

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

**District:** Cherwell

**Application no:** 15/00837/OUT

**Proposal:** OUTLINE - Residential development of up to 180 dwellings to include affordable housing, public open space, localised land remodelling, compensatory flood storage and structural planting

**Location:** Part Land On The North East Side Of Gavray Drive Bicester

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## **Purpose of document**

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

This report contains officer advice in the form of a strategic localities response and technical team response(s). Where local member have responded these have been attached by OCCs Major Planning Applications Team ([planningconsultations@oxfordshire.gov.uk](mailto:planningconsultations@oxfordshire.gov.uk)).

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**Officer's Name:** Lisa Michelson

**Officer's Title:** Locality Manager

**Date:** 04 June 2015

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## **Transport**

### **Recommendation:**

No objection subject to conditions

### **Key issues:**

- Some queries with regard to transport assessment:
  - Justification for not assessing junctions to the north on A4421
  - Assumptions regarding eastern relief road
  - Car trips to local centre in Peregrine Way
  - Lack of walking and cycling audit
- Need for improvements to access by public transport
- Need for contribution to local highway schemes to address cumulative impact
- Need for improvements to pedestrian/cycle access to the site – access arrangements to include ped/cycle access points
- Accident history – five years required

### **Legal agreement required to secure:**

Section 106 contributions:

- A contribution towards strategy to increase capacity on the A4421 between the Buckingham Road and Gavray Drive (amount to be confirmed).
- £1000 per additional dwelling towards the procurement of additional bus services to the south and south-east of Bicester.
- £2000 towards the erection of a pair of bus stop pole/flag/information units in Gavray Drive.
- £10,000 towards the delivery of a pair of bus stops on Charbridge Lane, inclusive of hard-standing areas, pole/flag/information case units.
- A monitoring fee of £1,240 to enable the travel plan to be monitored for a period of five years.

S278 works to include:

- Infrastructure for of a pair of bus stops on Gavray Drive, adjacent to the development, inclusive of hardstanding areas and any connecting footways.
- Pedestrian and cycle access improvements on Gavray Drive including crossing points, plus minor off-site improvements as identified by a walking and cycling audit.

## **Conditions:**

### **Pedestrian and cycle access**

Prior to the commencement of the development hereby approved, full details of pedestrian and cycle access between the development and Gavray Drive, and pedestrian access linking to the adjacent development to the south and to the rail footbridge to the north shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the means of access shall be constructed and retained in accordance with the approved details.

### **Bus access**

Prior to commencement of the development hereby approved, full details of bus stop arrangements on Gavray Drive and Charbridge Lane shall be submitted to and approved in writing by the Local Planning Authority.

### **D10 Estate Accesses, Driveways and Turning Areas**

Prior to the commencement of the development hereby approved, full specification details of the vehicular accesses, driveways and turning areas to serve the dwellings, which shall include construction, layout, surfacing and drainage, shall be submitted to and approved in writing by the Local Planning Authority. Thereafter and prior to the first occupation of any of the dwellings, the access, driveways and turning areas shall be constructed in accordance with the approved details.

[Reason DR2](#)

### **D20 Travel Plan**

Prior to first occupation of the development hereby approved, the name and contact details of the Travel Plan Co-ordinator should be submitted to the Local Planning Authority and prior to the occupation of the 90<sup>th</sup> dwelling a full Travel Plan, prepared in accordance with the Department of Transport's Best Practice Guidance Note "Using the Planning Process to Secure Travel Plans" and its subsequent amendments, shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the approved Travel Plan shall be implemented and operated in accordance with the approved details.

[Reason DR4](#)

### **Construction traffic management plan**

Prior to commencement of the development hereby approved, a Construction Traffic Management Plan shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the approved Construction Traffic Management Plan shall be implemented and operated in accordance with the approved details.

**Drainage Strategy** – full drainage strategy to be submitted and approved in writing prior to commencement.

## **Informatives:**

Please note the Advance Payments Code (APC), Sections 219 -225 of the Highways Act, is in force in the county to ensure financial security from the developer to off-set the frontage owners' liability for private street works, typically in the form of a cash deposit or bond. Should a developer wish for a street or estate to remain private then to secure exemption from the APC procedure a 'Private Road Agreement' must be entered into with the County Council to protect the interests of prospective frontage owners. For guidance and information on road adoptions etc. please contact the County's Road Agreements Team on 01865 815700 or email [roadagreements@oxfordshire.gov.uk](mailto:roadagreements@oxfordshire.gov.uk)

## **Detailed comments:**

### **Strategy**

The emerging Cherwell Local Plan details the requirements for development of the Gavray Drive allocation under 'Policy Bicester 13 - Gavray Drive'. In terms of transport infrastructure, access and movement from Gavray Drive needs to be demonstrated. In particular, details of the Key Site Specific Design and Place Shaping Principles must be provided to include:

- Retention of Public Rights of Way and a layout that affords good access to the Countryside.
- New footpaths and cycleways should be provided that link with existing networks, the wider urban area and schools and community facilities. Access should be provided over the railway to the town centre.
- A linked network of footways which cross the central open space, and connect Langford Village, Stream Walk and Bicester Distribution Park.
- A layout that maximises the potential for walkable neighbourhoods and enables a high degree of integration and connectivity between new and existing communities
- A legible hierarchy of routes to encourage sustainable modes of travel. Good accessibility to public transport services with local bus stops provided. Provision of a transport assessment and Travel Plan
- Additional bus stops on the A4421 Charbridge Lane will be provided, with connecting footpaths from the development. The developers will contribute towards the cost of improving bus services in the wider South East Bicester area.

These principles have not been fully addressed by the Transport Assessment and so it must be demonstrated how the development will meet these requirements. Particular reference should also be made to how the development will contribute towards strategies set out in the Infrastructure Development Plan where the Gavray Drive allocation is identified.

The development as proposed will play a part in cumulative impact on the local highway network and so a contribution will be required through S106 agreement to mitigate this. The emerging Local Transport Plan 4 Bicester Area Strategy includes proposals for improvements to the Eastern peripheral corridor to which Gavray Drive connects. The scheme of particular relevance towards mitigating proposals at Gavray Drive is as follows:

“Implementing increased link capacity on the A4421 between the Buckingham Road and Gavray Drive to complement the transport solution at the railway level crossing at Charbridge Lane and facilitate development in the area. This scheme will improve the operation of this section of the eastern perimeter road, and enhance the integration of the North East Bicester Business Park site with the rest of the town.”

As a result S106 contributions should be sought towards the implementation of this scheme. It is notable that junctions to the north of Gavray Drive on the A4421 have not been assessed. (This was not requested in scoping, subject to a justification being provided). Trip distribution applied in the TA based on 2011 census data suggests around a quarter of a.m. peak traffic from the development could head north on Charbridge Lane, which would add to the cumulative impact on these junctions. Trip distribution could also change as a result of additional employment at Bicester 11 off Skimmingdish Lane.

In addition, households proposed are likely to use Langford Village shops and facilities. Vehicular trips between the development and these facilities are therefore expected to use the Wretchwick Way/Peregrine Way Priority Junction, intensifying its use. The distributed flows used to model the junction do not allow for any peak traffic to or from the development turning into Peregrine Way here. In reality there would be a fair proportion of linked trips and

in the am peak in particular, trips to the primary school. There is a local concern about safety risk at the ghosted right turn at this junction, which could be based on accidents which occurred in 2009, including one fatal accident. These are not included in the assessment within the TA as only a three-year assessment has been provided (a five year assessment was requested in scoping). £20,000 in contributions are therefore requested by S106 agreement for a scheme of safety improvements to this junction.

It is noted that within the TA, with the exception of the Graven Hill/Rodney House roundabout, junctions are forecast to operate within capacity with the development, and that with the introduction of the S278 scheme of improvements at the Graven Hill roundabout (to be delivered as part of the Graven Hill development) this would also operate within capacity with the development. Junctions are modelled with and without the allocated development site at South East Bicester, on the southeast side of Wretchwick Way. However, the 'with South East Bicester' scenario assumes that this development will include a new section of eastern perimeter road which will take traffic away from the Graven Hill roundabout. In fact the nature of the road associated with the South East Bicester development has not been fully established and it may only take a portion of the traffic. This requires further discussion and possible further junction modelling.

In terms of walking and cycling links, the TA lacks detailed information about how the development links into the local network. At scoping, a walking and cycling audit was requested, but this has not been carried out. Scoping also highlighted the need for local improvements, in particular crossings of Gavray Drive, which have not been addressed. To the north, it is noted that a ped/cycle access will be provided into the development, opposite the entry to the cycle track link to the town centre. Verge crossings and dropped kerbs will be required here. Consideration also needs to be given to the link towards the local centre in Langford Village, with appropriate crossings. Again, it is noted a ped/cycle access will be provided onto Gavray Drive south of the main vehicle access. Both these access points and crossing arrangements need to be included in the access arrangements, to be provided by the developer under S278, along with any other off-site pedestrian/cycle improvements identified by the audit.

Consideration should be given to cycle links towards Charbridge Lane heading north, including possible conversion of the footway on the east side of Gavray Drive to shared use, if a direct cycle route through the wider site cannot be provided.

Within the site, connections should be provided through to the wider site, and the footpath towards the new footbridge over the railway will need to be surfaced and lit.

### **Public transport**

The site is within reasonable walking distance of Bicester Village rail station and Bicester Town centre, albeit these walking distances are in excess of national guidelines of 400 metres.

Whilst half-hourly local bus service 22/23 currently operates along Gavray Drive, the continued operation of this service in its present form cannot be guaranteed due to the Council's announced intention to secure significant savings in revenue expenditure.

Chiltern Railways currently operate an Urban Taxibus service from the Langford Village area to Bicester North rail station, connecting with peak hour trains to London. A new rail station is opening at Bicester Village station, offering frequent direct trains to London, so the continued operation of this taxibus to Bicester North station may be unlikely.

Significant new residential developments are planned to the south and south-east of Bicester, including Graven Hill and the proposed South East Bicester development. Developer contributions towards public transport have already been secured at Graven Hill and at smaller developments in Ambrosden. These developments will require new bus services to be provided, so the new residents have access to a credible level of public transport. This development is requested to provide a proportionate contribution towards the delivery of a new and viable network of bus routes to the south and south-east of Bicester.

The developer will also need to propose a solution to the provision of a pair bus stops on Charbridge Lane, near to the junction of Gavray Drive, which will include calling a site meeting with stakeholders (bus company, Police, local councillor, highway authority representative). These bus stops will provide the new residents with access to bus services operating via Charbridge Lane, such as the s5 and any new services operating via the proposed South East Bicester development.

Services 22/23 currently operate twice per hour (hourly in each direction) between Langford Village, Bicester Town Centre and Caversfield between approximately 0800 and 1800 on weekdays. The section of route through Gavray Drive is currently relatively lightly used by bus passengers, and so the longer-term operation of this bus service is in doubt.

The Council's bus strategy aims to develop a network of commercially viable bus services, to provide new residents with a credible choice of transport, especially for journeys to work when the Council is concerned about the impact of additional cars on the congested strategic road network.

Significant residential and employment development is planned to the south east of Gavray Drive which will generate contributions towards a new and enhanced network of commercially viable bus services. Some of this will be in the form of inter-urban services to Oxford as well as local services to Bicester. The exact routing of these additional services is not fixed, as it will depend on the speed of housing delivery on other housing developments and also the delivery of new bus links.

The delivery of a completely new bus service (such as to/from Graven Hill) is reckoned to require pump-priming financial support of £720k for an additional bus in the local network, spread over 8 years on an annually-declining basis as revenues from passengers increase.

Whilst the routing of the future bus network south and east of Bicester is not fully known, the availability of proportionate funding from this development will certainly have an influence on the future provision of a bus service within easy walking distance for residents of this development.

Given the proximity of this development to the Town Centre, it is probable that inter-urban bus services such as the s5 from Arncott and Langford to Oxford bus service will be of particular interest to new residents. Such inter-urban services are inherently more commercially viable than purely local bus services, whilst still also providing a local facility for those preferring not to walk to the Town Centre.

### **Public rights of way**

A footpath runs across the site and over the new footbridge across the rail chord (shown on the plans). The footpath will need to be diverted at the point where it runs over the railway bridge. A surfaced path must be provided by the developer to link to the steps of the footbridge.

### **Travel Plan**

A travel plan has been submitted with this application. This travel plan has been referred to as a 'full' travel plan. I would like this term of reference to be changed to 'framework' or 'interim' travel plan as the submitted document does not contain the level of information required to be a full travel plan. A full travel plan should be submitted on occupation of the 90<sup>th</sup> house.

Contact details for the site Travel Plan Co-ordinator should be forwarded to the Travel Plans Team at Oxfordshire County Council. Paragraph 5.5 of the travel plan states that this will happen three months before occupation. This is welcomed.

I would like to question the pedestrian modal shift targets within table 7.1 of the travel plan. It appears that the pedestrian target decreases rather than increases?

The Baseline survey should happen at **50%** of full occupation not **75%** as outlined within the action plan.

The travel plan measures section is particularly vague. I would like to see a stronger commitment to the travel plan objectives within this section with the inclusion of more persuasive measures and incentives.

Paragraphs 6.19, 6.20 and 6.21 refer to a car sharing database for the site. I would question why this is required when residents can take advantage of the Oxfordshire liftshare site [www.oxfordshireliftshare.com](http://www.oxfordshireliftshare.com)

Paragraph 6.22 – the wording within this paragraph should be stronger i.e likely – should

A Residential Travel Information Pack should be submitted to the Travel Plans Team at Oxfordshire County Council for approval prior to first occupation.

### **Drainage**

The Flood Risk Assessment has been reviewed and I confirm that the Drainage Strategy can be dealt with by condition.

**Officer's Name: Joy White**

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

**Date: 04 June 2015**

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## **Archaeology**

### **Recommendation:**

No objection subject to conditions

### **Key issues:**

The site is located in an area of archaeological interest as identified by a trenched evaluation undertaken on the site as part of an earlier planning application. A number of archaeological features were identified and a staged programme of archaeological investigation will be required ahead of the development.

### **Legal agreement required to secure:**

None

### **Conditions:**

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

Reason - To safeguard the recording of archaeological matters within the site in accordance with the NPPF (2012).

2. Following the approval of the Written Scheme of Investigation referred to in condition 1, and prior to any demolition on the site and the commencement of the development (other than in accordance with the agreed Written Scheme of Investigation), a staged programme of archaeological evaluation and mitigation shall be carried out by the commissioned archaeological organisation in accordance with the approved Written Scheme of Investigation. The programme of work shall include all processing, research and analysis necessary to produce an accessible and useable archive and a full report for publication which shall be submitted to the Local Planning Authority.

Reason – To safeguard the identification, recording, analysis and archiving of heritage assets before they are lost and to advance understanding of the heritage assets in their wider context through publication and dissemination of the evidence in accordance with the NPPF (2012).

### **Informatives:**

If the applicant makes contact with us at the above address, we shall be pleased to outline the procedures involved, provide a brief upon which a costed specification can be based, and provide a list of archaeological contractors working in the area.

**Detailed comments:**

An archaeological evaluation has been undertaken on the site which recorded a number of archaeological features including possible Iron Age pits and a number of gullies. The evaluation only investigated part of the current redline area and further archaeological features may survive on the site. A programme of archaeological investigation will therefore be required ahead of any development on the site.

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

**Officer's Name: Richard Oram**

**Officer's Title: Planning Archaeologist**

**Date: 21 May 2015**

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## **Education**

### **Recommendation:**

No objection subject to conditions

### **Key issues:**

Based on the following mix of units:

- 22 x One Bed Dwellings
- 46 x Two Bed Dwellings
- 78 x Three Bed Dwellings
- 34 x Four Bed Dwellings

£934,983 Section 106 required for necessary expansion of permanent primary school capacity in the area. This site lies within the current Longfields Primary School designated catchment area.

£899,450 Section 106 required towards necessary construction of a new secondary school in Bicester.

£30,656 Section 106 required as a proportionate contribution to expansion of Special Educational Needs provision in the area. SEN provision for this area is provided by Bardwell School in Bicester, as well as by those schools serving the whole county.

### **Legal Agreement required to secure:**

£934,983 Section 106 developer contributions towards the expansion of Longfields Primary School, by a total of 51 pupil places. This is based on an estimated project cost of £2,200,000 to expand Longfields Primary School by 120 pupil places. This equates to £18,333 per pupil place. This is index linked from 3<sup>rd</sup> Quarter 2012 using PUBSEC Tender Price Index.

£899,450 Section 106 developer contributions towards the construction of a new secondary school in Bicester by a total of 38 pupil places (including four 6th form places). This is based on Department for Education (DfE) advice for secondary school new build weighted for Oxfordshire and including an allowance for ICT and sprinklers at £23,670 per pupil place. This is index linked to 3rd Quarter 2012 using PUBSEC Tender Price Index.

£30,656 Section 106 developer contributions towards Bardwell School, based on projected pupil generation of 1 pupil. This is index linked to 1st Quarter 2012 using PUBSEC Tender Price Index. We are advised 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 the necessary expansion of education provision. This is in order for Oxfordshire County Council to meet its statutory duty to ensure sufficient pupil places for all children of statutory school age.

## **Informatives:**

### **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. As the planning application is an outline proposal and in recognition that the delivered scheme may differ from that so far assumed and assessed the council provides & requires a matrix mechanism for inclusion within the S106 agreement. The matrix sets out the contributions payable per 1, 2, 3 & 4+ bedroomed dwelling built. This avoids potential over / under payment of infrastructure contributions.

The matrix for this application would be:

<b>Service</b>	<b>1 Bed</b>	<b>2 Bed</b>	<b>3 Bed</b>	<b>4+ Bed</b>
Primary Education	£0.00	£2,859.79	£6,560.69	£8,579.37
Secondary Education	£0.00	£2,296.86	£5,971.83	£9,646.81
Special Educational Needs	£0.00	£87.16	£210.17	£301.58

## **Detailed Comments:**

### **Primary:**

Longfields Primary School increased its admission number recently, rising to 45 from 40 in 2013. It had previously admitted up to 45 in September 2012 also. The school's accommodation is under pressure and expansion is planned to increase it to 2 form entry, with an admission number of 60.

A capital project will achieve this for the academic year 2016/17 and will deliver an additional 120 pupil places at a total cost of £2,200,000. Housing development will be expected to contribute towards this expansion of capacity. Demand for Bicester primary school places has risen in recent years; a strategic approach to expanding primary school capacity across the town is required to meet the demands of the local population and housing growth.

**Secondary:**

Bicester secondary schools currently have spare capacity, but this will be filled as the higher numbers now in primary school feed through. The large scale housing development planned for the town will require new secondary school establishments, which are planned in SW Bicester and NW Bicester. Housing developments in the area would normally be expected to contribute towards the cost of these new establishments.

**Special:**

Bardwell School admits from Bicester, Kidlington and surrounding villages. A £1m capital project, due to complete 2015, is underway which adds 9 SEN places and re-provides 11 places previously in temporary accommodation. Across Oxfordshire 1.11% of pupils are taught in special schools and housing developments would normally be expected to contribute proportionately toward expansion of this provision.

**Officer's Name: Diane Cameron**

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

**Date: 20 May 2015**

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## **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:

22 x One Bed Dwellings

46 x Two Bed Dwellings

78 x Three Bed Dwellings

34 x Four Bed Dwellings

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

#### **443 additional residents including:**

30 resident/s aged 65+

313 residents aged 20+

29 resident/s ages 13-19

37 resident/s ages 0-4

### **Legal Agreement required to secure:**

Admin & Monitoring fee £5,000

OCC is not seeking property contributions to mitigate the impact of this development on infrastructure if other proposed development takes place. This is solely due to Regulation 123 of the Community Infrastructure Regulations 2010 (as amended).

If a S106 agreement is required to secure either transport or education contributions then the County Councils legal fees in drawing up and/or completing a legal agreement will need to be secured. An administrative payment would also be required for the purposes of administration and monitoring of the proposed S106 agreement.

## **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

## **Contributions required to mitigate the impact of the development on infrastructure but which due to Regulation 123 of the Community Infrastructure Regulations 2010 (as amended) OCC cannot require a s106 obligation in respect of: to be confirmed at Full Planning stage**

• Library	£37,655.00
• Central Library	£7,597.45
• Waste Management	£28,352.00
• Museum Resource Centre	£2,215.00
• Integrated Youth Service	£5,742.00
• Adult Day Care	£33,000.00
<b>Total*</b>	<b>£114,561.45</b>

\*Price Base 1<sup>st</sup> Quarter 2012

Oxfordshire County Council is **not** seeking a contribution towards library, central library, waste management, museum resource centre or adult day care infrastructure from this application due to the pooling restrictions contained within Regulation 123 of the Community Infrastructure Regulations 2010 (as amended) which took effect from the 6<sup>th</sup> April 2015. The property response '*No objection subject to conditions*' relies upon funding for infrastructure as critical mitigation being delivered through CIL where there is no opportunity to gain contributions through Section 106 due to current legislation. OCC hold a statutory obligation to deliver services such as education through schools.

Details of these contribution rates for sustainable capital development are set out below.

## **Detailed Comments:**

### **Local Library**

This development is served by Bicester 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:

$$\mathbf{£85 \times 443 \text{ (the forecast number of new residents)} = £37,655.00}$$

### **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.  $£1,604,000 \div 93,529 \text{ people} = £17.15 \text{ per person}$

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

$$\mathbf{£17.15 \times 443 \text{ (the forecast number of new residents)} = £7,597.45}$$

### **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 £3,000,000 at 1st Quarter 2012 price base; this equates to £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:

$$\mathbf{£64 \times 443 \text{ (the forecast number of new residents)} = £28,352.00}$$

### **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 £460,000 at 1st Quarter 2012 price base; this equates to £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:

$$\mathbf{£5 \times 443 \text{ (the forecast number of new residents)} = £2,215.00}$$

### **Integrated Youth Support Service**

This development is served by 0 Early Intervention Hub which is currently operating at capacity in the delivery of specialist services and this development will therefore place additional pressures on the early intervention hub.

To increase the provision by 235sqm it costs £595,000 at 1<sup>st</sup> Quarter 2012 price base. This increase will provide 3,000 places (for 13-19 year olds); this equates to £198 per place.

- The contribution for the provision of integrated youth support service infrastructure in respect of this application would therefore be based on the following formula:

$$\mathbf{£198 \times 29 \text{ (the forecast number of new residents aged 13-19)} = £5,742.00}$$

### **Social & Health Care - Day Care Facilities**

This development is served by Bicester Day 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 Bicester Day 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 £11,000 per place at 1<sup>st</sup> 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:

$$\mathbf{£1,100 \times 30 \text{ (the forecast number of new residents aged 65+)} = £33,000.00}$$

### **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:** Corporate Landlord Officer

**Date:** 19 May 2015

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**District:** Cherwell

**Application no:** 15/00837/OUT

**Proposal:** OUTLINE - Residential development of up to 180 dwellings to include affordable housing, public open space, localised land remodelling, compensatory flood storage and structural planting

**Location:** Part Land On The North East Side Of Gavray Drive Bicester

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## **Ecology**

### **Key issues:**

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 combines planning policy with information about wildlife sites, habitats and species to help identify where biodiversity should be protected. The guidance also gives advice on opportunities for enhancing biodiversity:

<https://www.oxfordshire.gov.uk/cms/content/planning-and-biodiversity>

### **Legal agreement required to secure:**

N/A - For the District Council to comment

### **Conditions:**

N/A - For the District Council to comment

### **Informatives:**

N/A - For the District Council to comment

**Officer's Name:** Tamsin Atley

**Officer's Title:** Ecologist Planner

**Date:** 03 June 2015

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