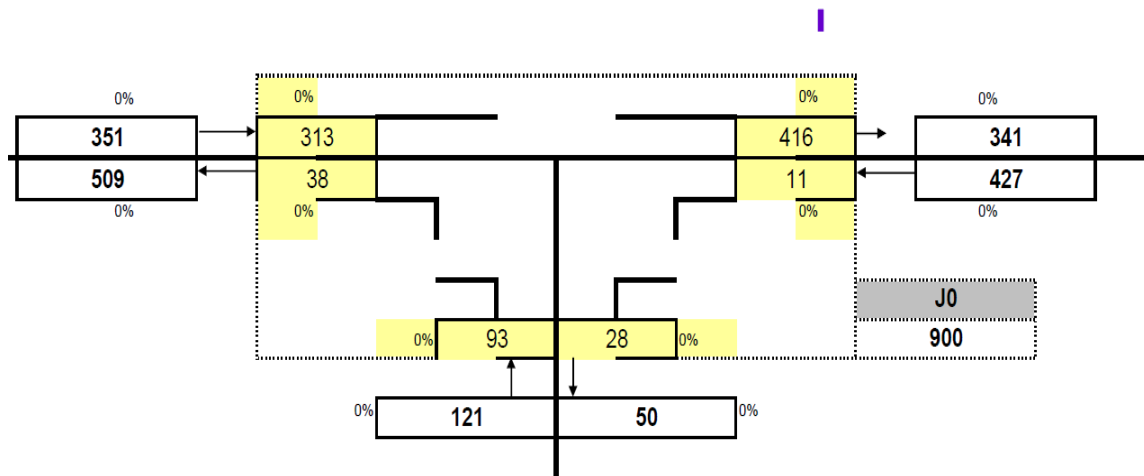
Para 6.8 suggests that in order to assess the impact on the junctions specifically, the applicant has used TEMPRO growth factors (produced by the Department for Transport) and the proposed traffic generation for Cherwell 18 MSOA. The resultant factors and how these were applied is not shown. **Further information required**

Para 6.9 of the TA mentions that assignment of trips on the network has utilised the census travel to work statistics in order to determine how vehicular movements are distributed. It however does not furnish a bit more on this statement to understand its applicability. Which Census is being referred to here, 2011 or 2021? And does this refer to the entire Kidlington or a particular MSOA? **Further information required**

Traffic generation has been derived using TRICS software, the assessment of which has resulted in a trip rate which is considered acceptable. I find it questionable why the exercise needs to separate the affordable house and market house type trip rates. I do not suppose TRICS have comparable sites to the scale of this development that comprise of exclusively open market houses or affordable only. So, regarding the mix of house types from these sites I recommend that the application should use percentage mixes rather than separate exercises. That said, the trip rates are considered realistic, therefore this approach is agreed.

The submission predicts that there will be about 171 and 173 two-way movements in the AM and PM peak periods respectively. Whilst this volume is considered realistic from this parcel of residential development, the trip generation has not included trips that would likely be generated from the Hill land to the north and also the sports facility. As such, without this information, I am not in a position to conclude that a satisfactory assessment has been undertaken. **Reason for objection**

The resultant traffic flow diagrams have been appended to the TA, interrogation of which is seemingly impossible to interpret. First, the diagrams need to show base year flows before introducing development flows, but instead the application has presented all movements under the future year scenario. The flow diagram is hence incoherent and needs to be simplified further. Turning movements cannot be interpreted, taking an example of the site access junction below;



The above snippet is the distribution of vehicles plus development in 2031 AM peak. I however fail to interpret where 38 is taken from the 93 movements on the left turn from the site? The 28 movements shown to be accessing the site need to be explained.

- Besides the site access junction and the Kidlington roundabout, other junctions mapped on the flow diagram are simply a guess work.
- Arms of junctions need to be named
- It would be helpful for base year flows, committed development flows and future year flows to be separated out
- What is the significance of the percentages are shown, what do they stand for?

The TA does not assess the impact of development traffic from the entire PR7a allocation i.e. the Barwood parcel, Hill Land parcel and the sports facility. Even though the Hill Land development is expected to assess its impact when an application is submitted, the individual assessments do not capture the cumulative impact from both parcels of the entire site and hence on this basis each would fail to robustly appraise the overall impact on the network. Instead, we would have expected to see assessment of the entire site based on the total number of dwellings proposed for the entire site, which we assume will be in the order of 500 dwellings which is more than the 430 dwellings as allocated in the Local Plan in order for the assessment to be considered somewhat robust. **Reason for objection**

It is also noted that Policy PR7a (4) requires the development to include provision of 11 hectares of land for formal sports facilities for use by the wider community. The (draft) Development Brief goes on to indicate that a circa 250sqm clubhouse pavilion and car park sufficient to accommodate 4 teams shall be in place as associated infrastructure. Undoubtedly, the sports facility land-use would generate movements that cannot be ignored albeit outside of the am peak but highly probable that the pm peak shall be

influenced. These movements have not been captured by the TA – hence it is not possible to fully assess the impact of the development in accordance with para 109 and 111 of the NPPF. **Reason for objection**

While not attempting to undermine the modelling that follows in the TA, in view of the above, I consider the highway capacity/modelling has been based on inaccurate detail to render the traffic impact assessment unfit for its purpose. I expect more information/amendments to consider the following;

- Undertake a more recent analysis of the local personal injury collision data
- Trip generation must include trips associated with other land uses on site i.e. sports facilities
- Assess the cumulative impact from both parcels of PR7a (on the basis of the full allocation)
- Present a more coherent flow diagram

Besides the site access junction, the TA has assessed one other junction – the Kidlington roundabout. Beyond this roundabout, the TA assumes that development traffic dissipates out to levels that may not require assessing. Again, this being a Partial Review (PR) site whose cumulative impact with other PR sites triggered the need to consider an infrastructure strategy – a package of measures needed to support these developments; the application needs to assess a wider area on the network than just a single junction. This would be consistent with the approach other PR sites are taking. Such an approach would determine the level of impact on the wider network and in turn inform the level of mitigation required.

Personal Injury Collision (PIC) Analysis

5.13 to 5.15 of the TA attempts to analyse the recent personal injury accident history on the highway network in the vicinity of the site. Analysis of the personal injury accident records on the public highway in the vicinity of the site was obtained from OCC. This range of data is a 5-year period from 2015 to 2019. This period, however, is not the most recent and to undertake a satisfactory assessment from which to identify any significant highway safety issues, the application should analyse the most recent 5-year period. **Reason for objection**

Para 3.42 reports that by way of updating the collision data beyond 2019, Crashmap was used to obtain the 2020 record. The updated record is however not presented anywhere in this TA for us to corroborate this information. The collision map included in Appendix C of the TA is the data obtained by OCC but not Crashmap.

The personal injury collision study area appears to focus more on vehicular routes and less on routes that pedestrians/cyclists would be attracted to. To put this into context, *Fig 3-2: PIC Study Area* of the TA shows the study area covering Frieze Way and the A44 but only stops a few hundred metres along the A4260 Oxford Road north of the Kidlington roundabout. Kidlington is the nearest centre within walking distance from the site with a number of local amenities hence I would have expected to see the study

area covering more of the A4260 stretch into Kidlington in anticipation of more walking trips.

Public rights of way

This development affects public rights of way inside and outside the redline area. Standard measures below will apply.

The public rights of way network outside of the site will be placed under greater pressure as a result of the development. A s106 contribution of £55,000 will be requested to allow the Countryside Access Team to plan and deliver improvements with third party landowners in a reasonable time period and under the Rights of Way Management Plan aims. The contribution would be spent on improvements to the public rights of way in the vicinity of the development – in the ‘impact’ area up to 3km from the site, predominantly to the east, 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 short links between existing rights of way would also be included.

Standard measures for applications affecting public rights of way

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.

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 principal, PRoW should remain unbroken and continuous to maintain this amenity and natural value. Crossing PRoW with roads or sharing PRoW with traffic significantly affects wildlife movements and the function of the PRoW as a traffic free and landscape corridor. Road crossings of PRoW 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 PRoW. Vehicle access should not be taken along PRoW without appropriate assessment and speed, noise, dust and proximity controls agreed in advance with OCC Countryside Access

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 PRow 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.

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 horse riders as vulnerable road users needs to be maintained. This means ensuring noise, dust, vehicle etc impacts are prevented.

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 PRow 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.

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.

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.

Site layout

This application is in outline only, so detailed comments are not offered on the layout of the indicative masterplan. The following are high level comments only:

- All internal roads leading up to the sports facility shall need to be designed with anticipation of the 'higher than average' residential demand. This should factor in width requirements for tractors that would occasionally maintain the grounds as well as the occasional mini-bus/vans transporting various competing teams. So, irrespective of whether tertiary roads lead up to the sports facilities, these

must be designed with the ability to accommodate the sports facility associated vehicles.

- Clarity is needed on which routes are pedestrian and which are pedestrian/cycle routes
- Roads within the development must be designed to allow speeds of no more than 20mph. There must be no lengths of straight road more than 70m without some features to calm traffic.
- Electric Vehicle charging must align with the Oxfordshire Electric Vehicle Infrastructure Strategy and provide the necessary infrastructure to enable scaling up to match demand as it continues to grow but with minimal interruption to existing provisions within the site boundaries.
- Para 4.12 states that the primary street shall be designed to around 5.5m wide. This is contrary to the Access Strategy Plan illustrated by Drawing no. 10669-SK-05 Rev A. which shows a 6.0m wide carriageway. Such contradictions need to be addressed.
- Access works will be subject to a Section 278 application with the Road Agreements Team, and designed in accordance with the 40mph speed limit design requirements (unless the section is being reduced to a 30mph)
- OCC require a swept path analysis for an 11.6m in length refuse vehicle passing an on-coming or parked family car throughout the layout. The carriageway will require widening on the bends to enable this manoeuvre.
- The Highway boundary needs to be checked with OCC Highway Records (highway.records@oxfordshire.gov.uk) to determine whether or not it coincides with the site boundary at the proposed access junction. The highway boundary is usually identified along the roadside edge of the ditch.

Travel Plan

This development will require a Residential Travel Plan to be produced prior to occupation and then updated on occupation of 50% of the site (180th dwelling) when adequate survey data is available. Further information regarding the required criteria can be found within appendices 5 and 8 of the OCC guidance document 'Transport for New Developments – Transport Assessments and Travel Plans – March 2014'. A link to this guidance document is here:

<https://www2.oxfordshire.gov.uk/cms/sites/default/files/folders/documents/roadsandtransport/transportpoliciesandplans/newdevelopments/Transport%20assessments%20and%20travel%20plans.pdf>

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

S278 Highway Works:

An obligation to enter into a s278 Agreement will be required to secure mitigation and/or improvement works.

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.

Planning Conditions:

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

CTMP

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

Travel Plan and Travel Information Pack

Prior to first occupation a Residential Travel Plan and Travel Information Pack should be submitted to the Local Planning Authority. The Travel Plan is to be updated on occupation of 50% of the site (180th dwelling).

Officer's Name: Rashid Bbosa

Officer's Title: Senior Transport Planner

Date: 21 April 2022

Application no: 22/00747/OUT

Location: Land At Bicester Road Kidlington

Lead Local Flood Authority

Recommendation:

Objection

Key issues:

- Phasing plan to be provided which the reserved matter applications will adhere to.
- Existing watercourse capacity and ownership details to be provided.

Detailed comments:

Phasing plan to be provided which the reserved matter application will follow, clearly stating the boundary of each phases. Each phase should consider flood risk and should have its own drainage strategy in place without relying on the other phases. It's understood so far that there will be two phases however this will need to be made clear on the phasing plan to ensure its followed during the reserved matter applications.

Existing watercourse capacity to be confirmed and whether it can take the proposed surface water discharge rates. Ownership details needs to be provided and consent to make the proposed drainage connection.

Officer's Name: Kabier Salam

Officer's Title: LLFA Engineer

Date: 31 March 2022

Application no: 22/00747/OUT

Location: Land At Bicester Road Kidlington

Education Schedule

Recommendation:

No objection subject to:

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

Contribution	Amount £	Price base	Index	Towards (details)
Primary education	£ 1,699,020	327	BCIS All-In TPI	Primary education capacity serving the development
Secondary education	£ 2,670,150	327	BCIS All-In TPI	Secondary education capacity serving the development
Secondary education land	£ 233,023		RPIX Nov-20	Cost of land acquisition for a new secondary school
Special education	£ 260,248	327	BCIS All-In TPI	Special school education capacity serving the development
Total	£ 4,862,441			

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

£1,699,020 Primary School Contribution indexed from TPI = 327

Justification:

Pupil generation from developments within PR7a and PR7b is expected to be accommodated through the expansion of Edward Field Primary School to 2 forms of entry (capacity of 420 primary pupils). The PR7 strategic sites are required to fund the construction of additional permanent accommodation sufficient for a 2 form entry

school. The school currently has 11 primary classes in permanent accommodation, and to be 2 forms of entry it would require 14, i.e. three new classrooms would be required. The cost of these classrooms has been estimated on the basis of the DfE-advised cost of expanding primary schools of £18,878 per place multiplied by the 90 additional places which would be provided, giving a total of £1,699,020.

At this time, we do not have certainty that further parcels of the PR7 strategic allocation will come forward, and therefore require full funding of the expansion from this application.

Should other parcels within the strategic allocation be implemented, the cost would be shared proportionally between them. The mechanism for this will need to be agreed during the s106 negotiation.

£ 2,670,150 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 assumed to be 900-places.

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

PR7a has an allocation of 430 dwellings in the Local Plan, which is 10% of the total allocated dwellings. It therefore benefits from 20 of the surplus places.

However the current application is for only part of PR7a, and proposes only 370 dwellings, or 86% of the allocation. It therefore benefits from 86% of the 20 surplus places allocated to PR7a, equivalent to 17 places. The other 3 surplus places will be allocated to any future application within the PR7a boundary.

The estimated gross secondary pupil generation from the current application is 92. Deducting the 17 surplus places, the estimated net secondary pupil generation from the current application is 75.

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 surplus places	75
Estimated per pupil cost of building a new 900 place secondary school	£35,602
Pupils * cost =	£ 2,670,150

£233,023 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 370 of the total PR allocation of 4,400 dwellings, or 8.4%. It should therefore contribute 8.4% of the land value, which is £233,023.

£260,248 Special School Contribution indexed from TPI = 327

Justification:

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

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

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

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

Calculation:

Number of pupils requiring education at a special school expected to be generated	2.9
Estimated per pupil cost of special school expansion	£89,741
Pupils * cost =	£ 260,248

The above contributions are based on a unit mix of:

60 x 1 bed dwellings
106 x 2 bed dwellings
143 x 3 bed dwellings
60 x 4 bed dwellings

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

Officer's Name: Louise Heavey

Officer's Title: Access to Learning Information Analyst

Date: 26 April 2022

Application no: 22/00747/OUT

Location: Land At Bicester Road Kidlington

Property

Recommendation:

No objection subject to:

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

Contribution	Amount £	P r i c e base	Index	Towards (details)
Children's Services	£3,471	TPI 327	BCIS	Increased provision at Children's Homes.

Detailed Comments:

The County Council considers that the impacts of the development proposal (if permitted) will place additional strain on its existing community infrastructure.

Children's Home Provisions arising from Growth

£3,471 Children's Home Contribution to be indexed linked from BCIS All-in Tender Price Index Value 327

The number of children in Oxfordshire is set to increase from 152,476 in 2017 to a forecasted 192,983 in 2031.

There is a rise nationally and locally in the number of children becoming looked after. There is also an increase in the number of children living in residential children's homes. The growth in the use of residential care is led by societal factors including the increased awareness of child sexual exploitation, the increased complexity of need and entry into care occurring later in childhood.

Both the local and national policy is to keep children in county where at all possible. Placing children away from their locality makes placements hard to monitor and can put children at additional risk. Feedback from the Children in Care Council indicated children wanted to remain in county wherever possible. They were also more likely to

go missing if placed further afield. Stable school placements were also shown to be critical for the positive future outcomes of LAC's.

There is a strong national driver for Local Authorities to avoid placing children out of county as there is growing evidence that they are more prone to going missing and to being vulnerable to issues such as child sexual exploitation. There are also considerable challenges around transitions for young people into adult services which are only exacerbated when young people are placed out of county. Care pathways are more effectively managed when there is integrated working between the Local Authority, schools, health and housing partners in one locality. There are frequent difficulties in accessing suitable education and mental health provision for children placed out of county. This has led OCC to increase its capacity to look after their own children who require residential provision

Residential care is targeted mainly at children whose needs are unable to be met, at that time, in a family home setting. This predominantly affects children over the age of 12.

The County Council currently place 101 children and young people in care homes within Oxfordshire. The Council's population forecasts estimate 66,631 people aged 10-17, giving a rate of 15.16 children in every 10,000 who require residential accommodation.

The capital costs of a children's home for 4 children has been estimated to cost £2.1m (BCIS All-in Tender Price Index Value 327)

345 children have left the cared for system since April 2018, who were aged between 10-17. They had been cared for on average for 864 days or 2 years 4 months.

A building delivered is anticipated to provide 60 years of use therefor it can accommodate 102.85 placements during its period of use ($60 / 2.333 \times 4$)

The capital costs per child are therefore $2.1m / 102.85 = £20,418$ per child

The number of children resulting from the housing development aged between 10 and 17 at any one time are forecast to be 111

15.16 in 10,000 children will demand residential care in Oxfordshire.

The number of children needing accommodation arising from this development will therefore be 0.17

The capital contribution required is therefore $20,418 \times 0.17 = £3,471$

Fire Service

Generic Requirements of Oxfordshire Fire and Rescue Service

1. Water Supplies for Fire Fighting

The requirements for water supplies for residential developments:

No residential property should be more than 150 (un-obstructed) metres from a fire hydrant on a water main of no less than a 90-millimeter nominal diameter. The location and number of fire hydrants will be determined by Oxfordshire County Council's Fire and Rescue Service Fire *following a risk assessment once a water scheme has been received or once a copy of the existing water infrastructure has been supplied.*

The requirements for water supplies for commercial developments:

New developments will be required to be within and as a minimum, have a distance of no more than 100 metres from an existing hydrant, otherwise a new hydrant should be provided within 90 metres of an entry point and not more than 90 metres apart unless stated as otherwise within the guidelines on flow requirements for firefighting below. Generally and where a planning condition is imposed, the location and number of fire hydrants will be determined by Oxfordshire County Council's Fire and Rescue Service *following a risk assessment once a water scheme has been received or once a copy of the existing water infrastructure has been supplied.*

Where no piped water supply is available or there is insufficient pressure and flow in the water main, or an alternative arrangement is proposed, the alternative source of supply should be provided in accordance with the following recommendations:

- A charged static water tank of at least 45,000 litre capacity; or
- A spring, river, canal or pond capable of providing or storing at least 45,000 litres of water at all times of the year, to which access, space and a hard standing are available for a pumping appliance; or
- Any other means of providing a water supply for firefighting operations considered appropriate by the fire and rescue authority.

2. Guidelines on flow requirements for fire fighting

The following flows represent the ideal requirements on new developments and during permanent system changes. In some locations it is accepted that the existing distribution system will not allow the delivery of such flows.

Housing

Housing developments with units of detached or semidetached houses of not more than two floors should have a water supply capable of delivering a minimum of eight litres per second through any single hydrant.

Multi occupied housing developments

With units of more than two floors should have a water supply capable of delivering a minimum of 20 to 35 litres per second through any single hydrant on the development.

Transportation

Lorry/coach parks - multi-storey car parks - service stations: all of these amenities should have a water supply capable of delivery a minimum of 25 litres per second through any single hydrant on the development or within a vehicular distance of 90 metres from the complex.

Industry

In order that an adequate supply of water is available for use by the fire and rescue service in case of fire, it is recommended that the water supply infrastructure to any estate is as follows with the mains network on site being normally at least 150mm nominal diameter –

- Up to one hectare 20 litres per second.
- One to two hectares 35 litres per second.
- Two to three hectares 50 litres per second.
- Over three hectares 75 litres per second.

Shopping, offices, recreation and tourism

Commercial developments of this type should have a water supply capable of delivering a minimum flow of 20 to 75 litres per second to the development site.

Education, health and community facilities

Primary schools and single storey health centres

Should have a water supply capable of delivering a minimum flow of 20 litres per second through any single hydrant on the development or within a vehicular distance of 70 metres from the complex

Secondary schools, colleges, large health and community facilities

Should have a water supply capable of delivering a minimum flow of 35 litres per second through any single hydrant on the development or within a vehicular distance of 70 metres from the complex.

Village halls

Should have a water supply capable of delivering a minimum flow of 15 litres per second through any single hydrant on the development or within a vehicular distance of 100 metres from the complex.

However, these requirements may be lessened with the provision of suitable suppression systems within the dwellings/premises (see below).

3. Fire Suppression Systems

Fires in the home still account for the greatest number of fire deaths and injuries each year and, therefore, the installation of automatic fire suppression systems, such as sprinklers, in domestic premises is something that Oxfordshire County Council's Fire and Rescue Service strongly advocate. More and more vulnerable people with less mobility are remaining in their own homes and the evacuation policy of "get out, stay out, call 999" is becoming increasingly less appropriate as a result of an ageing demography. Additionally, automatic fire suppression systems can increase the sustainability and life expectancy of buildings by limiting fire development and significantly reducing the amount of smoke, CO2 and other pollutants.

For any system that has the potential to improve safety in the communities, we will provide a commitment of early dialogue with developers to explore the potential use and the level of compensatory features this would provide. This will include financial contributions that we might otherwise require by virtue of Section 106 and the Community Infrastructure Levy.

Arson & Deliberate Fires

Oxfordshire County Council's Fire and Rescue Service supports the UK Police's 'Secured by Design' principles and design guides in aiming to minimise opportunities for antisocial behaviour (ASB) through good design and layout that can also reduce arson and deliberate fire setting.

Deliberate fires have a significant impact on communities. Whilst the financial cost for all public services, can be calculated, what is more difficult to quantify is the wider adverse impact on communities. Types of fires and their causation range from; anti-social behaviour (ASB) of small refuse fires through to vehicle fires and property fires.

Areas for consideration within the design scope should include the following:

- Security of premises both internal and external
- Disposal of refuse and location of refuse bins
- Lighting and movement of people through the complex
- CCTV in public spaces
- Open spaces, layout, construction (type of materials used) and community equipment placed into them
- Visibility designing out secluded locations
- Through-roads and cul-de-sacs

Officer's Name: Richard Oliver

Officer's Title: Infrastructure Funding Negotiator

Date: 20 April 2022

Application no: 22/00747/OUT

Location: Land At Bicester Road Kidlington

Archaeology

Recommendation:

Further archaeological mitigation is required, following an archaeological evaluation which has already taken place.

Conditions:

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

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

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

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

Reason – To safeguard the identification, recording, analysis and archiving of heritage assets before they are lost and to advance understanding of the heritage assets in their wider context through publication and dissemination of the evidence in accordance with the NPPF (2021).

Detailed comments:

The proposal site lies in an area of archaeological potential, with small scale Roman occupation in the central field revealed through a geophysical survey and a subsequent archaeological evaluation. A report has been approved for the archaeological evaluation and a further phase of archaeological mitigation will need to take place prior to development of the site.

Officer's Name: Victoria Green

Officer's Title: Planning Archaeologist

Date: 28 March 2022

Application no: 22/00747/OUT

Location: Land At Bicester Road Kidlington

Minerals & Waste

Recommendation:

See comments below.

Key issues:

Effect of the proposed development on the safeguarded rail dept

Detailed comments:

Planning Application Reference: 22/007474/OUT

Location: Land at Bicester Road, Kidlington

Development Proposal: Outline planning application for the development of up to 370 homes, public open space (including play areas and woodland planting), sports pitches and pavilion, drainage and engineering works, with all matters reserved (appearance, landscaping, layout and scale) except for vehicular and emergency accesses to Bicester Road.

The proposed development site lies to the west of Kidlington rail depot, which is a Safeguarded Mineral Infrastructure for the importation of aggregate into Oxfordshire under policy M9 of the Oxfordshire Minerals and Waste Local Plan: Part 1 – Core Strategy. The south western part of the site falls within the Mineral Consultation Area for Kidlington rail depot.

The proposed development, particularly the south western part of the site immediately west of the A34, could prejudice or jeopardise the continued use of Kidlington rail depot by creating incompatible land uses nearby. The proposed development could therefore be contrary to policy M9 of the Oxfordshire Minerals and Waste Local Pan: Part 1 – Core Strategy unless one of the three criteria are met:

- The site is allocated for development in an adopted local plan;
- It can be demonstrated that the mineral infrastructure is no longer needed; or
- The capacity of the infrastructure can be appropriately and sustainably provided elsewhere.

The application site is allocated in the Adopted Cherwell Local Plan 2011 – 2031 Part 1 as a strategic development site and the southern end of the site is allocated for outdoor sports provision and new green space/parks.

In the southern part of the site, it is proposed to create outdoor sports provision and new green space. This part of the proposal is unlikely to jeopardise the continued use of Kidlington Rail depot. However, the Case Officer should however consider whether the housing which is proposed immediately north of this area would be incompatible with the continued use of Kidlington rail depot.

Paragraph 7.7 o of the Planning Statement states that

it is expected that any grant of outline planning permission will require the submission and approval of a Construction Environmental Management Plan (CEMP) which will ensure the sustainable and safe management during waste construction.

We hope that the submitted CEMP includes detail on the sources for the material used on site, and a commitment to sourcing materials locally where possible. Within the CEMP we would like to see details of the construction materials for the acoustic bunds. We would be interested to know whether inert material is brought onto the site for use. We would also be interested to know more about what is proposed to do with Construction and Excavation waste arisings from the construction phase and how the development proposes to minimise these arisings. In addition, we would like the CEMP to include how the minimisation of waste has been considered once the site is occupied.

Lastly, we would also be interested to know more about how the development proposes to consider the Circular Economy in its construction.

Officer's Name: Naomi Woodcock

Officer's Title: Planning Officer

Date: 11th April 2022

Application no: 22/00747/OUT

Location: Land At Bicester Road Kidlington

Waste Management

Recommendation:

No objection subject to S106 contributions

Legal agreement required to secure:

No objection subject to:

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

Contribution	Amount	P r i c e base	Index	Towards (details)
Household Waste Recycling Centres	£34,765	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):

£34,765 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:

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

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

and that

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

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

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

6. 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.
7. 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 370 dwellings. If each household makes four trips per annum the development would impact on the already over capacity HWRCs by an additional 1,480 HWRC visits per year.
8. 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.
9. The Waste Regulations (England and Wales) 2011 require that waste is dealt with according to the waste hierarchy. The County Council provides a large number of appropriate containers and storage areas at HWRCs to maximise the amount of waste reused or recycled that is delivered by local residents. However, to manage the waste appropriately this requires more space and infrastructure meaning the pressures of new developments are increasingly felt. Combined with the complex and varied nature of materials delivered to site it will become increasingly difficult over time to comply with the EU Waste Framework Directive 2008, enacted through the Waste Regulations (England and Wales) 2011 (as amended), maintain performance and a good level of service especially at busy and peak times.

Calculation:

Space at HWRC required per dwelling (m ²)	0.18	Current land available 41,000m ² , needs to increase by 28% to cope with current capacity issues. Space for reuse requires an additional 7%. Therefore, total land required for current dwellings (300,090) is 55,350 m ² , or 0.18m ² per dwelling
Infrastructure cost per m ²	£275	Kidlington build cost/m ² indexed to 327 BCIS
Land cost per m ²	£247	Senior Estates Surveyor valuation
Total land and infrastructure cost /m ²	£522	
Cost/dwelling	£93.96	
No of dwellings in the development	370	
Total contributions requested	£34,765	

Detailed comments:

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

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

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

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

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

Conditions:

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

N/A

Officer's Name: Mark Watson

Officer's Title: Waste Strategy Projects Officer

Date: 28 March 2022

Application no: 22/00747/OUT

Location: Land At Bicester Road Kidlington

Landscape / Green Infrastructure

Recommendation:

Consult the District Council's Landscape Officer.

Comments

The District Council's landscape officer should be consulted on the proposal and his comments taken into account.

Officer's Name: Haidrun Breith

Officer's Title: Landscape Specialist

Date: 11 April 2022

Application no: 22/00747/OUT

Location: Land At Bicester Road Kidlington

Healthy Place Shaping

These comments relate to the outline planning application for the development of up to 370 homes, public open space (including play areas and woodland planting), sports pitches and pavilion, drainage and engineering works.

The Healthy Place Shaping team acknowledges the provision of allotment spaces within the proposed development site. The accessibility of local growing spaces is important for community cohesion and for people of all ages to learn about the health benefits of growing and eating fresh produce. We would also encourage you to identify opportunities to provide small informal green spaces throughout the development as places for small scale community growing e.g. in planters and as places for people to meet and interact with their local neighbours. Such small green places also provide scope for informal play and promotion of biodiversity. Fruit trees should also be included in planting schemes and shade and seating should be provided on key routes to the village centre to ensure that walking to it is age friendly for both those in their early years and in later life.

The range of dwelling and tenure types and the provision of 50% affordable housing is welcomed. The proposal also includes 11 hectares of land to provide formal sports facilities for the development and the wider community as well as green infrastructure. Growing evidence shows the importance of both informal green space and spaces dedicated to organised sports are vital for improving mental and physical wellbeing, and the provision of these facilities within the development will be crucial to supporting community cohesion. It is also welcomed that the draft Development Brief intends for the new development to be fully integrated and connected to the rest of Kidlington, maximising opportunities for walking, cycling and wheelchair use. It is imperative that developments on the outskirts of an existing town or village are well-integrated with suitable active travel infrastructure. This prevents severance and reduces the reliance on the private car, thereby benefiting air quality, traffic congestion, health and the climate.

The development site sits conveniently close to Oxford Parkway rail station which will provide future residents with rail links to Oxford and London. The Design and Access Statement states that the opportunity exists to provide a new pedestrian and cycle connection to Oxford Road to maximise connectivity and access to Oxford Parkway. The Healthy Place Shaping team recommends that this vital active travel connection is written into the conditions of the planning approval.

It is noted from the supporting documents of the planning application that a full Health Impact Assessment (HIA) has been carried out for this development. The developer should also be aware of the new HIA Infrastructure Tool which has been designed to sit alongside the main HIA and is a quick and effective way for developers to assess their proposals against Healthy Place Shaping criteria. The tool can be used during the planning stages and incrementally as the development progresses. We can provide the Tool and User Guide separately.

Officer's Name: John Lee

Officer's Title: Health Improvement Practitioner

Date: 14 April 2022

Application no: 22/00747/OUT

Location: Land At Bicester Road Kidlington

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 scheme. Confirmation of any requirement from the County Council will follow an initial discussion between the County Council and CDC.

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'*

It is recognised that this application is for 370 homes, but as the entire site allocated is designed for more than 400 dwellings, it is considered that Policy BSC4 applies.

Officer's Name: Vicki Jessop

Officer's Title: Interim Assistant Director Housing

Date: 27 April 2022