

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

District: South Oxfordshire

Application no: P14/S2860/O-2

Proposal: Residential development comprising 555 dwellings, a one form entry primary school, associated landscaping and open spaces, construction of a new access onto the A4130 Calvin Thomas Way/Bosley Way, construction of a public transport link/emergency access onto Wantage Road and other supporting infrastructure works and facilities.

Location: Land to the West of Wallingford (Site B) Wallingford (in the parishes of Wallingford and Brightwell cum Sotwell)

Purpose of document

This report sets out Oxfordshire County Council's view on the proposal.

This report contains officer advice in the form of a strategic localities response and technical team response(s). Where local member have responded these have been attached by OCCs Major Planning Applications Team (planningconsultations@oxfordshire.gov.uk).

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Strategic Comments

Overall view of Oxfordshire County Council:

Objection on transport grounds

No objection in principle

Comments:

This is an outline application for a mixed use development to the west of Wallingford known as Site B and includes 555 dwellings/units (including a 75 unit Extra Care Housing Scheme) and a primary school.

The site is allocated for a new greenfield neighbourhood in the adopted South Oxfordshire Core Strategy in which Policy CSWAL2 (p89) details the requirements. It is within this context that the county council has assessed the application and the reason for no objection in principle to the development. Indeed the county council is generally supportive of development in this location which will help to provide Extra Care housing and new infrastructure including a new primary school.

The transport objection relates to the lack of any proposal to address improving external junctions. The applicant's argument that improvements to external junctions are likely to be counterproductive is not accepted. A significant increase in traffic on external junctions is directly related to this development and it is fair and reasonable to expect that improvements will be paid for by the developer.

Detailed comments can be found in the annexes to this report, the headlines are:

- **Objection** on transport matters in respect of external junctions.
- A package of Sections 106 and 278 should be agreed before permission is granted to provide bus services and infrastructure, and improvements to Public Rights of Way and cycleways on and off-site to nearby services and facilities and countryside/recreation.
- The detailed layout of the vehicle entrance to the site is agreed.
- The detailed layout of the secondary bus only / emergency access is agreed.
- The location of the 2.2ha of land for the school as set out on the Parameter Plan is agreed. The specific location of the drop off and road layout around the school will be subject to further negotiation.
- There is an identified extant need for Extra Care Housing within Wallingford and the county council supports the inclusion of a 75 unit scheme on the site.

- A staged programme of archaeological mitigation will need to be undertaken ahead of and during the development.

	Purpose	Amount
Transport and Property (subject to appropriate index linking)	<ul style="list-style-type: none"> • Improvements to external roundabouts Portway (A4130/A4074), Crowmarsh (A4130/A4074), and Winterbrook (A4130/A329). 	S278 to be agreed
	<ul style="list-style-type: none"> • Safety improvements to the A4130 between Wallingford and Didcot. This is based on £1,368.50 per unit x 480 units (total not inc extra care housing provision). The rate per dwelling is half that which is accorded to housing in Didcot. 	£656,880
	<ul style="list-style-type: none"> • Public Transport 	£851,000
	<ul style="list-style-type: none"> • Travel Plan monitoring 	£2,040
	<ul style="list-style-type: none"> • School Travel Plan monitoring 	£1,240
	<ul style="list-style-type: none"> • Library 	£118,915.00
	<ul style="list-style-type: none"> • Central Library 	£23,992.85
	<ul style="list-style-type: none"> • Waste Management • Adult Day Care 	£89,536.00 £245,300.00
Education and Property (index linked from either 3 rd or 1 st Quarter 2012)	<ul style="list-style-type: none"> • Fund construction of a 1FE (1 form entry) primary school on site. (3Q2012) 	£5,129,000
	<ul style="list-style-type: none"> • Fund expansion of secondary capacity in the area – Wallingford School (1Q2012) 	£2,165,937
	<ul style="list-style-type: none"> • Fund Special Education Needs – either Bishopswood School or another special school serving the area. (1Q2012) 	£95,034
	<ul style="list-style-type: none"> • The provision of 2.22ha of land is required for the primary school at no cost to the county council. 	-

Officer's Name: Lynette Hughes

Officer's Title: Senior Planning Officer

Date: 05 October 2015

District: South Oxfordshire

Application no: P14/S2860/O-2

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Location: Land to the West of Wallingford (Site B) Wallingford (in the parishes of Wallingford and Brightwell cum Sotwell)

Transport

Recommendation:

Objection

Key issues:

- Capacity on Wallingford ring road roundabout junctions (see map 1 under TA analysis section)s. At peak times the Crowmarsh and Portway Roundabouts, and to a lesser extent the Winterbrook Runabout, will suffer from additional queuing, over and above the baseline. County require suitable mitigation in the form of physical works at the affected roundabouts to resolve the issues.
- The previous Transport consultee comments identified insufficient geometry details for the primary site vehicular access off the A4130. Plans submitted as part of this application indicate details are appropriate.
- The proposed bus gate off Wantage Road previously had issues with regard to how it would operate with restricted access for the differing users. Subsequent plans indicate that the amendments are suitable.
- Parking provision details as submitted are appropriate.
- Diversion of national cycle network route 5
- The National Cycle Network (NCN) is co-ordinated by Sustrans, who should be involved in any decisions concerning routeing. It's not clear if Sustrans have been consulted or have any views on the proposed re-routeing. This is a fairly minor issue as whether or not the NCN signs point cyclists through the development does not change the quality of the provision of cycling facilities on Wantage Road or through the development.
- The proposal to create a north/south walking and cycling route is welcomed
- Detailed Flood Risk Assessment provided with application
- SuDs type drainage proposed
- A travel plan monitoring fee of £2,040 will be required for the site as a whole to enable the Travel Plans Team to monitor the residential aspect of the site (555 dwellings and the extra care facility). An additional fee of £1,240 is required for the school travel plan which will require individual monitoring. Both travel plans will be monitored for a period of five years.
- It will be important that the primary school is put in the best place on the site which makes access as easy it can be for both residents and anyone who attends the schools but travels from somewhere else.
- The Plaza area to the west of the school is acceptable providing that access road to the north of the plaza allows access to the school. Clarity on the drop off area for the

school is sought, whether this is available to parents as well as school buses/coaches. Confirmation of whether on-street parking in plaza area is available to all or limited to residents.

Legal agreement required to secure:

S106

Transport contributions of £1,368.50 per additional dwelling unit required to mitigate the impact of the development on infrastructure for Science Vale Strategic Transport. (Indicatively £656,880 based on 480 units not including extra care units) It is intended that this is used for safety measures on the A4130 between Didcot and Wallingford.

- Commitment to adequate provision for onsite public rights of way and contribution towards mitigation measures on connecting and surrounding public rights of way
- Contribution of £800,000 (indicatively) towards developing public transport routes to and through the development site.
- Contribution of £51,000 (indicatively) towards provision of bus stop shelters, pole/flag units and real-time information units.

S278

- Provision of hard-standing areas and connecting footways at bus stops, also the bus gate arrangements and associated busway.
- Provision for new site accesses
- Trigger points to be agreed for the implementation of the early stage bus service between the Development and Wallingford Market Place, and the second stage bus service linking the Development with Didcot.

Conditions:

1. **Temporary obstructions.** No materials, plant, temporary structures or excavations of any kind should be deposited / undertaken on or adjacent to the Public Right of Way that obstructs the public right of way whilst development takes place. Reason: To ensure the public right of way remains available and convenient for public use.
2. **Route alterations.** No changes to the public right of way direction, width, surface, signing or structures shall be made without prior written permission by Oxfordshire County Council or appropriate temporary diversion. Reason: To ensure the public right of way remains available and convenient for public use.
3. **Vehicle access (construction):** No construction / demolition vehicle access may be taken along or across a public right of way without prior written permission and appropriate safety/mitigation measures approved by Oxfordshire County Council. Reason: To ensure the public right of way remains available and convenient for public use.

4. **Vehicle access (Occupation):** No vehicle access may be taken along or across a public right of way to residential or commercial sites without prior written permission and appropriate safety and surfacing measures approved by Oxfordshire County Council. . Reason: To ensure the public right of way remains available and convenient for public use
5. **Gates / right of way:** Any gates provided in association with the development shall be set back from the public right of way or shall not open outwards from the site across the public right of way. Reason: To ensure that gates are opened or closed in the interests of public right of way user safety
6. **Improvements to routes:** Public rights of way through the site should be integrated with the development and improved to meet the pressures caused by the development whilst retaining their character where appropriate. No improvements may be implemented without prior approval of Oxfordshire County Council. Reason: To ensure the public right of way through the development retains character and use as a linear corridor and is able to integrate with the development
7. **Construction Method Statement:** Prior to the commencement of any development (including demolition works), a Construction Method Statement shall be submitted to and approved in writing by the Local Planning Authority. The approved Statement shall be complied with throughout the construction period, and shall provide details of the following:
 1. Vehicle parking facilities for construction workers, other site operatives and visitors;
 2. Site offices and other temporary buildings;
 3. Loading and unloading of plant and materials;
 4. Storage of plant and materials used during construction;
 5. Vehicle wheel washing facilities;
 6. Measures to control the emission of dust and dirt;
 7. A scheme for recycling and/or disposing of waste materials arising from the demolition and construction works;
 8. Installation and maintenance of security hoarding/fencing.

Reason: In the interests of visual and residential amenity and highway safety

8. Prior to commencement a detailed design for the management of surface water should be submitted to and approved by the local planning authority
9. The developer to provide a suitable turn-around area for buses at an early stage of the development, to meet a trigger-point to be agreed,
10. The developer to agree the exact location and design of all six on-site bus stops at the Reserved Matters stage of Planning consent, along with details of connecting footways,
11. The developer to agree a style of Bus Shelter with Wallingford Town Council, along with an agreement for on-going maintenance.
12. The developer to liaise with the County Council (currently Mr Bellchamber) regarding the opening dates of the various elements of Bus Stop Infrastructure, to ensure timely delivery and commissioning.

13. The developer to gain technical approval and implement the bus gate arrangement onto Wantage Road three months before the trigger point for the second stage bus service.
14. The Travel Plan and Travel Information packs submitted as part of this application will be further developed in line with OCC Travel Plan Team recommendations. Once this work has been completed they should be sent to the Travel Plan Team at OCC for approval, this should take place before first occupation.
15. The Travel Plan Coordinators contact details will be sent to the Travel Plan Team at OCC before first occupation.
16. A monitoring fee of £2040 will be required for travel plan monitoring plan purposes.
17. Once the 100th property has been occupied a further survey of residents will take place and the travel plan will be updated accordingly.

Informatives:

Works within the Highway

If works are required to be carried out within the public highway, the applicant is advised not to commence such work before formal approval has been granted by Oxfordshire County Council by way of either:

1. A Section 184 Notice under the Highways Act 1980, or
2. A legal agreement between the applicant and Oxfordshire County Council

Planning Obligation

This planning permission needs to be read in conjunction with an Agreement made under Section 106 of the Town and Country Planning Act 1990. This Agreement will take effect when the planning permission is implemented.

Detailed comments:

The County were previously consulted on a scheme of a lesser quantum on this site, outline planning application P11/W0552/O. Whilst there were no overall objections to this particular proposal, a number of conditions were recommended and S106 contributions requested to mitigate the impact of the development.

Subsequently, the County were consulted on a larger scheme, the subject of this application, for an increase in quantum to 555 dwellings, together with a 75 bed care home and a one form of entry primary school. In the original consultee comments, dated 20th November 2014, whilst the principle of the primary means of vehicular access off the A4130 was accepted, further details were requested, to include the submission of clarifying detailed drawings that meet appropriate County standards. Furthermore, there were concerns raised with regard to pedestrian routes serving the development, together with the scheme parking provision.

Vehicular access

The site has three existing vehicular accesses. The first is via an existing farm gate onto Wantage Road, to the north of the site. The second is via a right of access from the southern end of Queens Avenue, linking to Wantage Road and the third via an existing track leading

directly to Fir Tree Cottage from the A4130, to the west of the site. The accesses to Wantage Road and Queens Avenue can also be utilised by pedestrians.

There are two existing public footpaths running across the site in an east to west direction. These footpaths link the site to the residential streets of Chiltern Crescent and Fir Tree Avenue to the east and the A4130 to the west.

The primary means of vehicular access to the proposed development is to be taken from the A4130 and will take the form of an all movements single lane dualling priority junction. As previously requested, an updated plan has been submitted, dwg No. 06-089-056 Rev F, which addresses the issues previously raised. The revised plan provides additional information and detail relating to the junction layout, in particular the proposed kerbed central reserve taper dimensions road markings and associated signage, and is therefore acceptable. The junction layout was previously discussed in detail during pre-application discussions. An all movements single lane dualling priority junction onto the A4130 took preference over a roundabout in the same location, which raised concerns of delays on the ringroad, and which would undermine implemented schemes that aim to reduce through traffic using Wantage Road. Subsequent technical and road safety audits have been undertaken in connection with this update and are deemed to be satisfactory. It should be noted that the applicant will also be required to enter into a S278 Legal Agreement for the provision of the new main site access (note this can be linked to the S106 Legal Agreement).

In connection with the secondary vehicular 'bus gate' access off the Wantage Road, which was previously submitted, a revised detailed arrangement has now been submitted, dwg. No. 06-089-201 Rev A, which overcomes the concerns raised previous, primarily:

- The proposed gate treatment being set back 12m, to enable a bus to turn off the main carriageway without overhanging it.
- Adequate geometry/signage is evident to prevent left turn maneuvers, except buses and cycles, into the site from Wantage Road and right turn maneuvers, except cycles, out of the site onto Wantage Road. At the current time it is my understanding that buses won't be undertaking this maneuver but emergency vehicles may do.
- Emergency vehicles can enter the site via the bus only/emergency access. Adequate swept path analysis demonstrates this.

The information submitted to date indicates that Traffic Regulation Orders (TRO's) will be needed for the bus only/emergency access arrangements. It is not immediately clear whether this would be something the developers are prepared to fund or whether the cost of making these orders needs to be incorporated into a S.106 agreement. The transport consultants are asked to confirm this point.

As above, the applicant will be required to enter into a Section 278 Legal Agreement with the County, for the provision of the new bus only/emergency access.

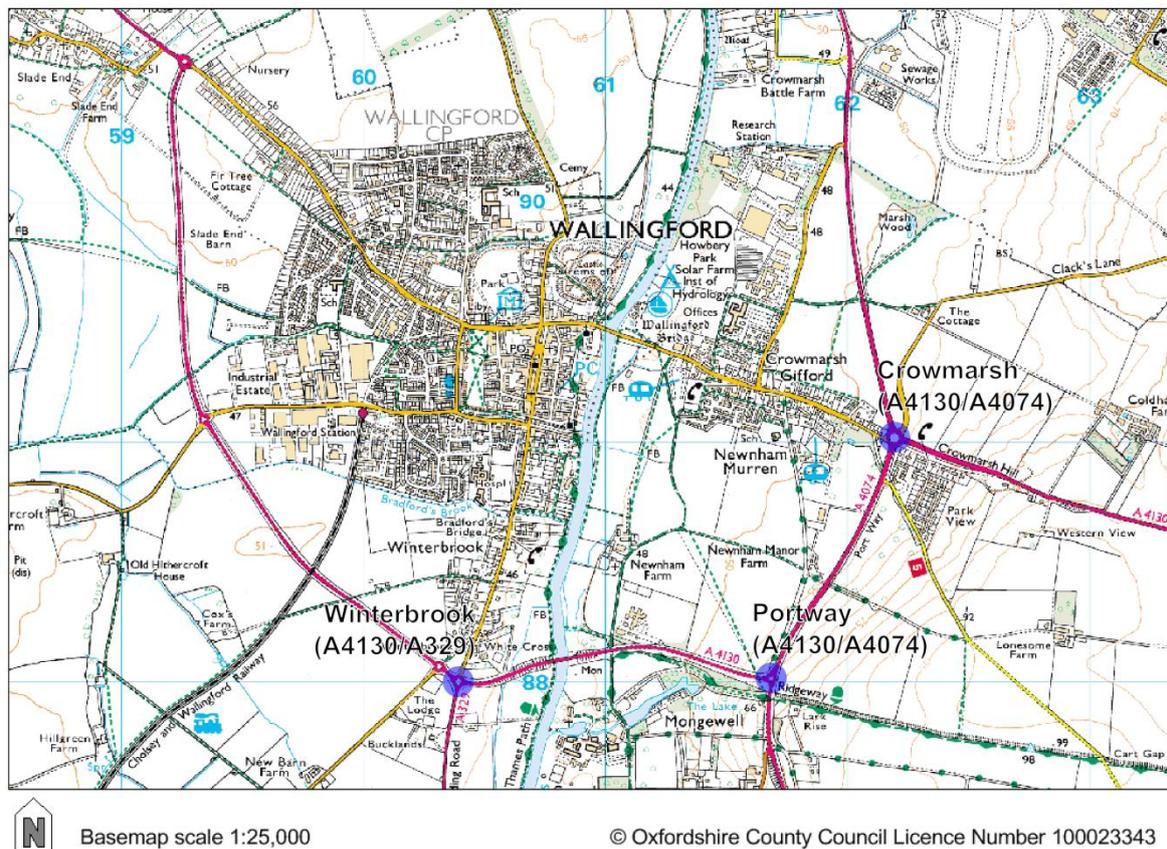
TA Analysis

Within the submitted TA, it is accepted that vehicle trip rates and trip generation for the residential, care home and school elements are acceptable, together with the traffic distribution assumptions. However, the County do have serious concerns with regard to junction capacity, in particular at the Portway and Crowmarsh Roundabouts and to a lesser extent the Winterbrook Roundabout.

It is noted that year 2015 baseflow, (Table 16.1 of submitted TA), both Portway and Crowmarsh Roundabouts have arms which are marginally above capacity of 0.85 RFC. However, year 2024 baseline flows without development, (Table 16.4 of submitted TA), a

proportion of the arms are now running significantly above capacity, with some beyond 1.0 RFC. Furthermore, in year 2024 baseline flows with development, (Table 16.7 of submitted TA), the RFC values are marginally higher and it is evident that Portway and Crowmarsh Roundabouts, and to a lesser extent Winterbrook Roundabout, will be operating even further above an acceptable capacity. (see map below for roundabout locations)

Map 1 Wallingford Roundabouts.



It is however of concern that the applicant is of the opinion that whilst the roundabouts in question will be operating over capacity for year 2024 without development, as the same year with development will marginally increase the RFC's further, then it is expected for these junctions to continue to operate at over capacity regardless. The applicants rationale behind this is that within ARCADY, once an RFC of 1 is exceeded by a significant margin, as is the case with these junctions, the analysis becomes unstable and unreliable. The County are however of the opinion that whilst it is acknowledged the roundabouts will be above capacity at year 2024, even without development, regardless, the proposed development is nevertheless adding a negative effect to the issue of queuing at key roundabout junctions and therefore the applicant will be required to mitigate accordingly.

The County are disappointed to read within paragraph 16.39 of the submitted TA, that the applicant considers improvement to critical off-site junctions, funded by themselves, is not seen as appropriate, taking into account the levels of background traffic growth and committed development in the vicinity. The applicant believes any such improvements are likely to be counterproductive in generating traffic. However, their view is that sustainable transport modes are likely to be of greater benefit than physical works. The County however are of an opposing opinion in that promoting sustainable mitigate successfully cannot have a guaranteed positive outcome and would ask that the applicant consider mitigation in the form of junction improvements, which require to be submitted for consideration and approval.

Public Transport

The development is located at some distance from the current public transport network so additional vehicles will be required to provide a sustainable bus service to and from the site.

After considerable discussions with the developer, it was agreed that the appropriate eventual level of public transport service would be 2 buses per hour, operating between Didcot, Slade End Farm, Hithercroft and Wallingford Town Centre. Some or all of these buses, could then be projected beyond these interchange points to other key destinations such as Oxford. An initial service of two buses per hour between the site and Wallingford Town Centre will be required at an early point within the site's development, to provide accessibility for the new residents.

There are several uncertainties which need to be considered when calculating the section 106 contribution to bus services, such as the future of bus services along the Wantage Road, the speed of delivery of this development, and thus the length of time that the initial service would operate, also the rate of delivery of other developments in the area. The eventual bus network would need to become commercially viable, after a period of pump-priming support.

The developer will be required to provide the supporting bus stop infrastructure on site. The bus gate works, hard-standings and connecting footways would be provided through section 278 arrangements, whilst shelters, bus stop pole/flag units would be procured through section 106 contributions. The developer would be required to arrange for the bus shelters to be adopted by the local Town Council, for on-going maintenance.

Bus service x2 currently provides an hourly bus service along the Wantage Road, adjacent to this site, operating between Wallingford, Didcot, Abingdon and Oxford. Bus services to Oxford and Reading (routes x39 and x40) are available in Wallingford Market Place, about 1 mile on foot from the development site. There are also routes from the Market Place to Henley and Cholsey.

The Council's Bus Strategy envisages a network of strategic bus routes to link major residential areas with major workplaces, and to significant towns and transport hubs. The Wallingford-Nuneham Courtenay-Oxford route (x39, x40) is designated as a Premium Route, with a target of four buses per hour, while the Wallingford-Reading and Wallingford-Didcot routes are designated as 'Development routes' with a target frequency of two buses per hour.

The Slade End Farm development requires its own bus service, as the site is too far from the main bus stops in Wallingford Town Centre (around 1500 metres) and stops on the current Wantage Road bus service are too far from most of the development (up to 1000 metres) and this to a relatively infrequent service (hourly). It's considered that a half-hourly service to Wallingford Market Place in the early part of the development build-out would provide a basic level of accessibility – these buses may extend beyond the Town Centre to other destinations, and connections would be available onto other main bus routes (to Oxford and Reading in particular).

The eventual half-hourly service to Didcot and to Wallingford would provide a credible level of service for journeys to work. It is highly probable that the routes to Didcot and to Wallingford would be extended beyond these places, to destinations such as Abingdon and Oxford, although detailed routing arrangements would be decided nearer the time that the service is to commence.

There have been other applications and consents for developments in the Hithercroft area. There is uncertainty about their delivery, however, and consequent payment of any section

106 contributions. A bus service is required at Slade End Farm at the very earliest stage of the development, and this cannot be dependent on the delivery of any other planning application.

It's considered that the equivalent of two new vehicles is required to deliver the agreed level of bus service, with each bus requiring pump-primed financial support over 4 or 5 years. There are various uncertainties which could increase or reduce the amount of support requires, such as a lethargic build rate resulting in more years of support or financial support becoming available from other sources. The £800,000 required to support two additional vehicles on a pump-priming basis represents the mid-point between a pessimistic (slow build-out) and an optimistic (other funding becoming available) scenario and further discussion is required to come to a firm agreement for supporting these services as the development builds out. Any excess contribution can be returned to the developer at the end-point of financial support, when these services achieve financial viability.

The expected cost of new bus shelters is £5,000 per unit and the expected cost of installing electronic real-time information is also £5,000 per unit, inclusive of electrical commissioning and on-going maintenance. The expected cost of modern 'Premium Route' pole/flag/information panel units is £1,000. The anticipated cost of bus stop infrastructure (exclusive of hard-standings and connecting footpaths) is £51,000 (six shelters, three real-time information signs) and six pole/flag/info-case units)

Bus service x2 (Wallingford-Didcot-Abingdon-Oxford) currently operates along the Wantage Road. This service is provided on a fully commercial basis and discussions will be necessary with Thames Travel, the bus operator, regarding any alteration to this service. Bus service 136 currently provides an hourly service to the Wilding Road part of Wallingford, on a cross-town arrangement from Cholsey.

Parking

Oxfordshire County Council car parking standards will have to be met in full. Any failure to provide the full number required will be taken as an indication of the proposal being an over development of the site. The calculations used to establish the proposed amount of car parking should be provided.

Paragraphs 12.7 and 12.9, contained within the submitted TA, indicate parking levels for the differing proposed dwelling sizes, together with on plot parking, parking court and home zone parking provision, which are acceptable.

Refuse Collection

Paragraph 13.4, contained within the submitted TA, states that within any subsequent reserved matters submission, refuse /service vehicles will be considered and include indicative swept path analysis. This should be for a representative 11.3m long RCV, demonstrating that such a vehicle can enter and leave the site in a forward gear, without over-running the corresponding verge/footway.

Pedestrian

The TA indicates that the site will continue to use the existing public footpath which runs between the north-west corner of the site and Fir Tree Avenue and the access from Queens Avenue. The existing pedestrian accesses to the south of the site will also continue to be

utilised. Submitted plan, dwg. No. 06-089-070 RevA, indicates pedestrian accesses/routes between the development site and the town, which are acceptable.

A new pedestrian access is proposed via the bus only access on Wantage Road, with an aspirational link being sought to connect the site to Hithercroft Road via Wallingford Sports Park. The latter will be subject to discussions between the developer and Wallingford Sports Park and is not being progressed as part of the current application.

Cycle

With reference to cycle access, it is proposed to provide a new link to the site from Wantage Road via the proposed bus only access. The TA suggests a proposal to divert National Cycle Network (NCN) 5 which currently runs along the Wantage Road through the site. The NCN is co-ordinated by Sustrans, who should be involved in any decisions concerning routing. It is unclear whether Sustrans have been consulted to date and therefore clarification is sought.

In addition to the above the TA identifies proposals to make up the existing pedestrian rights of way at Queens Avenue and Fir Tree Avenue to cycle tracks. An aspirational cycle link is also proposed to the south of the site to Hithercroft Road but this will depend on land ownership issues being agreed.

Covered, secure and convenient cycle parking at a rate to be determined, should be available for users of the site, within each residential boundary in either a garage or shed. Access to this provision for each dwelling should be made available even if the associated parking space is occupied. Paragraphs 12.13 and 12.14, contained within the submitted TA, indicate proposed cycle parking provision for the residential and care home elements of the proposal and are acceptable.

Travel Plans

Residential travel plan and School Travel Plan have been submitted with this application; comments are:

- The residential travel plan should be referred to as a 'Framework Travel Plan' as it includes both the extra care facility and the housing development within the site. This travel plan should also be considered a 'draft' until a full travel plan is produced on occupation of the 100th dwelling when adequate survey data become available.
- The submitted school travel plan should also be considered at 'draft' stage and should be updated within 3 months of full occupation of the site, when adequate data becomes available.
- Further information about the proposed pedestrian accesses and the number, type and location of the cycle parking that will be provided for the school is required.
- A residential travel information pack is required prior to first occupation so that all residents are aware of the travel choices available to them from the outset. A residential travel information pack has been submitted with this application. This document does not contain all of the information required. Please could the developer re-submit using OCC guidance for information. In addition please could all references to oxfordshire car share in the current document be changed to oxfordshireliftshare.com.

- A travel plan monitoring fee of £2,040 will be required for the site as a whole to enable the Travel Plans Team to monitor the residential aspect of the site (555 dwellings and the extra care facility). An additional fee of £1,240 is required for the school travel plan which will require individual monitoring. Both travel plans will be monitored for a period of five years.
- The name and contact details of the site travel plan co-ordinator should be forwarded to the Travel Plans Team at OCC prior to first occupation to allow an effective travel plan related dialogue to take place.
- A full residential travel plan is required for this development and should be submitted on occupation on the 100th dwelling.
- A full school travel plan is required for this development and should be submitted within 3 months of occupation of the site.
- A travel plan monitoring fee of £2,040 will be required for the site as a whole to enable the Travel Plans Team to monitor the residential aspect of the site (555 dwellings and the extra care facility). An additional fee of £1,240 is required for the school travel plan, which will require individual monitoring.
- The submitted residential travel information pack should be revised and submitted to
- the Travel Plans Team at Oxfordshire County Council for approval prior to first occupation.
- The name and contact details of the site travel plan co-ordinator should be forwarded to the Travel Plans Team at Oxfordshire County Council prior to first occupation.

Officer's Name: Ian Marshall

Officer's Title: Senior Transport Planner

Date: 02 October 2015

District: South Oxfordshire

Application no: P14/S2860/O-2

Proposal: Residential development comprising 555 dwellings, a one form entry primary school, associated landscaping and open spaces, construction of a new access onto the A3140 Calvin Thomas Way/Bosley Way, construction of a public transport link/emergency access onto Wantage Road and other supporting infrastructure works and facilities.

Location: Land to the West of Wallingford (Site B) Wallingford (in the parishes of Wallingford and Brightwell cum Sotwell)

Archaeology

Recommendation:

No objection subject to conditions

Key issues:

The site is located in an area of archaeological interest identified through a desk based assessment, geophysical survey and a trenched evaluation. A staged programme of archaeological mitigation will need to be undertaken ahead of and during the development. This can be undertaken through a suitably worded condition.

Legal agreement required to secure:

None

Conditions:

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).

Informatives:

If the applicant makes contact with us at the above address, we shall be pleased to outline the procedures involved, provide a brief upon which a costed specification can be based, and provide a list of archaeological contractors working in the area.

Detailed comments:

The site is located in an area of archaeological interest identified through a desk based assessment, geophysical survey and a trenched evaluation. The archaeological background of the site and the results of the evaluation have been summarised in the cultural heritage chapter of the EIA.

The evaluation recorded a number of archaeological features including a curvilinear ditch and two parallel ditches relating to a trackway produced BA pottery indicating Bronze Age activity in the area. Neolithic flint flakes which may be associated with a probable later prehistoric burial (only partially recovered as it was truncated by ploughing). A concentration of Iron Age activity in the southernmost part of the site with only sparse archaeological features in the rest of the site. Pottery finds suggest a mainly Middle Iron Age date but early Iron Age material may indicate that the eastern of two enclosures identified may be the earlier of the two. This development will have a negative impact on these surviving features.

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 above.

Officer's Name: Richard Oram

Officer's Title: Planning Archaeologist

Date: 29 September 2015

District: South Oxfordshire

Application no: P14/S2860/O-2

Proposal: Residential development comprising 555 dwellings, a one form entry primary school, associated landscaping and open spaces, construction of a new access onto the A3140 Calvin Thomas Way/Bosley Way, construction of a public transport link/emergency access onto Wantage Road and other supporting infrastructure works and facilities.

Location: Land to the West of Wallingford (Site B) Wallingford (in the parishes of Wallingford and Brightwell cum Sotwell)

Education

Recommendation:

No objection subject to the conditions

Key issues:

Based on the information currently available, this proposed development has been estimated to generate 153 primary pupils, 123 secondary pupils and 3.1 pupils requiring education at an SEN school.

This is an outline application and the actual numbers of pupils generated and Section 106 sums required are based on the initial number and mix of dwellings proposed.

Primary education

- £5,129,000 Section 106 required for the necessary construction of a new permanent primary school serving the area.
- A primary school site of 2.22ha meeting the county council's requirements for school sites is required, fully serviced, fully decontaminated and remediated and at no cost to the county council.

Secondary education

- £2,165,937 Section 106 required for the necessary expansion of permanent secondary school capacity serving the area, at Wallingford School.

Special Educational Needs (SEN) education

- £95,034 Section 106 required for the necessary expansion of permanent SEN school capacity serving the area, at either Bishopswood School or another special school serving the area.

Legal Agreement required to secure:

- £5,129,000 Section 106 developer contribution for the construction of a new 1 form entry primary school. This is based on the OCC's Property Consultant's estimate of cost at 3rd Quarter 2012 price base.

- A primary school site of 2.22ha meeting the county council's requirements for school sites, fully serviced, fully decontaminated and remediated and at no cost to the county council.
- £2,165,937 Section 106 developer contributions towards the expansion of permanent secondary school capacity serving the area by a total of 123 pupil places (including 17 sixth form places). This is based on Department for Education (DfE) advice for secondary school extension weighted for Oxfordshire and including an allowance for ICT and sprinklers at £17,455 per pupil place and £18,571 per Sixth Form pupil place. This is index linked to 1st Quarter 2012 using PUBSEC Tender Price Index.
- £95,034 Section 106 developer contributions towards the expansion of permanent Special Educational Needs school capacity by a total of 3.1 pupil places. This is index linked to 1st Quarter 2012 using PUBSEC Tender Price Index. We are advised to allow £30,656 per pupil place to expand capacity in special educational needs schools.

Conditions:

Planning permission to be dependent on a satisfactory agreement to secure the resources required for the necessary expansion of education provision. This is in order for Oxfordshire County Council to meet its statutory duty to ensure sufficient pupil places for all children of statutory school age.

Informatives:

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

Pupil generation, and consequently developer contributions amounts required towards education, will need to be revised if there is any change in mix of dwellings.

Detailed Comments:

Primary:

New permanent primary school capacity is necessary to satisfactorily accommodate the increase in pupil place demands arising from the development.

The primary schools currently serving Wallingford are St Nicholas Infant School, Fir Tree Junior School and St John's Primary School.

2015 January Pupil Census	R	Y1	Y2	Y3	Y4	Y5	Y6	R-Y6
Total	78	84	80	76	82	67	72	539
St John's Primary School	30	30	30	30	31	28	30	209
Fir Tree Junior School	0	0	0	46	51	39	42	178
St Nicholas Infants' School	48	54	50	0	0	0	0	152

St John's Primary School has a capacity of 210 and an admission number of 30. As of January 2015 it had 209 pupils on roll, and is regularly over-subscribed. It has no spare capacity to accommodate population growth, and its constrained site rules out expansion of the school.

St Nicholas CE Infant School and Fir Tree Junior School previously operated as 1.5fe infant and junior schools. Due to sustained over-subscription in recent years, both schools have moved to admission numbers of 60. This has been accommodated by temporary accommodation at the Infant school and a capital project at the junior school. While this is an interim solution to enable the county council to meet its statutory duty to secure sufficient school places, it does not create permanent spare capacity to meet the needs of housing growth.

Based on the information currently available, this proposed development has been estimated to generate 153 primary pupils. The existing schools cannot currently accommodate this many pupils, and due to the constrained site of St Nicholas Infant School, the schools are also unable to expand sufficient to accommodate the pupils arising from the proposed development.

A new school is therefore necessary as a direct result of the proposed development. Policy CSWAL2 (ix) of the SODC adopted Core Strategy also requires that a new primary school be provided within the boundaries of the development site. (The location of the new school has been the subject of lengthy discussion, and the county council's comments on the current proposal are included in the Property section of this response.)

Therefore, in order to accommodate the 153 pupils estimated to be generated by this development, and in accordance with Policy CSWAL2 of the SODC Core Strategy, a 1 form entry primary school will be required to mitigate the impact of the proposed development on local education infrastructure. OCC's Property Consultants estimate the cost of building a new 1 form entry primary school to be £5,129,000 cost, at 3rd Quarter 2012 price base.

Secondary:

This area feeds to Wallingford Secondary School (an academy). The school is regularly over-subscribed. The school has an admission number of 190, and the January 2015 pupil census shows that the school already averages 190 pupils per year group in years 7-11 and therefore has no spare spaces:

Y7	Y8	Y9	Y10	Y11	Y12	Y13+	Y7- Y13+
199	190	187	191	184	104	101	1156

Demand for places at this school will rise over the coming years as the higher numbers already in primary school feed through. The cohorts due to transfer to secondary school from 2017 onwards are already at or above Wallingford School's admission number, without taking into account housing growth. If the school does not expand, it will therefore not be able to offer places to all local children, and some children will have to travel further to school, and attend a school which is not their preference.

Year group as of Jan 2015	R	Y1	Y2	Y3	Y4	Y5	Y6
Year of secondary transfer	2021	2020	2019	2018	2017	2016	2015
Partnership cohort size as of Jan 2015	210	204	211	188	205	172	191

Given that the pupil numbers in the feeder primary schools already show an anticipated deficit in future secondary school places, it would be necessary to further expand capacity to accommodate pupils arising from the proposed development. Without expansion of secondary provision the additional demand on secondary school places, arising as a direct result of the proposed development would not be mitigated.

Expansion of Wallingford School to meet the needs of the growing local population is therefore necessary, and is being planned by the academy trust with the support of the county council. All housing developments in the school's catchment area are directly related to this expansion.

A proportionate developer contribution is therefore sought toward this expansion, to mitigate the impact of the proposed development on secondary school infrastructure and to enable the school to accommodate the additional pupils generated by the proposal. The contribution requested has been calculated on the basis of the number of secondary pupils which are estimated to be generated by this development, and the estimated cost per place of expanding a secondary school

Special:

Across Oxfordshire 1.11% of pupils are taught in special schools and all housing developments are expected to contribute proportionately toward expansion of this provision. For SEN this area is served by Bishopswood School, as well as by those schools covering the whole county. Significant expansion of SEN capacity serving Oxfordshire is planned in response to the rising school-age population, including that generated by housing development. A proportionate developer contribution toward the expansion of SEN capacity is therefore sought to mitigate the impact of the proposed development on SEN infrastructure.

Officer's Name: Barbara Chillman

Officer's Title: Pupil Place Planning Manager

Date: 30 September 2015

District: South Oxfordshire

Application no: P14/S2860/O-2

Proposal: Residential development comprising 555 dwellings, a one form entry primary school, associated landscaping and open spaces, construction of a new access onto the A3140 Calvin Thomas Way/Bosley Way, construction of a public transport link/emergency access onto Wantage Road and other supporting infrastructure works and facilities.

Location: Land to the West of Wallingford (Site B) Wallingford (in the parishes of Wallingford and Brightwell cum Sotwell)

Property

Recommendation:

No objection subject to conditions

Key issues and conditions:

- The primary school site must be free from encumbrances and delivered in accordance with Oxfordshire County Council requirements. Information on the County Council's requirements are provided in the embedded Developer's Guide to Educational Requirements for Residential Developments and particular note should be taken of, Section 4.4.5. Abnormal Costs and Section 4.7 Technical Requirements.
- The primary school site to be conveyed freehold to the County Council at no cost to the County Council.
- Oxfordshire Property and Facilities must gain access to visit the proposed education site.
- Further Information will be required to enable proper evaluation of the proposed education in consultation with Oxfordshire Property & Facilities:
- The location of the public square in relation to the school is suitable. The parameters suggested with the application indicate that school buildings should be located to form the eastern edge of the main square. The illustrative master plan suggests that there is no fence along the front boundary of the school where it abuts the square. There is potential for the school building to form the boundary, however, safeguarding would need to be fully explored before this possibility could be established. There should not be any parameter or condition which strictly enforces a particular location or design for the education buildings.
- The application refers only to a 1FE primary with a total site area to enable expansion to provide a 2FE (420 place) school. Therefore, capacity of the street network within and in relation to this development must provide connectivity and access that will futureproof the education site.
- Any joint use of the education facilities can only be agreed following discussion and agreement with the County Council and its consultants as required.
- All guidance in the embedded *26395 Educational Requirements* must be satisfied.



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

41 x One Bed Dwellings
 152 x Two Bed Dwellings
 163 x Three Bed Dwellings
 124 x Four Bed Dwellings
 Plus 75 Extra Care Apartments

- It is calculated that this development would, on the housing mix stated above, 40% affordable housing and a build out over 5 years generate a net increase of:

1399 additional residents including:

223 resident/s aged 65+
 951 residents aged 20+
 139 resident/s ages 13-19
 102 resident/s ages 0-4

Legal Agreement required to secure:

• Library	£118,915.00
• Central Library	£23,992.85
• Waste Management	£89,536.00 (subject to revision)
• Adult Day Care	£245,300.00
Total*	£477,743.85

* Total comprised of aggregate's to be Index-linked: see detailed comments

• Administration & Monitoring	£11,258.88
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The County Councils legal fees in drawing up and/or completing a legal agreement will need to be secured.

Conditions:

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

Informatives:

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

Detailed Comments:

Local Library

This development is served by Wallingford Library.

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

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

The costs of extending a library is £2,370 per m² at 1st Quarter 2012 price base; this equates to

£65 ($£2,370 \times 27.5 / 1,000$) per resident.

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

The development proposal would also generate the need to increase the core book stock held by 2 volumes per additional resident. The price per volume is £10.00 at 1st Quarter 2012 price base; this equates to £20 per resident.

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

$$\mathbf{£85 \times 1399 \text{ (the forecast number of new residents)} = \mathbf{£118,915.00}$$
 1st Quarter 2012 price base

Central Library

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

Remodelling of the library at 3rd Quarter 2013 base prices leaves a funding requirement still to be secured is £4,100,000. 60% of this funding is collected from development in the Oxford area. The remainder 40% is spread across the four other Districts. 40% of 4.1M = £1,604,000.

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

2026. $£1,604,000 \div 93,529 \text{ people} = £17.15 \text{ per person}$

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

$$\mathbf{£17.15 \times 1399 \text{ (the forecast number of new residents)} = \mathbf{£23,992.85}$$
 3rd Quarter 2013 price base

Strategic Waste Management

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

The demand for Oxfordshire's Household Waste and Recycling Centres (HWRC) exceeds capacity and the County Council is currently consulting on how unmet demand and future demand can be mitigated. As this site will add additional pressure at HWRCs a contribution towards the cost of increasing capacity is required and an appropriate

contribution will be notified to the District when the consultation has concluded and costings are known. However as a guide under the previously used methodology a contribution of £89,536.00 (1Q12) would have been required. It should be noted that the likely contribution figure should not be more than this figure.

Social & Health Care - Day Care Facilities

This development is served by South Oxon Day Services Wallingford and this development will place additional pressures on this adult day care facility. To meet the additional pressures on day care provision the County Council is planning to replace the adult day care facility in South Oxon Day Services Wallingford with integrated adult care provision.

Contributions are based upon a new Day Care centre offering 40 places per day (optimum) and open 5 days per week; leading to an equivalent costing of £11,000 per place at 1st Quarter 2012 price base (this in non-revenue). Based on current and predicted usage figures we estimate that

10% of the over 65 population use day care facilities. Therefore the cost per person aged 65 years or older is £1,100.

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

$$\mathbf{£1,100 \times 223 \text{ (the forecast number of new residents aged 65+) = £245,300.00}} \text{ 1}^{\text{st}} \text{ Quarter 2012 price base}$$

- For Extra care Housing requirements please consult Nigel.Holmes@oxfordshire.gov.uk

Administration

Oxfordshire County Council requires an administrative payment of £11,258.88 for the purposes of administration and monitoring of the proposed S106 agreement, including elements relating to Education. The admin fee may increase depending on the value of any Transport related

Indexation

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

General

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

The contributions which are being sought are necessary to protect the existing levels of infrastructure for local residents. They are relevant to planning the incorporation of this major development within the local community, if it is implemented. They are directly related to this proposed development and to the scale and kind of the proposal.

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

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

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

Museum Resource Centre	£6,995.00
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Detailed comments for contributions not sought solely due to S106 pooling restrictions

County Museum Resource Centre

Oxfordshire County Council's museum service provides a central Museum Resource Centre (MRC). The MRC is the principal store for the Oxfordshire Museum, Cogges Manor Farm Museum, Abingdon Museum, Banbury Museum, the Museum of Oxford and the Vale and Downland Museum. It provides support to these museums and schools throughout the county for educational, research and leisure activities.

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

An extension to the MRC to mitigate the impact of new development up to 2026 has been costed at

£460,000 at 1st Quarter 2012 price base; this equates to £5 per person

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

$$\mathbf{\pounds 5 \times 1399 \text{ (the forecast number of new residents)} = \pounds 6,995.00}$$

Officer's Name: Oliver Spratley

Officer's Title: Corporate Landlord Officer

Date: 02 October 2015

District: South Oxfordshire

Application no: P14/S2860/O-2

Proposal: Residential development comprising 555 dwellings, a one form entry primary school, associated landscaping and open spaces, construction of a new access onto the A3140 Calvin Thomas Way/Bosley Way, construction of a public transport link/emergency access onto Wantage Road and other supporting infrastructure works and facilities.

Location: Land to the West of Wallingford (Site B) Wallingford (in the parishes of Wallingford and Brightwell cum Sotwell)

Minerals & Waste

Recommendation:

No objection

Key issues:

The application site is underlain by deposits of sand and gravel but due to the limited quantity and poor quality of these deposits and the existing constraints on their possible working, they do not constitute a potentially viable mineral resource. Therefore the safeguarding of them against built development would not be justified. In any case, the principle of development at this site has already been established.

Legal agreement required to secure:

None

Conditions:

None

Informatives:

None

Detailed comments:

Published BGS mapping shows the application site to be underlain by deposits of sand and gravel. These deposits are heavily constrained by the adjacent houses of the existing built up area of Wallingford.

The issue of sterilisation of mineral deposits is addressed in the environmental statement (section 9.2) accompanying the application. This shows that the sand and gravel deposits do not constitute a viable workable deposit and are therefore not significant. This supports the view previously given by the County Council that there are insufficient grounds to justify an objection to surface development at this site on mineral sterilisation policy grounds.

In any case the principle of development at this site has already been established through the South Oxfordshire Core Strategy.

Consequently, no objection should be raised to this application on minerals planning policy grounds.

Officer's Name: Peter Day

Officer's Title: Minerals & Waste Policy Team Leader

Date: 23 September 2015

District: South Oxfordshire

Application no: P14/S2860/O-2

Proposal: Residential development comprising 555 dwellings, a one form entry primary school, associated landscaping and open spaces, construction of a new access onto the A3140 Calvin Thomas Way/Bosley Way, construction of a public transport link/emergency access onto Wantage Road and other supporting infrastructure works and facilities.

Location: Land to the West of Wallingford (Site B) Wallingford (in the parishes of Wallingford and Brightwell cum Sotwell)

Ecology

Recommendation:

Key issues:

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

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

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

Legal agreement required to secure:

N/A - For the District Council to comment

Conditions:

N/A - For the District Council to comment

Informatives:

N/A - For the District Council to comment

Detailed comments:

Officer's Name: Tamsin Atley

Officer's Title: Ecologist Planner

Date: 30 September 2015

District: South Oxfordshire

Application no: P14/S2860/O-2

Proposal: Residential development comprising 555 dwellings, a one form entry primary school, associated landscaping and open spaces, construction of a new access onto the A3140 Calvin Thomas Way/Bosley Way, construction of a public transport link/emergency access onto Wantage Road and other supporting infrastructure works and facilities.

Location: Land to the West of Wallingford (Site B) Wallingford (in the parishes of Wallingford and Brightwell cum Sotwell)

Fire Service

Recommendation:

No objection

Detailed comments:

Access for Firefighting:

Oxfordshire Fire & Rescue Service (OFRS) assumes that access to the proposed sites and to the premises will be in accordance with the guidance in the current edition of Approved Document B to the Building Regulations volumes 1 & 2.

Water Supplies for Fire fighting:

We strongly recommend the provision of adequate and appropriate water supplies (fire hydrants) in accordance with the guidance in the current edition of Approved Document B to the Building Regulations volumes 1 & 2. we would also recommend that the development conforms to British Standards BS 9999:2008 (Code of practice for fire safety in the design, management and use of buildings – Section 23 Water supplies for fire and rescue service use - 23.2 Location and access to external water supply) & BS 9990 (Code of practice for non-automatic fire-fighting systems in buildings – Section 5, Private fire hydrants - 5.2 Provision and Siting)

Automatic Water Suppression Systems:

Oxfordshire Fire and Rescue Service also believe that fitting of Automatic Water Suppression Systems (AWSS) will materially assist in the protection of life, property and fire fighter safety. AWSS such as sprinklers and water mist systems do save lives; therefore OFRS strongly recommend the provision of such systems particularly in new build properties for the proposed sites.

Officer's Name: Mat Carlile

Officer's Title: Area Manager

Date: 30 September 2015
