

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

District: Cherwell

Application no: 22/02866/OUT

Proposal: OUTLINE planning application for up to 120 dwellings, vehicular and pedestrian access off Ploughley Road, new pedestrian access to West Hawthorn Road, surface water drainage, foul water drainage, landscaping, public open space, biodiversity and associated infrastructure. Access off Ploughley Road is not reserved for future consideration

Location: Land East Of, Ploughley Road, Ambrosden

Response Date: 3rd November 2022

This report sets out the officer views of Oxfordshire County Council (OCC) on the above proposal. These are set out by individual service area/technical discipline and include details of any planning conditions or Informatives that should be attached in the event that permission is granted and any obligations to be secured by way of a S106 agreement. Where considered appropriate, an overarching strategic commentary is also included. If the local County Council member has provided comments on the application these are provided as a separate attachment.

Assessment Criteria Proposal overview and mix /population generation

OCC's response is based on a development as set out in the table below. The development is taken from the application form.

Residential	
1-bed dwellings	15
2-bed dwellings	31
3-bed dwellings	52
4-bed & larger dwellings	22

Based on the completion and occupation of the development as stated above it is estimated that the proposal will generate the population stated below:

Average Population	299.60
Nursery children (number of 2- and 3-year olds entitled to funded places)	8.09
Primary pupils	36.50
Secondary pupils including Sixth Form pupils	28.63
Special School pupils	0.75

65+ year olds

31.28

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General Information and Advice

Recommendations for approval contrary to OCC objection:

If within this response an OCC officer has raised an objection but the Local Planning Authority are still minded to recommend approval, OCC would be grateful for notification (via planningconsultations@oxfordshire.gov.uk) as to why material consideration outweighs OCC's objections, and to be given an opportunity to make further representations.

Outline applications and contributions

The anticipated number and type of dwellings and/or the floor space may be set by the developer at the time of application which is used to assess necessary mitigation. If not stated in the application, a policy compliant mix will be used. The number and type of dwellings used when assessing S106 planning obligations is set out on the first page of this response.

In the case of outline applications, once the unit mix/floor space is confirmed by reserved matters approval/discharge of condition a matrix (if appropriate) will be applied to establish any increase in contributions payable. A further increase in contributions may result if there is a reserved matters approval changing the unit mix/floor space.

Where a S106/Planning Obligation is required:

- **Index Linked** – in order to maintain the real value of S106 contributions, contributions will be index linked. Base values and the index to be applied are set out in the Schedules to this response.
- **Administration and Monitoring Fee - £6,536**
This is an estimate of the amount required to cover the monitoring and administration associated with the S106 agreement. The final amount will be based on the OCC's scale of fees and will be adjusted to take account of the number of obligations and the complexity of the S106 agreement.
- **OCC Legal Fees** The applicant will be required to pay OCC's legal fees in relation to legal agreements. Please note the fees apply whether a S106 agreement is completed or not.

Security of payment for deferred contributions - Applicants should be aware that an approved bond will be required to secure a payment where a S106 contribution is to be paid post implementation and

- the contribution amounts to 25% or more (including anticipated indexation) of the cost of the project it is towards and that project cost £7.5m or more
- the developer is direct delivering an item of infrastructure costing £7.5m or more
- where aggregate contributions towards bus services exceeds £1m (including anticipated indexation).

A bond will also be required where a developer is direct delivering an item of infrastructure.

The County Infrastructure Funding Team can provide the full policy and advice, on request.

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Transport Schedule

Recommendation:

Objection for the following reasons:

- It has not been demonstrated that the visibility splays available from the proposed site access are adequate for the vehicle speeds along Ploughley Road

If, despite OCC's objection, permission is proposed to be granted then OCC requires prior to the issuing of planning permission a S106 agreement including an obligation to enter into a S278 agreement to mitigate the impact of the development plus planning conditions and informatives as detailed below.

S106 Contributions

Contribution	Amount £	Price base	Index	Towards (details)
Public transport services	135,960	December 2021	<u>RPI</u> -x	Maintaining and/or improving bus routes that serve Ambrosden
Travel Plan Monitoring	1,558	September 2022	<u>RPI</u> -x	Monitoring of the Travel Plan for five years
Public Rights of Way	30,000	September 2022	Baxter	Improvements to the PRow network in the vicinity of the site
Total	167,518			

Other obligations:

- Off-site highway works:
 - Widening of the cycletrack to 3.0m between the site access and the A41 / Ploughley Road junction
 - Traffic-calming measures adjacent to the site access on Ploughley Road
 - Two bus stops on Ploughley Road

Comments:

Introduction

This is an Outline application for up to 120 dwellings, with the vehicular access being taken from Ploughley Road. The access is not a reserved matter so is considered in detail at this stage.

Access arrangements

An indicative junction access plan is included in the Design & Access Statement (DAS) and Appendix D of the Transport Assessment (TA). The centreline of the access is approximately 18m from the trunk of a Hawthorn tree in the highway verge.

The TA says that visibility splays of 70m will be provided and I agree that this distance can be achieved in both directions, assuming that the tree growth is managed and the verge vegetation is kept to an appropriate height. The access will be a significant distance from the built-up area of Ambrosden and relatively close to the (relocated) speed limit boundary between 30mph and the 60mph National Speed Limit (NSL). Therefore, it is not definitive which standards should be used for establishing visibility criteria – both Manual for Streets (MfS) and the Design Manual for Roads and Bridges (DMRB) need to be considered.

According to the calculation in MfS, a 70m Stopping Sight Distance (SSD) is equivalent to 43mph. However, MfS is only applicable up to speeds of 37mph.

According to DMRB, a 70m SSD is equivalent to 32mph.

The built-up area effectively ends at the entrance to the Bicester Garrison centre, 160m from the site access, and there is no streetlighting north of there, so it is highly likely that the majority of outbound vehicles will significantly accelerate, despite remaining in the proposed 30mph area that will only be indicated by speed limit repeater signs. Indeed, any overtaking manoeuvres on exit from the village may result in the faster vehicle proceeding northwards in the southbound lane, significantly reducing the visibility from the site access.

Southbound vehicles from the A41 will leave the NSL at a point which is proposed to be about 100m from the site access. It is considered that most vehicles will not decelerate fast enough to be moving at a speed appropriate to the visibility splay length when they first come into view.

Given the above, OCC consider that the available visibility from the site access is insufficient for the anticipated vehicle speeds along Ploughley Road, despite the proposed change to the speed limit, and this is a reason to **object**.

The applicant has not been able to provide a speed survey because the current closure of Ploughley Road at the A41 junction has made this impractical. Therefore, there is no evidence of current speeds which could potentially be used to estimate the impact of a speed limit change.

OCC believe that the introduction of traffic-calming measures could potentially ensure that vehicle speeds are reduced to acceptable levels. There is a valid precedent on Ploughley Road at the south side of the village where two build-out features have been approved and constructed.

<https://mycouncil.oxfordshire.gov.uk/ieListDocuments.aspx?CId=931&MId=6043>

A similar proposal adjacent to the site may be appropriate. If the application is to be approved, OCC require suitable traffic-calming measures to be provided as part of the S278 works. Any features must be designed to accommodate oversize military vehicles and large agricultural plant, and any vertical deflections along a bus route are subject to agreement with the bus operators.

The bellmouth access must include a cycletrack crossing in accordance with LTN 1/20, as noted in sect. 5.3 of the TA.

Sustainable transport connectivity/transport sustainability

The County Council seeks to ensure that residential development is located in sustainable communities and that access to adequate public transport services is available. In order to achieve this, financial contributions are sought from promoters of such schemes to maintain and/or improve bus services for the benefit of their residents.

Section 4.6 of the Transport Assessment indicates two of the bus services to/from Ambrosden. These are both operated under contract to Oxfordshire County Council, with developer contributions funding these services up until December 2024. There is also a limited Sunday service on route S5 funded as part of the same contract, but this is not referenced in the Transport Assessment.

Beyond this period the future of the service is uncertain without further contributions from development in the local area. Without the service, the development would be in an unsustainable location and therefore a financial contribution is required to make the proposal acceptable in planning terms.

Section 9.3 of the Transport Assessment makes reference to bus stop infrastructure improvements, which are welcomed. The majority of the development is in excess of 400 metres from the existing bus stops and new stops should be provided in proximity to the vehicle access from the development as part of highway works undertaken by the developer. These stops should be provided with a two-bay shelter and Premium standard pole, flag and timetable case – specifications can be obtained from the Council at the appropriate time. The shelter should be RTI-ready i.e. include electrical connections for a future real time information screen.

A crossing point will be required to ensure a safe pedestrian route across Ploughley Road to the northbound bus stop. It is envisaged that this could be incorporated into one of the traffic-calming features.

Public rights of way

The standard measures below will apply. Note that the proposed access to the bridleway to West Hawthorn Road needs to pass through a boundary feature. OCC cannot grant a right of break-through and the developer will need to prove title.

OCC require a S106 contribution for offsite PRow measures. Note this would not fund any works to create/improve access from the site to West Hawthorn Road. Section 4.2 of the Transport Assessment notes that this section of Bridleway 105/6/20 will be improved to an appropriate standard, so a condition to reflect this is required. Any proposed alterations to the surface need to be discussed with the OCC Countryside Access team.

Standard measures/conditions for applications affecting public rights of way

- 1. Correct route of public rights of way:** Note that it is the responsibility of the developer to ensure that their application takes account of the legally recorded route and width of any public rights of way as recorded in the definitive map and statement. This may differ from the line walked on the ground and may mean there are more than one route with public access. The legal width of public rights of way may be much wider than the habitually walked or ridden width. The Definitive Map and Statement is available online at www.oxfordshire.gov.uk/definitivemap.
- 2. Protection of public rights of way and users.** Routes must remain useable at all times during a development's construction lifecycle. This means temporary or permanent surfacing, fencing, structures, standoffs and signing need to be agreed with OCC Countryside Access and provided prior to the commencement of any construction and continue throughout. Access provision for walkers, cyclists and horseriders as vulnerable road users needs to be maintained. This means ensuring noise, dust, vehicle etc impacts are prevented.
- 3. Temporary obstructions and damage.** No materials, plant, vehicles, temporary structures or excavations of any kind should be deposited / undertaken on or adjacent to the Public Right of Way that obstructs the public right of way whilst development takes place. Avoidable damage to PRow must be prevented. Where this takes place repairs to original or better standard should be completed within 24hrs unless a longer repair period is authorised by OCC Countryside.
- 4. Route alterations.** The development should be designed and implemented to fit in with the existing public rights of way network. No changes to the public right of way's legally recorded direction or width must be made without first securing

appropriate temporary or permanent diversion through separate legal process. Note that there are legal mechanisms to change PRow when it is essential to enable a development to take place. But these mechanisms have their own process and timescales and should be initiated as early as possible – usually through the local planning authority. Any proposals for temporary closure/diversion need to have an accessible, level, safe and reasonably direct diversion route provided with necessary safety fencing and stand-off to ensure public amenity is maintained for the duration of the disturbance.

- 5. Gates / right of way:** Any gates provided in association with the development shall be set back from the public right of way or shall not open outwards from the site across the public right of way.

Site layout

The site layout is a reserved matter and will be considered in detail at a later date.

Sect. 2.8 of the TA refers to the Residential Roads Design Guide. This document has been superseded by the Oxfordshire Street Design Guide.

Parking standards for vehicles and cycles have recently been revised and adopted. The new document is titled Parking Standards for New Developments.

Reference should also be made to the Oxfordshire Cycling Design Standards and Walking Design Standards.

All of these documents may be found at:

<https://www.oxfordshire.gov.uk/residents/roads-and-transport/transport-policies-and-plans/transport-new-developments/transport-development-control>

Other standard comments are as follows:

OCC require a swept path analysis for an 11.6m in length refuse vehicle passing an on-coming or parked family car throughout the layout. The carriageway will require widening on the bends to enable this manoeuvre.

Cycling facilities must accord with LTN1/20.

No Highway materials, construction methods, adoptable layouts and technical details have been approved at this stage. The detailed design and acceptable adoption standards will be subject to a full technical audit.

OCC require saturated CBR laboratory tests on the sub-soil likely to be used as the sub-formation layer. This would be best done alongside the main ground investigation for the site but the location of the samples must relate to the proposed location of the carriageway/footway.

Foul and surface water manholes should not be placed within the middle of the carriageway, at junctions, tyre tracks and where informal crossing points are located.

Trees must not conflict with streetlights and must be a minimum 10 metres away and a minimum 1.5m from the carriageway. Trees that are within 5m of the carriageway or footway will require root protection.

Trees within the highway will need to be approved by OCC and will carry a commuted sum. No private planting to overhang or encroach the proposed adoptable areas.

The visitor parking bays parallel to the carriageway, can be adopted but accrue a commuted sum. Any other bays (echelon or perpendicular) or private bays will not be considered for adoption.

No property including balconies should be within 500mm to the proposed highway. No doors, gates, windows, garage doors or gas/electric cupboards must open over the proposed highway.

No private drainage is to discharge onto any area of existing or proposed adoptable highway. The drainage proposals will be agreed at the Section 38 Agreement stage once the drainage calculations and detailed design are presented. Oxfordshire County Council have published the "[Local Standards and Guidance for Surface Water Drainage on Major Development in Oxfordshire](#)" to assist developers in the design of all surface water drainage systems, and to support Local Planning Authorities in considering drainage proposals for new development in Oxfordshire. The guide sets out the standards that we apply in assessing all surface water drainage proposals to ensure they are in line with National legislation and guidance, as well as local requirements.

The application will need to comply with OCC Street Design Guide.

All new developments will need a 20mph speed limit and supporting Traffic Regulation Order and self-enforcing measures.

The carriageways that are straight for over 70m will require some form of traffic calming to ensure vehicle speeds are less than 20mph.

Where there is not a footway adjacent to the carriageway a 6 metre wide shared surface block paved carriageway with a minimum 800mm grass margin on either side is required.

Traffic impact

The TA has considered the likely trip generation and distribution, and the resulting impact at four nearby junctions on the highway network.

The junctions at Ploughley Road / Blackthorn Road and Blackthorn Road / B4011 are relatively lightly trafficked and hence the modelling indicates plenty of capacity.

The junction at the A41 / Ploughley Road is currently being remodelled with the introduction of signals and with certain turning movements being prevented. Although an analysis has been undertaken, assumptions have been made which may not give an accurate reflection of the junction performance. Estimated peak hour trip generation through the junction from the development is 43 vehicles (AM) and 47 vehicles (PM). When compared to the 2027 Base Flows of 2709 and 2691, this represents an increase of 1.6% and 1.7% respectively, which cannot be described as having a severe impact.

Assessment of trip distribution shows that only 7.6% of journeys will be eastwards along the A41, resulting in six AM movements and 5 PM movements through the A41 / B4011 junction. In practice, to avoid possible delays by eliminating a right turn at this junction, I envisage that a proportion of these trips from the site will be made by turning right out of the access, left at the new signal-controlled junction with the A41 and then a full circuit of the Pioneer Roundabout to head back eastwards. Notwithstanding the potential for redistribution, the negligible development traffic does not increase the maximum theoretical Ratio of Flow to Capacity (RFC) values.

It is recognised that there are two other major residential applications in Ambrosden awaiting determination; 22/02455/F (55 dwellings) and 22/01976/OUT (75 dwellings). These would both be accessed from Blackthorn Road. Due to the location of both these sites in respect to the highway network, the peak hour journeys to the A41 (eastbound and westbound), which comprise the majority of trips, would be via the B4011. The number of trips from the Ploughley Road using this route will be minimal, as discussed above. As the other two sites are not committed developments they do not need to be taken into account in the junction analysis but, in any case, the cumulative impact should be small as vehicle journeys will predominantly be taking different routes.

Policy 36 of the Oxfordshire Local Transport and Connectivity Plan states that a “decide and provide” approach is to be taken to manage and develop the county’s transport network. Accordingly, the “Implementing ‘Decide & Provide’: Requirements for Transport Assessments” document has been developed to explain how transport assessments for all new developments will need to adopt this approach. This document was formally adopted by Cabinet on 20 September 2022. As this is the same date as the application was received by Cherwell District Council, it is reasonable that the approach has not been considered. In any case, the scale of development would not require any junction modifications to increase capacity.

Walking and Cycling

Sect. 4.5 of the TA indicates that the education, health, leisure and retail facilities in Ambrosden may be reached on foot in an acceptable time/distance. However, all employment sites, other than Symmetry Park, are beyond walkable distance but may be comfortably reached by cycle.

Paragraphs 104c, 106d and 112a of the NPPF recognise the priority that must be given to cycling movement and infrastructure. Policies 2 and 4 of the recently adopted Oxfordshire Local Transport and Connectivity Plan also strongly support cycling networks. It is, therefore, considered necessary that the Ploughley Road cycle track must be brought up to the current standards between the main site access and the A41, as detailed in LTN 1/20, to make the development acceptable in this regard. These works should form part of the S278 agreement.

The existing unsegregated, shared use cycletrack measures 1.8m in width. Table 6-3 of LTN 1/20 gives the recommended minimum width of a shared use route carrying up to 300 pedestrians and cyclists per hour as 3.0m, so this is what is required to make the cycletrack acceptable.

The shared use cycletrack along the A41, between the Ploughley Road junction and the Rodney House Roundabout (Graven Hill), is to be upgraded to this standard using contributions from other developments. Further improvements from Rodney House to the town centre are planned in accordance with the Bicester LCWIP. Widening of the Ploughley Road facility would create a suitable off-carriageway cycletrack all the way from the site to Bicester town centre, giving a realistic alternative to the private car particularly for employment and secondary education trips.

Travel Plan

A full 'Residential Travel Plan' will be required for this development. This should be produced prior to first occupation and then updated on 50% of the site (60th dwelling) once survey data is available. Further information regarding the required criteria can be found within appendices 5 and 8 of the OCC guidance document 'Transport for New Developments – Transport Assessments and Travel Plans March 2014'. Further information can also be sought from the Travel Plan Team at OCC travelplan@oxfordshire.gov.uk

A 'Residential Travel Plan' has been submitted with this application but requires further information before it meets OCC criteria. The applicant is therefore advised to consult the guidance document and the specific points outlined below before revising and resubmitting for approval.

£1,558 (RPI index linked) of travel plan monitoring fees are required to enable the travel plan to be monitored for a period of five years.

A 'Residential Travel Information Pack' should be produced prior to occupation and then distributed to all residents at the point of occupation – Reason – to ensure all residents are aware of the travel choices available to them from the outset.

Cycle parking and EV charging points should be included within residential boundaries.

Residential Travel Plan Specific Comments

- Further information is required about the on-site (development based) facilities for pedestrians and cyclists.
- Have any barriers to the promotion of sustainable, active modes been identified?
- A commitment is required that TPC contact details will be sent to the Travel Plans Team at OCC prior to occupation of the site.
- How long will the TPC role be funded for and by whom?
- Paragraph 6.3 – what budget is associated with the role?
- Who will be the interim contact for travel planning matters until the TPC is appointed? This is important for the Travel Plans Team to enable a monitoring related dialogue to be established as soon as possible.
- Information about deliveries is required.
- Information about car parking levels should be included.
- What is the estimated date of occupation?
- Baseline target data should be added to table 7.1.
- Targets are required for all modes for a period of five years as per paragraphs A.24/ A.25 of the OCC guidance document.
- Paragraph 8.2. – ‘Working from home’ should also be included in this paragraph.
- The action plan should be a mixture of engineering and education-based activities. Further targeted actions are required if the specified objectives are to be met.
- Paragraph 9.4 – Monitoring reports should be submitted to the Travel Plans Team at OCC within **one** month of completion.

S106 obligations and their compliance with Regulation 122(2) Community Infrastructure Levy Regulations 2010 (as amended):

£135,960 Public Transport Service Contribution indexed from December 2021 using RPI-x

Towards: Maintaining and/or improving bus routes that serve Ambrosden

Justification: Local Transport Plan 4, Policy 34. Oxfordshire County Council will

require the layout and design of new developments to proactively encourage walking and cycling, especially for local trips, and allow developments to be served by frequent, reliable and efficient public transport. To do this, we will:

- identify the requirement for passenger transport services to serve the development, seek developer funding for these to be provided until they become commercially viable and provide standing advice for developers on the level of Section 106 contributions towards public transport expected for different locations and scales of development.

The routes serving Ambrosden are financially supported by the County Council using developer contributions. The site would not be considered to be sustainable in transport terms without these bus services, so a contribution towards preserving them is a requirement.

The services are vital in ensuring that residents are able to access local services and employment areas by sustainable transport modes and in maximising opportunities for sustainable transport, as required under the NPPF. An effective bus service is required to offer residents a realistic alternative to the car, particularly for longer distance journeys where walking or cycling may not be a realistic option.

Calculation: £1,133 per dwelling is sought from developments served by the bus routes along Ambrosden on a fair and equitable basis.

$$£1,133 \times 120 = £135,960$$

£30,000 Public Rights of Way Contribution indexed from September 2022 using Baxter Index

Towards: Mitigation measures in the 'impact' area up to 3km from the site. Primarily this is to improve the surfaces of all routes to take account of the likely increase in use by residents of the development as well as new or replacement structures like gates, bridges and seating, sub surfacing and drainage to enable easier access, improved signing etc.

Justification:

a) necessary to make the proposed development acceptable in planning terms.

There is expected to be an increase in numbers of residents and their visitors using the rights of way network in the vicinity of the site due to the proximity of the development. OCC Countryside Access is seeking a contribution to mitigate the impact of this increase in numbers of residents and their visitors accessing the network along these routes.

b) directly related to the development.

The site has had a desk assessment to both assess the current situation and look at how public use could be protected and enhanced. With the development site at the centre, the logical and realistic public rights of way network likely to be affected is considered.

c) fairly and reasonably related in scale and kind to the development.

The proposed measures are based on the desk assessment of likely costs for the measures. The proposed off-site measures are in the form of a reasonable financial contribution to allow the Countryside Access Team to plan and deliver improvements with third party landowners in a reasonable time period and under the Rights of Way Management Plan aims.

Calculation:

The proposed measures are based on the desk assessment of likely costs for the measures. They are not based on a standard formula or any other kind of per dwelling or per m2 tariff system. Estimated contribution breakdown by activity:

- site surveys & assessments 5%
- habitat survey & mitigation 5%
- landowner negotiations 5%
- Materials, contractor, plant & equipment 60%
- Legal processes e.g. temporary works closures, agreement payments 5-10%
- Contract preparation & supervision 5%
- Admin costs 5%
- Contingency/Follow-up repair works 5-10%

£1,558 Travel Plan Monitoring Fee indexed from September 2022 using RPI-x

Justification:

The travel plan aims to encourage and promote more sustainable modes of transport with the objective of reducing dependence upon private motor car travel and so reducing the environmental impact and traffic congestion. A travel plan is required to make this development acceptable in planning terms.

A travel plan is a 'dynamic' document tailored to the needs of businesses and requires an iterative method of re-evaluation and amendment. The county council needs to carry out biennial monitoring over five years of the life of a Travel Plan which includes the following activities:

- review survey data produced by the developer
- compare it to the progress against the targets in the approved travel plan and census or national travel survey data sets
- agree any changes in an updated actions or future targets in an updated travel plan.

Government guidance, 'Good Practice Guidance: Delivering Travel Plans through the Planning Process' states that: 'Monitoring and review are essential to ensure travel plan objectives are being achieved. Monitoring for individual sites should ensure that there is compliance with the plan, assess the effectiveness of the measures and provide opportunity for review.... Monitoring must be done over time – it requires action and resources.'

In accordance with this Guidance, it is the view of the county council that without

monitoring the travel plan is likely to be ineffective. Therefore, monitoring of the travel plan is required to make the development acceptable in planning terms.

The government's Good Practice Guidance has been archived but has not been superseded with any other guidance on the practicalities of implementing travel plans. The county council's own published guidance: Transport for new developments; Transport Assessments and Travel Plans, also includes the requirement for monitoring.

Further, the Good Practice Guidance states that 'local authorities should consider charging for the monitoring process and publish any agreed fee scales'.

Section 93 of the Local Government Act 2003 gives the power to local authorities to charge for discretionary services. These are services that an authority has the power, but not a duty, to provide. The Travel Plan Monitoring fee is set to cover the estimated cost of carrying out the above activities and is published in the county council's guidance: 'Transport for new developments; Transport Assessments and Travel Plans'.

As with most non-statutory activities, councils seek to cover their costs as far as possible by way of fees. This is particularly required in the current climate of restricted budgets. Without the fees the council could not provide the resource to carry out the activity, as it is not possible to absorb the work into the general statutory workload. In the case of travel plan monitoring, the work is carried out by a small, dedicated Travel Plans team.

The travel plan monitoring fee is therefore required to make the development acceptable in planning terms, because it enables the monitoring to take place which is necessary to deliver an effective travel plan.

Calculation:

The fee charged is for the work required by Oxfordshire County Council to monitor a travel plan related solely to this development site. They are based on an estimate of the officer time required to carry out the following activities:

- review the survey data produced by the developer
- compare it to the progress against the targets in the approved travel plan and census or national travel survey data sets
- agree any changes in an updated actions or future targets in an updated travel plan.

Oxfordshire County Council guidance – ***Transport for new developments: Transport Assessments and Travel Plans*** sets out two levels of fees according to the size of the development. This development falls into the smaller category.

The figure for each travel plan is based on three monitoring and feedback stages (to be undertaken at years 1, 3 & 5 following first occupation), and assumes officer time at an hourly rate of £40. Please note that this is considered a fair rate, set to include staff salary and overheads alone.

S278 Highway Works:

An obligation to enter into a S278 Agreement will be required to secure mitigation/improvement works, including:

- A new site access bellmouth junction on Ploughley Road
- Relocation of the speed limit signs, village gateway and “dragon’s teeth” road markings, including public consultation and TRO.
- Widening of the cycletrack to 3.0m between the site access and the A41 / Ploughley Road junction
- Traffic-calming measures adjacent to the site access on Ploughley Road
- Two bus stops on Ploughley Road. Each to comprise a two-bay shelter, Premium standard pole, flag and timetable case. The shelters are to include electrical connections for a future real time information screen.
- A crossing of Ploughley Road to the northbound bus stop

Notes:

This is to be secured by means of S106 restriction not to implement development (or occasionally other trigger point) until S278 agreement has been entered into.

The trigger by which time S278 works are to be completed shall also be included in the S106 agreement.

Identification of areas required to be dedicated as public highway and agreement of all relevant landowners will be necessary in order to enter into the S278 agreements.

S278 agreements include certain payments, including commuted sums, that apply to all S278 agreements however the S278 agreement may also include an additional payment(s) relating to specific works.

Planning Conditions:

In the event that permission is to be given, the following planning conditions should be attached:

Prior to first occupation a Residential Travel Plan and Residential Travel Information Pack should be submitted to the Local Planning Authority.

Access: Full Details

Prior to the commencement of the development hereby approved, full design details of the means of access between the land and the highway, including, position, layout, construction, drainage, and vision splays shall be submitted to and approved in writing by the Local Planning Authority. Thereafter and prior to first occupation 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.

Traffic calming and cycletrack: Full Details

Prior to the commencement of the development hereby approved, full design details of the traffic calming features and cycletrack widening shall be submitted to and approved in writing by the Local Planning Authority. Thereafter and prior to first occupation the traffic calming features and cycletrack 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.

Vision splays

The vision splays shall not be obstructed by any object, structure, planting or other material of a height exceeding 0.6m measured from the carriageway level.

Reason - In the interests of highway safety and to comply with government guidance contained within the National Planning Policy Framework.

Travel Plan

Prior to first occupation a Residential Travel Plan and Residential Travel Information Pack should be submitted to the Local Planning Authority for approval.

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

Construction Traffic Management Plan (CTMP)

Prior to commencement of the development hereby approved; a construction traffic management plan shall be submitted to and approved by the Local Planning Authority. The CTMP will need to incorporate the following in detail and throughout development the approved plan must be adhered to

The CTMP must be appropriately titled, include the site and planning permission number.

Routing of construction traffic and delivery vehicles is required to be shown and signed appropriately to the necessary standards/requirements. This includes means of access into the site.

Details of and approval of any road closures needed during construction.

Details of and approval of any traffic management needed during construction.

Details of wheel cleaning/wash facilities – to prevent mud etc, in vehicle tyres/wheels, from migrating onto adjacent highway.

Details of appropriate signing to accord with standards/requirements, for pedestrians during construction works, including any footpath diversions.

The erection and maintenance of security hoarding / scaffolding if required.

A regime to inspect and maintain all signing, barriers etc.

Contact details of the Project Manager and Site Supervisor responsible for on-site works to be provided.

The use of appropriately trained, qualified and certificated banksmen for guiding vehicles/unloading etc.

No unnecessary parking of site related vehicles (worker transport etc) in the

vicinity – details of where these will park, and occupiers transported to/from site to be submitted for consideration and approval. Areas to be shown on a plan not less than 1:500.

Layout plan of the site that shows structures, roads, site storage, compound, pedestrian routes etc.

Local residents to be kept informed of significant deliveries and liaised with through the project. Contact details for person to whom issues should be raised with in first instance to be provided and a record kept of these and subsequent resolution.

Any temporary access arrangements to be agreed with and approved by Highways Depot.

Details of times for construction traffic and delivery vehicles, which must be outside network peak and school peak hours.

Reason: In the interests of highway safety and to mitigate the impact of construction vehicles on the surrounding highway network, road infrastructure and local residents, particularly at morning and afternoon peak traffic times

Bridleway connection

Prior to the commencement of the development hereby approved, full design details of the means of pedestrian access between the land and Bridleway 105/6/20 shall be submitted to and approved in writing by the Local Planning Authority. Thereafter and prior to first occupation the means of access shall be constructed and retained in accordance with the approved details.

Reason - In the interests of sustainability and to comply with Government guidance contained within the National Planning Policy Framework.

Bridleway improvements

Prior to the commencement of the development hereby approved, full design details of the alterations to Bridleway 105/6/20, between the site and West Hawthorn Road, shall be submitted to and approved in writing by the Local Planning Authority. Thereafter and prior to first occupation the alterations shall be constructed in accordance with the approved details.

Reason - In the interests of sustainability and to comply with Government guidance contained within the National Planning Policy Framework.

Informative:

Any alterations to the Public highway will be at the applicant's expense and to Oxfordshire County Council's standards and specifications. Written permission must be gained from Oxfordshire County Council's Streetworks and Licensing Team (0345 310 1111). Works required to be carried out within the public highway, shall be undertaken within the context of a legal Agreement (such as Section 278/38 Agreements) between the applicant and the Highway Authority.

Officer's Name: Roger Plater

Officer's Title: Transport Planner

Date: 01/11/2022

Application no: 22/02866/OUT

Location: Land East Of, Ploughley Road, Ambrosden

Lead Local Flood Authority

Recommendation:

Objection

Key issues:

- Provide calculations for the greenfield run off rate.
- Drainage strategy to show attenuation volumes and discharge rates.
- Drainage report to state all potential SuDS for the detailed design.
- Clarify if 10% urban creep has been allowed for.
- Provide agreed point of surface water discharge.
- Provide calculations for the attenuation volumes and sizing of the features.
- Provide phasing plan.

Detailed comments:

Provide calculations for the greenfield run off rate.

Drainage strategy to show attenuation volumes and discharge rates. Discharge rate to be based on greenfield run off Q_{bar} .

All potential SuDS features needs to be identified which will be incorporated during final design.

Clarify if 10% urban creep has been allowed for.

Provide ownership details of the watercourse and permission to discharge at the proposed rates. Confirm the capacity of the watercourse.

Provide calculations for the 1:100 year plus 40% climate change to confirm the sizing of the features.

Provide phasing plan should the site consist of more than one phase.

Officer's Name: Kabier Salam

Officer's Title: LLFA Engineer

Date: 31/10/2022

Application no: 22/02866/OUT

Location: Land East Of, Ploughley Road, Ambrosden

Education

Recommendation:

No objection subject to:

- **S106 Contributions** as summarised in the tables below and justified in this Schedule.

Contribution	Amount £	Price base	Index	Towards (details)
Secondary education	£963,873	327	BCIS All-In TPI	Secondary education capacity serving the development
Secondary land contribution	£101,732	Sept-21	RPIX	Secondary school land cost
Special education	£62,819	327	BCIS All-In TPI	Special school education capacity serving the development
Total	£1,128,424			

S106 obligations and their compliance with Regulation 122(2) Community Infrastructure Levy Regulations 2010 (as amended):

£963,873 Secondary School Contribution indexed from TPI = 327

Justification:

The scale of housing growth in Bicester requires another new secondary school, in addition to that previously opened at SW Bicester to meet the needs of already permitted development. Sufficient secondary school capacity to meet the needs of this site will be provided through the new secondary school planned as part of the southern section of the North West Bicester development. The school will be delivered in phases depending on the build out of the development. The first phase of at least 600 places is forecast to be required by the mid/late 2020's, although this is subject to the speed of housing delivery.

Calculation:

Number of secondary pupils expected to be generated	29
Estimated per pupil cost of a new 600-place secondary school	£33,237

Pupils * cost =	£ 963,873
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£101,732 Secondary School Land Contribution indexed from RPIX September 2021

Justification:

The proposed secondary school site is on land that forms part of the planning application reference 14/01641/OUT. This development would be expected to contribute proportionately towards the cost to the county council of acquiring this land.

Calculation:

Number of secondary pupils expected to be generated	29
Estimated per pupil cost of land for the new secondary school (using Sept 21 prices)	£3,508
Pupils * land cost per pupil	£101,732

£62,819 Special School Contribution indexed from TPI = 327

Justification:

Government guidance is that local authorities should secure developer contributions for expansion to special education provision commensurate with the need arising from the development.

Approximately half of pupils with Education Needs & Disabilities (SEND) are educated in mainstream schools, in some cases supported by specialist resource bases, and approximately half attend special schools, some of which are run by the local authority and some of which are independent. Based on current pupil data, approximately 0.9% of primary pupils attend special school, 2.1% of secondary pupils and 1.5% of sixth form pupils. These percentages are deducted from the mainstream pupil contributions referred to above and generate the number of pupils expected to require education at a special school.

The county council's Special Educational Needs & Disability Sufficiency of Places Strategy is available at <https://www.oxfordshire.gov.uk/residents/schools/our-work-schools/planning-enough-school-places> and sets out how Oxfordshire already needs more special school places.

This is being achieved through a mixture of new schools and expansions of existing schools.

The proposed development is expected to further increase demand for places at SEN schools in the area, and a contribution towards expansion of SEN school capacity is therefore sought based on the percentage of the pupil generation who would be expected to require places at a special school, based on pupil census data. (This amount of pupils has been deducted from the primary and secondary pupil generation quoted above.)

Calculation:

Number of pupils requiring education at a special school expected to be generated	0.7
Estimated per pupil cost of special school expansion, as advised by Government guidance "Securing developer contributions for education" (November 2019)	£89,741
Pupils * cost =	£ 62,819

The above contributions are based on a policy-compliant unit mix of:

- 10 x 1 bed dwellings
- 19 x 2 bed dwellings
- 32 x 3 bed dwellings
- 14 x 4 bed dwellings

It is noted that the application is outline and therefore the above level of contributions would be subject to amendment, should the final unit mix result in an increase in pupil generation.

Officer's Name: Louise Heavey

Officer's Title: Access to Learning Information Analyst

Date: 05/08/2022

Application no: 22/02866/OUT

Location: Land East Of, Ploughley Road, Ambrosden

Archaeology

Recommendation:

An archaeological evaluation has been carried out on this site, though the report on this work has not yet been submitted to us for approval. The evaluation recorded archaeological remains of Iron Age/Romano British date and there will need to be a further stage of archaeological mitigation if planning permission is granted.

Key issues:

Legal agreement required to secure:

Conditions:

6 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 (2021).

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 programme of archaeological 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 within two years of the completion of the archaeological fieldwork.

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 (2021).

Informatives:**Detailed comments:**

The site is in an area of archaeological interest, with nearby investigations recording remains largely from the Iron Age and Roman periods. An archaeological evaluation was carried out on the site which recorded pits, ditches and possible settlement evidence from the Iron Age and Romano British periods. These remains will need to be subject to a further phase of archaeological mitigation if planning permission is granted for this development.

Officer's Name: Victoria Green

Officer's Title: Planning Archaeologist

Date: 18/10/2022

Application no: 22/02866/OUT

Location: Land East Of, Ploughley Road, Ambrosden

Waste Management

Recommendation:

No objection subject to S106 contributions

Legal agreement required to secure:

No objection subject to:

- S106 Contributions as summarised in the tables below and justified in this Schedule.

Contribution	Amount	Price base	Index	Towards (details)
Household Waste Recycling Centres	£11,275	327	BCIS All-In TPI	Expansion and efficiency of Household Waste Recycling Centres (HWRC)

S106 obligations and their compliance with Regulation 122(2) Community Infrastructure Levy Regulations 2010 (as amended):

£11,275 Household Waste Recycling Centre Contribution indexed from Index Value 327 using BCIS All-in Tender Price Index

Towards:

The expansion and efficiency of Household Waste Recycling Centre (HWRC) capacity.

Justification:

7. 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;”.

8. 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.
9. 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. 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. The proposed development will provide 120 dwellings. If each household makes four trips per annum the development would impact on the already over capacity HWRCs by an additional 480 HWRC visits per year.
10. 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.
11. 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 comply with the EU Waste Framework Directive 2008, enacted through the Waste Regulations (England and Wales) 2011 (as amended), maintain performance and a good level of service especially at busy and peak times.

Calculation:

Space at HWRC required per dwelling (m ²)	0.18	Current land available 41,000m ² , needs to increase by 28% to cope with current capacity issues. Space for reuse requires an additional 7%. Therefore, total land required for current dwellings (300,090) is 55,350 m ² , or 0.18m ² per dwelling
Infrastructure cost per m ²	£275	Kidlington build cost/m ² indexed to 327 BCIS
Land cost per m ²	£247	Senior Estates Surveyor valuation
Total land and infrastructure cost /m ²	£522	
Cost/dwelling	£93.96	
No of dwellings in the development	120	
Total contributions requested	£11,275	

Detailed comments:

Oxfordshire councils have ambitious targets to reduce the amount of waste generated and increase the amount recycled as demonstrated in our Joint Municipal Waste Management Strategy 2018-2023. Enabling residents of new dwellings to fully participate in district council waste and recycling collections is vital to allow Oxfordshire's high recycling rates to be maintained and reduce the amount of non-recyclable waste generated.

Given the pressing urgency of climate change and the need to embed the principles of the circular economy into all areas of our society, we encourage the applicant to consider including community spaces that help reduce waste and build community cohesion through assets such as community fridges, space for the sharing economy (library of things), refill stations, space for local food growing etc.

At the reserved matters application stage, we expect to see plans for how the developer will design the development in accordance with waste management policies in Cherwell District Council's waste planning guidance.

Bin storage areas must be able to accommodate the correct number of mixed recycling, refuse and food recycling bins; be safe and easy to use for residents and waste collection crews and meet the requirements of the waste collection authority.

The development will increase domestic waste arisings and the demand for all waste management services including Household Waste Recycling Centres (HWRCs).

Conditions:

In the event that permission is to be given, the following conditions should be attached:

N/A

Officer's Name: Mark Watson

Officer's Title: Waste Strategy Projects Officer

Date: 20/10/2022