

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

District: Cherwell

Application no: 18/00803/OUT

Proposal: Outline planning permission, with all matters except for access reserved for subsequent approval, for up to 12,500m² of B1a / b / c and ancillary D1 floor space, retention of and improvements to the existing vehicular, public transport, pedestrian and cycle access including internal circulation routes; associated car parking including re-disposition of existing car parking; associated hard and soft landscape works; any necessary demolition (unknown at this stage); and associated drainage, infrastructure and ground re-modelling works.

Location: Begbroke Science Park, Begbroke Hill, Begbroke, Kidlington, OX5 1PF

Response date: 20th June 2018

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

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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 outweigh OCC's objections, and given an opportunity to make further representations.

Outline applications and contributions

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

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

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

Where a S106/Planning Obligation is required:

- **Index Linked** – in order to maintain the real value of s106 contributions, contributions will be index linked. Base values and the index to be applied are set out in the Schedules to this response.
- **Security of payment for deferred contributions** – An approved **bond** will be required to secure payments where the payment of S106 contributions (in aggregate) have been agreed to be deferred to post implementation and the total County contributions for the development exceed £1m (after indexation).
- **Administration and Monitoring Fee - £250**
This is an estimate of the amount required to cover the extra monitoring and administration associated with the S106 agreement. The final amount will be based on the OCC's scale of fees and will be adjusted to take account of the number of obligations and the complexity of the S106 agreement.

- **OCC Legal Fees** The applicant will be required to pay OCC's legal fees in relation to legal agreements. Please note the fees apply whether an s106 agreement is completed or not.

CIL Regulation 123

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

That decision is taken either because:

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

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

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Transport Schedule

Recommendation:

Objection: Further drainage information required

Oxfordshire County Council does not object to the principle of the application, however OCC (drainage) has raised an objection due to the absence of a confirmed alternative drainage outfall and since the potential for infiltration at the site has not been proven within the 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 as detailed below.

- **A S106 Agreement to secure the following:**
 - S106 Contributions as summarised in the table below and justified in this Schedule
 - The provision of a suitable pedestrian and cycle link from the Science Park to the restricted byway at Roundham Bridge
- **An obligation to enter into a S278** in order to provide two bus stops, laybys and hardstandings on the A44 in the vicinity of the Begbroke Hill site access junction.
- **Planning Conditions** as detailed below.

S106 Contributions

| Contribution | Amount £ | Price base | Index | Towards (details) |
|--|-----------------|-------------------|--------------|---|
| Public transport infrastructure (if not dealt with under S278/S38 agreement) | £15,880 | June 2018 | Baxter | One premium route standard bus shelter (£13,700) and two premium route standard bus stop pole, flag and case units (2 x £1,090) |
| Travel Plan Monitoring | £1,240 | June 2018 | RPI-x | To enable the travel plan to be monitored for a period of five years post-occupation. |
| Total | £17,120 | | | |

Key Points

- OCC (drainage) have objected to the application in the absence of a confirmed alternative outfall and with no ground water level information provided, infiltration potential at the site is unproven.
- The existing access to the site is to be utilised for the proposed long-term development. The capacity assessment of this access junction shows that this is suitable.
- The level of car parking proposed is higher than the level previously permitted. This may make achieving mode share targets set out in the Transport Assessment and Travel Plan more challenging.
- In order to maximise the opportunity for sustainable travel to the site and take advantage of planned improvements to public transport services along the A44, a new pair of bus stops in the vicinity of the site access is required.
- A suitably surfaced pedestrian and cycle link between the Begbroke Science Park and the restricted byway at Roundham Bridge is required and must be secured through a Section 106 Agreement. This is in line with requirements set out in the Kidlington Masterplan SPD for improved pedestrian and cycle accessibility between the site and Kidlington and the requirements of Policy SLE 4 of the Local Plan.
- The monitoring period for the recently approved Framework Travel Plan for the site will require extending to take account of the new development.

Comments:

Introduction

The outline application is for an additional 12,500m² of B1 and ancillary D1 uses. The Transport Assessment sets out that this would bring the total floorspace on the site to a maximum of 26,700m². The lapsed Outline permission for the expansion of the Begbroke Science Park (BSP) allowed for up to 21,236m² of floorspace. On this basis the application appears to seek circa 5,464m² of additional floor space over and above that which was permitted under the now expired previous Outline permission. However, other documents submitted with the application, including the Planning Statement and Design and Access Statement, set out that a smaller increase of 2,500m² over and above that previously permitted under the expired Outline permission is sought.

This matter should be clarified. However, for the purposes of the Traffic Impact Analysis the total floor area of 26,700m² has been used and the assessment and is therefore accepted.

Access

The existing signalised site access junction on to the A44 is to be utilised for the long-term development at Begbroke Science Park (BSP). At this stage no alterations to the site access are proposed. The capacity assessment of this junction indicates that there is sufficient capacity to accommodate the increased traffic demand as a

result of the development (see below), the access arrangement is therefore considered appropriate.

The TA sets out that the internal access roads are to remain largely unaltered with the potential for some minor improvements to be provided. Details of any alterations to the access road proposed will be considered with any reserved matters applications.

Vehicle Trips / Traffic Impact Assessment

A trip rate for the BSP has been derived through surveys undertaken on-site at the existing BSP. It is proposed to apply this same trip rate to the proposed development for additional floorspace at the BSP. This method for estimating the additional trips to be generated by the development is acceptable on the understanding that the level of B1a (office) floorspace within the development is to be limited to 20% through a planning condition, as per the condition applied to the interim permission for the BSP and the recently expired Outline permission.

In terms of the Traffic Impact Assessment, comparisons with the lapsed permission are not considered relevant. One of the reasons that permissions lapse is that the planning and 'on the ground' context changes. The lapsed permission is no longer deliverable without reconsideration and so the impact of the full floor area proposed in the new planning application must be considered on its own merits, regardless of any lapsed permissions.

Based on the total additional floor area sought in the outline application, the development can be expected to generate 89 additional two-way trips during the AM peak hour (79 arrivals and 11 departures) and 77 two-way trips during the PM peak hour (9 arrivals and 68 departures).

The additional development trips have been distributed onto the highway network based on census 2011 travel to work data. The direction of arrival / departure to / from the site access estimated from the census data is comparable to that observed at surveys undertaken at the access. Beyond this, the routing distribution differs to varying degrees across the network when basing the distribution on census data compared to the data of the most recent BSP travel to work survey, however the degree of difference in terms of actual numbers is not likely to have a perceptible impact.

The traffic impact assessment based on the above indicates that, beyond the site access the percentage change at individual junctions along the A44 as a result of the development is between 1% and 2% in the 2020 and 2025 'with development' scenarios. It is accepted that the anticipated level of flow change at these junctions would not likely lead to a perceptible impact upon the operation of these junctions.

The percentage change in traffic at the site access is estimated to be circa 4% and a junction capacity assessment has therefore been undertaken at this junction. This assessment predicts that the signalised junction would operate with a degree of spare capacity in the 2025 'with development' scenario and that the additional development traffic would not have a significant impact on the operation of the

junction. It is accepted that the junction was designed to accommodate the long-term development of the BSP and to operate with a degree of spare capacity.

As proposed in the TA, a Construction Traffic Management Plan (CTMP) will be required to minimise the impact of construction related traffic upon the local highway network.

Car Parking

The level of car parking proposed for the long-term development at the BSP is for a total of 414 spaces (including 14 accessible / disabled spaces).

A parking accumulation exercise has been undertaken for the current development and this has been factored up according to the increased floor area. This has set out that a typical maximum accumulation of 378 cars could be expected. The applicant proposes to allow for an additional circa 6% to allow for circulation and fluctuations in parking demand, bringing the total up to 400 spaces.

14 additional accessible / disabled parking spaces are proposed in accordance with DfT guidance.

This equates to a parking standard of one space per 64.5m² of floor area. This is significantly higher than the maximum standard applied to the previous expired Outline permission, which permitted a maximum of 260 spaces, or one space per 81.7m². However, this is also significantly lower than the maximum recommended standard set out under Appendix B of the Non-Statutory Cherwell Local Plan 2011.

The county council would not encourage a higher parking standard for the site as this in turn would encourage more vehicle trips to the site, making car travel a more attractive and convenient option. It is recognised that Oxford University has in recent years been successful in reducing the mode share of car travel to the site through its travel plan. The most recent travel plan, approved in 2016, sets out targets to reduce the car mode share even further. A higher level of parking as proposed will make achieving these targets more challenging.

However, the county council accepts that the level of parking proposed is still lower than the maximum recommended standard set out in the Non-Statutory Cherwell Local Plan 2011 and that the traffic impact analysis does not indicate that the development would be expected to lead to significant highways or transport impacts. On this basis, while not necessarily supporting a higher level of parking, the county council does not object to the level of parking being proposed.

The TA sets out that in order to accommodate the level of car parking proposed, decked, undercroft and / or basement parking would be required alongside surface level parking. Details of the parking and turning areas will be required with any reserved matters applications.

Transport Strategy

Although the proportional traffic impact of the proposals on a part of the network with heavy flows has been assessed as low, there will be additional vehicle movements because of the development that will be adding to an increasingly congested part of the network and so it is considered that efforts to reduce the level of these movements should be made.

It is noted how effective Begbroke Science Park's efforts have been in promoting sustainable transport to the site and it is considered that further improvements to improve the mode share of sustainable travel and mitigate the proposed development are required.

The development site is located on the edge of Kidlington. It currently forms part of the site associated with emerging Policy PR8 - Land East of the A44 being put forward as part of the Cherwell Local Plan Part 1 Partial Review. An Oxfordshire County Council commissioned A44/A4260 corridor study looks at potential sustainable transport improvements past the site and can be found here: <https://www2.oxfordshire.gov.uk/cms/content/a44-and-a4260-corridor-study>

The Kidlington Masterplan SPD requires improved pedestrian and cycle connections between Kidlington and Begbroke Science Park. The SPD states, under Theme 5: Supporting future economic success, for an objective under 8.2...

"To integrate the employment areas with the rest of the village, to maximise benefits to employers and employees, the village as a whole and the wider district... through a joined up approach to employment growth including... importantly, improved connectivity between the sites and with the Village Centre."

Under 8.4.4 the SPD calls for improvements to physical and social links between key employment areas and the centre of Kidlington through measures to:

"improve opportunities to travel between Langford Lane and Begbroke Science Park and the Village Centre by means other than by car. This should include new walking and cycling links to the centre from both Begbroke and Langford Lane and connections to the Canal towpath."

The SPD refers to a Canal recreational corridor in 4.4.6 and states:

"In line with Local Plan Policy ESD16 the Framework supports increased access to and recreational use of the Oxford Canal corridor. Roundham Bridge and locks are already a focus for activity on the Canal and have the potential to act as a hub with increased facilities and connectivity."

The bridge and railway level crossing to the west provide a footpath and informal cycle link between Begbroke and Kidlington Village Centre, and north and south along the Canal towpath. These links should be improved to provide formal cycle ways to Begbroke Science Park and Langford Lane employment areas."

Under 9.4.4 Connected Cycle Routes the SPD suggests:

“A connecting cycle link could be created from the Village Centre, heading west along Lyne Road, over Roundham Bridge and on to Begbroke Science Park.”

This connection would provide the most direct connection between the BSP and local facilities and amenities in Kidlington, a walk or cycle distance of around 1km as opposed to around 2km via Sandy Lane.

The county council requests that an onward permissive cycle and pedestrian link between the Science Park to connect with the restricted byway at Roundham Bridge (within the Blue Line boundary of the application site) that is appropriately surfaced and suitable for use throughout the year, is provided prior to occupation of any building permitted under the outline planning application. This link could potentially route alongside the Public Right of Way with an appropriate separation and / or buffer. Details of the link including routing, surfacing and widths must be agreed with the county council. This requirement is in line with Policy SLE 4, which supports the delivery of new sustainable transport connections and requires development to make the fullest possible use of public transport, walking and cycling. This connection must be secured through a Section 106 Agreement.

In terms of Public Transport submitted under 9.4.3 of the Kidlington Masterplan SPD it suggests that connecting economic hubs by bus could take place:

“interventions could take the form of a circular ‘reverse park and ride’ connecting all the significant employment assets in the local area – Kidlington Village Centre, London Oxford Airport, Langford Lane, Begbroke Science Park and Oxford’s Northern Gateway with the new station and transport interchange. This should be explored with bus operators, and delivered alongside the growth of the employment areas.”

The submitted Design and Access statement states:

“Access to the bus stops via Begbroke Hill access road is approximately 930m, equivalent to a 12-minute walk from the site. The stops serve the S3 Oxford-Chipping Norton/Charlbury bus route which is operated by Stagecoach with a 20-minute frequency.”

400m is considered a reasonable walking distance to public transport services and so closer bus stops on the A44 are required (see public transport comments below).

Public Transport / Minibus Shuttle

The TA provides information on the mode share for staff, students and employees of businesses based at BSP from the most recent survey in 2015. This shows that currently 43% of those surveyed travelled to / from the site by sustainable modes and 57% by car. This has reduced from 76% travelling by car in 2006. The 2016 Travel Plan also sets targets to reduce the car mode share further to 54% by 2019 and to 51% by 2021. The county council is supportive of these plans. However, as stated above, achieving these targets may prove to be more challenging given the

level of parking proposed, which matches the level of parking expected from the existing mode share with an additional c.6%.

The survey data shows that use of the University Minibus shuttle service to / from the Oxford city science area and city centre has increased from 8% in 2006 to 30% in 2015. Further increases in the mode shares for public bus, walking, cycling and car share will be required to achieve the target reduction in the mode share for car travel, and the continued provision of the shuttle service is clearly vital to achieving this target. It is noted that the continued provision of this minibus service is included as an action in the framework travel plan.

Equally important to maximising the on-going opportunities for sustainable travel to the site - as required under the NPPF and Local Transport Plan - and to achieving the mode share targets set out above, will be the increased provision of public transport services on the A44.

The Oxford Transport Strategy, part of the county council's Local Transport Strategy 4, sets out that the A44 corridor to the north of Langford Lane is to form part of a Bus Rapid Transit Line, with a new Park and Ride site at London Oxford Airport. This will also lead to improved bus services along the A44 itself which will become a Premium Route with an improved provision of at least four services per hour (likely more). Future improvements to the A44 will make these services more convenient and reliable and therefore more attractive for staff, students and visitors at the BSP.

In order to exploit opportunities for increasing the mode share of public transport users, and to meet the requirements of the NPPF and Local Transport Plan, the county council requests the provision of an additional pair of bus stops on the A44 in the vicinity of the site access junction is secured. This provision will ensure that the BSP is located within a more convenient walk distance to the nearest bus stops and encourage an increased level of bus travel to / from the site.

A Section 278 Agreement will be required to construct two new bus stop laybys and hardstandings, and a financial contribution for the provision of a bus shelter and two bus stop flag and poles is required. The obligation to enter into a Section 278 Agreement and payment of the financial contribution must be secured through a Section 106 Agreement.

Cycle Parking

Cycle parking is to be provided at a ratio of one space per five staff on site, in line with the University's aim to increase the cycling mode share from 7% to 15% by 2021. This equates to 170 cycle parking spaces to serve the site as a whole.

The county council is supportive of these aims and welcomes the level of cycle parking proposed. Improved cycle connections to the site from nearby residential areas (as set out in the 'Transport Strategy' section above) will aid in achieving these targets.

We note that appropriate shower and changing facilities are to be provided. Details of these, and of the location and means of enclosure for the cycle parking facilities, will be required with any reserved matters applications.

Travel Plan

In 2016 the county council approved a travel plan for the Begbroke Science Park which acts as a framework travel plan for the site as a whole. The TA states that this travel plan is still in operation. Updated survey results are required in order to assess whether the BSP is on target to achieve its travel plan targets. The monitoring period for this travel plan will need to be extended to take account of the new development and an associated monitoring fee will be required.

Prior to occupation, the framework travel plan will require updating to take account of the additional floor area and higher provision of parking proposed. The framework travel plan will require monitoring to ensure that targets are being met and, if not, new measures will be required.

Any occupiers of floor area that exceeds the thresholds set out in the county council's 'Travel Plan and Monitoring Fee Thresholds' document will be required to both adopt the framework travel plan's overall targets and also develop their own site-specific travel plans which would also attract monitoring fees. As a site wide plan is in existence these would be submitted within three months of occupation of the new premises.

OCC Drainage Comments:

The applicant proposes to make use of infiltration based SuDS, geo-cellular soakaways designed to accommodate a 100 year storm +40% factor to account for Climate Change, to manage surface water at the proposed development. However, a concern is raised as no ground water level information is provided within the application. Infiltration systems must maintain a one-meter separation from the base of the device to the seasonal high-water ground level to be effective.

An infiltration rate of 1×10^{-5} M/S has been used in calculations to initially size the geo-cellular soakaways and the applicant reports soakaway devices are presently used at the site. However, rates are likely to be variable across the site. Therefore, infiltration testing to standard BRE 365 and ground water level monitoring is required pursuant to a condition imposed on any outline approval. The applicant has not evaluated disposal of surface water to a watercourse, and it is reported in the FRA that one is located approx. 250 meters from the site.

At outline stage it may be acceptable to base infiltration values on typical values for the local geology, as long as an alternative drainage design and agreed point of discharge is provided should infiltration rates prove to be unsuitable. However, if discharge is to a surface water or combined sewer, or highways ditch or drain, letter of confirmation from the Water Company or responsible body will be required, stating their required discharge maximum rates and confirmation that there is adequate capacity in the existing system. This information is generally provided by going through the relevant water company's "Pre-Planning Service". This is a formal

process that all developers are expected to go through to inform their planning applications.

In the absence of a confirmed alternative outfall, and with infiltration potential unproven at the site OCC (drainage) objects to this application.

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

£15,880 Public Transport Infrastructure Contribution indexed from June 2018 using Baxter Index

Towards: The provision of one premium route standard bus stop shelter (£13,700) and two premium route standard bus stop pole, flag and case units (2 x £1,090)

Justification: A pair of bus stops at the A44 / site access junction is required in order to ensure that the development is well located to maximise the opportunities for sustainable transport to the site as required under the NPPF and Policy SLE 4 of the Cherwell DC Local Plan 2011 - 2031.

Currently, the closest bus stops to the site are located circa 930m from the site, this is beyond what is widely considered to be a convenient walk distance to bus services. Additional bus stops located in the location requested will mean that staff and visitors have access to a bus service within 600m of the site, which is a more convenient walking distance.

The provision of bus stops in this location will mean that the development is well placed to take advantage of planned improvements to the frequency and reliability of public transport services along the A44 as set out in the Oxford Transport Strategy and indicated in recent A44 corridor study.

Calculation: One premium route standard bus stop shelter costs £13,700 (inclusive of commuted sum) and two premium route standard bus stop pole, flag and case units at £1,090 each (inclusive of commuted sums).

$$£13,700 + (£1,090 * 2) = £15,880$$

£1,240 Travel Plan Monitoring Fee indexed from June 2018 using RPI-x

Justification: The travel plan aims to encourage and promote more sustainable modes of transport with the objective of reducing dependence upon private motor car travel and so reducing the environmental impact and traffic congestion. A travel plan is required to make this development acceptable in planning terms.

A travel plan is a 'dynamic' document tailored to the needs of businesses and requires an iterative method of re-evaluation and amendment. The county council needs to carry out biennial monitoring over five years of the life of a Travel Plan which includes the following activities:

- review survey data produced by the developer

- compare it to the progress against the targets in the approved travel plan and census or national travel survey data sets
- agree any changes in an updated actions or future targets in an updated travel plan.

Government guidance, 'Good Practice Guidance: Delivering Travel Plans through the Planning Process' states that: 'Monitoring and review are essential to ensure travel plan objectives are being achieved. Monitoring for individual sites should ensure that there is compliance with the plan, assess the effectiveness of the measures and provide opportunity for review....Monitoring must be done over time – it requires action and resources.'

In accordance with this Guidance, it is the view of the county council that without monitoring the travel plan is likely to be ineffective. Therefore, monitoring of the travel plan is required to make the development acceptable in planning terms.

Calculation: The figure is based on three monitoring and feedback stages (to be undertaken at years 1, 3 & 5 following first occupation), which would require an expected 31 hours of officer time at £40 per hour. Total £1,240. Please note that this is considered a fair rate, set to include staff salary and overheads alone.

Pedestrian and cycle link

An obligation to provide a permissive pedestrian and cycle route between Begbroke Science Park and the restricted byway at Roundham Bridge that is suitable for use year-round, will be required. Delivery of this connection must be secured through the S106 agreement.

The S106 agreement will identify;

- The timing for delivery of the permissive pedestrian and cycle route, the location and routing of the connection and agreed design details including the minimum width and surfacing details, as appropriate.

This requirement is in line with the Kidlington Masterplan SPD and Policy SLE 4 of the Cherwell Local Plan 2011-2031 which supports the delivery of new sustainable transport connections and requires development to make the fullest possible use of public transport, walking and cycling.

S278 Highway Works:

An obligation to enter into a S278 Agreement will be required to secure mitigation / improvement works, including the provision of a pair of bus stops, laybys and hardstandings on the A44 in the vicinity of the site access (Begbroke Hill) junction. The location shall be agreed with Oxfordshire County Council.

Notes:

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

Planning Conditions:

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

Turning Area and Car Parking

Prior to the commencement of the development hereby approved, full specification details (including construction, layout, surfacing and drainage) of the turning area and 414 parking spaces within the curtilage of the site, arranged so that motor vehicles may enter, turn and leave in a forward direction and vehicles may park off the highway, shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development. Thereafter, and prior to the first occupation of the development, the turning area and car parking spaces shall be constructed in accordance with the approved details and shall be retained for the parking and manoeuvring of vehicles at all times thereafter.

Reason - In the interests of highway safety, to ensure the provision of off-street car parking and to comply with Government guidance contained within the National Planning Policy Framework.

Cycle Parking Provision

Prior to the first use or occupation of the development hereby permitted, covered cycle parking facilities shall be provided on the site in accordance with details which shall be firstly submitted to and approved in writing by the Local Planning Authority. Thereafter, the covered cycle parking facilities shall be permanently retained and maintained for the parking of cycles in connection with the development.

Reason - In the interests of sustainability and to ensure a satisfactory form of development, in accordance with Government guidance contained within the National Planning Policy Framework.

Travel Plan

Prior to occupation of the development hereby permitted the framework travel plan in place for the Begbroke Science Park shall be updated to take account of the travel demands of the additional development and shall be agreed by the Local Planning Authority in consultation with the Highway Authority. The framework travel plan shall be monitored for a period of five years post-occupation of any building permitted under the outline permission. Updated travel survey results shall be provided within 3 months following occupation.

Reason - In the interests of sustainability and to ensure a satisfactory form of development, in accordance with Government guidance contained within the National Planning Policy Framework.

Construction Traffic Management Plan

Prior to commencement of the development hereby approved, a Construction Traffic Management Plan shall be submitted to and approved in writing by the Local Planning Authority. This shall include details of times for construction traffic and delivery vehicles, which must be outside of peak network hours. Thereafter, the

approved Construction Traffic Management Plan shall be implemented and operated in accordance with the approved details.

Reason - In the interests of highway safety and the residential amenities of neighbouring occupiers.

Development Use

No more than 20% of the approved floorspace shall be occupied for uses falling within Class B1(a) of the Schedule to the Town and Country Planning (Use Classes) (Amendment) (England) Order 2005.

Reason – See ‘Traffic Impact Assessment’ comments above

Other than what is permitted by the above condition, the premises shall be used only for the purposes falling within class B1(b) and B1 (c) and ancillary D1 uses as specified in the schedule to the Town and Country Planning (Use Classes) (Amendment) (England) Order 2005 and for no other purposes whatsoever.

Reason – See ‘Traffic Impact Assessment’ comments above

Officer’s Name: Tim Peart

Officer’s Title: Senior Transport Planner

Date: 20 June 2018
