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

District: Vale of White Horse
Application no: P15/V1504/FUL-5
Proposal: Residential development to provide 207 dwellings with associated highway works, open space and infrastructure improvements.
Location: Land North of Grove Road Harwell OX14

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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Application no: P15/V1504/FUL-5
Proposal: Residential development to provide 207 dwellings with associated highway works, open space and infrastructure improvements.
Location: Land North of Grove Road Harwell OX14

Strategic Comments

Comments:

The proposal to develop this site for around 200 houses is in accordance with the draft allocation in the Vale of White Horse Submitted Local Plan Part 1.

In our previous response dated 26 May 2016 we noted the need for further discussions in relation to the significant works needed on Grove Road and its junctions. Further amendments have been received and we are now satisfied that a suitable solution for the Grove Road/B4493 shared space/junction improvement works has been found.

Officer's Name: Jason Sherwood
Officer's Title: Locality Manager
Date: 23 June 2016

Transport

Recommendation:

No objection subject to conditions

The highway authority previously objected to the proposals because it considered that certain matters relating to highway safety needed to be addressed.

Briefly those matters were as follows –

area of visibility splay to be offered for adoption as highway

satisfactory forward stopping sight distance to build out to be available for eastbound traffic

site access bell-mouth radii to be 8.0 metres.

a traffic calming feature for westbound traffic to be retained

key area for adoption as highway to be identified

Key issues:

The highway authority's original Transport Response to this application was made on 6 August 2015. Reference was made, inter alia, to the discussions that were proceeding with regards to the necessary treatment of Grove Road and in particular the narrow section at its eastern end.

The highway authority further responded on 10 December 2015 to the submission of an amendment to the application (P15/V1504/FUL-2) and raised an Objection due to the nature of the changes that were being proposed. Subsequently, a second amendment to the application (P15/V1504/FUL-3) was submitted which sought to provide substantiation of the previous changes. The highway authority considered it necessary, in its response dated 26 January 2016) to maintain its Objection to the proposals.

The submission of a third amendment to the application (P15/V1504/FUL-4) was also Objected to by the highway authority in its response dated 25 May 2016, but in relation only to certain matters that needed to be confirmed, as set out above.

This current submission now addresses those matters and enables the highway objection to be removed.

Legal agreement required to secure:

A s.106 Agreement would be required to secure financial contributions towards –

> the costs of all signage, Traffic Regulation Orders, Diversion Orders and any other measures associated with the relocation and introduction of speed limits, traffic calming and village limit feature, Public Rights of Way and traffic management at eastern end of Grove Road and on High Street (sum to be determined); (BCIS Index, base Apr 2016)
>
> the associated cost of future maintenance of the access and highway works as a commuted sum (sum to be determined); - (BCIS Index, base Apr 2016)
>
> the procurement of an improved bus service through Harwell village of £169,335.00 (based upon a charge rate of £795 per dwelling); (RPIX index from base date July 2012).
>
> the fee for monitoring of a travel plan for a period of five years, of £1,240.00. (RPIX Index, base Dec 2014)
>
> These financial contributions would be subject to appropriate index linking, as indicated.

A s.278 Agreement would be required to secure all necessary off-site access and infrastructure mitigation/improvement works.

A Footpath Diversion Order (Town and Country Planning Act) would be required to formally divert and re-route Harwell Footpath No 7.

A s.38 Agreement would be required for the adoption of new roads.

Conditions:

The Planning Authority is recommended to impose upon any planning permission they may grant the CONDITION(S) set out below:

Prior to the implementation of any other development hereby permitted within the site the means of site access shall be formed and laid out to the approval of the Local Planning Authority, constructed in accordance with the local authority's specifications and all ancillary works specified shall be undertaken.

Prior to the implementation of the development hereby permitted Stage 1 Safety Audit and Technical Audit procedures shall have been carried out and completed.

Prior to implementation of the development hereby permitted, a Construction Traffic Management Plan (CTMP) shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the developer shall comply with the requirements of the CTMP in all respects.

Prior to the implementation of the development hereby permitted, a fully designed scheme utilising a sustainable drainage system for the surface water drainage of the development shall be submitted and, once approved, the scheme shall be implemented prior to the

occupation of any dwelling to which the scheme relates. This is to ensure the effective and sustainable drainage of the site and to avoid flooding.

Prior to the first occupation of the development hereby permitted, visibility splays shall be formed, laid out and constructed in accordance with detailed plans, which shall be submitted to and approved in writing by the Local Planning Authority.

Prior to first occupation of the development hereby permitted an approved full residential travel plan for the site shall be produced, to be then updated within 6 months of first occupation or on occupation of the 50th dwelling, whichever is the earlier, when data becomes available.

Prior to first occupation of the development hereby permitted a Residential Travel Information Pack shall be submitted to and approved by the Local Planning Authority in consultation with the local highway authority. Upon occupation, the first residents of each dwelling shall be provided with a copy of the approved Travel Information Pack.

Prior to the first occupation of the 30th dwelling forming part of the development hereby permitted, an emergency access from the site onto Grove Road shall have been constructed in accordance with approved details.

A link to be provided within the site frontage between the principle site access and the south east corner of the site, in a position as indicated on Drawings Nos TR8150734/6600 Rev P2 and TR8150734/6601 Rev P2, shall be provided as a 3.0 metres wide shared pedestrian/cyclist link and shall be formed and constructed in accordance with standards and specifications that are to the approval of the highway authority and the whole link when completed shall be offered to the highway authority to be adopted as highway maintainable at public expense.

A number of conditions would be required dealing with the retention, protection and diversion of Public Rights of Way –

> Temporary obstructions No materials, plant, temporary structures or excavations of any kind should be deposited / undertaken on or adjacent to the Public Right of Way that may obstruct or dissuade the public from using the Public Right of Way whilst development takes place. Reason: To ensure the Public Right of Way remains available and convenient for public use.
>
> Route alterations No changes to the Public Right of Way direction, width, surface, signing or structures shall be made without prior permission approved by the Countryside Access Team or necessary legal process. Reason: To ensure the Public Right of Way remains available and convenient for public use.
>
> Vehicle access (construction) No construction / demolition vehicle access may be taken along or across a Public Right of Way without prior permission and appropriate safety/mitigation measures approved by the Countryside Access Team. Any damage to the surface of the Public Right of Way caused by such use will be the responsibility of the applicants or their contractors to put right / make good to a standard required by the Countryside Access Team. Reason: To ensure the Public Right of Way remains available and convenient for public use.
>
> Vehicle access (Occupation) No vehicle access may be taken along or across a Public Right of Way to residential or commercial sites without prior permission and appropriate safety and surfacing measures approved by the Countryside Access

Team. Any damage to the surface of the Public Right of Way caused by such use will be the responsibility of the applicants, their contractors, or the occupier to put right / make good to a standard required by the Countryside Access Team. Reason: To ensure the Public Right of Way remains available and convenient for public use

Gates / right of way Any gates provided shall be set back from the Public Right of Way or shall not open outwards from the site across the Public Right of Way. Reason: To ensure that gates are opened or closed in the interests of Public Right of Way user safety.

Improvements to routes Public Rights of Way through the site should be integrated with the development and improved to meet the pressures caused by the development whilst retaining their character where appropriate.. No improvements may be implemented without prior approval of the Countryside Access Team. Reason: To ensure the Public Right of Way through the development retains character and use as a linear corridor and is able to integrate with the development

Informatives:

The highway authority would require that any area of land not lying within the limits of the existing highway boundary and that was required to form part of a junction or access visibility splay would be indicated on a Dedication Plan and the land would be formally offered for adoption as public highway.

A drainage scheme must be developed to provide details of the sustainable surface water drainage of the development site. The scheme would be expected to include -

- Discharge Rates
- Discharge Volumes
- Maintenance and management of SUDS features
- Sizing of features – attenuation volume
- Infiltration in accordance with BRE365
- Detailed drainage layout

The Applicant should be advised that private water discharge would not be accepted into the highway drainage system and consideration should be given to how private storm water would be managed without impacting the public highway.

It should be noted that the highway drawings now submitted contain a lot of technical and specification details which are helpful but not required for approval at planning stage. Therefore, while the drawings are considered to be acceptable in principle, the details must be considered to be indicative and will necessarily be subject to further review and approval at technical audit and detail design stage.

Detailed comments:

The further highway drawings now submitted are as follows –

TR8150734/6500 REV P1 Engineering Layout Plan

TR8150734/6600 REV P2 Engineering Layout Plan

TR8150734/6601 REV P2 Engineering Layout Plan

TR8150734/6401 REV P3 General Arrangement

TR8150734/6400 REV P3 Overall general Arrangement

TR8150734/6750-1 REV T2 Shared Surface and Footway Engineering Layout Plan

TR8150734/6750-2 REV T2 Grove Road/Shared Surface and Footway Engineering Layout Plan

TR8150734/6750-2 REV T2 Grove Road/Shared Surface and Footway Engineering Layout Plan

TR8150734/6602 REV P2 Uncontrolled Crossing Facility & Emergency Access Engineering Layout Plan

This response reflects the comments made by the highway authority in its previous responses.

The Transport Assessment Addendum confirms that the number of dwellings has now been reduced from 213 to 207 and the housing mix is now as follows -

20 x 5-bed dwellings
32 x 4-bed dwellings
81 x 3-bed dwellings
66 x 2-bed dwellings
8 x 1-bed dwellings

These are not material changes in terms of transport.

It is now proposed that a total of 391 allocated parking spaces would be provided which would be considered acceptable. In addition, 41 unallocated visitor parking spaces are proposed. Cycle storage would be either within garages or secure sheds.

The principal access point onto Grove Road would be provided with visibility splays of 2.4 metres by 43 metres. A separate emergency access point would be provided onto Grove Road.

A public footpath link is shown to connect through the eastern boundary of the site to connect with Barrow Road. The highway authority would require that a pedestrian link from within the site was provided to connect to Barrow Road.

Public Footpath 243/11 runs along the eastern site boundary. The highway authority would require that this path was improved so as to have a sealed surface along its length between the new footway/cycleway connection near Grove Road and the proposed connection with Barrow Road. The new surface would be constructed to the maximum width that could be accommodated and to a standard that the highway authority would be prepared to maintain in the future. The southernmost section of this Public Footpath (that is, from Grove Road for a length of approximately 10 metres) would remain unimproved such that pedestrians would be encouraged to use the new footway/cycleway link along the site frontage and avoid accessing onto Grove Road immediately opposite the junction with Manor Green. The improved length of the Public Footpath as described above should be required to have an open, unfenced boundary towards the development so as to avoid a ‘corridor’ effect.

Public Footpath 243/7 runs through the site and is proposed to be diverted. This would require a public consultation procedure and a Statutory Order (Footpath Diversion Order, Town and Country Planning Act) to bring into effect. Again, its diverted route would be required to be constructed to a standard suitable for adoption. At the point where the Public

Footpath meets the western site boundary provision of a pedestrian link between the site and the Footpath should be made.

A number of the submitted drawings as referred to above include details of specification and construction for carriageways, footways, signing and carriageway markings. However, all such details will need to be subject to future technical audit as part of the s.278 and s.38 procedures. Therefore, the highway authority does not need to make any comment in respect of these details at this planning stage. For this reason, as indicated below, the highway authority's acceptance of the proposals submitted is in principle and will be subject to further technical audit and detail design approval as required.

The revised Drg no TR8150734/6400 Rev P3 indicates the overall scheme of off-site highway mitigation measures between A4130 Abingdon Road and High Street is shown. The elements of the works are as follows –

Improvements at A4130/Grove Road junction consisting of –
New 40 mph Speed Limit
Traffic Calming Gateway Feature
Principal site access
Emergency site access
Uncontrolled pedestrian crossing facility at existing gateway feature
New 20 mph speed limit
Footway along north side of Grove Road
Shared surfacing
Improvements at Grove Road/High Street junction
Re-alignment of west kerb-line along High Street
Amendment to Layby layout on High Street

The proposals as outlined are considered to be acceptable.

Drawing No TR8150734/6500 Rev P1 indicates the proposed improvements at A4130/Grove Road junction. Visibility splays of 2.4 metres by 215 metres from the junction along A4130 in both directions would be required. The drawing confirms that land required for this purpose would be dedicated as public highway.

The junction bell-mouth would be re-formed with new radius kerb-lines and further improvements in the form of footway construction and carriageway re-surfacing would be required. Ancillary works would include carriageway markings, signing, and a pedestrian crossing point comprising dropped kerbing and tactile pavings.

A new 40 mph statutory speed limit would be required along Grove Road, commencing at the junction with A4130 Abingdon Road. The exact positioning of the speed limit extent would need to be determined by the highway authority.

The proposals shown on Drawing No TR8150734/6500 Rev P1 are acceptable in principle to the highway authority.

The revised Drawing No TR8150734/6600 Rev P2 indicates the proposals for a Traffic Calming Gateway Feature. The feature would comprise a solid build out to reduce the effective carriageway width to 3 metres. Eastbound traffic would be required to give way and a section of high friction surfacing would be applied on the approach to the build out. At this location the 40 mph speed limit would be terminated and a new 20 mph limit introduced running eastwards to High Street.

The proposal to provide a traffic calming feature is acceptable in principle to the highway authority. Its location has been carefully considered to ensure that safety risks are not created. The feature is proposed to be located approximately 45 metres to the west of the principle site access. Site measurements have been made to confirm that 130 metres forward Stopping Sight Distance (SSD) could be achieved. The required SSD for 40 mph is 120 metres. However, to minimise further any risk associated with the build out, the following works are also to be provided –

> revised marking detail so that the Give Way Line is moved eastwards as far as possible;
>
> advance Warning sign for eastbound traffic;
>
> a second traffic calming feature for westbound traffic close to Manor Road. The effect of this will be to disrupt the westbound traffic during heavy periods when there could otherwise be a steady flow and so provide gaps which eastbound traffic will be able to use, thereby minimising the chance of an eastbound queue forming.

With the inclusion of these additional measures, the highway authority considers that the proposals as indicated are acceptable.

The principal site access would be constructed with a 6.0 metres carriageway width and a bell-mouth with radius kerb-lines to form the junction onto Grove Road. Visibility splays of 2.4 metres by 43 metres would be provided from the site access along Grove Road in both directions. The revised Drawing TR8150734/6601 REV P2 confirms that the access kerb radii at the principle site access would be 8 metres.

The carriageway surfacing along Grove Road from the traffic calming feature eastwards would be planed and replaced, to adjusted levels as required.

The revised Drawing No TR8150734/6601 Rev P2 indicates a separate emergency access from the site onto Grove Road. Its location would be approximately 75 metres to the east of the principal site access. No details of its form of control, layout or construction have been given and the highway authority would require such details to be submitted for approval.

To the west of the junction with Manor Green there is an existing traffic calming feature where the existing speed limit change occurs. This speed limit change would be removed as a result of the previous proposals which intended that a new uncontrolled pedestrian crossing point should be provided but that the traffic calming feature should be removed. The proposals had been indicated on Drawing No TR8150734/6602 Rev P1.

The revised Drawing TR8150734/6401 REV P3 indicates that in place of the existing feature to the west of the junction with Manor Green, a new build out would be constructed on the south side of Grove Road only. This would pair up and mirror the similar feature further west. It would provide a pedestrian crossing point as proposed. This second build out feature would have the benefit of causing westbound vehicles to give way to oncoming traffic and during busy periods would break up the flow into platoons. The breaking up of the westbound flow would decrease the likelihood of a steady flow past the calming feature further west and in consequence would reduce the likelihood of eastbound vehicles forming a queue at that point.

The highway authority considers that these revised proposals are acceptable.

Revised Drawing No TR8150734/6750-1 Rev T2 and Drawing No TR8150734/6750-3 Rev T1 indicate that a footway would be constructed within the grassed verge between the several private access driveways. It indicates that no work would be done across the driveway aprons.

The highway authority has previously confirmed that a continuous footway with a minimum width of 1.5 metres would be required from the site access point running eastwards along the north side of Grove Road to a point approximately 80 metres to the west of the junction with High Street. This would be an essential facility to provide connectivity between the site and the village centre. Therefore, whilst the proposal to provide the footway is acceptable in principle the highway authority would require that works would be carried out, which would include any works across the driveway access aprons within the highway as necessary, to provide a continuous, safe footway route.

Revised Drawings Nos TR8150734/6600 Rev P2 and TR8150734/6601 Rev P2 indicate that along the length of the site frontage between the principle site access and the south east corner of the site, a link for pedestrians would be provided within the development site rather that within the existing highway. The provision in this way would be acceptable in principle to the highway authority, but it must be made as a 3.0 metres wide shared footway/cycleway link which must be offered for adoption as public highway. The highway authority requires that a Condition is imposed upon any planning permission that may be granted to ensure that this is provided.

Drawing No TR8150734/6750-3 Rev T1 indicates a shared surface scheme along Grove Road where the overall highway width is not sufficient to accommodate a separate footway. Associated with this are alterations along High Street to improve the junction with Grove Road.

Extensive discussions have been held with the Applicant regarding this and the proposals as indicated are considered by the highway authority to be acceptable in principle. The key elements of the scheme would be –

> Re-alignment of approximately 1 metre to the west kerb-line on High Street, retaining a minimum carriageway width of 6.0 metres;
>
> New bell-mouth construction of the Grove Road/High Street junction;
>
> Alterations to kerb-lines at The Barrow/High Street junction;
>
> Alterations as required to the layby on the east side of High Street to the north of Kings Lane;
>
> Uncontrolled pedestrian crossing points on High Street and Kings Lane and connecting footways;
>
> A shared surface roadway along Grove Road commencing from a point 9.2 metres from the re-aligned nearside edge of carriageway on High Street and extending for a length (including entry and exit ramps) of 70 metres.

The new 20 mph limit to be introduced along Grove Road would be terminated at its junction with High Street.

The highway authority notes that on several drawings road lighting has been indicatively shown. The highway authority confirms that lighting would be required, including along the

section of shared surface roadway. The details of a lighting scheme would need to be submitted to and agreed with the highway authority.

Officer's Name: John M Patey
Officer's Title: Temporary Development Control (Transport) Consultant
Date: 16 June 2016

District: Vale of White Horse
Application no: P15/V1504/FUL-5
Proposal: Residential development to provide 207 dwellings with associated highway works, open space and infrastructure improvements.
Location: Land North of Grove Road Harwell OX14

Education

Recommendation:

No objection subject to S106 contributions to mitigate the impact of the development on infrastructure as detailed below.

The latest amendment reduces the number of units from 213 to 207 and changes the unit mix to:

- 8 x One Bed Dwellings
- 66 x Two Bed Dwellings
- 81 x Three Bed Dwellings
- 52 x Four Bed Dwellings

On the basis of the above unit mix and a level of affordable housing at 35% it is estimated that the following number of pupils would be generated by the proposed development:

- 3.52 early years' education places for entitled two year-olds
- 58 primary school places (age 4-11)
- 40 secondary school places (age 11-16)
- 6 sixth-form places (age 16-19)
- 1.2 SEN pupil places (all ages)

On the basis of the amended pupil generation the s106 contributions required are:

Early Years' £36,080 3Q15 values
Primary £735,904 3Q15 values
Secondary: £920,664 3Q15 values
SEN: £44,021 3Q15 values

Contributions sought should be Index-linked from 3rd Quarter 2015 using the PUBSEC Tender Price Index.

For compliance with Regulation 122(2) Community Infrastructure Levy Regulations 2010 (as amended) and the purpose to which the contributions would be used please see Diane Cameron's Education Response dated 20th May 2016 in relation to P15/V1504/FUL-4.

Officer's Name: Diane Cameron
Officer's Title: School Organisation Officer
Date: 17 June 2016

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:

8 x One Bed Dwellings
66 x Two Bed Dwellings
81 x Three Bed Dwellings
52 x Four Bed Dwellings

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

539 additional residents including:
44 resident/s aged 65+
374 residents aged 20+
45 resident/s ages 13-19
44 resident/s ages 0-4

Legal Agreement required to secure:

• Library	£52,822.00
• Adult Day Care	£5,808.00
Total*	**£58,630.00**

*Total to be Index-linked from 3rd Quarter 2015 Using PUBSEC Tender Price Index

• Administration & Monitoring	£8,923.06

The County Councils legal fees in drawing up and/or completing a legal agreement will need to be secured.

Administration

Oxfordshire County Council requires an administrative payment of £8923.05915 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 contribution

OCC is not seeking property contributions to mitigate the impact of this development for all infrastructure. This is solely due to Regulation 123 of the Community Infrastructure Regulations 2010 (as amended).

Conditions:

The County Council as Fire Authority has a duty to ensure that an adequate supply of water is available for fire-fighting purposes. There will probably be a requirement to affix fire hydrants within the development site. Exact numbers and locations cannot be given until detailed consultation plans are provided showing highway, water main layout and size. We would therefore ask you to add the requirement for provision of hydrants in accordance with the requirements of the Fire & Rescue Service as a condition to the grant of any planning permission.

Informatives:

Fire & Rescue Service recommends that new dwellings should be constructed with sprinkler systems

Detailed Comments:

Local Library

This development is served by Didcot 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 £2,836 per m2 at 3rd Quarter 2015 price base; this equates to

£78 (£2,836 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; 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:

£98 x 539 (the forecast number of new residents) = £52,822.00

Social & Health Care - Day Care Facilities

This development is served by Didcot 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 Didcot 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 £13,163 per place at 3rd Quarter 2015 price base (this in non-revenue). Based on current and predicted usage figures we estimate that

1% of the over 65 population use day care facilities. Therefore the cost per person aged 65 years or older is £132.

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

£132 x 44 (the forecast number of new residents aged 65+) = £5,808.00

Indexation

Financial contributions have to be indexed-linked to maintain the real values of the contributions (so that they can in future years deliver the same level of infrastructure provision currently envisaged). The price bases of the various contributions are covered in the relevant sections above.

General

The contributions requested have been calculated where possible using details of the development mix from the application submitted or if no details are available then the County Council has used the best information available. Should the application be amended or the development mixed changed at a later date, the Council reserves the right to seek a higher contribution according to the nature of the amendment.

The contributions which are being sought are necessary to protect the existing levels of infrastructure for local residents. They are relevant to planning the incorporation of this major development within the local community, if it is implemented. They are directly related to this proposed development and to the scale and kind of the proposal.

Oxfordshire County Council is **not** seeking a contribution towards central library, waste management or museum resource centre 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.

<u>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 does not require a s106 obligation in respect of:</u>

- Central Library £10,656.03
- Waste Management £41,503.00
- Museum Resource Centre £3,234.00

Total* **£55,393.03**

**Total comprised of aggregate's to be Index-linked – see detailed comments

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

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 2015 base prices leaves a funding requirement still to be secured is £4,620,635. 60% of this funding is collected from development in the Oxford area. The remainder 40% is spread across the four other Districts. 40% of £4.620,635 = £1,848,254.

Population across Oxfordshire outside of Oxford City District is forecast to grow by 93,529 to year
2026. £1,848,254 ÷ 93,529 people = £19.77 per person

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

£19.77 x 539 (the forecast number of new residents) = £10,656.03

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 £3,589,888 at 3rd Quarter 2015 price base; this equates to £77 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:

£77 x 539 (the forecast number of new residents) = £41,503.00

County Museum Resource Centre

Oxfordshire County Council's museum service provides a central Museum Resource Centre (MRC). The MRC is the principal store for the Oxfordshire Museum, Cogges Manor Farm Museum, Abingdon Museum, Banbury Museum, the Museum of Oxford and the Vale and Downland Museum. It provides support to theses 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 £550,449 at 3rd Quarter 2015 price base; this equates to £6 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:

£6 x 539 (the forecast number of new residents) = £3,234.00

Officer's Name: Will Madgwick
Officer's Title: Planning Liaison Officer
Date: 21 June 2016