

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

District: Cherwell

Application no: 23/01233/OUT

Proposal: Outline application (with all matters except access reserved for future consideration) for the demolition of existing buildings and the erection of up to 800 dwellings (Class C3); a two form entry primary school; a local centre (comprising convenience retailing (not less than 350sqm and up to 500sqm (Class E(a))), business uses (Class E(g)(i)) and/or financial and professional uses (Class E(c)) up to 500sqm, café or restaurant use (Class E(b)) up to 200sqm; community building (Class E and F2); car and cycle parking); associated play areas, allotments, public open green space and landscaping; new vehicular, pedestrian and cycle access points; internal roads, paths and communal parking infrastructure; associated works, infrastructure (including Sustainable Urban Drainage, services and utilities) and ancillary development. Works to the Oxford Road in the vicinity of the site to include, pedestrian and cycle infrastructure, drainage, bus stops, landscaping and ancillary development.

Location: OS Parcel 4347 East Of Pipal Cottage, Oxford Road, Kidlington.

Response Date: 30th June 2023

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	138
2-bed dwellings	216
3-bed dwellings	332
4-bed & larger dwellings	113

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	1980
Nursery children (number of 2- and 3-year olds entitled to funded places)	48
Primary pupils	227
Secondary pupils including Sixth Form pupils	184
Special School pupils	6
65+ year olds	192

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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 - £32,475**
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: 23/01233/OUT

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Strategic Planning

Introduction

This outline application to Cherwell District Council 23/01233/OUT is for up to 800 dwellings, a primary school and various associated uses. Information contained in the application indicates that the indicative number of houses is 534 and apartments 266. The indicative floorspace for retail is 500m², business 500m², services 500m², café/restaurant 200m² and a community building of 400m².

The County Council has provided advice during the preapplication stages and also provided input to the EIA scoping ref 21/01635/SCOP. The County Council has been a party to ongoing planning performance agreements.

Local Plan and Development Brief

The Cherwell Local Plan Partial Review allocates this site for development, however some of the land (about 16ha) was not taken out of the Green Belt. The land remaining in the Green Belt is not proposed for any urban development.

There is an adopted development brief from September 2022.

The proposals are slightly different from that envisaged in the Local Plan and Development Brief, for example there are more houses, and the school is proposed in a central position.

Amount of development

The application for up to 800 dwellings is more than the 690 dwellings envisaged in the allocation. The County's key interests in respect of the amount of development relates to effects on the transport network and the number of school places required.

The application proposals suggest that the first 50 houses will be built in 2025 and the development completed by 2031. This site provides for Oxford's unmet housing need, and that need is urgent. We generally support sites such as this coming forward quickly and welcome more houses being identified where they make efficient use of land and provide for Oxford's ongoing housing needs.

Land Involved

The site is some 45.8ha, slightly smaller than the allocated site, as it excludes land to be retained for agriculture and the existing Pipal cottage. The retention of the cottage and its front wall along Oxford Road has necessitated plans for the cycle and pedestrian paths to be split in that location.

The red line of the application also includes Oxford Road outside of the site, recognising the works proposed on the road for access and pedestrian crossings.

Primary school

The allocation envisages a primary school on this site, and this is proposed to be provided, to the size needed, on land suitably located, as set out in the property comments attached. We welcome the central location instead of the location options shown in the Local Plan and Development Brief.

Local Centre and Community buildings

The application includes a local centre in a convenient location close to the proposed school. A mobility hub and a community building are also envisaged there. The County Council welcomes the provision of such uses on the site and will liaise with Cherwell District Council as needed about any County Council use or adoption of facilities.

Attached responses

Please see the attached Transport, LLFA, Public Health, Archaeology, Education, Property - School, Property – Non-Schools, Specialist Housing, Innovation, Minerals & Waste and Household Waste Recycling responses.

Oxfordshire County Council's Fire Service separately responded with a comment on 6 June 2023 which is available online. Oxfordshire County Council's Estates team has indicated they have no comment.

Air Quality

There is an Air Quality Management Area (AQMA) covering the whole of Oxford City and, given that this site abuts Oxford City, issues of air quality are important. Our transport and other comments have been prepared acknowledging this. We expect that the District Council will include any necessary conditions to ensure that air quality is appropriately addressed throughout construction and occupation of this site.

Biodiversity and Landscape

The County Council has not taken an active role in discussions about ecological surveys, the need for biodiversity net gain, and landscape protection, as Cherwell District Council is leading on these matters.

The Barrows and Other Green Space

Our Archaeology comments attached address the barrows which are proposed to be preserved in situ with suitable green space protection.

We welcome the various green space proposals including the extension of Cutteslowe Park. Cherwell District Council will lead on these matters. The County Council's interests are in respect of transport, healthy place shaping and drainage as set out in attached comments.

Utilities

We expect that the utility companies and the District Council will ensure that development proceeds with appropriate servicing in place, for example in respect of water supply, sewerage, electricity and broadband. All properties should be served with full fibre broadband in accordance with best practice.

Climate Change and Innovation

Please see attached comments from our iHub team in respect of the Innovation Plan that has been prepared by the applicants. We expect this development to be innovative, given it is of a strategic size and well located.

Oxfordshire County Council puts action to address the climate emergency at the heart of our work, in accordance with our Strategic Plan. We expect that the District and City Councils will seek that this strategic development be an exemplar of sustainable development, utilising the latest legislative requirements and good practice guidance, such as the Royal Town Planning Institute and Town & Country Planning Association's latest edition of their joint guidance 'The Climate Crisis – a guide for local authorities on planning for climate change'. We are willing to assist the Councils on their consideration of climate change and innovation now and at future reserved matters stages.

Other Sites Nearby

This PR6a site adjoins a current development site under construction for 134 dwellings further to the consent granted ref 21/01449/FUL. That site, to the south, is within the boundary of Oxford City and will have its own vehicle access to Oxford Road. It is an allocated site in the Oxford Local Plan under Policy SP24. Our transport comments attached address the relationship with that site, and the proposals for pedestrian and cycle connections between the sites.

Across Oxford Road is the Oxford Golf Course which is a site allocated under Policy PR6b for 670 houses. Our transport comments attached address how the main access

to both sites is to be from a new four-armed signalised junction, and the proposals for pedestrians and cyclists to cross the road between the sites.

Adjoining the Golf Course to the south, within Oxford City, is another current sports ground allocated for a further 130 houses under Policy SP52.

Immediately adjoining the PR6a site is the Oxford Parkway station and Park & Ride. This is also the location of the Hanson Aggregates Kidlington Rail Depot mentioned in our Minerals & Waste comments attached. Our transport comments attached address the pedestrian and cycle connections to the railway station.

Beyond the railway station and A34, on the west side of the road, within a triangle of land, Oxford United Football Club is currently preparing proposals for a stadium. Oxfordshire County Council has considered a couple of Cabinet reports over the last year and is currently undertaking a public consultation given that the County Council currently owns that land. It could be that the proposed stadium progresses to a planning application before this PR6a application is determined, and the implications of that will also need to be considered.

Beyond the railway station and A34 on the east side of the road there is another site allocated in the Local Plan Partial Review, further to Policy PR7a. Two planning applications are lodged for the two parts of that site: ref 22/00747/OUT and 22/03883/F.

There are also other sites which were allocated in the Local Plan Partial Review including PR7b in Kidlington which is subject to a planning application ref 22/01611/OUT; PR8 at Begbroke upon which there has been public consultation on the main part and for which there is a webpage at: <https://oud.co.uk>; and PR9 at Yarnton which is subject to a planning application ref 21/03522/OUT.

Officer's Name: Lynette Hughes

Officer's Title: Principal Planner

Date: 29/06/2023

Application no: 23/01233/OUT

Location: OS Parcel 4347 East of Pipal Cottage, Oxford Road, Kidlington

Transport Development Control

Recommendation:

Objection

Key issues:

- The proposal seeks to provide 800 new residential units along with 2 form-entry primary school and local centre (including retail, community, and commercial uses).
- The site is in a highly sustainable location with good access to public transport and local amenities. Active travel improvements in the area will further strengthen the sustainability of the site.
- Although the location is considered sustainable, the infrastructure requirements listed below are deemed essential in reducing car dependency and ensuring residents choose to travel using active and sustainable transport. The site has been assessed taking into account the infrastructure requirements with the trip generation based on a large modal shift. The assessment and acceptability of the application is therefore dependant on this infrastructure coming forward.
- Oxfordshire County Council does not object to the principle of development in this location, but further evidence is required regarding the traffic impact of the site. Until the transport model has been provided and agreed an objection is raised on highway grounds.
- Cutteslowe Roundabout is seen as a barrier as the current arrangement for pedestrians and cyclists is poor and with the increase in expected users this is unacceptable. Until a scheme has been agreed which improves the convenience and safety for active travel users, an objection is raised on highway grounds.
- The primary access is in the form of a CYCLOPS junction which supports the Cycle Superhighway and is deemed beneficial to active travel users in the area, there are no other junctions like this in Oxfordshire so it is considered as an innovative approach and supported. The secondary left-in/left-out access further benefits walking and cycling and prioritises these trips which is again supported.
- There are multiple pedestrian/cycle accesses including access to Cutteslowe Park and the housing site to the south under reference 21/01449/FUL. It is important that a further ped/cycle access from the site is provided further east along the P&R access road to create an easy access to the station for residents which is on the desire line. The county council have requested this multiple times and see no reason why this cannot be provided, as such, a condition has been included requiring this.

- Cycle and car parking will be agreed under reserved matters applications; however, the county council requires a robust assessment to demonstrate why the site cannot be car-free, especially in areas of the site close to Oxford Road and Oxford Parkway. A Controlled Parking Zone (CPZ) will be required for the site to help modal shift towards active and sustainable travel and to reduce potential overflow parking related to Oxford Parkway (and the proposed football stadium if it proceeds).

Legal agreement required to secure:

Contribution	Amount £	Price base	Index	Towards (details)
Public Transport Infrastructure	£3,003,072	June 2022	Baxter	Oxford Airport Transport Hub
Active Travel Infrastructure	£825,600	June 2022	Baxter	Oxford Road Cycle Superhighway
Junction Improvements	£TBC		Baxter	Cotteslowe Roundabout Improvements
Public Transport Infrastructure	£1,548,256	June 2022	Baxter	A4260 southbound bus lane from Bicester Road / A4260 junction to Kidlington roundabout
Junction Improvements	£1,168,000	June 2022	Baxter	Kidlington Roundabout Improvements
Junction Improvements	£248,800	June 2022	Baxter	Signalised junctions along the A4260/A4165 corridor
Public Realm Improvements	£76,000	June 2022	Baxter	Public realm improvements on the A4260 between Benmead Road and Yarnton Road
Active Travel Improvements	£206,120	June 2022	Baxter	Cotteslowe Park Cycle Route
Public Transport Services	£904,800	December 2021	RPIX	Bus service improvements
Public Transport Infrastructure	£41,211	June 2022	Baxter	RTI Displays at existing Jordan Hill Bus stops (x4)

Public Rights of Way	£350,000	June 2022	Baxter	Public Rights of Way Improvements
Framework Travel Plan	£1,890	December 2021	RPIX	Travel Plan Monitoring
Framework Travel Plan	£1,890	December 2021	RPIX	Travel Plan Monitoring
Residential Travel Plan	£3,110	December 2021	RPIX	Travel Plan Monitoring

Works through Section 278 & Section 38 Agreements Required:

- Footway, cycleway and bus lane improvements along the site frontage on Oxford Road to tie in with existing infrastructure.
- Vehicular and pedestrian/cycle access works including setbacks, vehicular give way markings (ped/cycle priority), raised tables and tie-in to footway/cycleways.
- Changes to carriageway widths on Oxford Road.
- Street lighting agreed by Oxfordshire County Council's street lighting team.
- New northbound and southbound bus stops on Oxford Road in line with Oxfordshire County Council specification.
- New toucan crossing on Oxford Road.
- Internal road layout in line with Oxfordshire Street Design Guide via S38 Agreement.
- CPZ markings and signage within site in line with Oxfordshire County Council standard infrastructure.
- Removal, relocation and provision of street trees along Oxford Road and within site should the internal road layout be offered for adoption.

Conditions:

Pedestrian/Cycle Access

Prior to implementation details of a pedestrian/cycle access from the Oxford Parkway access road into the site measuring a minimum of 3.5m must be submitted to and approved by the Local Planning Authority. The pedestrian/cycle access must thereafter be constructed in accordance with the approved plans.

Reason: To promote sustainable modes of transport.

Travel Plan

Prior to occupation a School Travel Plan, Residential Travel Plan and Travel Plan Statements for the local centre and the community centre shall be submitted to the Local Planning Authority.

Reason: To promote sustainable modes of transport.

Framework Travel Plan

Prior to first occupation a Framework Travel Plan should be submitted to the Local Planning Authority.

Reason: To promote sustainable modes of transport.

School Travel Plan

Prior to the first occupation of the development hereby permitted, evidence shall be submitted to the County Planning Authority and approved in writing that a School Travel Plan has been prepared using Modeshift STARS which meets Green level accreditation. The approved School Travel Plan shall be implemented within one month of the approval being given. The approved Travel Plan shall achieve Modeshift STARS Bronze level accreditation within 12 months of occupation, and this shall be maintained for a minimum of five years from the date of approval. Evidence shall be provided to the County Planning Authority of the accreditation level of the School Travel Plan, within one week of such a request.

Reason: To promote sustainable modes of transport.

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.

Reason: To promote sustainable modes of transport.

Construction Traffic Management Plan (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 CTMP must be appropriately titled, include the site and planning permission number.
- Routing of construction traffic and delivery vehicles is required to be shown and signed appropriately to the necessary standards/requirements. This includes means of access into the site.
- Details of and approval of any road closures needed during construction.
- Details of and approval of any traffic management needed during construction.
- Details of wheel cleaning/wash facilities – to prevent mud etc, in vehicle tyres/wheels, from migrating onto adjacent highway.

- Details of appropriate signing, to accord with the necessary standards/requirements, for pedestrians during construction works, including any footpath diversions.
- The erection and maintenance of security hoarding / scaffolding if required.
- A regime to inspect and maintain all signing, barriers etc.
- Contact details of the Project Manager and Site Supervisor responsible for on-site works to be provided.
- The use of appropriately trained, qualified and certificated banksmen for guiding vehicles/unloading etc.
- No unnecessary parking of site related vehicles (worker transport etc) in the vicinity – details of where these will be parked and occupiers transported to/from site to be submitted for consideration and approval. Areas to be shown on a plan not less than 1:500.
- Layout plan of the site that shows structures, roads, site storage, compound, pedestrian routes etc.
- A before-work commencement highway condition survey and agreement with a representative of the Highways Depot – contact 0845 310 1111. Final correspondence is required to be submitted.
- Local residents to be kept informed of significant deliveries and liaised with through the project. Contact details for person to whom issues should be raised with in first instance to be provided and a record kept of these and subsequent resolution.
- Any temporary access arrangements to be agreed with and approved by Highways Depot.
- Details of times for construction traffic and delivery vehicles, which must be outside network peak and school peak hours.

Reason: In the interests of highway safety and to mitigate the impact of construction vehicles on the surrounding highway network, road infrastructure and local residents, particularly at morning and afternoon peak traffic times.

Monitoring and Evaluation Plan (MEP)

A Monitoring and Evaluation Plan (MEP) should be submitted to and approved by the Local Planning Authority prior to first occupation. This should set out how trips from the site will be monitored and the response to mode share targets not being met.

Reason: To promote sustainable modes of transport.

Access: Full Details

Prior to the commencement of the development hereby approved, full details of the means of access between the land and the highway, including, position, layout, construction, drainage and vision splays shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the means of access 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

Detailed comments:

Site Location

The site is located on the eastern side of Oxford Road with the existing farm track (PROW 229/9/30) approximately 1km north of Cutteslowe Roundabout and 1km south of Kidlington Roundabout. There are a number of local amenities in Kidlington and North Oxford which are within walking/cycling distance from the site including shops, schools, sports clubs and restaurants/pubs.

The site is well served by public transport as it is located adjacent to Oxford Parkway Station, this currently serves 2 trains per hour between Oxford City Centre (8 minutes journey time) and London Marylebone (70 minutes journey time), the introduction of East West Rail will increase the number of trains and eventually link Oxford to Cambridge (via Aylesbury, Milton Keynes and Bedford). The site is also well served by buses with approximately 19 buses per hour largely between Oxford City Centre and locations such as Kidlington or Bicester, many of which also stop at the Oxford Parkway Park & Ride or on Oxford Road.

The existing pedestrian and cycle infrastructure in the area is of poor quality and requires improvement in order for any development in the area to come forward. The existing shared use path on either side of Oxford Road is well below LTN 1/20 standard and does not fit with Oxfordshire County Council's hierarchy of prioritising pedestrians and cyclists. The width varies along the length of Oxford/Banbury Road, partly due to vegetation but is generally 1m-2m (although the southern section on the western side of the road is wider). The routes are not in line with the recent highway code update which gives priority to pedestrians/cyclists at side roads and therefore results in further delays and potential confusion. There are few crossing opportunities currently. There is particular concern with Oxford Parkway junction due to the recent cycle fatality which will be discussed in the next section, this junction is slow and difficult to navigate for pedestrians/cyclists, the county council are undertaking some safety measures which should improve it in the short term but a long-term solution is required which again will be discussed later in the report.

North of the Oxford Parkway junction is Kidlington roundabout, a new scheme has recently been approved here which will improve permeability across the roundabout for pedestrians and cyclists whilst retaining capacity for vehicles. Pedestrians/cyclists can therefore easier access Oxford city and Oxford Parkway from the north or continue wider journeys to other parts of the county or country.

Immediately adjoining the site to the south is the development site for 134 dwellings approved under 21/01449/FUL.

Going south from the site you get to the Cutteslowe area of Oxford which becomes more built up with a higher number of side road entries which as mentioned previously can hold pedestrians and cyclists up although the shared use path widens at this point in comparison to further north. There are 2 toucan crossings in this section and 2 bus stops either side of the carriageway to reflect the housing. Following this south you get to the Cutteslowe Roundabout which is the biggest barrier to development in this area. There is currently only 1 staggered crossing on the western side which is already unfit for purpose and would not be able to cope with the expected number of pedestrians/cyclists using it in the future.

In terms of highway capacity, the Cutteslowe roundabout is already close to capacity and is an important part of the strategic network. This section of the A40 forms part of the Oxford ring road and connects to the M40 to the east, the A34 to the north and south, and further west to Gloucester. The strategic network needs to be considered, likewise bus journey times should not be impacted where possible but in line with the county council priorities the roundabout needs to be improved for active travel users.

Oxford Road/Banbury Road is currently a single lane carriageway with an additional southbound bus lane which will be retained. Speed limits vary with the northern section currently being 40mph with the southern section being 30mph. As part of the Kidlington Roundabout scheme, all approaches are to be reduced to 30mph, for Oxford Road this has meant the 30mph will be extended to meet the existing 30mph so the whole length will be the same speed limit throughout. This will be implemented this financial year and allows the applicant to design their site access for this speed limit.

Highway Safety

Accident data for the past 5 recorded years has been provided which is the generally accepted methodology for identifying potential existing safety issues. The study area includes the length of Oxford/Banbury Road, Kidlington and Cutteslowe roundabouts which is agreed. There have been 58 incidents in total within the area including 12 along the Oxford/Banbury Road corridor.

The majority of accidents at the roundabouts were caused by rear end shunts and did not involve pedestrians or cyclists. There were a small number of incidents with cyclists which should be improved by the lower speeds and the new schemes at both roundabouts which provide more space and visibility for vulnerable users with improved crossing facilities.

Of the 12 incidents along the Oxford/Banbury Road corridor there is no pattern indicating a particular issue along the corridor and in the cases of the incidents involving cyclists, the environment will be greatly improved for active travel users meaning there should be less incidents in the future.

Among the reported incidents there was a fatal accident involving a cyclist and a hgv at the junction with Oxford Parkway. Since this incident Oxfordshire County Council have made some temporary changes to this junction which makes it safer for vulnerable users. This junction will be redesigned more significantly as part of the future proposals for the corridor which will include further protection for vulnerable users, more detail will be explained within the following section of the report.

Future Improvements

The need for a package of transport improvements in the area was addressed through the Cherwell Local Plan Partial Review and the District's Infrastructure Delivery Plan (IDP). The package is to be largely funded by the developers of the sites allocated in the Partial Review.

The infrastructure identified in the above documents which this site is expected to partly fund are as follows:

- New transport hub (Park & Ride) at Oxford Airport.
- Cycle Super highway between Kidlington Roundabout and Cutteslowe Roundabout.
- Bus lane and bus stop improvements along A4260/A4165.
- Improvements at Kidlington Roundabout (scheme recently approved by Oxfordshire County Council).
- New signalised junctions along A4260/A4165 corridor.
- Public Realm Improvements on the A4260 between Benmead Road and Yarnton Road.

In line with Decide & Provide, the applicant has included these pieces of infrastructure in their transport model and trip rate assessment with the understanding that these will need to come forward to make the site acceptable. Without a considerable shift towards active and sustainable travel, it is unlikely the local road network would be able to cope with the additional vehicles and as such the infrastructure requested is essential.

In addition to the package for the area, there are specific improvements needed in respect of this site. As discussed previously, Cutteslowe Roundabout is a significant barrier to development north of Oxford which needs to be addressed. There is currently only a staggered toucan crossing on the western side of the roundabout to allow pedestrians and cyclists to travel north/south with an island which is already insufficient for the current number of users. With the expected number of pedestrians/cyclists using this at peak times it could cause severe delays and potential safety concerns, as such a scheme is required to improve the roundabout for active travel users whilst recognising there will need to be limited delays to public transport.

There are several possibilities for this ranging from minor interventions such as an additional toucan crossing on the eastern side to larger scale works such as removing the roundabout and revising the signals at this junction. The applicant is currently

working on these schemes, once designed and costed the county council will need to assess and agree before proceeding. An objection is raised until this has been resolved.

In addition to the 'Cycle Superhighway' it is deemed necessary that a quieter route be provided to cater for less confident cyclists. A route has been designed by the applicant in conjunction with the city and county councils through Cutteslowe Park which has been costed by Oxford Direct Services (ODS). This allows a safer route along the western edge of the park so not to conflict with pedestrians and connects to the A40 overbridge creating good access to Cutteslowe Primary School, Community Centre and NCN51 which is a quieter route into Summertown and beyond. This is considered an important element of creating a sustainable site and is therefore deemed essential infrastructure which the applicant needs to partly fund alongside PR6b.

Public Transport

Whilst there is a good level of service between the site and Oxford City by both train and bus, there is a lack of options to employment areas to the south and east of the city. These areas include the hospitals (currently served by the 700 which is commercially unviable long-term), ARC (formally Oxford Business Park) and Oxford Science Park.

A new bus service is proposed known as the Eastern Arc route which serves these sites along with areas of Headington, Marston and Cowley and connecting to Redbridge, Thornhill and Oxford Parkway Park & Rides. A frequent bus service to these employment areas is considered a critical part of reducing vehicular trips towards Oxford, as such a contribution is requested. Details on this can be found below.

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.

The Transport Assessment identifies the plans to improve bus services along this corridor, specifically direct services to the employment areas east of Oxford (although we don't recognise the second bullet point of 8.1.9, additionally route 3 is not relevant to this site). These plans are to be delivered with contributions from the relevant Partial Review sites.

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: £2,160,000 / 1,910 = £1,131 per dwelling.

The **bus service contribution** for this site is therefore 800 x £1,131 = **£904,800** (RPIx index, base Dec 21)

Similar contributions have been or will be sought from the other Partial Review sites and will be combined to achieve the improvements and the most optimal cost.

The contribution is in line with policy PR4a of the Partial Review.

Bus stop requirements

Unless previously specified and agreed, the minimum bus stop specification is to be:

New southbound (floating) stop:

- Min 50m² island size
- Min face length 18m
- Min 2.5m width, 3m or wider preferred
- Bus stop pole/flag/timetable case located at head of stop area (spec attached)
- Centrally located shelter, cantilever type, RTI compatible, back to cycle track, minimum 6m long
- Two crossing points located at either end of island
- No cycle parking on island

New northbound stop:

- Bus stop pole/flag/timetable case located at head of stop area (spec attached)
- Cantilever type shelter, RTI compatible, minimum 4.5m long
- Noted that cycle facilities will be upgraded by PR6b northbound – this needs to include appropriate works at this stop (i.e. floating arrangement as per southbound stop)

Existing “Jordan Hill” stops:

These need upgrading with new RTI compatible shelters in liaison with Oxford City Council. Additionally, alterations are needed to appropriately accommodate cyclists and bus passengers in light of the increased usage of the stops and increased cycle flows.

The above to be delivered a S278 works.

In addition, a **£106 contribution is required for the installation of 4x RTI displays** (one in each shelter) at £9,356 = **total £37,424** (Baxter index, base March 2022 but bought up to June 2022 in line with other infrastructure costs).

Cycle parking for the stops should be located at the pedestrian crossings on the development side (at both the new and existing Jordan Hill stop pairs), together with any scooter/cycle hire etc.

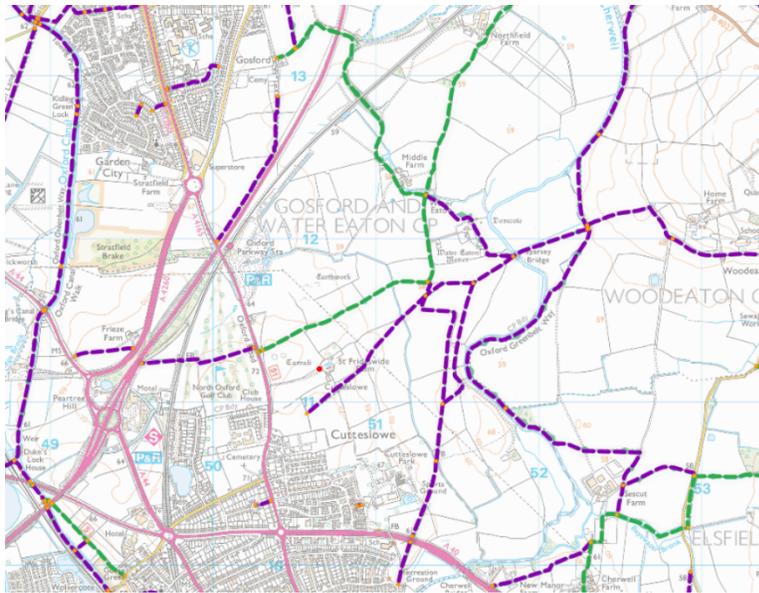
Pedestrian routes to the bus stops should be optimized to reflect desire lines (the Illustrative Masterplan looks quite good in this regard).

Public Rights of Way

Oxfordshire County Council (OCC) manages the legal record and access functions on the public rights of way and access land network. In addition to the statutory functions of recording, protecting and maintaining public rights of way, part of the authority's role includes securing mitigation measures from residential and commercial developments that will have an impact on the public rights of way and access land network in order to make those developments acceptable. This work meets the aims and outcomes of the adopted Oxfordshire Rights of Way Management Plan 2015-2025 (www.oxfordshire.gov.uk/rowip). Oxfordshire County Council's Walking and Cycling Design Guides need to be referred to when public rights of way are intended or need to become urbanised utility access routes.

The onsite measures for PRow, walking and cycling seem appropriate and reasonable. The detail of the treatment of existing and proposed public right of way and walk/cycle routes will need conditioning. This needs to include the route, width, gradient, enclosure, surface and infrastructure (gates, signing etc) and the timing of delivery. Note standard measures below.

The development represents a significant urban extension and the impact on surrounding countryside and PRow in the vicinity has to be considered and mitigated. OCC PRow will be seeking an appropriate mitigation in the form of s106 contribution. The contribution would be spent on improvements to the public rights of way in the vicinity of the development – in the 'impact' area up to 3km from the site. Primarily this is to improve the surfaces of all routes to take account of the likely increase in use by residents of the development as well as new or replacement structures like gates, bridges and seating, sub surfacing and drainage to enable easier access, improved signing and protection measures such as anti motorcycle barriers. New short links between existing rights of way might also be included.



Standard measures/conditions for applications affecting public rights of way

- 1. Correct route of public rights of way:** Note that it is the responsibility of the developer to ensure that their application takes account of the legally recorded route and width of any public rights of way as recorded in the definitive map and statement. This may differ from the line walked on the ground and may mean there are more than one route with public access. The legal width of public rights of way may be much wider than the habitually walked or ridden width. The Definitive Map and Statement is available online at www.oxfordshire.gov.uk/definitivemap.
- 2. Protection from breaks in public rights of way and vehicle crossings/use of public rights of way:** Many public rights of way are valuable as access corridors and as continuous wildlife and landscape corridors. As a matter of 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
- 3. Protection, Mitigation and Improvements of routes.** Public rights of way through the site need to be integrated with the development and provided to a

standard 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.

- 4. Protection of public rights of way and users.** Routes must remain useable at all times during a development's construction lifecycle. This means temporary or permanent surfacing, fencing, structures, standoffs and signing need to be agreed with OCC Countryside Access and provided prior to the commencement of any construction and continue throughout. Access provision for walkers, cyclists and horseriders as vulnerable road users needs to be maintained. This means ensuring noise, dust, vehicle etc impacts are prevented.
- 5. Temporary obstructions and damage.** No materials, plant, vehicles, temporary structures or excavations of any kind should be deposited / undertaken on or adjacent to the Public Right of Way that obstructs the public right of way whilst development takes place. Avoidable damage to 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.
- 6. Route alterations.** The development should be designed and implemented to fit in with the existing public rights of way network. No changes to the public right of way's legally recorded direction or width must be made without first securing appropriate temporary or permanent diversion through separate legal process. Note that there are legal mechanisms to change PRow when it is essential to enable a development to take place. But these mechanisms have their own process and timescales and should be initiated as early as possible – usually through the local planning authority. Any proposals for temporary closure/diversion need to have an accessible, level, safe and reasonably direct diversion route provided with necessary safety fencing and stand-off to ensure public amenity is maintained for the duration of the disturbance.
- 7. Gates / right of way:** Any gates provided in association with the development shall be set back from the public right of way or shall not open outwards from the site across the public right of way.

Site Access

The proposed access to the site has been designed in accordance with the approved 30mph speed limit on Oxford Road and has taken into consideration the planned 'Cycle Superhighway' along the corridor. As discussed previously, the majority of the corridor will benefit from 2.5m segregated cycle lanes and 2m footways, along the site frontage

this will also include a 3m green buffer between the carriageway and the cycle lane which can be used for tree planting.

The primary vehicular access is to the south of the site frontage on Oxford Road and is in the form of a 'CYCLOPS' junction. This essentially creates an 'all-red' phase for vehicles and allows pedestrians and cyclists to circulate around the perimeter of the junction in a clockwise direction in a single movement, there are no examples of this currently in Oxfordshire but it is considered safer for active travel users and fits in well with the 'Cycle Superhighway' scheme. Until PR6b and the 'Cycle Superhighway' come forward, the applicant will construct the junction as a 3-arm junction and leave the western side as existing which is considered acceptable in the short term.

The junction will include 2.5m cycle lanes and 2m footways to integrate with the corridor scheme and will include pedestrian refuges on each corner to allow for safe waiting areas. The junction will incorporate the southbound bus lane which will also act as a left-turn lane into the site, it is not expected this will be heavily used due to the northern access. There will be an additional southbound general traffic lane, 2 northbound lanes and a right turn lane into the site from the south, these will all be 3.25m wide which is accepted. These will need to merge each side of the junction.

One element which may need to be looked at in more detail at S278 stage is safeguarding sufficient space for a right turn movement into PR6b from the north, this is not shown due to it not coming forward in the first phase but looks relatively tight. This should be considered by the applicant team.

The northern access takes the form of a left-in/left-out priority junction with a full set back/raised table and pedestrian/cycle priority in line with LTN 1/20 and the updated highway code. This fits with the 'Cycle Superhighway' scheme and Oxfordshire County Council's user hierarchy and is accepted. My one comment is to ensure the radii is sufficiently tight to slow vehicles turning into the site from Oxford Road. Having a left-in junction here meets safety requirements for a secondary emergency access but also takes pressure off of the primary signalised access as vehicles travelling from the north will likely use the northern access. It does mean that vehicles travelling north from the site will have to use the primary access that but that has a lesser impact on the main corridor and as the established flows are primarily southbound this is considered acceptable.

Outside of the 2 vehicular accesses mentioned above which also include pedestrian/cycle facilities, there are 3 additional pedestrian/cycle accesses from Oxford Road. These are approximately located at the north of the site, in line with the existing PROW and to the south of the site. There are also pedestrian/cycle access points from Cutteslowe park to the south/east and from the St Frideswide Farm housing site which falls within Oxford City's boundary, although this will require a folding bollard to ensure vehicle movements do not occur. These are all 3m shared accesses and are accepted.

During pre-application discussions the question has been raised multiple times regarding accesses onto the Park & Ride access road and to this point we have not had a satisfactory reason why this cannot be provided. It is considered crucial that a pedestrian/cycle access be provided as close as possible to the below location, this is the desire line for residents accessing the train services at Oxford Parkway and the bus services from the Park & Ride. Oxfordshire County Council lease the access road and already have a footway and street lighting so a ped/cycle access could easily connect with the existing network which crosses the access road and continues north to the station. The nearest southbound bus stops on Oxford Road are either north by the Oxford Parkway ramp or south by the existing PROW (new bus stop being provided by the applicant along the site frontage), both are quite a distance from the residential units in the north east of the site. A ped/cycle access here would be hugely beneficial to residents and as such this is being required as a condition.



Traffic Impact

Section 10 of the submitted TA covers the expected trip generation of the site, this details the methodology which has been agreed by the county council through the pre-application process.

Person trip rates have been derived by using the TRICS database, Census data and National Travel Survey (NTS) data. These person trip rates have been assessed against travel opportunities (using both existing and planned infrastructure), location

and expected destination to arrive at a per dwelling trip rate. This methodology has been used for all of the PR sites with specific variables for each based on their individual characteristics. The proposed site benefits from a good service of public transport and is closest to Oxford City so is considered the most sustainable of the sites and as such has the lowest vehicular trip generation of the sites.

The site also benefits from having a 2-form entry primary school on site, education makes up 51% of person trips on the network during the AM peak hour, by having the primary school on site this reduces the vehicular trips from the site and allows for a higher percentage of internalisation when assessing trip generation. There will be a small number of trips to the school from outside of the site (10%) and likewise a small number of primary education trips from the site to other schools (10%). The local centre including the community building and shop is expected to be largely made up of internal trips with a small number of pass by trips entering the site. These assumptions are considered reasonable and are accepted.

Due to the internalisation of trips relating to the primary school and measures in place (such as the school street), it is expected that there will be very few vehicular trips impacting the local highway network relating to pupils. There will likely be a larger impact from staff who often require vehicles for equipment/books etc and tend to travel from further away, however, as staff often tend to arrive early for set-up etc, this can often be before the AM peak hour. The mode split for staff seems on the low side, however, the site is in a sustainable location and staff parking will be expected to be kept to a minimum to reflect this. The TA states that there will be 15 vehicular trips in the AM peak hour which is accepted.

As stated previously, residential trip rates have been calculated using various assumptions based on NTS and Census data etc, a more detailed breakdown of these assumptions can be found in Appendix N. The assumptions on mode share are ambitious but are in line with Decide & Provide, this approach takes into consideration the design of the site (20-minute neighbourhood principles), the sustainable location and access to frequent public transport services. The assumptions also factor in the planned infrastructure listed previously, this underlines the importance of these pieces of infrastructure in making this site successful and achieving its mode share targets, it should be stressed that if funding for any of this infrastructure is not forthcoming, the entire methodology for calculating traffic impact will need to be discounted.

Overall the approach is supported by the county council, the vehicular trip rates relating to the school and residential units are shown below:

Table 10.4: External Trip Rates

Time Range	Morning Peak Hour			Evening Peak Hour		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
Residential (800 dwellings)	33	131	164	146	61	207
Primary Education / other	23	5	28	0	8	8
Total	56	136	192	146	69	215

To get a better understanding of the traffic impact, the county council requested that all of the PR sites used the existing North Oxford VISSIM (micro-simulation) model which has 2018 and 2023 baseline years and collaborated to create a 2031 future year scenario including expected traffic impact from all of the sites and other committed development. This has not been submitted to the county council yet and as such the full impact of the development on the highway network cannot be fully assessed, as such an **objection is raised on highway grounds** until this information has been submitted and agreed.

The TA discusses Decide & Provide and how the application is in line with the recently adopted document. This is agreed providing the infrastructure comes forward, a Monitoring and Evaluation Plan will be conditioned to ensure the low-car nature of the development is achieved. Financial penalties may be written into the plan should the mode share targets not be met.

Whilst awaiting the 2031 North Oxford VISSIM model, the applicant has produced a 2025 manual assignment model using the VISSIM 2023 baseline growthed to 2025. They have then run a scenario with committed development and a further scenario adding the site. Growth rate figures have been obtained from TEMPRO which is accepted. Committed development has been agreed and is shown in Appendix O.

The study area for this model is smaller than the North Oxford VISSIM model, trip distribution (previously agreed) shows that the majority of trips are going south with the wider trips from this site being dispersed, the study is therefore considered reasonable. The junctions within the study area are shown in Paragraph 11.4.8 of the TA.

Section 12 of the TA shows the impact on the local junctions in 2025 with LINSIG models being used for the Park & Ride, northern access and CYCLOPS junctions along with Cutteslowe Roundabout. The Kidlington Roundabout has been tested using Junction 10 software. Of these junctions, the CYCLOPS (primary site access) junction and Cutteslowe Roundabout are operating closest to theoretical capacity. The CYCLOPS junction appears to be operating significantly worse in the PM peak which will need to be assessed in more detail once the 2031 scenario has been submitted, overall

the CYCLOPS design will make walking and cycling easier/more attractive so some impact on vehicle movement will be tolerated.

As discussed previously Cutteslowe Roundabout is a significant barrier to development from an active travel perspective but table 12.7 shows that it is also close to capacity, this is worsened by committed development and the application site. We will need to see the 2031 results to get a better understanding if the impact is considered severe but this is a concern to the Local Highway Authority. Whilst active travel improvements are critical to the success of the site, further delays could significantly impact buses which would not be acceptable. As stated previously, **an objection is raised on highway grounds** until a solution is found to Cutteslowe Roundabout.

Detailed Design

The following comments have been raised by our Road Agreements team and will need to be agreed prior to the signing of the Section 278 and Section 38 agreements:

- Shared surfaces should be 6m to accommodate a 4.8m carriageway that allows two-way traffic and 1.2m area for pedestrians. The 5m and 4.8m proposed for secondary and tertiary streets is not adequate.
- OCC require a swept path analysis for an 11.6m in length refuse vehicle for all manoeuvres in forward gear.
- 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. If there is a ditch present the highway boundary is usually the roadside edge of the ditch.
- Visibility Splays must be dedicated to OCC if they fall out of the existing highway boundary.
- No Highway materials, construction methods, adoptable layouts and technical details have been approved at this stage. The detailed design will be subject to a full technical audit.
- Offsite works to be designed in accordance with the DMRB.
- Trees that are within 5m of the carriageway or footway will require root protection, trees must not conflict with street lights.
- Provide a long section of road layout to determine acceptable gradients.

Travel Plan

As there is to be a number of different elements to this site, a **Framework Travel Plan will be required**. This should be produced prior to occupation and then be updated within 3 months of full occupation of the site. Subsidiary Travel Plans, Travel Plan Statements and a Residential Travel Information Pack will also be required (see below for further details) but all should reference the aims, objectives and targets outlined within the Framework plan.

Further information regarding the required criteria for all travel plan documents can be found within appendices 4, 5, 7 and 8 of the OCC guidance documents 'Transport for New Developments – Transport Assessments and Travel Plans March 2014' (attached with this response for ease of reference) or by contacting the Travel Plans Team travelplan@oxfordshire.gov.uk

A £1,890 (RPI index linked) travel plan monitoring fee for the Framework Travel Plan will be required.

A Framework Travel Plan has been submitted with this application, however the document concentrates primarily on the residential element of the site, when it should be an overarching framework document considering the site as a whole. It is therefore advised that the applicant consults appendix 7 of the OCC guidance document to ensure all the required criteria has been met before revising and resubmitting. A Residential Travel Plan should be submitted separately prior to the first occupation of the residential element of the site.

The **residential development of 800 dwellings will require a Residential Travel Plan** to be produced prior to occupation. This should then be updated within 3 months of occupation of 50% (400th dwelling) of the site once adequate survey data is available. A travel plan monitoring fee of £3,110 (RPI index linked) is required to enable the travel plan to be monitored for a period of five years. A Residential Travel Information Pack is also 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 guidance document also attached with this response.

The **primary school will require a School Travel Plan**. This must meet Modeshift STARS Green level accreditation prior to occupation and then Modeshift STARS Bronze level accreditation within 12 months of occupation. This shall be maintained for a minimum of five years from the date of approval [Education - Modeshift STARS](#)

A travel plan monitoring fee of £1,890 (RPI index linked) is required to enable the travel plan to be monitored for a period of five years.

Travel Plan Statements will be required for the local centre and the community centre prior to occupation. A template can be found within appendix 4 of the OCC guidance document which outlines all the required criteria.

Cycle parking should be provided at or within –

- Residential boundaries (either within a garage or garden shed)
- Primary School (Staff, pupil, and visitor cycle parking)
- Local centre

- Community centre
- Business units
- Play areas

Ev charging should be provided at or within –

- Local centre
- School
- Residential boundaries
- Community centre
- Business units

Cycle maintenance station (similar to this one - <https://www.thebikestoragecompany.co.uk/product/public-bike-maintenance-stand/> to be provided for

- Community centre
- School

Scooter parking and buggy parking to be provided for

- School

Framework Travel Plan – specific comments

A Framework Travel Plan has been submitted with this application, however the document concentrates primarily on the residential element of the site, when it should be an overarching framework document considering the site as a whole. It is therefore advised that the applicant consults appendix 7 of the OCC guidance document to ensure all the required criteria has been met before revising and resubmitting. Further information and advice can also be sought from the Travel Plans Team at OCC travelplan@oxfordshire.gov.uk

All Travel Plans should be standalone documents and contain all the required information – referencing and accessing information within other documents (such as the TA) can be problematic for the TPC as the development progresses.

Cycle Parking

As this is an outline application, details such as cycle parking will be agreed at reserved matters stage and will need to comply with the appropriate standard at that time. At the time of writing residential standards are shown in table 6.1 of the submitted Transport Assessment which is taken from the recently public Oxfordshire County Council Parking Standards. The primary school and community uses also need to comply with adopted standards.

Providing high quality cycle parking is as much in the design as the numbers and too often cycle parking is an afterthought. When designing cycle parking, it is best practice to imagine yourself as a resident using the bike storage, this means designing easily accessible cycle storage which has adequate manoeuvring room, making the bike storage accessible for multiple users/bikes at the same time without having to move other bikes. Users should not have to make difficult manoeuvres, wheel bikes through houses or corridors or have to squeeze their bikes through small gaps or multiple doors.

The current parking standards do not support the use of 'double stacked' or 'semi vertical' cycle parking as these are not easy to use for all bikes or users and are often mis-used or underutilised. Sheffield stands are generally preferred with 1.2m+ between and 2m+ behind, these allow for ever increasing larger and heavier bikes such as cargo bikes and e-bikes and allow less mobile users easier access.

Car Parking

As with the cycle parking above, car parking will also be determined at reserved matters stage. The level of car parking and associated requirements such as electric vehicle charging provision across the site will need to be determined in light of the relevant parking standards at the time, however, as new parking standards have only recently been adopted by the County Council it is expected that these will still be in place.

The site is appropriately designed to encourage car-free behaviour by residents with the sustainable location and junction access designs being favourable to active travel and public transport users. Further detail needs to be provided at reserved matters stage but Paragraph 6.2 of the newly adopted Parking Standards requires robust justification for the car parking provided, at this point in time the county council feel that the site could lower parking below the maximum level to fully compliment the location.

The level of parking proposed in table 6.2 of the Transport Assessment are the maximum standards for residential units, however, the county council would like to see these reduced where possible, especially in the units closer to Oxford Road and Oxford Parkway, to assist in meeting the targets within the Local Transport and Connectivity Plan (LTCP). As mentioned previously, vehicle trips to/from the site will need to be monitored in line with Decide & Provide, reducing the number of car parking bays will likely limit the number of trips associated with the site.

With the proximity to the adjacent Park & Ride, train station and potential football stadium it is deemed necessary that a Controlled Parking Zone (CPZ) be implemented across the site. This will need to be privately run at first but should use the same signing etc as county council CPZs, should the internal streets be adopted the CPZ, this can then be managed by the county council. A condition has been included which states how this should be implemented.

Parking for the local centre and primary school will also need to be assessed at reserved matters stage. There will only be a small number of staff and disabled spaces available at the school, there will also be a small car park at the local centre available for drop-off. It should however be noted that with the design of internal road layout, junctions and connections with adjacent sites, driving is discouraged with walking/cycling promoted as an easier option.

Construction Traffic

The local highway network is sensitive at peak times, and with the multiple housing sites coming forward with similar programmes this could potentially have a severe impact on the network. A robust construction traffic management plan is therefore required and has been conditioned but needs to thoroughly address the impact of construction traffic which needs to include routing, delivery times (needs to be outside of peak network times) and access from the highway and the protection of vulnerable road users amongst others.

Summary

Although an objection has been raised on highway grounds due to insufficient evidence (at present) and the Cutteslowe Roundabout, it is worth noting that Oxfordshire County Council as the Local Highway Authority does not object to the principle of the application in this location. The site is in a sustainable location, albeit with relatively poor infrastructure currently. With other development in the area coming forward at the same time there is a real opportunity to improve the environment and make the highway network safer and more convenient for vulnerable users, something that is much needed.

It is worth stating that the applicant has been accommodating of our plans for the area and welcomed the chance to be innovative and provide some of their own land for the 'Cycle Superhighway' and CYCLOPS junction, the approach they have taken will result in significant benefits to future residents and is appreciated.

Officer's Name: Will Madgwick

Officer's Title: Senior Transport Planner

Date: 30/06/2023

Application no: 23/01233/OUT

Location: OS Parcel 4347 East Of Pipal Cottage, Oxford Road, Kidlington.

Lead Local Flood Authority

Recommendation:

Outline approval subject to conditions.

Conditions:

SuDS:

The approved drainage system shall be implemented in accordance with the approved Detailed Design prior to the use of the building commencing:

Reference:

-ES Appendix 08.1 Flood Risk Assessment (Issue P01) Part 1

Ref: 028_8210440_BW_Flood_Risk_Assessment Issue P01: 28 April 2023

-ES Appendix 08.1 Flood Risk Assessment (Issue P01) Part 2
ST Site investigation Report Appendix E

-ES Appendix 08.1 Flood Risk Assessment (Issue P01) Part 3
Greenfield Runoff calculation rates

Reason:

To ensure that the principles of sustainable drainage are incorporated into this proposal.

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

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: Shada Hasan

Officer's Title: LLFA Engineer

Date: 30/05/2023

Application no: 23/01233/OUT

Location: OS Parcel 4347 East Of Pipal Cottage, Oxford Road, Kidlington.

Public Health

Recommendation:

No objection subject to conditions

Key issues:

- PRow and how these are mentioned in the planning docs
- Dust and noise management plans consider vulnerable receptors and those using PRow
- Layout of HPS elements in the masterplan
- Acknowledgement of HIA and full review in separate document.
- Location of development in relations to surrounding existing and planned development
- Green infrastructure and tree planting – the need for details of size and maturity of trees etc.

Legal agreement required to secure:

N/A

Queries:

Further information is required on the following:

- Amendment of the HIA to reflect people with poor mental health as a particular vulnerable group and to identify the gap in access to health care.
- Clarification of proximity of housing to Oxford Road and mitigation of potential impact of air and noise pollution.

Detailed comments:

The Healthy Place Shaping team welcomes the opportunity to provide comment on the proposal to demolish existing buildings and for the erection of up to 800 dwellings, a two-form entry primary school and local centre. The following comments relate to the application's potential impact on human health.

Health Impact Assessment

We welcome the provision of a full Health Impact Assessment. It is important that all major planning applications complete a full HIA as early in the application process as possible, thereby enabling ample opportunity for Public Health to influence healthy place shaping aspects of the development and to ensure any missing or inadequate elements of the assessment can be addressed. We welcome use of the Oxfordshire HIA Toolkit in the development of this HIA. Our comments on the HIA are:

- This HIA is thorough and addresses the criteria set out in the HIA toolkit and guidance. It assesses how the proposed development may impact on health and wellbeing and in most areas identifies that the development will either have no negative impact or a positive impact. There are a few areas where further clarification is sought:
- There is clear evidence of extensive stakeholder engagement in the accompanying statements of community involvement, however it is unclear whether these included specific questions relating to health or any health assessment. It would be helpful if this could be confirmed.
- The HIA does not identify people with poor mental health as being a vulnerable group in the local population. Although suicide rates (indicative of acute mental ill health) are no higher than average, levels of self harm (which are known to be particularly prevalent in young people) are higher in the study area. The development has the potential to support good mental health through enabling active travel from existing communities safely into Oxford centre, promoting access to nature and access to sport and leisure facilities. The HIA should consider the needs of people, including teenagers, in terms of the potential impact of the development on mental health.
- Access to services. The HIA includes some contradictory statements relating to access to health services. The assessment identifies that existing patient/GP ratios exceed national targets and in 10.2 there is an action noting the need to consider how the development can contribute to provision of health care infrastructure. However, the summary for section 8.11 does not identify this as a gap, concluding that as all surgeries are still accepting patients they have some level of capacity. Given that the proposed development will result in 2000 new residents this capacity will not be adequate. We advise amending the summary to this section to reflect this gap in potential access to adequate primary health care.

Green Space

On reviewing the illustrative masterplan, it is welcomed that a significant proportion of the application site is designated as an extension to Cutteslowe Park to the south, with associated pedestrian and cycle connection situated close to the cricket pavilion. This will provide an important active travel link from existing settlements in north Oxford to the new development, all the while blending the development into established and well-loved green space. The use of green spaces throughout the site will support easy

access to nature and has the potential to provide urban cooling. We welcome the distribution of community growing spaces across the development to provide easy access from all residential areas.

Whilst the all weather cycle route will provide an important resource we would like to see additional access points so that it supports desire lines throughout the development.

Public Rights of Way, Walking and Cycling

It is noted that the existing public rights of way are included in the masterplan, as well as in other supporting documentation. Whilst it is important to retain access to these vital walking, cycling and horse-riding routes on completion of the new development, it is equally important to ensure that the health and wellbeing of these groups is not impeded during the construction process too. 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.

We seek clarification as to whether there is to be an additional pedestrian crossing of the Oxford Road towards the north of the site to help with access.

Air Quality

Chapter 6 of the Environmental Statement focuses on air quality and duly notes that the application site borders Oxford city, which is designated in its entirety as an Air Quality Management Area. As such, there is the potential for the development to introduce future residents to poor air quality. It is welcomed that the identified receptors have been classified relative to their vulnerability and potential level of exposure, although we question the fact that users of footpaths have been classified as 'low sensitivity'. It is concluded in this chapter that provided good practice dust control measures are implemented, impacts from dust are predicted to be negligible and not significant. A Dust Management Plan will be required to ensure these measures are followed.

It is noted that a substantial quantity of housing is to be located in relatively close proximity to the busy Oxford Road with the potential to expose residents to both air and noise pollution. Further information is needed as to the exact proximity of such housing and any mitigations planned/required to reduce this risk of harm to health and wellbeing.

Noise

Chapter 7 of the Environmental Statement focuses on noise and vibration. This includes reference to the fact that a Construction Environmental Management Plan will be produced prior to the commencement of the construction works. This will play an important role in determining the ways in which noise sensitive receptors can be protected during the construction phase. It is also noted that this chapter refers to the proposed primary school and its sensitivity to noise during the post-construction operational phase of the application site.

Stewardship

We welcome the recognition of the importance of a sustainable model of stewardship for this important site and in particular the establishment of a Community Management Body. From experience establishment of such a body will require investment in community development resources from the first phase of the development to build resident capacity to engage with and support the development of a Community Management Body. It would be helpful if this is noted in future planning documents.

Officer's Name: John Lee and Rosie Rowe

Officer's Title: Health Improvement Practitioner and Head of Healthy Place Shaping

Date: 05/06/2023

Application no: 23/01233/OUT

Location: OS Parcel 4347 East Of Pipal Cottage, Oxford Road, Kidlington.

Archaeology

Recommendation:

No objection subject to conditions.

Key issues:

Legal agreement required to secure:

Conditions:

We would 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:

- 8 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).

Informatives:

Detailed comments:

The site has been subject to two phases of geophysical survey and archaeological trenched evaluation, which both recorded areas of archaeological features.

The first evaluation (Oxford Archaeology 2020) covered the southern two thirds of the site and recorded three general foci of activity. In the northern field of this phase, two round barrows were known from previous mapping and historical records of the site, and carbon 14 sampling from the features recorded in the trenching revealed them to be Anglo Saxon in date, overlying initial Bronze Age activity. This is rare within Oxfordshire, and as outlined in the submitted Archaeology and Heritage Assessment, they are of regional significance (EDP 2023). The proposals designate the area of these barrows, and a 5m buffer surrounding them, as green space, and after previous discussions with the County Archaeology Service, it has been agreed that the barrows should be preserved *in situ*. The Barrow Park area, including the buffer zone, will have to be protected and physically preserved within the development. The impact of the proposed play area immediately to the north of the barrows and any landscaping associated with this park area may have to be mitigated. In the remaining foci of activity in the first phase, a group of Iron Age roundhouses were recorded along with evidence of a possible kiln and four post structures, as well as other linear and pit features dated to the Iron Age.

Phase two of the archaeological evaluation focused on the northern land parcel, immediately to the south of Oxford Parkway Station and Park and Ride (Cotswold Archaeology 2021). This area recorded a small number of archaeological remains, likely dating from the Roman period, though the dating evidence for these features was sparse.

The Anglo Saxon barrows will be preserved within the development proposals however, the remaining features recorded in the archaeological evaluation will need to be subject to a further phase of archaeological excavation, prior to development of the site.

Officer's Name: Victoria Green

Officer's Title: Planning Archaeologist

Date: 30/05/2023

Application no: 23/01233/OUT

Location: OS Parcel 4347 East Of Pipal Cottage, Oxford 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 and nursery education	£7,746,000	327	BCIS All-In TPI	Primary education capacity serving the development
Secondary education	£ 5,411,504	327	BCIS All-In TPI	Secondary education capacity serving the development
Secondary land	£448,853	Nov-20	RPIX	Land to provide secondary education capacity serving the development
Special education	£538,446	327	BCIS All-In TPI	Special school education capacity serving the development
Total	14,139,803			

	ha	Use
Land (remediated and serviced)	2.22	New primary school site. Should the Local Plan allocated site PR6b progress, it would be required to make a financial contribution towards this site in proportion to its dwelling numbers.

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

£7,746,000 Primary and Nursery School Contribution indexed from TPI = 327

Justification:

This site is currently estimated to generate 48 nursery pupils and 227 primary age pupils. Considered in isolation of other proposed developments, it would be required to provide a new 1 form entry primary school, given that currently spare capacity in nearby existing schools is required to meet the needs of already permitted developments. As previously advised during the Cherwell Local Plan process, a 2-form entry primary school would be required to serve both of the two Local Plan sites north of Oxford (PR6a & PR6b).

In this context, the planning application appropriately includes a new 2 form entry primary school. The county council's response to the proposed location of this school is given in the Property section of this response.

Given uncertainties over the timescale of delivery of PR6b, at this stage it cannot be confirmed whether the school will need to be built as a 1 form entry school in the first instance, and later expanded to 2 forms of entry, or built from the outset as a 2 form entry school. Further negotiation will be required to agree an appropriate Section 106 contribution which takes account of these circumstances.

A new 1-form entry on-site primary school (on a 2.22 ha site) is estimated to cost a total of £7,746,000 at BCIS TPI = 327. At this stage, this is the contribution which would be required from this development. The county council will consider the alternative of direct delivery of the accommodation by the developer, to the county council's specification and standards.

For information, a new 2-form entry on-site primary school (on a 2.22 ha site) is estimated to cost a total of £11,454,000 at BCIS TPI = 327. This cost would be divided pro-rata between the two sites on the basis of dwelling numbers. A mechanism for sharing the cost of such a school across PR6a and PR6b will need to be agreed.

This development is also required to provide a fully serviced 2.22ha site for the new primary school, on a freehold basis. Should the Local Plan allocated site PR6b progress, it would be required to make a financial contribution towards this site in proportion to its dwelling numbers.

£ 5,411,504 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 to be distributed across the PR sites has been assessed as a total of 200 places.

Although this application is for 800 dwellings, PR6a has an allocation of 690 dwellings in the Local Plan, which is 16% of the total allocated dwellings. It therefore benefits from 32 of the surplus places.

The estimated gross secondary pupil generation from the current application is 184. Deducting the 32 surplus places, the estimated net secondary pupil generation from the current application is 152.

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:

Total number of secondary pupils expected to be generated	184
Number of secondary pupils expected to be generated net of 32 surplus places	152
Estimated per pupil cost of building a new 900 place secondary school	£35,602
152 net pupils * cost =	£ 5,411,504

£448,853 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 690 of the total PR allocation of 4,400 dwellings, or 16%. It should therefore contribute 16% of the land value, which is £448,853.

£538,446 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	6
Estimated per pupil cost of special school expansion	£89,741
Pupils * cost =	£ 538,446

The above contributions are based on a SHMA-compliant unit mix of:

138 x 1 bed dwellings
216 x 2 bed dwellings

332 x 3 bed dwellings
113 x 4 bed dwellings

(assuming 50% affordable housing and an 8 year build out)

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: School Place Planning Lead Officer

Date: 27/06/2023

Application no: 23/01233/OUT

Location: OS Parcel 4347 East Of Pipal Cottage, Oxford Road, Kidlington.

Property – School Site

These comments relate to the School Site which is part of the development. The applicant has completed and submitted the OCC 'Education Site Checklist' and all documentation required therein to OCC, in order that the proposed school site can be assessed for suitability by OCC property. Working closely with OCC Property the design guidelines have been met and therefore we have no objections.

Based on the application information contained within the Design and Access statement and drawing no. 47E, we have the following comments:

Primary School

The Education Authority may either require that the new primary school is designed and built as 2 forms of entry from the outset or built initially as a 1 form entry school designed to be expanded to 2 forms of entry as the local population grows. This will be determined based on demographic data and the status of local planning applications at the time, including the timescale of delivery of PR6b. An assessment has been undertaken to show that a 2FE school is feasible on this site. Further discussions will be needed to confirm the layout of the school.

School Location

The proposal to locate the Primary School in the centre of the site is generally supported. It is sufficiently dispersed from the already established Cutteslowe Park Primary School to the south-east and located centrally within the development and in close proximity to the local centre.

Site Area

The application documentation and drawings identify that a 2.22ha site can be provided on the development.

The shape of the proposed site is generally in line with the proportions OCC would expect of primary school sites, however the location of the green corridor to the east of the site and the barrows to the west constrain the width of the school site.

There is sufficient room for a 2FE Primary school footprint with accommodation on 2 storeys. External areas inclusive of hard play, habitat, playing field, car parking, service areas and pedestrian circulation all appear to be possible to include satisfactorily within the defined school boundary. However, any further width restrictions on the site would have a detrimental impact on the layout of the school building and external hard play.

Site Access

The location of the school site off a spine road, with highway access achievable from two sides of the site boundary meets OCC's requirements in terms of locating the site in the development with connectivity to the road network.

Main vehicle site access is shown to the west side boundary along with secondary accesses further along the western boundary enabling access to the upper and lower plateaus and an access to the northern boundary. All accesses to the school are of equal priority and how they will be used in the future is unknown. These accesses will maximise routes into the school from the surrounding road network for pupils arriving at the school; for emergency access; service areas; future maintenance; long-term flexibility; development changes, over time, to the site and to ensure the operation of the school is not compromised during any works to the site.

The vehicular access points are to be 6m wide with 2m pedestrian paths either side. These access points must abut adopted highway and the locations shall be agreed with OCC and set out on s106 obligation plans.

The applicant will need to demonstrate that the proposed levels around the school site shall create level access into the school site, both vehicular and pedestrian and will create a level access to the school building no greater than 1:21. All levels will need to be agreed and set out on s106 obligation plans.

School Site Layout

A proving layout was developed with the applicant and OCC which indicates the overall building position and surrounding external areas.

To address the level issues of the school site, two level plateaus have been created. Given the overall shape of the school site, there is sufficient room for the main building running east to west, staff car park, service area, and some external play on the upper plateau. The 8400m² playing field is positioned to the south on the lower plateau.

Access between the two plateaus will need to be designed to meet Part M requirements. More detailed level information would be required to verify that the levels of the playing field are compliant with Sport England requirements.

Coach Parking and Pupil Drop Off

Coach parking for the purposes of school trips has been included on the highway to the western boundary road within easy walking distance of the school building and pedestrian accesses into the school. Confirmation however is required that the off-site coach drop-off is sited within a layby.

Car drop-off and pick up, whilst not encouraged, is nevertheless feasible within the development due to the proximity of the local centre close to the western boundary of the school site.

There should not be any dead-end roads around the school that might create traffic issues and roads around the school allow for a number of routes into and around the area without creating possible congestion.

The developer will be required to produce a travel plan framework. The provision for drop-off will need to be agreed with OCC Highways team, based on the developers' evidence-based assessment of the school's pupil numbers and requirements.

Orientation

The school building is indicated facing north-south which will help create a sustainable building and control the environmental aspects of the internal environment. Classrooms can be orientated to face north and south helping to create a Net Zero Carbon school.

SuDS

In addition to the LLFA comments to the development as a whole, the LLFA expectations for SuDS use on School Sites is as follows:

The LLFA recognise that the on surface stormwater storage on school site can present significant health and safety and management risks and that attenuation/tank storage is no longer acceptable due to long term sustainability.

Therefore, on surface attenuation provision that account for the outfalls from school sites shall be provided external to any school site.

This on the surface water storage shall form part of the overall surface water management infrastructure and shall fall under the responsibility of the appointed Management and Maintenance Company to maintain in perpetuity.

This will increase sustainability and maximise environmental gain through water resources, biodiversity, landscape, educational functionality and amenity, as well as reduce overall capital and maintenance liability

Development around the school site boundary

There does not appear to be overlooking or shadowing from any proposed adjacent buildings.

Verification required that the 3 storey residential houses adjacent to the northern boundary are in accordance with OCC school design guidance for daylighting standards.

The barrows on the opposite side of the road to the west of the site, and the green corridor to the east leave the school boundary open and help with passive surveillance from pedestrians.

Officer's Name: Jenny Seddon

Officer's Title: Strategic Liaison Manager

Date: 07/06/2023

Application no: 23/01233/OUT

Location: OS Parcel 4347 East Of Pipal Cottage, Oxford Road, Kidlington.

Property – Non Schools

Recommendation:

No objection subject to:

S106 contributions as summarised below:

Contribution	Amount £	Price Base	Index	Towards (details)
Library Provision	tbc	tbc	tbc	Increased capacity at Kidlington Library
Adult Day Care - Community Support Services	Tbc	Tbc	Tbc	Increased capacity at community support centre
Archaeological Storage	Tbc	Tbc	tbc	Increased capacity at Standlake Storage Centre
Household Waste and Recycling Centre	See separate response direct from service manager			

Library Provision

For library facilities, the adopted standard for publicly available library floor space is 23 m² per 1,000 head of population, and a further 19.5% space is required for support areas (staff workroom, etc.), totalling 27.5m² per 1,000 head of population.

The average forecast population for this site is 1988. Based on this, the area of the library required is 55M2.

This site is served by Kidlington Library but it is unable to accommodate such expansion. A review is currently underway to assess how internal improvements can be made to increase capacity to provide for population growth. A contribution will therefore be required towards this including fitting out.

A contribution towards library stock will also be required based on 1.5 items per resident at a cost of £7.30 per item (RPIx Dec 2020).

Adult Day care

A development of this size will create demand for Adults Day Services. Demand in this area would be picked up by Oxford Community Support Service and Bicester and Abingdon Day Centres.

An analysis of the capability of the centres to meet the needs of the development is being undertaken. Contributions may be sought when the study is concluded. Alternatively, space may be sought within the proposed community building.

Archaeological Storage

Existing storage facilities based in Standlake will not hold capacity to meet the needs of the development. Work is in hand to assess the potential for extension of the existing building, the capacity that extension would have, and its capital costs. A mechanism for developer contributions would then be applied through the section 106 process.

Fire Service

The needs of the development would be met by the existing Kidlington Fire Station.

Officer's Name: Emily Williams

Officer's Title: Senior Corporate Assets Officer

Date: 28/06/2023

Application no: 23/01233/OUT

Location: OS Parcel 4347 East Of Pipal Cottage, Oxford Road, Kidlington.

Social Care - Specialist Housing

During preapplication discussions for this site, the applicant was proposing some affordable extra care housing provision. On this basis, our response in May 2022 on the PR9 Yarnton site application said that extra care housing was not required on that Yarnton site given that there were sites better located (such as this one), and our responses on other applications for sites allocated in the Partial Review have also not sought an extra care housing component as part of the 50% affordable housing envisaged.

The Local Plan Partial Review did not mention extra care housing on the allocated sites and Cherwell District Council officers subsequently advised that the policy existing from the adopted Part 1 of the Local Plan, Policy BSC4 requiring specialist housing provision, does not apply.

The application's planning statement (paragraph 4.16) states: '...no provision is made as part of the proposed development for Extra Care Housing. In this regard, no reference or policy justification is made in the Local Plan Partial Review to a need for this type of housing to be provided within the application site. This matter was discussed with representatives of CDC, OCC and OXCC as part of the pre-application discussions and has resulted in Extra Care Housing not being proposed by the Applicants. If such provision is required by CDC, and can be justified, then the Applicants are willing to discuss this with CDC during the determination of this application.'

Oxfordshire County Council has a published Market Position Statement (MPS) <https://www.oxfordshire.gov.uk/sites/default/files/file/adult-social-and-health-care/OxfordshireMPS2019-22.pdf> and an Extra Care Housing Supplement https://www.oxfordshire.gov.uk/sites/default/files/file/adult-social-and-health-care/MPS2019-22_0.pdf which we have used as evidence of need for various forms of specialist housing, particularly extra care housing. Both documents are in the process of being updated.

We seek ongoing discussion with Cherwell District Council and Oxford City Council aimed at understanding how the affordable housing on this site provides for a range of needs. If our current MPS and ECH supplement are updated before this application is brought to a Planning Committee, then those new documents should also be a considered in relation to the affordable housing component. However, we recognise the position that no affordable extra care housing is currently proposed on this site. We generally seek that an ECH scheme should have at least 60 units of accommodation to form a viable affordable extra care housing proposition.

Officer's Name: Daniel Hart

Officer's Title: Strategic Commissioning Officer

Date: 29/06/2023

Application no: 23/01233/OUT

Location: OS Parcel 4347 East Of Pipal Cottage, Oxford Road, Kidlington.

Innovation

Comments

We are happy with the innovation content of this development proposal and note that:

- In section 4.1.3, an Innovation Plan will be discussed/agreed with OCC.
- The iHUB remain available to offer support in developing the full innovation plan if they wish to revisit our previous proposal.

Officer's Name: Peter Taylor

Officer's Title: Innovation planning and project manager

Date: 16/06/2023

Application no: 23/01233/OUT/6

Location: OS Parcel 4347 East Of Pipal Cottage, Oxford Road, Kidlington.

Minerals & Waste

Recommendation:

No objection

Key issues:

The site is 400m from the Hanson Aggregates Kidlington Rail Depot.

Legal agreement required to secure:

N/A

Conditions:

N/A

Informatives:

N/A

Detailed comments:

The site is not within a Minerals Safeguarding Area. The closest proposed dwellings are approximately 400m from the nearby aggregates depot, the proposal would not therefore prevent or prejudice the use of a site safeguarded for mineral management. Officers are pleased to see that there is a landscaping buffer between the aggregate depot and proposed housing. Consequently, we do not object to the development.

Officer's Name: Nathan Pearce

Officer's Title: Planning Officer

Date: 06/06/2023

Application no: 23/01233/OUT

Location: OS Parcel 4347 East Of Pipal Cottage, Oxford 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	Price base	Index	Towards (details)
Household Waste Recycling Centres	£75,168	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):

£75,168 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:

9. 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;”.

10. 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.
11. 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 800 dwellings. If each household makes four trips per annum the development would impact on the already over capacity HWRCs by an additional 3200 HWRC visits per year.
12. 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.
13. 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	800	
Total contributions requested	£75,168	

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: 25/05/2023

Application no: 23/01233/OUT

Location: OS Parcel 4347 East Of Pipal Cottage, Oxford Road, Kidlington.

Landscape / Green Infrastructure

Comments

The District Council Landscape Officer should be consulted on the application.

Officer's Name: Haidrun Breith

Officer's Title: Landscape Specialist

Date: 23/05/2023