

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

District: Cherwell

Application no: 14/02004/HYBRID-2

Proposal: AMENDMENT: Outline planning application (all matters reserved except for means of access) for a mixed use development comprising: up to 1,200 dwellings, including affordable housing and up to 120 unit care village (C2) with associated publically accessible ancillary facilities; site for a new primary school; up to 930sqm of retail space; up to 13,800sqm of locally led employment (B1/B2/B8) including transport interchange; site for a Football Association step 5 football facility with publically accessible ancillary facilities; public open space; associated infrastructure, engineering and ancillary works.

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

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).

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

Strategic Comments

This application amends the original submission as follows:

- now an outline application rather than a hybrid application (all matters are reserved except for means of access);
- dwellings are reduced from 1,500 to 1,200;
- employment land (B1/B2/B8) has increased from 7,500sqm to 13,800sqm;
- the link and ride has been relocated closer to the A44 and is now called a transport interchange;
- the proposed site access onto the A4095 will now be approximately 70m further south;
- development blocks have been repositioned internally;
- internal and external pedestrians linkages have been revised; and
- it is confirmed that Shipton Road will remain open to all traffic

All points raised in OCC's consultation response dated 26 February 2015 still apply, other than those addressed below and in Annex 1.

Transport

Transport Development Control maintain an objection for the following reason:

- The transport interchange (formerly Link & Ride) car park is contrary to transport strategy as set out in the Oxford Transport Strategy that forms part of the emerging Oxfordshire County Council Local Transport Plan 4, 2015 – 2031.

Transport Development Control's other technical concerns have been addressed or can be addressed through the application of conditions and appropriate legal agreements.

Property Services

Property Services have raised an objection on the basis that the school site layout design guidance provided has not been followed. For example the school site is shown to be on a dead end and is inadequately connected to the street network.

Archaeology

The County Archaeologist has raised the following concerns which will need to be addressed before the application can be determined:

- impact on the setting of the Scheduled Ancient Monument
- the close proximity of the development to its eastern side
- the effect of the development upon World Heritage site

Ecology

As confirmed by email on 9th April 2015, the County Council's ecologist withdrew her objection to the application in light of additional information sent to Natural England on the issue of air quality and potential impact on the Oxford Meadows SAC and Blenheim Park SSSI. Further ecological advice is set out in Annex 1.

Officer's Name: Lisa Michelson

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

Date: 20 July 2015

District: Cherwell

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

Transport

Recommendation:

Objection

Transport interchange (formerly Link & Ride) car park is contrary to transport strategy as set out in the Oxford Transport Strategy that forms part of the Oxfordshire County Council emerging Local Transport Plan 4, 2015 – 2031 (LTP4).

Key issues:

Transport interchange is contrary to county council policy as set out in LTP4

All other technical transport concerns raised previously now adequately addressed or will be addressed

If planning authorities are minded to grant planning consent, S278, S106 and conditions will be needed¹:

Legal agreement required to secure:

Section 106 Town & Country Planning Act – Developer Contributions

If Cherwell and West Oxfordshire District Councils are minded to grant planning permission the following items need to be included in a S106 agreement.

¹ The Transport Assessment has been prepared for a single development site, irrespective that the site straddles West Oxfordshire and Cherwell Districts. Should one Local Authority grant permission, and the other refuse, OCC as Highway Authority would request a reassessment of the transport impact of the permitted site, in the context of part implementation.

1. Financial contributions for works to the highway to be delivered by the county council:

A44 Junction improvements

The developer's Transport Assessment (TA) shows that improvements are needed to mitigate the impact of additional traffic generated by the proposed development at the A44 junctions with Cassington Road and Frieze Way. As such the developer is required to provide a contribution towards future schemes at these junctions in line with the impact that the development will have. This amounts to a cost of in the region of £1.1m.

The TA states that the 2 A44 junctions with Spring Hill Road and Rutten Lane need bus priority improvements. This amounts to a cost in the region of £100k

Improvements to the A44 Bladon roundabout that are needed to accommodate the increased traffic from the development will be delivered as part of the S278 agreement (see below).

Bus service improvements

The developer would procure directly an agreed list of bus service improvements, up to a maximum value of £1.2 million to help ensure the development is as sustainable as possible and to mitigate the impact of the development on the local highway network.

Bus stop improvements

The developer would provide up to £90,000 for the provision of fixed infrastructure for nine bus stops, inclusive of nine Premium Route pole/flag/information case units and up to nine shelters. The actual number of shelters to be provided is subject to the developer confirming in writing future maintenance arrangements with the relevant Parish or Town Councils.

The developer would also provide £4,100 per each of up to 5 real time information displays (all of the Oxford bound shelters)

Traffic Regulation Orders

A £20k contribution is required to cover the cost of promoting and implementing TROs to tackle overspill parking problems in and close to the development. In particular, there could be overspill employment parking on Shipton Road, on the spine road and in residential areas.

A £5k contribution is required to cover the cost of promoting and delivering a TRO to restrict the use of Shipton Road if after the development is occupied it is the view of the county council that this is needed.

Public Rights of Way

A S106 contribution of £65,000 is required to manage impacts on public rights of way in vicinity of the development by improving routes. Primarily this is to improve the surface of routes to take account of the likely increase in use by residents of the development. This may also include short linking routes, new or replacement structures like gates, bridges and seating; sub-surfacing and drainage to enable easier access, improved signing and protection measures such as anti-motorcycle barriers

Travel planning

A total of £10,280 for Travel Plan monitoring fees would be required made up of the following:

- £6,200 for the employment uses (based on the assumption of there being 5 businesses - £1,240 ea)

- £2,040 for the 1,200 dwellings
- £2,040 for the Primary School

A S106 financial contribution would also be needed towards the setting up and running of a car club - £78,500 made up of:

- To provide 3 vehicle for the development - £4,500 per car per year for three years (£40,500)
- Membership Contribution per household for membership for 3 years - £5 x 1200 x 3 (£18,000)
- Marketing, First year £10,000 and then £5,000 per for three years (£20,000)

NB All contributions are to be index linked appropriately to ensure values do not diminish.

2. Section 278 Highways Act – Works in the Highway

- Site accesses on the A44, A4095 and Shipton Road
- Improvements to The Bladon Roundabout
- Reduction in the speed limit to 40mph on the A44 and A4095 adjacent to the development site
- Junctions of the A4095 with Lower Road and the A4260
- Basic bus stop infrastructure at the agreed nine locations (hard standings, bus stop cages, highway widening if required, any connecting footpaths and informal pedestrian crossing arrangements).
- Improvements to the corner of Shipton Road in the vicinity of Randolph Avenue to better accommodate school coaches and allow them to safely access the proposed new coach parking area. Also proposed traffic calming features on Shipton Road between the development site access and the corner near Randolph Avenue
- Widening of existing shared footway/cycleway to a minimum of 2.5m on the south west side of the A44 between Bladon Roundabout and the road leading to The Chains caravan site
- Lengthening of the right turn lane at the A44 Langford lane junction to prevent predicted increases in traffic queuing to turn right from impacting negatively on junction capacity and road safety

Conditions:

If Cherwell and West Oxfordshire District Councils are minded to grant planning permission the following conditions are recommended:

Access: Full Details

Prior to the commencement of the development hereby approved, full details of the means of access between the land and the highway on the A4095, the A44 (to include two pedestrian and cycle refuge island crossings on the A44) and Shipton Road, including position, layout, construction, drainage and vision splays 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 means of access shall be constructed and retained in accordance with the approved details. *Reason - In the interests of highway safety and to comply with Government guidance contained within the National Planning Policy Framework*

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 - In the interests of highway safety, to ensure a satisfactory standard of construction and layout for the development and to comply with Government guidance contained within the National Planning Policy Framework.*

Car Parking

No dwelling or other buildings and uses shall be occupied or implemented until car parking space(s) to serve them have been provided according to plans showing parking and the necessary manoeuvring and turning to be submitted and agreed by the Local Planning Authority. All car parking shall be retained at all times thereafter, unless otherwise agreed in writing beforehand by the local planning authority. Car parking shall be retained unobstructed except for the parking and manoeuvring of vehicles at all times thereafter *Reason - To ensure appropriate levels of car parking are available at all times to serve the development, and to comply with Government guidance contained within the National Planning Policy Framework.*

Cycle Parking Provision

Prior to the first use or occupation of the development hereby permitted, a plan showing the number, location and design of cycle parking for all aspects of the site shall be submitted to and approved in writing by the Local Planning Authority. The cycle parking shown on the agreed plan shall be provided for each phase of the development prior to first occupation of that phase of the development. The cycle parking will be permanently retained and maintained for the parking of cycles in connection with the development. *Reason - To ensure appropriate levels of cycle parking are available at all times to serve the development, and to comply with Government guidance contained within the National Planning Policy Framework.*

Parking for the primary school

Prior to commencement of development, a plan showing the number and location of visitor car parking spaces in the vicinity of the school to allow parents and carers to safely drop off and pick up schoolchildren shall be submitted to and approved in writing by the Local Planning Authority. *Reason - In the interests of highway safety, to ensure a proper standard of development and to comply with Government guidance contained within the National Planning Policy Framework.*

Details of Turning for Service Vehicles

Prior to the commencement of the development hereby approved, and notwithstanding the application details submitted as part of any reserved matters application, full details of refuse, fire tender and pantechnicon turning within the site shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the development shall be carried out in accordance with the approved details. *Reason - In the interests of highway safety and to comply with Government guidance contained within the National Planning Policy Framework.*

Servicing and Deliveries

Prior to the commencement of the non-residential development, details of delivery times and servicing arrangements for all non - residential elements of the development shall be submitted to and approved in writing by the local planning authority. There shall be no variation to the approved details without the prior written approval of the local planning

authority. No deliveries shall take place outside the hours of 6.30am to 11pm unless otherwise agreed in writing with the local planning authority. *Reason: In the interests of the residential amenities of neighbouring occupiers.*

Pedestrian and cycle access

Prior to the commencement of the development hereby approved, full details of pedestrian and cycle access between the development and The Cove/Hedge End, and multiple points on A44, A4095 and Shipton Road 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: To ensure safe and suitable access to the development for all persons.*

Drainage

Development shall not begin until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro-geological context of the development, has been submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The scheme shall also include:

- Discharge Rates
- Discharge Volumes
- Maintenance and management of SUDS features (this may be secured by a Section 106 Agreement)
- Sizing of features – attenuation volume
- Infiltration tests to be undertaken in accordance with BRE365
- Detailed drainage layout with pipe numbers
- SUDS (list the suds features mentioned within the FRA to ensure they are carried forward into the detailed drainage strategy)
- Network drainage calculations
- Phasing plans
- Flood Risk Assessment

Reason - To ensure satisfactory drainage of the site in the interests of public health, to avoid flooding of adjacent land and property and to comply with Government guidance contained within the National Planning Policy Framework.

Framework Travel Plan

Prior to commencement of development a framework travel plan will be submitted and approved by the local planning authority in consultation with the local highway authority. Separate travel plans shall be submitted with reserved matters applications for the development. The plans shall all incorporate details of the means of regulating the use of private cars at the development in favour of other modes of transport and the means of implementation and methods of monitoring.

Reason - In the interests of sustainability and to ensure a satisfactory form of development, in accordance with Government guidance contained within the National Planning Policy Framework.

Rights of Way improvement

A plan will be submitted in writing and agreed by the local planning authority for how Woodstock Footpath 8 will be improved within the development site through surfacing and other measures as appropriate. *Reason - To ensure the public right of way remains available and convenient for public use.*

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. *Reason - In the interests of highway safety and the residential amenities of neighbouring occupiers.*

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

Detailed comments:

1. Introduction

The applicant's responses to the county council's concerns raised in its response to the original planning application are set out in the Transport Assessment Addendum (TAA) that presents the revised impact of the development in the light of the changes to the site Masterplan, most notably a reduction in the number of dwellings from 1,500 to 1,200 and an increase in the amount of employment to 13,800 sqm. The TAA explains how these main changes to the proposals result in a reduction in the overall scale of impact of the likely travel demand arising from the development. Table 6 on page 8 of the TAA shows how the predicted vehicular traffic generation of the revised development proposals (option 2) compare to the original proposals (option 1). Overall, there are 73 fewer vehicle trips in the am peak and 98 fewer in the pm peak.

The majority of the responses in the TAA to the county council's concerns have been the subject of detailed discussions between the county council and the applicant's planning and transport consultants. It is the view of the county council that overall, the technical concerns have been addressed satisfactorily or can be addressed through the application of conditions and appropriate legal agreements. The TAA demonstrates that the traffic from new development can be accommodated safely and efficiently on the transport network assuming the mitigation that is proposed by the developer has been implemented. This includes the site access junctions proposed for the A4095, A44 and Shipton Road.

However, Oxfordshire County Council objects to the revised proposals for the Woodstock East development on the grounds that the 300 space transport interchange (formerly Link & Ride) car park does not fit with the long term strategy for Park & Ride on the A4260 and A44 corridors as set out in its emerging Local Transport Plan 4 (LTP4).

A sensitivity test has been carried out by the applicant's transport consultant that shows that the transport impact of the development would be acceptable even if the transport interchange car park were to be removed from the proposal and no mode shift from car to bus journeys on the A44 were to be achieved.

The TA has been prepared for a single development site, irrespective that the site straddles West Oxfordshire and Cherwell Districts. Should one Local Authority grant permission, and the other refuse, OCC as Highway Authority would request a reassessment of the transport impact of the permitted site, in the context of possible part implementation

2. Transport interchange/Link & Ride concerns

The one main outstanding concern that the county council still has about the development relates to the proposed provision of a 300 space transport interchange (Link & Ride) car park as part of the development. The developer suggests that as many as 130 vehicle movements could be removed from the A44 corridor in the morning peak hour as a result of people switching from driving to Oxford to parking at Woodstock East and catching the S3 bus instead (in addition to this, the developer assumes that a further 120 car journeys on the A44 would switch to travel by bus as a result of bus priority improvements along the A44 - some introduced by the developer, some by the county council). This would help mitigate the impact of the new vehicle trips generated by the development.

However, the county council objects to the transport interchange car park because it is contrary to transport policy as set out in Connecting Oxfordshire: Local Transport Plan 2015-2031; and for the following specific reasons:

Scale of Car Parking Capacity – proposed car park is too small (300 spaces proposed, Oxford Transport Strategy requires 1100 on the A44 and A4260 corridor)

Limitations of the Site – there is no scope to expand the site in future

Operational Limitations – there are many unanswered questions about how the site would operate which cast doubt on its viability as a Park & Ride

Undermining the successful implementation of the Oxford Transport Strategy – the provision of the transport interchange car park would make it harder for OCC to deliver the full 1100-space Park & Ride in the future; provision of a sub-standard offer could undermine credibility of present and future Park & Ride offer into the city

Oxfordshire County Council consulted on the draft Connecting Oxfordshire: Local Transport Plan 2015-2031 in Spring 2015. This document is due to be adopted by OCC in autumn 2015. The Council considers that Local Transport Plan 3: 2011-2030 is out of date and will be superseded by Connecting Oxfordshire: Local Transport Plan 2015-2031 (LTP4).

Connecting Oxfordshire: Local Transport Plan 2015-2031 Volume 2 section i: Oxford Transport Strategy states:

Oxford's Park & Ride sites have been hugely successful in reducing traffic in the city centre by providing an easy and attractive option for visitors entering the city.

However, in order to reduce congestion on the approaches to the city it is now necessary to 'intercept' car trips further away from the city. Substantial link and junction delays occur on all approaches to the ring road, with particular hotspots located to the west (A420, A40), north-west (A44) and south (A34, A4074).

We propose that the following broad locations should be considered for the new Park & Ride sites:

| Location | Corridor(s) | Replaces | Main Catchment | Proposed car park capacity |
|--------------------|-------------|----------------------|---------------------------------------------------------|----------------------------|
| Eynsham | A40 | Peatree, Botley | Witney, Carterton, Cheltenham, Gloucester | 1,000 |
| Langford Lane | A44, A4260 | Water Eaton, Peatree | Chipping Norton, Banbury, Worcestershire, Warwickshire, | 1,100 |
| East of Kidlington | A34 (north) | Water Eaton, Peatree | Bicester, Banbury, Milton Keynes, Bedfordshire | 1,700 |
| Cumnor | A420 | Seacourt | Cumnor, Farringdon, Swindon, Wiltshire | 1,200 |
| Lodge Hill | A34 (south) | Redbridge | Abingdon, Didcot, Science Vale, Newbury, Hampshire | 1,600 |
| Sandford | A4074 | Redbridge | Wallingford, Didcot, Henley, Reading, Berkshire | 1,000 |

Facilities at the Park & Ride sites will fulfil the criteria required at high quality interchange hubs, and include significant provision for those wishing to cycle for part of the journey, whether that is from their point of origin to the bus service (Cycle & Ride), or from the Park & Ride site to their destination (Park & Cycle).

The proposal for a 300 space transport interchange/link and ride at the East Woodstock site does not fulfil the outline requirements of Connecting Oxfordshire: Local Transport Plan 2015-2031 (LTP4) for the following reasons:

Scale of Car Parking Capacity

Whilst the location is on the A44 corridor, and accessible from the A4260 via the A4095, the proposed site of the transport interchange/link and ride at 300 spaces does not meet the 1,100 car parking space size listed in the Oxford Transport Strategy.

Limitations of the Site

The proposed transport interchange/link and ride is part of a wider residential and employment land based development and offers no room for contiguous expansion of the site to meet the 1,100 car parking space size listed in the Oxford Transport Strategy.

Operational Limitations

There is scant information available about the operation of the transport interchange/link and ride facility. It is not known who would operate the car park element of the facility. It is assumed the existing Stagecoach bus service would serve the facility. Running a successful Park & Ride is dependent upon balancing a number of factors including:

- Charge to users of car parking
- Charge to users of the bus service
- Frequency of bus service and average user wait time before boarding a bus service
- Journey time from user parking their car to arriving at their destination – this includes the time the passenger waits for the bus; bus journey time which is influenced by number of bus stops served and bus priority measures
- Certainty of securing a car parking space
- Certainty of bus having adequate capacity to accommodate all waiting passengers – the frequency of the bus service coupled with the number of passengers who

board before the service arrives at the facility will determine the available space to accommodate Park & Ride passengers.

Information supplied outlines that the current S3 bus service could be altered to create two bus services on the route. The first serving Woodstock, routing through the proposed development site, thus serving the eastern part of the transport interchange/link and ride and Yarnton village; the second bus service operating as an express service that runs on the A44 and doesn't divert into the proposed site, or Yarnton. The express service would serve bus stops on the A44 to the west of the transport interchange/link and ride. Operationally, for users to ensure they catch the next available bus service reliable high quality real time information will need to be available to inform users to go to the eastern bus stops or the western bus stops.

In order to attract users, the operation of the transport interchange/link and ride will need to be more attractive than other methods of travel comparable for the same journey. Criteria to assess this could include financial cost of travel, total journey time including waiting for the bus. The Transport Assessment does not contain any assessment of the proposed transport interchange/link and ride site against other travel options in order to provide any clarity about the likely market it would serve.

Undermining the successful implementation of the Oxford Transport Strategy

There is concern that if the transport interchange facility progressed it could in the short term harm both the perception of the existing Oxford Park & Ride system, as the transport interchange could be perceived as a Park & Ride yet does not meet the high service standard expected of the Oxford Park & Ride system.

Additionally, there is concern that the 300 space facility would restrict County Council opportunities to secure the full 1100 site at an optimum location, as it could be perceived that the Council has supported the 300 space site. This may stunt the implementation of the Oxford Transport Strategy which would impact on growth aspirations in the area.

This concern would not be adequately addressed by the developer's suggestion that the car park "could be reviewed and released for development if appropriate". This does not give anywhere near enough certainty and control for the purposes of the delivery of the transport strategy.

3. Sensitivity testing of proposals

These concerns about the Transport interchange (Link & Ride) car park were raised at the earliest stage of discussions with the planning and transport consultants. Specifically, the county council expressed doubt that the transport interchange car park would attract as much usage as had been assumed in the Transport Assessment work accompanying the planning application – the removal of 130 vehicles from the A44 in the am peak hour. County council officers also raised doubts that the measures proposed along the A44 corridor to be delivered by the development would separately shift as many as the 120 car trips to bus trips that the developer was predicting. This is not least because some of the shift was assumed to be as a result of improvements at Peartree and Frieze Way roundabouts which are unfunded schemes (the developer's Frieze Way scheme would have a minor effect compared to the scheme that the county council wants to develop as part of the North Oxford strategic link road scheme). The result would be less car trips on the A44 being transferred to the bus and so the impact of the Woodstock East development being worse than originally predicted.

Therefore, at the request of the county council, the transport consultant agreed to carry out a sensitivity test that assumed no take up of the Link & Ride and no mode shift from car to bus on the A44 as a result of bus priority aspects of junction improvements – this was considered to be an extreme worst case scenario. It was agreed that this test would constitute a supplement to the TAA which took into account the changes to the site Masterplan development proposals.

The county council has assessed this supplementary work and is satisfied that even without any reduction in the number of car trips on the A44 as a result of the Link & Ride and bus priority junction improvements, the traffic generated by the development would not cause any severe impacts on the A44 corridor and its key junctions. As such the development proposals would be compliant with the Government's National Planning Policy Framework.

However, the modelling of the Langford Lane junction shows that the amount of queuing traffic turning right into Langford Lane could extend beyond the dedicated right turn lane. The developer will develop and deliver a scheme to extend the right turn lane to prevent this from being a capacity and road safety concern. This would be delivered by the S278 agreement.

4. Local Centre

County council officers do not agree with the response to the concern that as many as 90% of the retail trips generated are from within the site itself. This figure is likely to be much lower even if the store is relatively small. However, the number of the additional trips that would result even if, say, 50% were assumed to be from outside of the development would be very small. The impact of the externally generated trips would be further reduced as a result of some of them being pass-by trips i.e. people already driving on the nearby network on their way to work or home. No further change is needed to the assessment.

5. Highway improvements

Site accesses

There will be three points of access to the site from the public highway – from the A4095, the A44 and Shipton Road. The access from the A4095 has been repositioned 70m to the south but in all other respects the junctions are the same. The Road Safety Audit of the A44 junction carried out by the applicants demonstrates that this can operate safely and is therefore now considered to be acceptable by the county council.

In order for the site accesses on the A44 and A4095 to operate safely it is proposed to reduce the speed limit on these roads to 40mph – on the A44 from Bladon Roundabout to the 30mph limit and on the A4095 from Bladon Roundabout to the existing 60mph limit north of Shipton Road.

The new site access on the A44 will need to include refuge island crossings for cyclists and pedestrians north and south of the junction with appropriate links to them from on the site

All of this site access infrastructure will be delivered by means of a S278 agreement.

Cycling and walking infrastructure

The Masterplan shows a number of cycle and pedestrian accesses onto each of the A44, A4095, Shipton Road and the existing residential area to the north west (The Cove). There is also a proposal for a traffic island crossing of the A44 north west of the Bladon

Roundabout. Together with the proposed walking and cycling infrastructure proposed for on the site, these will help to encourage as many people as possible to walk or cycle for short local trips and to catch the bus running along the A44. Any non-highway cycling and walking infrastructure should have long term/permanent management measures put in place to ensure their continued condition and availability.

On the A44 adjacent to the site from Bladon roundabout, there is a shared use footway cycleway into Woodstock. The first section from Bladon Roundabout to the junction of the road that leads to The Chains caravan site is very narrow and therefore requires widening to at least 2.5m to comfortably accommodate the increased flows of pedestrians and cyclists as a result of the Woodstock East development. This widening would be delivered as part of the S278 agreement.

A4095 junctions

The TA and TAA show that improvements are needed at the Bladon Roundabout and the Lower Road and A4260 junctions on the A4095 to accommodate traffic generated by the development. These will be delivered by means of a S278.

A44 junctions

The TA and TAA highlighted that improvements at the Spring Hill/Fern Hill and Rutten Lane/Sandy Lane roundabouts for bus priority and the Cassington Lane and Frieze Way roundabouts for bus priority and traffic flow would be needed to mitigate the impact of the traffic generated by the development.

The TA tested the impact of the development on the Peartree interchange on the basis that the North Oxford Transport Strategy scheme for that junction had been delivered by 2031. But that scheme is neither funded nor programmed. However, further assessment by the developer of the Peartree Interchange bearing in mind the future development traffic and improvements to Frieze Way and Wolvercote Roundabouts show that the development will not have a detrimental impact on the junction's operation as it is currently laid out.

6. Car and cycle parking

The levels of car and cycle parking will need to be set according to the county council's adopted standards. A balance will need to be struck - providing lower than usual levels of parking with a view to encouraging more use of sustainable modes of transport may result in cars parking in inappropriate locations. A particular concern is that people driving to the employment without somewhere to park will overspill onto Shipton Road (there is a pedestrian link from Shipton Road into the development) or onto the Spine Road or even into the nearby residential areas. Furthermore, if more of the residents own cars than there are parking spaces provided in the housing area, inappropriate parking on landscaping, footways, close to junctions and along the spine road could result. A £20,000 S106 financial contribution will be required to be paid by the developer to promote TROs to tackle these parking problems if they occur.

As the Masterplan is developed, the number, location and design of cycle parking for the different uses on the site will need to be agreed with the local planning authority in consultation with the county council. It is important that cycle parking is conveniently located and secure to encourage as many people to use the bike as possible.

7. Shipton Road

Previously it was not clear to the county council whether Shipton Road would remain open in the event of the development going ahead. It didn't seem necessary to have both Shipton Road and the new development spine road as they would serve similar functions – the spine road would be designed and built to a specification that would better deal with the traffic that might otherwise use Shipton Road e.g. school coaches serving the Marlborough School. A £5,000 S106 financial contribution will be required so that the county council can promote and deliver a TRO for Shipton Road which restricts access if found to be necessary once the development has started i.e. that too many large vehicles are continuing to use Shipton Road rather than the spine road.

8. Public transport

A44 Woodstock to Oxford

Currently, the S3 Chipping Norton-Woodstock-Oxford Premium Route bus service operates three times per off-peak hour south of Woodstock, at least four times per hour in the peak period, twice per hour on Sunday daytimes and hourly on weekday evenings. There is no Sunday evening service.

The proposed funding towards bus priorities along the A44 towards Oxford is welcomed, as there is currently significantly additional running time required for buses in the morning peak. This additional running time leads to a requirement for more vehicles to provide any given frequency. Conversely, a reduction in the required peak running time from Woodstock to Oxford would result in a re-investment of current operating resources into a higher bus frequency, which would fulfil part of the Bus Strategy for this corridor.

The Council's bus strategy envisages enhancing the Woodstock-Oxford daytime bus service (via the proposed Northern Gateway site) from three to four buses per hour, whilst improvements should also be made to the evening and Sunday bus service.

A4095 Woodstock to Long Hanborough and Witney

Bus service 233 currently operates once per hour from Woodstock to Hanborough and Witney on weekday daytimes. There is currently no evening or Sunday service.

The Council's bus strategy envisages the enhancement of the Woodstock-Witney bus service from one to two buses per hour and the introduction of a new Woodstock-Kidlington-Water Eaton bus service also operating at two buses per hour, with this service being capable of extension to Oxford's 'Eastern Arc' via the John Radcliffe hospital, at a frequency of two buses per hour. These services would give the new residents good access to rail services, also to a wide range of employment opportunities.

It is therefore proposed to focus the bus service enhancements required of the developer onto an increase in the level of service from Woodstock to Hanborough and Witney, and also on an introduction (or an increase, if a service be provided before the section 106 agreement can be enacted) of a bus service from Woodstock to Kidlington and to Water Eaton/Oxford Parkway.

It is expected that the developer will procure directly up to 2 additional vehicles to deliver improvements to bus routes on the following sections of route:

- Development site to Witney via Hanborough station
- Development site to Water Eaton/Oxford Parkway via Kidlington.

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

Bus stop infrastructure

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

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

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

These stops should be plotted on Masterplan documentation as soon as possible, for discussion and inclusion in the draft S106 agreement.

The arrangement at the stop group (a) will not only permit bus operation along the A44 (for example service S3, but also for buses from Woodstock to Witney or Water Eaton via the Spine Road, or even for a Witney-Water Eaton via Spine Road service which doesn't serve the centre of Woodstock. For planning purposes, the developer should assume a combination of all three routing options, and a probable future service level of four buses per hour along the spine road.

The developer has proposed a spine road suitable for buses, with a width of between 6.5 and 6.75 metres - detailed designs of the spine road will need to show they can safely accommodate buses (tracking diagrams will need to be provided with detailed layout). The available road width should be clear of parked cars and other possible obstructions. It should also avoid vertical deflection. The road must also be designed to safely and comfortably accommodate cyclists. These essential design principles should be carried forward into an agreed Design Code.

9. Travel Planning

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

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

To help reduce the need for second car ownership and reduce the level of car trips off the development the developer should work with the local community and new residents to set up a car club on their site and within Woodstock, details of setting up a car club in a market

town can be obtained from Co-Wheals or other car club providers. The car club should be set up so that it becomes self-sustaining after an agreed period of time.

The master plan provided with the revised application shows more detail of the proposed walking and cycling links off the site, although the applicant will need to work closely with the county council and local planning authority to ensure that these will be as attractive as possible to people living on the development or to those people making journeys to the site. In particular, as many of the routes as possible that cut across the green open space should be surfaced in a way that makes them available all year round. Sensitive design solutions will be needed as this is achieved bearing in mind the status of the Scheduled Ancient Monument.

Requirements:-

- i) Framework Travel Plan
- ii) Travel Plan monitoring fees
- iii) Travel plans for each element of the development as they are built.
- iv) Contribution to setting up and on-going running of a car club for the residential element of the site.

10. Public Rights of Way

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

The development will affect existing rights of way in the proximity of the site due to the amount and frequency of increased use e.g. Footpath 36, Footpath 24, Footpath 5. The development should provide a financial contribution to improve these rights of way to make them safer, and more convenient for year round commuting and recreational use.

The pedestrian and cycling routes inside the site are welcomed.

11. Drainage

The details provided by the applicant about drainage appear to be quite comprehensive. However, full drainage calculations for all return periods up to and including 1 in 100 year plus climate change need to be submitted and approved by The Lead Flood Authority (Oxfordshire County Council) before the development commences on site. A full drainage strategy (with key areas to be covered set out in the conditions section earlier) will need to be submitted to and approved by the county council as lead flood authority before commencement of development on site.

Officer's Name: Craig Rossington

Officer's Title: Senior Transport Planner

Date: 03 July 2015

District: Cherwell

Application no: 14/02004/HYBRID-2

Proposal: AMENDMENT: Outline planning application (all matters reserved except for means of access) for a mixed use development comprising: up to 1,200 dwellings, including affordable housing and up to 120 unit care village (C2) with associated publically accessible ancillary facilities; site for a new primary school; up to 930sqm of retail space; up to 13,800sqm of locally led employment (B1/B2/B8) including transport interchange; site for a Football Association step 5 football facility with publically accessible ancillary facilities; public open space; associated infrastructure, engineering and ancillary works.

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

Archaeology

Recommendation:

No objection subject to conditions

Key issues:

There are issues concerning

- the setting of the Scheduled Ancient Monument
- the close proximity of the development to its eastern side
- the effect of the development upon World Heritage site

These will need to be resolved before a decision can be reached.

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:

None

Detailed comments:

The application area contains a Scheduled Ancient Monument (SAM 35545) and is adjacent to the World Heritage Site of Blenheim Palace which includes the Grade I listed parkland (PG 1402). The NPPF, the NPPF Planning Practice Guidance and the Local Plan policies of WODC and CDC all highlight the importance of the setting of designated assets.

The amended application includes steps to reduce the impact of the proposed development upon the scheduled monument but any decision should be made in line with the advice and recommendations of Historic England who are the statutory advisors for designated assets.

The impact upon the World Heritage Site has also been questioned and we suggest that the views of ICOMOS are sought.

The applicant has undertaken a geophysical and an archaeological evaluation of the application area (trial trenching). Whilst these surveys did not include the SAM and they did reveal non designated heritage assets that are demonstrably of equivalent significance to scheduled monuments. Whilst these relate to the SM they are however not currently within an area of proposed development. It also recorded other archaeological features that appear to relate to the SAM and these will require appropriate mitigation.

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 undertaken in advance of development. This can be ensured through the attachment of suitable negative conditions.

Officer's Name: Hugh Coddington
Officer's Title: Archaeology Team Leader
Date: 26 June 2015

District: Cherwell

Application no: 14/02004/HYBRID-2

Proposal: AMENDMENT: Outline planning application (all matters reserved except for means of access) for a mixed use development comprising: up to 1,200 dwellings, including affordable housing and up to 120 unit care village (C2) with associated publically accessible ancillary facilities; site for a new primary school; up to 930sqm of retail space; up to 13,800sqm of locally led employment (B1/B2/B8) including transport interchange; site for a Football Association step 5 football facility with publically accessible ancillary facilities; public open space; associated infrastructure, engineering and ancillary works.

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

Education

Recommendation:

Approval subject to the conditions

Key issues:

This development lies within the school planning area of Woodstock.

- The scale of the proposed housing would require a new primary school site and buildings to be provided. Section 106 developer contributions totalling £8,068,000 would be required.
- £3,979,740 Section 106 required for necessary expansion of permanent secondary school capacity in the area. This site lies within the current Marlborough CE School's designated catchment area (an academy).
- £205,395 Section 106 required as a proportionate contribution to expansion of Special Educational Needs provision serving the development's area. SEN provision for this area is provided by a Special Resourced Unit at The Marlborough CE School, as well as by those schools serving the whole county.

Legal Agreement required to secure:

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

- £3,979,740 Section 106 developer contributions towards the expansion of permanent secondary school capacity serving the area by a total of 265 pupil places (including 37 sixth form places). This is based on Department for Education (DfE) advice for secondary school extension weighted for Oxfordshire and including an allowance for ICT and sprinklers at £17,455 per pupil place and £18,571 per Sixth Form pupil place. This is index linked to 1st Quarter 2012 using PUBSEC Tender Price Index.
- £205,395 Section 106 developer contributions towards the expansion of permanent Special Educational Needs school capacity by a total of 6.7 pupil places. This is index linked to 1st Quarter 2012 using PUBSEC Tender Price Index. We are advised by the county council's property consultants Turner & Townsend to allow £30,656 per pupil place to expand capacity in special educational needs provision.

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:

The contributions 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.

Detailed Comments:

Primary:

Based on the information available, it is estimated that housing development on this scale is likely to generate up to 358 primary pupils, which is on a scale broadly equivalent to a 2 form entry primary school. The requirement would be reviewed when a confirmed housing mix is provided.

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

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

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

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

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

- All roads around school sites should have no dead end or layouts that might generate any need for engaging reverse gear.
- The county would argue against any suggestion that school buildings are located on the corner of sites close to the boundary as it would not be conducive to an economical layout or be able to be designed to meet our educational, safeguarding and management requirements. The design of school sites is bespoke such that the location of buildings or proximity of buildings to the boundary cannot be unreasonably constrained. It will be established through consideration of the best value solution that meet our educational, safeguarding and management requirements.
- The site will require the ability to create two 6m wide site access routes from the highway. They will need to be positioned at opposite ends of the school frontage in order to ensure that maintenance vehicles or construction vehicles do not need to cross from one side of the site to another. This is required to ensure the safety of the pupils and ensure continuity of education during maintenance work to the school buildings, external surfaces and playing fields. An additional 6m wide access from the highway will be required to the playing field. This is required to ensure the safety of the pupils whilst playing field maintenance is undertaken.

More detailed guidance on site requirements is available on request.

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

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

Secondary:

Based on the information available, it is estimated that housing development on this scale is likely to generate 265 secondary pupils. The area is served by The Marlborough CE School (a secondary academy), which has a capacity of 1138 places for 11-19 year olds. The school is expected to fill as a result of rising pupil numbers from the existing population, and would need to expand to make local housing development acceptable in planning terms. Developer contributions are required towards the capital cost of this expansion.

Special:

The SEN pupil generation of this application is estimated to be 6.7 pupils, based on pupil census data on pupils attending Oxfordshire mainstream and SEN schools which indicates that 1.11% of school pupils attend SEN schools. SEN provision for this area is included within a specialist resource base within The Marlborough CE School, which is operating at capacity. There is insufficient capacity for SEN provision to meet the needs of this development, and expansion of capacity will be necessary.

Officer's Name: Diane Cameron

Officer's Title: School Organisation Officer

Date: 01 July 2015

District: Cherwell

Application no: 14/02004/HYBRID-2

Proposal: AMENDMENT: Outline planning application (all matters reserved except for means of access) for a mixed use development comprising: up to 1,200 dwellings, including affordable housing and up to 120 unit care village (C2) with associated publically accessible ancillary facilities; site for a new primary school; up to 930sqm of retail space; up to 13,800sqm of locally led employment (B1/B2/B8) including transport interchange; site for a Football Association step 5 football facility with publically accessible ancillary facilities; public open space; associated infrastructure, engineering and ancillary works.

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

Property

Recommendation

Objection

Key issues:

- School site layout design guidance provided has not been followed – see detailed comments below. The masterplan presents issues such as the school site is shown to be on a dead end and is inadequately connected to the street network.
- 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 to assess the development impact:

178 x One Bed Dwellings
314 x Two Bed Dwellings
509 x Three Bed Dwellings
199 x Four Bed Dwellings

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

2970 additional residents including:

232 resident/s aged 65+
2063 residents aged 20+
265 resident/s ages 13-19
200 resident/s ages 0-4

Legal Agreement required to secure:

- | | |
|--------------------|-------------|
| • Library | £59,400 |
| • Central Library | £50,935.50 |
| • Waste Management | £190,080.00 |

| | |
|-----------------------------------------------------------|-------------------|
| • Adult Day Care | £255,200.00 |
| Total* | £555,615.5 |
| *Total to be Index-linked using PUBSEC Tender Price Index | |
| • Administration & Monitoring | £17,500 |

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:

Primary School site layout - Comments provided by Jane Farrow - Principal Strategist

- Dead end - No 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 vicinity of children
- School road frontage –The frontage of a primary school (along one side of the site) needs to be not less than 110m long to allow for the facilities below to be positioned appropriately.
 - The main entrance should be close to parking facilities both for disabled and staff parking. However the parking should not be positioned in the front of the school.
 - Offsite/on highway coach drop off/ pick up facilities for up to 2 vehicles will be required adjacent to an entrance to the school.
 - The hall, extended schools facilities and the kitchen shall be adjacent to the main entrance for evening use and occasional daytime use. The staff parking and service area also need to be at the front of the site and to the side of the school building adjacent to the kitchen.
 - The nursery needs to be at the front of the school site on the opposite side to the hall. This is to ensure that the nursery has immediate access to the nursery garden and safeguarding is maintained during dropping off and picking up during school hours.
- Site access – The schools should have three vehicular/pedestrian entrances into the site. These are to have appropriate site lines and radius, to be 6m wide, with 2m wide footpaths either side. They are to be situated at either end of the school frontage with

a further one at the rear of the site. This is to maximize routes into the school from the surrounding road network for pupils arriving at the school and for future maintenance of the school and grounds. The current layout doesn't allow for this requirement and if the site were to remain in its current location then access would also be required from the proposed road that runs parallel to the Shipton road where it runs from north to south.

- Drop off – For the school, the developer will be required to produce a travel plan framework which will include the provision of pupil drop off parking spaces for parents. The number required will need to be agreed with highways based on the developers evidence based assessment of the schools requirements but could be around 90 spaces for a primary school. NB No parent drop off will be permissible on any primary school site.
- School located adjacent to existing housing – Developer to address any potential planning requirement for noise mitigation from the school to the adjoining housing.

The above comments are not exhaustive

NB

- Our consultants will need to carry out a site visit
- Any issues identified within the technical information made available to date should be covered within clauses in the s106 agreement

Local Library

This development is served by Woodstock Library.

The development proposal would generate the need 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 supplementary core book stock in respect of this application would therefore be based on the following formula:

$$\mathbf{£20 \times 2970 \text{ (the forecast number of new residents)} = \mathbf{£59,400.00}}$$

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:

$$\mathbf{£17.15 \times 2970 \text{ (the forecast number of new residents)} = \mathbf{£50,935.50}}$$

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:

$$\mathbf{£64 \times 2970 \text{ (the forecast number of new residents)} = £190,080.00}$$

Social & Health Care - Day Care Facilities

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

Contributions are based upon a new Day Care centre offering 40 places per day (optimum) and open 5 days per week; leading to an equivalent costing of £11,000 per place at 1st Quarter 2012 price base (this in non-revenue). Based on current and predicted usage figures we estimate that 10% of the over 65 population use day care facilities. Therefore the cost per person aged 65 years or older is £1,100.

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

$$\mathbf{£1,100 \times 232 \text{ (the forecast number of new residents aged 65+)} = £255,200.00}$$

Administration

Oxfordshire County Council requires an administrative payment of £17,500 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 contributions.

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: 02 July 2015

District: Cherwell

Application no: 14/02004/HYBRID-2

Proposal: AMENDMENT: Outline planning application (all matters reserved except for means of access) for a mixed use development comprising: up to 1,200 dwellings, including affordable housing and up to 120 unit care village (C2) with associated publically accessible ancillary facilities; site for a new primary school; up to 930sqm of retail space; up to 13,800sqm of locally led employment (B1/B2/B8) including transport interchange; site for a Football Association step 5 football facility with publically accessible ancillary facilities; public open space; associated infrastructure, engineering and ancillary works.

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

Ecology

Recommendation:

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

Detailed comments:

Officer's Name: Tamsin Atley

Officer's Title: Ecologist Planner

Date: 01 July 2015

District: Cherwell

Application no: 14/02004/HYBRID-2

Proposal: AMENDMENT: Outline planning application (all matters reserved except for means of access) for a mixed use development comprising: up to 1,200 dwellings, including affordable housing and up to 120 unit care village (C2) with associated publically accessible ancillary facilities; site for a new primary school; up to 930sqm of retail space; up to 13,800sqm of locally led employment (B1/B2/B8) including transport interchange; site for a Football Association step 5 football facility with publically accessible ancillary facilities; public open space; associated infrastructure, engineering and ancillary works.

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

Waste Management

Recommendation:

No objection

Key issues:

Meeting statutory requirements to provide facilities for residents to dispose of waste and maintaining and increasing high rates of recycling and composting in Oxfordshire which are currently the best in the country.

The proposed development will increase demand for waste management facilities and use of household waste recycling centres. Dix Pit HWRC, the nearest to the proposed development site, experiences capacity issues at peak times and the network of HWRCs in the county is also at capacity.

Contributions towards increasing capacity for re-use, recycling and composting will be required to ensure the additional demand generated by the development can be met and recycling and composting rates are maintained at high levels.

Legal agreement required to secure:

1. Contributions are sought towards HWRC infrastructure to meet the demand generated by the proposed development based on the following calculation.

A HWRC designed with capacity for 17,650 households has an estimated project build cost of £3,400,000 (@1Q 14 prices)

This equates to a capital cost per household of £193

The HWRC requires a site area of 16,000m² (equating to 0.91m² per household)

Using an estimated land value of £300,000/acre =£74.14/m²

This equates to land cost per household of £67 (£74.14*0.91)

Total m² cost/household – £193+£67= £260

Total m² cost/person (based on 2.4 average occupancy) – £260/2.4 = £108.33

Total contribution from 14/02004/HYBRID-2

£260 x 1,200 dwellings = **£312,000**

2. This cost takes in to account the infrastructure required to deliver a modern HWRC with adequate facilities to maximise reuse and recycling. This ensures that OCC will comply with the EU Waste Framework Directive 2008, enacted through the Waste Regulations (England and Wales) 2011 (as amended) which demands that:

“An establishment or undertaking which imports, produces, collects, transports, recovers or disposes of waste, or which as a dealer or broker has control of waste must, on the transfer of waste, take all such measures available to it as are reasonable in the circumstances to apply the following waste hierarchy as a priority order—

- (a) prevention;*
- (b) preparing for re-use;*
- (c) recycling;*
- (d) other recovery (for example energy recovery);*
- (e) disposal*

3. A modern facility with reuse area and extensive recycling facilities also ensures we meet our commitments in the Oxfordshire Joint Municipal Waste Management Strategy (JMWMS) which sets out the vision for managing waste across the county. The strategy has been adopted by all councils and commits to:

Policy 3: *help households and individuals to reduce and manage their waste in order to ensure zero growth or better of municipal waste per person per annum*

Policy 4: *provide an integrated system of collection and processing of household waste which will achieve, as a minimum:*

By 31st March 2020: recycle or compost at least 65% of household waste;

CIL Compliance

4. The Community Infrastructure Levy requires that contributions are:
- a. Necessary to make the development acceptable in planning terms: The comprehensive kerbside collections in place in each district are only able to accept smaller, more common types of waste. Larger, ad hoc items like furniture or large electricals need to be taken to an HWRC for management. Households make around 4 visits to an HWRC each year and are regarded by residents as an important service. Without a contribution to HWRCs, the development would have an unacceptable impact on existing facilities. It is anticipated that the proposed development will provide housing for approximately 2,880 new residents (1,200 dwellings x 2.4 persons per household). If each household makes four trips per annum the development would result in an additional 4,800 HWRC visits per year.
 - b. Directly related to the development: A contribution towards additional HWRC capacity is needed because of the demand that the development will create (as calculated above). The current network of sites is at capacity and without changes the pressure from increased development will result in a failure of them to adequately serve Oxfordshire residents.
 - c. Fairly and reasonably related in scale and kind to the development: The calculation above is proportionate to the increased demand placed on HWRCs by this development. The calculation above breaks down the capital costs associated with

providing HWRC infrastructure. As the whole network is currently at capacity and additional development will impact on the service provided contributions are required from all developments. The cost/household has been calculated on a square metre basis.

Conditions:

None

Informatives:

None

Detailed comments:

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

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

and that

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

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

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

6. Such places are known as Household Waste Recycling Centres (HWRCs) and Oxfordshire County Council provides seven HWRCs throughout the County. This network of sites is no longer fit for purpose and is over capacity. A HWRC strategy is currently in development which will consider how sites can best serve residents now, and into the future.

7. Site capacity is assessed by comparing the number of visitors on site at any one time (as measured by traffic monitoring) to the available space. As detailed in Table 1, this analysis shows that all sites are currently ‘over capacity’ (meaning residents need to queue before they are able to deposit materials) at peak times, and many sites are nearing capacity during off peak times. Queuing time is not available, but anecdotal evidence suggests that this can be up to 20 minutes at busy times.

Table 1: Site capacity

| Site | April – September Percentage of time the site is over capacity | April – September Percentage of time the site is over capacity | Full year Percentage of time the site is over capacity during 08:00 – | Full year Percentage of time the site is over capacity during 08:00 – |
|------|-------------------------------------------------------------------|-------------------------------------------------------------------|--------------------------------------------------------------------------|--------------------------------------------------------------------------|
| | | | | |

| | during 11:00-14:00 (all week) | during 11:00-14:00 (weekend only) | 17:00 (all week) | 17:00 (Weekend only) |
|------------------|-------------------------------|-----------------------------------|------------------|----------------------|
| Alkerton | 20.76% | 49.57% | 13.55% | 34.95% |
| Ardley | 24.11% | 58.12% | 14.22% | 19.61% |
| Dix | 3.05% | 10.68% | 0.98% | 1.38% |
| Drayton | 27.74% | 50.44% | 14.32% | 19.52% |
| Oakley | 15.10% | 38.24% | 10.07% | 13.58% |
| Redbridge | 25.77% | 51.18% | 12.13% | 17.13% |
| Stanford | 34.22% | 59.47% | 19.94% | 26.06% |

8. Congestion on site can reduce recycling as residents who have already queued to enter are less willing to take the time necessary to sort materials into the correct bin. Reduced recycling leads to higher costs and an adverse impact on the environment. As all sites are currently over capacity, population growth linked to new housing developments will increase the pressure on the sites.
9. The Waste Regulations (England and Wales) 2011 require that waste is dealt with according to the waste hierarchy. The County Council provides a large number of appropriate containers and storage areas at HWRCs to maximise the amount of waste reused or recycled that is delivered by local residents. However to manage the waste appropriately this requires more space and infrastructure meaning the pressures of new developments are increasingly felt. Combined with the complex and varied nature of materials delivered to site it will become increasingly difficult over time to maintain performance and a good level of service especially at busy and peak times.

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