

**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:** 28/03/2023

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

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**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

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## **General Information and Advice**

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

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

### **Outline applications and contributions**

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

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

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

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

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

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

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

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

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## **Strategic Planning**

This is the third Oxfordshire County Council response, our previous responses were dated 14 July 2022 and 2 December 2022. Please refer to those responses in addition.

This response has been prepared in response to additional information about Transport available online dated 14 February 2023. Attached a Transport objection is maintained, further to our original Transport objections.

For other responses from County Council departments, including requirements for contributions, please see our earlier responses.

In my previous strategic comments, I noted that this site is allocated through Policy PR7b. There is a Cherwell District Council development brief for the site.

There are some key issues to address in respect of connectivity across the canal, to Croxford Gardens, and to Stratfield Brake. This application should not be brought to a Planning Committee for approval unless it is clear that suitable linkages can be achieved.

There is ongoing public consultation in respect of the PR8 site which adjoins to the west of the canal and would be connected via a new canal bridge. They have a website: <https://oud.co.uk/>.

The County Council owns the land at Stratfield Brake adjoining to the south, and would be connected via direct links to this site.

It is understood that there is some private land between this site and the highway at Croxford Gardens, and the deliverability of that linkage needs to be confirmed.

Oxford United Football Club are looking to relocate to a site nearby. The last County Council Cabinet report about Oxford United Football Club's proposals is available on the Cabinet agenda of 24 January 2023. Oxford United's website about finding a new stadium site is: <https://oufcstadium.co.uk/>.

**Officer's Name:** Lynette Hughes

**Officer's Title:** Principal Planner

**Date:** 27/03/2023

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**The application should be read in conjunction with the comments made in our reports dated 14/07/2022 and 02/12/2022**

### **Transport Schedule**

#### **Recommendation: Objection**

- The pedestrian / cycle access via a proposed bridge onto the canal towpath and through to PR8 site is still not available for us to assess its suitability. Unacceptable access arrangements - contrary to 108 a) and b) of the NPPF. The access details remain insufficient to warrant HA support.

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.

- **S106 Contributions** as summarised in the table below within OCC's previous report.
- **An obligation to enter into a s278** agreement as detailed in OCC's previous report.
- **Planning Conditions** as detailed in OCC's previous report.

#### **Other obligations**

- Promotion of a CPZ within estate roads to deter commuter parking within the development.
- A pedestrian connectivity to the south into Stratfield Brake should be made in

#### **Comments:**

Another Technical Note (dated February 2023) has been prepared to address the outstanding issues that the LHA still wish to have resolved. The issues therein dealt with as follows:

1. A footway/ cycleway link has now been proposed that would directly connect onto the existing infrastructure around the Kidlington roundabout. This is illustrated by *MAC Drawing No: 122-TAG05 Rev F* within Appendix B of this TN. This is acceptable and issue should be considered as resolved.

2. Western Boundary Footway Connection – Bridge. The application is offering a proportionate contribution towards the delivery of the canal bridge through a s106 agreement. Whilst the canal bridge is a developer led infrastructure that the county does not find it necessary to be drawn into its delivery, the county is willing to receive the contribution from the development to hold until when the bridge is ready to be delivered. However, we require to see the bridge details ahead of agreeing to its suitability in serving the development. Both developers (PR7b and PR8) need to engage and come up with an agreement on the particulars of the bridge such as design, associated costs, construction who is delivering it and when. The developers will also need to engage with Canal and River Trust for the necessary permissions.

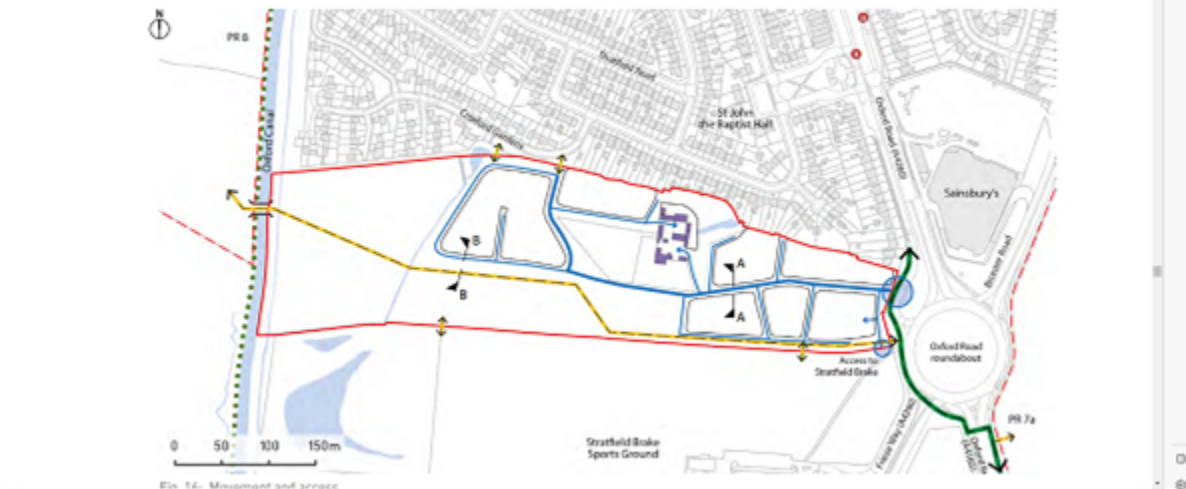
The County will only require as part of the s106 to see the agreed details of the bridge and a deed between the two developments of how the bridge shall be delivered. Details pertaining the bridge shall be subject to a s106.

3. Croxford Gardens Footway Connection. The application has shown a willingness to deliver a 2m wide footway connection onto Croxford Gardens to the north of the site right up to the site boundary. A financial contribution is offered for delivery of the extent of footway outside the site (third party land) which shall be secured via a s106 agreement. This is illustrated by *MAC Drawing No: 122-TAG06* within Appendix C of this TN.

This endeavour is appreciated. However, this does not guarantee that this much needed access point shall be secured let alone be delivered. By now, I would have expected the applicant to ascertain from the third-party landowner the possibility of acquiring access here in order to understand with certainty the accessibility of the proposed development.

In light of that, and in a bid to make the development more permeable to pedestrians beyond the easterly-westerly route, a link into the land at Stratfield Brake becomes more important than before. Through the PR7b Development Brief, the application is obliged to provide a link into in Stratfield Brake to the south which would offer access onto an existing walking track.

Here's the link to PR7b's Development Brief found on Cherwell District's website.  
<https://www.cherwell.gov.uk/downloads/download/1435/development-briefs>



Although the Development Brief did not specify from a range of alternative connection points, it is my opinion that the link is provided towards the western part of the development.

The county's strategy for managing car parking across all of the PR sites is for the sites to implement Controlled Parking Zones from the start. This is required in order to both manage on-street parking demand, avoid inappropriate parking, and also to ensure that the development site does not become an informal 'park and ride' given the site's proximity to what will become a direct and frequent bus service into the city. However, a CPZ can only be implemented by the county council once the 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.

### **Planning Condition (in addition to the other conditions in our previous responses)**

#### **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: 27/03/2023**