

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

District: Cherwell

Application No: 19/00963/OUT

Proposal: Re-submission of application 17/02394/OUT - Outline planning permission for up to 55 dwellings with associated landscaping, open space and vehicular access off Berry Hill Road.

Location: East Of Last House Adjoining And North Of Berry Hill Road, Adderbury

Response date: 15th July 2019

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	7
2-bed dwellings	14
3-bed dwellings	24
4-bed & larger dwellings	10

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	143
Primary pupils	16.84
Secondary pupils	10.28
Sixth Form pupils	1.56
SEN pupils	0.34
Nursery children (number of 2 and 3 year olds entitled to funded places)	4.25

20 - 64 year olds	99.24
65+ year olds	10.71
0 - 4 year olds	15.19

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General Information and Advice

Recommendations for approval contrary to OCC objection:

IF within this response an OCC officer has raised an objection but the Local Planning Authority are still minded to recommend approval, OCC would be grateful for notification (via planningconsultations@oxfordshire.gov.uk) as to why material consideration outweighs OCC's objections, and 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 - £3500**
This is 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.

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Location: East Of Last House Adjoining And North Of Berry Hill Road, Adderbury

Transport Schedule

Recommendation:

Objection for the following reason(s):

- Proposals relate to a previously approved access arrangement (Drawing No. 1899-F01 Rev C) but this has not been submitted with this application.

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

S106 Contributions

As set out in the submitted report entitled "Response to Highway Comments – February 2018" which was in response to matters raised by OCC to mitigate and improve highway safety, the applicant accepted the requested contributions.

It is noted that the application is outline and therefore the level of contributions with respect to public transport services would be subject to amendment, should the final size be different to this.

Contribution	Amount £	Price base	Index	Towards (details)
Public transport services	55,000	January 2018	RPI-x	Enhancement of public transport services serving the site. Pump priming of bus services on the A4260.
Public transport infrastructure (<i>if not dealt with under S278/S38 agreement</i>)	10,000	January 2018	Baxter	Towards the provision of two sets of bus stop poles and premium route standard flags, and bus shelters (£4,000 will be transferred to the Adderbury Parish Council as a commuted sum for maintenance of the shelter).
Public Rights of Way	20,000	January 2018	Baxter	Access mitigation measures on the footpaths to east and north of the site (Adderbury Footpaths 13, 6, 5 and 24 and Bridleway 9). This

				would fund surface improvement, signing and furniture along the routes.
Traffic Reg Order <i>(if not dealt with under S278/S38 agreement)</i>	3,120	June 2019	RPI-x	Administration costs towards a Traffic Regulation Order to enable the relocation of the existing 30mph/derestricted speed limit on Berry Hill Road from its current location to a point further south by the junction with the A4260 to bring the entire Berry Hill Road under 30mph.
Total	£88,120			

Key points:

- A Traffic Regulation Order (TRO) is required under the Road Traffic Regulation Act 1984 to enable the relocation of an existing speed limit on Berry Hill Road to bring the proposed access within suitable speed limits.

Comments:

Access

The primary vehicular and pedestrian access is proposed to be taken via an existing access off Berry Hill Road. This access is located within a section of Berry Hill Road that is subject to national speed limit. Para 2.6.2 of the Transport Statement (TS) suggests that the 30mph speed limit shall be extended to cover the entirety of Berry Hill Road right up to the junction with the A4260 Oxford Road.

The application proposes to implement a new footway along the northern side of Berry Hill Road to provide a direct pedestrian link between the site and the remainder of the village of Adderbury (up to Horn Hill Road). This link will clearly be of benefit to residents of the existing properties along Berry Hill Road in reaching the village centre safely and directly. In addition to that, a new crossing point within a pedestrian refuge with associated dropped kerbs and tactile paving along the A4260 Oxford Road shall be provided. These improvements are welcomed.

It is picked up from a supporting document entitled "Response to Highway Comments - April 2018" that there has been a later version of the site access arrangements referenced by **Drwg No: 1899-F01 Rev C** whose details have been agreed with the Highway Authority. The site access drawing presented as part of this application is however a different version referenced as **Drwg No: 1899-F01 Rev B**.

It is also noted that a number of issues as presented in the TS have been modified or updated in principle at the back of discussions with OCC officers along the way,

but the corresponding TS has not been updated to reflect those changes. As such, the updated proposals (as written in the “Response to Highway Comments – Feb 2018” and subsequent “Response to Highway Comments - April 2018”) do not correspond to the TS submitted in support of this application. This application being outline, seeking planning permission on the general principles must clearly present the right access arrangement for review. Without this, the application cannot be supported. **(Reason for objection)**

Accident Analysis

It is noted from the “Response to Highway Comments – April 2018” submitted in support of this application that further accident analysis was undertaken back in February 2018 as part of the previous planning application on this site for 60 dwellings. I consider this survey to still be valid (within date) despite the fact that there has been a recent fatal accident having occurred on the local network from the time that survey was undertaken. In review of this application, this recent accident has been given due consideration.

PROW

In a previous application on this site under planning ref: 17/02394/OUT it was noted that the right of way to the north of the site shall likely be affected and measures were sought to ensure the public footpath is maintained and also improved. The provision of £20,000 for offsite PRow measures is welcomed, especially if trigger can be advanced. Also welcomed is the integration of the site within its footprint and the surrounding/connecting green infrastructure network. The provision of informal POS and paths is also welcomed. Note that these need to be managed in perpetuity as part of the landscape management plan.

Travel Plan

It is a quite a walk to the nearest bus stop especially from the middle of the development.

There are limited evening and Sunday bus services.

There are no footpaths along Berry Hill Road – the provision of additional footways and crossing points (as mentioned within paragraphs 2.5.4 and 2.5.5 of the transport statement) are welcomed.

The primary school in Adderbury has in the past suffered from inconsiderate and unsafe parental parking. As this development is a considerable distance from the school, I am concerned that the car will be the default option adding to the problematic situation outside school. The school has produced a School Travel Plan.

As this development is for 55 dwellings a Travel Plan Statement will be required. This should be produced prior to first occupation. Further information as to what should be included within the statement can be found within appendix 4 of the OCC guidance document – ‘Transport for New Developments – Transport Assessments and Travel Plans March 2014’.

A Residential Travel Information Pack is also required. This should be produced prior to first occupation and then distributed to all residents at the point of occupation.

Reason – to ensure all residents are aware of the travel choices available to them from the outset. Further information as to what is required can be found within the OCC guidance sheet attached with this response.

Please could cycle parking be included within each residential boundary, either within a garage or a garden shed.

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

£55,000 Public Transport Service Contribution indexed from 2018 Q1 using RPI-x

Towards: Enhancement of public transport services serving the site. Pump priming of bus services on the A4260.

Justification: Local Transport Plan 4, Policy 34. Oxfordshire County Council will require the layout and design of new developments to proactively encourage walking and cycling, especially for local trips, and allow developments to be served by frequent, reliable and efficient public transport. To do this, we will:

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

Calculation: £1000 per dwelling is sought from developments served by the bus routes on the A4260 on a fair and equitable basis.

£10,000 Public Transport Infrastructure Contribution indexed from 2018 Q1 using Baxter Index

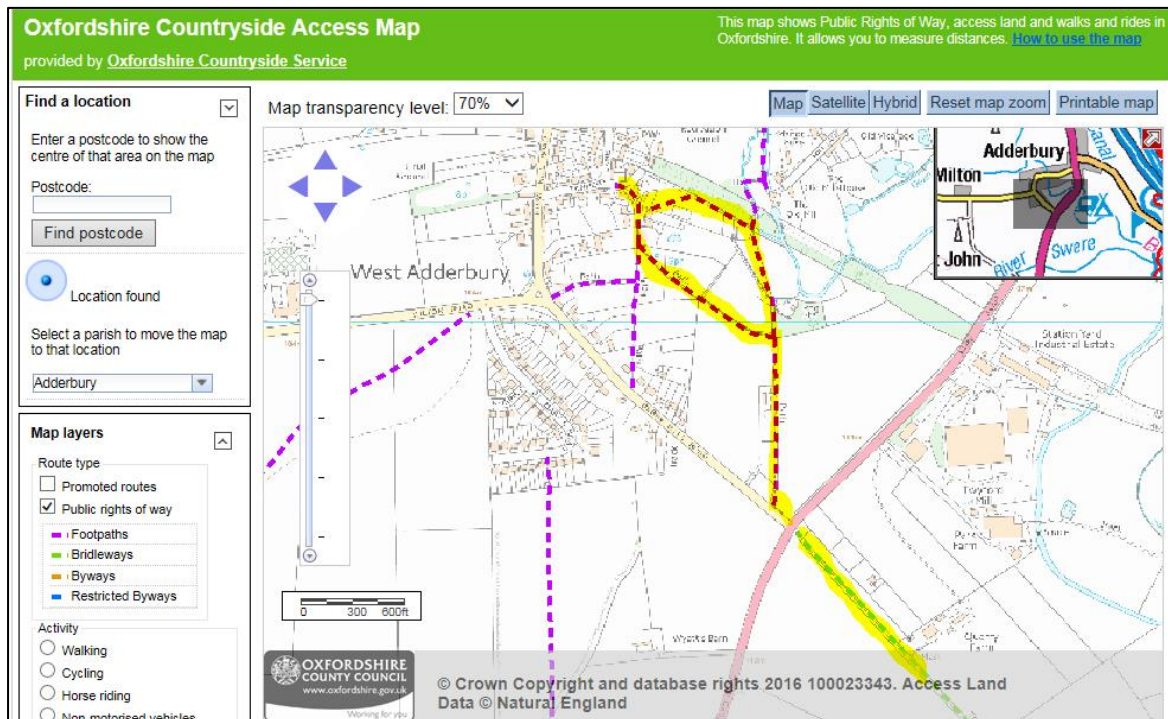
Towards: Provision of two sets of two bus stop pole and premium route standard flags, and a bus shelter (£4,000 will be transferred to the Adderbury Parish Council as a commuted sum for maintenance of the shelter).

Justification: Provision of bus stops within 400m walking distance of the development site.

Calculation: Each bus stop pole and premium route standard flags, and a bus shelter is £3000 plus £2000 commuted sum for maintenance, for two bus stops totals £10,000.

£20,000 Public Rights of Way Contribution indexed from Q1 2018 using Baxter Index

Towards: Access mitigation measures on the footpaths to east and north of the site (Footpaths 13, 6, 5 and 24 and Bridleway 9). This would fund surface improvement, signing and furniture along the routes.



Justification

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

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

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

The contribution would be spent on improvements to the public rights of way in the vicinity of the development. Primarily this is to improve the surfaces of all routes to take account of the likely increase in use by residents of the development as well as new or replacement structures like gates, bridges and seating, sub-surfacing and drainage to enable easier access, improved signing etc.

Calculation

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

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

£3,120 Traffic Regulation Order Contribution indexed from June 2019 using RPI-x

Towards: The cost of administering a Traffic Regulation Order (TRO) which, if successful, will enable the relocation of the existing 30mph/derestricted speed limit on Berry Hill Road from its current location to a point further south by the junction with the A4260 to bring the entire Berry Hill Road under 30mph. This would reduce traffic speeds in both directions.

Justification: The Contribution is necessary to make the development acceptable in planning terms as, if successful; it will enable the relocation of existing speed limit signage that is currently within the southern visibility splay of the access of the development. Locating the speed limit outside of the access will also reduce traffic speeds on this road in the vicinity of the proposed development, thereby reducing the likelihood of collisions brought about by excessive vehicle speeds. Therefore, this TRO, if applied successfully, will help provide safe and suitable access to the development in accordance with the National Planning Policy Framework.

The contribution is fair and reasonably related in scale and kind to the development as it is a fixed fee for administrative costs and does not include funding for any physical works.

S278 Highway Works:

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

- A pair of bus stops (hardstanding's) to be provided near to the proposed site entrance / exit on Berry Hill Road to be served by the current S4 bus service.
- Provision of the site access, pedestrian footways, and pedestrian crossing as shall be shown by a plan agreed to with the Highway Authority.

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. 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.

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, construction, drainage and vision splays shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, 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 Protection

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

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

Travel Plan

Prior to first occupation of the development a Travel plan statement shall be submitted to the Local Planning Authority for approval.

Travel Information Pack

Prior to first occupation a Travel Information Pack shall be submitted to Local Planning Authority for approval. The first residents of each dwelling shall be provided with a copy of the approved Travel Information Pack.

Construction Traffic Management Plan (CTMP)

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

- The CTMP must be appropriately titled, include the site and planning permission number.
- Routing of construction traffic and delivery vehicles is required to be shown and signed appropriately to the necessary standards/requirements. This includes means of access into the site.
- Details of and approval of any road closures needed during construction.
- Details of and approval of any traffic management needed during construction.
- Details of wheel cleaning/wash facilities – to prevent mud etc, in vehicle tyres/wheels, from migrating onto adjacent highway.

- Details of appropriate signing, to accord with 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.

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

Informative:

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. Alternatively, the developer may wish to consider adoption of the estate road under Section 38 of the Highways Act.

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.

Officer's Name: Rashid Bbosa

Officer's Title: Senior Transport Planner

Date: 10th July 2019

Application no: 19/00963/OUT

Location: East Of Last House Adjoining And North Of Berry Hill Road, Adderbury

Lead Local Flood Authority

Recommendation:

Objection

Key issues:

- Insufficient evidence provided to enable full technical drainage/flooding/SuDS assessment.

Informatives:

Refer to: Local Standards and Guidance for Surface Water Drainage on Major Development in Oxfordshire

Detailed comments:

No confirmed detail from Environment Agency to discharge to River Sor.
No infiltration detail supplied to support infiltration proposal (see Section 5.5.4).
MicroDrainage Storage Estimation tool should be applying 40% CC allowance.
MicroDrainage full calculation files to be supplied. Default Cv values have been used. It is felt these are not representative of the site. Recommended Cv values 0.95 for roof areas, 0.9 for hardstanding areas.
Appears to be confusion as to which Ciria SuDS manual should be referred to both C697 and C753 are referenced.
No outline drawings provided demonstrating where SuDS features are proposed to be located on site.
Greenfield discharge rates are expected. It appears the site has defaulted to 5l/s. This should be examined and if this is to be used justification to be provided.
No outline Management and Maintenance strategy provided.
FRA is dated 2017, this should be updated to fall in line with current Local and National Standards and industry best practice.
No evidence that green space on site has been used to its full potential to incorporate SuDS.
No information provided for safe ingress/egress.
No information provided for exceedance events and where surface water flows will be routed or held temporarily on site.
The FRA is closer to a Concept Design stage rather than an Outline Design stage.

Officer's Name: Adam Littler

Officer's Title: Drainage Engineer

Date: 08 July 2019

Application no: 19/00963/OUT

Location: East Of Last House Adjoining And North Of Berry Hill Road, Adderbury

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)
Nursery and Primary	£448,150	2Q17	PUBSEC	Expanding nursery and primary provision at Christopher Rawlins CE (VA) Primary School
Secondary (including sixth form)	£275,871	2Q17	PUBSEC	Expanding secondary provision at The Warriner (Secondary) School
Total	£724,021			

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

£448,150 Nursery and Primary School Contribution indexed from 2Q2017 using PUBSEC Index

Towards:

The expansion of nursery and primary provision at Christopher Rawlins CE (VA) Primary School, Adderbury.

Justification:

Expansion of primary school capacity in the Adderbury area is necessary as a direct result of planned local housing development.

Christopher Rawlins CE (VA) Primary School in Adderbury was previously a 1 form entry school, providing 210 primary places (30 places per year) plus a nursery. Due to the cumulative effect of planned and permitted housing development in the area the school expanded to 1.5 form entry (45 places per year) from September 2017. The need for these additional places is already being demonstrated by growing pupil numbers, and demand is expected to increase further.

This expansion meets the need of already permitted development and also enables the expected primary pupil generation from this proposed development to be accommodated, and is therefore necessary to make this proposed development

acceptable. Without this additional accommodation, Oxfordshire County Council would not be able to meet its statutory school sufficiency duty in the Adderbury area, including meeting the expected increase in demand for places as a result of this application. It is therefore directly related to the proposed development, and a contribution towards the capital cost of the expansion is sought in proportion to the development's expected pupil generation, and based on the tender costs estimate per pupil of expanding the school.

In Adderbury, nursery education is provided through Christopher Rawlins CE Primary School's nursery class. The school's expansion has also facilitated the expansion of the nursery places provided from 40 part-time equivalent to 52 part-time equivalent (i.e. 12 more part-time equivalent places or 6 more full-time equivalent places). There are currently 36 children on roll in the nursery, and the proposed development is expected to generate a further 4.25 nursery pupils. Therefore, expansion of nursery capacity was required in order to accommodate increased pupil generation from housing development in the area, including this application.

The estimated cost of the expansion at the time of the application is £2.390m, to create 15 additional places per year group for primary provision (105 additional places in total), giving a cost per primary pupil of £22,762. Nursery expansion costs have been indexed from the 2nd Quarter 2017.

Calculation:

Number of primary pupils expected to be generated	16.84
Estimated cost per pupil of expanding Christopher Rawlins CE (VA) School for primary provision	£22,762
16.84 * £22,762	£383,312

+

Number of nursery pupils expected to be generated	4.25
Estimated cost per pupil	£15,256
4.25 * £15,256	£64,838

=

Primary contribution + nursery contribution	Total
£383,312 + £64,838	£448,150

£275,871 Secondary School (including Sixth Form) Contribution indexed from 2Q2017 using PUBSEC Index

Towards:

The expansion of secondary provision at The Warriner School, Bloxham.

Justification:

The nearest secondary school to the proposed development is The Warriner School in Bloxham, which is currently oversubscribed; its current capacity is 1300, and as of January 2019 there were 1319 pupils on roll. The school is currently undergoing a major expansion project; it has already increased its intake by one form of entry ahead of completion of building works, and is increasing by another form of entry this year, bringing the total capacity to approximately 1600 places. Pupil numbers are forecast to increase further as a result of planned housing development in the area.

Paragraph 94 of the National Planning Policy Framework (NPPF), updated in February 2019, emphasises the importance that a sufficiency of choice of school places is available to meet the needs of existing and new communities, and that this should include giving great weight to the need to create, expand or alter schools. Without expansion of the Warriner School, housing development would adversely impact on parental preference, as pupils already living in the area would be less likely to secure a place at their first preference school as a direct result. As such it would go against the intention of Paragraph 94 of the NPPF by reducing the choice of school places available in the area.

If additional places were not provided at The Warriner School, pupils living in the area would otherwise be displaced to other schools in nearby Banbury. Spare capacity in Banbury secondary schools is quickly being eroded as a result of local population growth, and expansion of capacity is planned; additional expansion of these schools would be needed if they were also required to accommodate increased demand from housing developments in the Bloxham planning area.

As a result, expansion of The Warriner School is necessary to ensure that both current and future demand for secondary school places in the Bloxham area is met, including that from new housing development, and is therefore directly related to this application. Contributions are sought towards the cost of the expansion, which is currently underway.

Calculation:

Number of secondary pupils expected to be generated	10.28
Estimated cost per pupil	£23,086
10.28 * £23,086	£237,324

+

Number of sixth form pupils expected to be generated	1.56
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Estimated cost per pupil	£24,652
1.56 * £24,652	£38,457

=

Secondary contribution + sixth form contribution	Total
£237,324 + £38,457	£275,781

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)
SEN	£11,926	4Q14	The planned new SEN school in Bloxham

The above contributions are based on a unit mix of:

- 7 x 1 bed dwellings
- 14 x 2 bed dwellings
- 24 x 3 bed dwellings
- 10 x 4 bed dwellings

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

Officer's Name: Joanne Booker

Officer's Title: School Organisation Officer

Date: 24th June 2019

Application no: 19/00963/OUT

Location: East Of Last House Adjoining And North Of Berry Hill Road, Adderbury

Archaeology Schedule

Recommendation:

No Objection subject to the planning conditions below.

Comments:

The site is located in an area of archaeological interest. A large circular enclosure has recently been identified from aerial photographs within the application area. Although this is undated it is thought likely to relate to a prehistoric enclosure. A possible Neolithic Henge and Bronze Age ritual features have been recorded 330m west of this proposed site in a recent archaeological excavation.

This development will impact on this enclosure and any other previously undiscovered archaeological features associated with it. A programme of archaeological investigation will therefore need to be undertaken ahead of any development on the site.

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 (2019).

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 (2019).

Officer's Name: Richard Oram

Officer's Title: Planning Archaeologist

Date: 21st June-2019
