

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

District: Cherwell

Application no: 14/01932/OUT

Proposal: Outline - Development of up to 1,000 dwellings together with a mixed use local centre. [including A1 retail up to 1,000 m², financial services (A2), restaurants, pubs and takeaways (A3, A4, A5), community uses (D1)]; primary school; green infrastructure including formal (including playing fields) and informal open space, landscape and amenity space; changing and sports facilities (including D2); sustainable drainage systems; highway, cycle and pedestrian routes; car parking; infrastructure (including utilities); engineering works including ground remodelling; demolition, site reclamation and removal of structures; and the formation of a new access from the A361, Bloxham Road.

Location: OS Parcel 7400 adjoining and South of Salt Way, Banbury

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

Annexes to the report contain officer advice and the comments of local members.

Comments:

This application forms part of the strategic site allocation Banbury 17 within the emerging Cherwell Local Plan. Oxfordshire County Council (OCC) objected to a similar application at this site (13/00321/OUT) which was submitted in 2013 and subsequently refused. OCC's original reasons for objecting in our response dated 29/11/13 are applicable to the current application.

Oxfordshire County Council objects to this application for the following reasons:

- No master plan for the wider Banbury 17 site has been produced, this is contrary to the requirements of policy BAN 17;
- Provision of a road connecting the A361 Bloxham Road to the A4260 Oxford Road is essential to mitigate the development. Without this, the proposal would intensify the use of Wykham Lane which because of its rural nature, being narrow, winding, undulating, unlit and without separate provision for pedestrians or cyclists would be detrimental to the safety of road users, contrary to National Planning Policy Guidance;
- The submitted transport assessment fails to appraise appropriately the traffic impact of the development and as such fails to promote the sustainable transport aspirations of the Local Highway Authority, contrary to Oxfordshire Local Transport Plan 3 and the National Planning Policy Framework.
- The proposal would increase traffic and related delay at sensitive junctions and through Banbury Cross to the detriment of the convenience of highway users, contrary to Oxfordshire Local Transport Plan 3 and National Planning Policy Framework.
- The proposal does not integrate with the already permitted development in the north western corner of the site (planning permission reference 14/01225/REM);

- The application does not commit to reserving 2.855 hectares of land for secondary education purposes as required by policy BAN 17 in the emerging Cherwell Local Plan and the statement of common ground between CDC and OCC in response to proposed modifications to the plan dated 15/12/14.

Officer's Name: Lisa Michelson

Officer's Title: Locality Manager

Date: 05 February 2015

ANNEX 1
OFFICER ADVICE

RESPONSE TO CONSULTATION ON THE FOLLOWING DEVELOPMENT PROPOSAL

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Location: OS Parcel 7400 adjoining and South of Salt Way, Banbury

Transport

Recommendation:

Objection

1. The proposal does not include a Master-Plan for Banbury 17 and does not integrate with the development immediately to the North, as such the site fails to promote the sustainable transport aspirations of the Local Highway Authority, contrary to Oxfordshire Local Transport Plan 3, emerging LTP4 and the National Planning Policy Framework.
2. The submitted transport assessment fails to appraise appropriately the traffic impact of the development and as such fails to promote the sustainable transport aspirations of the Local Highway Authority, contrary to Oxfordshire Local Transport Plan 3, emerging LTP4 and the National Planning Policy Framework.
3. The proposal would increase traffic and related delay at sensitive junctions and through Banbury to the detriment of the convenience of highway users, contrary to Oxfordshire Local Transport Plan 3, emerging LTP4 and National Planning Policy Framework.
4. The proposal would intensify the use of Wykham Lane which because of its rural nature, being narrow, winding, undulating, unlit and without separate provision for pedestrians or cyclists would be detrimental to the safety of road users, contrary to National Planning Policy Framework

Key issues:

- Omission of a strategic site master plan for the whole of Banbury 17
- Integration with adjacent committed development
- Provision of A361 Bloxham Road to A4260 Oxford Road Distributor Road
- A361 Corridor
- Additional Traffic along Wykham Lane
- Omission of walking routes
- Omission of cycling routes
- Impact on the air quality management area.

Conditions and Obligations:

Should the LPA be minded to grant planning permission then the County Council would recommend conditions and obligations in regard to the following matters:

Conditions:-

- Detailed Plan of access for approval
- Detailed Plan of drainage for approval
- Travel Plan
- Construction Traffic Management Plan

Obligations

- Contribution to Local Transport Strategy
- Contribution to Public Transport Service and Infrastructure improvements
- Contribution to Public Rights of Way Improvements
- Contribution to Travel Plan Monitoring
- Off-site mitigation works

Detailed Comments:

Local Plan policy: The need for a Masterplan for the site

The Cherwell Submission Local Plan (2014) identifies land south of Salt Way (east of A361) as a strategic development site (Banbury 17) for residential growth of up to 1,345 dwellings. This application forms part of the Banbury 17 land area, and has been considered against Local Plan Policy Banbury 17.

This application is considered premature as development of this site is dependent on delivery of a spine road between A361 (Bloxham Rd) and A4260 (Oxford Road), linking in to a junction at White Post Road. Without a Masterplan in place, which includes all landowners/ developers signed up to delivery of a spine road and the associated junction, this development is not considered viable.

The spine road will i) help with management of traffic across the network (including deterring use of Wykham Lane as a through route); and ii) facilitate provision of a commercially viable bus service to serve the site.

OCC's Banbury Highway Model Forecasting Report (October 2014) includes transport modelling Scenario 1: New A361 Bloxham Road to A4260 Oxford Road Link Road, and confirms the spine road is essential infrastructure to support housing development to the south of Banbury and specifically 'Banbury 17'.

The need for a Masterplan for the site is supported in **Policy Banbury 17 – South of Salt Way – East** of the **“Proposed Main Modifications to the (Submission) Local Plan (Part 1)”** which states that: *“Development of land south of Salt Way - East will deliver a new neighbourhood of up to 1,345 dwellings with associated facilities and infrastructure as part of SW Banbury. The site is in more than one ownership (Land east of the Bloxham Road and land west of Bodicote) but the development area forms a coherent whole. **An integrated, coordinated and comprehensive planning approach will be taken with a link road between the sites in separate ownerships. The site will require a masterplan to ensure this is delivered.**”*

The Policy goes on to highlight under Key Site Specific Design and Place Shaping Principles *“the development of a comprehensive masterplan for the allocated site in consultation with the Council, Oxfordshire County Council, the Local Nature Partnership (Wild Oxfordshire)*

and local communities” and that “early delivery of the A361 to A4260 Link Road is required, along with associated junctions.”

The County objects to the present approach that the proposed 1000 dwelling development could be served by a cul-de-sac.

Integration with adjacent committed development

The Development Framework Plan submitted, whilst acknowledging that the North West corner of Banbury 17 has planning permission, does not integrate with this development for which the detailed site layout has been permitted through the reserve matters process (14/01225/REM). It is essential that all land parcels forming Banbury 17 integrate to form a cohesive development. Transport links to the North West parcel should form part of this application, however these are omitted.

Access and A361 Corridor

Three separate development sites are proposed, or confirmed on the A361 Bloxham Road it is vital that the junctions, footways, cycleways and speed limits for these three developments provide a high quality environment in terms of public realm and highway safety. The proposed access is acceptable in principle and subject to detail. Works of providing the access would fall under S278 of the Highways Act and given their nature would be secured via S106 agreement.

Walking

The Design & Access statement provides an indicative movement strategy (figure 20) including ‘potential new footpath connections’ to access the development from the Salt Way restricted byway. The transport assessment states that three shared use cycle links will be provided from the site to the Salt Way, however does not define these.

Cycling

The planning application does not duly consider cycle routes from the site to the existing urban area. In essence the application does not explain where or how cyclists will access the Salt Way byway from the development site.

Air Quality Management Area

The air quality report outlines the likely impact of traffic arising from the site on air quality in the town including the air quality management areas. Whilst there is an impact it is stated that the mitigation is the implementation of a green travel plan.

Without the provision of the A361-A4260 road all road trips arising from the site which wish to travel south on the A4260 will have to travel either through the unclassified roads of Wykham Lane, or Spring Road, both of which are considered unsuitable, or via the A361/B4100 junction which is in air quality monitoring area where exceedences have been identified and likely that an AQMA will be declared which includes properties in Bloxham Road, Oxford Road and North Bar, Banbury. The provision of the A361-A4260 road is essential to directly mitigate the development.

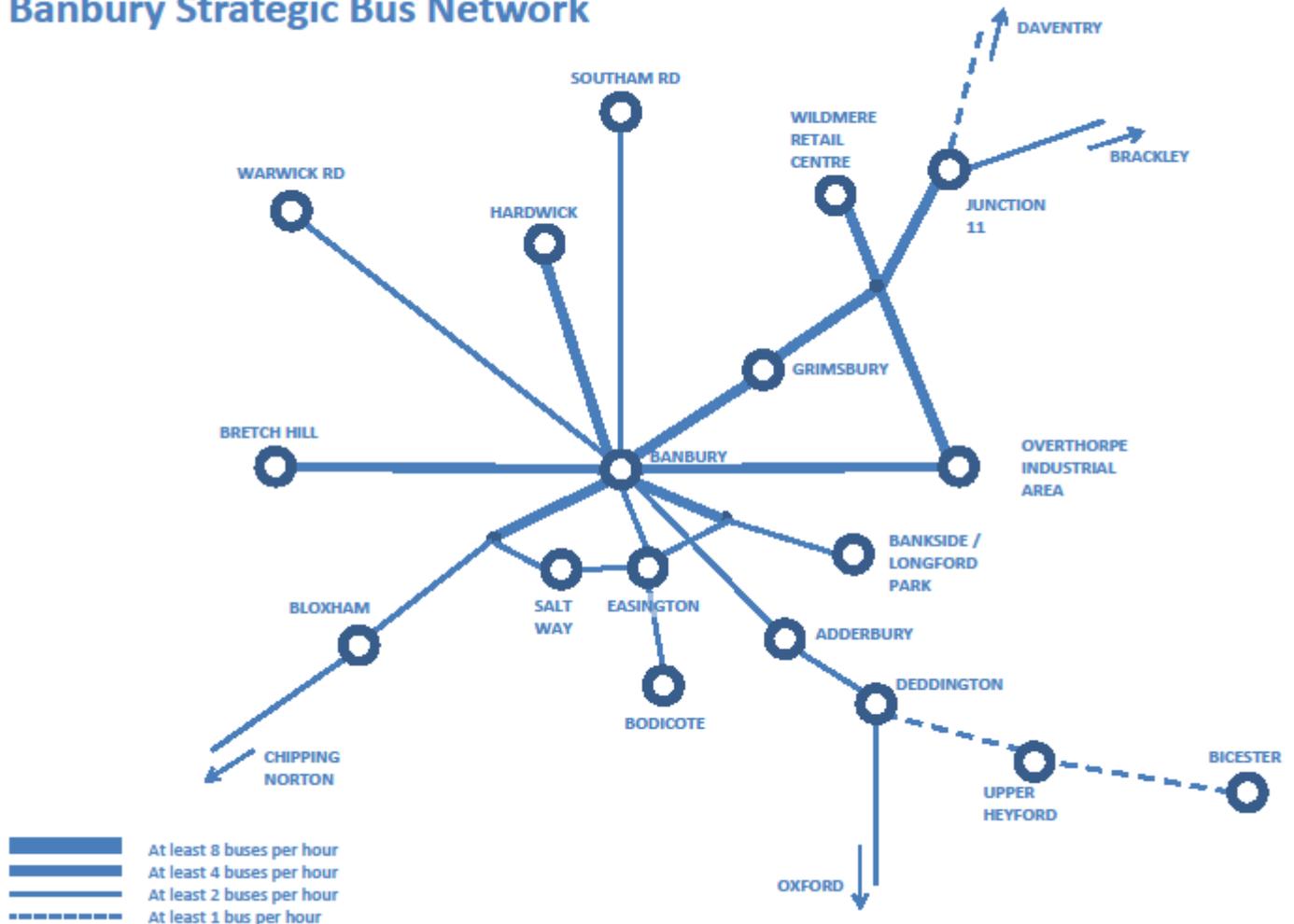
Public Transport

Bus service 488 currently operates on a broadly hourly frequency from Chipping Norton to Banbury, Monday to Saturday daytimes. The emerging Banbury bus strategy proposes a 30 minute frequency, being more appropriate for journeys to work, along with an hourly evening and Sunday service. Some contributions towards the delivery of this level of service have already been agreed.

The Banbury Strategic Bus Network (see below) proposes the introduction of an additional circular bus service from Banbury Town Centre via Bloxham Road the new Spine Road and Bankside. This service would operate twice per hour in both directions. Initially, a service would run between Banbury Town Centre and the eastern end of the Spine Road, requiring an additional vehicle to be deployed. The funding strategy would include the cost of pump-priming the cost of this additional bus.

Eventually, when this service is extended to White Post Road and Bankside this new bus service would require a second vehicle. Other residential developments would be required to contribute towards the cost of this second bus.

Banbury Strategic Bus Network



Public Rights of Way

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 means to improve these rights of way to make them safer, and more convenient for year round commuting and recreational use. The size of the development will urbanise this area and so the paths need to remain as green corridors but also made safe and fully integrated with the development

Contributions

Given that the proposed development accounts for almost 75% of development on Banbury 17, the applicant will need to fund/deliver the majority of the spine road/White Post Road infrastructure costs.

These direct mitigation schemes are additional to the contributions towards off-site infrastructure. Contributions will be required towards specific schemes identified in the Banbury Area Transport Strategy (LTP4) and the Infrastructure Development Plan for Banbury including traffic calming along the A361 (South Bar Street/ Horsefair) corridor; A4260 improvements; and town centre traffic management to support Banbury's Sustainable Transport Strategy.

The developers will be expected to contribute towards a funding strategy to deliver a credible level of bus service to this development. This strategy would probably be in four phases

1. Access to bus services for new residents to the existing 488 service, in the form of bus stops on or near to the existing route along Bloxham Road
2. Funding an enhancement of the 488 route to provide a credible level of service for residents living within 400 metres of bus stops on this route
3. Funding an additional bus service, operating two times per hour from Banbury Town Centre to a turning point along the Spine Road.
4. Extension of this additional bus service along the Spine Road to White Post Road, Bankside and beyond.

Travel plan monitoring fees for the supplementary travel plans required, the scale of charges is set out in the Oxfordshire County Council Guidance Transport for new developments: transport Assessments and travel Plans (March 2014)

The developer will be expected to provide for improvements to public rights of way within and near to the site. A detailed schedule will be provided should planning permission be granted.

Officer's Name: Geoffrey Arnold
Officer's Title: Principal Engineer
Date: 05 February 2015

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Location: OS Parcel 7400 adjoining and South of Salt Way, Banbury

Archaeology

Recommendation:

No objection subject to conditions

Key issues:

The site is located in an area of archaeological interest as identified by the desk-based assessment, geophysical survey and trenches evaluation. A condition requiring a staged programme of archaeological investigation ahead of any development will be required on any planning permission for the site.

Legal Agreement required to secure:

None

Conditions:

- F6** Prior to any demolition on the site, the commencement of the development and any archaeological investigation, a professional archaeological organisation acceptable to the Local Planning Authority shall prepare a first stage archaeological Written Scheme of Investigation, relating to the application area, which shall be submitted to and approved in writing by the Local Planning Authority.

Reason - To safeguard the recording and inspection of matters of archaeological importance on the site in accordance with Policy BE6 of the South East Plan 2009 and Government guidance contained within the National Planning Policy Framework.

- F11** Prior to any demolition on the site (other than in accordance with the agreed Written Scheme of Investigation) and prior to the commencement of the development and following the approval of the first stage Written Scheme of Investigation referred to in condition **[F6]**, a programme of archaeological evaluation, investigation and recording of the application area shall be carried out by the commissioned archaeological

organisation in accordance with the approved first stage Written Scheme of Investigation.

Reason - In order to determine the extent, character and significance of the surviving remains of archaeological interest and to safeguard the recording and inspection of matters of archaeological importance on the site in accordance with Policy BE6 of the South East Plan 2009 and Government guidance contained within the National Planning Policy Framework.

Informatives:

None

Detailed Comments:

An archaeological geophysical survey and trenched evaluation has been undertaken on the site. The evaluation recorded a number of archaeological deposits in three areas across the site including a possible Neolithic causewayed enclosure and other undated features, a continuation of an Iron Age settlement recorded in an earlier evaluation to the north east of the site and a small enclosure on the northern side. The possible Neolithic causewayed enclosure is potentially of high significance and will require physical, preservation and this application proposes to achieve this by building up playing fields on this part of the site. Further archaeological investigation and recording of the other archaeological features identified by the evaluation will be required however.

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.

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.

Officer's Name: Richard Oram
Officer's Title: Planning Archaeologist
Date: 03 December 2014

RESPONSE TO CONSULTATION ON THE FOLLOWING DEVELOPMENT PROPOSAL

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Location: OS Parcel 7400 adjoining and South of Salt Way, Banbury

Economy and Skills

Recommendation:

No objection subject to conditions

Key issues:

- The proposed development would generate approximately 97 to 110 construction jobs per year during the 10 year build-out phase.
- It is not clear how many new permanent jobs would be created in the employment generating aspect of the development
- The site in question abuts land subject to planning application 14-01188-OUT2. The Economy & Skills team considers that in terms of requiring the developers to prepare Employment & Skills Plans, it would be advantageous if this area to the south of Banbury was subject to a Master-planning process to avoid a piecemeal approach to new development in the area.

Conditions:

- The developers will be required to prepare and implement, with local agencies and providers, an Employment & Skills Plan (ESP) that will ensure, as far as possible, that local people have access to training (including apprenticeships) and employment opportunities available at both the construction and end user phases of this proposed development.

Detailed Comments:

Recent policy initiatives relating to skills development are contained in:

- The Oxfordshire City Deal
- Oxfordshire European Structural Investment Fund (ESIF) Strategy
- Strategic Economic Plan

The recently launched **Oxfordshire Skills Strategy** has five strategic priorities:

- SP1: To meet the needs of local employers through a more integrated and responsive approach to education and training: developed in partnership with our provider network, to encourage more training provision in priority sectors - both current and projected - to meet the needs of employers or to train future entrepreneurs, particularly in science, technology, engineering and mathematics (STEM).
- SP2: Creating the 'skills continuum' to support young people through their learning journey: the ambition is to develop integrated, seamless services that support young people through school and on into training, further education, employment or business, where they understand the full breadth of career options, including local demand, and the training path to succeed in that career.
- SP3: Up-skilling and improving the chances of young people and adults marginalised or disadvantaged from work, based on moving them closer to the labour market.
- SP4: To increase the number of apprenticeship opportunities, particularly those offered by small to medium sized businesses.
- SP5: To explore how we can better retain graduates within Oxfordshire to meet the demand for the higher level skills our businesses need.

Employment and skills planning justification

A better, appropriately skilled local workforce can provide a pool of talent to both developers and end occupiers. This will reduce the need to import skills, and in doing so reduce congestion and unsustainable travel to work modes, reduce carbon emissions and the pressure on the local housing infrastructure.

Seeking skills and training planning obligations or conditions to maximise the potential of the existing population to compete for the jobs being created, whether during the construction phase or end user phase, through improving their skills levels, is necessary to ensure that future development is economically and socially sustainable, and that barriers to employment for those marginalised from the workforce are removed.

Developers often identify projected training and employment outcomes as part of the justification for development. It is important therefore that the impacts of economic development are mitigated and the economic benefits of new development in terms of improved local skills and employment outcomes are realised.

Not only is it clear that skills levels are a key determinant of a sustainable local economy, but they also have an impact on employment opportunities and thus an individual's economic prosperity. Up-skilling the area's labour force will be key to maintaining economic competitiveness.. Securing obligations for skills development and employment of local people will be necessary to enhance social inclusion by reducing the potential for economic and social disparity, another key policy driver at the local level.

Officer's Name: Dawn Pettis

Officer's Title: Economic Development Strategy Officer

Date: 08 December 2014

RESPONSE TO CONSULTATION ON THE FOLLOWING DEVELOPMENT PROPOSAL

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Location: OS Parcel 7400 adjoining and South of Salt Way, Banbury

Education

Recommendation:

Objection

Key issues:

The application does not reflect the requirement in the Cherwell Local Plan Modifications (October 2014) for this development area to provide 2.855 ha of land for secondary education purposes.

Further liaison with the county council is necessary to ensure that the proposed site for a new primary school is acceptable.

£6,877,000 primary education contribution will be required for a new 1.5 form entry primary school.

£4,425,130 secondary education contribution will be required towards a new school.

£159,411 SEN contribution will be required to expand SEN provision serving the area.

Legal Agreement required to secure:

Developer contributions to fund a new primary school of an appropriate size in line with expected pupil generation. This is estimated to be 1.5 form entry. Contributions are sought based on Department for Education (DfE) advice for new schools weighted for Oxfordshire. Based on a requirement for a 1.5 form entry school we would therefore require a contribution of £6,877,000 (index linked from 1st Quarter 2012 using PUBSEC Tender Price Index) to primary school infrastructure for these homes.

A primary school site of 2.22ha would be required, fully serviced and at no cost to the county council; site size and location within the Masterplan is to be subject of further negotiation.

£4,425,130 Section 106 developer contributions towards the expansion of permanent secondary school capacity serving the area by a total of 205 pupil places (including 28 6th form places). This is based on the pro rata cost of building a new 1200 place secondary school, as detailed below, of £21,586 per pupil place. This is index linked to 3rd Quarter 2012 using PUBSEC Tender Price Index.

2.855 ha of land for secondary education purposes, to either facilitate the extension of Blessed George Napier Secondary School or to provide a site for a new establishment.

£159,411 Section 106 developer contributions towards the expansion of permanent Special Educational Needs school capacity by a total of 5.2 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.

Detailed Comments:

The scale of this proposed development, and the lack of surplus places in existing primary schools in the area, require that it provide a new primary school of an appropriate size. Based on the information available the development is assessed to generate 257 primary pupils. This exceeds the capacity of a 1 form entry primary school (210 places). The next scale of primary school which would be considered acceptable is a 1.5 form entry primary school, with a total capacity of 315 places. Given that the Cherwell Local Plan allows for further development south of Salt Way, the school may need to be up to 2 form entry size.

Paragraph 3.11 of the Planning Statement states that:

A site of approximately 2.2 hectares will be provided at the north western edge of the site to make provision for a primary school, which could include an element of preschool provision.

This is necessary, but to be able to confirm that the site proposed is suitable, there would need to be significant consultation with the county council’s property advisors, which has not yet taken place. The location of the school site can therefore only be taken as indicative at this stage. Further comment on this issue is provided in the Property section of this response.

The county council would also be willing to consider direct delivery by the developer of a 1.5 form entry primary school, the specification of which should be in accordance with OCC Area Schedules and Authority’s Requirements at the time of construction.

For secondary education, it has been identified that the existing schools in Banbury will need to expand to meet the rising pupil numbers already in the town’s primary schools. The schools jointly offer 502 places per year group currently. The current combined admission numbers will be insufficient from 2016 onwards, as shown by the pupil census data below:

Year group in 2014/15	Y6	Y5	Y4	Y3	Y2	Y1	R
Year of transfer to secondary school	2015	2016	2017	2018	2019	2020	2021
Cohort size in 2014/15	502	565	575	630	682	665	653

For 2014 transfer, there was a shortage of places, and some children had to be offered places at schools outside the area. Expansion of secondary school places is therefore necessary to meet the needs of the existing population, and further additional capacity will be needed to meet the needs of housing development, and make it acceptable in planning terms.

Extensions of existing schools are expected to be sufficient to meet the needs of the existing school population as it reaches secondary school age over the coming years. However, the scale of housing growth in the town, including that proposed in the Cherwell Local Plan, will require a new secondary education establishment in addition.

This proposed development will be required to contribute towards this increase in secondary education capacity on two ways:

- As referenced in the Cherwell Local Plan Modifications (October 2014)*, 2.855 ha of land at this location is required for secondary education purposes. This would be for playing fields to facilitate the extension of Blessed George Napier Secondary School. Access arrangements from this development to the school will also need to be considered, including a potential pupil drop off and pedestrian / cycle access over the Salt Way. (Should the extension of Blessed George Napier Secondary School not be possible, the option to use the 2.855 hectares of land for a Studio School or University Technical College (UTC) should be retained.)
- Developer contributions will also be required towards the capital costs of building a new secondary school in the town. 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 calculations have been 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).

*Cherwell Local Plan Modifications (mod 120, October 2014)

There is an insufficiency of capacity for SEN provision across Oxfordshire and within Banbury itself to meet the needs of the growing population. Demands arising from further residential development will need to be addressed. SEN contributions will be used on establishments serving, and thus directly related to, the area of the development. For Banbury developments, the nearest such establishment is Frank Wise School (in Banbury) where the council is delivering a £1.8m project to replace 24 places currently provided in temporary classrooms as well as provide 8 additional places for growth. Grant funding of £963k has been secured towards this project, leaving a balance of £837k for the county council to fund from S106 and other sources. Given the scale of growth proposed in the revised Cherwell Local Plan, further expansion of the school beyond that currently planned is expected in the longer term; the scale and timing of this will be reviewed after confirmation of the Local Plan.

The area is also served by a number of facilities which provide county-wide specialist provision. These include (as of September 2014) the Endeavour Academy, Oxford, a new 20-place autism school (including 12 residential places) with an estimated capital cost of £4.3m. S106 funding from developments across Oxfordshire has been allocated to this and other projects which are providing for additional SEN capacity related to growth.

Section 106 developer contributions towards the expansion of permanent Special Educational Needs school capacity are calculated in line with the expected increase in SEN pupil numbers, based on 1.11% of school pupils attending SEN schools. The figure of 1.11%

is derived from pupil census data on pupils attending Oxfordshire mainstream and SEN schools. 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. This is index linked to 1st Quarter 2012 using PUBSEC Tender Price Index.

Officer's Name: Barbara Chillman

Officer's Title: Pupil Place Planning Manager

Date: 10 December 2014

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Location: OS Parcel 7400 adjoining and South of Salt Way, Banbury

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 in the following contribution calculations
 - 115 no. x One Bed Dwellings
 - 229 no. x Two Bed Dwellings
 - 391 no. x Three Bed Dwellings
 - 164 no. x Four Bed Dwellings

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

- **2,413 additional residents including:**
- 1,714 residents aged 20 +
- 205 residents aged 65+
- 199 residents aged 13-19

Legal Agreement required to secure:

- | | |
|-------------------------------------|-----------|
| • Banbury Library | £ 205,105 |
| • Waste Management | £154,432 |
| • Museum Resource Centre | £ 12,065 |
| • Adult Health & Wellbeing Day Care | £ 78,312 |

- Integrated Youth £ 39,402
- Central Library £ 37,044
- **Total*** **£536,360**

Contributions are to be index-linked to the relevant price bases (detailed below).

- Administration & Monitoring £12,743

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 relating to school sites if presented:

Education site requirements: Guidance Provided by County Council Property Consultant Jane Farrow, Principal Strategy Officer

School sites must be shown integrated into a masterplan within the proposed street network

The housing developer is to provide off-site parking capacity prior to the completion of the Primary School. Off-site parent parking facilities to be provided for 50 vehicles or such other number as required by the Highways Authority based on a verifiable 'drop-off' assessment provided by the developer, suitable for dropping off and collecting children attending the Primary School which is freely available for such use and which affords safe, convenient and free flowing access to the Primary School Site [and where this is not reasonably practicable in time for the opening of the school to use reasonable endeavours to provide temporary drop off facilities as aforesaid and which are freely available for such use and which afford safe and convenient and free flowing access to the Primary School Site until the permanent area is available}. NB No parent drop will be permitted within the school site itself.

An offsite 2 coach drop-off/pick up layby facilities will be required adjacent to the entrance to the school; this facility can be utilised for parental drop-off and pick-up at the start and end of the school day and be utilised for other purposes outside the school day.

Primary school(s)

- The proposed school site is not appropriately designated with suitable connectivity within the street layout. The must be demonstrably addressed.

- No vehicular dead end roads should be situated adjacent to schools and the road layout should allow for circular routes to prevent the need to reverse in the road.
- To encourage sustainable travel initiatives schools should be accessible from at least two sides of the school site.
- Ideally there will be 3 vehicular entrances located strategically around the perimeter
- Noise generation around school sites should be minimal. For example proximity to the railway, major roads, energy centres etc. should be avoided. The noise level on the boundary of a school playing field should not exceed 50 dB LAeq, 30 min.
- Sites should generally be rectangular with the minimum site frontage being 110m. This may need to be increased, as might the site area, if the site is irregular in shape.
- The design of school sites is bespoke such that the location of buildings or proximity of buildings to the boundary cannot be unreasonably constrained. However, the school would ideally be at the front of the site to ensure that each area of the site is fully utilised, has a defined function and meets OCC educational, safeguarding and management requirements.
- Hedgerows/ditches across sites should be avoided as they have the potential to compromise the economical layout of the school site, restrict supervision and restrict long term site flexibility (for example expansion).
- School sites should be as level as possible to limit the need for Abnormal cost
 - No existing services are to cross the site and overhead high voltage power lines [ie greater than 1000 V (1000 V = 1 kV)] are not to be within 200 metres of any school site.

The above comments are by no means exhaustive. Once we received more detailed information we can visit the site(s) and then assist with proving layouts which may help to underwrite, or otherwise, the locations of the schools.

A full brief for school design and access to *The Providers Manual* will be made available at the appropriate stage.

Local Library

This development is served by Banbury 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 service 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:

$$\mathbf{£85 \times 2,413 \text{ (the forecast number of new residents)} = \mathbf{£205,105}}$$

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 = £4.1 M

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

£ 17.15 x 2,160 (The forecast number of new residents) or £41.16 per dwelling = £37,044

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.

The proposed residential development will increase demand for recycling facilities in the area. The nearest household waste recycling centre (HWRC) we provide is Ardley HWRC.

The HWRC strategy, which included a proposal to close Ardley HWRC and open a new site at Kidlington, was agreed by Cabinet on 19 April 2011 following a formal consultation. However, in light of wider changes our countywide plans for the long-term future of HWRCs are currently under review while we consider a number of factors. These include significantly higher levels of planned growth in Bicester as well as the decision not to go ahead with a new recycling centre based at Kidlington. The outcome of reuse trials currently underway at Alkerton and Stanford HWRCs will also play a significant part in defining future plans for the service.

Regardless of the review of HWRC provision, in view of the additional demand that would be generated by the proposed development for reuse, recycling and composting facilities in Bicester we will seek contributions towards meeting the increased demand.

A new site serving 20,000 households costs in the region of £3,000,000; this equates to £62.50 per person at 1st Quarter 2012 price base

£62.50 x 2,413 (the forecast number of new residents) or £150 per dwelling = £154,432

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; this equates to £5 per person at 1st Quarter 2012 price base.

£5 x 2,413 (the forecast number of new residents) or £12 per dwelling = £12,065

Integrated Youth Support Service

Integrated Youth Support Service

The Banbury Early Intervention Hub is currently operating at capacity in the delivery of specialist services.

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

£198 x 199 (the forecast number of new residents aged 13-19) = £39,402

Health & Wellbeing Resource including Day Care Facilities

To meet the additional pressures on Health & Wellbeing provision the County Council is planning to expand day care facilities at Banbury Health & Wellbeing Resource Centre to adapt to forecast population and housing in the locality. The forecast growth is above and beyond the current service capacity provision of 40 places per day at the current site accounting for ward-based catchment areas. This proposal will increase pressures on the current service.

Contributions are based upon a 230 m² expansion providing an additional 10 places to the existing service. Cost of expansion at 3rd Quarter 2013 price base is £787,000.

Secured contributions amount to £302,000, with the remainder, £485,000 outstanding.

Population forecasting to 2026 within the catchment wards for this Health and Wellbeing Resource = an additional 14,863 people

£485,000 divided 14,863 = £32.63 x 2.4 average house occupancy in Bicester area = £78.31

£78.31 x 1000 (the number of new dwellings) = £78,312

Population forecasting to 2031 covering the duration of the Local Plan are currently being produced to account for the SHMA.

Other Services

Highways Depots

The development will bring maintenance pressures upon highways depots as a consequence of the increased highway network. The provision of highways depots is under review in order to meet the increased demands which could result in the need for contributions.

Administration

Oxfordshire County Council requires an administrative payment of £12,743 for the purposes of administration and monitoring of the proposed S106 agreement, including elements relating to Education.

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.

Security/Bonds

Given the scale of the contributions, where the triggering of payment of financial contributions is deferred to post implementation of the development, it will be necessary for the S106 agreement to include provisions for appropriate security by the landowner/developer for such payments.

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 mix 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 Paul Spratley

Officer's Title: Asset Strategy Support Officer

Date: 09 December 2014

RESPONSE TO CONSULTATION ON THE FOLLOWING DEVELOPMENT PROPOSAL

District: Cherwell

Application no: 14/01932/OUT

Proposal: Outline - Development of up to 1,000 dwellings together with a mixed use local centre. [including A1 retail up to 1,000 m2, financial services (A2), restaurants, pubs and takeaways (A3, A4, A5), community uses (D1)]; primary school; green infrastructure including formal (including playing fields) and informal open space, landscape and amenity space; changing and sports facilities (including D2); sustainable drainage systems; highway, cycle and pedestrian routes; car parking; infrastructure (including utilities); engineering works including ground remodelling; demolition, site reclamation and removal of structures; and the formation of a new access from the A361, Bloxham Road.

Location: OS Parcel 7400 adjoining and South of Salt Way, Banbury

Minerals and Waste

Recommendation:

No objection

Key issues:

The proposed development would sterilise deposits of ironstone within the site and would prejudice the possible working of ironstone within adjoining land.

It therefore needs to be considered against Oxfordshire Minerals and Waste Local Plan policy SD10.

In view of the limited extent of, existing constraints on and uncertainty over the possible working of these mineral deposits, it is unlikely that the mineral sterilisation that would result from the proposed development would be sufficiently significant to justify safeguarding the ironstone deposits within the site against built development.

Legal Agreement required to secure:

None

Conditions:

None

Informatives:

None

Detailed Comments:

Published BGS mapping shows the southern and eastern parts of the application site to be underlain by deposits of ironstone, which form part of an outcrop of ironstone extending southwards to Wykham Lane. This wider area of ironstone deposits is of relatively limited extent and is constrained by existing residential and other built development on Wykham Lane and on the southern edge of Banbury.

The Council is not aware of any detailed geological information on the depth, extent and quality of these ironstone deposits, and there is no history of mineral working or of minerals industry interest in the immediate area. It is therefore uncertain whether there is a commercially workable deposit of ironstone in this area.

The proposed development needs to be considered against saved Oxfordshire Minerals and Waste Local Plan policy SD10 on protection of mineral resources. This policy dates from 1996 but it is consistent with the NPPF (paragraph 143, bullet 3). Under policy SD10, development which would sterilise the mineral deposits within this site should not be permitted unless it can be shown that the need for the development outweighs the economic and sustainability considerations relating to the mineral resource.

The application site is already constrained by housing and other development to the north, south and west. The need for unworked margins (buffer zones) between existing dwellings and other sensitive land uses and any mineral working would reduce the area of the site that could be worked for ironstone. The proposed housing development itself would reduce the area of the ironstone deposits lying to the south of the site that could be worked, due to the need for unworked margins, but (as noted above) these mineral deposits are of relatively limited extent and are already subject to constraints on possible working. In view of this, and taking into account the uncertainty over the commercial potential for the ironstone deposits in this area to be worked, it is unlikely that the proposed development would greatly increase the quantity of mineral that would be prevented from being worked. Therefore, I consider there to be insufficient justification for the mineral deposits within the application site to be safeguarded from the effect of the proposed built development and, accordingly, no objection should be raised to this application on minerals policy grounds.

Officer's Name: Peter Day

Officer's Title: Minerals & Waste Policy Team Leader

Date: 25 November 2014

RESPONSE TO CONSULTATION ON THE FOLLOWING DEVELOPMENT PROPOSAL

District: Cherwell

Application no: 14/01932/OUT

Proposal: Outline - Development of up to 1,000 dwellings together with a mixed use local centre. [including A1 retail up to 1,000 m2, financial services (A2), restaurants, pubs and takeaways (A3, A4, A5), community uses (D1)]; primary school; green infrastructure including formal (including playing fields) and informal open space, landscape and amenity space; changing and sports facilities (including D2); sustainable drainage systems; highway, cycle and pedestrian routes; car parking; infrastructure (including utilities); engineering works including ground remodelling; demolition, site reclamation and removal of structures; and the formation of a new access from the A361, Bloxham Road.

Location: OS Parcel 7400 adjoining and South of Salt Way, Banbury

Ecology

Recommendation:

Comments

Key issues:

The District Council should be seeking their own ecological advice.

The site adjoins Salt Way Proposed Local Wildlife Site (pLWS) to the north and there are records of UK Priority Species (also known as species of principal importance for biodiversity) along the Salt Way. For planning purposes, Proposed Local Wildlife Sites should be considered in the same way as Local Wildlife Sites.

The District Council should ensure that a net gain in biodiversity can be delivered on the site and that the proposed development avoids harm (both direct and indirect) to the pLWS, in line with Cherwell District Council's Draft Local Plan policy ESD 10 and NPPF paragraphs 9, 109 and 118.

If minded to permit, the District Council should also seek contributions to the nearest Conservation Target Area (Northern Valleys CTA).

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

Detailed Comments:

Officer's Name: Tamsin Atley

Officer's Title: Ecologist Planner

Date: 18 December 2014
