

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

District: Cherwell

Application no: 14/02156/OUT

Proposal: Outline application for up to 95 no. new homes

Location: Land South of Cotefield Business Park, Oxford Road, Bodicote

This report contains officer advice and the comments of local members when submitted.

Submission Date: 09 February 2015

ANNEX 1
OFFICER ADVICE

RESPONSE TO CONSULTATION ON THE FOLLOWING DEVELOPMENT PROPOSAL

District: Cherwell

Application no: 14/02156/OUT

Proposal: Outline application for up to 95 no. new homes

Location: Land South of Cotefield Business Park, Oxford Road, Bodicote

Transport

Recommendation:

Objection

Officers recommend the application for planning permission is **refused**, in the interests of highway safety and convenience, for the following reasons:-

1. The transport assessment has not demonstrated how the transport needs arising from the site will be accommodated safely and efficiently on the network, as it does not propose additional mitigating infrastructure or services to address the additional demand, contrary to Policy SD1 of Oxfordshire Local Transport Plan 3 and the National Planning Policy Framework.
2. The existing priority junction site access onto the A4260 will give insufficient opportunity for users of the development to turn out of the junction at peak times, leading to excessive delays leaving the site.
3. The development will lead to a increase in traffic on Wykham Lane, which due to its alignment, unlit narrow carriageway width and lack of separate pedestrian and cyclist provision, is unsuitable to take any additional traffic.

Key issues:

- Strategic transport impact, and mitigating cumulative impact
- 2016 and 2021 impact on queues at Farmfield Road junction
- Impact on Wykham Lane
- Potential safety issue due to delay to drivers exiting the site onto the A4260
- Impact on Air Quality in central Banbury not considered
- Incomplete cycle facilities on A4260 into Banbury

Legal Agreement required to secure:

If the Planning Authority is minded to grant permission the following would be required

- A S106 contribution per dwelling towards Banbury Transport Strategy to mitigate the cumulative impact of this development upon the transport network.
- Section 106 contribution of £862 per additional dwelling towards improving the frequency of bus services in the Bodicote area, especially along Oxford Road between Deddington and Banbury.
- A section 106 arrangement to provide £10,000 to contribution to the costs of improving the existing Weeping Cross bus stops on the A4260 main road, inclusive of moving the northbound stop further south and providing shelters in both directions.
- S106 for incentives linked to achievement of travel plan targets.
- AS278 agreement for any mitigating works on the highway, to include cycle facilities to connect with the cycle network north of Broad Gap

- A legal agreement would be required to ensure the proposed new walking routes are provided and maintained in perpetuity.

Conditions:

Should the Local Planning Authority be minded to grant planning permission for this development then the following conditions should be applied.

D4	Prior to the commencement of the development hereby approved, full details of the means of access between the land and the highway, including, position, layout, construction, drainage and vision splays shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the means of access shall be constructed and retained in accordance with the approved details. Reason DR1
D15	Prior to the commencement of the development hereby approved, full specification details (including construction, layout, surfacing and drainage) of the parking and manoeuvring areas shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, and prior to the first occupation of the development, the parking and manoeuvring areas shall be provided on the site in accordance with the approved details and shall be retained unobstructed except for the parking and manoeuvring of vehicles at all times thereafter. Reason DR1
D20	Prior to the first occupation of the development hereby approved, a Travel Plan, prepared in accordance with the Department of Transport's Best Practice Guidance Note "Using the Planning Process to Secure Travel Plans", 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
	Development shall not begin until details of pedestrian links from the site to the western side of Oxford Road and to Molyneux Drive. have been submitted to and approved in writing by the Local Planning Authority, and no building shall be occupied until those links have been constructed in accordance with the approved details. REASON: to ensure that the site is conveniently accessible by sustainable means.

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 please contact the County's Road Agreements Team on 01865815700 or email Road.Agreements@oxfordshire.gov.uk.

Detailed Comments:

Local Plan

The Cherwell District Council's Strategic Housing Land Availability Assessment (SHLAA) Report (October 2013) states that "at the present time, development of this site would

potentially and inappropriately leave new housing separated from the main built-up area of Bodicote. The site is not currently suitable.”

Strategic Transport Impact

This application is considered speculative as it is outside of the Cherwell Local Plan process, and therefore does not align with the Oxfordshire Local Transport Plan 2030 Banbury Area Strategy (LTP3), or the forthcoming Local Transport Plan 4: Connecting Oxfordshire (LTP4), as the trips arising from the site have not been included in forecast modelling undertaken to support Banbury Area Strategy, Local Plan and forthcoming Banbury Masterplan.

The speculative nature of the proposed development logically means that trips arising from the site are additional to the committed developments in the area and the allocated sites in the Local Plan. The Banbury Area Transport Strategy is focussed on improving the transport network in line with the Local Plan, as this site is not in the Local Plan, trips arising from the proposed site are additional demand to that identified through the Local Plan transport modelling work.

The transport assessment has outlined the extensive list of committed development in the vicinity of the site and documents the additional traffic flow demand this is placing on two of the three junctions analysed in the transport assessment, including analysis that the Farmfield Road/Oxford Road junction will operate far in excess of capacity.

There are also some problems in the modelling of the Farmfield Road/Oxford road junction. The Sainsbury's exit has been modelled as a long lane with a length of 60 PCUs when the figure should be more in the region of 20 PCUs before the back of the queue reaches the car park. In some scenarios the mean maximum queue length is above 20PCUs so there would be potential for problems here that the model does not reflect. Also, the right turn lane into Sainsbury's has similarly been modelled as a 60 PCU long lane when it should be a short lane of approx. 10PCUs – this is currently failing to model queues caused by vehicles waiting to turn right blocking ahead traffic in the left hand (ahead) lane when the right hand lane is full

Oxfordshire Local Transport Plan Policy SD1 states: 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.

The transport assessment has not demonstrated how the transport needs arising from the site will be accommodated safely and efficiently on the network, as the site has not proposed additional mitigating infrastructure or services to address the additional demand. I recommend that as LTP3 Policy SD1 iii has not been met that planning permission is refused.

Paragraph 32 of the National Planning Policy Framework states that decisions should take account of whether:

- the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;
- safe and suitable access to the site can be achieved for all people; and
- improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be

prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

The proposed development has identified an increase in transport demand arising from the site, and has shown the demand is not efficiently accommodated on the network, and yet has not proposed any mitigating infrastructure or services. In my view the proposal has not met the objectives of paragraph 32 of NPPF, as it is unsustainable to add unplanned additional trips to the network where mitigation measures have not planned for this level of increase.

It is worth noting that this stretch of Oxford Road (including the Farmfield Road junction) is extensively used by ambulances on blue light emergency calls, due to the proximity of the Horton Hospital's busy A&E department, and the ambulance station at Adderbury. Congestion on this key route could impact on response times.

Mitigating Cumulative Impact

If permission was granted, S106 Contributions towards mitigating the cumulative impact of this development upon the transport network would be sought in order to further develop and deliver the Banbury Transport Strategy to mitigate this site. All development sites contributing additional demand to the transport network need to contribute to the cumulative mitigation also. As stated in LTP3 Policy SD2 Oxfordshire County Council will:

i. secure contributions from new developments towards improvements for all modes of transport. This can be financial contributions or direct works for the mitigation of adverse transport impacts in the immediate locality and/or wider area improvements.

DfT Guidance

Point 1.7 states that “*This Transport Assessment has been prepared in accordance with the Department for Transport (DfT) Guidance on Transport Assessment 2007, the National Planning Policy Framework 2012 (NPPF) and recently published Planning Practice Guidance (PPG): Travel plans, transport assessments and statements in decision-taking. The DfT 2007 guidance has not been cancelled by the PPG to date.*” The DfT's Guidance on Transport Assessments was withdrawn from circulation in October 2014. However, as this document has been the main point of reference for Transport Assessments for a long period of time, consideration will be given to its influence in the preparation of this Transport Assessment.

Trip distribution and assignment, and Census Data

Within the ‘Distribution and Assignment’ section of the Transport Assessment, Census data from 2001 is used as it states “...2011 census journey to work data is yet to be made available...” The journey to work data from the 2011 Census has been available since last year; therefore, a recommendation is made to update the data in the Transport Assessment to reflect this.

Trip assignment via Bankside appears to be underestimated as a proportion of drivers will choose this route to the Grimsbury area.

The Transport Assessment indicates an increase in traffic using Weeping Cross, much of which in turn would take Wykham Lane across to the Bloxham Road. (This is possibly underestimated as drivers may take this route to avoid queues northbound on the A4260.) Wykham Lane is a narrow, undulating country lane in National Speed Limit, with hedges each side making for poor forward visibility, and edges in poor repair, as well as a narrowing at the western end allowing traffic in one direction only. The junction of Wykham Lane with Bloxham Road has a poor safety record. In my opinion this road is unsuitable to take any additional traffic.

Walking and cycling

The site is not particularly sustainable and it will be a challenge to encourage people to walk and cycle to local destinations rather than using their car. In particular, the nearest primary

school is at least 25 minutes' walk away, and secondary schools considerably further, yet lower than the qualifying distance for school bus transport. There will therefore be a strong propensity for parents to drive children to school. Walking routes through the development via the adjoining consented development up to the ped/cycle link at Molyneux Drive will be critical. Currently there is no indication of the nature of the connection with the path leading up through the centre of the adjoining development. To be a useful link it must accommodate cycling and walking, be direct and suitably surfaced, drained and lit.

However, for many cycling trips, people will want a direct route via the A4260, and the site does not join to the cycle lanes provided on both sides of the carriageway on the A4260 Oxford Road north of Broad Gap. Cycle facilities linking the site to the cycle network at Broad Gap would be required.

Public Transport

Walking distances to bus stops is likely to discourage public transport use, and a strategy would be required to mitigate against this, including a contribution to the significant cost of improving the Weeping Cross pair of bus stops and relocating the northbound bus stop closer to the junction and thus nearer to this proposed development, and providing shelters on both sides of Oxford Road.

Direct pedestrian connectivity would be required between this development and the 'Land south of Blackwood Place and Molyneux Drive and NW of Cotesfield Farm development (11/00617/OUT), to provide access to the Red House Road bus stop on Molyneux Drive. This stop is currently served by local service B2 linking Bodicote Village and Cherwell Heights estate with Banbury, which operates around every 35 minutes.

A strategy exists to improve the more direct bus service along the A4260 between Deddington and Banbury, to operate twice per hour weekday daytimes with an hourly service on evenings and Sundays. (Bus service s4 currently operates every hour on weekday daytimes between Oxford, Deddington and Banbury. There are also four Sunday bus journeys.) This strategy will provide a credible level of service for journeys to work in the Banbury area, as well as a good level of service for other needs, including the Horton Hospital. This bus service enhancement is to be funded by developer contributions, some of which have already been secured. The contribution rate of £862 per additional dwelling towards improving the frequency of strategic bus services has been established in the south Banbury area.

The increase in frequency of service between Deddington and Banbury to operate twice per hour, will be followed by the operation of two buses per hour between Deddington and Oxford on the same route.

Travel plan

If permission was granted, the developer would need to submit a Full Residential Travel Plan for the site. This should be sent to the Travel Plan Team at Oxfordshire County Council for approval before first occupation. Achievement of travel plan targets would be key to the sustainability of this site. Financial incentives would therefore be secured through the S106, to ensure achievement of travel plan targets, which must link to the Transport Assessment.

A Travel Information Pack would be required for every dwelling, to be sent to the Travel Plan Team for approval before first occupation.

Site access

Access to the site is proposed onto the private road leading from the A4260 to the adjacent consented development. However, the developer has not provided a drawing showing the arrangements at the junction.

The traffic from the proposed development would use the existing access from the A4260 into the Cotefield Garden Centre and Business Park, sharing it with traffic from the consented development to the north. The PICADY modelling of this priority junction shows an unacceptable waiting time for drivers waiting to turn right out of the development – by 2021 this is up to 6 minutes per vehicle. This is highly likely to lead to unsafe manoeuvres and risk of collision, as drivers will become frustrated. The modelling suggests that the priority junction is unsafe for the volume of proposed use, given the traffic conditions on the main road (A4260). This could only be mitigated by the introduction of a different type of junction (probably a roundabout) and at this stage it is not possible to say whether this would be feasible.

Air Quality

The Transport Assessment says the development will have no impact on the only declared AQMA in Banbury, at Hennef Way. However, Orders have recently been made by Cherwell District Council for an AQMA on the A4260 through the centre of Banbury northwards from the junction with Bloxham Road. The proposed development's impact on air quality here needs to be assessed.

Drainage

If permission is granted, a full surface water drainage design with full calculations would need to be submitted and approved by the Lead Flood Authority (Oxfordshire County Council) prior to the development commencing on site.

Full SUDS would be required on this development.

The flood risk assessment on this application refers to Oxfordshire County Council as being the SAB. This has still not been confirmed by the Government and therefore OCC are not in a position to confirm they will adopt any SUDS features on developments.

Rights of way

The proposed new walking routes would provide access from the development into the countryside and link up with the local public rights of way network. The new paths provide attractive routes that will benefit people in the new development as well as others locally and from further afield.

The proposals mention that the existing footpath (Bodicote Footpath 6) that runs across the field (and is marked on the plan) will be enhanced; however I can't find any information on how this will be enhanced.

Plan 7993-0060-01 shows the most southerly proposed path (running from Bodicote bridleway 4 in a south-easterly direction and then turning to run in a north-easterly direction up to the development) as being located to the south of the boundary. I would question whether this route should be shown to the north of this boundary where this appears to be provided on the ground at the moment?

A legal agreement under s106 would be required to secure the provision of these routes in perpetuity (as mentioned in the proposals). This agreement would need to include a management regime for these paths.

Officer's Name: Geoffrey Arnold

Officer's Title: Principal Engineer

Date: 05 February 2015

RESPONSE TO CONSULTATION ON THE FOLLOWING DEVELOPMENT PROPOSAL

District: Cherwell

Application no: 14/02156/OUT

Proposal: Outline application for up to 95 no. new homes

Location: Land South of Cotefield Business Park, Oxford Road, Bodicote

Archaeology

Recommendation:

No objection subject to conditions

Key issues:

The site contains a number of archaeological features as identified through a geophysical survey and trenched evaluation. A programme of archaeological investigation will be required ahead of any development on the site. This can be secured through a suitably worded condition.

Legal Agreement required to secure:

None

Conditions:

1. Prior to the commencement of the development (other than in accordance with the submitted 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 submitted 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:

The site contains a number of archaeological features as identified through a geophysical survey and trenched evaluation. These features consisted of a substantial stock enclosure and evidence for a possible second enclosure, two parallel linear ditches possibly part of a

relict field system, and two potential cremation burials were identified. Further archaeological excavation and recording of these features will be required and a written scheme of investigation setting out how this investigation will be undertaken has been submitted with the planning application.

We would, therefore, recommend that, should planning permission be granted, the applicant should be responsible for ensuring the implementation of this 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 Application

Date: 27 January 2015

District: Cherwell

Application no: 14/02156/OUT

Proposal: Outline application for up to 95 no. new homes

Location: Land South of Cotefield Business Park, Oxford Road, Bodicote

Property

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:

4 x One Bed Dwellings
26 x Two Bed Dwellings
33 x Three Bed Dwellings
32 x Four Bed Dwellings

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

274.98 additional residents including:

18.68 resident/s aged 65+
183.95 residents aged 20+
27.43 resident/s ages 13-19
29.28 resident/s ages 0-4

Legal Agreement required to secure:

• Library	£23,373.30
• Central Library	£4,715.91
• Waste Management	£17,598.72
• Museum Resource Centre	£1,374.90
• Adult Day Care	£20,548.00
Total*	£67,610.83

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

• Administration & Monitoring	£5,000.00
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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 Adderbury 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 x 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:

$$\mathbf{£85 \times 274.98 \text{ (the forecast number of new residents)} = \mathbf{£23,373.30}}$$

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 ÷ 93,529 people = £17.15 per person

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

$$\mathbf{£17.15 \times 274.98 \text{ (the forecast number of new residents)} = \mathbf{£4,715.91}}$$

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:

$$\mathbf{£64 \times 274.98 \text{ (the forecast number of new residents)} = \mathbf{£17,598.72}}$$

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:

$$\text{£5} \times 274.98 \text{ (the forecast number of new residents)} = \text{£1,374.90}$$

Social & Health Care - Day Care Facilities

This development is served by Banbury 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 Banbury 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 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:

$$\text{£1,100} \times 18.68 \text{ (the forecast number of new residents aged 65+)} = \text{£20,548.00}$$

Administration

Oxfordshire County Council requires an administrative payment of £5000 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: 13 January 2015

RESPONSE TO CONSULTATION ON THE FOLLOWING DEVELOPMENT PROPOSAL

District: Cherwell

Application no: 14/02156/OUT

Proposal: Outline application for up to 95 no. new homes

Location: Land South of Cotefield Business Park, Oxford Road, Bodicote

Education

Recommendation:

Approval subject to the conditions

Key issues:

£722,639 Section 106 required for necessary expansion of permanent primary school capacity in the area. Bishop Loveday CE (VA) Primary School is the catchment school for this development and has very limited spare places. A new school is being constructed close to the development, within Longford Park. The cost of constructing this school has not yet been fully funded by S106 commitments.

£531,447 Section 106 required towards the necessary construction of a new permanent secondary school in the area. This site lies within Banbury Academy's former designated catchment area.

£19,815 Section 106 required as a proportionate contribution to expansion of Special Educational Needs provision in the area.

Legal Agreement required to secure:

£722,639 Section 106 developer contributions towards the expansion of permanent primary school capacity serving this area, by a total of 33.1 pupil places. This is based on the estimated cost of build a new 1.5 form entry primary school at Longford Park of £6,877,000 or £21,832 per pupil place. This is index linked from 3rd Quarter 2012 using PUBSEC Tender Price Index.

£531,447 Section 106 developer contributions towards the construction of a permanent new secondary school serving the area by a total of 24.62 pupil places. This is at £21,586 per pupil place index linked from 3rd Quarter 2012 using PUBSEC Tender Price Index.

£19,815 Section 106 developer contributions towards the expansion of permanent Special Educational Needs school capacity by a total of 0.65 pupil places. 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:

None

Detailed Comments:

Primary:

The current catchment school for this area, Bishop Loveday CE (VA) Primary School, is already 2 form entry and is effectively full. However, there is a new primary school being constructed nearby at Longford Park, which is largely but not totally funded by the Longford Park development. By constructing this school larger than required solely for the purposes of the Longford Park development it will be able to also accommodate children from this proposed development. Contributions are therefore sought towards the construction of the new school at a rate fairly and reasonably related to the impact of the proposed development.

Secondary:

Banbury secondary schools currently have spare capacity, but the rapid rise in primary school numbers over recent years is expected to require increases in secondary school Admission Numbers from 2016, excluding the impact of housing.

The level of planned housing currently proposed for the Banbury area indicates that, in addition, a new secondary education establishment will be required in the longer term. The nature and scale of the new secondary school provision required cannot be identified until housing numbers in the Cherwell Local Plan are confirmed, so at this stage developer contribution calculations are being based on the assumption of a new 1200 place secondary school (low carbon), which is currently assessed to cost £ 25,902,803 at 3Q12 (equivalent to £21,586 per pupil place).

Special:

Across Oxfordshire 1.11% of pupils are taught in special schools and all housing developments are expected to contribute proportionately toward expansion of this provision.

Officer's Name: Barbara Chillman

Officer's Title: Pupil Place Planning Manager

Date: 9/2/15
