

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

District: Cherwell

Application no: 15/01357/F

Proposal: Erection of 77 dwellings, creation of new access from Camp Road, creation of new open space, hard and soft landscaping and ancillary works

Location: Land East Of Larsen Road Upper Heyford

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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Proposal: Erection of 77 dwellings, creation of new access from Camp Road, creation of new open space, hard and soft landscaping and ancillary works

Location: Land East Of Larsen Road Upper Heyford

Strategic Comments

The application site is outside of the existing outline planning permission but within the areas identified for additional development under Policy Villages 5 (Former RAF Upper Heyford) in the Cherwell Local Plan. The County Council objects to this application on the basis that a site wide masterplan identifying the infrastructure required to mitigate the full Upper Heyford site allocation should be agreed before applications for additional development are determined. The application is contrary to Policy Villages 5 which requires a comprehensive integrated approach.

Transport Development Control have objected for the following reasons:

- The planning application is premature since there is not yet a masterplan or transport masterplan in place for the additional development at Upper Heyford that is in the adopted Local Plan amendments, it is not therefore possible to evaluate the transport aspects of the application and the contributions that will be required from the developer.
- The Transport Assessment is unacceptable because it does not include the additional adopted development in the base traffic scenario.
- There are other aspects of the TA which are considered undesirable or inadequate.
- Considerable contributions would be required towards the improvement of bus services and infrastructure.
- A Residential Travel Plan and Travel Information Pack would be required.
- Certain aspects of the highway layout should be improved.
- There is insufficient drainage information included in the planning application.

The Archaeology Team have objected on the basis that insufficient information has been submitted in order to determine the impact of this development on any surviving archaeological features on the site.

Further, the Local Member is concerned about insufficient infrastructure provision to mitigate the development; additional traffic on areas already overcapacity such as the Middleton Stoney junction; and increased traffic through Ardley.

Officer's Name: Lisa Michelson

Officer's Title: Locality Manager

Date: 15 September 2015

District: Cherwell

Application no: 15/01357/F

Proposal: Erection of 77 dwellings, creation of new access from Camp Road, creation of new open space, hard and soft landscaping and ancillary works

Location: Land East Of Larsen Road Upper Heyford

Transport

Recommendation

Objection

Key issues

- The planning application is premature since there is not yet a masterplan or transport masterplan in place for the additional development at Upper Heyford that is in the adopted Local Plan amendments, and it is not therefore possible to evaluate the transport aspects of the application and the contributions that will be required from the developer.
- The Transport Assessment is unacceptable because it does not include the additional adopted development in the base traffic scenario.
- There are other aspects of the TA which are considered undesirable or inadequate.
- Considerable contributions would be required towards the improvement of bus services and infrastructure.
- A Residential Travel Plan and Travel Information Pack would be required.
- Certain aspects of the highway layout should be improved.
- There is insufficient drainage information included in the planning application.

Legal agreement required to secure

Section 106 agreement to contribute an agreed amount per additional dwelling towards the cost of procuring an agreed level of bus service from Upper Heyford to Bicester, to Oxford and to Banbury.

Section 106 agreement to contribute £20,000 towards procuring, installing and maintaining a pair of bus stops on Camp Road, to include provision of shelters and pole/flag/information cases.

Section 106 agreement to secure Travel Plan monitoring fees of £1,240.

Section 278 arrangement to provide basic infrastructure for bus stops, inclusive of hard-standing areas, suitable for the erection of bus shelters, and connecting footpaths.

Conditions

Should the local planning authority be minded to grant planning permission then the following conditions should apply.

D5 Vision Splay details. With specific reference to the secondary access.

D9 New Estate Roads

D10 Estate Accesses, Driveways and Turning Areas

D15 Parking and Manoeuvring Areas Retained
D19 Cycle Parking Provision
D20 Travel Plan

Prior to the commencement of the development a Construction Traffic Management Plan must be prepared in accordance with Oxfordshire County Council guidelines and submitted to and approved in writing by the District Planning Authority. The construction works must be carried out in accordance with the details approved in the construction traffic management plan.

Developer to liaise with Parish Council regarding style of shelter and to obtain written agreement regarding future maintenance arrangements.

The developer will need to submit a residential travel plan for this development and this will need to be approved by the Travel Plan Team at Oxfordshire County Council before first occupation of the site.

The developer will also need to submit a Travel Information Pack for this development and this should also be sent to the Travel Plan Team for approval before first occupation.

Informatives

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. Alternatively the developer may wish to consider adoption of the estate road under Section 38 of the Highways Act.

Prior to commencement of development, a separate consent must be obtained from OCC Road Agreements Team for the new highway vehicular access under S278 of the Highway Act. Contact: 01865 815700; RoadAgreements@oxfordshire.gov.uk.

Detailed comments

Transport Strategy

Oxfordshire County Council Transport Strategy Team considers this application to be submitted prematurely in the planning process for the allocation in the newly adopted Cherwell Local Plan of 1600 dwellings plus employment at Former RAF Upper Heyford, and so it cannot be supported. There are a number of principles to be agreed and challenges to be understood and overcome prior to an application of this nature being considered.

It has been agreed that a masterplan is required for the allocation that this site is part of and this is supported by the newly adopted Cherwell Local Plan. Through this process questions will be answered such as the most appropriate locations for different land uses within the allocation and the scale of development. Indeed, taking into account detailed assessment from all stakeholders (including Transport, Heritage, Archaeology and Ecology), the capacity of the allocation for development may be less than initial assessments suggest and discussions as to where employment on the allocation should be located are in the early stages. The outcome of both of these challenges will have an impact on the local highway network and the appropriate level of mitigation that will be required.

The allocation received no objection from the Oxfordshire County Council Transport Strategy team at the Local Plan Examination in Public in December 2014, subject to an appropriate level of strategic transport mitigation being delivered at the earliest opportunity, as there are existing traffic pressures on junctions and villages in the area, such as Middleton Stoney. This mitigation would be likely to include a Traffic Signals traffic movement strategy with junction and bus priority improvements, in conjunction with further Public Transport service improvements. All sites within the allocation will be expected to contribute towards this strategic mitigation. It is therefore imperative that a strategic mitigation package is developed, subsequent to agreement on solutions to the challenges mentioned above, and the cost of this is then split appropriately between sites, including this site, agreed for further development under the RAF Upper Heyford allocation.

This application for development is therefore considered premature as the nature of development on this site has not been decided through the masterplanning process and, as a result, a strategic transport mitigation package has not been developed that considers this in the context of all other sites for development to be agreed in the allocation, and an appropriate level of contribution towards such a package from this site has not been calculated. The application only considers the local mitigation required and not the strategic mitigation that would be necessary for the wider cumulative impact of the allocation, which this site would be required to contribute to.

The Cherwell Local Plan contains 'Policy Villages 5' which directly refers to 'Former RAF Upper Heyford' in the title. 'Former RAF Upper Heyford' is highlighted in the proposals map associated with the plan as covering the majority of, if not all of, Upper Heyford Air Base. The site in question is specifically identified under the policy in the proposals map as 'an area with potential for additional development'.

Paragraph C.259 relating to Policy Villages 5: Former RAF Upper Heyford states the following regarding to the land allocation:

"C.259 A comprehensive approach will be required and it will be necessary to demonstrate how the additional land identified can be satisfactorily integrated with the approved development. The additional land will not be permitted to be developed independently of the main development and infrastructure contributions will be expected for the wider scheme."

An additional 1600 homes are proposed through the Policy Villages 5 and it is therefore considered necessary for the site in this context is taken account of, as well as the existing permission on the site of 761 homes net and employment (10/01642/OUT), in any Transport Assessment undertaken for proposals at the site in question.

C.259 makes clear that the proposals for the Former RAF Upper Heyford allocation must be considered as a whole, including mitigation, prior to proposals for parcels within the allocation being considered for permission.

The site proposals for the 77 dwellings are expected to be included and viewed within the context of a wider masterplanning exercise that would tie the development in with existing development at Upper Heyford, committed development and that remaining dwellings proposed through Villages Policy 5. This exercise will use detailed transport modelling and public transport viability work to identify the transport mitigation that would be required and a proportionate and reasonable transport contribution that each development would be expected to pay to mitigate their impact on the transport network. This exercise has not been undertaken and so the application cannot be assessed from a transport strategy perspective.

OCC Transport Strategy does not accept the traffic generation figures submitted with 15/00474/OUT that has been referred to and relied on directly in the Transport Assessment for this application. Sections 5.2.5 and 5.2.6 in the Transport Assessment for 15/00474/OUT state the use of TEMPro to determine future year growth factors. However, the methodology employed in determining these growth factors is not stated. For the avoidance of doubt, recent correspondence with TEMPro confirms that the latest version of TEMPro is version 6.2 which provides access to National Trip End Model (NTEM) datasets published in April 2010 and there have been no further updates since that time. The Local Plan amendments that provide for an additional 1,600 dwellings at Upper Heyford together with employment that were approved earlier this year are therefore not included in TEMPro. Meaningful transport assessment of this site would need to include both the consented scheme and the Local Plan amendments.

An agreed strategic mitigation package, which is a requirement of OCC's acceptance of the Former Upper Heyford Airbase allocation, has not been tested in the future year scenario. Therefore in addition to the future year scenario not having the correct development assumptions, the strategic mitigation requirement in a 'development with mitigation scenario' has not been tested to demonstrate how the strategic impact of the allocation as a whole can be reduced.

Transport Development Control

The planning application is accompanied by a Transport Assessment (TA) which suffers from a number of shortcomings. These are set out below.

The principal shortcoming is that the assessment of the Camp Road / Chilgrove Drive roundabout does not include in its base case traffic from either the recently adopted Local Plan amendments for a further 1,600 dwellings. As such, the assessment is not accepted.

The TA refers to the Southern Bomb Stores application (15/00474/OUT) and uses its traffic flow data as a base case. Paragraph 6.4.4 states that:

"The '15 transport assessment states that Heyford Park '10 application is contained within Tempro and therefore growths the surveyed traffic flows using Tempro to formulate a future year scenario. This then includes the proposed development traffic."

The current TEMPRO version is 6.2 and provides access to National Trip End Model (NTEM) datasets published in April 2010. There have been no further updates undertaken since that date. It is therefore likely that the 2010 permission is included in Tempro if it was included in an adopted planning document prior to April 2010. However, the recently adopted Local Plan amendments for a further 1,600 dwellings together with employment are clearly not included in Tempro and have therefore not been accounted for in the assessment of the Camp Road / Chilgrove Drive roundabout.

Other aspects of the TA which are considered undesirable or inadequate are as follows.

- Section 2 makes reference to the Department for Transport's Guidance on Transport Assessment. However this guidance was withdrawn and replaced in 2014.
- Paragraph 3.5.3 states that *"A mix of cycle parking facilities will be provided..."* but does not state what these will be. Specific provision should be identified.
- Paragraph 4.3.1 refers to *"...a secondary dropped kerb private access serving a limited number of dwelling is to be provided from Camp Road."* OCC has a preference to keep the number of access points on Camp Road to a minimum and would prefer these dwellings to be served using the main site access.

- Paragraph 4.4.1 relates to servicing, and reference to drawing number P01 Rev C reveals that a Mercedes Econic has been used for swept path analysis. However no dimensions for this vehicle are stated nor is the vehicle type, and it is not therefore possible to verify the swept path analysis.
- Paragraph 4.5.1 refers to OCC's parking standards. However, it is likely that the parking standards contained in the Heyford Park Design Code would apply to this site.
- The parking arrangements for plots 72 to 77 are not ideal since some spaces are provided to the rear of the dwelling and are likely to be less desirable to residents. The arrangements are likely to lead to on-street parking to the front of these dwellings.

Public Transport

This application has been made outside the context of a comprehensive approach or agreed masterplan for the wider Upper Heyford development site, which is required to implement the 1600 additional dwellings included in the Adopted Cherwell Local Plan.

A considerable contribution will be required towards procuring the additional public transport services that will be required to link Upper Heyford with Bicester, Oxford and Banbury. The estimated contribution would be £2700 per additional dwelling. Please see Detailed Comments below.

Without a masterplan for the wider Upper Heyford site, it is not possible to calculate the 'round-trip' journey times from Upper Heyford to Bicester, Oxford and Banbury and an estimate is given, making an allowance for a longer route around the Upper Heyford site, to provide access to all parts of the wider site. Once a masterplan emerges, bus routeing can be planned and journey times estimated with more precision.

The Council's Bus Strategy designates the Upper Heyford-Bicester route as a 'Premium Transit' level of service, with a target four buses per hour, and the Upper Heyford-Oxford and Upper Heyford-Banbury services as 'Connector Transit' services, with a target frequency of two buses per hour.

This level of future public transport provision was discussed with the Inspector at the recent Cherwell Local Plan examination, where there was considerable concern at the sustainability of Upper Heyford as a Local Plan residential allocation. The Councils discussed a considerable enhancement of the public transport links from Upper Heyford and these service frequencies were used in the modelling of flows to/from Bicester, Banbury and Oxford. Such a level of bus service is absolutely necessary to provide a credible level of service for residents and employees who would otherwise use the car, thus causing unacceptable impacts on the County's strategic highway network.

Additional Public Transport Services

The following represents an indicative calculation of the additional public transport services that would be required to support the Upper Heyford allocation in the adopted Cherwell Local Plan. It is intended only as a guide for the developer, and specific provisions can only be identified as part of a transport masterplanning exercise.

Current (2015) bus service resource provides an hourly service from Upper Heyford to Bicester and to Oxford: **2 buses**

Immediate future (2016) the bus service resource required to provide agreed level of service at Upper Heyford: **3 buses**

Distant future (2031) bus service resource required to provide four buses per hour to Bicester and two buses per hour to Oxford and Banbury, which will also circulate around the wider Upper Heyford site. **9 buses**

Route A:	Bicester- Upper Heyford	40 minutes round trip,	3 buses
Route B:	Oxford – Upper Heyford	80 minutes round trip	3 buses
Route C:	Banbury – Upper Heyford	85 minutes round trip	3 buses

Procurement of six additional buses on a pump-priming basis to provide this level of bus service is **£4,320,000**.

Each additional bus is estimated to cost **£720,000** to procure on a pump-priming basis of 8 years towards commercial viability in year 9, based on a year one full cost of £160,000, then declining by an incremental £20,000 per annum, to reflect income from fares.

- Number of additional dwellings proposed 1,600
- Contribution per additional dwelling £2,700.

Travel Plans

No up to date acceptable Framework Travel Plan exists for the former RAF Upper Heyford site and until this is in place each development that takes place on the site will have to be treated as an individual development. The developer would therefore need to submit a residential travel plan for this development. The developer would also need to submit a Travel Information Pack for this development.

Road Agreements

A hard strip or 2m wide footpath should be provided behind visitors parking lay-bys to allow drivers to step out of parked vehicles.

The turning areas next to plots 27-32, 41-43, and 55-57 are not acceptable. Turning areas need to show an appropriate highway boundary in the form of kerb line or edgings to avoid future Adoption problems.

Bollards should be installed on approach to pinch point to highlight the traffic calming feature.

Drainage

On the whole the drainage proposal looks good. However fundamental information relating to greenfield run-off rates and expected volumes of surface water storage is not included. The infiltration rate information is included, but there is no indication of volumes the drainage system will be dealing with. OCC expects this information to be supplied as part of a full planning application.

Officer's Name: Chris Nichols

Officer's Title: Transport Development Control

Date: 14 September 2015

District: Cherwell

Application no: 15/01357/F

Proposal: Erection of 77 dwellings, creation of new access from Camp Road, creation of new open space, hard and soft landscaping and ancillary works

Location: Land East Of Larsen Road Upper Heyford

Archaeology

Recommendation:

Objection

Key issues:

The site is located in an area of archaeological potential 200m west of the prehistoric Aves Ditch and in an area where Anglo Saxon burials and Iron Age settlement has been recorded. The results of an archaeological evaluation will need to be submitted as part of any application for the site, as set out in the NPPF para 128, in order that an informed decision can be made regarding the impact of this development on any surviving archaeological features on the site.

Legal agreement required to secure:

None

Conditions:

None at this stage.

Informatives:

If the applicant makes contact with us, we shall be pleased to provide information on the procedures involved, draft a brief upon which a costed specification can be based and provide a list of archaeological contracting organisations working in the area.

Detailed comments:

We previously provided a response to a pre application consultation for this site where we recommended that the results of an archaeological trenched evaluation would need to be submitted along with any planning application. A geophysical survey was undertaken on the site but the required trenched evaluation has not yet commenced.

The site is located in an area of archaeological potential 200m west of the line of Aves Ditch, a prehistoric tribal boundary later used as a Roman road. A number of Iron Age banjo enclosures have been recorded along the line of this boundary including one 700m east of this site and another, 500m north of this proposed site, immediately adjacent to Aves Ditch. Two further banjo enclosures have been recorded to the south of this proposed site. Other Prehistoric features have been identified from aerial photographs in the immediate vicinity.

A Romano-British settlement site has been recorded to the north of this proposal and a series of cropmarks identified as a possible Iron Age or Roman settlement complex have been recorded to the east of the site. A number of burials have been recorded in the vicinity and a possible Anglo Saxon cemetery has been recorded within the area of the site.

A number of possible archaeological features have been recorded by the geophysical survey.

It is therefore possible that significant archaeological deposits could survive on the site and further information in the form of an archaeological evaluation will need to be submitted along with any planning application for the site in order that the impact of any development on any surviving archaeological deposits can be assessed ahead of the determination of any planning application for the site. This is set out in paragraph 128 of the National Planning Policy Framework (2012).

Officer's Name: Richard Oram

Officer's Title: Planning Archaeologist

Date: 07 September 2015

District: Cherwell

Application no: 15/01357/F

Proposal: Erection of 77 dwellings, creation of new access from Camp Road, creation of new open space, hard and soft landscaping and ancillary works

Location: Land East Of Larsen Road Upper Heyford

Education

Recommendation:

No objection subject to conditions

Key issues:

Based on the information currently available, this proposed development has been estimated to generate 22.51 primary pupils, 15.66 secondary pupils (including 2.03 sixth formers) and 0.43 pupils requiring education at a SEN school.

Primary education

- £260,711 Section 106 required for the necessary expansion of permanent primary school capacity serving the area, at Heyford Park Free School.

Secondary education

- £275,611 Section 106 required for the necessary expansion of permanent secondary school capacity serving the area, at Heyford Park Free School.

Special Educational Needs (SEN) education

- OCC is not seeking Education contributions to mitigate the impact of this development on SEN school infrastructure. This is solely due to Regulation 123 of the Community Infrastructure Regulations 2010 (as amended), and the need to reserve our ability to seek contributions from larger developments than this in the area in future.

Legal Agreement required to secure:

£260,711 Section 106 developer contributions towards the expansion of Heyford Park Free School, by a total of 22.51 pupil places. This is based on Department for Education (DfE) advice weighted for Oxfordshire, including an allowance for ICT and sprinklers at £11,582 per pupil place. This is index linked from 1st Quarter 2012 using PUBSEC Tender Price Index.

£275,611 Section 106 developer contributions towards the expansion of Heyford Park Free School by a total of 15.66 pupil places (including 2.03 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.

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:

- Contribution calculations are based on the notified numbers and mix of dwellings.

Detailed Comments:

Primary:

Demand for Bicester primary school places has risen rapidly in recent years. While Heyford Park Free School, as a new school, currently has spare places it is expected in time to fill. The school was built in order to accommodate the number of pupils generated by the already permitted Upper Heyford housing development and as housing continues to be constructed and occupied, the currently surplus places will be filled.

Any additional housing development not included in that already permitted will be expected to contribute towards the required further expansion of primary school capacity in the area.

Secondary:

There is some spare capacity within Bicester town at secondary age, but this will be filled as the higher numbers now in primary school feed through. The secondary phase at Heyford Park Free School is operating close to its capacity in the age range open so far.

Any additional housing development not included in that already permitted will be expected to contribute towards the required further extension of the Heyford Park Free School.

Special:

Education contributions required to mitigate the impact of the development on infrastructure but for which Regulation 123 of the Community Infrastructure Regulations 2010 (as amended) prevents OCC seeking a s106 obligation:

- £12,989 Section 106 as a proportionate contribution to expansion of Special Educational Needs provision in the area by a total of 0.43 pupil places. This site is served by Bardwell School, which is a special school in Bicester.

Officer's Name: Diane Cameron

Officer's Title: School Organisation Officer

Date: 09 September 2015

District: Cherwell

Application no: 15/01357/F

Proposal: Erection of 77 dwellings, creation of new access from Camp Road, creation of new open space, hard and soft landscaping and ancillary works

Location: Land East Of Larsen Road Upper Heyford

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:

10 x One Bed Dwellings
23 x Two Bed Dwellings
32 x Three Bed Dwellings
12 x Four Bed Dwellings

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

195.03 additional residents including:

14.85 resident/s aged 65+
136.45 residents aged 20+
16.38 resident/s ages 13-19
20.42 resident/s ages 0-4

Legal Agreement required to secure:

- Library infrastructure and book stock £16,577.55

Total **£16,577.55**

*Total to be Index-linked – see detailed comments for price index base that applies

Admin and monitoring fee **£5,000**

Admin and monitoring fee - Oxfordshire County Council requires an administrative payment of £5,000 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.

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 all new building including all new dwellings are constructed with fire suppression systems.

Local Library

This development is served by Deddington Library.

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

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

The costs of extending a library is £2,370 per m² at 1st Quarter 2012 price base; this equates to £65 (£2,370 x 27.5 / 1,000) per resident.

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

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

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

$$\mathbf{£85 \times 195.03 \text{ (the forecast number of new residents)} = \mathbf{£16,577.55}}$$

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 outlined towards sustainable community infrastructure and its capital development 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.

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

• Central Library	£3,344.76
• Waste Management	£12,481.92
• Museum Resource Centre	£975.15
• Adult Day Care	£16,335.00
Total	<u>£33,136.83</u>

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

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

Detailed comments for contributions not sought solely due to S106 pooling restrictions

Detailed Comments:

Central Library

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

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

Population across Oxfordshire outside of Oxford City District is forecast to grow by 93,529 to year 2026. £1,604,000 ÷ 93,529 people = £17.15 per person

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

$$\mathbf{£17.15 \times 195.03 \text{ (the forecast number of new residents)} = \mathbf{£3,344.76}}$$

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:

$$\mathbf{£64 \times 195.03 \text{ (the forecast number of new residents)} = \mathbf{£12,481.92}}$$

County Museum Resource Centre

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

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

An extension to the MRC to mitigate the impact of new development up to 2026 has been costed at £460,000 at 1st Quarter 2012 price base; this equates to £5 per person

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

$$\mathbf{£5 \times 195.03 \text{ (the forecast number of new residents)} = \mathbf{£975.15}}$$

Social & Health Care - Day Care Facilities

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

Contributions are based upon a new Day Care centre offering 40 places per day (optimum) and open 5 days per week; leading to an equivalent costing of £11,000 per place at 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:

$$\mathbf{£1,100 \times 14.85 \text{ (the forecast number of new residents aged 65+)} = \mathbf{£16,335.00}}$$

Officer's Name: Oliver Spratley

Officer's Title: Corporate Landlord Officer

Date: 14 September 2015

District: Cherwell

Application no: 15/01357/F

Proposal: Erection of 77 dwellings, creation of new access from Camp Road, creation of new open space, hard and soft landscaping and ancillary works

Location: Land East Of Larsen Road Upper Heyford

Minerals & Waste

Recommendation:

No objection

Key issues:

The proposed development would sterilise deposits of limestone within the application site and could affect deposits in adjoining land. It therefore needs to be considered against Oxfordshire Minerals and Waste Local Plan policy SD10.

In view of the location of the site and the constraints on and uncertainty relating to the possible working of these mineral deposits, any additional mineral sterilisation that would result from the proposed development is not considered to be sufficiently significant to justify safeguarding the limestone deposits within the site against built development.

Legal agreement required to secure:

None

Conditions:

None

Informatives:

None

Detailed comments:

Published BGS mapping shows the application site to be underlain by deposits of limestone, forming part of an extensive outcrop of limestone in the Upper Heyford – Ardley area. The Council is not aware of any detailed geological information on the depth, extent and quality of the limestone deposits within this site, but limestone is currently being worked at Dewars Farm (Ardley) Quarry approximately 2 km to the east.

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. Policy M8 on safeguarding

mineral resources in the Oxfordshire Minerals and Waste Local Plan: Part 1 – Core Strategy proposed submission document August 2015 should also be taken into consideration; although the site does not lie within a strategic mineral resource area identified in policy M3 of the Core Strategy

The application site lies within an area of land between the already developed area at Upper Heyford Airfield (to the north and west) and Chilgrove Drive (to the east) and Camp Road (to the south). The limestone deposits within the application site are therefore isolated from the main area of the limestone outcrop between Upper Heyford and Ardley that lies to the east. In view of this factor, and taking into account the existing constraints from adjacent land uses, it is unlikely that the application site would be of sufficient size or contain sufficient limestone resource for mineral working here to be practicable or viable. Therefore, the proposed development would not be contrary to saved Oxfordshire Minerals and Waste Local Plan policy SD10 on protection of mineral resources and, accordingly no objection should be raised to this planning application on minerals policy grounds.

Officer's Name: Peter Day

Officer's Title: Minerals & Waste Policy Team Leader

Date: 21 August 2015

District: Cherwell

Application no: 15/01357/F

Proposal: Erection of 77 dwellings, creation of new access from Camp Road, creation of new open space, hard and soft landscaping and ancillary works

Location: Land East Of Larsen Road Upper Heyford

Ecology

Recommendation:

Comments

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: Sarah Postlethwaite

Officer's Title: Protected Species Officer

Date: 25 August 2015

District: Cherwell

Application no: 15/01357/F

Proposal: Erection of 77 dwellings, creation of new access from Camp Road, creation of new open space, hard and soft landscaping and ancillary works

Location: Land East Of Larsen Road Upper Heyford

LOCAL MEMBER VIEWS

Cllr: Catherine Fulljames

Division: Ploughley

Comments:

I am concerned about the fact that it is outside the area for development. With the introduction of more new houses, we must be sure that we do have the necessary funding for infrastructure. There is also the problem of additional traffic on areas locally that at overcapacity. The junction at Middleton Stoney particularly which has been identified as a problem, also increased traffic through Ardley.

Date: 28 August 2015
