

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

District: Cherwell

Application no: 22/01611/OUT

Proposal: Outline planning application for up to 118 no dwellings (all matters reserved except for access) with vehicular access from Oxford Road

Location: Stratfield Farm 374 Oxford Road Kidlington OX5 1DL

Response Date: 14th July 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 taken from the application form.

Residential	
1-bed dwellings	19
2-bed dwellings	39
3-bed dwellings	42
4-bed & larger dwellings	20

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General Information and Advice

Recommendations for approval contrary to OCC objection:

If within this response an OCC officer has raised an objection but the Local Planning Authority are still minded to recommend approval, OCC would be grateful for notification (via planningconsultations@oxfordshire.gov.uk) as to why material consideration outweighs OCC's objections, and 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 - £11,689**
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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Strategic Comments

This planning application covers the whole of the site allocated under Policy PR7b in the Cherwell Local Plan Partial Review. Please see attached comments, which include Transport and LLFA objections.

This application follows an application for the other site on the edge of Kidlington, allocated under Policy PR7a: 22/00747/OUT. At the time of writing, Oxfordshire County Council has objections to that application.

Policy PR7b provides for 120 houses on this site, and the application is for 118, plus there is a listed building consent application to create 4 units out of the existing listed building and its outbuildings. A development brief was adopted for the site, following a Planning Committee in December 2021. The development brief is dated November 2021 given it was brought to that Committee, although published online in May 2022: <https://www.cherwell.gov.uk/downloads/download/1435/development-briefs>. Policy PR7b requires the application to be in accordance with the development brief.

Part of the site 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 adjoining, and links between the green infrastructure on this site, and that site should be provided for. 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.

Officer's Name: Lynette Hughes

Officer's Title: Principal Planner

Date: 14 July 2022

Application no: 22/01611/OUT

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Transport Schedule

Recommendation: Objection for the following reasons:

- Unacceptable pedestrian/cycle access arrangements. There are connectivity gaps in the shared pedestrian / cycle route. The east-west shared use ped/ cycle route (between Oxford Road and the Oxford Canal) is not furnished with details of how either ends of the route terminate into the existing infrastructure.
- The PIC data used to identify any significant highway safety issues within the study area is not up to date.
- The application has not taken into consideration the layout of the planned Kidlington roundabout for both connectivity and junction capacity assessment.

If despite OCC's objection permission is 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)
Public transport services	£133,458.00	June 2022	RPI-x	Bus service improvements required to maximise service frequency in order to increase bus modal share from the site
Travel Plan Monitoring	£1,558.00	June 2022	RPI-x	Enabling the travel plan to be monitored for a period of 5 years
Public Rights of Way	TBC	TBC	Baxter	
Proportionate contribution to infrastructure identified in Cherwell Local Plan Partial Review - Oxford's Unmet	TBC	TBC		Appendix 4 of the Local Plan Partial Review provides details.

Housing Need				
Traffic Regulation Order	£3,320	March 2022	RPI-x	TRO in order to consult on and implement a Controlled Parking Zone, or alternative parking restrictions, within the site
Total				

Other obligations:

- A cycle/ pedestrian footbridge over the canal to the west of the site, connecting the development to the canal towpath/ footpath.
- Promotion of a Controlled Parking Zone (CPZ) within estate roads to deter commuter parking within the development.

Key points:

- Access arrangements do not link to the existing/proposed infrastructure.
- Promotion of a CPZ within estate roads to deter commuter parking within the development.
- 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.
- More pedestrian connections to adjacent parcels needed to provide high level of permeability
- The site does not maximise opportunities for sustainable travel because it could provide more direct links with the adjacent parcels' residential streets.

Comments:

Introduction

The application is outline only seeking development of up to 118 dwellings with an additional 5 dwellings comprising of a redevelopment of the existing buildings. The site, also known as PR7b, is allocated for residential development in the adopted Cherwell Local Plan 2011 – 2031 (Part 1) Partial Review.

Access arrangements

The principal point of access to serve the proposed development will be off Oxford Road from which vehicles, pedestrians and cyclists shall acquire access. The principal access provides a simple priority junction serving a development road with a width of 5.5m bound by two 1.8m wide footways.

Although the 1.8m footway width allocation does not meet the minimum width that enables contraflow of wheelchairs to pass each other, I note that provision has been made on each side of the carriageway, hence taking away the risk of such a conflict.

Much as the Transport Assessment (TA) does not indicate proposals of a pedestrian/cycle bridge over Oxford Canal from the development, the willingness to provide this vital infrastructure that will undoubtedly improve accessibility has been picked up from the Design and Access Statement (DAS) albeit with no further detail.

It is not apparent whether the application intends to provide access to Croxford Gardens to the north of the site. The illustrative masterplan appears to show routes towards Croxford Gardens but the connection point has not been shown - it is obscured by tree canopies. I would like to see a clear access and connectivity strategy with details of each access point to confidently consider the site's permeability.

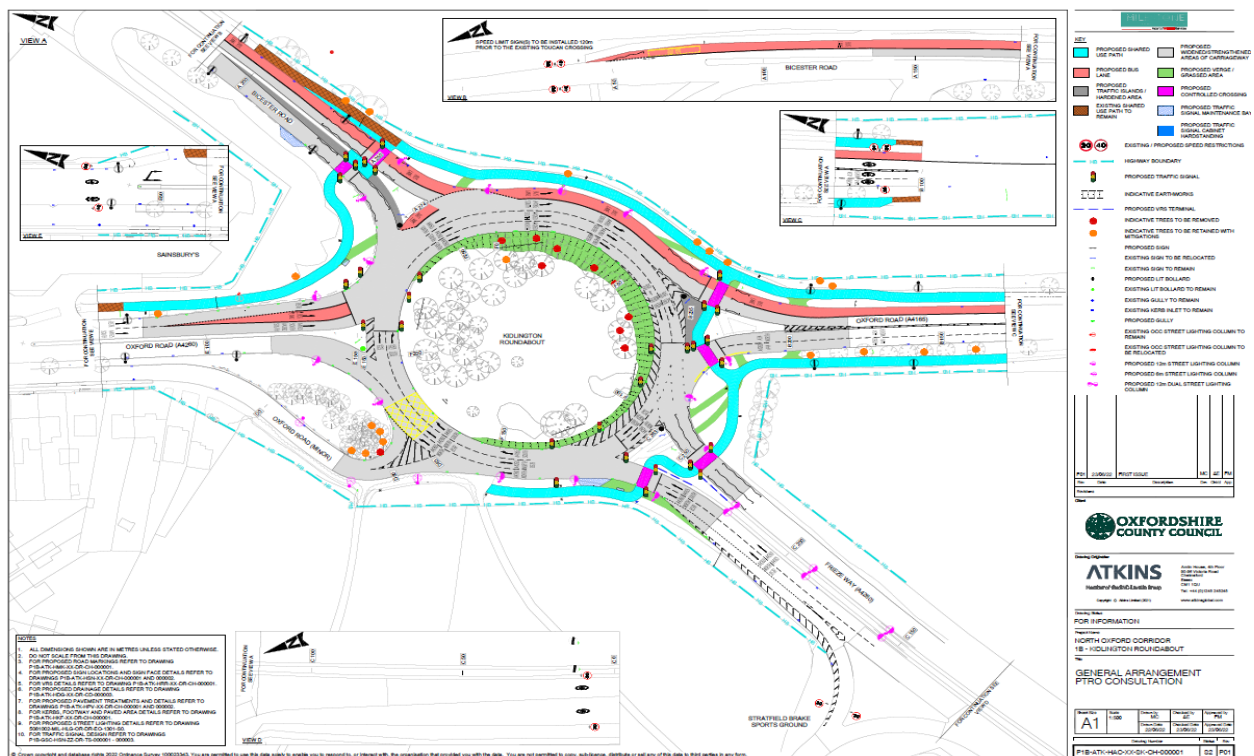


In August 2018, the applicant and OCC engaged in a pre-application process through which our advice with respect to the immediate local highway was in the following extract;

'The site is close to a key junction on the strategic network at Kidlington Roundabout, which has heavy traffic flows. It is noted that the site itself has a constrained frontage onto a service road close to the junction, which will require careful consideration and further discussions with OCC to ensure the proposals are appropriate. Indeed, the LHA are currently developing options for improving Kidlington Roundabout. As a result, the current service road access to Kidlington Roundabout or its geometry should not be assumed without further discussion with the county council. It is also likely that a Strategic Transport Contribution towards such a scheme would be required'.

OCC's planned improvements to Oxford Road and Kidlington Roundabout may have an impact on the site's eastern boundary including access connections. It was OCC's expectation following the pre-application advice that prior to submitting any subsequent applications, the applicant would enquire on the progress of the planned improvements to the roundabout scheme. This would ensure that access arrangements including highway capacity appraisal align with the new layout.

The snippet below is of the proposed scheme. The functional relationship due to the proximity of the roundabout to the proposed development is such that cannot be overlooked. Accessibility to/ from the site must consider the emerging scheme rather than planning connectivity onto what would be a historical layout. The LHA is happy to share with the applicant the GA Plans of the new roundabout in order to maximise connectivity and how the tie in with the new design would be accomplished.



It is noted that there is a relevant consultation on a Traffic Regulation Order (TRO), closing 29th July:
https://letstalk.oxfordshire.gov.uk/kidlingtonroundabout_improvements2022/

Sustainable transport connectivity/transport sustainability

The site is allocated for housing development of 120 dwellings in the Cherwell Local Plan Part 1 Partial Review which aims to accommodate 4400 homes of Oxford's unmet housing need. The relevant policy is PR7b – Land at Stratfield Farm, the requirements of which will need to be complied with.

PR7b of the Local Plan Partial Review sets out the policy requirements for the site. Some of these include:

- A new public bridleway/green link suitable for all-weather cycling and the provision of land for a new foot, cycle and wheelchair accessible bridge over the Oxford Canal creating connections to land to the east of the A44 (PR8) and key facilities on the A4165 incl. Oxford Parkway Station.
- A layout, design and appearance for an extension to Kidlington that seeks to improve the appearance of, and is fully integrated and connected with, the existing built environment, which maximises the opportunity for walking, cycling and wheelchair use, which provides for a development that is integrated with high-quality, publicly accessible and well connected green infrastructure and which provides a transitional interface with Stratfield Brake Sports Ground and Stratfield Brake District Wildlife Site and protects and enhances the Oxford Canal Conservation Area.
- Emergency services infrastructure.

Para 3.1.1 and Table 3.3 of the TA allude to the existence of a 3.3m wide footway adjacent to the site, on the western side of Oxford Road. I am not aware of an existing section of footway in the vicinity of this site that commands a 3.3m width. Even if alluded to a very short section of infrastructure, it would indeed be misleading to state the presence of a 3.3m wide footway. Should this be the case, the application needs to revisit this for confirmation.

The TA under para 3.1.5 goes on to suggest that footway provisions between the development and the local facilities are adequate for purpose. Whilst that may be the case with respect to the existing demand, the county council is of the firm view that increased demand from this development, (also being mindful of demand from development of other PR sites) the existing infrastructure shall need to be significantly improved to a) be able to safely accommodate this increased demand and b) to align with the recent guidance set out in LTN1/20 and [Oxfordshire Walking and Cycling Design Standards](#).

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 or improvements was deemed necessary to support these developments;

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

Item	Scheme	Cost (£) (As identified in the Partial	Proportional contribution from PR7b	Other PR sites contributing
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		Review, but subject to review and adjustment for inflation)		to the scheme
1.	Expansion of Water Eaton P&R	£14,781,274.30	TBC	6a, 6b, 7a, 8, 9
2.	P&R at London Oxford Airport	£6,816,103.00	TBC	6a, 6b, 7a, 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, 7a, 8, 9
5.	A4260 – southbound bus lane from The Moors to Benmead Road	£593,788.70	TBC	6a, 6b, 7a, 8, 9
6.	A4260 Southbound bus lane from Bicester Road/A4260 junction to Kidlington roundabout	£3,979,000.00	TBC	6a, 6b, 7a, 8, 9
8.	Signalised junctions along the A4260/A4165 corridor to improve bus movements (including Bus Gate near Kidlington centre)	TBC	TBC	6a, 6b, 7a, 8, 9
9.	A4260/Bicester Road Signalised junction – RT detection and advanced stop line	£319,198.60	TBC	6a, 6b, 7a, 8, 9
10.	A4260/Lyne Road Signalised junction - RT detection, advance stop line and toucan crossing	£319,198.60	TBC	6a, 6b, 7a, 8, 9
11.	Langford Lane/A4260 junction improvements with bus lanes on some approaches	TBC	TBC	6a, 6b, 7a, 8, 9
12.	Left turn bypass lane from A4095 Upper Campsfield	£1,059,699.70	TBC	6a, 6b, 7a, 8, 9

	Road to A44			
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, 7a, 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, 7a, 8, 9
15.	Upgrade of outbound bus stop on A4165 opposite Parkway	TBC	TBC	6a, 6b, 7a, 8, 9
16.	Cycle super highway along the A4260/A4165 to/from Oxford Parkway	£5,352,028.00	TBC	6a, 6b, 7a, 8, 9
17.	Cycle super highway along A4165 to/from Oxford Parkway to Oxford city centre	£11,895,600.00	TBC	6a, 6b, 7a, 8, 9
	Public Realm improvements on the A4260 between Benmead Road and Yarnton Road	£507,545.60	TBC	6a, 6b, 7a, 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.

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: $3 \times \text{£}720,000 = \text{£}2,160,000$

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

The contribution for this site is therefore $370 \times \text{£}1,131 = \text{£}133,458.00$

The contribution is in line with Policy SLE 4: Improved Transport and Connections and Policy PR7a of the Adopted Cherwell Local Plan 2011-2031.

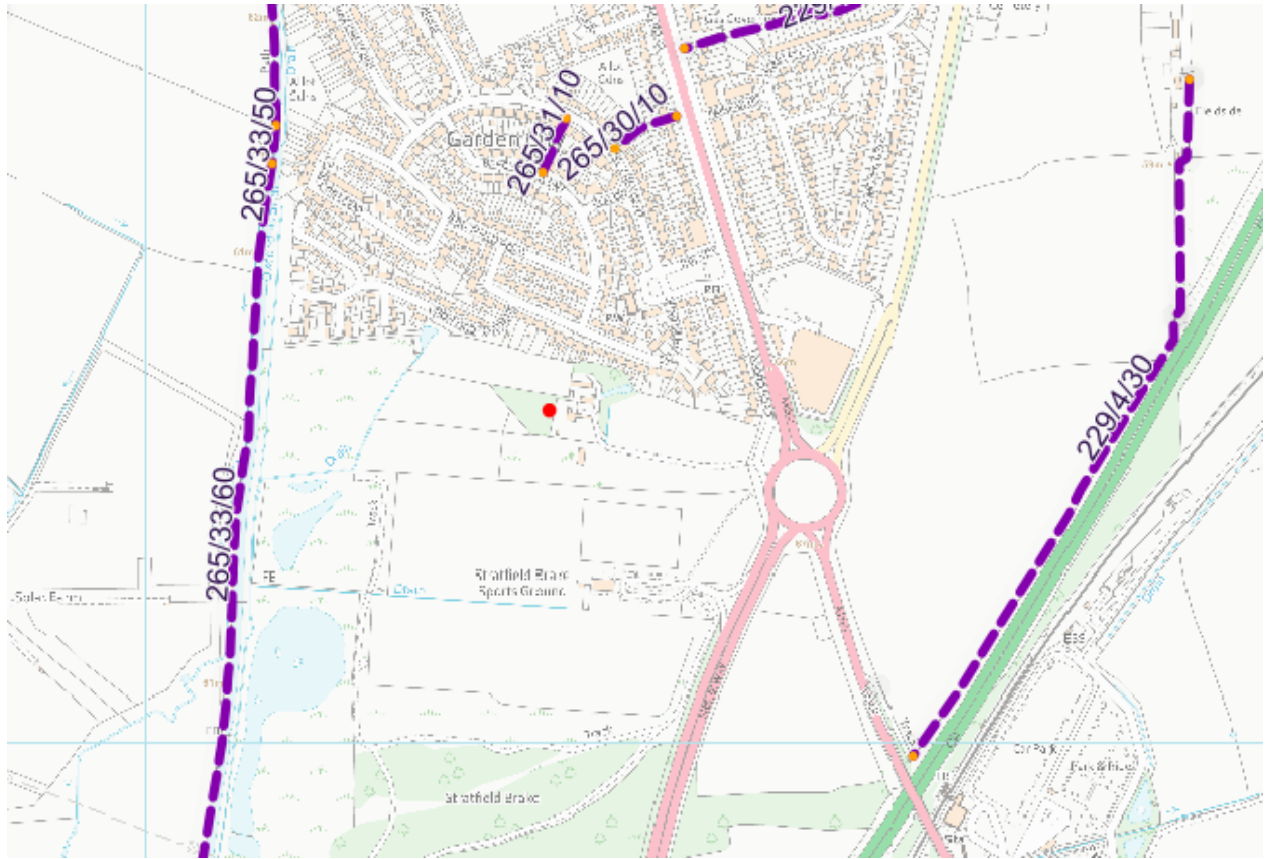
Public rights of way

Although there are no recorded public rights of way on this site, the development will impact on the nearby public rights of way along its western frontage (by the canal) and will require access to these paths in order to not be an isolated development site. The application does not make commitment to providing a new cycle/pedestrian bridge over the Oxford Canal as is required by the policy. This needs to confirm to Canal and Waterways Trust standards for publicly accessible structures and a footpath/cyclepath needs to be created over this structure.

The status of the proposed public routes within the site is unclear. The key east west route from the canal towpath to the Sainsbury's roundabout should form part of the s38 agreement if intended to be part of the adopted highways network. If they are to be retained in perpetuity as part of public open space then a management and repair/replacement mechanism needs to be provided. Improved cycle and pedestrian access around the roundabout and across the Oxford Road should be provided.

A contribution or works under s278 should be secured under s106 to enable Canal and River Trust and/or OCC to upgrade the surface of the canal towpath/footpath 265/33 to better enable cycling and walking. The amount shall be communicated in due course.

In addition, there is to be a key footpath link to the south, enabling access to the Stratfield Brake Sports Ground and the Wildlife Trust area, as set out in the adopted PR7b Development Brief.



Site layout

This application is in outline only, so detailed comments are not offered on the layout of the indicative masterplan. The following are however high-level comments only that may assist in formulating an acceptable level of detail in subsequent full/reserved matters applications:

- 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.
- Access works will be subject to a Section 278 application with the Road Agreements Team, and designed in accordance with the 30mph speed limit design requirements.
- OCC requires a swept path analysis for an 11.6m in length refuse vehicle passing

an on-coming or parked family car on straight sections. Around bends the carriageway may require widening to enable such manoeuvres.

- 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 any ditch.

Car and cycle parking

The TA states that parking within the development will be provided in line with current parking policy. Parking should rather be in line with low-car principles and therefore limited.

At the time of producing this development brief, Oxfordshire County Council's standards for car parking and cycle parking are being reviewed. It is expected that the car parking requirements will be lower in this area than currently, and the cycle parking requirements higher. These revised standards are likely to be available when a reserved matters application on this site is determined, and therefore will need to be followed.

To avoid indiscriminate on-street parking, possibly by commuters, a Controlled Parking Zone (CPZ) will be needed on the site, a measure that we shall seek to be secured through a s106 agreement. However, a CPZ can only be implemented by the county council once the internal streets 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.

Cycle parking will need to be provided generously to encourage and facilitate cycle use.

Accident History

Section 3.4 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 and CrashMap database. The TA reports that the range of data for a 5-year period from 2013 to 2018 was obtained from OCC while the updated period between 2018 and 2020 was obtained from CrashMap.

Although this is not the most recent 5-year period, interrogation of the accident data enclosed in Appendix I of the TA does not show the data obtained from CrashMap which is the latter of the two sets of data and most relevant. 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**

Traffic impact

Trip generation has been derived using TRICS software, the assessment of which has resulted in a trip rate which is considered acceptable. The resultant trip rates are considered reasonable and were already agreed at pre-application.

The submission predicts that there will be about 72 and 64 two-way movements in the AM and PM peak periods respectively. This volume is considered robust from this development (both in terms of scale and location).

The application went on to assess 3 junctions. These are:

- J1 – Access / Oxford Road Service Road;
- J2 – A4260 / Oxford Road / Bicester Road; and
- J3 Oxford Road Service Road / A4260 Oxford Road.

Due to the distribution of traffic from the site, its impact beyond these junctions is not considered to be sufficient to warrant further assessment.

The assessment demonstrates that all of the junctions reviewed will operate well within capacity. I find the assessment acceptable with regards to junctions J1 and J3. However, for junction J2 - the Kidlington roundabout is assuming another design. This implies that the assessment undertaken on it is/was irrelevant. This must be based on the new design as was advised during pre-application discussions. **(Reason for objection)**

Travel Plan

The size of this development will require both a Residential Travel Plan and Residential Travel Information Pack to be produced.

The travel plan should be produced prior to occupation and then updated on occupation of 50% of the site (59th dwelling). 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 Residential Travel Information Pack is also required prior to occupation and should be 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.

Both guidance documents have been attached with this response for ease of reference.

A Travel Plan Monitoring Fee of £1,558 (RPI index linked) is required to enable the travel plan to be monitored for a period of 5 years.

A Framework Travel Plan has been submitted with this application; however, a Residential Travel Plan is required. The submitted document does not meet OCC criteria and it is recommended that the applicant consults the criteria contained within appendices 5 and 8 of the OCC guidance document whose link is given below to ensure all criteria has been met before revising and resubmitting for approval.

[First Draft – KD \(oxfordshire.gov.uk\)](https://www.oxfordshire.gov.uk)

Further information or advice regarding the required criteria can be also be obtained from contacting the OCC Travel Plans Team travelplans.team@oxfordshire.gov.uk

Cycle parking and EV charging should be provided within residential boundaries.

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 (59th dwelling).

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.

Officer's Name: Rashid Bbosa

Officer's Title: Senior Transport Planner

Date: 14/07/2022

Application no: 22/01611/OUT

Location: Stratfield Farm 374 Oxford Road Kidlington OX5 1DL

Lead Local Flood Authority

Recommendation:

Objection

Key issues:

- Provide watercourse ownership details and confirm the watercourse has capacity to take the proposed flows.

Detailed comments:

Provide consent to make connection to the proposed watercourse and confirm watercourse capacity.

Officer's Name: Kabier Salam

Officer's Title: LLFA Engineer

Date: 13/07/2022

Application no: 22/01611/OUT

Location: Stratfield Farm 374 Oxford Road Kidlington OX5 1DL

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	£ 712,040	327	BCIS All-In TPI	Secondary education capacity serving the development
Secondary education land	£ 74,900	November 2020	RPIX	Cost of land acquisition for a new secondary school
Special education	£ 62,819	327	BCIS All-In TPI	Special school education capacity serving the development
Total	£ 2,548,779			

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. An Options Appraisal is underway which may result in this cost being revised.

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.

£712,040 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.

PR7b has an allocation of 120 dwellings in the Local Plan, which is 3% of the total allocated dwellings. It therefore benefits from 6 of the surplus places. Since the pupil generation from the additional four dwellings being proposed will be negligible, the 6 surplus places would be assigned to this development.

The estimated gross secondary pupil generation from the current application is 26. Deducting the 6 surplus places, the estimated net secondary pupil generation from the current application is 20.

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	20
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Estimated per pupil cost of building a new 900 place secondary school	£35,602
Pupils * cost =	£ 712,040

£74,900 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 118 of the total PR allocation of 4,400 dwellings, or 2.7%. It should therefore contribute 2.7% of the land value, which is £74,900.

£62,819 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	0.7
Estimated per pupil cost of special school expansion	£89,741
Pupils * cost =	£ 62,819

The above contributions are based on a unit mix of:

19 x 1 bed dwellings
37 x 2 bed dwellings
43 x 3 bed dwellings
19 x 4 bed dwellings

This unit mix is taken from the percentages given in the Design and Access statement, applied to the 118 dwellings actually being proposed in this application. 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: 1/07/2022

Application no: 22/01611/OUT

Location: Stratfield Farm 374 Oxford Road Kidlington OX5 1DL

Archaeology

Recommendation:

The proposals outlined would not appear to have an invasive impact upon any known archaeological sites or features. As such there are no archaeological constraints to this scheme. An archaeological evaluation on the site found no archaeological features.

Key issues:

Legal agreement required to secure:

Conditions:

Informatives:

Detailed comments:

An archaeological evaluation has been undertaken on the site, which recorded no archaeological features, and so there are no archaeological constraints to this scheme.

Officer's Name: Victoria Green

Officer's Title: Planning Archaeologist

Date: 17th June 2022

Application no: 22/01611/OUT

Location: Stratfield Farm 374 Oxford Road Kidlington OX5 1DL

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	Price base	Index	Towards (details)
Household Waste Recycling Centres	£11,087	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):

£11,087 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 25th December or 1st 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 118 dwellings. If each household makes four trips per annum the development would impact on the already over capacity HWRCs by an additional 472 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 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	118	
Total contributions requested	£11,087	

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: 03 July 2022