

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

District: Cherwell

Application no: 16/01594/F

Proposal: Erection of 34 dwelling houses with associated access and infrastructure

Location: OS Parcel 9507 South Of 26 And Adjoining Fewcott Road 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 localities response and technical team response(s). Where local member have responded these have been attached by OCCs Major Planning Applications Team (planningconsultations@oxfordshire.gov.uk).

District: Cherwell

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Proposal: Erection of 34 dwelling houses with associated access and infrastructure

Location: OS Parcel 9507 South Of 26 And Adjoining Fewcott Road Fritwell

Strategic Comments

Comments:

Whilst Fritwell is designated as a 'Category A' village under Policy Villages 1, i.e. suitable for minor development, from a transport perspective Fritwell is an unsustainable location for this quantum of development. Public transport provision is very limited and travel to and from the site is likely to be dominated by car travel. CDC should consider this in their overall assessment of sustainability and social inclusion as required by Para 32 of the NPPF:

"...decisions should take account of whether...safe and suitable access to the site can be achieved for all people"

Officer's Name: David Flavin

Officer's Title: Senior Planning Officer

Date: 08 September 2016

District: Cherwell

Application no: 16/01594/F

Proposal: Erection of 34 dwelling houses with associated access and infrastructure

Location: OS Parcel 9507 South Of 26 And Adjoining Fewcott Road Fritwell

Transport

Recommendation:

Objection

For drivers looking to the north west of the site entrance, it has not been demonstrated that the necessary visibility splay for a 60mph limit can be achieved.

Due to the narrowness of the highway verge along Fewcott Road it has not been demonstrated that a footway of adequate width (1.5m) can be delivered – it appears that there is at least some non-highway land outside of the control of the applicant that will be needed to deliver a suitable footway.

As such safe and suitable access has not yet been demonstrated according to the NPPF.

Key issues:

- To ensure safe and suitable access onto Fewcott Road, the existing 30mph speed limit would need to be extended to include the site entrance. However, it cannot be assumed that the speed limit alteration will be successful and as such the visibility splay for a 60mph speed limit or current measured vehicle speeds needs to be demonstrated. This hasn't been done and it looks highly unlikely to be achievable.
- Very unsustainable location for this amount of homes – travel to and from the site is 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 appears to have been underestimated but even a more realistic level of vehicle movements is unlikely to have an unacceptable negative impact on the local transport network.
- The site layout plan 00217 – PL.02 – does not appear to show enough unallocated visitor parking for the number and type of dwellings proposed. This is despite the fact that the application form states the right amount of parking. As such, visitor parking may take place in locations that make vehicle manoeuvres difficult. Or such parking may have a negative impact on pedestrian and landscape amenity.
- A footway of 1.5m has been shown on the site layout plan but the accompanying words in the Transport Statement give little confidence that this will be possible. A review of the highway boundary suggests that the verge is narrow around the entrance to the adjoining parcel of land and as such non highway land outside of the applicant's control will be needed to build a satisfactory footway. This issue needs to be

addressed by the applicant in order that confidence can be given that the necessary footway can be provided.

Legal agreement required to secure:

If Cherwell District Council were to grant planning permission the following legal agreements would be needed:

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 (with additional traffic calming – required to ensure the 30mph transition is effective) to a point south of the new access.

A S106 to secure the above S278 highway works.

Conditions:

If Cherwell District Council was minded to grant planning permission the following conditions should be applied:

Access: Full Details

Prior to the commencement of the development hereby approved, details of the means of access between the land and the highway on Fewcott Road, including position, layout and vision splays shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, and prior to the occupation of any of the dwellings, the means of access shall be constructed and retained in accordance with the approved details. *Reason - In the interests of highway safety and to comply with Government guidance contained within the National Planning Policy Framework*

Car Parking

No dwelling shall be occupied until car parking spaces to serve them have been provided according to plans showing parking and the necessary manoeuvring and turning to be submitted to and agreed by the Local Planning Authority. Car parking shall be retained unobstructed at all times thereafter except for the parking and manoeuvring of vehicles at all times thereafter. *Reason - To ensure appropriate levels of car parking are available at all times to serve the development, and to comply with Government guidance contained within the National Planning Policy Framework.*

Cycle Parking Provision

No dwelling of the development hereby permitted shall be occupied until cycle parking has been provided according to a plan showing the number, location and design of cycle parking for the dwellings that has previously been submitted to and approved in writing by the Local Planning Authority. The cycle parking will be permanently retained and maintained for the parking of cycles in connection with the development. *Reason - To ensure appropriate levels of cycle parking are available at all times to serve the development, and to comply with Government guidance contained within the National Planning Policy Framework.*

Drainage

No development shall begin until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro-geological context of the development, has been submitted to and approved in writing by the local

planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The scheme shall also include:

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

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

Travel Information Pack

Prior to first occupation a Travel Information Pack shall be submitted to and approved by the Local Planning Authority. The first residents of each dwelling shall be provided with a copy of the approved Travel Information Pack. *Reason – to encourage residents to use sustainable modes of transport as much as possible in line with the NPPF*

Construction traffic management plan

Prior to commencement of the development hereby approved, a Construction Traffic Management Plan (CTMP) shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the approved Construction Traffic Management Plan shall be implemented and operated in accordance with the approved details. *Reason - In the interests of highway safety and the residential amenities of neighbouring occupiers.*

Informatives:

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

Detailed comments:

Site Location

The site is on the edge of the village but it is still reasonable walking distance to the facilities and services that it offers. Having said that, these services and facilities are limited (just a village shop and primary school) and in particular employment opportunities are very scarce and there is no secondary school.

Site access

The applicant is proposing to improve the existing access to the site in order to accommodate the traffic generated by the development. I am satisfied that the form of the access is suitable to allow manoeuvres in and out by the different sizes of vehicles that might need to serve the development.

However, the site access is located outside of the existing 30mph speed limit for the village. The applicant has proposed to relocate the 30mph speed limit to include the new site access and if successful, this would of course reduce the requirements for site visibility splays. However, there isn't sufficient certainty that the relocation of the 30mph speed limit would be approved following the necessary public consultation not least because the development is partially hidden and on its own would do little to change the nature of the Fewcott Road (and therefore vehicle speeds). There may well be concerns expressed at the consultation stage about whether the relocation of the 30mph limit would be appropriate. To improve the chances of the relocation of the 30mph speed limit being successful, the village entry treatment should also be moved. Given the nature of the Fewcott Road south of the site entrance (vehicle speeds appear to be very fast approaching the village) it is my view that any relocated village entry treatment should be accompanied by some additional traffic calming e.g. narrowing/build out/speed cushions. This additional traffic calming, too, would need to go through a consultation process which raises further concerns about whether the relocated speed limit might be successful.

Therefore, in the absence of (i) sufficient certainty that the 30mph limit could be extended to include the new site access junction and (ii) any recently collected speed data at the entrance, the applicant needs to demonstrate that it could provide 2.4m by 215m visibility splays (determined by the 60mph speed limit) to ensure vehicle manoeuvres can be undertaken safely. This has not been done to date.

See separate comments on the proposed pedestrian footway connecting the development to the village.

Traffic generation

The Transport Statement (TS) seeks to demonstrate that the number of new vehicle trips generated by the development will have an acceptable impact on the local transport network – it is estimated by using the TRCS database that there would be 18 and 17 two way trips in the am and pm peaks respectively. I agree that this is indeed a small number of trips although I do not believe that this is a realistic assessment of the number of trips this development will generate – the sites chosen from the TRICS database appear to be mainly edge of large towns with therefore presumably more local services close at hand and better public transport coverage. The site in question here is on the edge of a much smaller rural settlement with very limited services and facilities and virtually non-existent public transport. I would expect a development like this in a settlement with more services and usable public transport to be generating not very much less than 0.6 trips per dwelling in both the am and pm peaks compared to the 0.532 and 0.503 generated by the transport consultant using TRICS.

Having said that, the number of trips that the development would generate is still small and unlikely to have an unacceptable negative impact on the local transport network.

Public Transport

Contrary to what is stated in the application's Transport Statement (TS), the bus that serves the village now only does so once on a Friday, following the county council's decision to remove all subsidy from non-commercial services in Oxfordshire. As such the TS overplays

the sustainable credentials of the development. The only journeys that can be realistically made by residents of the proposed development without the need for a car are to the village shop, the primary school and social visits within the village. Virtually all journeys to work and for other purposes will be by car. See other related comments about traffic generation.

Car parking/site layout

On the application form there are enough car parking spaces listed and there appear to be sufficient spaces allocated for each dwelling according to the site layout plan 00217 – PL.02. However, there only maybe 8 spaces (4 spaces close to the site access junction, 2 next to plot 11 and 2 close to plots 22-23 assuming these are the 2, 1 bed dwellings). For a development of this type there should be twice as many unallocated spaces (and arguably more given its unsustainable location).

Given that a significant proportion of the site layout has only a 4.8m wide carriageway with no footway, visitor cars are likely to have a negative impact on pedestrian amenity and landscaped areas. It may make it difficult for large vehicles such as refuse wagons to get around the site without overrunning kerbs/edgings and landscaped areas. Indeed, the tracking drawing (J32-2340-PS-001) already shows that manoeuvres of a 10.5m refuse wagon are very tight to the road edge.

The latest advice from the road agreements team is that residential site layouts should be tracked using an 11.4m long refuse wagon. Because of the tight tracking for a 10.5m refuse wagon, the tracking should be repeated with the 11.4m wagon and site layout adjusted as necessary. In any case, if the site layout is to be adopted by the county council, the shared surface part of the site should be an absolute minimum of 5.0m wide with 0.8m service strips on each side. At the moment there is only 4.8m and no maintenance margins.

A turning head has been provided for a refuse wagon in the north west corner of the site which has resulted in an unusual section of road between plots 25 and 26. It is difficult to see how this wouldn't be used for parking by residents and visitors and therefore preventing it from being used for turning large vehicles. In any case given the loop provided by the site layout, a turning head isn't needed for the refuse wagon in this location. The section of road/turning head between plots 25 and 26 could alternatively be used either as front garden/landscaping or visitor parking.

The way the vehicle crossovers are drawn on the site layout plan (00217 – PL.02) for the off street car parking where a footway is provided are not exactly pedestrian friendly. Whilst it is accepted that the footway will need to be dropped at the driveways/crossovers, the footway material should continue across in order to help indicate some form of pedestrian priority. Furthermore, the cross over for plot 17's parking in particular seems excessively wide.

For further detail of what might or might not be adopted as highway, please contact the Road Agreements team (roadagreements@oxfordshire.gov.uk).

Pedestrian footway

In order that the development is connected to the village for pedestrians, the developer has proposed a footway alongside Fewcott Road from the site access as far as the existing footway that ends at the village entry treatment feature. This footway is shown on the site layout plan measures as 1.5m and as such this is acceptable. However the TS says that the width will be dependent on the highway land available.

Ideally, the footway should be 2m wide although the Government document “Inclusive Mobility” states that 1.5m could be regarded as the minimum acceptable under most circumstances. The absolute minimum width according to “Inclusive Mobility” is 1m and even then that reduced width should only be for a short distance (6m is stated). The county council would not accept a new footway that is less than 1m wide and would only accept a 1m wide footway if that were for a very short length i.e. a pinch point. The diagram from Manual for Streets (MfS) that is reproduced as figure 4.3 in the TS appears to have been used in a misleading way – it is not used in MfS to show recommended Footway Widths as the TS states but rather to illustrate the width requirements for different types of pedestrians. MfS itself directs its readers to the provisions of Inclusive Mobility.

The highway boundary is the roadside edge of the ditch and there is at least one section along Fewcott Road where the ditch is very close to the carriageway – around the entrance to the adjoining parcel of land. As such there I am concerned that there may not be enough width to provide a 1m wide footway. Even then, at the very least there will almost certainly be the need to use non highway land (for supporting the back edge of the footway) which is not in the applicant’s control. Further detail is needed to demonstrate that a footway can be provided by the applicant ordinarily at least 1.5m wide with only pinch points where it is as narrow as 1m. Without this, it has not been demonstrated that safe and suitable access for all can be provided for the development.

The connection shown at the southern edge of the site to join up with the existing footpath public right of way (219/6) is welcomed.

Travel Information Pack

In order to ensure that residents of the development are fully aware of all the travel options available to them from day one of occupation, particularly sustainable options, the developer will need to submit a travel information pack for approval. This pack will be supplied to each resident on first occupation.

Officer’s Name: Craig Rossington

Officer’s Title: Senior Transport Planner

Date: 07 September 2016

District: Cherwell

Application no: 16/01594/F

Proposal: Erection of 34 dwelling houses with associated access and infrastructure

Location: OS Parcel 9507 South Of 26 And Adjoining Fewcott Road Fritwell

Education

Recommendation:

No objection

Key issues:

Based on the unit mix stated in the application, this proposed development has been estimated to generate 3.16 Nursery Pupils, 13.32 primary pupils, 10.24 secondary pupils (including 1.56 sixth formers) and 0.30 pupils requiring education at an SEN school.

OCC is not seeking Education contributions to mitigate the impact of this development on infrastructure. The village primary school has sufficient capacity, but in the case of secondary and SEN provision, this is solely 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 the area, or the need to reserve our ability to seek contributions for larger developments than this in the area in future.

Informatives:

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

Any contributions sought should be Index-linked from 4th Quarter 2014 using PUBSEC Tender Price Index

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:

The proposed development would be served by The Bicester (secondary) School. 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 do not require contributions from a development of this size in this location.

Special:

Across Oxfordshire 1.11% of pupils are taught in special schools and all housing developments are expected to contribute proportionately toward expansion of this provision. 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 do not require contributions from a development of this size in this location to mitigate these costs.

Early Years:

Under Section 7 of the Childcare Act 2006 the Council has a responsibility to ensure that there is sufficient childcare to enable families to access their entitlement to free early education of 570 hours per year. Early education is a statutory entitlement for eligible two-year old children, where such eligibility is targeted at circa 40% of this age group, and for all three year old children. The Childcare Act 2016 extends the Council's responsibility to ensure that there is sufficient provision, as the entitlement to free early education will double to 1,140 hours for children, aged 3 and 4, of eligible working parents from September 2017. Delivery of early years' education and childcare provision in Oxfordshire is through a mixed market of private and voluntary providers, including pre-schools, day nurseries and childminders, and through schools, including academies and Free Schools.

An early years contribution would not be sought from this development however, as it is anticipated that the extra demand can be met from existing provision. We reserve the right to seek a contribution should this application be amended and from other developments.

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

- £198,189 Section 106 contribution for necessary expansion of permanent secondary school capacity in the area by a total of 10.24 pupil places. This site lies in The Bicester School's designated catchment area.
- £10,223 Section 106 as a proportionate contribution to expansion of Special Educational Needs provision in the area by a total of 0.30 pupil places. This site is served by Bardwell School, which is a special school in Bicester.

Officer's Name: Sarah Greenall / Barbara Chillman

Officer's Title: School Planning Officer / Pupil Place Planning Manager

Date: 25 August 2016

District: Cherwell

Application no: 16/01594/F

Proposal: Erection of 34 dwelling houses with associated access and infrastructure

Location: OS Parcel 9507 South Of 26 And Adjoining Fewcott Road Fritwell

Property

Key issues:

- The County Council considers that the impacts of the development proposal (if permitted) will place additional strain on its existing community infrastructure.
- The following housing development mix has been used:

2 x One Bed
Dwellings

6 x Two Bed
Dwellings

8 x Three Bed
Dwellings

18 x Four Bed
Dwellings

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

107.98 additional residents including:

6.68 resident/s aged
65+

70.18 residents aged
20+

12.06 resident/s ages 13-
19

11.28 resident/s ages
0-4

Legal Agreement required to secure:

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

If a S106 agreement is required to secure either transport or education contributions then the County Councils legal fees in drawing up and/or completing a legal agreement will need to be secured. An administrative payment would also be required for the purposes of administration and monitoring of the proposed S106 agreement.

Conditions:

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

Informatives:

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

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

• Library	£10,258.10
• Central Library	£1,851.86
• Waste Management	£7,882.54
• Museum Resource Centre	£647.88
• Adult Day Care	£841.68
Total*	£21,482.06

*Price Base 4th Quarter 2014

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

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

Detailed Comments:

Local Library

This development is served by Deddington Library.

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

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

The costs of extending a library is £2,716 per m² at 4th Quarter 2014 price base; this equates to

£75 (£2,716 x 27.5 / 1,000) per resident.

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

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

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

$$\mathbf{£95 \times 107.98 \text{ (the forecast number of new residents)} = \mathbf{£10,258.10}}$$

Central Library

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

Remodelling of the library at 4th Quarter 2014 base prices leaves a funding requirement still to be secured of £4,698,900. 60% of this funding is collected from development in the Oxford area. The remainder 40% is spread across the four other districts. 40% of 4.7M = £1,838,300.

Population across Oxfordshire outside of Oxford City district is forecast to grow by 93,529 to year

2026. £1,838,300 ÷ 93,529 people = £19.65 per person

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

$$\mathbf{£19.65 \times 107.98 \text{ (the forecast number of new residents)} = \mathbf{£1,851.86}}$$

Strategic Waste Management

Under Section 51 of the Environmental Protection Act 1990, county councils, as waste disposal authorities, have a duty to arrange for places to be provided at which persons resident in their area may deposit their household waste and for the disposal of that waste.

To meet the additional pressures on the various Household Waste and Recycling Centre provision in Oxfordshire enhancements to these centres are either already taking place or are planned, and, to this end, contributions are now required from developers towards their redesign and redevelopment.

A new site serving 20,000 households costs in the region of £3,438,202 at 4th Quarter 2014 price base; this equates to £73 per resident.

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

$$\mathbf{£73 \times 107.98 \text{ (the forecast number of new residents)} = \mathbf{£7,882.54}}$$

County Museum Resource Centre

Oxfordshire County Council's museum service provides a central Museum Resource Centre (MRC). The MRC is the principal store for the Oxfordshire Museum, Cogges Manor

Farm Museum, Abingdon Museum, Banbury Museum, the Museum of Oxford and the Vale and Downland Museum. It provides support to these museums and schools throughout the county for educational, research and leisure activities.

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

An extension to the MRC to mitigate the impact of new development up to 2026 has been costed at £527,191 at 4th Quarter 2014 price base; this equates to £6 per person

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

$$\text{£6 x 107.98 (the forecast number of new residents) = £647.88}$$

Social & Health Care - Day Care Facilities

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

Contributions are based upon a new day care centre offering 40 places per day (optimum) and open

5 days per week; leading to an equivalent costing of £12,607 per place at 4th Quarter 2014 price base (this is non-revenue). Based on current and predicted usage figures we estimate that 1% of the over 65 population use day care facilities. Therefore the cost per person aged 65 years or older is £126.

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

$$\text{£126 x 6.68 (the forecast number of new residents aged 65+) = £841.68}$$

Indexation

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

General

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

Officer's Name: Will Madgwick

Officer's Title: Planning Liaison Officer

Date: 24 August 2016

District: Cherwell

Application no: 16/01594/F

Proposal: Erection of 34 dwelling houses with associated access and infrastructure

Location: OS Parcel 9507 South Of 26 And Adjoining Fewcott Road Fritwell

Minerals & Waste

Recommendation:

No comment

Key issues:

No significant issues

Legal agreement required to secure:

Conditions:

Informatives:

Detailed comments:

No comments

Officer's Name: Peter Day

Officer's Title: Minerals & Waste Policy Team Leader

Date: 22 August 2016

District: Cherwell

Application no: 16/01594/F

Proposal: Erection of 34 dwelling houses with associated access and infrastructure

Location: OS Parcel 9507 South Of 26 And Adjoining Fewcott Road Fritwell

Ecology

Recommendation:

Comments

Key issues:

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

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

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

Legal agreement required to secure:

N/A - For the District Council to comment

Conditions:

N/A - For the District Council to comment

Informatives:

N/A - For the District Council to comment

Detailed comments:

Officer's Name: Tamsin Atley

Officer's Title: Ecologist Planner

Date: 06 September 2016
