

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

District: Cherwell

Application no: 25/01346/OUT

Proposal: Outline planning application with All Matters Reserved (except means of access) for up to 340 dwellings (Use Class C3), land for local community use and pavilion, landscaping, public open space and associated infrastructure, including demolition of 162 The Moors to enable all modes access

Location: Part OS Parcel 0006 North Of, The Moors, Kidlington

Response Date: 4th July 2025

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	43
2-bed dwellings	87
3-bed dwellings	148
4-bed & larger dwellings	62

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	848.60
Nursery children (number of 2- and 3-year olds entitled to funded places)	28.83
Primary pupils	103.30
Secondary pupils including Sixth Form pupils	81.03
Special School pupils	2.12
65+ year olds	88.60

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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 recommending 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**

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 1st April 2025 to 31st March 2026 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
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Admin and Monitoring Fee	£158	£390	£765	£2,310	£5,680	£7,675	0.945% of aggregate of contribution amount	£18,900 + 0.1% of any amount over £2m
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- **OCC Legal Fees** The applicant will be required to pay OCC's legal fees in relation to legal agreements. Please note the fees apply whether a S106 agreement is completed or not.

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

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

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

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

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Strategic Planning

This speculative site lies within the Oxford Green Belt. Please see the officer responses below which include transport and Lead Local Flood Authority objections.

Officer's Name: David Flavin

Officer's Title: Principal Planner

Date: 30/06/2025

Application no: 25/01346/OUT

Location: Part OS Parcel 0006 North Of, The Moors, Kidlington

Transport Development Control

Recommendation:

Highway Objection As the submitted information is currently insufficient, the Highway Authority is unable to positively support at this time. The application must provide the necessary revisions to allow us to progress with our assessment.

Application for Outline Planning Permission with some matters reserved Town and Country Planning Act 1990 (as amended).

This is Oxfordshire County Council's (OCC's) formal response to the planning application for 340 new homes at The Moors in Kidlington. We've carefully reviewed the developer's Transport Assessment and supporting documents. These explain how people will travel to and from the new homes, and what impact the development could have on local roads and transport infrastructure.

Key Issues

- Non-allocated Greenfield Site. The development site is not allocated in either the current or emerging Local Plan. The presumption in favour of sustainable development must be carefully considered.
- Walking and Cycling Connectivity. Inadequate connections to existing footpaths and National Cycle Route 51. There are no clear plans for improved lighting, all-weather surfaces, or safe, direct access to key destinations.
- Public Rights of Way (PRoW). Impacts on local PRoW require mitigation through diversions, high-quality surfacing, and a £120,000 contribution for off-site improvements.
- Public Transport. No proposed upgrades to nearby bus stops, shelters, or crossings. Concerns about distance to the nearest stop. £493,488 contribution required for improvements and equipment.
- A new mobility hub on the A44 is essential to reduce traffic and enable development across the area. The hub cost (£21.61 million, June 2022) is shared among developments based on peak trip generation. This site's contribution is £437,181.11 (based on 199 peak-time trips), helping address a current funding gap as all developments will benefit.

- Traffic Impact & Modelling. Incomplete assessment, committed developments (PR7a, PR7b, PR8, PR6a) not factored in. £337,591 contribution required towards Bicester Road improvement scheme.
- Cricket Club Provision. Proposed cricket club use not assessed for traffic, parking, or road safety impacts.
- Travel Plan Deficiencies. The current Travel Plan lacks targets, named coordinator, and monitoring budget. Full Residential Travel Plan required, with £2,035 monitoring fee.
- Construction Traffic Management. Requires a robust Construction Traffic Management Plan to minimise impacts during construction.

OCC's overall view

The site itself is undeveloped (Greenfield Land). It is understood that the application site is not allocated for housing within the Cherwell District Local Plan or in the emerging Local Plan. The development site has no planning history; therefore, it's for the LPA to determine presumption in favour of sustainable development and decide whether to depart from the local plan.

However, we believe the site has good potential to support walking, cycling and public transport. But as things stand, we cannot support the application unless the developer makes significant improvements and commits to essential transport upgrades.

Access to the Site

The proposed access strategy into the new development will come off The Moors, it is proposed that the site is served by four access points, these would comprise of two accesses open to all vehicles, including emergency vehicles, pedestrians and cyclists and two additional pedestrian and cycle accesses. The proposed access strategy is acceptable in principle subject to technical approval.

The internal roads will have a speed limit/design speed of 20mph, which is currently in place along The Moors. This means it is generally safe for people to ride bikes on the road without needing separate cycle lanes, which is acceptable under national guidance.

Walking and Cycling Connections

The development is close to footpaths and a national cycle route (Route 51). However, the submitted plans don't make the most of this benefit. There are no clear links to these routes, and no upgrades to make them better lit or suitable all year round. We want to make sure people can walk and cycle safely from the development to local shops, schools and train stations. A WCHAR assessment is required to identify where sustainable transport permeability can be improved to promote active modes of travel and identify deficiencies within the surrounding walking/cycling network and routes to destinations which should be improved for the expected non-motorised user numbers generated by this development. This should consider existing and proposed links to public transport, local services, etc.

OCC considers it reasonable and requests the developer to provide a pedestrian crossing on the A4260/Banbury Road, north of The Moors, between Langford Lane and The Moors, to encourage and promote walking in the area. A detailed scheme to be submitted on revised plans and to be agreed by OCC. Subject to an agreed scheme, highway works can be secured via a suitably worded planning condition and undertaken as part of s278 Highway Works Agreement.

Public Rights of Way (PRoW) Comments

The development will have an impact on the local public rights of way (PRoW) network, and several standard measures and site-specific points will need to be addressed as part of the application:

While it is preferable for PRoW to be retained on their legal alignment, where site design requires diversion, an alternative route may be acceptable, provided it offers a logical, accessible through-route with a high-quality surface, appropriate gradient, and a well-considered landscape setting. A planning condition will be required to secure OCC approval of all relevant details, including route, width, surface, gradient, structures, signage, and amenity features. Subject to detailed approval, the current proposed alignment is considered reasonable.

It is assumed that any required permanent PRoW diversions will be made under Section 257 of the Town and Country Planning Act. This process may proceed in parallel with the planning application but is a separate legal process subject to its own consultation and approval.

The scale and location of this development will move the urban edge of Kidlington further into the countryside. This is likely to result in greater use of surrounding PRoW, with potential conflicts arising from increased public access to adjacent land and farming areas. There will also be an increased demand for safe, high-quality walking and cycling routes both within and beyond the site.

To mitigate these impacts, a Section 106 contribution in the region of £120,000 will be sought, to fund offsite improvements to PRow infrastructure, including surfacing, signage, and route enhancements, potentially including upgrades to PRow status where appropriate. This contribution will be supported by a full Regulation 122 compliance statement. It is separate from any active travel, S278, or S38 highways contributions.

Standard PRow Requirements:

- The developer must ensure that PRow shown on the Definitive Map and Statement are correctly recorded in the design and respected through construction.
- PRow through the site must be constructed to a standard capable of accommodating the additional use generated by the development.
- Safe, accessible temporary routes must be provided throughout construction to ensure uninterrupted access.
- PRow surfaces must be protected from damage. Where damage occurs, repairs must be carried out to a suitable standard promptly.
- The installation of gates and any other furniture must comply with OCC requirements and must not obstruct the route.
- Where PRow form part of utility cycling or walking routes, reference should be made to OCC's Walking and Cycling Design Guides.

Oxfordshire County Council, as PRow authority, will continue to work with the applicant to ensure that these requirements are secured through appropriate planning conditions and legal agreements, in line with the Oxfordshire Rights of Way Management Plan 2015–2025.



Public Transport Access

The development is near several bus stops and the main A4260 road. However, the plans don't suggest any upgrades to the bus stops. OCC are concerned about the distance to the closest bus stop for those residents living at the furthest part of the development site. Is there an opportunity for a bus stop within the site boundary, OCC would like this to be explored, and justification provided?

There's no mention of adding shelters, real-time bus information, or lighting, and no safe new crossings are planned either. These changes are essential to make it easier and safer for people to catch the bus.

Therefore, it is considered reasonable that an obligation is sought towards improving public transport near to the site. For this area it's £1,364 per dwelling, which gives a contribution of $£1,364 \times 340 = \mathbf{£463,760}$ (indexed with RPIX, Oct 2024 base) for improvements to public transport services. A further contribution is sought for two RTPI equipped stops, the cost of which is £14,864 each, therefore, $2 \times £14,864 = \mathbf{£29,728}$ (indexed with Baxter, Oct 2024 base). Total public transport contribution sought = **£493,488**.

OCC would also require the developer to upgrade the existing bus stop, **Stop ID: *oxfatawt*** along the A4260 with provisions made for an informal pedestrian island crossing which is necessary so that passengers can easily cross the road without needing to use the service road (Banbury Road). This will ensure a more direct non convoluted route for pedestrians using this bus stop. A scheme can be proposed and agreed and secured via a suitably worded planning condition and undertaken as part of s278 Highway Works Agreement.

Public Transport Infrastructure

A new mobility hub is required on the A44 to reduce traffic sufficiently to allow development in the area to come forward. This is built into the trip rate assessment not only for this site but all other developments in the area. Whilst other developments such as the PR sites are contributing towards this there is currently a funding gap, as all developments in the area will be benefitting from the mobility hub it is expected that all developments will contribute. The total cost of the mobility hub is £21,610,829 (Baxter June 2022), the methodology used to calculate contributions from sites is based on peak time trip generation and results in a cost per trip of £2,196.89. As the proposed development is generating a total of 199 peak time trips (89 AM & 110 PM) the total contribution for this site comes to **£437,181.11** (Baxter June 22).

Road Impact and Traffic Modelling

The developer estimates around 100 new vehicle trips would be generated by the proposed development during peak times (08:00–09:00 and 17:00–18:00), based on the proposed 340 homes.

Additional modelling work provided in the *Evans Lane / Bicester Road Junction Report* (June 2025) and the *Highway Impact Assessment* (The Moors) now includes further assessment of key junctions. In particular, junction performance at:

- A4260 / Langford Lane
- Evans Lane / Bicester Road

These junctions were previously known to be sensitive to additional traffic. The new modelling confirms that, with development traffic included, both junctions operate within capacity in 2023 and 2031 scenarios, although some arms experience higher queueing and delay (e.g., Evans Lane right-turning onto Bicester Road sees max RFC up to 0.26 and delays up to 11.8s in 2031 AM peak).

Importantly, the modelling now does include a future year scenario to 2031, in line with TEMPRO growth factors. However, the assessment still does not explicitly include any committed development scenario. This remains a concern since there are several committed and allocated developments in the surrounding area, including PR7a, PR7b, PR8, and PR6a, which should be factored into cumulative traffic assessments. While

the TA explains that such a scenario may be omitted if no sites are fully consented, this needs to be clearly justified, and the potential impact acknowledged.

The submitted 2023 and 2031 assessments confirm that overall increases in traffic at local junctions remain relatively modest, generally under 3% traffic growth at most locations, although specific arms (such as minor roads turning onto major routes) will still experience delay increases.

Oxfordshire County Council has based the proportional contribution request towards the £2.2 million Bicester Road east-west highway improvement scheme on an estimated share of traffic generated by this development. This development is forecast to generate approximately 100 peak-hour trips.

The total cumulative peak-hour trips expected from committed and allocated sites using this corridor is estimated at 630 trips. Therefore, this development accounts for 15.87% of the expected traffic impact on those routes.

This percentage has been used to calculate the requested financial contribution of **£337,591**. This ensures the development pays a fair share and complies with national planning rules (CIL Regulation 122).

Cricket Club Use Not Considered

The developer's masterplan mentions a potential cricket club or sports facility. But this has not been included in any of the traffic or parking assessments. While it may be used mostly at weekends, it could still affect parking, road safety, and site access. We request more information about its size, operation, and how it will be managed.

Parking Control for Outline Consent

The Transport Assessment assumes the site will follow OCC's parking standards. At outline stage, we recommend adding a condition to ensure that the final number of parking spaces doesn't exceed those standards. This protects against overprovision of parking, which could increase car use and contradict the sustainable travel plans.

Travel Plan

The Travel Plan (TP) is a document that's meant to explain how the development will encourage people to walk, cycle or use public transport. The current submitted TP is too vague. It doesn't have clear targets, no named person to deliver it, and no funding for monitoring.

A development of 340 dwellings triggers the requirement for a Residential Travel Plan to be produced. This is required prior to first occupation and then should be updated upon occupation of 170th dwelling once a robust survey opportunity is available. The travel plan should meet the criteria contained within appendices 5 and 8 of the OCC guidance

document 'Transport for New Developments – Transport Assessments and Travel Plans March 2014'.

A Framework Travel Plan has been submitted in support of this application, but a Residential Travel Plan is required. The submitted travel plan does not currently meet the criteria and further information is required.

A Travel Plan monitoring fee of £2,035 (RPI index linked April 2025) is required to enable the travel plan to be monitored for a period of five years.

In addition to the Travel Plan, 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 are available to them from the outset. Further information regarding the required criteria can be found within the OCC guidance document.

Further information is required regarding the final use of the community land before a definitive travel plan requirement can be provided.

In the meantime, information regarding travel plan thresholds and associated monitoring fees can be found within the OCC Travel Plan Thresholds document which can be found on the OCC website. Further information can also be sought from the Travel Plans Team travelplan@oxfordshire.gov.uk

Cycle parking, a cycle maintenance station and EV charging are also likely to be required for any community facility.

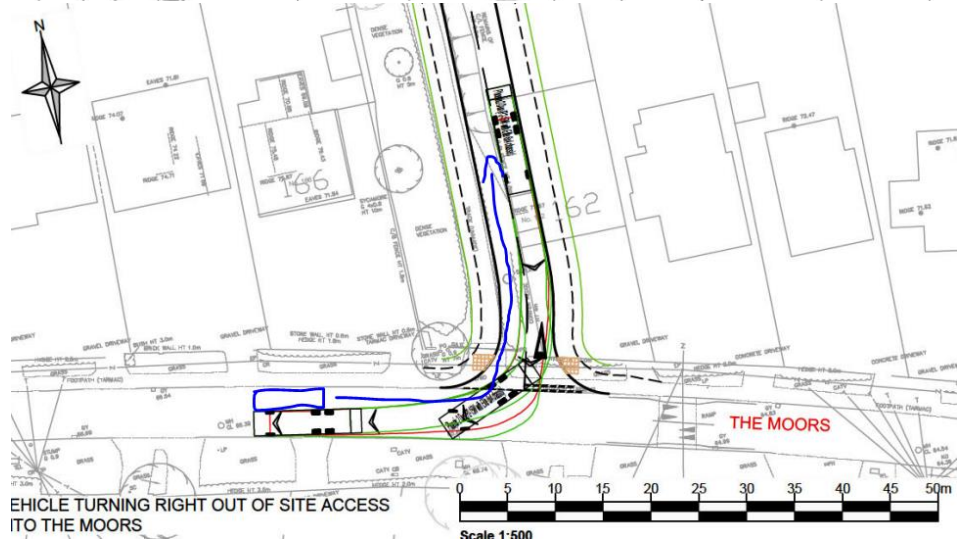
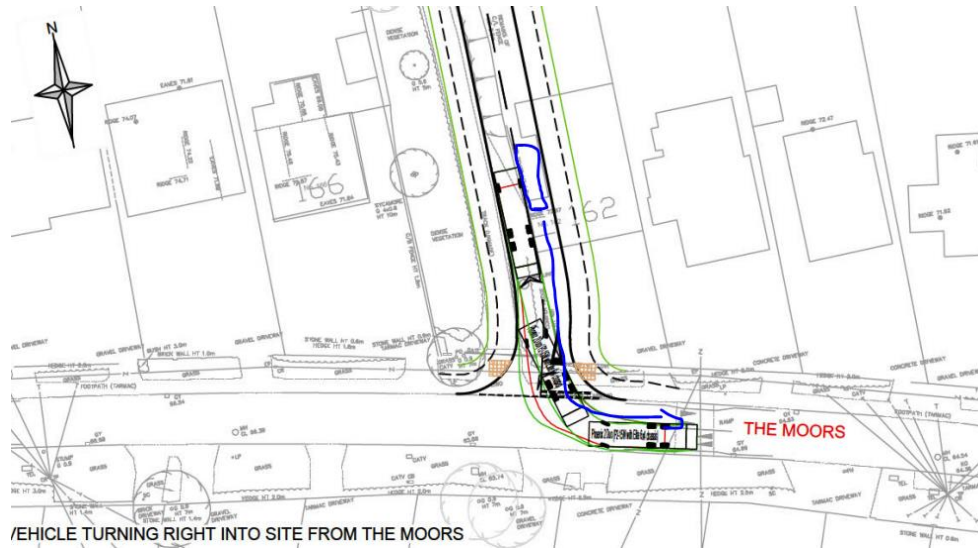
OCC's Technical Design comments for the Proposed Access Strategy

The 25m visibility is acceptable as the site access is within a 20mph speed limit with traffic calming along The Moors which will ensure the speeds will be low.

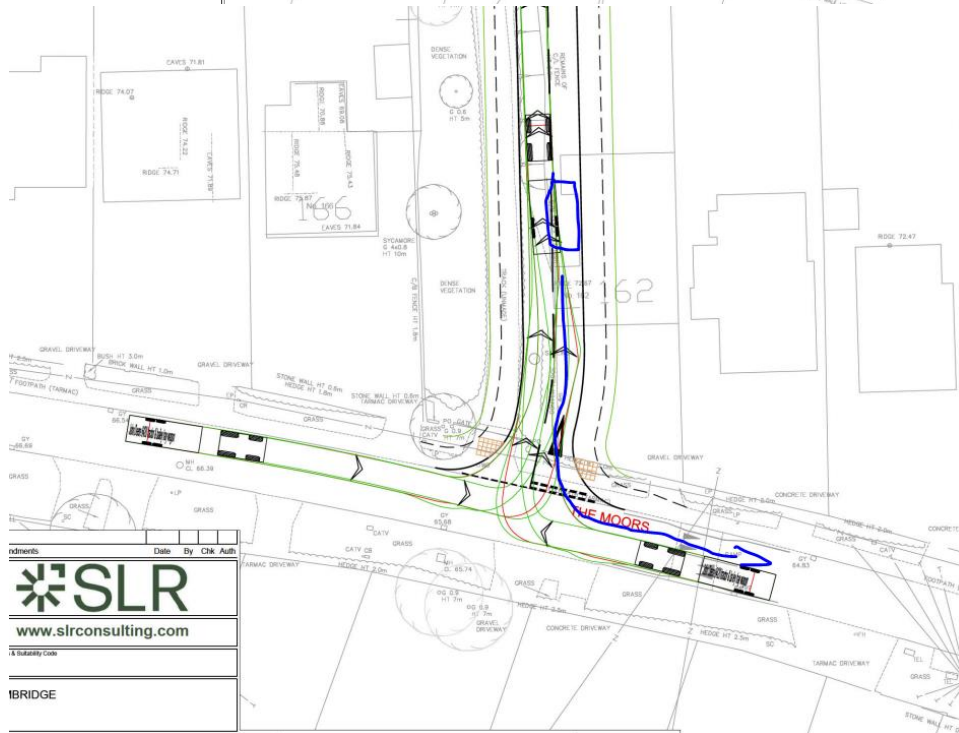
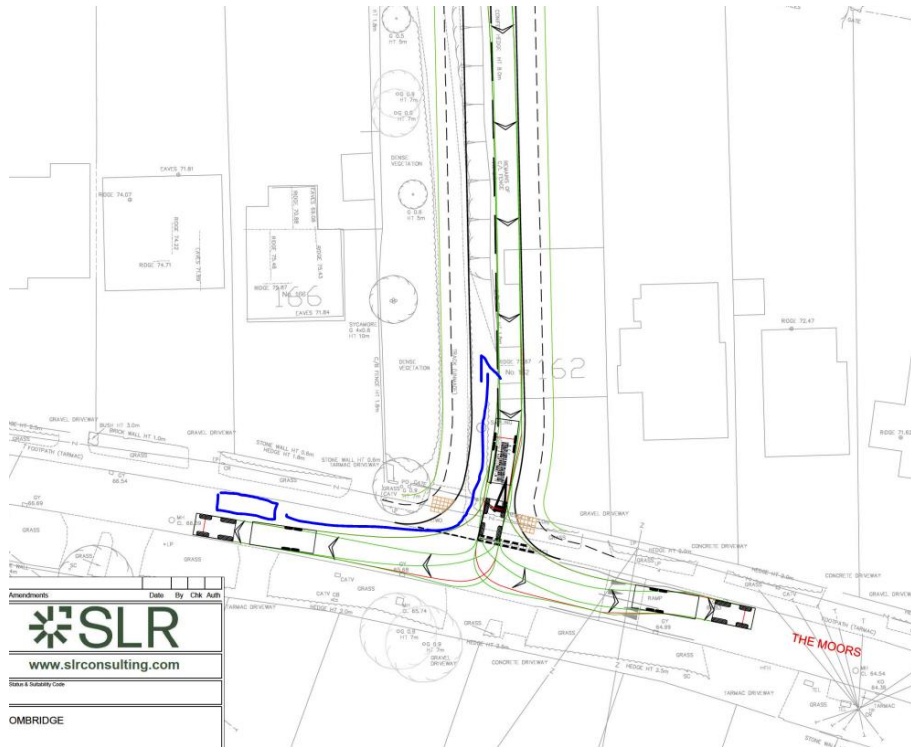
The carriageways that are straight for over 70m will require horizontal or vertical traffic calming to ensure vehicle speeds are less than 20mph. Please provide a ramp on the access road within 70m of the access.

OCC require tracking for a large car entering and exiting the access and demonstrate two large cars can pass each other at the access.

OCC require a swept path analysis for an 11.6m in length refuse vehicle passing an on-coming family car at the access.

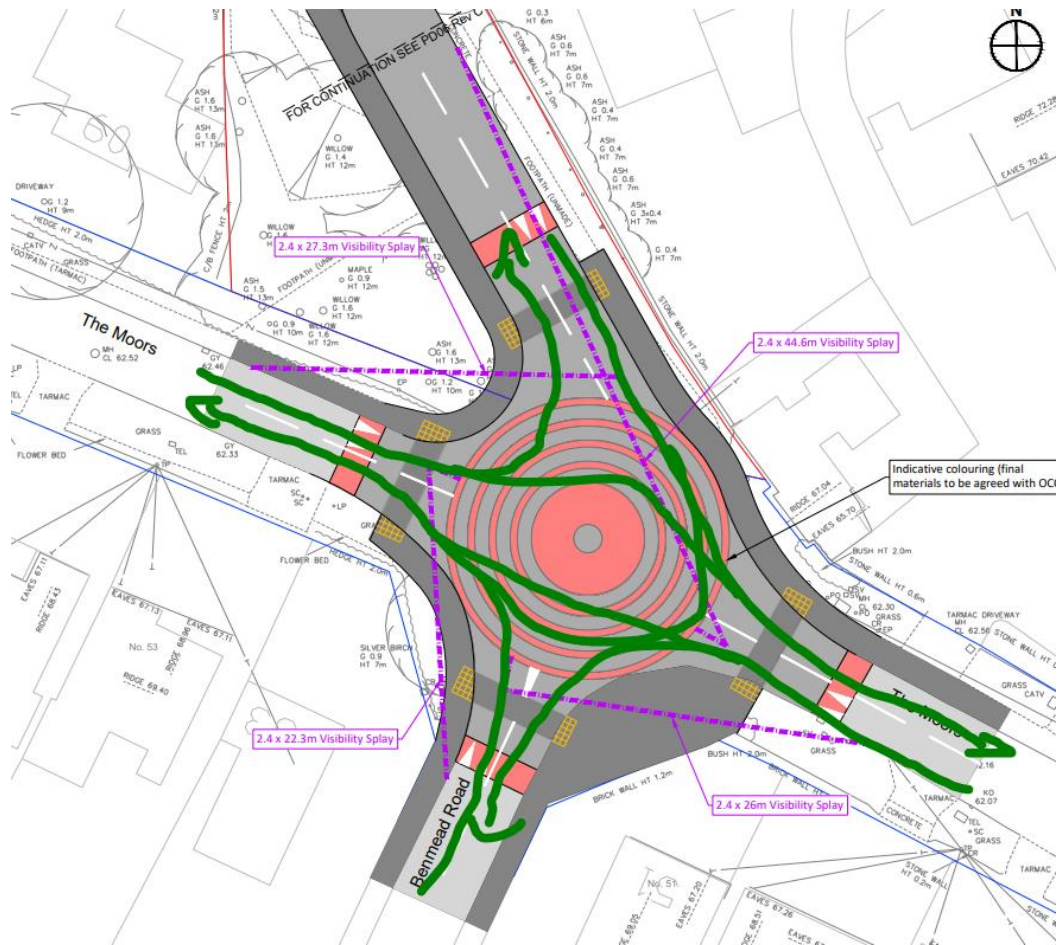


Please demonstrate that a large car can pass the refuse vehicle at the access.



Proposed Site Access Raised Table Roundabout

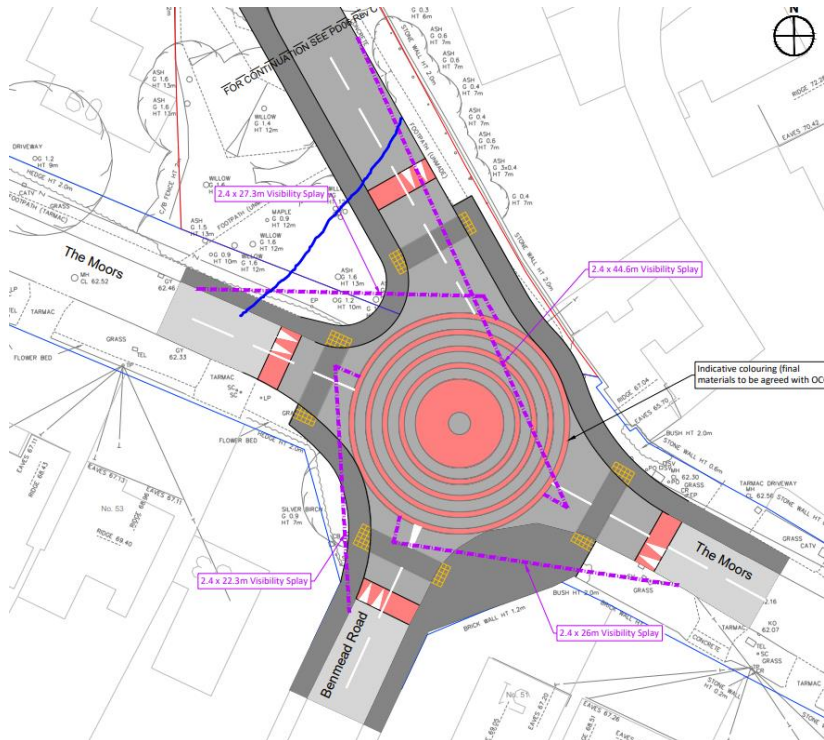
OCC require a swept path analysis for an 11.6m in length refuse vehicle manoeuvring around the roundabout.



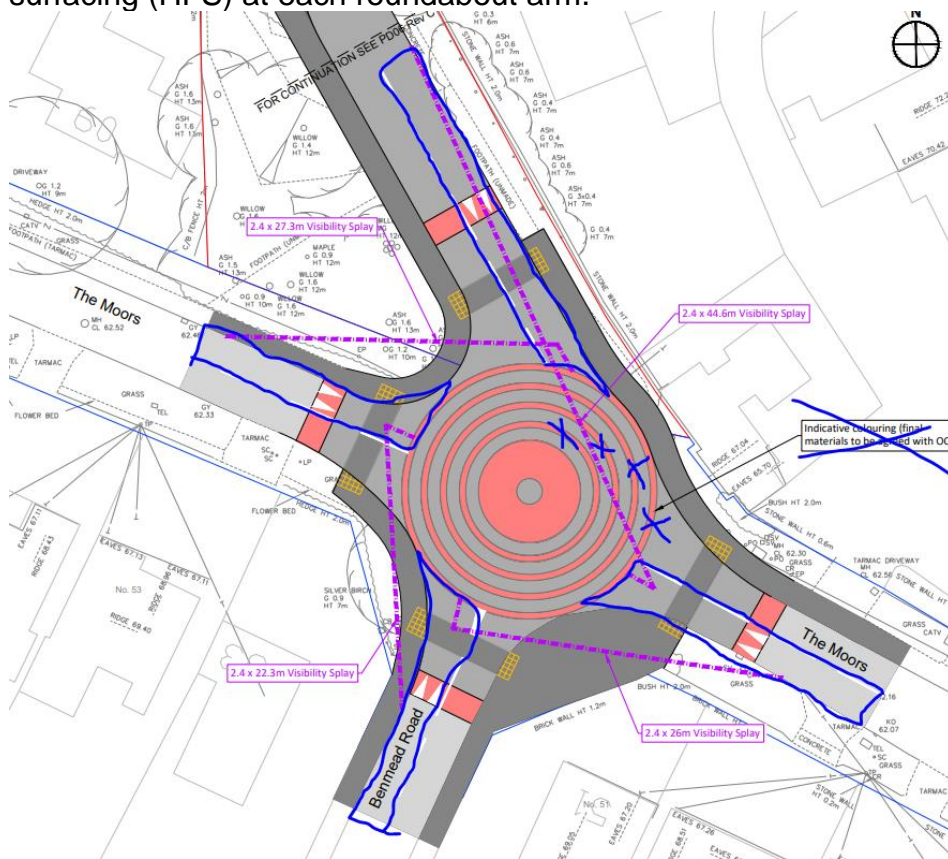
Please can the developer confirm if the roundabout is a mini or compact. Depending on the predicted two-way annual average daily traffic flow (AADT) it could be recommended that the roundabout is designed to a compact standard to accommodate the extra vehicle movement generated by the 340 developments and the existing traffic flows coming from Benmead Road and The Moors. Please confirm the predicted two-way average daily traffic flow (AADT) including the development.

Please can the developer provide a geometry drawing for the roundabout showing the conflict angle and deflection.

All visibility splays will be required to be un-obstructed and within proposed adoptable highway. Intervisibility required to be clear from obstruction and must be within proposed highway land if road is for adoption. Please can add visibility splay dimension as shown below.



Please can we remove the red circles around the roundabout to ensure the surface course is same around the circulatory carriageway and add 50m of High friction surfacing (HFS) at each roundabout arm.



The layout will need to comply with OCC Street Design Guide. Offsite works will need to be designed in accordance with DMRB.

All new internal development layouts will require a 20mph speed limit, self-enforcing traffic calming measures and a supporting Traffic Regulation Order.

The carriageways that are straight for over 70m will require horizontal or vertical traffic calming to ensure vehicle speeds are less than 20mph.

OCC require a swept path analysis for an 11.6m in length refuse vehicle passing an on-coming or parked family car throughout the layout. The carriageway will require widening on the bends to enable this manoeuvre. Turning heads will need to accommodate the refuse vehicle turning without overhanging footways and pedestrian areas.

A minimum carriageway width of 5.5m will be required within 15m of a junction. Where there is not a footway adjacent to the carriageway a minimum 6-metre-wide shared surface block paved carriageway with a minimum 800mm grass margin on either side is required. (Street lighting must be a minimum 1.5m from the carriageway edge and be within the adoptable area).

Please identify bin collection points which will need to be within 25 meters of the adoptable area.

A long section has not been provided and will be required to ensure compliance with the Equalities Act 2010. This must include details of the vertical alignment to determine appropriate carriageway and footway gradients. They will need to be DDA compliant i.e. maximum 1:21 or 5%.

Junction and Forward Visibility Splays and dimensions must be in accordance with 20mph visibility splays (MfS) of 25 metres and dedicated to OCC if they fall out of the existing highway boundary. Street furniture, parking bays or trees must not be positioned within junction or forward visibility splays.

Provide a Stage 1 Road Safety Audit (RSA1) in accordance with GG119 (5.46.1). Please ensure the RSA Brief is approved by the Overseeing Organisation before it is instructed. A Designers Response should accompany the RSA1 with the Overseeing Organisation agreeing and signing off the RSA Recommendations. 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.

- NOTE* The highway scheme can be designed by an organisation working for the third-party organisation rather than an organisation working for the Overseeing Organisation.
- 5.46.1 A stage 1 RSA report should be undertaken before planning consent is applied for as this demonstrates that the potential for road user safety issues has been addressed.
- NOTE* The third party organisation-led scheme is submitted for planning approval to the local planning authority and, where there are highway implications, the highway or Overseeing Organisation is consulted.

No private drainage is to discharge onto any area of existing or proposed adoptable highway. The drainage proposals will be agreed at the Section 38 Agreement stage once the drainage calculations and detailed design are presented. Oxfordshire County Council have published the "[Local Standards and Guidance for Surface Water Drainage on Major Development in Oxfordshire](#)" to assist developers in the design of all surface water drainage systems, and to support Local Planning Authorities in considering drainage proposals for new development in Oxfordshire. The guide sets out the standards that we apply in assessing all surface water drainage proposals to ensure they are in line with National legislation and guidance, as well as local requirements. Please liaise with the Drainage Team for review.

Foul and surface water manholes should not be placed within the middle of the carriageway, at junctions, tyre tracks and where informal crossing points are located.

All tree planting within the highway shall be in accordance with OCC Tree Policy and planting details. Trees are required to be located outside of junction and forward visibility splays and not within 10m of lamp columns that are designed to illuminate junctions or pedestrian/cycle crossing locations (elsewhere 5m clearance to streetlamp column is preferable). Trees may be planted up to a minimum of 500mm from the kerb face where speed limit is 20mph and a minimum 1.5m from the carriageway where located in a 30mph speed limit or greater. Trees that are within 5m of the carriageway or footway will require root protection systems.

Trees within the highway will need to be approved by OCC and will carry a commuted sum. No private planting is to overhang or encroach the proposed adoptable areas.

Visitor parking bays parallel to the carriageway, can be adopted (min 2.5m x 6m) but accrue a commuted sum. Where parking bays adjoin Public Open Space, please ensure there is a minimum 1-metre-wide hardstanding surrounding the layby to enable passengers to safely exit and enter the vehicle. Any other bays (echelon or perpendicular) or private bays will not be considered for adoption.

No property including balconies should be within 500mm to the proposed highway. No doors, gates, windows, garage doors or gas/electric cupboards must open over the proposed highway.

The Highway boundary needs to be checked with OCC Highway Records (highway.records@oxfordshire.gov.uk) to determine whether or not it coincides with the site boundary at the proposed access junction. The highway boundary is usually identified along the roadside edge of the ditch.

No Highway materials, construction methods, adoptable layouts and technical details have been assessed or approved at this stage. The detailed design and acceptable adoption standards will be subject to a full technical audit.

OCC require saturated CBR laboratory tests on the sub-soil likely to be used as the sub-formation layer. This would be best done alongside the main ground investigation for the site, but the location of the samples must relate to the proposed location of the carriageway/footway.

Minor residential roads that serve four or fewer properties will not be considered for adoption. Roads serving 5 or more houses can be considered for adoption but will need to meet adoptable criteria set out in the OCC Street Design Guide (2021).

Internal street lighting design information can be dealt with post-planning as part of any subsequent S38 adoption process, which would be part of separate application to the County Council, but a street lighting scheme should be included with the supporting information.

Car Parking It is considered reasonable for the development, should it come forward, to apply Oxfordshire County Council's 'Edge of Oxford City' standard for car parking due to the sustainability of the site and the approach taken with assessing traffic impact. A Controlled Parking Zone (CPZ) will also be required and will be conditioned.

Cycle parking must be sheltered, secure and easily accessible. A minimum of 1 space is needed per 1-bedroom units, 2 spaces thereafter. Designers should in the first instance look to design facilities located close to the primary access points to buildings and no further away than the car parking space is to the front door. This will require careful design to present an attractive facility. If this is not possible parking in the rear garden can be accepted so long as the route is direct and as short as possible. It is not acceptable to negotiate 90-degree bends (chamfered corners can be accepted) or several doors/gates. Access through the house to the rear garden is not acceptable.

LTN 1/20 cycle parking design guidance is relevant. The accessibility of cycle parking for these plots will need to be considered. Information including access path widths (minimum 1.2m) needs to be shown on submitted plans. Each dwelling should be provided with a lockable garden shed (1.2 metres x 1.8 metres), to accommodate at least two bikes.

Although electric vehicle charging points are now covered under building regulations, the positions of these should be shown and consideration given to charging cables that may cause a hazard to pedestrians.

A coloured annotated plan showing vehicle charging point positions should be provided, it may be required that the parking areas will need to be enlarged to accommodate this.

Construction Traffic

Should planning permission be granted, construction traffic and the impacts of this are an inevitable consequence of engineering works and cannot be avoided, however the submission of a Construction Method Statement/Plan, together with any potential planning conditions which the LPA may deem necessary in terms of works restrictions will mitigate the impact. Largely, the planning system does not consider the impact of the construction phase of a development, except for to ensure that authorities look to mitigate the impact as far as possible.

The LHA deem that the construction impacts can be managed through a construction traffic management plan and would be secured via a suitably worded planning condition.

Conclusion

Oxfordshire County Council as the Local Highway Authority want to support well-connected, sustainable development in Oxfordshire. This proposal is in a good location, but it falls short of the necessary standards. We've explained what needs to change, and we ask the applicant to update their TA and plans accordingly.

Officer's Name: Richard Jefferies *RegDME(IHE), EngTech AMCIHT*

Officer's Title: Senior Transport Development Management Officer (North)

Date: 24/06/2025

Application no: 25/01346/OUT

Location: Part OS Parcel 0006 North Of, The Moors, 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	£3,279,672	BCIS TPI=390	BCIS All-In TPI	Nursery and primary education capacity serving the development
Secondary education	£3,270,780	BCIS TPI=390	BCIS All-In TPI	Secondary education capacity serving the development
Secondary education land	£228,501	April 2023	RPIX	Land costs of acquiring a new secondary school site
Special education	£306,899	BCIS TPI=390	BCIS All-In TPI	Special school education capacity serving the development

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

£3,279,672 Primary and Nursery School Contribution indexed from TPI = 390

Justification:

The proposal is estimated to generate 29 nursery pupils and 103 primary age pupils.

This site is within the primary school planning area of Kidlington, and in the designated area of North Kidlington Primary School, which has capacity for 315 primary pupils, or 45 pupils per year group. However, the Reception and two other classrooms are in temporary accommodation, leaving only 210 places in permanent accommodation.

The school has 291 pupils on roll, leaving 24 unfilled spaces, and most year groups are at or close to capacity. The school is operating significantly above its permanent capacity.

For the four primary schools in Kidlington village, there is a combined capacity of 180 places per year group, or 1,260 primary school places in total. In the 2024/25 academic year, there are 1,038 pupils on roll, leaving 222 unfilled places.

Given that 105 of the places at North Kidlington Primary School are in temporary accommodation, however, there are only 107 unfilled primary school places in permanent accommodation.

The two strategic sites allocated in the Cherwell Local Plan (PR7a, Land at Bicester Road and PR7b, Stratfield Farm) which have planning permission, are projected to generate an additional 179 primary pupils, more than the number of places currently unfilled in permanent accommodation.

Once the already permitted development is taken into account, there would be a deficit of permanent primary school capacity, which would be exacerbated should the proposed development be permitted.

This proposal’s impact on primary school places could be mitigated through a financial contribution towards providing additional permanent primary school capacity in Kidlington. This could be delivered through a combination of additional permanent capacity to replace primary capacity at North Kidlington Primary School, or through extension of Edward Feild Primary School, which has previously been assessed as feasible to expand.

In addition to a projected shortage of permanent primary school capacity, Kidlington is already an area with a shortage of early year provision, particularly in Kidlington North. This proposal would significantly exacerbate the shortage of provision, and would need to contribute towards additional provision. Department for Education guidance on “Securing developer contributions for education” is that the per-pupil cost of additional early years provision should be assumed to be the same as for expanding a primary school.

This proposal would therefore be required to make a Section 106 financial contribution towards additional permanent primary school capacity in line with its estimated nursery and primary pupil generation.

Calculation:

Number of nursery and primary pupils expected to be generated	29 + 103 =132
Estimated per pupil cost of primary school (including nursery) expansion, as advised by Government guidance “Securing developer contributions for education”	£24,846
Pupils * cost =	£3,279,672

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£3,270,780 Secondary School Contribution indexed from TPI = 390

The proposal is in the the catchment area of Gosford Hill School, which is in the process of bein rebuilt by the Department for Education at a capacity of 900 places, equivalent to an annual intake of 150 students. For the 2024/25 academic year, the school has 848 students on roll.

To meet the needs of the additional secondary school pupils expected to be generated by the CDC Local Plan Partial Review (PR) sites a new site and building for secondary educaion are required, to be located within the PR8 site (Begbroke). All local developments are required to contribute towards the cost of this through Section 106 contributions.

Calculation:

Number of secondary pupils expected to be generated	81
Estimated per pupil cost of building a new 900 place secondary school at BCIS TPI = 390	£40,380
Pupils * cost =	£3,270,780

£228,501 Secondary School Land Contribution (RPIX April 2023)

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 £375,000/ha @ April 2023 this gives a total cost of £2,538,750 or £2,821 per place.

Number of secondary pupils expected to be generated	81
Estimated per pupil cost of site acquisition	£2,821

Pupils * cost =	£228,501
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£306,899 Special School Contribution indexed from TPI = 390

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	2.6
Estimated per pupil cost of special school expansion, as advised by Government guidance "Securing developer contributions for education"	£118,038
Pupils * cost =	£ 306,899

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

43 x 1 bed dwellings
87 x 2 bed dwellings
148 x 3 bed dwellings
62 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: Barbara Chillman
Officer's Title: Pupil Place Planning Manager
Date: 04/07/2025

Application no: 25/01346/OUT

Location: Part OS Parcel 0006 North Of, The Moors, Kidlington

Lead Local Flood Authority

Recommendation:

Objection

Key Issues

When running calculations, the LLFA expect Cv values should be set to 0.95 for roofed areas and 0.9 for paved areas. Default software values should not be used for storage estimate calculations.

Can the applicant also provide a capacity check from Thames Water and submit a consent to connect.

Can onsite infiltration testing results be provided to confirm the potential for soakaways. Winter ground water monitoring records showing peak ground water levels should be submitted.

Detailed comments:

The strategy in principle is acceptable. -

“Surface water will discharge at a restricted rate of 6.5 l/s into the existing surface water sewer (manhole SWMH SP49142551). Therefore, the proposed drainage strategy is based on a discharge rate of 6.5l/s; which is a significant betterment when compared to previously calculated greenfield run-off rates (approx. 76% lower). Formal discharge arrangements are to be agreed with Thames Water. A ground investigation undertaken by GeoRisk confirmed that infiltration is viable in several areas across the site. In response, the surface water strategy employs a combination of infiltration techniques, swales, geo-cellular storage, and attenuation basins to manage runoff. A total attenuation volume of approximately 11,780m³ will be provided, ensuring that surface water is safely stored and released at a controlled rate to alleviate any flood risk. This represents a significant improvement on the current unmanaged situation.”

Officer's Name: Shada Hasan

Officer's Title: Technical Lead – SUDs drainage engineer

Date: 12/06/2025

Application no: 25/01346/OUT

Location: Part OS Parcel 0006 North Of, The Moors, Kidlington

Archaeology

Detailed comments:

Thank you for consulting us on this application. Presently, Cherwell District Council do not have an agreed Service Level Agreement in place with the Oxfordshire County Archaeology Service, and so, we are not able to offer advice at this time.

We would recommend independent archaeological advice is sought as this proposal site has archaeological potential, which as outlined in the NPPF 2024 paragraph 207, should be considered in any planning application.

Officer's Name: Oxfordshire County Archaeological Service

Officer's Title: Planning Archaeologist

Date: 10/06/2025

Application no: 25/01346/OUT

Location: Part OS Parcel 0006 North Of, The Moors, 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	£35,190	390	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):

£35,190 Household Waste Recycling Centre Contribution indexed from Index Value 390 using BCIS All-in Tender Price Index

Towards:

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

Justification:

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

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

and that

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

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

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

1. 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.
2. 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 340 dwellings. If each household makes four trips per annum the development would impact on the already over capacity HWRCs by an additional 1,360 HWRC visits per year.
3. 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.
4. 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	£328	Kidlington build cost/m ² indexed to 390 BCIS
Land cost per m ²	£247	Senior Estates Surveyor valuation
Total land and infrastructure cost /m ²	£575	
Cost/dwelling	£103.50	
No of dwellings in the development	340	
Total contributions requested	£35,190	

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.

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:

None

Officer's Name: Mark Watson

Officer's Title: Circular Economy Projects Officer

Date: 25/06/2025

Application no: 25/01346/OUT

Location: Part OS Parcel 0006 North Of The Moors Kidlington

Property – Library Service

Recommendation:

No objection subject to:

S106 contributions as summarised below:

Contribution towards	Amount	Indexation
Towards expanding capacity at Kidlington Library	£25,579	BCIS TPI 390
Towards library stock at Kidlington Library	£12,416	RPIX January 2025
Total	£37,995	

Justification:

Oxfordshire County Council has a statutory duty under the Public Libraries and Museums Act 1964 ‘to provide a comprehensive and efficient library service for all persons’ in the area that want to make use of it, that includes those living, working or studying in the area.

For library facilities, the adopted standard for publicly available library floor space is 23m² 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 forecast population for this site is 849 people. Based on this, the area of the library required is 23.3.

This site is served by Kidlington Library but it is unable to accommodate such expansion. This development will nevertheless place increased pressure on the local library. Instead, to ensure Kidlington Library is able to provide for planned growth north of Oxford this library can be reconfigured with associated refurbishment to expand capacity within the existing footprint. The reconfiguration of the existing layout will be designed to make more efficient use of space by increasing shelving capacity; provide moveable shelving to allow for events and activities and, provide additional study space.

The cost of reconfiguring and refitting Kidlington Library is calculated at £365,415 (BCIS TPI 390).

This reconfiguration and refitting of Kidlington Library will mitigate the impact of the Oxford's unmet housing need partial review sites (PR sites) in addition to this development. This site represents 7% of the 'PR' sites + this proposal (4,740). A proportionate contribution of £25,579 is therefore required.

A contribution towards library stock will also be required based on 1.5 items per resident at a cost of £9.75 per item (RPIx Jan 2025). The expected population forecast for this development is 849 people. The contribution towards library stock is therefore £12,416.

Officer's Name: Mark McCree

Officer's Title: Service Manager Libraries and Heritage

Date: 23/06/2025

Application no: 25/01346/OUT

Location: Part OS Parcel 0006 North Of The Moors Kidlington

Archaeological Archives

Recommendation

No objection from the Heritage Service, subject to S106 contributions as summarised below:

	Amount:	Index
Increasing the capacity and improved efficiency of the Museum Resource Centre at Standlake near Witney	£2,333	Index linked from October 2023 using RPIX
The storage of archaeological archives at the Museum Resource Centre	£1,376	Index linked from October 2023 using RPIX

Background

The National Planning Policy Framework, December 2024 at paragraph 218 states: *“Local planning authorities should require developers to record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) in a manner proportionate to their importance and the impact, and to make this evidence (and any archive generated) publicly accessible. However, the ability to record evidence of our past should not be a factor in deciding whether such loss should be permitted.”*

Cherwell Local Plan 2011 - Policy ESD 15 states:

“New development proposals should...Conserve, sustain and enhance designated and non designated ‘heritage assets’ (as defined in the NPPF) including buildings, features, archaeology, conservation areas and their settings...”

Oxfordshire County Council’s Museums Service is nationally recognised and operates as the leading local repository for heritage archives and artefacts in the county. The Service receives archaeological material and archives from excavations in advance of developments throughout Oxfordshire. The Leading Archaeologist for Oxfordshire County Council, as part of the planning process, writes briefs for each development outlining that archives are to be deposited with the Museums Service. The Service is

the only museum to take in Oxfordshire's archaeological deposits for their future preservation and accessibility, thereby allowing the county's residents, researchers, schools and other interested parties use and access to this collection. The standard of care of the collections, documentation arrangements and use of heritage items meet the requirements of the Museum Accreditation Standard administered by the Arts Council England.

Contribution of £2,333 index linked from October 2023 towards the expansion of capacity and improved efficiency of the Museums Resource Centre, Standlake

Justification

Archaeological archives from developments are stored at the Museums Resource Centre (MRC) in Standlake, near Witney. Capacity at the MRC to store archaeological archives is limited with shelving being at full capacity. With the extent of development taking place in the county, it is essential that the storage capacity at the MRC is expanded to accommodate archaeological archives from new development.

OCC's medium-term strategic approach to expanding storage capacity at the MRC is to replace static shelving with roller racking, which will provide a more efficient and effective means of storage and increase shelf capacity by 50%. OCC's long term strategy is to build an extension to the MRC.

Calculation:

To estimate the likely volume of heritage finds from development a review was undertaken of a sample of development sites with similarly dated finds to those likely to be found. The sites reviewed had a total site area of 292.44 ha and a total of 4.99m³ archaeological finds were recovered and stored at MRC. Therefore, on average, one hectare is expected to generate 0.02m³ of archives to be stored. The development is 22 hectares, therefore the estimated size of the archive from the development is 0.02m³ x 22 ha = 0.44 m³.

The cost of installing roller racking to store 1m³ of archaeological archives is £5,303 based on a quote indexed to October 2023, therefore the cost of roller racking to store the estimated volume of archaeological archives is:

$$£5,303 \times 0.44 \text{ m}^3 = £2,333 \text{ index linked from October 2023 using RPIX}$$

Contribution of £1,376 index linked from October 2023 towards the cost of storing archaeological archive material

Justification

The Society for Museum Archaeology describe a public accessible repository as being “An accredited repository for the collection, curation and safe guarding of archaeological archive material which is pro-actively managed and developed by staff qualified to ensure continued public engagement with, and the best possible access to the archaeological resource, for the purposes of enquiry, exhibition, learning, research, inspiration, enjoyment and general interest.”

In 2009 the Chartered Institute For Archaeology published ‘The Standard and Guidance for the Creation, Compilation, Transfer and Deposition of Archaeological Archives’ in which it states “*All archaeological projects that include the recovery or generation of data and/archaeological materials (finds) will result in a stable, ordered, accessible archive. All archaeologists are responsible for ensuring that the archive is created and compiled to recognised standards, using consistent methods, and is not subject to unnecessary risk of damage or loss. It is the responsibility of all curators of archaeological archives to ensure that archives are stored to recognised standards for long-term preservation and made accessible for consultation*”.

For the Oxfordshire Museums Service this entails archaeological specialists recording and documenting what each archive contains that comes into the collection, tracking its location, and promoting it to other organisations for loans. Alongside conservators potential hazards are identified, documented and handling procedures put in place, and that specialist storage conditions are identified and acted upon to ensure the long-term preservation, as an example metalwork needs to be stored at a different humidity to organic material. These procedures and conditions are monitored and reviewed and problems mitigated against, such as bug control.

Archaeological archives are, in principle, stored by the Museums Service in perpetuity. Given that fundamental policy, it is however considered reasonable that developers cover the cost of storage of archaeological archives for a period of 20-year on the basis that OCC would subsume the costs of storage after that period.

Calculation:

The operational costs of managing and retaining the archives at the MRC are:

MRC Running costs per year	Cost
Staffing*	£265,000
LPG (gas)	£17,105
Equipment, maintenance and non-utility services	£7,335
Water / electric	£34,314
Specialist IT software systems	£1,328
Total annual running costs	£325,082

*For note, the staffing costs cover the MRC team who are all involved in the care of/access to collections at the site.

Archives are taken into storage on the principle of holding 'in perpetuity' but the following costings are based on a 20-year term (i.e. £6,501,640 index linked from October 2023 using RPIX). The total storage space presently is 2,079m³.

The cost of storing archives at the MRC for 20 years per 1m³ (i.e. total running costs/total storage m³) is £3,127

Therefore the cost of storing the archaeological archives at MRC will be:

£3,127 x 0.44 m³ = £1,376 index linked from October 2023 using RPIX

Officer's Name: Angie Bolton

Officer's Team: Oxfordshire Museums Service

Officer's Title: Curator of Archaeology

Date: 23/06/2025