

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

**District:** Cherwell

**Application no:** 24/02514/OUT

**Proposal:** Outline planning application for up to 114 dwellings and associated open space with all matters reserved other than access - re-submission of 23/03366/OUT

**Location:** Land Opposite Hanwell Fields Recreation Adj To, Dukes Meadow Drive, Banbury

**Response Date:** 6th November 2024

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

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## Assessment Criteria

### Proposal overview and mix /population generation

OCC's response is based on a development as set out in the table below. The development is taken from the application form.

<b>Residential</b>	
1-bed dwellings	12
2-bed dwellings	38
3-bed dwellings	50
4-bed & larger dwellings	14

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	279.46
Nursery children (number of 2- and 3-year olds entitled to funded places)	7.78
Primary pupils	34.60
Secondary pupils including Sixth Form pupils	26.96
Special School pupils	0.70
65+ year olds	29.26

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## **General Information and Advice**

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

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

### **Outline applications and contributions**

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

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

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

- **Index Linked** – in order to maintain the real value of S106 contributions, contributions will be index linked. Base values and the index to be applied are set out in the Schedules to this response.
- **Administration and Monitoring Fee**

A fee to cover the cost of monitoring and administration associated with the S106 agreement will be secured in the S106 agreement. The fees for the period 1<sup>st</sup> April 2024 to 31<sup>st</sup> March 2025 are set out below. The fees are revised annually and approved by Cabinet.

Aggregate of contributions secured in S106	Up to £10K	Up to £25K	£25,001 - £50K	£50,001 - £150K	£150,001 - £500K	£500,001 - £1m	£1,000,001 - £2m	Over £2m
Admin and Monitoring Fee	£150	£370	£730	£2,200	£5,410	£7,310	0.9% of aggregate of contribution amount	£18,500 + 0.09% of any amount over £2m

- **OCC Legal Fees** The applicant will be required to pay OCC's legal fees in relation to legal agreements. Please note the fees apply whether a S106 agreement is completed or not.

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

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

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

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

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## Transport Schedule

**Recommendation: Objection:**

There is a lack of information deemed necessary at this stage of the application to warrant HA support. This includes;

1. A stage 1 Road Safety Audit (RSA1).
2. An up-to-date personal accident/ collision data in order to rule out any inherent patterns of accidents in the vicinity of the site.
3. Background traffic data is based on out of date traffic surveys. This does not lead to a robust traffic impact assessment hence unrealistic modelling outcomes.

If despite OCC's objection permission is proposed to be granted then OCC requires prior to the issuing of planning permission a S278 agreement to mitigate the impact of the development plus s106 obligations and planning conditions as detailed below

S106 Contributions

<b>Contribution</b>	<b>Amount £</b>	<b>Price base</b>	<b>Index</b>	<b>Towards (details)</b>
Highway works	<b>114,000</b>	<b>March 2021</b>	Baxter	Active Travel improvements along Dukes Meadow Drive in accordance with the emerging Banbury LCWIP
Public transport services	<b>171,228</b>	<b>January 2021</b>	RPI-x	For the continued provision of higher frequency bus services in the area around the site, which may include the B3 and/or B9 services or an alternative service with similar benefit.
Public transport infrastructure			Baxter	
Travel Plan Monitoring	<b>1,985</b>	<b>April 2024</b>	RPI-x	To enable the travel plan to be monitored for a period of 5 years
Public Rights of Way	<b>TBC</b>		Baxter	
<b>Total</b>				

## Key points

- Introducing a formal crossing facility to the western end of a roundabout in the form of a signalised crossing to facilitate safe crossing from the north of Dukes Meadow Drive to the south to link onto the existing 3m wide shared footway cycleway.
- More pedestrian connections to adjacent parcels needed to provide high level of permeability.

## Comments:

## Introduction

This application is a resubmission of ref: 23/03366/OUT, seeking planning consent for development of up to 114 dwellings on land adjacent to and north of a parcel of land (herein referred to as Phase 1) that has recently been granted outline planning permission for up to 78 dwellings. Both sites are not allocated within the Cherwell District Council Local Plan.

This is a revision of a previously submitted application. For comments that have not been addressed, the text from the previous response has been reinstated.

## Access arrangements

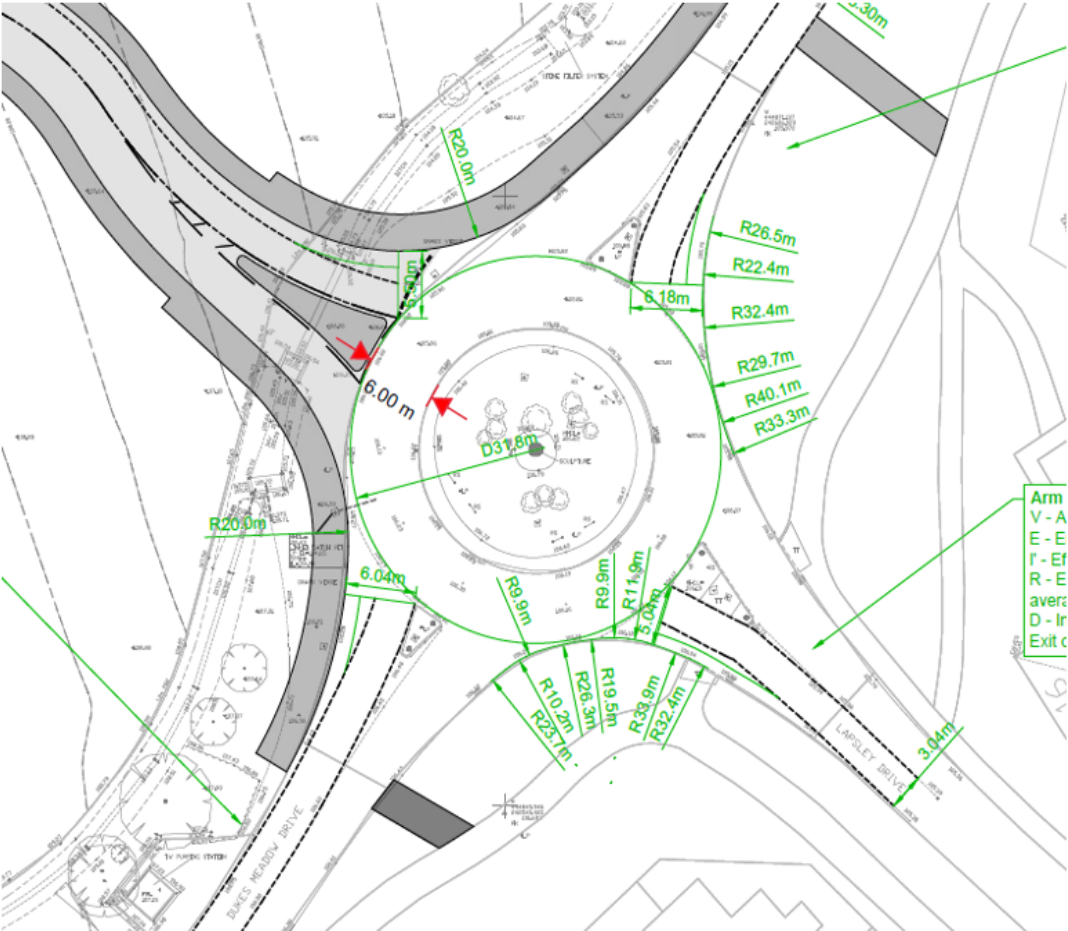
The proposed development will be accessed via a fourth arm (western arm) of the existing Dukes Meadow Drive/ Lapsley Drive roundabout. MAC Drawing no: 802-TA10 Rev B shows the 5.5m wide continuation/ realignment of the consented Phase 1 development access off the Dukes Meadow Drive roundabout. Allied to this will be a 3m wide shared footway/cycleway on either side of the carriageway

The application proposes to connect onto the existing footway / cycleway provision on the southern / eastern side of Dukes Meadow Drive via two new uncontrolled crossings either side of the roundabout. OCC however, find that this is not sufficient and would like to see one of these uncontrolled crossings to be upgraded into a signalised crossing which would enable pedestrians and cyclists to safely cross Dukes Meadow Drive. The preferable point would be to the south of the roundabout as this may offer a more direct route to the Hanwell Fields Community centre and the Hanwell Fields Community Primary School and at this point, there is sufficient verge on either side of the carriageway. (To be conditioned)

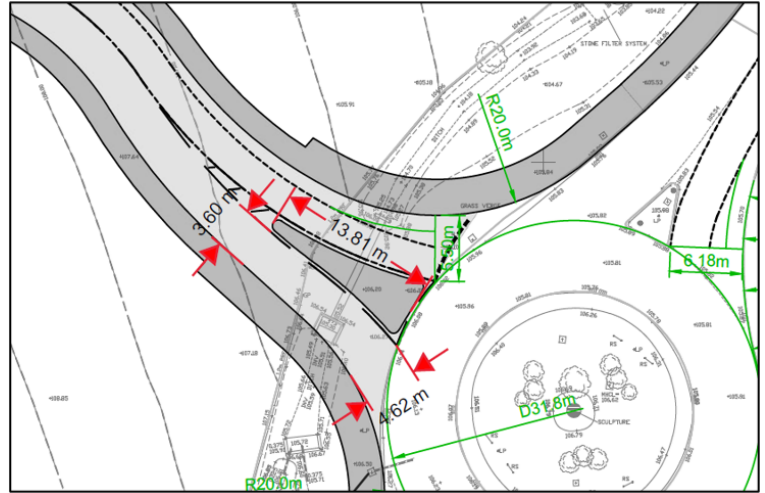
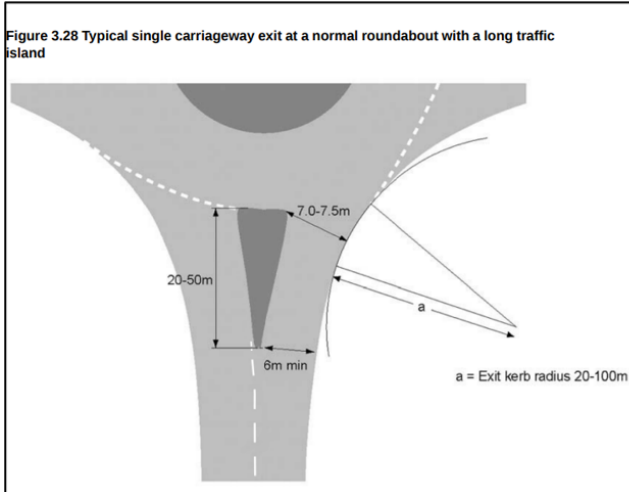
Further clarification (below) is required with respect to the roundabout from which the development shall acquire access.

- Is the new roundabout arm serving these developments designed to a Compact or a Normal Roundabout? This will be helpful to know which design criteria we need to review against within CD 116 Geometric design of roundabouts. We have made general comments which cover both roundabout designs.
- Please amend the entry and exit width for the site access in accordance with point 3.6 of CD 116 - *The width of the circulatory carriageway for normal or compact roundabouts shall be between 1.0 and 1.2 times the maximum entry width, excluding*

any overrun area. As shown below the circulatory carriageway width is 6m, so the minimum entry width will need to be 6m. Please amend to the entry width from 5.5m to 6m.



- If the site access is required to have a long traffic island, please can it be designed in accordance with Figure 3.28 in CD 116 as shown below. You can see from the below extract it does not meet the requirements. OCC is happy for the traffic island to be reduced to a similar length as the existing ones, but please ensure the minimum road width is 6m as highlighted below. At a compact roundabout, the exit width should be similar to the entry width.



- There needs to be a crossing facility around the traffic island to enable safe and suitable access from one side of the carriageway to the other across the access arm of the roundabout.
- Please provide entry path radius and deflection for the site access, Dukes Meadow Drive and Lapsley Drive. In accordance with Figures 3.20, 3.22 and 3.23 in CD 116. Please ensure the deflection does not exceed 100m for a normal roundabout and 70m for a compact in accordance with 3.24 - *At compact roundabouts in urban areas, where the speed limit is 40mph or less within 100 metres of the give way line on any approach, the entry path radius shall not exceed 70 metres.*
- Please provide tracking for a 16.5m articulated lorry, OCC 11.6m in length refuse vehicle and a large car for the proposed access coming forward for technical audit. Please ensure all manoeuvres are performed.
- A stage 1 Road Safety Audit (RSA1) must be provided in accordance with CG119. This will be required in advance of planning permission being granted as the findings may result in the red line boundary having to change due to road safety remedial measures being required. **(Reason for objection)**

An emergency access is noted and welcomed. The application proposes to incorporate it off Dukes Meadow Drive to the south of the site as illustratively shown on MAC Drawing no: 802-TA14 Rev A which would at the same time serve as a shared pedestrian and cyclist access.

It is my assumption that construction traffic would avoid utilising the principal vehicular access that would be in place to serve Phase 1. It is also my view that a temporary access point for construction traffic may be assumed directly off Dukes Meadow Drive, the intention of which is to minimise inconvenience to residents of Phase 1. This temporary if assumed will only be acceptable if supported by Construction Traffic Management Plan (CTMP) including swept path analyses for a 12m long rigid truck and a 16.5m long articulated truck. **(To be conditioned)**

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

### Public Transport

Oxfordshire County Council seeks to ensure that all new developments are accessible by public transport services that offer real travel choice for residents or employees on a site. This is achieved by securement of financial contributions or conditions through the planning process.

Section 3.3 of the TA notes that the nearest bus stop are at Highlands, 790 metres from the western access. The site is therefore not particularly well located for public transport services when this is considered.

Bus services in this area of Banbury are financially supported by the County Council utilising Section 106 funds from local development. As further development is proposed it becomes more important for further funds to come forward to ensure that these services are maintained at their higher frequency for a longer period of time, in order that the maximum potential for commercial viability can be achieved.

To provide improved services to the area, it may be possible to divert existing service B3 from its current route on Southam Road along Dukes Meadow Drive to the development – either via Lapsley Drive or direct.

A financial contribution is requested for the continued provision of higher frequency bus services in the area around the site, which may include the B3 and/or B9 services. The standard contribution for bus services in this area of Banbury is £1,502 per dwelling which for a development of 114 dwellings equates to **£171,228**.

Funding for a new pair of bus stops has already provided from Phase 1 which is required to facilitate the diversion of the service on the northern side of Dukes Meadow Drive to the east of the Lapsley Drive / site entrance roundabout,

### Active Travel

Planning for cycling/walking, space for cycling within highways, transitions between carriageways, cycle lanes and cycle tracks, junctions and crossings, cycle parking and other equipment design within the development site should follow the LTN 1/20 guidance. Throughout the County we push for segregated pedestrian and cycle paths with safety and directness at the forefront but even more so in Banbury given political preference.

OCC's adopted Local Transport & Connectivity Plan (LTCP) sets out the mode hierarchy within the county and the objectives, targets and policies which aim to decarbonise transport, enable healthy placemaking and significantly improve safety.

Contributions towards upgrading the current footpath on the southern side of the carriageway to a segregated cycle and footpath in line with the current LTN1/20 guidelines

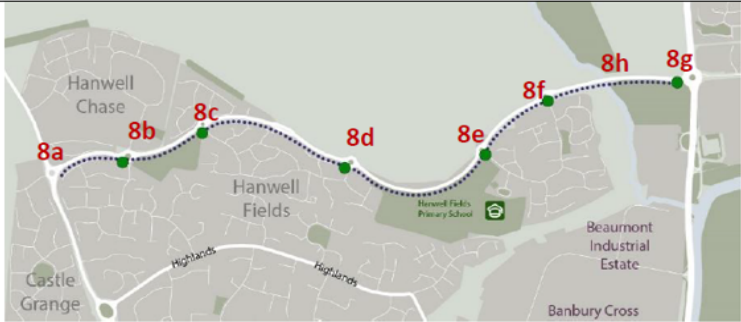


should be provided from Lapsley drive roundabout to Winter Gardens way roundabout. This will be approximately 500 m of segregated walking and cycling path. Also ensure that there are safe crossings from the development arm of the roundabout to the Lapsley drive, to ensure residents can cross into the Hanwell Fields Shops, schools and community centre safely.

Contributions towards connectivity between the proposed development and Banbury as per the emerging Strategic Active Travel Network (the identification of this network is an action from the Oxfordshire Active Travel Strategy, one of the supporting strategies adopted as part of the LTCP), are expected in proportion to the scale of the development.

The Banbury LCWIP (Local Cycling & Walking Infrastructure Plan) has identified Southam Road as a key route linking this part of Banbury to the town centre including to key amenities such as train station. The route is key for cycle facilities although it needs to be improved to encourage more sustainable means of transport for residents.

Below is an extract from Banbury LCWIP.

		Junction Reference and description	
		Reference	Description
	8a	Dukes Meadow Drive/ B4100 Warwick Road	
	8a	Dukes Meadow Drive/ Nickling Road/ Usher Drive	
	8b	Dukes Meadow Drive/ Watts Road/ Winter Gardens Way	
	8c	Dukes Meadow Drive/ Rosemary Drive	
	8d	Dukes Meadow Drive/ Lapsley Drive (west)	
	8e	Dukes Meadow Drive/ Lapsley Drive (east)	
	8f	Dukes Meadow Drive/ A423 Southam Road	
<b>Key 'trip generators' on Route</b>	<b>Schools (Hanwell Fields Primary School)</b>		
<b>Route length</b>	2.3km		

Map Reference	Improvement Reference	Improvement
Link 8a to 8g	8.1	<b>Dukes Meadow Drive:</b> Widen existing surface using verge space and designate footway and cycleway via different surface colour or grass verge between footway and cycleway.
8b, 8c, 8d, 8e, 8f	8.2	Raised pedestrian/cyclist priority crossing at all junctions along route.
8h	8.2	Remove footway on north side over the bridge and shift carriageway north to continue footway and cycle track on southern side.
8g	8.3	Connect footway and cycle track to those on Southam Road and to the redesigned roundabout (see Route 5).

We request the development provide improvement reference :

8.1 – Link 8e to 8f – Widen existing surface using verge space and designate footway and cycleway via different surface colour or grass verge between footway and cycleway.

8.2 – regarding point 8e and 8f - Raised Pedestrian/Cyclist priority crossing at all junctions. In this case the 2 access to the site. One at the roundabout and the other access as well. Also ensure that there are safe crossings from the development arm of the roundabout to the Lapsley drive, to ensure residents can cross into the Hanwell Fields Shops, schools and community centre safely.

We also request a contribution towards connectivity between the proposed development and Banbury as per the emerging Strategic Active Travel Network (the identification of this network is an action from the Oxfordshire Active Travel Strategy, one of the supporting strategies adopted as part of the LTCP), are expected in proportion to the scale of the development.

The Banbury LCWIP (Local Cycling & Walking Infrastructure Plan) has identified Southam Road as a key route linking this part of Banbury to the town centre including to key amenities such as train station. The route is key for cycle facilities although it needs to be improved to encourage more sustainable means of transport for residents. This contribution would be £1000 per dwelling.

Contributions towards upgrading the current footpath on the southern side of the carriageway to a segregated cycle and footpath in line with the current LTN1/20 guidelines should be provided from Lapsley drive roundabout to Winter Gardens way roundabout. This will be approximately 500m of segregated walking and cycling path.

## Site layout

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

- Roads within the development must be designed to allow speeds of no more than

20mph. There must be no lengths of straight road more than 70m without some features to calm traffic.

- Electric Vehicle charging must align with the Oxfordshire Electric Vehicle Infrastructure Strategy and provide the necessary infrastructure to enable scaling up to match demand as it continues to grow but with minimal interruption to existing provisions within the site boundaries.
- OCC requires a swept path analysis for an 11.6m in length refuse vehicle passing an on-coming or parked family car on straight sections. Around bends the carriageway may require widening to enable such manoeuvres.
- The Highway boundary needs to be checked with OCC Highway Records ([highway.records@oxfordshire.gov.uk](mailto:highway.records@oxfordshire.gov.uk)) to determine whether or not it coincides with the site boundary at the proposed access junction. The highway boundary is usually identified along the roadside edge of any ditch.
- Section 4 of the TA considers parking and to what standards this shall adhere to at reserved matters. It is observed that the applicant points to parking standards that have since been superceded. OCC have since adopted new parking standards which the application needs to make note of via the link [Parking standards for new developments](#)

## Traffic impact

### Collision Data

Section 3.6 of the TA attempts to analyse the recent personal injury accident history on the highway network in the vicinity of the site. Analysis of the personal injury accident records on the public highway in the vicinity of the site was obtained from OCC. This range of data is a 5-year period up to May 2021.

This period, however, is not the most recent and to undertake a satisfactory assessment from which to identify any significant highway safety issues. The application must analyse the most recent 5-year period. There is a substantial gap from when the records were taken to date to rule out a pattern of collisions that may have developed since. **(Reason for objection)**

### Trip Generation and distribution

Trip generation has been derived using TRICS software, the assessment of which has resulted in a trip rate which is considered acceptable. The submission predicts that there will be about 79 and 71 two-way movements in the AM and PM peak periods respectively. That said, the trip rates are considered realistic, therefore this approach is agreed.

Section 5.4 of the TA states that background traffic counts were undertaken in June 2022. Notwithstanding the fact that these surveys were taken a considerable period back, there is now observable evidence that the patterns of movement are changing from what they were back in 2022, right after the covid pandemic. I am concerned that the data captured then is significantly different to what it is now and I consider the subsequent traffic impact assessment is based on incorrect dataset. **(Reason for objection)**

I am surprised that assignment of trips on the network has not utilised the census travel to work statistics in order to determine how vehicular movements are distributed. The exercise however assigns vehicle trips onto the highway network using observed turning proportions where at the access, vehicles have been signed as per the movements out of Lapsley Drive. It is my assumption that these movement patterns exhibit similar characteristics as those from the census.

In order to assess the impact on the junctions specifically, the applicant has used TEMPRO growth factors and the proposed traffic generation for Cherwell 002.

The capacity of the local highway network has been tested and surveyed within the submitted TA. Assessment of the identified key junctions was undertaken using TRL Junctions 9 ARCADY for roundabout junctions which assessment demonstrates that all of the junctions reviewed will operate well within capacity in the base year and future year scenarios. That said, I still cast doubt to the accuracy of the whole exercise having been fed with the incorrect dataset. **(Reason for objection)**

### **Travel Plan**

A Framework Travel Plan has been submitted but a full Residential Travel Plan is required. This should be produced prior to occupation and meet criteria set out within appendices 5 and 8 of the OCC guidance document 'Transport for New Developments – Transport Assessments and Travel Plans, March 2014'.

The travel plan should also reference other travel plan related documents already produced for other phases of the development.

Further information and advice can also be sought from OCC's Travel Plans Team.  
travelplan@oxfordshire.gov.uk

To enable the travel plan to be monitored for a period of 5 years, a £1,985 (RPI index linked) Travel Plan Monitoring fee will be required.

Further information regarding the required criteria can be found within the OCC guidance document, also attached with this response.

### **S278 Highway Works:**

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

**Notes:** This is to be secured by means of s106 restriction not to implement development (or occasionally other trigger point) until s278 agreement has been entered into. The trigger by which time s278 works are to be completed shall also be included in the s106 agreement.

Identification of areas required to be dedicated as public highway and agreement of all relevant landowners will be necessary in order to enter into the s278 agreements.

### **Planning Conditions:**

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

#### Travel Plan and Travel Information Pack

Prior to first occupation a Residential Travel Plan and Travel Information Pack should be submitted to the Local Planning Authority. A Residential Travel Information Pack is also required. This should be produced prior to 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

#### Construction Traffic Management Plan (CTMP)

Prior to commencement of the development hereby approved, a Construction Traffic Management Plan (CTMP) shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the development shall not be carried out other than in accordance with the approved CTMP.

Reason - In the interests of highway safety and the residential amenities of neighbouring occupiers and to comply with Government guidance contained within the National Planning Policy Framework.

**Officer's Name: Rashid Bbosa**

**Officer's Title:** Senior Transport Planner

**Date:** 30/10/2024

**Application no: 24/02514/OUT**

**Location:** Land Opposite Hanwell Fields Recreation Adj To, Dukes Meadow Drive, Banbury

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## **Lead Local Flood Authority**

### **Recommendation:**

No objection subject to conditions.

### **Key issues:**

The proposal is satisfactory, the following needs to be considered for detailed design:

- Cv values to be increased.
- Maintenance details to be provided.
- Exceedance flood flow routes to be considered.

### **Conditions:**

#### **Surface Water Drainage**

Construction shall not begin until 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;
- 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.

### **Detailed comments:**

The site is at very low risk of flooding.

Infiltration testing has been undertaken on the adjacent phase of the development and infiltration to ground has been found to be unviable as a drainage strategy. A watercourse is available as a discharge location for the surface water drainage system.

A proposed drained area has been calculated inclusive of an allowance for urban creep. The greenfield runoff rate has been calculated for this area along with the attenuation volume, to be provided as a basin. Discharge to the watercourse is to be restricted by a flow control device. Increased Cv values should be used for the detailed design, to better represent the proportion of runoff draining from the development.

The mitigation potential of the proposed SuDS has been assessed against the pollution hazard posed by the development. A combination of swales and the basin provide sufficient treatment according to the simple index approach. Other SuDS features may also be considered for detailed design.

A brief overview of likely management responsibilities has been provided, however maintenance plans are not being produced until the detailed design stage.

**Officer's Name:** Thomas Callaway

**Officer's Title:** Technical Lead – SUDs drainage engineer

**Date:** 21/10/2024

**Application no: 24/02514/OUT**

**Location:** Land Opposite Hanwell Fields Recreation Adj To, Dukes Meadow Drive, Banbury

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## 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)
<b>Secondary education</b>	<b>£ 897,399</b>	<b>BCIS TPI=327</b>	BCIS All-In TPI	Secondary education capacity serving the development
<b>Secondary land contribution</b>	<b>£ 89,991</b>	<b>Nov-20</b>	RPIX	Secondary school site serving the development
<b>Special education</b>	<b>£ 62,818</b>	<b>BCIS TPI=327</b>	BCIS All-In TPI	Special school education capacity serving the development
<b>Total</b>	<b>£1,050,208</b>	<b>BCIS TPI=327</b>	BCIS All-In TPI	

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

**£897,399 Secondary School Contribution indexed from TPI = 327**

**Justification:**

Secondary pupil numbers in Banbury have grown rapidly in recent years, and the scale of planned housing growth in the town is expected to generate further growth. A site for a new secondary school has been included in the Cherwell Local Plan to serve the Banbury area and meet the needs of the large-scale housing growth across the town. The new school will be at a minimum a 600-place secondary school, and would be built at a size to provide sufficient capacity for the planned growth of the town's population, including that resulting from this proposed development, should it be permitted.



**Calculation:**

Number of secondary pupils expected to be generated	27
Estimated per pupil cost of building a new 600-place secondary school	£33,237
Pupils * cost =	<b>£ 897,399</b>

**£89,991 Secondary School Land Contribution indexed from Nov-20****Justification:**

The county council will incur a cost of £1,999,634 (uplifted to Nov-20) to purchase the land for the planned secondary school within the Banbury 12 policy area, which would serve this proposed development. This will provide land for 600 pupils, i.e. £3,333 per pupil place.

**Calculation:**

Contribution required towards school land costs = £3,333 \* 27 = £89,991

**£62,818 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 special schools in the area, and a contribution towards expansion of special school capacity is therefore sought based on the percentage of the pupil generation who would be expected to require places at a special school, based on pupil census data. (This amount of pupils has been deducted from the primary and secondary pupil generation quoted above.)

**Calculation:**

Number of pupils requiring education at a special school expected to be generated	0.7
Estimated per pupil cost of special school expansion, as advised by Government guidance "Securing developer contributions for education"	£89,741
Pupils * cost =	<b>£ 62,818</b>

The above contributions are based on the unit mix in the application form dated 10/10/2024 of:

- 12 x 1 bed dwellings
- 38 x 2 bed dwellings
- 50 x 3 bed dwellings
- 14 x 4 bed dwellings

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

**Officer's Name: Emma Daisley**

**Officer's Title:** School Organisation and Planning Officer

**Date:** 18/10/2024

**Application no: 24/02514/OUT**

**Location:** Land Opposite Hanwell Fields Recreation Adj To, Dukes Meadow Drive, Banbury

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## **Archaeology**

### **Recommendation:**

No objection subject to conditions.

### **Detailed comments:**

The site has been partially subject to an archaeological evaluation and a geophysical survey, and the approved reports for these have been submitted with the application. The western side of the site was unable to be trenched during the predetermination phase of works due to ecological constraints, and so, the evaluation should be completed as a condition. To the north and west of the proposal site area number of archaeological sites which have recorded dense Iron Age and Roman occupation remains. Though the geophysical survey did not record any anomalies of possible archaeological origin in this area, the medieval ridge and furrow may be obscuring any features which are present.

### **Conditions:**

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

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

Reason - To safeguard the recording of archaeological matters within the site in accordance with the NPPF (2023).

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 staged programme of archaeological evaluation and 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 (2023).

**Officer's Name: Oxfordshire County Archaeological Service**

**Officer's Title:** Planning Archaeologist

**Date:** 23/10/2024

**Application no: 24/02514/OUT**

**Location:** Land Opposite Hanwell Fields Recreation Adj To, Dukes Meadow Drive, Banbury

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## 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.

<b>Contribution</b>	<b>Amount</b>	<b>Price base</b>	<b>Index</b>	<b>Towards (details)</b>
Household Waste Recycling Centres	<b>£11,614</b>	379	BCIS All-In TPI	Expansion and efficiency of Household Waste Recycling Centres (HWRC)

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

**£11,614** Household Waste Recycling Centre Contribution indexed from Index Value 379 using BCIS All-in Tender Price Index

**Towards:**

The expansion and efficiency of Household Waste Recycling Centre (HWRC) capacity.

**Justification:**

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

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

*and that*

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

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

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

6. Such places are known as Household Waste Recycling Centres (HWRCs) and Oxfordshire County Council provides seven HWRCs throughout the County. This network of sites is no longer fit for purpose and is over capacity.
7. Site capacity is assessed by comparing the number of visitors on site at any one time (as measured by traffic monitoring) to the available space. This analysis shows that all sites are currently ‘over capacity’ (meaning residents need to queue before they are able to deposit materials) at peak times, and many sites are nearing capacity during off peak times. The proposed development will provide 114 dwellings. If each household makes four trips per annum the development would impact on the already over capacity HWRCs by an additional 456 HWRC visits per year.
8. Congestion on site can reduce recycling as residents who have already queued to enter are less willing to take the time necessary to sort materials into the correct bin. Reduced recycling leads to higher costs and an adverse impact on the environment. As all sites are currently over capacity, population growth linked to new housing developments will increase the pressure on the sites.
9. The Waste Regulations (England and Wales) 2011 require that waste is dealt with according to the waste hierarchy. The County Council provides a large number of appropriate containers and storage areas at HWRCs to maximise the amount of waste reused or recycled that is delivered by local residents. However, to manage the waste appropriately this requires more space and infrastructure meaning the pressures of new developments are increasingly felt. Combined with the complex and varied nature of materials delivered to site it will become increasingly difficult over time to comply with the EU Waste Framework Directive 2008, enacted through the Waste Regulations (England and Wales) 2011 (as amended), maintain performance and a good level of service especially at busy and peak times.

**Calculation:**

Space at HWRC required per dwelling (m <sup>2</sup> )	0.18	Current land available 41,000m <sup>2</sup> , 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 (309,017) is 55,350 m <sup>2</sup> , or 0.18m <sup>2</sup> per dwelling
Infrastructure cost per m <sup>2</sup>	£319	Kidlington build cost/m <sup>2</sup> indexed to 379 BCIS
Land cost per m <sup>2</sup>	£247	Senior Estates Surveyor valuation
Total land and infrastructure cost /m <sup>2</sup>	<b>£566</b>	
Cost/dwelling	£101.88	
No of dwellings in the development	<b>114</b>	
Total contributions requested	<b>£11,614</b>	

**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 matter 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:** Circular Economy Projects Officer

**Date:** 15/10/2024