

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

District: Cherwell

Application No: 18/01894/OUT

Proposal: Outline planning permission with all matters reserved for up to 25 dwellings with associated open space, parking and sustainable drainage.

Location: OS Parcel 4300 North Of Shortlands And South Of High Rock, Hook Norton Road, Sibford Ferris.

Response date: 30th November 2018

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

Assessment Criteria

Proposal overview and mix/population generation

OCC's response is based on a development as set out in the table below. The development is based on a SHMA mix.

Residential	No.
1-bed dwellings	3
2-bed dwellings	6
3-bed dwellings	11
4-bed & larger dwellings	5

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

Average Population	66.42
Primary pupils	7.86
Secondary pupils	4.82
Sixth Form pupils	0.74
SEN pupils	0.16
Nursery children (number of 2 and 3 year olds entitled to funded places)	1.98
20 - 64 year olds	45.61
65+ year olds	4.89
0 – 4 year olds	7.06

Application no: 18/01894/OUT

Location: OS Parcel 4300 North Of Shortlands And South Of High Rock, Hook Norton Road, Sibford Ferris.

General Information and Advice

Recommendations for approval contrary to OCC objection:

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

Outline applications and contributions

The number and type of dwellings and/or the floor space may be set by the developer at the time of application, or if not stated in the application, a policy compliant mix will be used for assessment of the impact and mitigation in the form of s106 contributions. These are set out on the first page of this response.

In the case of outline applications, once the unit mix/floor space is confirmed by the developer a matrix (if appropriate) will be applied to assess any increase in contributions payable. The matrix will be based on an assumed policy compliant mix as if not agreed during the s106 negotiations.

Where unit mix is established prior to commencement of development, the matrix sum can be fixed based on the supplied mix (with scope for higher contribution if there is a revised reserved matters approval).

Where a S106/Planning Obligation is required:

- **Index Linked** – in order to maintain the real value of s106 contributions, contributions will be index linked. Base values and the index to be applied are set out in the Schedules to this response.
- **Security of payment for deferred contributions** – An approved **bond** will be required to secure payments where the payment of S106 contributions (in aggregate) have been agreed to be deferred to post implementation and the total County contributions for the development exceed £1m (after indexation).
- **Administration and Monitoring Fee - £250**
This is an estimate of the amount required to cover the extra monitoring and administration associated with the S106 agreement. The final amount will be based on the OCC's scale of fees and will be adjusted to take account of the number of obligations and the complexity of the S106 agreement.
- **OCC Legal Fees** The applicant will be required to pay OCC's legal fees in relation to legal agreements. Please note the fees apply whether an s106 agreement is completed or not.

CIL Regulation 123

Due to pooling constraints for local authorities set out in Regulation 123 of the Community Infrastructure Levy Regulations 2010 (as amended), OCC may choose not to seek contributions set out in this response during the s106 drafting and negotiation.

That decision is taken either because:

- OCC considers that to do so it would breach the limit of 5 obligations to that infrastructure type or that infrastructure project or
- OCC considers that it is appropriate to reserve the ability to seek contributions to that infrastructure type or that infrastructure project in relation to the impacts of another proposal.

The district planning authority should however, take into account the whole impact of the proposed development on the county infrastructure, and the lack of mitigation in making its decision.

Application no: 18/01894/OUT

Location: OS Parcel 4300 North of Shortlands And South of High Rock, Hook
Norton Road Sibford Ferris

Transport Schedule

Recommendation:

No objection subject to:

- **S106 Contributions** as summarised in the table below and justified in this Schedule:
- **An obligation to enter into a S278/S38** agreement as detailed below.
- **Planning Conditions** as detailed below.
- Note should be taken of the **informatives** stated below.

S106 Contributions

Contribution	Amount	Price base	Index	Towards (details)
Public transport infrastructure (<i>if not dealt with under S278/S38 agreement</i>)	£20,000	November 2018	Baxter	A new shelter and hardstanding for the existing bus stop on Main Street, Sibford Ferris
Traffic Reg Order (<i>if not dealt with under S278/S38 agreement</i>)	£4,850	November 2018	RPI-x	Alteration of the speed limit TRO on Hook Norton Road, and provision of a gateway feature and highway markings
Total	£24,850			

Key points

- Limited bus service means that development will be predominantly car-dependent
- Impact of generated traffic cannot be viewed as severe
- Visibility southwards from the access will be acceptable if the speed limit is relocated to a more appropriate location
- Internal road layout must be able to accommodate an 11.6m refuse collection vehicle
- New footway will be required to connect to the existing network
- The proposal will incorporate a footpath through the development, linking two Public Rights of Way
- Adequate car and cycle parking to be included

Comments:

Transport Strategy

The development is proposed in Sibford Ferris a category A village, a service village. It is therefore important from a strategy point of view that the residents of the proposed development would be able to access the stores and Post Office. Although the footway is not complete, the route would be no more problematic than for the residents of the existing dwellings in Cotswold Close and on Hook Norton Road.

Bus services

The existing 3A bus service to Banbury is of a low frequency and offers limited connectivity. Any new dwelling residents will be car-dependent for most trips.

Given the small scale of the development, any financial contribution to improving bus operations or service frequency for the 3A service is unlikely to be sufficient.

A S106 agreement is recommended to secure £20,000 towards the cost of a suitable bus shelter on Main Street in fitting with the village character, inclusive of renewed hardstanding area and ongoing maintenance. The design of shelter is to be agreed between the applicant and the Parish council. The parish council must accept responsibility for ownership and ongoing maintenance of the asset.

Pedestrian access

The planning report states the scheme will deliver:

“homes within walking distance of the primary school, GP surgery/dispensary, shop/post office and other village amenities.”

“The post office and village store is an 8 minutes walk from the site whilst the primary school in Sibford Gower, along with the GP surgery, pubs and church are approximately 15 minutes walk away.”

A preliminary concept schematic is provided by the applicant which indicates an internal footpath network on the site. A footpath is proposed to run parallel to Hook Norton Road within the site. The footpath is proposed on the western side.

The footpath network is incomplete on Main Street, and Acre Ditch, as there are narrow sections on each route. Hawke's Lane may be difficult to walk for some path users due to its undulating nature.

A crossing point of Hook Norton Road demarcated using tactile paving crossing point will be needed. The pedestrian footway and crossing point would be delivered by a S278 secured through a S106 agreement.

The development should be conditioned to ensure that any missing links between the existing footpath network and the proposed internal network are completed to a high standard, with drop kerbs as required.

Travel planning

The proposals are not large enough to necessitate the submission of a residential travel plan with a planning application. However, we would expect residential travel information packs to be provided to first time residents. These would be secured through a relevant planning condition.

Traffic impact

A Transport Statement (TS) has been included with the application documents. The TRICS analysis determines an average amount of vehicle movements based on actual counts from existing developments. This reasonably concludes a trip rate of 0.5 per dwelling in the morning peak hour, which would equate to 13 two-way movements (10 out and 3 in).

The TS also calculates a distribution equating to 5 out of 6 movements southwards from the site access. This appears to be rather skewed, especially as the out-and-back trips are likely to be local, to the facilities in the village and Sibford Gower, both to the north. As a worst case, if (say) 10 of the 13 movements were to the north, this would equate to one additional car every 6 minutes. Compared to the 5-day average two-way vehicle flow for the morning peak of 209 (111 northbound plus 98 southbound, from the northern site ATC), this equates to an increase of less than 5%.

The National Planning Policy Framework (NPPF) says that “Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe” (Cl. 109). In this situation it cannot be demonstrated that the additional traffic would warrant an objection.

Access

This application is for outline permission with all matters reserved, so detail will be added at a later date.

The TS includes a speed survey with data collected by Automated Traffic Counters (ATCs) at sites either side of the proposed access. The average 85%ile speeds recorded are as follows:

Southbound (at northern site) 37.8mph

Northbound (at southern site) 34.0mph

The northern site is well within the residential area and 30mph speed limit, so the Manual for Streets (MfS) is applicable. This speed requires a visibility splay of approximately 60m, rather than the 43m (TS cl. 4.3) based on the speed limit. However, the available visibility of 90m is more than adequate.

Northbound vehicles will become visible from the access whilst they are still within the National Speed Limit. The 85%ile speed of 34mph (measured by the ATC at the speed limit sign) requires a visibility of 52m, which is marginally less than the 55m that is possible. In order for the MfS criteria to apply, the 30mph speed limit will need to be relocated further to the south – the logical place would be to coincide with the village sign. Speed reduction would best be highlighted by the addition of “dragon’s teeth” lining and a single gateway feature. A S106 contribution is required to fund the change to the Traffic Regulation Order and the physical works.

There is a lighting column close to the access within the southern visibility splay that will have to be relocated. OCC Streetlighting department must be consulted.

A S278 agreement will be required for the new site access. Given that the visibility to the south is only just satisfactory, consideration should be given to repositioning the junction further to the north. Alignment with the existing PRow to the east of Hook Norton Road is a secondary consideration.

Site layout

The site roads must be able to accommodate an 11.6m long refuse collection vehicle, as advised at the pre-app stage. It appears to be tight even for a 10.2m vehicle as shown in Appendix G.

Road widths of 5.5m with 1.8m footways (as stated in TS cl. 4.6) are acceptable. The shared surface needs to be 6.0m wide with 0.8m maintenance margins on both sides.

Other considerations for the detailed design of the development:

- Private drainage must not be discharged to the adoptable highway
- Tree pit design to be approved by OCC if within 5m of the carriageway
- No trees to be within 10m of streetlights
- Tactile crossings to be installed as necessary for pedestrian access across the site

Unit 15 appears to be very close to the footway. Windows or doors must not open over the highway boundary.

Pedestrian access

The S278 works will include a footway connection to tie-in with the existing facilities. However, the pedestrian access point is shown in two different places on the two drawings – drawing SK04 (Appendix H) shows it opposite the electrical sub-station, whilst the Concept Schematic (Appendix F) shows it right in the NE corner of the site. Either way, the footway should connect to the east side of Hook Norton Road, south of Cotswold Close. Dropped kerbs and tactile paving will need to be included across the Cotswold Close bellmouth.

Public rights of way

The continuous pedestrian route across the site is welcomed as it will connect the two existing PRoW, 347/2 (at the western boundary) and 347/4 (to the east). Contrary to the previous advice given, it is considered preferable that the footpath is not dedicated, but that the western section is provided as part of the Public Open Space and secured by a legal agreement (as noted in cl. 1.3 of the Planning Statement), and the eastern section is incorporated in the S38 adoptable highway. The specification of the path through the open space/orchard can be decided by the district council, to best suit the landscape.

Dropped kerbs and tactile paving will be required where the path crosses the access road on to the "Green", and at the opening on to Hook Norton Road.

Car and cycle parking

The county council's standards for car parking can be found in our residential road design guide:

<https://www.oxfordshire.gov.uk/cms/sites/default/files/folders/documents/roadsandtransport/transportpoliciesandplans/newdevelopments/DesignGuidePublication.pdf>

Cycling design guidelines:

<https://www2.oxfordshire.gov.uk/cms/sites/default/files/folders/documents/roadsandtransport/transportpoliciesandplans/newdevelopments/CyclingStandards.pdf>

Manual for Streets:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/341513/pdfmanforstreets.pdf

The scale and location of parking provision in the sketch layouts is not clear, but providing sufficient allocated parking for each dwelling with a sensible allowance for visitors is important in contributing to a high quality, successful design. If enough parking is not provided or if it is not conveniently located, there is a risk that people will park informally in much less suitable places, often obstructing pedestrian provision or harming landscaped areas. It is proposed that overspill parking will be at the allotments but this is rather distant from many of the properties so may not be used for this purpose. It is very important that drivers are not tempted to park on Hook Norton Road and use the pedestrian access, so plentiful resident and visitor parking must be provided in the north-east corner of the site.

Section 4.10 and 4.11 of the Transport Statement stipulate the amount of parking proposed for the houses/flats. Cycle parking is not included, which does not meet the expectations of Oxfordshire County Council for enabling sustainable travel. The applicant should provide adequate bicycle parking that meets the standards expected by the council.

Manual for streets paragraph 8.2.1 states:

In residential developments, designers should aim to make access to cycle storage at least as convenient as access to car parking

Oxfordshire Cycling Design Standards 2.4.1 states:

For new residential developments, the County Council's minimum approved standards are:

Resident cycle parking:

- *1 space for 1 bed unit, 2 spaces for larger units*

Visitor cycle parking:

- *In addition to the above, 1 stand per 2 units where more than 4 units*

As a guide:

- *Garages should be designed to allow space for car plus storage of cycles in line with District Council design guides where appropriate*
- *1 stand = 2 spaces. The number of stands to be provided from calculations to be rounded upwards*
- *Preferred stand is of 'Sheffield' type.*
- *All cycle parking facilities to be secure and located in convenient positions*
- *Residential visitor cycle parking should be provided as communal parking at convenient and appropriate locations through the development*

Drainage

OCC (drainage) comment: No objection subject to condition. The condition required will be pre – commencement as the information provided at this stage is insufficient to ensure a satisfactory drainage scheme will be secured for the site.

The drainage strategy considers a range of SuDS across the site, which includes Soakaways, Swales, Permeable Paving, and Ponds. The strategy should consider rainwater harvesting. It is proposed to dispose of surface water by infiltration on site and further detailed design work is required to explore and clarify the full scope of the SuDS.

Three soakaway tests have been undertaken at the site, which indicate positive results for infiltration in one of the test locations. Further comprehensive soakage testing across the site and annual groundwater monitoring will be required to inform the detailed design of SuDS. This requirement must form part of a planning condition.

The drainage strategy must consider flood routing across the site in the event of exceedance conditions. As well as the consideration of the modelled events, there should be a qualitative examination of what would happen if any part of the drainage / SuDS system fails, to demonstrate that flood water will have flow routes through the site without endangering property and where possible maintaining emergency access / egress routes. This should be supported by a flood exceedance route plan.

The strategy did not include a SuDS Management and Maintenance Plan. The Maintenance Plan must include the following details:

- *Details of which organisation or body will be responsible for vesting and maintenance for individual aspects of the drainage proposals (individual*

properties/curtilages, roads, special areas etc) with evidence that the organisation/body has agreed to such adoption. Where the agreement is subject to other legalities, it may be acceptable to provide agreement-in-principle.

- *Details of which organisation or body will be the main maintaining body where the area is multifunctional (e.g. open space play areas containing SuDS) with evidence that the organisation/body has agreed to such adoption.*
- *A Maintenance Schedule setting out which assets need to be maintained, at what intervals and what method is to be used.*
- *A Site Plan identifying the location of each element of the drainage scheme, including access points, maintenance access easements and outfalls. Maintenance operational areas are to be identified and shown on the plans, to ensure there is room to gain access to the asset, maintain it with appropriate plant and then handle any arisings generated from the site for example by providing a silt deposit area and cut weed composting area for large ponds.*
- *Any health and safety information required to manage identified residual risks associated with maintenance activities*

Construction Traffic Management Plan

A Construction Traffic Management Plan (CTMP) would need to be submitted to and agreed in writing by the local planning authority prior to commencement of any development if planning permission were to be given. The following sets out what we would expect the CTMP to include:

- The CTMP must be appropriately titled, include the site and planning permission number.
- Routing of construction traffic and delivery vehicles is required to be shown and signed appropriately to the necessary standards/requirements. This includes means of access into the site.
- Details of and approval of any road closures needed during construction.
- Details of and approval of any traffic management needed during construction.
- Details of wheel cleaning/wash facilities – to prevent mud etc, in vehicle tyres/wheels, from migrating onto adjacent highway.
- Details of appropriate signing, to accord with the necessary standards/requirements, for pedestrians during construction works, including any footpath diversions.
- The erection and maintenance of security hoarding / scaffolding if required.
- A regime to inspect and maintain all signing, barriers etc.
- Contact details of the Project Manager and Site Supervisor responsible for on-site works to be provided.
- The use of appropriately trained, qualified and certificated banksmen for guiding vehicles/unloading etc.

- No unnecessary parking of site related vehicles (worker transport etc) in the vicinity – details of where these will be parked and occupiers transported to/from site to be submitted for consideration and approval. Areas to be shown on a plan not less than 1:500.
- Layout plan of the site that shows structures, roads, site storage, compound, pedestrian routes etc.
- A before-work commencement highway condition survey and agreement with a representative of the Highways Depot – contact 0345 310 1111. Final correspondence is required to be submitted.
- Local residents to be kept informed of significant deliveries and liaised with through the project. Contact details for person to whom issues should be raised with in first instance to be provided and a record kept of these and subsequent resolution.
- Any temporary access arrangements to be agreed with and approved by Highways Depot.
- Details of times for construction traffic and delivery vehicles, which must be outside network peak and school peak hours.

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

£20,000 Public Transport Infrastructure Contribution indexed from November 2018 using Baxter Index

Towards: A new shelter and hardstanding for the existing bus stop on Main Street, Sibford Ferris

Justification: The contribution is necessary to make the development acceptable in planning terms because it will make sure that residents are provided with user-friendly facilities. This will help the development reflect and exploit opportunities for travel by sustainable modes in accordance with paragraph 102 of the NPPF.

Calculation: The actual cost of the shelter will be dependent on the design selected, which should be in keeping with the surroundings. The contribution will cover the cost of the shelter and the required hardstanding, with any surplus going towards ongoing maintenance.

£4,850 Traffic Regulation Order Contribution indexed from November 2018 using RPI-x

Towards: The alteration of the speed limit TRO on Hook Norton Road, and provision of a gateway feature and highway markings

Justification: The average speed of vehicles approaching the village from the south needs to be reduced to ensure that adequate visibility from the proposed site access is available. The most suitable method of achieving this is to move the speed limit further out so that vehicles decelerate sooner. A consultation process is required before the TRO can be modified. The limit would be moved to the village sign, with the addition of a gateway feature and “dragon’s teeth” highway markings.

Calculation:

£2,600	current charge for standard Traffic Regulation Order
£750	works to relocate sign
£1,500	highway markings and gateway feature (incl. commuted sum for two maintenance visits)

S278 Highway Works:

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

- Formation of a new site access
- Provision of a footway from the pedestrian access on Hook Norton Road to the existing footway network

Notes:

This is secured by means of S106 restriction not to implement development (or occasionally other trigger point) until S278 agreement has been entered into. The trigger by which time S278 works are to be completed shall also be included in the S106 agreement.

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

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

S38 Highway Works – Spine Road:

An obligation to provide a spine road as part of the highway network will be required for the development. The S106 agreement will secure delivery via future completion of a S38 agreement.

The S106 agreement will identify for the purpose of the S38 agreement;

- Approximate location of the spine road and information as to provision eg minimum width of carriageway, footways etc as appropriate.
- Timing – this may be staged.
- Additional facilities/payments e.g. on-site bus infrastructure and related payments.

Planning Conditions:

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

Access: Full Details

Prior to the commencement of the development hereby approved, full details of the means of access between the land and the highway including position, layout, and

vision splays shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, and prior to the first occupation of any of the development, 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

Vision Splay Details

Prior to the commencement of the development hereby approved, full details of the access vision splays, including layout and construction shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, and prior to the first occupation of the dwellings the vision splays shall be constructed in accordance with the approved details and the land and vegetation within the vision splays shall not be raised or allowed to grow above a maximum height of 0.6m above carriageway level.

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

Car parking and turning areas

Prior to the commencement of the development hereby approved, full specification details of the access drives, car parking and turning areas to serve the development which shall include construction, layout, surfacing, lighting and drainage, shall be submitted to and approved in writing by the Local Planning Authority. Thereafter and prior to the first occupation of any part of the development, the access, car parking and turning areas for that part of the development shall be constructed in accordance with the approved details. All car parking shall be retained unobstructed except for the parking and manoeuvring of vehicles at all times thereafter, unless otherwise agreed in writing beforehand by the local planning authority.

Reason: In the interests of highway safety, to ensure a satisfactory standard of construction and layout for the development and to comply with Government guidance contained within the National Planning Policy Framework.

Details of Turning for Service Vehicles

Prior to the commencement of the development hereby approved, and notwithstanding the application details, full details of refuse collection vehicle turning within the site shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the development shall be carried out 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

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 ensure all residents and employees are aware of the travel choices available to them from the outset

Cycle Parking Provision

Prior to the first use or occupation of the development hereby permitted, covered cycle parking facilities shall be provided on the site in accordance with details which

shall be firstly submitted to and approved in writing by the Local Planning Authority. Thereafter, the covered cycle parking facilities shall be permanently retained and maintained for the parking of cycles in connection with the development.
Reason - In the interests of sustainability and to ensure a satisfactory form of development, in accordance with Government guidance contained within the National Planning Policy Framework.

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.

Drainage

Development shall not 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
- SUDS (Permeable Paving, Soakaways, Infiltration devices, Attenuation Pond, Swales)
- Sizing of features – attenuation volume
- Maintenance and management of SUDS features (To include provision of a SuDS Management and Maintenance Plan)
- Infiltration in accordance with BRE365 (To include comprehensive infiltration testing and annual monitoring and recording of groundwater levels across the site)
- Detailed drainage layout with pipe numbers
- Network drainage calculations
- Phasing
- Flood Flow Routing in exceedance conditions (To include provision of a flood exceedance route plan)

Informative:

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

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.

Officer's Name: Roger Plater
Officer's Title: Transport Planner
Date: 28/11/2018

Application no: 18/01894/OUT

Location: OS Parcel 4300 North Of Shortlands And South Of High Rock, Hook Norton Road, Sibford Ferris.

Education Schedule

Recommendation:

No objection.

There is currently sufficient primary and early years capacity within this area to mitigate the demands that would arise from this proposed development.

CIL Regulation 123

OCC considers that the following education contributions meet the tests required by Regulation 122 (2) of the CIL Regulations but they are not sought due to Regulation 123.

Contribution	Amount	Price base	Towards (details)
Secondary	£ 117,995	4Q 16	Contribution towards expanding capacity at The Warriner School.
SEN	£ 5,813	4Q 16	Contribution towards expanding capacity at Frank Wise Special School.

Officer's Name: Lucy Mills

Officer's Title: School Organisation Officer

Date: 26/11/2018

Application no: 18/01894/OUT

Location: OS Parcel 4300 North Of Shortlands And South Of High Rock, Hook Norton Road, Sibford Ferris.

Archaeology Schedule

Recommendation:

Objection for the following reasons:

A programme of archaeological investigation will be required to support this application as set out in the submitted desk based assessment by Orion Heritage.

Comments:

The site is located in an area where little formal archaeological investigation has been undertaken and as such the archaeological potential of the site is unknown. An archaeological desk based assessment has been submitted by Orion Heritage which concludes that the site has low archaeological potential for all periods.

The assessment however highlights that this may be due to a lack of archaeological investigation and further concludes that a programme of archaeological investigation will be required to support any planning application (Orion heritage DBA, paragraph 5.4).

In accordance with the National Planning Policy Framework (NPPF), we would therefore recommend that, prior to the determination of this application the applicant should therefore be responsible for the implementation of an archaeological field evaluation. This must be carried out by a professionally qualified archaeological organisation and should aim to define the character and extent of the archaeological remains within the application area, and thus indicate the weight which should be attached to their preservation. This information can be used for identifying potential options for minimising or avoiding damage to the archaeology and on this basis, an informed and reasonable decision can be taken.

The investigation should consist of a geophysical survey in the first instance and may require a further phase of evaluation depending on the results of this survey.

Officer's Name: Richard Oram

Officer's Title: Planning Archaeologist

Date: 22/11/2018
