

**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:** 2nd December 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.

<b>Residential</b>	
1-bed dwellings	19
2-bed dwellings	39
3-bed dwellings	42
4-bed & larger dwellings	20

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	288.04
Nursery children (number of 2- and 3-year olds entitled to funded places)	7.69
Primary pupils	34.26
Secondary pupils including Sixth Form pupils	26.77
Special School pupils	0.71
65+ year olds	30.36

**Application no: 22/01611/OUT**

**Location: Stratfield Farm 374 Oxford Road Kidlington OX5 1DL**

---

## **General Information and Advice**

### **Recommendations for approval contrary to OCC objection:**

If within this response an OCC officer has raised an objection but the Local Planning Authority are still minded to recommend approval, OCC would be grateful for notification (via [planningconsultations@oxfordshire.gov.uk](mailto:planningconsultations@oxfordshire.gov.uk)) as to why material consideration outweighs OCC's objections, and to be given an opportunity to make further representations.

### **Outline applications and contributions**

The anticipated number and type of dwellings and/or the floor space may be set by the developer at the time of application which is used to assess necessary mitigation. If not stated in the application, a policy compliant mix will be used. The number and type of dwellings used when assessing S106 planning obligations is set out on the first page of this response.

In the case of outline applications, once the unit mix/floor space is confirmed by reserved matters approval/discharge of condition a matrix (if appropriate) will be applied to establish any increase in contributions payable. A further increase in contributions may result if there is a reserved matters approval changing the unit mix/floor space.

### **Where a S106/Planning Obligation is required:**

- **Index Linked** – in order to maintain the real value of S106 contributions, contributions will be index linked. Base values and the index to be applied are set out in the Schedules to this response.
- **Administration and Monitoring Fee - TBC**  
This is an estimate of the amount required to cover the monitoring and administration associated with the S106 agreement. The final amount will be based on the OCC's scale of fees and will be adjusted to take account of the number of obligations and the complexity of the S106 agreement.
- **OCC Legal Fees** The applicant will be required to pay OCC's legal fees in relation to legal agreements. Please note the fees apply whether a S106 agreement is completed or not.

**Security of payment for deferred contributions** - Applicants should be aware that an approved bond will be required to secure a payment where a S106 contribution is to be paid post implementation and

- the contribution amounts to 25% or more (including anticipated indexation) of the cost of the project it is towards and that project cost £7.5m or more
- the developer is direct delivering an item of infrastructure costing £7.5m or more
- where aggregate contributions towards bus services exceeds £1m (including anticipated indexation).

A bond will also be required where a developer is direct delivering an item of infrastructure.

The County Infrastructure Funding Team can provide the full policy and advice, on request.

**Application no: 22/01611/OUT**

**Location:** Stratfield Farm 374 Oxford Road Kidlington OX5 1DL

---

### **Strategic comments**

This is the second Oxfordshire County Council response, our first response was dated 14 July 2022 and should be referred to in addition to that attached.

Attached is a Transport objection, which continues from the objection sent previously. I note that Kidlington Parish Council has also objected in relation to traffic since our previous response, in their response dated 15 August 2022.

Also attached are LLFA comments, which indicate that Oxfordshire County Council no longer has an objection as Lead Local Flood Authority.

Also attached are updated Education comments.

Our comments follow the additional transport and LLFA information provided, dated 4 November 2022 online. For our Archaeology and Waste Management comments, please refer to our previous response.

In my previous strategic comments, I noted that this application, and a listed building consent application, cover the site allocated through Policy PR7b. Cherwell District Council has also prepared a development brief, available online, which Oxfordshire County Council had input to. The part of the site which remains in the Green Belt is shown for green infrastructure and associated uses.

We are aware that there is ongoing public consultation in respect of the PR8 site by Oxford University Development and that they have an interest in seeing the canal bridge adjoining the PR7b site being built and for the design to be futureproofed for community forms of transport. This is a matter that the various developers should resolve along with the District and County Councils prior to decisions on the planning applications.

The County Council owns the land at Stratfield Brake adjoining, and active travel links between the green infrastructure on this site, and Stratfield Brake should be provided. Since the County Council Cabinet in March 2022, it is understood that Oxford United Football Club have continued developing proposals with the aim of leasing land. The District Council should consider the current status of discussions when making a decision on this planning application.

**Officer's Name:** Lynette Hughes

**Officer's Title:** Principal Planner

**Date:** 01/12/2022

**Application no: 22/01611/OUT**

**Location: Stratfield Farm 374 Oxford Road Kidlington OX5 1DL**

---

**This report should be read in conjunction with comments made in our previous report dated 14/07/2022**

### **Transport Schedule**

**Recommendation: Objection for the following reasons;**

- Unacceptable access arrangements - contrary to 108 a) and b) of the NPPF. There are still access and connectivity gaps particularly related to the proposed walking and cycling facilities between the site and the adjacent highway. The access details remain insufficient to warrant HA support.
- The proposals have not indicated compliance to policy requirements set within the Local Plan. A cycle/ pedestrian footbridge over the canal to the west of the site must be delivered as part of the development.

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 as detailed below.

#### *S106 Contributions*

<b>Contribution</b>	<b>Amount £</b>	<b>Price base</b>	<b>Index</b>	<b>Towards (details)</b>
Proportionate contribution to the infrastructure identified in the Cherwell Local Plan Partial Review - Oxford's Unmet	see table in the report below.	See table in the report below	See table in the report below	Appendix 4 of the Local Plan Partial Review provides details.
Public transport services	<b>£133,458.0</b>	June 2022	RPI-x	Bus service improvements required to maximise service frequency in order to increase bus modal share from the site
Traffic Regulation Order	<b>£3,320.0</b>	March 2022	RPI-x	TRO to consult the implementation of a Controlled Parking Zone or alternative parking restrictions within the

				site
Travel Plan Monitoring fee	<b>£1,558.0</b>	June 2022	RPI-x	Enabling the travel plan to be monitored for a period of 5 years
<b>Total</b>				

### **Other obligations:**

- A pedestrian/cycle bridge over the canal to the west of the site, connecting the development to the canal towpath/ footpath and to the PR8 development.
- Promotion of a Controlled Parking Zone (CPZ) within estate roads to deter commuter parking within the development.

### **Key points:**

- Access arrangement is still unacceptable. The lack of detail at the connection points of the walking and cycling facilities does not render HA support for the application where means of access must be fully established.
- Application still fails to maximise opportunities for sustainable travel. Connectivity with adjacent and existing facilities must be established for the development to be considered positively.
- I have confirmed that appraisal of capacity at the proposed Kidlington roundabout scheme did actually take account of the likely trips that shall be generated by this development. Capacity assessments do not have to be undertaken.

### **Comments:**

A Technical Note (TN) has been prepared to address issues raised in the LHA's comments dated 14/07/2022. I have reviewed the TN and wish to make the following remarks;

### **Access arrangements**

In OCC's previous response, concern was raised over the following connection points presented where voids were noted between the development and the adjacent facilities;

- The 2.0m wide footway either side of the site access does not clearly show how these transition into the existing 3m+ wide along Oxford Road. The proposed footway as illustrated by *Drawing No: 122-TA05 Rev E* shall need to be extended to cover the extent of the bellmouth + a kerb length. The arrangement must also include dropped kerbs and tactile paving. You will be aware that this point is a crucial link for walking and Cycling that must not be left undermined. **To be conditioned.**

- A gap is still in place at the point where the proposed shared footway/ cycleway terminates at the south eastern corner of the red application line. (see snippet in our previous response). This has not been addressed by the TN. Now that the applicant has the benefit of the proposed Kidlington roundabout schematic drawing, the application must show how the proposed shared facility would tie into the shared use path of such a vital committed scheme. **This remains an objection in detail rather than in principle.**
- Para 3.3 of the TN states that the connection to the western boundary (to the canal towpath via a bridge) shall only be delivered up to the red line citing third party land ownership. This connection including a foot, cycle and wheelchair accessible bridge over the Oxford Canal is a policy requirement for this development in the Adopted Cherwell Local Plan 2011 - Partial Review as well as one of the Development Principles in the PR7b Land at Stratfield Farm Development Brief 2021. The bridge is intended to enable access between the two allocated sites either side of the canal (PR7b and PR8) and to as far as the local employment facilities off Langford Lane via the canal towpath. Both applicants should engage in a third party works process with Canal and River Trust that would deliver the bridge. This is an essential infrastructure for the development which must be delivered between the two developments. Should this site come first, then development is required to deliver the bridge except where this provision has been made by the PR8 development. **Objection in principle**
- Again, the pedestrian link onto Croxford Gardens to the north of the site needs to be established at the outset. Provision of an internal walking facility right up to the site boundary as Para 3.3 alludes is incoherent, incomplete and fails its purpose. Provision of a pedestrian access onto Croxford Gardens to make the development permeable as established in the Development Brief. **Objection in Principle**

I remain of the view that the site has the potential to benefit from the good sustainable location in which it lies but has not taken up the opportunities to maximise connections to the required level.

### **Car and cycle parking**

In addition to comments in the previous response on parking, the application is minded to comply to the new Oxfordshire County Council parking standards.

I wish to inform you that revised Parking Standards for New Developments were adopted by cabinet on 18 October 2022. The parking standards are online: [Parking Standards for New Developments \(oxfordshire.gov.uk\)](https://www.oxfordshire.gov.uk/parking-standards-for-new-developments) on this page: [Transport Development Control \(TDC\) | Oxfordshire County Council](https://www.oxfordshire.gov.uk/transport-development-control-tdc)

Cycle parking will need to be provided generously, while car parking will need to be restricted, as expected in the standards. As this is an outline application, the details

and precise amount of car parking will be addressed at a Full Application or Reserved Matters stage.

Electric Vehicle charging shall need to comply with the Oxfordshire Electric Vehicle Infrastructure Strategy.

[https://www.oxfordshire.gov.uk/sites/default/files/file/roads-and-transport-connecting-oxfordshire/OxfordshireElectricVehicleInfrastructureStrategy\\_0.pdf](https://www.oxfordshire.gov.uk/sites/default/files/file/roads-and-transport-connecting-oxfordshire/OxfordshireElectricVehicleInfrastructureStrategy_0.pdf)

### **Traffic impact**

I have confirmed that appraisal of capacity at the proposed Kidlington roundabout scheme did actually take account of the likely trips that shall be generated by this development. In this regard, the capacity assessments that in the previous response were requested to be revised not need to be done now.

### **Sustainable transport connectivity/transport sustainability**

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

PR7b of the Local Plan Partial Review and the adopted PR7b Land at Stratfield Farm Development Brief 2021 set 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 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 including 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.

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 revised table below is a list of infrastructure schemes that the development needs to make proportional financial contributions to (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	Scheme Cost (£)	Proportional contribution from PR7a or per dwelling rate	PR sites contributing to the scheme
1.	Travel Hub at London Oxford Airport	£TBC	<b>£TBC</b>	6a, 6b, 7a, 7b, 8 and 9
2.	Kidlington roundabout scheme contribution towards the provision of pedestrian/cycle crossing and related enhancements	£3,000,000	<b>£185,567</b> or £1,546.4 pd	6a, 6b, 7a and 7b.
3.	Cuttleslowe roundabout improvement scheme	£TBC	<b>£TBC</b>	6a, 6b, 7a, 7b, 8 and 9
4.	Bus Lane and bus stop improvements along the A4260/A4165			
	<b>a)</b> Improved bus lane provision on the A4165 between Kidlington roundabout and past the new housing sites	£3,944,382.7	<b>£90,571.34</b> or £754.8pd	6a, 6b,7a, 7b, 8 and 9
	<b>b)</b> A4260 Southbound bus lane from Bicester Road/A4260 junction to Kidlington roundabout	£3,979,000.0	<b>£91,366.25</b> or £761.4pd	6a, 6b, 7a, 7b, 8 and 9
5.	Signalised junctions along the A4260/A4165 corridor to improve bus movements (including Bus Gate near Kidlington centre)			
	<b>a)</b> A4260/Bicester Road Signalised junction – RT detection and advanced stop line	£319,198.6	<b>£7,329.5</b> or £61.1pd	6a, 6b,7a,7b, 8 and 9
	<b>b)</b> A4260/Lyne Road Signalised junction - RT detection, advance stop line and toucan crossing	£319,198.6	<b>£7,329.5</b> or £61.1pd	6a, 6b,7a, 7b, 8 and 9
6.	Cycle super highway	£TBC	<b>£TBC</b>	6a, 6b,7a and

	between Kidlington roundabout and Cutteslowe roundabout			7b
7.	Public Realm improvements along the A4260 between Benmead Road and Yarnton Road	£507,545.60	<b>£11,654.3</b> or £97.1pd	6a, 6b,7a, 7b, 8 and 9
8.	Improvements to the Oxford Canal Towpath between the A44 and Langford Lane	£1,116,000	<b>£47,489.4</b> or £395pd	7b and 8

**Planning Conditions:**

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

Accesses: Full Details

Prior to the commencement of the development hereby approved, details of the means of access between the land and Oxford Road including position, layout and vision splays shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, and prior to the occupation of any dwellings, the means of access onto the highway shall be constructed and retained in accordance with the approved details.

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

Construction traffic management plan

Prior to commencement of the development hereby approved, a Construction Traffic Management Plan shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the approved Construction Traffic Management Plan shall be implemented and operated in accordance with the approved details.

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

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).

Resident Parking Zone

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:** 17/11/2022

**Application no: 22/01611/OUT**

**Location: Stratfield Farm 374 Oxford Road Kidlington OX5 1DL**

---

## **Lead Local Flood Authority**

### **Recommendation:**

No objection subject to conditions.

### **Condition:**

#### **Surface Water Drainage**

**Construction shall not begin until/prior to the approval of first reserved matters;** a detailed surface water drainage scheme for the site, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be subsequently be implemented in accordance with the approved details before the development is completed. The scheme shall include:

- A compliance report to demonstrate how the scheme complies with the “Local Standards and Guidance for Surface Water Drainage on Major Development in Oxfordshire”;
- Full drainage calculations for all events up to and including the 1 in 100 year plus 40% climate change;
- A Flood Exceedance Conveyance Plan;
- Comprehensive infiltration testing across the site to BRE DG 365 (if applicable)
- Detailed design drainage layout drawings of the SuDS proposals including cross-section details;
- Detailed maintenance management plan in accordance with Section 32 of CIRIA C753 including maintenance schedules for each drainage element, and;
- Details of how water quality will be managed during construction and post development in perpetuity;
- Confirmation of any outfall details.
- Consent for any connections into third party drainage systems

#### **Surface Water Management Scheme (Phases):**

Prior to the approval of any related reserved matters, a detailed Surface Water Management Scheme for each phase or sub-phase of development, shall be submitted

to and approved in writing by the Local Planning Authority. The scheme shall be in accordance with the details approved as part of the strategic scheme (Strategic Surface Water Management Scheme) and include all supporting information as listed in the Condition.

The scheme shall be implemented in accordance with the approved details and timetable.

**Reason:**

To ensure development does not increase the risk of flooding elsewhere; in accordance with Paragraph 155 of the National Planning Policy Framework (NPPF) and Local and National Standards.

**Condition:**

**SuDS As Built and Maintenance Details**

Prior to first occupation, a record of the installed SuDS and site wide drainage scheme shall be submitted to and approved in writing by the Local Planning Authority for deposit with the Lead Local Flood Authority Asset Register. The details shall include:

- (a) As built plans in both .pdf and .shp file format;
- (b) Photographs to document each key stage of the drainage system when installed on site;
- (c) Photographs to document the completed installation of the drainage structures on site;
- (d) The name and contact details of any appointed management company information.

**Officer's Name: Kabier Salam**

**Officer's Title: LLFA Engineer**

**Date: 17/11/2022**

**Application no: 22/01611/OUT**

**Location: Stratfield Farm 374 Oxford Road Kidlington OX5 1DL**

---

## Education Schedule

*Response amended following the county council's review of data relating to primary school capacity, following updated forecasts. These do not provide a current justification for primary education contributions.*

**Recommendation:**

**No objection subject to:**

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

Contribution	Amount £	Price base	Index	Towards (details)
<b>Secondary education</b>	<b>£ 712,040</b>	<b>327</b>	BCIS All-In TPI	Secondary education capacity serving the development
<b>Secondary education land</b>	<b>£ 74,900</b>	<b>November 2020</b>	RPIX	Cost of land acquisition for a new secondary school
<b>Special education</b>	<b>£ 62,819</b>	<b>327</b>	BCIS All-In TPI	Special school education capacity serving the development
<b>Total</b>	<b>£ 849,759</b>			

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

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

**£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 =	<b>£ 62,819</b>

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: 23/11/2022