

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

District: Cherwell

Application no 14/02004/HYBRID:

Proposal: OUTLINE:- Up to 1500 dwellings, including affordable housing and up to a 150 unit care village (C2) with associated publicly accessible ancillary facilities; site for a new primary school; up to 930sqm of retail space; up to 7,500sqm locally led employment (B1/B2/B8) including link and ride; site for a football association step 5 football facility with publicly accessible ancillary facilities; public open space, associated infrastructure, engineering and ancillary works, (all matters reserved except for means of access to the development); and Full Planning:- development of Phase 1 at the south western corner of the site for the erection of 29 residential dwellings (29 or the 1500 described above) with associated open space, parking and landscaping; with vehicular access provided from Upper Campsfield Road (A4095), Shipton Road and Oxford Road (A44)

Location: Land South Of Perdiswell Farm Shipton Road Shipton On Cherwell

This report sets out Oxfordshire County Council's view on the proposal.

Annexe 1 to this report contains detailed officer advice.

Overall view of Oxfordshire County Council:-

The application site is not allocated in either the emerging Cherwell Local Plan or emerging West Oxfordshire Local Plan.

Transport Development Control have raised an objection for the following reasons:

The submitted documents fail to provide an appropriate appraisal of the traffic impact that would result from the proposed development and therefore does not demonstrate that the traffic from new development can be accommodated safely and efficiently on the transport network contrary to Policy SD1 of Local Transport Plan 3.

The proposed link and ride facility would reduce the viability of existing and proposed public transport services and infrastructure and cause an increase in private car use and modal shift from public transport to private motor car; therefore the proposal is considered contrary to Policy PT3 of Local Transport Plan 3 and emerging Local Transport Plan 4.

The site access proposals would have an adverse impact upon the safety and convenience of highway due to:-

- i) the proposed priority junction to the A44 is in close proximity to an existing junction on the opposite of the road.
- ii) the layout of the proposed roundabout to A4095

The County's Ecologist Planner has also raised an objection as the proposals are likely to have a significant effect on the Oxford Meadows Special Area of Conservation (SAC) and Blenheim Park Site of Special Scientific Interest (SSSI).

The Archaeology consultation response will be submitted under separate cover early next week.

Officer's Name: Lisa Michelson

Officer's Title: Locality Manager (Cherwell and West)

Date: 26 February 2015

ANNEX 1
OFFICER ADVICE

RESPONSE TO CONSULTATION ON THE FOLLOWING DEVELOPMENT PROPOSAL

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Location: Land South Of Perdiswell Farm Shipton Road Shipton On Cherwell

Transport

Recommendation:

Objection

Key issues:

- Traffic Impact
- Provision of Link and Ride
- Site Access Proposals

Amplification of Objection

The application for planning permission is recommended for refusal for the following reasons:-

The submitted documents fail to provide an appropriate appraisal of the traffic impact that would result from the proposed development and therefore does not demonstrate that the traffic from new development can be accommodated safely and efficiently on the transport network contrary to Policy SD1 of Local Transport Plan 3.

The proposed link and ride facility would reduce the viability of existing and proposed public transport services and infrastructure and cause an increase in private car use and modal shift from public transport to private motor car; therefore the proposal is considered contrary to Policy PT3 of Local Transport Plan 3 and emerging Local Transport Plan 4.

The site access proposals would have an adverse impact upon the safety and convenience of highway due to:-

- iii) the proposed priority junction to the A44 is in close proximity to an existing junction on the opposite of the road.
- iv) the layout of the proposed roundabout to A4095

Traffic Impact

The submitted Transport Assessment lacks detail in a number of areas. In assessing the Transport Assessment (TA) the County broadly evaluates the document against Oxfordshire Local Transport Plan 2030 Policy SD1: Oxfordshire County Council will seek to ensure that:

- i. the location and layout of new developments minimise the need for travel and can be served by high quality public transport, cycling and walking facilities;
- ii. developers promote sustainable travel for all journeys associated with new development, especially those to work and education, and;
- iii. the traffic from new development can be accommodated safely and efficiently on the transport network.

In my view, for the reasons and omissions highlighted below, the Transport Assessment (TA) does not demonstrate that the traffic from new development can be accommodated safely and efficiently on the transport network.

Firstly I am concerned the surveyed traffic flows are not representative of the typical demand upon the local network. I note the surveys were taken in the week prior to the end of term for state schools and after independent schools had vacated. I suggest further surveys are provided at agreed 'neutral' times.

The omission of vehicle distribution diagrams assigning traffic from the site to the surrounding network is a significant omission. The Transport Assessment does not state how much traffic is using each site access. Given the land use complexities of the site this information is required in order to provide transparency of the transport impact. Similarly, there is no information about how much development traffic is going through each modelled junction.

Three highway access points are provided to the site; from the A44, A4095 and Shipton Road. The A4095 Upper Campsfield Road is identified as the main access. The A44 would be a secondary point of access and this route is envisaged for access rather than through traffic. It is not clear how this assumption has been derived, as the A44 access is likely to draw trips to the Secondary School through the site, including daily coaches. These trips are likely to find the A44 access more attractive than the A4095 or Shipton Road routes, as the A44 route is shorter and more direct.

Transport Assessment Table 34 *Residential Vehicle Trips* omits 'A44 south' therefore the total impact on this link is not documented. I note onward trips using the A34N, A34S, A40E, A40 Oxford etc. are listed, however the impact on A44 is not reported.

On the basis of predominantly B1 and B2 uses there could be up to 250 car parking spaces associated with the 7,500m² employment site. No information is provided about the origin of trips to the employment site, nor the distribution of these trips. Subsequently, it is not clear if these trips are included in the junction assessment section of the TA.

I note that the impact of trips to the employment land on site have not been assessed on surrounding junctions, particularly those trips from the north routing through Woodstock. As 34% of employment trips come from A44 north and 24% of residential trips will route A44 north this is a significant omission from the TA.

The TA assumes that 20% of the employment trips originate from within the site (i.e. 20% of employees live within the development). This figure is based on the 2011 Census data which shows 20% of residents live and work in the West Oxfordshire 004 area. This is not the same

as 20% of employees working in West Oxfordshire 004 area living in the same area. The Census shows around 30% of employees working in West Oxfordshire 004 area live in the area. Given that the West Oxfordshire 004 area covers a greater area than the site it is reasonable to assume that some of the employees at the site live in West Oxfordshire 004 area however, they will not all live within the development. Therefore, it is not sound to discount all employees who work at the employment site and live in West Oxfordshire 004 area from the trip rates.



The proposed local centre retail supermarket/convenience store will be larger in size than any existing facility in Woodstock; it is therefore likely that trips will be attracted into the site to use this facility, particularly in the PM peak. I would suggest that 90% internal trips using the retail in the PM peak does not recognise the number of offsite trips that would use the facility.

From the information provided OCC Pupil Place Planning colleagues calculate the development will generate 394 primary school pupils and that a two form entry primary school providing 420 places will be built on site. The TA assumes that the primary school pupil generation could equate to 66% of all pupils living on site. It is assumed that 66% will be internal to the site and the remainder external. The number of trips stated in paragraph 6.8.5 appear to be too low for the number of pupils the site will generate at 119 total inbound forecast trips, including 79 internal movements.

It is proposed that the two main routes through the site will operate as bus routes, and it is very likely traffic and coaches accessing the Secondary School and other leisure facilities will be attracted through the site. These roads should be constructed to OCC's "Major Access Road" standard.

I note, due to the green Bat Corridor, there is only one road route joining the eastern and western parts of the site. This means that there is only one road route between the primary school and local centre in the eastern part of the site and the main residential area in the west. It is noted in, addition to the single road, there is two pedestrian/cycle paths crossing the Bat Corridor, it is essential high quality, direct and convenient routes join the two parts of the site to ensure people travel sustainably for local trips. The internal walking & cycling routes need to join up directly with the identified paths leading to the existing urban area.

The submitted documents do not confirm if Shipton Road will remain open to through traffic, or if it will be stopped up. Resolution of this matter is required due to potential implications.

Link and Ride

The proposed Link and ride facility is likely to compete with existing and proposed public transport services and associated infrastructure. The proposed Link and Ride is considered contrary to LTP3 Policy PT3, "Oxfordshire County Council will support and promote the development of high quality public transport interchanges and infrastructure in appropriate

locations” and emerging Local Transport Plan 4 scheme to provide a 1100 space park and ride on the A44, possibly at Langford Lane. The proposed Link and Ride is poorly located, restricted in car parking capacity, and served by limited bus services to provide a suitable park and ride site to Oxford. If this proposal proceeded it would harm the Oxfordshire Park and Ride concept by causing confusion for users, as it is not of the scale or quality provided by the existing five park and ride sites, and does not fulfil the aims of the LTP4 peripheral park and rides and therefore I object to the planning application.

The Transport Assessment is not clear on the number and distribution of user origins of the Link and Ride facility. This information is required and a methodology agreed, before OCC can agree discounting trips from the surrounding network.

The TA outlines that the Link and Ride will be used by a wide rural catchment area to allow people to drive or cycle into the interchange before travelling onwards by bus to Oxford or Woodstock. This would require significant investment in rural cycle routes into the Link and Ride.

The existing Pear Tree Park and Ride, at 1084 spaces, provides a superior function to the proposed Link and Ride for Oxford commuters, as it has a dedicated express bus service, serving a limited number of stops. By contrast the Link and Ride could pull trips off the S3 bus route at source (home) and create a car trip to access the same bus service later in the route. This is not sustainable.

The emerging Oxfordshire Local Transport Plan 4: Connecting Oxfordshire outlines a new group of park and ride facilities including one strategically located at Langford Lane for 1100 car parking spaces. OCC do not support the location of the proposed Link and Ride, as it is contrary to the emerging strategy, in both location and capacity. In my view the Link and Ride proposal is contrary to LTP3 Policy PT3 “Oxfordshire County Council will support and promote the development of high quality public transport interchanges and infrastructure in appropriate locations”.

The indicative location of Link and Ride on the site would mean in most cases residents would be walking, cycling or driving away from their final destination in order to access the Link and Ride facility. In my view this is not sustainable; residents should be within 400m of a suitable bus service to ensure that sustainable transport is an option from home without using the car for a very short journey across the site. Similarly, it is essential the bus service serving the site also serves Woodstock to allow residents to access facilities here, and residents of existing Woodstock should also be encouraged to use the bus service from the town centre and not be encouraged to drive a short distance to the Link and Ride, to board the same bus service.

The Link and Ride is also stated to provide long stay car park for Woodstock and that residents will be able to walk and cycle to the town from the Link and Ride. In my view the distance is beyond that of a convenient walking trip.

Site Access

Further detail is required of the site access proposal. I have concerns with regard to highway safety and convenience as the submitted plans do not appear to be in accordance with Design Manual for Roads and Bridges (DMRB). For the access to the A44 my attention is drawn to the access opposite and the lack of junction separation. For the roundabout proposed at the A4095 junction I am concerned with the poor alignment and dimension of the roundabout. The proposals should be revised to accord with DMRB and I suggest appropriate Road Safety Audits are provided with any departure from DMRB appropriately justified.

Other General Comments for Information

Public Transport (without prejudice of comments set-out above)

As the developer proposes, future bus services will be capable of operating along the A44, or through the development site. The development site is quite extensive, so a large number of bus stop locations will be required to give the new residents access to the planned bus services and also to offer flexibility in future bus routing.

It's anticipated that the developer will procure (either directly or through the Council) up to 4 additional vehicles to deliver improvements to bus routes on the following sections of route:

- Development site to Oxford city centre via the proposed Northern Gateway
- Development site to Witney via Hanborough station
- Development site to Water Eaton/Oxford Parkway via Kidlington.

It may be the case that these improvements trigger other enhancements to the strategic bus network.

The contribution rate of £1,000 per additional dwelling has been applied at various strategic development sites in West Oxfordshire, and has been requested at smaller sites closer to Woodstock.

The Council considers that nine new bus stops will be required:

- (a) Three bus stops adjacent to the junction of the A44 with the planned spine road, each downstream of the junction
- (b) A pair of stops about 450 metres to the south-east of the spine-road/A44 junction and 150 metres to the north-west of Bladon roundabout
- (c) A pair of stops immediately to the east of the proposed District Centre
- (d) A pair of stops about 125 metres to the west of the junction of the Spine Road and the A4095.

These stops should be plotted on Masterplan documentation as soon as possible, for discussion and agreement.

The arrangement at the stop group (A) will not only permit bus operation along the A44 (for example service S1, but also for buses from Woodstock to Witney or Water Eaton via the Spine Road, or even for a Witney-Water Eaton via Spine Road service which doesn't serve the centre of Woodstock. For planning purposes, the developer should assume a combination of all three routing options, and a probable future service level of four buses per hour along the spine road.

Travel Plans

The size of the development requires that a framework travel is agreed prior to the first occupation and a review programme for the duration of the build programme to keep it up to date and in line with any changes in regulations.

Depending on the size, each of the individual elements will require a travel plan and monitoring fee or a travel plan statement line with the thresholds set out in Oxfordshire County Council's adopted guidance, Transport for New Developments: Transport Statements and Travel Plans, March 2014 or any updated guidance document. These travel plans will need to reference the overall objectives of the sites Framework Travel Plan.

To help reduce the need for second car ownership and reduce the level of car trips off the development the developer should work with the local community and new residents to set up a car club on their site and within Woodstock, details of setting up a car club in a market town can be obtained from Co-Wheels or other car club providers. The car club should be set up so that it becomes self-sustaining after an agreed period of time.

The master plan provided with the application shows some of the proposed walking and cycling links off the site, more details is need on how these will link in with the existing town links.

Requirements:-

- i) Framework Travel Plan required
- ii) Travel Plan monitoring fees required
- iii) Travel plans for each element of the development as they are built.
- iv) Contribution to the management of Oxfordshire Liftshare
- v) Contribution to setting up and on-going running of a car club for the residential element of the site.
- vi) Details of how the site will link in to the existing walking and cycling networks

Drainage

Full drainage calculations for all return periods up to and including 1 in 100 year plus climate change need to be submitted and approved by The Lead Flood Authority (Oxfordshire County Council) before the development commences on site.

Rights Of Way

Public footpath on the edge of the site Woodstock Footpath 8 needs protecting and improving for year round use. The size of the development will make this area more urban so the path need to remain as green corridor but also made safe and convenient for year round use and fully integrated with the development

The development will affect existing rights of way in the proximity of the site due to the amount and frequency of increased use. The development should provide the financial contribution means to improve these rights of way to make them safer, and more convenient for year round commuting and recreational use

The pedestrian and cycling routes inside the site are welcomed. These should have long term/permanent management measures put in place to ensure their continued condition and availability

Requirements:-

- i) Undertaking to improve Woodstock Footpath 8 within the development site through agreed surfacing and other measures as appropriate
- ii) Contribution of £65,000 to manage impacts on public rights of way in vicinity by improving routes Primarily this is to improve the surface of routes to take account of the likely increase in use by residents of the development. This may also include short linking routes, new or replacement structures like gates, bridges and seating; sub-surfacing and drainage to enable easier access, improved signing and protection measures such as anti-motorcycle barriers

Officer's Name: Geoffrey Arnold
Officer's Title: Principal Engineer
Date: 26 February 2015

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Location: Land South Of Perdiswell Farm Shipton Road Shipton On Cherwell

Education

Recommendation:

No objection subject to conditions

Key issues:

- This development lies within the school planning area of Woodstock, and within the current designated areas of Woodstock CE Primary School and The Marlborough CE School, a secondary academy.
- Expansion of permanent primary school capacity in the area would be necessary as a direct result of this housing development. The scale of proposed housing development would require a new primary school site and buildings to be provided.
- Expansion of permanent secondary school capacity in the area would be necessary as a direct result of this housing development.
- Expansion of permanent school capacity would be necessary as a direct result of this housing development. 1.11% of children across Oxfordshire are educated in SEN schools.

Legal Agreement required to secure:

- Developer contributions to fund new primary school buildings of an appropriate size in line with expected pupil generation. For the proposed scale of housing this is expected to be equivalent to a 2 form entry primary school. Contributions are sought based on Department for Education (DfE) advice for new schools weighted for Oxfordshire. Based on a requirement for a 2 form entry school we would therefore require a contribution of £8,068,000 (index linked from 1st Quarter 2012 using PUBSEC Tender Price Index) to primary school infrastructure for these homes.
- A satisfactory primary school site of 2.22ha would be required, fully serviced and at no cost to the county council. Sufficient information would need to be provided to the OCC property consultants to allow a judgement to be made on the suitability of the proposed school site and surrounding layout of the development.

- £5,582,339 Section 106 developer contributions towards the expansion of permanent secondary school capacity serving the area by a total of 317*pupil places (including 44* 6th form place/s). This is based on Department for Education (DfE) advice for secondary school extension weighted for Oxfordshire and including an allowance for ICT and sprinklers at £17,455 per pupil place and £18,571 per Sixth Form pupil place. This is index linked to 1st Quarter 2012 using PUBSEC Tender Price Index.
- £245,248 Section 106 developer contributions towards the expansion of permanent Special Educational Needs school capacity by a total of 8.0*pupil places. This is index linked to 1st Quarter 2012 using PUBSEC Tender Price Index. We are advised by the county council's property consultants Turner & Townsend to allow £30,656 per pupil place to expand capacity in special educational needs schools.

Conditions:

- Planning permission to be dependent on a satisfactory agreement to secure the resources required for expansion of education provision.

Detailed Comments:

Based on the information available, it is estimated that housing development on this scale is likely to generate 394 primary pupils, which is on a scale broadly equivalent to a 2 form entry primary school (420 pupils).

Under current government school organisation regulations, there are a number of ways in which this school could be operated:

- A new school, managed separately from the existing schools;
- A second site for the existing primary school, which is currently rated by Ofsted as Outstanding;
- A second site for the existing secondary school, which is currently rated by Ofsted as Good, to allow it to extend its age range to include primary pupils.

The county council, as part of its statutory responsibility to secure sufficient school places, would conduct a local consultation in due course to inform the model of school provision. If a new academy provider is the preferred model, the county council would manage the process of securing such a sponsor.

The model of provision may have implications for the precise design and cost of the new school buildings, but at this stage it should be assumed that accommodation equivalent to a new 2 form entry primary school will be required.

The county council's generic requirements for new primary school sites include:

- All roads around school sites should have no dead end or layouts that might generate any need for engaging reverse gear.
- The county would argue against any suggestion that school buildings are located on the corner of sites close to the boundary as it would not be conducive to an economical layout or be able to be designed to meet our educational, safeguarding and management requirements. The design of school sites is bespoke such that the location of buildings or proximity of buildings to the boundary cannot be unreasonably constrained. It will be established through consideration of the best value solution that meet our educational, safeguarding and management requirements.
- The site will require the ability to create two 6m wide site access routes from the highway. They will need to be positioned at opposite ends of the school frontage in

order to ensure that maintenance vehicles or construction vehicles do not need to cross from one side of the site to another. This is required to ensure the safety of the pupils and ensure continuity of education during maintenance work to the school buildings, external surfaces and playing fields. An additional 6m wide access from the highway will be required to the playing field. This is required to ensure the safety of the pupils whilst playing field maintenance is undertaken.

More detailed guidance on site requirements is available on request.

To allow an informed assessment to be made of the suitability of the proposed school site, the county council's property consultants would need to receive:

- Location, details and status of all existing services and drainage runs across the site and within 1 kilometre of the site.
- Topographical survey (CAD format) with school sites boundaries marked on.
- Hydrological and flood risk assessment.
- Flood risk assessments with plans showing both the 100 plus 40% climate change and 50 year plus 40% climate change.
- Existing and anticipated noise levels plan.
- Initial Search information including evidence that claimed rights of way, easements, wayleaves and the like do not exist upon the proposed site.
- Surface water strategy if available.
- Geo environmental desk top study.
- Site investigations if available.

Based on the information available, it is estimated that housing development on this scale is likely to generate 317 secondary pupils. The area is served by The Marlborough School (a secondary academy), which has a capacity of 1138 places for 11-19 year olds. The school is expected to fill as a result of rising pupil numbers from the existing population, and would need to expand to make local housing development acceptable in planning terms. Developer contributions are required towards the capital cost of this expansion.

The SEN pupil generation of this application is estimated to be 8 pupils, based on pupil census data on pupils attending Oxfordshire mainstream and SEN schools which indicates that 1.11% of school pupils attend SEN schools. There is insufficient capacity for SEN provision to meet the needs of the growing population, and expansion of capacity will be necessary. SEN contributions will be used on establishments serving, and thus directly related to, the area of the development.

Officer's Name: Barbara Chillman

Officer's Title: Pupil Place Planning Manager

Date: 06 February 2015

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Location: Land South Of Perdiswell Farm Shipton Road Shipton On Cherwell

Property

Recommendation:

No objection subject to conditions

Key issues:

- The County Council considers that the impacts of the development proposal (if permitted) will place additional strain on its existing community infrastructure.
- The following housing development mix has been used:

148 x One Bed Dwellings
306 x Two Bed Dwellings
586 x Three Bed Dwellings
310 x Four Bed Dwellings

- It is calculated that this development would generate a net increase of:

3698 additional residents including:

463 resident/s aged 65+
2595 residents aged 20+
334 resident/s ages 13-19
241 resident/s ages 0-4

Legal Agreement required to secure:

• Library	£314,330.00
• Central Library	£63,420.70
• Waste Management	£236,672.00
• Museum Resource Centre	£18,490.00
• Adult Day Care	£509,300.00
Total*	£1,142,212.70

*Total to be Index-linked from 1st Quarter 2012 Using PUBSEC Tender Price Index

- Administration & Monitoring £16,519.00

The County Councils legal fees in drawing up and/or completing a legal agreement will need to be secured.

Conditions:

- The County Council as Fire Authority has a duty to ensure that an adequate supply of water is available for fire-fighting purposes. There will probably be a requirement to affix fire hydrants within the development site. Exact numbers and locations cannot be given until detailed consultation plans are provided showing highway, water main layout and size. We would therefore ask you to add the requirement for provision of hydrants in accordance with the requirements of the Fire & Rescue Service as a condition to the grant of any planning permission

Informatives:

- Fire & Rescue Service recommends that new dwellings should be constructed with sprinkler systems

Detailed Comments:

Local Library

This development is served by Woodstock Library.

This provision is significantly under-size in relation to its catchment population and this development will therefore place additional pressures on the library service.

Costs for improvements are based upon the costs of extending a library.

The costs of extending a library is £2,370 per m² at 1st Quarter 2012 price base; this equates to

£65 ($£2,370 \times 27.5 / 1,000$) per resident.

This calculation is based on Oxfordshire County Council adopted standard for publicly available library floor space of 23 m² per 1,000 head of population, and a further 19.5% space is required for support areas (staff workroom, etc.), totalling 27.5 m² per 1,000 head of population.

The development proposal would also generate the need to increase the core book stock held by 2 volumes per additional resident. The price per volume is £10.00 at 1st Quarter 2012 price base; this equates to £20 per resident.

- The contribution for the provision of library infrastructure and supplementary core book stock in respect of this application would therefore be based on the following formula:

$$\mathbf{£85 \times 3698 \text{ (the forecast number of new residents)} = \mathbf{£314,330.00}}$$

Central Library

Central Library in Oxford serves the whole county and requires remodelling to support service delivery that includes provision of library resources across the county.

Remodelling of the library at 3rd Quarter 2013 base prices leaves a funding requirement still to be secured is £4,100,000. 60% of this funding is collected from development in the Oxford area. The remainder 40% is spread across the four other Districts. 40% of 4.1M = £1,604,000.

Population across Oxfordshire outside of Oxford City District is forecast to grow by 93,529 to year

2026. $\pounds 1,604,000 \div 93,529 \text{ people} = \pounds 17.15 \text{ per person}$

- The contribution for the provision of central library infrastructure in respect of this application would therefore be based on the following formula:

$$\pounds 17.15 \times 3698 \text{ (the forecast number of new residents)} = \pounds 63,420.70$$

Strategic Waste Management

Under Section 51 of the Environmental Protection Act 1990, County Councils, as waste disposal authorities, have a duty to arrange for places to be provided at which persons resident in its area may deposit their household waste and for the disposal of that waste.

To meet the additional pressures on the various Household Waste and Recycling Centre provision in Oxfordshire enhancements to these centres are either already taking place or are planned, and, to this end, contributions are now required from developers towards their redesign and redevelopment.

A new site serving 20,000 households costs in the region of $\pounds 3,000,000$ at 1st Quarter 2012 price base; this equates to $\pounds 64$ per resident.

- The contribution for the provision of strategic waste management infrastructure in respect of this application would therefore be based on the following formula:

$$\pounds 64 \times 3698 \text{ (the forecast number of new residents)} = \pounds 236,672.00$$

County Museum Resource Centre

Oxfordshire County Council's museum service provides a central Museum Resource Centre (MRC). The MRC is the principal store for the Oxfordshire Museum, Cogges Manor Farm Museum, Abingdon Museum, Banbury Museum, the Museum of Oxford and the Vale and Downland Museum. It provides support to these museums and schools throughout the county for educational, research and leisure activities.

The MRC is operating at capacity and needs an extension to meet the demands arising from further development throughout the county. An extended facility will provide additional storage space and allow for increased public access to the facility.

An extension to the MRC to mitigate the impact of new development up to 2026 has been costed at

$\pounds 460,000$ at 1st Quarter 2012 price base; this equates to $\pounds 5$ per person

- The contribution for the extension of the Museum Resource Centre in respect of this application would therefore be based on the following formula:

$$\pounds 5 \times 3698 \text{ (the forecast number of new residents)} = \pounds 18,490.00$$

Social & Health Care - Day Care Facilities

This development is served by Witney Resource Centre and this development will place additional pressures on this adult day care facility. To meet the additional pressures on day care provision the County Council is looking to expand and improve the adult day care facility in Witney Resource Centre

Contributions are based upon a new Day Care centre offering 40 places per day (optimum) and open 5 days per week; leading to an equivalent costing of $\pounds 11,000$ per place at 1st Quarter 2012 price base (this in non-revenue). Based on current and predicted usage figures we estimate that

10% of the over 65 population use day care facilities. Therefore the cost per person aged 65 years or older is £1,100.

- The contribution for the provision of adult day care infrastructure in respect of this application would therefore be based on the following formula:

$$\mathbf{£1,100 \times 463 \text{ (the forecast number of new residents aged 65+) = £509,300.00}}$$

Administration

Oxfordshire County Council requires an administrative payment of £16,519 for the purposes of administration and monitoring of the proposed S106 agreement, including elements relating to Education. The admin fee may increase depending on the value of any Transport related

Indexation

Financial contributions have to be indexed-linked to maintain the real values of the contributions (so that they can in future years deliver the same level of infrastructure provision currently envisaged). The price bases of the various contributions are covered in the relevant sections above.

General

The contributions requested have been calculated where possible using details of the development mix from the application submitted or if no details are available then the County Council has used the best information available. Should the application be amended or the development mixed changed at a later date, the Council reserves the right to seek a higher contribution according to the nature of the amendment.

The contributions which are being sought are necessary to protect the existing levels of infrastructure for local residents. They are relevant to planning the incorporation of this major development within the local community, if it is implemented. They are directly related to this proposed development and to the scale and kind of the proposal.

Officer's Name: Oliver Spratley

Officer's Title: Asset Strategy Support Officer

Date: 22 January 2015

RESPONSE TO CONSULTATION ON THE FOLLOWING DEVELOPMENT PROPOSAL

District: Cherwell

Application no 14/02004/HYBRID:

Proposal: OUTLINE:- Up to 1500 dwellings, including affordable housing and up to a 150 unit care village (C2) with associated publicly accessible ancillary facilities; site for a new primary school; up to 930sqm of retail space; up to 7,500sqm locally led employment (B1/B2/B8) including link and ride; site for a football association step 5 football facility with publicly accessible ancillary facilities; public open space, associated infrastructure, engineering and ancillary works, (all matters reserved except for means of access to the development); and Full Planning:- development of Phase 1 at the south western corner of the site for the erection of 29 residential dwellings (29 or the 1500 described above) with associated open space, parking and landscaping; with vehicular access provided from Upper Campsfield Road (A4095), Shipton Road and Oxford Road (A44)

Location: Land South Of Perdiswell Farm Shipton Road Shipton On Cherwell

Ecology

Recommendation:

Objection

Key issues:

- The proposed development appears likely to have significant effect on a European site, Oxford Meadows Special Area of Conservation (SAC), and also on the Blenheim Park SSSI (Site of Special Scientific Interest - a National designation) due to the impact on air quality. Natural England have objected to this planning application due to the likelihood of harm to the SAC and SSSI and have provided further details of the reasons for their concerns in their consultation response.
- The District Council should be seeking the advice of their in-house ecologist who can advise them on this application.
- In addition, the following guidance document on Biodiversity & Planning in Oxfordshire provides some general advice and information about wildlife sites, habitats and species in Oxfordshire:
<https://www.oxfordshire.gov.uk/cms/content/planning-and-biodiversity>

Officer's Name: Tamsin Atley

Officer's Title: Ecologist Planner

Date: 23 February 2015
