

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

District: Cherwell

Application No: 18/00792/OUT

Proposal: Outline application (all matters reserved except for access) for the demolition of existing buildings and erection of up to 52no dwellings, with associated works and provision of open space

Location: Land At Tappers Farm Oxford Road Bodicote Banbury

Response date: 7th June 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 taken from the application form.

Residential	
1-bed dwellings	7
2-bed dwellings	12
3-bed dwellings	23
4-bed & larger dwellings	9

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	134.89
Primary pupils	15.77
Secondary pupils	9.61
Sixth Form pupils	1.45
SEN pupils	0.32
Nursery children (number of 2 and 3 year olds entitled to funded places)	3.99
20 - 64 year olds	93.42
65+ year olds	10.12
0 – 4 year olds	14.26

Application no: 18/00792/OUT

Location: Land At Tappers Farm Oxford Road Bodicote Banbury

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 - £3,750

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: 18/00792/OUT

Location: Land at Tappers Farm Oxford Road Bodicote Banbury

Transport Schedule

Recommendation:

Objection for the following reasons:

- The applicant has not submitted an appropriate surface water drainage strategy for the site which gives priority to sustainable urban drainage systems (SUDs) and demonstrates that any increased surface water run-off volumes and rates can be accommodated within the site. Therefore, the applicant has not complied with paragraphs 103 and 104 of the National Planning Policy Framework.

If despite OCC's objection permission is proposed to be granted then OCC requires prior to the issuing of planning permission an S106 agreement, including an obligation to enter into an S278 agreement, and an S38 agreement to mitigate the impact of the development plus planning conditions and informatives as detailed below.

S106 Contributions

Contribution	Amount £	Price base	Index	Towards (details)
Public transport services	£52,000	June 2018	RPI-x	
Total	£52,000			

Key points

- Although infiltration appears to be the preferred method of disposing of surface water within the site, the infiltration potential for the site has not been verified.
- The shared space streets within the site need to be widened to 6m, plus a service strip of 0.8m in width. The applicant will be required to enter into a private street agreement with the Local Highway Authority under S220 of the Highways Act 1980 concerning any private street that will serve 5 dwellings or more.
- The applicant needs to submit a drawing which must show that a refuse vehicle of not less than 11.6m in length can enter, turn in, and exit the development safely in forward gear, and that the refuse vehicle can get within 25m of the collection point of any household refuse bin, and within 12m of any communal refuse collection area in accordance with *Manual for Streets*.
- The applicant will need to ensure that they can meet Oxfordshire County Council's residential parking standards. For this, a profile of the make-up of the housing will need to be submitted at the reserved matters stage.
- While pedestrians can access the bus stops for the circular bus services from the centre of Bodicote safely and easily, they must detour northwards via Sycamore Drive and the Bankside/A4260 Oxford Road over-pass to access the southbound bus stop for the S4 bus service to Oxford city centre.

Comments:

Vehicular Access

The applicant wants to provide a priority access junction with a ghosted right-turn lane into the development for east-bound motor traffic, plus a pedestrian refuge immediately north of the access and east of the right turn lane.

Paragraph 2.15 of TD 42/95 of the *Design Manual for Roads and Bridges* states that “For new rural junctions they (simple priority junctions) should be used when the design flow of the minor road is not expected to exceed 300 vehicles 2-way AADT, and that on the major road is not expected to exceed 13,000 vehicles 2-way AADT.” Based on the applicant’s TRICS analysis, which I accept, the access road to this development (the minor road) will add 31 two-way trips to the network in the AM peak, 34 two-way trips in the PM peak, and 253 two-way trips per day between 07.00 and 19.00.

Paragraph 2.16 of the TD 42/95 of the *Design Manual for Roads and Bridges* states that “However, upgrading (from a simple priority to a ghosted right-turn lane) should always be considered where...vehicles waiting on the major road to turn right inhibit the through-flow of traffic and create a hazard.” Because of the proximity of the proposed access to the eastern arm of the White Post Road/Sycamore Drive/Bankside roundabout, vehicles waiting to turn right into this development at the PM weekday peak could inhibit the progress of through-traffic as motorists accelerate when exiting the above roundabout in an easterly direction.

Visibility Splays from the Access

The applicant completed AADT 85th percentile wet weather speed surveys on White Post Road between 26 March 2018 and 1 April 2018 in the near vicinity of the site access, although they do not say exactly where. These gave results of 21.9mph in an easterly direction and 24.7mph in a westerly direction. The applicant has then applied a vehicle deceleration rate of 4.41 metres per second and driver perception/reaction time of 1.5 seconds in accordance with Chapter 10 of *Manual for Streets*. I consider *Manual for Streets* to be appropriate highway design guidance for this location and accept the applicant’s speed survey results and visibility splay proposals.

Pedestrian Access to the Development

The applicant proposes a direct access on to White Post Road and proposes a pedestrian refuge which will be built via an agreement under S278 of the Highways Act 1980. In addition to this, the applicant proposes two separate pedestrian accesses directly on to the A4260 Oxford Road. One of these is approximately 87m south of the mid-point of the existing A4260 Oxford Road/White Post Road junction and the other at a point approximately 160m south of this. In both instances, the highway boundary appears to be the back edge of the grass verge immediately to the west of the existing footway on the western side of the A4260 Oxford Road.

To make these accesses usable in all weathers, the applicant will need to provide two hardstanding areas within the highway boundary on the A4260 Oxford Road to connect the proposed accesses to the existing footway. Should they wish the footways within the development to be adopted as public highway, these will need to have hard surfacing. Details of the surfacing will need to be provided.

Existing Access to the current Farm Shop

The existing access to the current land use for part of the site lies approximately 17m to the west of the access proposed by the applicant. The front edge of this immediately south of the carriageway needs to have a full height kerb reinstated and a verge placed immediately south of this and north of the existing footway which is within the highway boundary. These measures will prevent motorists parking vehicles at this location which is a short distance from the roundabout.

Vehicular Parking

Depending on the make-up of the housing proposed, the applicant will need to meet the vehicular parking standards set out in Table A6.B1 on page 63 of Oxfordshire County Council's Residential Roads Design Guide, which can be accessed at: <https://www2.oxfordshire.gov.uk/cms/sites/default/files/folders/documents/roadsandtransport/transportpoliciesandplans/newdevelopments/DesignGuidePublication.pdf> at reserved matters stage.

Cycle Parking

This development is within cycling distance of Banbury town centre and should encourage residents to cycle for short journeys. Therefore, high quality cycle parking facilities should be provided, particularly for dwellings that do not have an allocated garage. The applicant will need to demonstrate how they will meet the cycle parking standards set out in the table below at reserved matters stage:

	Residential
Long stay/ employee/ resident	1 bed - 1 space; 2+ beds - 2 Spaces ***
Visitor	1 stand per 2 units where more than 4 units

Surface Water Drainage

The preferred option for the disposal of surface water is by infiltration. However, the infiltration potential for the site has not been verified at this stage and therefore the Lead Local Flood Authority strongly advises that this be informed through infiltration testing throughout the site and objects to the application because the infiltration potential has not been verified.

It will be an important design consideration that the base of any proposed infiltration device maintains a one metre separation to the seasonal high ground water level, as well as avoiding the mobilisation of any existing contaminant present in the ground. Therefore, seasonal monitoring of ground water levels and soil testing may be necessary in areas where infiltration is viable.

At outline stage it may be acceptable to base infiltration values on typical values for the local geology, but only if an alternative drainage design and agreed point of

discharge is provided should infiltration rates prove to be unsuitable. In this case, it will not be possible to dispose of surface water to a watercourse, and the alternative will be to make use of the nearby sewer system. However, if discharge is to a surface water or combined sewer, or highways ditch or drain, a letter of confirmation from the Water Company or responsible body will be required, stating their required discharge maximum rates and confirmation that there is adequate capacity in the existing system. This information is generally provided by going through the relevant water company's "Pre-Planning Service". The advice given is usually valid for a one-year period. This process will provide assurance that there are no capacity issues with third party assets, as the LLFA are not able to make this type of assumption on behalf of a Water and Sewerage provider. This assurance was not provided within the application documents, therefore the Lead Local Flood Authority objects to this application.

The flood exceedance plan provided with this application shows flow routing out on to the highway. If the drainage system that has been designed to allow flooding on site is during the 1% (1 in 100) storm event (+ 40 % CC), a plan must be provided which identifies where this flooding will occur. Any flooding of the site should be assessed to ascertain if is safe for the sites users. This can be secured by way of a planning condition.

A Sustainable Urban Drainage (SUDs) Management and Maintenance Plan will need to be produced for this development. This can be secured through a planning condition.

Servicing the Development

The applicant must provide a drawing which shows that a refuse vehicle of the following dimensions can enter, turn in, and exit the development safely in forward gear, can get within 25m of the collection point for any household refuse bin, and within 5m of the collection/storage point for any communal refuse bins:

- Phoenix 2 – 23W with elite 2 6x4 chassis
- Overall length – 11.6m (including bin lift)
- Overall Width – 2.530m
- Overall body height – 3.205m
- Min body ground clearance – 0.410m
- Track width – 2.5m
- Lock to lock time – 4.00s

It is also unclear how some residents will be expected to get refuse bins and bicycles from their back gardens on to the internal collection areas and roads within the development. Plots 27 and 30-34 provide examples of this issue, which will need to be addressed at reserved matters stage.

Shared Space Areas

The applicant proposes some shared space streets/driveways that will feed into the main access road through the site. For example, the road that will serve properties 46-52 has no footway and is a shared space area. Drawing UG1732-URB-UD-XX-XX-GA-(90)-001 Rev. B shows this as having a carriageway width of 5m. This needs to

be widened to have a carriageway width of 6m, plus a service strip of 0.8m in width to allow for the installation of street lighting.

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

£52,000 Public Transport Service Contribution indexed from June 2018 using RPI-x

Towards: The improvement in the frequency of local bus services which serve current bus stops near the development.

Justification: The contribution is necessary to make the development acceptable in planning terms because it accords with Banbury Policy 4: Bankside Phase 2 of Cherwell District Council's Local Plan 2011-2031 which states that one of the key components of improving access and movement to and from the development is to extend local bus routes arising from phase 1 of the Bankside development which this is located near. The development is located approximately 425m from bus stops on Sycamore Drive which are served by service B1, which is a circular service travelling via Banbury town centre every 30 minutes, Monday – Saturday 09.15-16.20. It is also 490m from two bus stops on the A4260 Oxford Road which provide an hourly service to Oxford, Monday - Saturday daytime, and two-hourly on Sundays.

This contribution will be pooled with contributions from other residential developments in the local area to enable the procurement of sufficient vehicles to increase the frequency of local bus services where there is sufficient demand, or to operate services at times of the day that do not currently have a service (e.g. later in the evenings or on Sundays).

The contribution is also necessary to make the development acceptable in planning terms because, although there is a Post Office within 1300m of the access to the development, three pubs within 800m of this, and one primary school within 200m of the access, residents will still need to travel to Banbury town centre itself to access amenities, employment, leisure facilities, and rail services. The development is approximately 1.3 miles from Banbury town centre and railway station. Both bus services mentioned above travel via Banbury bus station, which is located immediately west of this. Therefore, this contribution, which could increase the frequency and/or the time coverage of local bus services, would improve access to amenities, employment, and national rail services.

The contribution is fair and reasonably related in scale and kind to the development because it is calculated at a rate of £1,000 per dwelling, a rate which is applied to residential developments throughout Oxfordshire for which contributions to improved local bus services are sought.

Calculation: £1000 per dwellings x 52 dwellings = £52,000

S278 Highway Works:

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

- The construction and tying in of the proposed bell-mouth vehicular and pedestrian access to the existing highway network on White Post Road, together with dropped kerbs, tactile paving, and road markings as shown on Drawing No. 1608/01.
- The construction of a ghosted right turn lane, together with appropriate road markings as shown on Drawing No. 1608/01.
- The construction of a pedestrian refuge, together with dropped kerbs and tactile paving, on White Post Road as shown on Drawing No. 1608/01.
- The construction of two hardstanding areas within the existing highway boundary on the western side of the A4260 Oxford Road, one at a point approximately 86m south of the mid-point of the A4260 Oxford Road/White Post Road junction, and one approximately 160m south of the mid-point of the A4260 Oxford Road/White Post Road junction to connect two proposed pedestrian accesses to the existing footway on the western side of the A4260 Oxford Road.
- The restoration of a full-height kerb and the installation of verging that will not interfere with the existing footway across the existing access to the existing land use of this site, which is approximately 217m west of the proposed vehicular and main pedestrian access to the site.

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 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 spine road and information as to provision e.g. 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:

If permission is given, the following planning conditions should be attached:

Existing vehicular Access to be Stopped Up

Prior to the first use of the access hereby approved, the existing vehicular access for the site's current land use onto the highway east of the White Post Road/Bankside/Sycamore Drive roundabout shall be permanently stopped up by means of the installation of a verge and full-height kerb and shall not be used by any vehicular traffic whatsoever.

Reason: In the interests of highway safety in accordance with the National Planning Policy Framework.

Refuse Vehicle Tracking

Prior to the commencement of development, a vehicle tracking drawing, which must show that a refuse vehicle of not less than 11.6m in length can enter, turn in, and exit the development safely in forward gear, and can get within 25m of any residential bin collection point and within 12m of any communal refuse collection point, must be submitted to and approved in writing by the Local Planning Authority. Thereafter, and prior to the first occupation of the development, construction shall only commence in accordance with the approved details.

Reason: In the interests of highway safety in accordance with the National Planning Policy Framework.

Road Construction, Surfacing, and Layout

Prior to the commencement of the development hereby approved, full specification details of the internal carriageways and footways, including construction, surfacing, layout, drainage and road markings, shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, and prior to the first occupation of the development, construction shall only commence in accordance with the approved details.

Reason: In the interests of highway safety in accordance with the National Planning Policy Framework.

Parking and Manoeuvring Areas Retained

Prior to the commencement of the development hereby approved, full specification details (including construction, layout, surfacing and drainage) of the vehicular parking and manoeuvring areas shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, and prior to the first occupation of the development, the parking and manoeuvring areas shall be provided on the site in accordance with the approved details and shall be retained unobstructed except for the parking and manoeuvring of vehicles at all times thereafter.

Reason: In the interests of highway safety in accordance with the National Planning Policy Framework.

Surface Water Drainage Strategy

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

- Maintenance and management of SUDS features (this maybe secured by a Section 106 Agreement)
- Sizing of features – attenuation volume
- Infiltration 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
- No private drainage into the public highway drainage system.

Reason: In the interests of highway safety in accordance with the National Planning Policy Framework.

Travel Plan Statement and Travel Information Pack

Prior to first occupation a Travel Plan Statement and 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: In the interests of maximising the opportunities for travel by sustainable modes in accordance with the National Planning Policy Framework.

Cycle Parking

Prior to the first use or occupation of the development hereby permitted, covered cycle parking facilities shall be provided on the site for those houses that do not have the use of a garage 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 maximising the opportunities for travel by sustainable modes in accordance with the National Planning Policy Framework.

Construction Traffic Management Plan

Prior to the commencement of development, a construction traffic management plan shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, and prior to the first occupation of the development, construction shall only commence in accordance with the approved details.

Reason: In the interests of highway safety in accordance with the National Planning Policy Framework.

Informative:

Travel Plan Statement and Travel Information Pack

Please see the document below for more information regarding what needs to be included in these documents:

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

Construction Traffic Management Plan

A CTMP will need to incorporate the following in detail where applicable:

- 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 0845 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.

Officer's Name: Will Marshall

Officer's Title: Senior Transport Planner

Date: 6 June 2018

Application no: 18/00792/OUT

Location: Land at Tappers Farm Oxford Road, Bodicote, Banbury.

Education Schedule

Recommendation:

No objection subject to:

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

Contribution	Amount £	Price base	Index	Towards (details)
Primary and early years	£334,923	4Q2014	PUBSEC	A new primary school south of Salt Way
Primary School land	£33,906	November 2016	RPIX	Land for a new primary school south of Salt Way

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

£334,923 Primary School Contribution indexed from 4Q2014 using PUBSEC Index

Towards: building a new primary school south of Salt Way.

Justification: Banbury's primary schools are forecast to see rapid growth in pupil numbers over the coming years as a result of the scale of housing growth included in the Cherwell Local Plan. Expansion of school capacity is required, and is already underway through a strategic programme of new schools and school expansions. Longford Park Primary School opened in 2017, and a new primary school at Southam Road is due to open 2020. These, in addition to the existing schools, will mean that Banbury schools will jointly offer 813 places per year group by 2020. Current pupil forecasts indicate that this will only be sufficient until 2021, by when further school capacity will be required.

A new school is planned for the development south of Salt Way. This will provide sufficient capacity for a number of surrounding developments, and will lie approximately one mile from this proposed development. The capacity it will provide will be necessary to make this proposed development acceptable in terms of primary school capacity, and this proposed development would be required to contribute in a proportionate manner towards its cost.

Calculation:

The south of Salt Way new school is currently planned as a 2.5 form entry school, the cost of which the county council's property consultants have calculated as **£21,238 per pupil**, or £11,150,000 in total.

This proposed development has been estimated to generate 15.77 primary pupils for whom the necessary capacity would be provided through the new school.

15.77 pupils * £21,238 per pupil = £334,923

£33,906 Primary School Land Cost Contribution indexed from November 2016 using the RPIX Index

Towards: the cost to the county council of acquiring sufficient land south of Salt Way for a new primary school.

Justification: the county council is required to pay to acquire that proportion of site area for the new school south of Salt Way which is not attributable to the expected pupil generation of the host development. Developments benefitting from the additional capacity which will be provided by this school should contribute towards the cost of land in a proportionate manner.

Calculation:

3.01 (hectares of land required for new primary school)

At a value of £375,000 per hectare this equates a total land cost of £1,128,750

Per pupil this equates to £2,150 (£1,128,750 ÷ 525)

This proposed development has been estimated to generate 15.77 primary pupils therefore the land contribution required from this development is:

15.77 x £2,150 = £33,906

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	325,352	3Q2015	A new secondary school for Banbury
Special Education	11,137	4Q14	Creating additional permanent capacity at Frank Wise School.

Officer's Name: Barbara Chillman

Officer's Title: Pupil Place Planning Manager

Date: 25 May 2018

Application no: 18/00792/OUT

Location: Land At Tappers Farm Oxford Road Bodicote Banbury

Archaeology Schedule

Recommendation:

No Objection subject to the planning conditions below.

Comments:

The site is located in an area of archaeological interest to the east of an Iron Age and Roman settlement site identified from an archaeological evaluation. This site consisted of a series of pits, posthole and linear features dating to the Iron Age and Roman periods. A possible Bronze Age barrow was also recorded along with a number of Neolithic pits. One possible Neolithic pit was recorded approximately 100m west of this proposed site. Further evidence of Roman occupation was recorded 480m east of the proposed site where Roman ditches and gullies were recorded during another archaeological evaluation.

The line of the Salt Way, a possible Anglo Saxon routeway, aligned WNW – ESE, runs towards the site but stops at the NW edge of the proposed site. The line of this trackway beyond this point is unknown but it is possible that it may have originally continued through the site.

It is likely that aspects of these archaeological features could survive on this site and a programme of archaeological evaluation and mitigation will need to be undertaken ahead of any development.

We would, therefore, recommend that, should planning permission be granted, the applicant should be responsible for ensuring the implementation of a staged programme of archaeological investigation to be maintained during the period of construction. This can be ensured through the attachment of a suitable negative condition as suggested below.

Planning Conditions:

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

1. Prior to any demolition and the commencement of the development a professional archaeological organisation acceptable to the Local Planning Authority shall prepare an Archaeological Written Scheme of Investigation, relating to the application site area, which shall be submitted to and approved in writing by the Local Planning Authority.

Reason - To safeguard the recording of archaeological matters within the site in accordance with the NPPF (2012).

2. Following the approval of the Written Scheme of Investigation referred to in condition 1, and prior to any demolition on the site and the commencement of the development (other than in accordance with the agreed Written Scheme of Investigation), a staged programme of archaeological evaluation and mitigation shall be carried out by the commissioned archaeological organisation in accordance with the approved Written Scheme of Investigation. The programme of work shall include all processing, research and analysis necessary to produce an accessible and useable archive and a full report for publication which shall be submitted to the Local Planning Authority.

Reason – To safeguard the identification, recording, analysis and archiving of heritage assets before they are lost and to advance understanding of the heritage assets in their wider context through publication and dissemination of the evidence in accordance with the NPPF (2012).

Officer's Name: Richard Oram

Officer's Title: Planning Archaeologist

Date: 22 May 2018
