

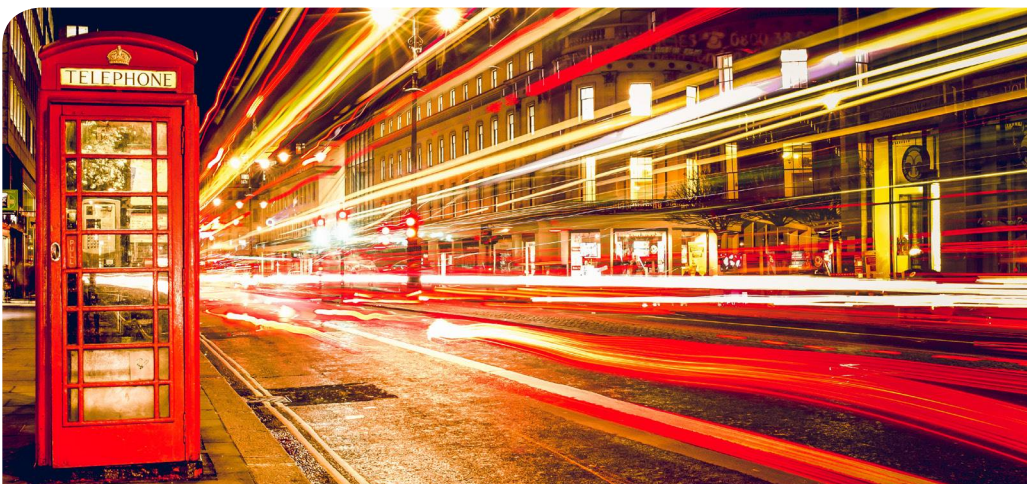


Cala Homes

Land off Fewcott Road, Fritwell, Oxfordshire

Transport Statement

May 2016



Land at Fewcott Road, Fritwell, Oxfordshire Transport Statement

Project No: J322340



transport planning

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Contents

1	Introduction	1
1.1	Overview	1
2	Planning Policy Guidance	3
2.1	Introduction	3
2.2	NPPF	3
2.3	NPPG	4
2.4	Adopted Cherwell Local Plan 2011-2031 Part 1	5
2.5	Adopted Cherwell Local Plan 1996	8
2.6	Oxfordshire Local Transport Plan (LTP4) 2015 - 2031	9
2.7	Oxfordshire County Council Transport for New Developments Parking Standards for New Residential Developments	10
3	Description of the Site	12
3.1	Site Location	12
3.2	Existing Local Highway Network	13
3.3	Road Safety	13
3.4	Public Rights of Way (PRoW)	14
3.5	Walking, Cycling, Public Transport and Local Facilities	14
4	Proposed Development	17
4.1	Introduction	17
4.2	Site Access Arrangement	17
4.3	Site Layout	18
4.4	Car Parking	19
4.5	Cycle Parking	21
4.6	Deliveries & Refuse Collection	21
5	Traffic Generation	23
5.1	Introduction	23
5.2	Trip Generation	23
5.3	Trip Impact	23
6	Summary & Conclusion	24
6.1	Summary	24
6.2	Conclusion	24

Appendix A Illustrative Masterplan

Appendix B OCC Correspondence

Appendix C Accident Data

Appendix D Bus Timetable

Appendix E TRICS Data Output



1 Introduction

1.1 Overview

- 1.1.1 Mode transport planning (mode) have been appointed by Cala Homes to prepare a Transport Statement (TS) for submission, as part of a full planning application for the proposed residential development on land at Fewcott Road, Fritwell in North Oxfordshire. The illustrative masterplan is attached as **Appendix A**.
- 1.1.2 The development proposal comprises of 34 dwellings of mixed tenure with an improved vehicle access onto Fewcott Road and an appropriate level of on-plot car parking spaces.
- 1.1.3 Pre-application discussions have taken place with Cherwell District Council (CDC) in consultation with Oxfordshire County Council (OCC) in regard to this planning application and the proposed access arrangements (**Appendix B**). The subsequent TS reflects these discussions.
- 1.1.4 This document has been written in accordance with the principles and guidance detailed within the Department for Transport's (DfT's) 'Guidance on Transport Assessment' (GTA), adopted in 2007 and the DfT guidance 'Transport Evidence bases in Plan Making and Decision Taking' (October 2014).
- 1.1.5 OCC have adopted 'Transport for New Developments: Transport Assessments & Travel Plans' (March 2014) as part of their overarching policies set out in the Oxfordshire Local Transport Plan 2015-2031'. This document sets out the format, thresholds and requirements of Transport Assessments, Transport Statements and Travel Plans associated with new developments throughout Oxfordshire.
- 1.1.6 Based on these documents and the scale of the development proposals, a TS is considered appropriate to be submitted in support of the planning application.
- 1.1.7 Following this introduction, the TS will be structured as follows:
- **Chapter 2** sets out the relevant national and local transport policy context;
 - **Chapter 3** describes the existing situation, including a description of the surrounding transport facilities;
 - **Chapter 4** outlines the development proposals;
 - **Chapter 5** considers the trip generation of the development and impact; and
 - **Chapter 6** summarises and concludes the findings of the report.



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- 1.1.8 In preparing this report, consideration has been given to the 'Cherwell Local Plan 2011-2031 Part 1', the Cherwell Local Plan 1996 and the 'Oxfordshire Local Transport Plan 2015-2031' - where the sustainable location of development according to policies in these plans should 'locate facilities where they are accessible to everyone and minimise the need to travel, particularly by the private car and to encourage walking, cycling and the use of public transport'.
- 1.1.9 Consideration has also been given to Government Guidance regarding the National Planning Policy Framework (NPPF) on the sustainability of the site in regard to reducing the reliance to travel by the private car. Included within the report is a description of the existing transportation network including cycle and pedestrian facilities, and the public transport links available.
- 1.1.10 OCC have also adopted car parking standards, 'Transport for New Developments: Parking Standards for New Residential Developments' dated December 2011.
- 1.1.11 Two other documents taken into consideration while preparing this report are 'Manual for Streets' One and Two (MfS) published by the Department for Transport in conjunction with the Department of Culture and Local Government.
- 1.1.12 This report also looks at where relevant to the proposal, that all development will be required to provide a safe, convenient and attractive pattern of movement across the site.



2 Planning Policy Guidance

2.1 Introduction

2.1.1 In order to promote a sustainable development, the following national, CDC and OCC policies have been considered:

- National Planning Policy Framework (NPPF) (2012);
- National Planning Policy Guidance (NPPG) (2014);
- Adopted Cherwell Local Plan 2011-2031 Part 1;
- Adopted Cherwell Local Plan 1996;
- Oxfordshire Local Transport Plan (LTP4) 2015 – 2031; and
- Oxfordshire County Council Transport for New Developments Parking Standards for New Residential Developments.

2.2 NPPF

2.2.1 The NPPF was published in March 2012 and sets out the Government's policies for England and how these are expected to be applied. The Ministerial Foreword highlights that, *'Development which is sustainable should go ahead, without delay – a presumption in favour of sustainable development that is the basis for every plan, and every decision. The framework sets out clearly what could make a proposed plan or development unsustainable.'*

2.2.2 In paragraph 17 the NPPF sets out twelve core planning principles to underpin both plan making and decision taking. This includes the principles that planning should, *'actively manage the patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable'*.

2.2.3 At paragraph 19 the NPPF states *'The Government is committed to ensuring that the planning system does everything it can to support sustainable economic growth. Planning should operate to encourage and not act as an impediment to sustainable growth. Therefore significant weight should be placed on the need to support economic growth through the planning system'*.

2.2.4 The NPPF also states in paragraph 29 that *'.....the Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas'*.



2.2.5 At paragraph 32, the document provides guidance for how developments should be assessed and determined. It states *'All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:*

- *The opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;*
- *Safe and suitable access to the site can be achieved for all people; and*
- *Improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.'*

2.2.6 The NPPF also states that *'the purpose of the planning system is to contribute to the achievement of sustainable development'*. The three main parts of sustainable development are: economic, social and environmental.

2.2.7 This document sets out the Government's economic, environmental and social planning policies for England. Taken together, these policies articulate the Government's vision of sustainable development, which should be interpreted and applied locally to meet local aspirations.

2.3 NPPG

2.3.1 The National Planning Practice Guidance (NPPG) web based source was made available in March 2014 by the Department for Communities and Local Government. This guidance covers all aspects and procedures of the planning process and supports the NPPF.

2.3.2 This guidance states that supporting Transport Assessments and Statements for planning applications are important as they should support national planning policy which sets out how the planning process should manage patterns of growth in order to fully utilise the use of public transport, walking and cycling, and focus development in locations which are or can be sustainable.

2.3.3 Such assessments should be proportionate to the size and scope of the proposed development to which they relate to and build on existing information where possible. In addition to this, such assessments should be undertaken with consideration to local circumstances and the local area.



2.4 Adopted Cherwell Local Plan 2011-2031 Part 1

2.4.1 Formally adopted by CDC on 20 July 2015, this Plan provides the strategic planning policy framework and sets out strategic site allocations for the District to 2031. The Plan forms part of the statutory development plan and is intended to provide the basis for decisions on land use planning within Cherwell District. The policies of relevance are:

Policy PSD 1: Presumption in Favour of Sustainable Development

'When considering development proposals the Council will take a proactive approach to reflect the presumption in favour of sustainable development contained in the National Planning Policy Framework. The Council will always work proactively with applicants to jointly find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.

Planning applications that accord with the policies in this Local Plan (or other part of the statutory Development Plan) will be approved without delay unless material considerations indicate otherwise.

Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise – taking into account whether:

- any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or*
- specific policies in the Framework indicate that development should be restricted'.*

Policy SLE4: Improved Transport and Connections

'The Council will support the implementation of the proposals in the Movement Strategies and the Local Transport Plan to deliver key connections, to support modal shift and to support more sustainable locations for employment and housing growth.

We will support key transport proposals including:



- *Transport Improvements at Banbury, Bicester and at the Former RAF Upper Heyford in accordance with the County Council's Local Transport Plan and Movement Strategies*
- *Projects associated with East-West rail including new stations at Bicester Town and Water Eaton*
- *Rail freight associated development at Graven Hill, Bicester*
- *Improvements to M40 junctions.*

Consultation on options for new link and relief roads at Bicester and Banbury will be undertaken through the Local Transport Plan (LTP) review process. Routes identified following strategic options appraisal work for LTP4 will be confirmed by the County Council and will be incorporated in Local Plan Part 2.

New Development in the District will be required to provide financial and/or in-kind contribution to mitigate the transport impacts of development.

All development where reasonable to do so, should facilitate the use of sustainable modes of transport to make the fullest possible use of public transport, walking and cycling. Encouragement will be given to solutions which support reductions in greenhouse gas emissions and reduce congestion. Development which is not suitable for the roads that serve the development and which have severe traffic impact will not be supported'.

Extract of Policy Villages 1: Village Categorisation

'Proposals for residential development within the built up limits of villages (including Kidlington) will be considered having regard to the categorisation below. Only Category A (Service Centres) and Category B (Satellite Villages) will be considered to be suitable for minor development in addition to infilling and conversions'.

Category	Villages by Category	Type of Development
A	Service Villages Adderbury, Ambrosden, Arcott, Begbroke, Bletchingdon, Bloxham, Bodicote, Chesterton, Cropredy, Deddington, Finmere, Fringford, Fritwell, Hook Norton, Kidlington, Kirtlington, Launton, Milcombe, Sibford Ferris/ Sibford Gower, Steeple Aston, Weston-on-the-Green, Wroxton, Yarnton.	Minor Development Infilling Conversions



Policy Villages 2: Distributing Growth across the Rural Areas

'A total of 750 homes will be delivered at Category A villages. This will be in addition to the rural allowance for small site 'windfalls' and planning permissions for 10 or more dwellings as at 31 March 2014.

Sites will be identified through the preparation of the Local Plan Part 2, through the preparation of Neighbourhood Plans where applicable, and through the determination of applications for planning permission.

In identifying and considering sites, particular regard will be given to the following criteria:

- Whether the land has been previously developed land or is of lesser environmental value*
- Whether significant adverse impact on heritage or wildlife assets could be avoided*
- Whether development would contribute in enhancing the built environment*
- Whether best and most versatile agricultural land could be avoided Whether significant adverse landscape and impacts could be avoided*
- Whether satisfactory vehicular and pedestrian access/egress could be provided*
- Whether the site is well located to services and facilities*
- Whether necessary infrastructure could be provided*
- Whether land considered for allocation is deliverable now or whether there is a reasonable prospect that it could be developed within the plan period*
- Whether land the subject of an application for planning permission could be delivered within the next five years*
- Whether the development would have an adverse impact on flood risk'.*

Policy INF 1: Infrastructure

'The Council's approach to infrastructure planning in the District will identify the infrastructure required to meet the District's growth, to support the strategic site allocations and to ensure delivery by:

- Working with partners, including central Government, and other local authorities, to provide physical, community and green infrastructure Identifying infrastructure needs and costs, phasing of development, funding sources and responsibilities for delivery*



- *Completing a Developer Contributions SPD to set out the Council's approach to the provision of essential infrastructure including affordable housing, education, transport, health, flood defenses and open space*
- *Development proposals will be required to demonstrate that infrastructure requirements can be met including the provision of transport, education, health, social and community facilities'.*

2.5 Adopted Cherwell Local Plan 1996

2.5.1 Adopted in 1996, this Plan comprises saved policies (27 September 2007) that have not been replaced by policies within the Adopted Cherwell Local Plan 2011-2031 (Part 1). The saved policies remain until they are replaced by Local Plan Part 2, which is currently under preparation. The policies of relevance are:

Policy H13 – The Category – 1 Settlements

'Residential development within the villages of Adderbury, Ambrosden, Bloxham, Bodicote, Chesterton, Cropredy, Deddington, Finmere, Fringford, Fritwell, Hook Norton, Kirtlington, Launton, Mollington, Steeple Aston, Shennington, Sibford Gower and Sibford Ferris will be restricted to: -

(i) infilling;

(ii) minor development comprising small groups of dwellings on sites within the built-up area of the settlement;

(iii) the conversion of non-residential buildings in accordance with Policy H21.

2.5.2 *In each instance development proposals will be subject to the other policies in the plan'.*

Policy TR1. Transportation Funding

'Before proposals for development are permitted the Council will require to be satisfied that new highways, highway improvement works, traffic management measures, additional public transport facilities or other measures that would be required as a consequence of allowing the development to proceed will be provided'.



Policy TR7. Minor Roads

'Development that would regularly attract large commercial vehicles or large numbers of cars onto unsuitable minor roads will not normally be permitted'.

2.6 Oxfordshire Local Transport Plan (LTP4) 2015 - 2031

2.6.1 Since the adoption of the Oxfordshire Local Transport Plan (LTP3) in 2011, the ways in which transport can be funded within Oxfordshire have changed. To ensure the county's transport systems are fit to support the population and economic growth, OCC has developed and adopted a new Local Transport Plan: Connecting Oxfordshire (LTP4). The policies of relevance are:

Oxfordshire Local Transport Plan (LTP4) 2015 – 2031 Policy 01

'OCC will work to ensure that the transport network supports sustainable economic and housing growth in the county, whilst protecting and where possible enhancing its environmental and heritage assets, and supporting the health and wellbeing of its residents'.

Oxfordshire Local Transport Plan (LTP4) 2015 – 2031 Policy 03

'OCC will support measures and innovation that make more efficient use of transport network capacity by reducing the proportion of single occupancy car journeys and encouraging a greater proportion of journeys to be made on foot, by bicycle, and/or by public transport'.

Oxfordshire Local Transport Plan (LTP4) 2015 – 2031 Policy 04

'OCC will prioritise the needs of different types of users in developing transport schemes or considering development proposals, taking into account road classification and function/purpose, the characteristics and function of the place and the need to make efficient use of transport network capacity'.

Oxfordshire Local Transport Plan (LTP4) 2015 – 2031 Policy 17

'OCC will seek to ensure through cooperation with the districts and city councils, that the location of development makes the best use of existing and planned infrastructure, provides new or improved infrastructure and reduces the need to travel and supports walking, cycling and public transport'.



Oxfordshire Local Transport Plan (LTP4) 2015 – 2031 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:

- secure transport improvements to mitigate the cumulative adverse transport impacts from new developments in the locality and/or wider area, through effective travel plans, financial contributions from developers or direct works carried out by developers;*
- 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;*
- ensure that developers promote cycling and walking for journeys associated with the new development, including through the provision of effective travel plans;*
- require that all infrastructure associated with the developments is provided to appropriate design standards and to appropriate timescales;*
- set local routeing agreements where appropriate to protect environmentally sensitive locations from traffic generated by new developments;*
- seek support towards the long term operation and maintenance of facilities, services and selected highway infrastructure from appropriate developments, normally through the payment of commuted sums;*
- secure works to achieve suitable access to and mitigate against the impact of new developments in the immediate area, generally through direct works carried out by the developer'.*

2.7 Oxfordshire County Council Transport for New Developments Parking Standards for New Residential Developments

2.7.1 OCC has adopted car parking standards and design guidance for new residential developments within Oxfordshire (adopted in December 2011). This policy document recommends the maximum level of car parking provision for new residential developments for the district areas within Oxfordshire. Below is an extract of this adopted document for the appropriate parking standards for the Cherwell area:



Figure 2.1: Extract of OCC Adopted Parking Standards

B. APPENDIX B – Parking Standards for Cherwell Urban Areas

B.1. The parishes which define the urban areas in Cherwell are: Banbury, Bicester, Kidlington, Bloxham, Bodicote, Adderbury, Yarnton and Gosford and Water Eaton.

B.2. The car parking provision in new developments for the urban areas in Cherwell area are set out in Table B1.

Table B1: Car parking provision in new developments for urban areas in Cherwell

Number of bedrooms per dwelling	Maximum number of allocated spaces	Maximum number of spaces when two allocated space per dwelling is provided		Maximum number of spaces when one allocated space per dwelling is provided		Maximum number of unallocated spaces when no allocated spaces
		allocated spaces	unallocated spaces	allocated spaces	unallocated spaces	
1	1	N/A	N/A	1	0.4	1.2
2	2	2	0.3	1	0.6	1.4
2/3	2	2	0.3	1	0.7	1.5
3	2	2	0.3	1	0.8	1.7
3/4	2	2	0.4	1	1.0	1.9
4+	2	2	0.5	1	1.3	2.2

Note 1: The rows in the table for 2/3 bedrooms and 3/4 bedrooms can be used when there are additional rooms in the dwelling which are not shown as bedrooms but where there is a high chance that they could be used as bedrooms.

Note 2: The Council will consider North West Bicester Ecotown as a special case provided that certain minimum criteria are met. If there is a full range of every day services provided within easy walking or cycling distance of the dwelling and convenient access to an efficient public transport system accessing a wider range of services including employment, one allocated car parking space per dwelling will be required, regardless of dwelling size or tenure. This may be on plot or off plot. Off plot provision may be grouped in a parking court provided the courts are small, close by, secure and conveniently accessed. Additional unallocated off plot car parking may also be provided according to the principles of this document up to a maximum of one space per dwelling. A lower standard of parking may be acceptable dependent upon the layout and accessibility to services and to other modes of transport in agreement with the Highway Authority.

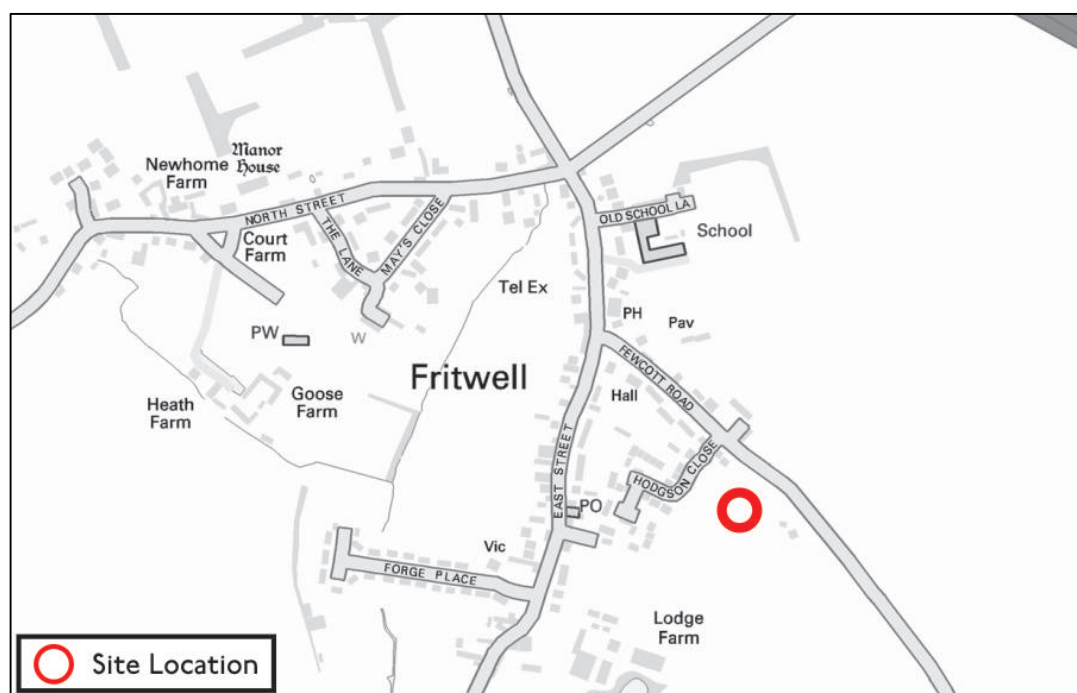
2.7.2 As indicated above, the car parking standards for the Cherwell area vary depending on the size of the dwelling being promoted and the level of allocated and unallocated visitor parking that is provided. Overall, these adopted car parking standards support a provision of two spaces per property.

3 Description of the Site

3.1 Site Location

3.1.1 The site is located on the south eastern edge of Fritwell Village to the south of Fewcott Road, abutting an existing residential development off Hodgson Close and land used for a number of allotments. Fritwell is located approximately 9km (5.5 miles) northwest from Bicester.

Figure 3.1: Site Location Plan



3.1.2 The village has access to a range of local amenities, which include a primary school (Fritwell Church of England Primary School), village hall, a public house (The Kings Head), and post office/ local shop.

3.1.3 There is bus route that runs through the village, the 81/81A. The 81/81A offers services to Bicester, Fritwell, Souldern and Banbury every day except on Sundays. The 81/81A is operated by Heyfordian Travel.



3.2 Existing Local Highway Network

- 3.2.1 The proposed site has an existing gated vehicle access that is located between two other vehicular accesses. 20m to the south is the vehicle access serving Lodge Farm, 47m to the north is the vehicle access serving the adjacent allotment site.
- 3.2.2 Fewcott Road is designed as a typical rural road and is classed as a unclassified road. Fewcott Road runs past the proposed site towards the middle of the village and links up to East Street and the surrounding local highway network. Visibility at the junction of Fewcott Road and East Street has been measured and has been found to be in accordance with the design standards within MfS.
- 3.2.3 The speed limit of Fewcott Road in the vicinity of the proposed site is 60mph. Approximately 100m to the north of the site towards the village, the speed limit reduces to 30mph with an associated gateway feature.
- 3.2.4 There is no footway or street lighting in the vicinity of the site along Fewcott Road, this infrastructure currently terminates 106m from the proposed site. There is a highway verge, that runs along the frontage of the site. This varies in width from 3.5m to 4m with an adjacent ditch running along Fewcott Road. This highway verge narrows to approximately 1m in width near the adjacent allotment site for a short section. The carriageway width of Fewcott Road within the vicinity has been measured as 5.4m, with a 1.5m grass verge and ditch on the opposite side of Fewcott Road.
- 3.2.5 An enquiry to OCC for the highway boundary along the frontage of the proposed site has confirmed that the highway boundary is to the back-edge of the ditch (the highway edge of the roadside ditch), which runs along Fewcott Road.

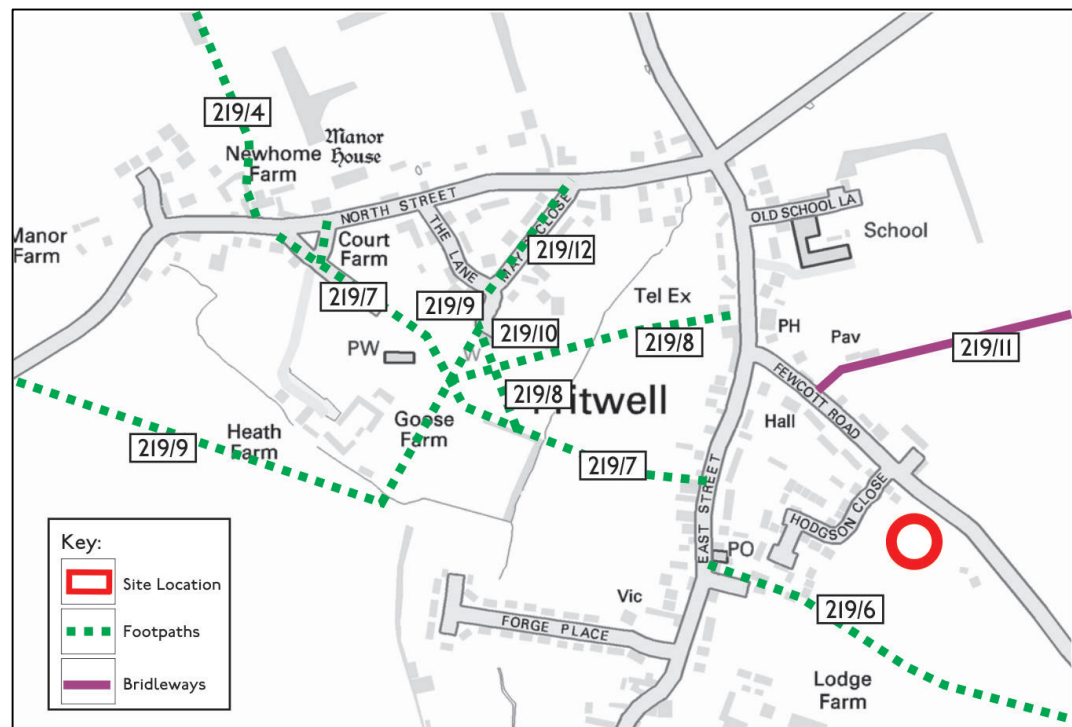
3.3 Road Safety

- 3.3.1 Personal Injury Accident (PIA) data has been obtained from OCC for the period from 01/01/2011 to 29/02/2016 and covers a study area that includes Fewcott Road and the junction of East Street. During this 5 year period OCC has confirmed there have been no reported accidents (**Appendix C**).
- 3.3.2 Due to the absence of any reported accidents within the study area, it is clear there are no highway safety issues within the local area that need to be addressed as part of the proposed development.

3.4 Public Rights of Way (PRoW)

3.4.1 There are a number of PRoW within the local area and Fritwell as a whole which are located within the vicinity of the proposed development site. A summary is provided in **Figure 3.2** below.

Figure 3.2: PRoW Plan



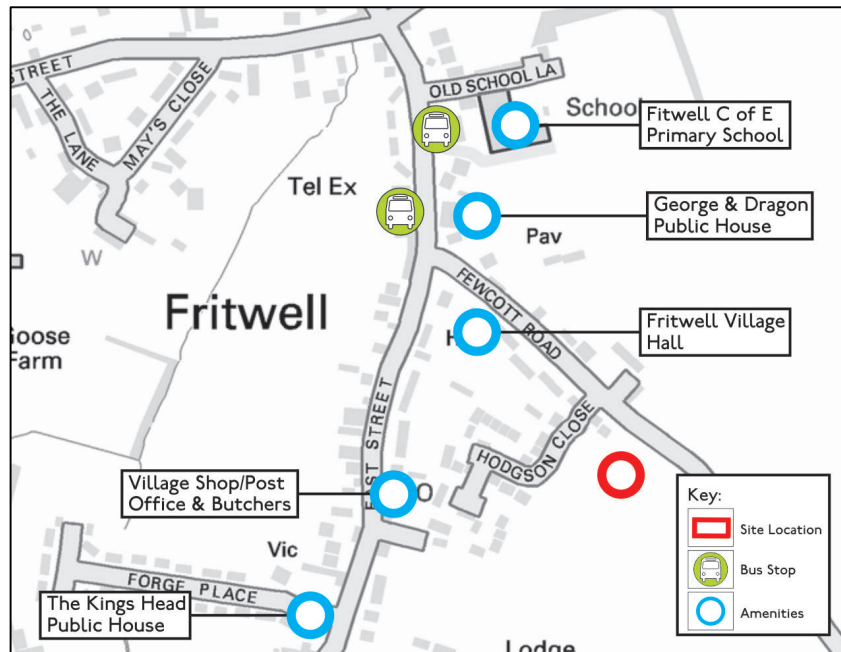
3.5 Walking, Cycling, Public Transport and Local Facilities

3.5.1 Walking distance measurements have been taken from the site's proposed entrance onto Fewcott Road. The walking distances to the closest local facilities and services within the village are as follows:

- *Fritwell Village Hall (& Playgroup) – 167m;*
- *Bus Stop (outbound) – 268m;*
- *Fritwell Church of England Primary School – 318m;*
- *Bus Stop (inbound) – 345m;*
- *Post office/ local shop – 560m;*
- *The Kings Head public house – 620m.*

3.5.2 All these facilities and services can be reached via the existing footway network in the village, which includes formal crossing points with tactile paving and street lighting. The existing footway width along the majority of Fewcott Road is 1.8m. A plan of the local facilities is provided in **Figure 3.3** below.

Figure 3.3. Location of Local Facilities



3.5.3 A new section of footway is to be provided as part of the access works associated with the proposed development site. This new section of footway will connect up to the existing infrastructure and provide a suitable and safe access link for future pedestrian movements associated with the proposed development. This new section of footway will be provided along the highway verge of Fewcott Road. The highway verge varies in width from 4m to approximately 1m near the adjacent allotment site for a short section, and then increases to 2.5m.

Cycling

3.5.4 Currently there are no formal cycling routes or facilities within the village and as such cycling trips will have to be by the road network.

Public Transport

3.5.5 The proposed site has access to the 81/81A bus services that run through the village along East Street. This bus route is within a reasonable walking distance (400m) from the development site, with the closest bus stop (outbound) being located 268m away



from the development site near where the George & Dragon Public House used to be. The inbound bus stop is located a further 77m away near the local primary school.

3.5.6 The current 81/81A bus services are operated by Heyfordian Travel and operates from mid-morning to early-afternoon throughout the week between Bicester, Fritwell, Souldern and Banbury except on Sundays. There is an increased bus service available on Saturdays running from the morning to the early afternoon. The bus timetable for this service is attached as **Appendix D**.

3.5.7 The Bicester Village Train Station is approximately 14km (9 miles) away from Fritwell and offers frequent and direct services between Oxford Parkway and London Marylebone. The station is operated by Chiltern Railways and runs trains to Oxford and London Marylebone throughout the day, every day of the week, with trains running every 30 minutes.



4 Proposed Development

4.1 Introduction

4.1.1 The development proposal comprises of 34 residential dwellings of mixed type and tenure with individual on plot car parking areas with some on-street visitor parking spaces. The illustrative masterplan is provided in **Appendix A**. The schedule of development is summarised in **Table 4.1** and indicates that 35% of the development can be considered to be affordable housing.

Table 4.1: Development schedule

Dwelling Tenure	Dwelling Type	Dwelling Size	Number
Affordable	Flat	1 bed	2
	House	2 bed	5
		3 bed	5
Private	House	2 bed	1
		3 bed	3
		4 bed	18
Total			34

4.2 Site Access Arrangement

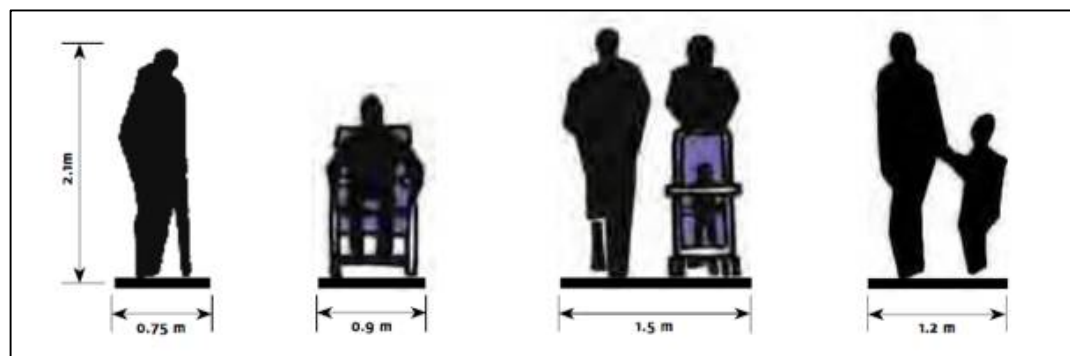
4.2.1 The existing vehicle access will be improved in terms of design, geometry, width and construction into a standard priority junction to provide suitable access for the proposed residential development.

4.2.2 The access will be upgraded to provide a 5.5m wide carriageway with 1.6m wide footways on both sides of the carriageway. The proposed access arrangement is shown in **Drawing P32-2340-PS-004**.

4.2.3 The proposed site is to provide a new section of footway along the Fewcott Road to link the site up to the existing footway network that currently terminates 106m from the development site. This new section of footway will connect up to the existing infrastructure and provide a suitable and safe access link for future pedestrian movements associated with the proposed development into the village and its facilities.

4.2.4 This new section of footway will be provided along the highway verge of Fewcott Road. It is proposed to provide a similar footway width along Fewcott Road to the existing 1.8m widths enjoyed within the village. The width of the new footway will be dependent on the highway land available along Fewcott Road. If 1.8m cannot be provided along the whole length of the new footway, the footway widths recommended within MfS will be considered:

Figure 4.3: Extract of Recommended Footway Widths from MfS



4.2.5 The proposed development will extend the existing residential area of Fritwell. This will require the existing 30mph speed limit to be extended past the development site alongside the relocation of the existing gateway feature. All of which will require an amendment to the existing Traffic Regulation Order (TRO).

4.2.6 The development proposal alongside the extended 30mph speed limit will alter the characteristics of Fewcott Road, which significantly reduces the sightline design standards to those within MfS i.e. sightlines of 2.4m x 43m will be required. The proposed site access achieves the required visibility splays based on MfS guidance (43m) and is shown on **Drawing P32-2340-PS-004**.

4.2.7 The proposed extension of the 30mph speed limit alongside the relocation of the existing gateway feature, the proposed access improvements to the site and a new section of footway will be provided via a s278 agreement with OCC as the Local Highway Authority.

4.3 Site Layout

4.3.1 The site layout to serve the proposed development has been designed as an informal loop, made up of an internal access road and shared surface areas. The main access road into the site via the improved vehicular access is to have a width of 5.5m with 1.6m footways on both sides. These footways are provided along the access road up to the the frontages of plots 9, 13, 14 and 19 where the 4.8m wide shared surface areas begin.



4.3.2 Each residential dwelling has direct access onto the access road or shared surface area that and is provided with the appropriate vision splays.

4.3.3 The proposed internal layout has been designed in line with MfS and OCC's Residential Design Guide.

4.4 Car Parking

4.4.1 To accord with requirements for parking standards for this development, OCC's adopted parking standards for new developments has been referred to and in particular the paragraphs on parking criteria, which is relevant for all development proposals. It should be noted that these are maximum standards. The standards are summarised in **Table 4.1**.

Table 4.1: Car Parking Provision for Development in Cherwell

Dwelling size	OCC car parking maximum level per dwelling type
2 bed house	2.3 (0.3 is unallocated)
3 bed house	2.3 (0.3 is unallocated)
4 bed house	2.4 (0.4 is unallocated)
5 bed house	2.5 (0.5 is unallocated)

4.4.2 As indicated above, the car parking standards for the Cherwell area vary depending on the size of the dwelling being promoted and the level of allocated and unallocated visitor parking that is provided. Overall, these adopted car parking standards support a provision of two spaces per property, which are being provided for this development proposal.

4.4.3 OCC's 'Residential Design Guide' provides a guide to the standards of parking provision considered appropriate for new developments within Oxfordshire. Maximum standards for off-street car parking and minimum standards for cycle parking are set out in this design guide.

4.4.4 The guide also reflects the council's aim, which is to reduce excessive parking provision that encourages the non-essential use of the car, especially for peak time travel. The likely availability of parking space is an important factor in determining whether or not a journey is made by car.



-
- 4.4.5 Setting appropriate standards for the provision of on-site parking is consistent with the Council's strategic transport objectives to reduce the need for travel and the impact of road traffic on the surrounding environment and further integrate land use and transport. Development proposals in which parking provision is less than the standard will need to demonstrate that adequate provision has been made to reach the site by sustainable forms of transport. This will include measures that particularly facilitate and encourage movement by walking, cycling and public transport.
- 4.4.6 This will of course depend on the accessibility of the site, which in terms of public transport is considered reasonable, as the site is only 345m away from the bus services that operate along the East Street.
- 4.4.7 There are a number of local amenities within the village including a primary school (Fritwell Primary School), village hall, public house (The Kings Head) and post office / convenience store, all of which are within a reasonable walking distance. However, to reach a wider range of services this may require the use of the private car, which means the parking levels for the development will need to be at an appropriate level.
- 4.4.8 The parking spaces for residents will be designed in line with OCC's parking space dimension requirement of 2.5m x 5m. Each space will be provided with a clear area for manoeuvring and turning where possible. Car parking spaces located near garage doors will be provided with an additional 0.5m where possible to accommodate vehicle shyness i.e. additional 0.5m will enable a garage door to open outwards without hitting an obstruction.
- 4.4.9 Paragraph 3.3 of OCC's adopted parking standards states that an on-plot garage can be counted as a parking space when the internal dimensions are 6m x 3m. MfS, paragraph 8.3.41 also states such dimensions for a garage size can be used for both storage and car parking.
- 4.4.10 The car parking provision for the proposed development has been provided in line with OCC's adopted car parking standards for new developments. The car parking provision for the development site are summarised in **Table 4.2**.



Table 4.2 Car Parking Provision for Development

Dwelling size	No of units	Total to be provided (inc garage)
1 bed house	2	2
2 bed house	6	12
3 bed house	8	16
4 bed house	18	53
Total number of allocated car parking spaces for development to be provided:		83

4.4.11 On-street parking has been designed and provided in line with 'Manual for Streets' and will be unallocated and available for visitors to the site.

4.4.12 All the details regarding access and car parking are shown on the layout plan submitted with the application.

4.5 Cycle Parking

4.5.1 The cycle parking provision for the proposed development will be considered in line with OCC's parking standards:

- 1 bedroom unit 1 space;
- 2+ bedroom units 2 spaces;

4.5.2 Cycle parking will be provided where possible in accordance with the minimum standards set out above. Such facilities will be sheltered and secure to encourage their use.

4.6 Deliveries & Refuse Collection

4.6.1 Post and couriers are anticipated to make daily deliveries of post either by bicycle or panel van. However, apart from vehicles turning into/out of the site access there would not be any additional vehicles on the highway network as a result.

4.6.2 On-line food deliveries are anticipated, and on average will generate two deliveries per day via 3.5 tonne panel vans. As with the postal services, it is anticipated that these



vehicles are already on the local highway network linking the trip with another delivery in the area.

- 4.6.3 Household Goods deliveries such as white goods (washing machine, fridge etc) and/or DIY material would typically be undertaken using a 10 tonne rigid vehicle. It is anticipated that there would be no more than one or two deliveries by such vehicles per week. In most instances these deliveries will be linked with a delivery to another local destination in the town.
- 4.6.4 Moving house at either the initial stage or at subsequent points during the lifetime of the development would likely to require a 10 tonne rigid vehicle (or less). It is anticipated that such a scenario will be infrequent.
- 4.6.5 Refuse collection is anticipated to be carried out once a week at the same time as refuse is currently collected within the local area to the site. As such, there would not be any additional vehicular movement generated on the local highway network
- 4.6.6 A tracking assessment has been undertaken on the proposed site access using a 4 axle large refuse vehicle. Drawings **P32-2340-PS-001** and **P32-2340-PS-002** demonstrate that refuse collection vehicles and fire tenders vehicle can access and egress the site without any conflicts.



5 Traffic Generation

5.1 Introduction

5.1.1 This chapter of the report considers the peak hour trip generation of the development proposals.

5.2 Trip Generation

5.2.1 The TRICS database (version 7.3.1) has been used to determine the traffic generation of the proposed residential site. The database has been filtered in accordance with TRICS Good Practice Guide with the aim of achieving a balance between refining the dataset and maintaining a good survey sample. In addition to this, the database has only been searched for private housing ownership only. The process resulted in 19 sites being used for the residential development (**Appendix E**). A summary of the trip rates and vehicle trip generation of the site based on 34 units is provided in **Table 5.1** below.

Table 5.1: Summary of Residential Trip Generation and Trips (Trip Rate/Dwelling)

Use	AM Peak (0800 – 0900)			PM Peak (1700 – 1800)		
	Arrive	Depart	Two-way	Arrive	Depart	Two-way
Trip Rate	0.124	0.408	0.532	0.350	0.153	0.503
Trips	4	14	18	12	5	17

5.3 Trip Impact

5.3.1 Based on **Table 5.1**, the site is forecast to generate 18 and 17 two-way vehicle trips during the AM and PM peak hours respectively. This equate to less than one vehicle movement every 3 minutes which is a negligible increase.

5.3.2 This increase in traffic is minimal and is considered to be in accordance with the guidance within the NPPF i.e. *‘Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe’*.



6 Summary & Conclusion

6.1 Summary

6.1.1 This TS has been prepared in support of a full planning application of 34 dwellings on land at Fewcott Road, Fritwell. As a result of the reviews and analysis carried out for this assessment it can be concluded that;

- i. The site conforms to both local and national policies;
- ii. The design of the improved vehicle access to serve the development site accords with the appropriate national standards in MfS;
- iii. An assessment has been undertaken of the likely trip generation and this indicated that the scheme will generate a total of 18 and 17 vehicle trips in the AM and PM peak hours respectively. Such two-way movements are considered to be acceptable within this part of the village and are negligible in impact;
- iv. The area has access to a bus service and local facilities which are within a reasonable walking distance from the development site;
- v. There are no reported accident patterns or causes within the local area which suggest there are existing road safety issues that would require additional highway mitigation works;

6.2 Conclusion

6.2.1 In conclusion, it has been demonstrated that the proposal would deliver a development, which is accessible, has access to a bus service and a number of local services and facilities. The traffic impact of the proposed development on the surrounding highway network has been assessed as negligible.

6.2.2 This proposal will not create any residual cumulative impacts that are considered severe and therefore in accordance with Government advice in the NPPF, the proposal should be considered acceptable in transport terms



Appendix A Illustrative Masterplan

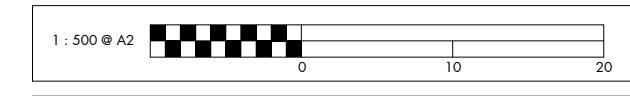


No.	DATE	DESCRIPTION
A	27.07.15	Revised for Sewer Easement
B	22.09.15	Revised following tree survey
C	27.10.15	Revised for house types
D	03.12.15	Revised Following Technical Note
E	07.12.15	Revised Following Technical Note
F	14.12.15	Layout Amendment
G	21.01.16	Layout Amendment
H	25.01.16	Layout Amendment
J	18.04.16	Layout Amendment, Gas Tanks Shown
K	18.05.16	Plot 12/13 detached - Tree removed
L	25.05.16	Revised following P.B Comments






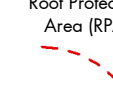




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FEWCOTT ROAD, FRITWELL

FEASIBILITY STUDY



LEGEND

 A Category Tree	 B Category Tree	 C Category Tree	 U Category Tree	 Existing Tree - To Be Removed
 Root Protection Area (RPA)	 Proposed Planting	 Sewer Easement	 Existing Bush/Planting	

Scale (@ A2)	Dwg No.
1 : 500	SK.01
Date	Rev
03.06.15	
Drawn	
T. McEwen	L



Appendix B OCC Correspondence

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

District: Cherwell

Application no: 15/00174/Preapp

Proposal: Proposed application for outline planning permission for up to 32 dwellings

Location: Land adjacent to Fewcott Rd, Fritwell

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 response (if appropriate) and technical team response(s).

Where possible these comments contain:

- Advice on the feasibility of the location.
- Advice on what to include in a full application.
- Advice on the need for any pre-application surveying to be undertaken.

Disclaimer

Please note this advice represents the opinion of an Officer(s) of the Council only, which is given entirely without prejudice to the formal consideration of any planning application which may be submitted.

District: Cherwell

Application no: 15/00174/Preapp

Proposal: Proposed application for outline planning permission for up to 32 dwellings

Location: Land adjacent to Fewcott Rd, Fritwell

Transport

Key issues:

- **Very unsustainable location for this amount of homes – travel to and from the site likely to be dominated by car travel. Only limited local services in the village can be accessed by non-car modes. Public transport provision is very poor**
- **Volume of traffic generated by the proposal is unlikely to have an unacceptable negative impact on the local transport network**
- **Safe site access should be achievable although visibility to the north needs to be carefully considered –only acceptable if the 30mph limit is extended to south of the site access (village gateway feature would also need to be re-located)**
- **Footway connection to the site is absolutely needed on west side of Fewcott Road but this could be difficult to deliver and at least very expensive due to drainage ditch and restricted width.**
- **Confusing site layout plan – a further 10 dwellings appear to be shown on the plan accessed off the main site road. What status do these have?**

Legal agreement required to secure:

A S278 would be required to enable the new site access to be built. Also the extension of the existing footway to the development access, the extension of the 30mph limit and the relocation of the existing village entry treatment to a point south of the new access.

A S106 to pay for the necessary Traffic Regulation Orders for the extension of the 30mph limit.

Conditions:

If Cherwell District Council was minded to grant planning permission to a development along the lines of that proposed in the pre app enquiry conditions would be recommended covering the issues such as:

Site access – governing position, layout, construction, drainage and vision splays

Estate Accesses, Driveways and Turning Areas – specifying construction, layout, surfacing, lighting and drainage

Car parking and cycle parking

Drainage

Travel Information packs

Construction traffic management plan

Informatives:

Please note the Advance Payments Code (APC), Sections 219 -225 of the Highways Act, is in force in the county to ensure financial security from the developer to off-set the frontage owners' liability for private street works, typically in the form of a cash deposit or bond. Should a developer wish for a street or estate to remain private then to secure exemption from the APC procedure a 'Private Road Agreement' must be entered into with the County Council to protect the interests of prospective frontage owners. For guidance and information on road adoptions etc. please contact the County's Road Agreements Team on 01865 815700 or email roadagreements@oxfordshire.gov.uk

Detailed comments:

Site location and transport impact

The site is in a very unsustainable location being in a village with limited services on offer and no bus services that would be useful for everyday journeys. The majority of journeys from this site will therefore be undertaken by car. Despite this, the impact on the local and wider transport network as a result of these trips is likely to be small. Any planning application for this site should still be accompanied by some form of transport statement setting out the likely impact of the journeys made by the future residents to confirm whether or not this is the case.

Site access

There appears to be scope to improve the existing access to adequately serve 32 dwellings although great care will need to be taken with ensuring the visibility splay to the north is adequate for the road conditions. It is accepted that if the junction were built and the 30 mph speed limit and village entry feature were to be relocated (as proposed by the transport note), the speed of traffic heading south out of the village would be reduced compared to now. However, a reasoned justification would need to accompany the application on this point so as to ensure safe and suitable access for all. In particular it must be clear that a visibility splay of 2.4m by 43m can be achieved and kept clear of vegetation above 600mm high.

Pedestrian access

It is noted that there is an acceptance on behalf of the prospective applicant that a footway extension from the edge of the village to the site would be needed. This is vitally important to ensure that new residents are able to walk safely and securely to the local services that are available within the village – the school, village shop, church etc. A site inspection suggests that this is quite possible although it could be very expensive with the available verge being narrow in one place and a ditch running alongside for the entire length. Providing a new footway to proper highway standards in such circumstances is no small undertaking. Contrary to what is stated in the technical note, the highway boundary is actually the highway edge of the roadside ditch.

The existing street lighting would need to be extended to match the new footway.

The relocated village entry treatment could incorporate some form of traffic calming e.g. build out with or without speed hump or cushion. Priority working could be considered. This would need to be lit if it involved a vertical traffic calming feature. Any bollards on a build out

without a vertical traffic calming feature would need to be illuminated if they were within 50m of the street lighting.

Car parking

Levels of car parking would need to fit with the levels recommended in the county council's interim residential design guidance. Sufficient spaces will need to be provided given the likely dependence on the car as a mode of travel by residents of this development. Sufficient space will be needed for both residents and visitors. This will ensure that cars will not be parked in inappropriate locations on street which may impede safe passage of pedestrians and refuse wagons.

Road layout

The road width of the primary access street appears generally to be sufficiently wide although it should be 5.5m for the first 12m off the highway. The secondary streets which appear not to have footways look very narrow. These should be 6.0m wide overall to allow for parked cars and pedestrians to walk on the road safely when a car is driving past.

Tracking of a large refuse vehicle will be needed with any planning application to demonstrate that bins can be collected safely and without damaging highway edges and other features. It would be helpful to show the extent of areas being proposed for adoption.

Allotment development

There are some additional buildings shown on the site layout plan outside of the area under the ownership of the prospective applicant. These don't currently exist. They appear to have an access onto Fewcott Road (in the same position as the existing allotment access) but also onto the site access road for this development. This needs to be clarified. Whilst the footway along Fewcott Road will always be essential for this development, if the other development came forward it would be recommended that a short cut for pedestrians and cyclists be provided from this development through the allotment development. As part of this development, therefore, nothing in the layout should prevent this from being delivered in the future.

Officer's Name: Craig Rossington

Officer's Title: Senior Transport Planner

Date: 12 November 2015

District: Cherwell

Application no: 15/00174/Preapp

Proposal: Proposed application for outline planning permission for up to 32 dwellings

Location: Land adjacent to Fewcott Rd, Fritwell

Education

Key issues:

- As this is a pre-application enquiry, we are not able to provide detailed comments as we have not been provided with information regarding the housing mix and build rate, and hence the pupil generation, and do not know when the development is likely to happen.
- This development lies within the school planning area of Bicester and within the current designated areas of Fritwell CE Primary School and The Bicester School (a secondary academy). For Special Educational Needs (SEN) provision, the area is served by Bardwell School in Bicester.
- Information about school planning in this area can be found in the Pupil Place Plan available at www.oxfordshire.gov.uk/cms/content/pupil-place-plan
- Expansion of permanent capacity at primary, secondary and SEN schools may be required as a direct result of the proposed development, but at the current time we do not anticipate requiring contributions for this size of development in this location.
- Education would not expect to raise any objection to this proposed development, subject to agreement being reached to secure any contributions towards school capacity as are identified as being necessary at the time of application.
- It is likely that, at the time an application is submitted, a judgement is made not to seek S106 contributions towards some or all of the Education infrastructure detailed below, due to Regulation 123 of the Community Infrastructure Regulations 2010 (as amended), preventing any further contributions being sought towards projects to expand capacity at the schools serving this area, or the need to reserve our ability to seek contributions from larger developments in the area in future.

Legal Agreement required to secure:

- It is not anticipated at the current time that contributions will be required for the reasons given above. However, the following is an indicative guide to the contributions that could possibly be requested toward the expansion of local schools to mitigate the impact of the proposal on education infrastructure. Please be aware that these figures may be subject to change and other service areas may be included. All contributions will be reviewed for compliance with Regulation 123 of the Community Infrastructure Levy Regulations 2010 (as amended) and any other relevant considerations including the proposed housing numbers and mix, and a final decision on the actual contributions that the County Council will require will be made at the time a planning application is submitted.

Rate Per Dwelling

Service	1 Bed	2 Bed	3 Bed	4+ Bed
Primary Education*	£0.00	£1,968.94	£4,516.98	£5,906.82
Special Education Needs*	£0.00	£91.88	£221.18	£316.46

* 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). Amounts shown are to be index linked from 1st Quarter 2012 using PUBSEC Tender Price Index.

- For secondary education, contributions would be for new build, for a new secondary school in Bicester, using £23,670 per pupil at a 4th Quarter 2012 PUBSEC Tender Price Index.

Conditions:

- Planning permission to be dependent on a satisfactory agreement to secure the resources required for expansion of school capacity, such as are identified as being necessary at the time of application.

Detailed Comments:

Primary

Fritwell CE Primary School has seen reduced pupil numbers on roll since the opening of Heyford Park Free School, and has capacity to meet the needs of modest levels of housing growth. It is currently a 1 form entry school. Developer contributions are not currently sought towards this school.

Secondary

Bicester secondary schools currently have spare capacity, but this will be filled as the higher numbers now in primary school feed through. The large scale housing development planned for the town will require new secondary school establishments, which are planned for SW Bicester and NW Bicester. All housing developments in the area would normally be expected to contribute towards the cost of these new establishments, however due to Regulation 123 of the Community Infrastructure Levy Regulations 2010 (as amended), we would not anticipate requiring contributions from a development of this size in this location.

SEN

Bardwell School admits from Bicester, Kidlington and surrounding villages. A £1m capital project, which is almost completed, will add 9 SEN places and re-provide 11 places previously in temporary accommodation. However, due to Regulation 123 of the Community Infrastructure Levy Regulations 2010 (as amended), we would not anticipate requiring contributions from a development of this size in this location to mitigate these costs.

Officer's Name: Diane Cameron

Officer's Title: School Organisation Officer

Date: 04 November 2015

District: Cherwell

Application no: 15/00174/Preapp

Proposal: Proposed application for outline planning permission for up to 32 dwellings

Location: Land adjacent to Fewcott Rd, Fritwell

Property

Key issues:

- As this is a pre-application enquiry, we are not able to provide detailed comments as we do not know the final housing mix or when the development is likely to take place and hence we are unable to calculate the population generated by the proposal. Due to lack of development information we are unable provide details of the financial contributions that would be required to mitigate the impact of this proposal
- If the proposal was to take place the County Council would expect that any additional strain on its existing community infrastructure would be mitigated.
- The County Council may require contributions towards: Library, Strategic Waste and Recycling Facilities and Social & Health Care (Adult Day Care).

Contribution per dwelling type (1Q 12 prices): indicative subject to revision

Property		1 Bed	2 Bed	3 Bed	4 Bed	ECH
○ Local Library and £41.16 per dwelling for	£	109	163	249	355	106
○ Library (book stock only)	£	26	38	59	84	25
○ Waste Management	£	82	123	188	268	80
○ Social & Health Care	£	154	198	209	198	1,375

- The services may be reviewed in the future and other services areas may be included. They may also vary depending on the details of the final proposal.
- 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. This is usually dealt with by condition.

Informatives:

- Oxfordshire Fire & Rescue Service recommends that all new building including all new dwellings are constructed with fire suppression systems.
- The County Councils legal fees in drawing up and/or completing a S106 legal agreement will need to be secured.
- Oxfordshire County Council will also require an administrative payment for the purposes of administration and monitoring of a proposed S106 agreement. CIL may apply at the time of any outline or Full application.

Officer's Name: Oliver Spratley

Officer's Title: Corporate Landlord Officer

Date: 04 November 2015

District: Cherwell

Application no: 15/00174/Preapp

Proposal: Proposed application for outline planning permission for up to 32 dwellings

Location: Land adjacent to Fewcott Rd, Fritwell

Ecology

Key issues:

The District Council should be seeking the advice of their in-house ecologist who can advise them on this application.

In addition, the following guidance document on Biodiversity & Planning in Oxfordshire combines planning policy with information about wildlife sites, habitats and species to help identify where biodiversity should be protected. The guidance also gives advice on opportunities for enhancing biodiversity:

<https://www.oxfordshire.gov.uk/cms/content/planning-and-biodiversity>

Legal agreement required to secure:

N/A - For the District Council to comment

Conditions:

N/A - For the District Council to comment

Informatives:

N/A - For the District Council to comment

Detailed comments:

Officer's Name: Tamsin Atley

Officer's Title: Ecologist Planner

Date: 12 November 2015
