

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

District: Cherwell

Application no: 21/04157/F

Proposal: Use of the site for the storage of operational vehicles, together with elevational and site alterations, associated parking, welfare facilities, vehicle barrier and associated infrastructure

Location: Banbury 200, Southam Road, Banbury

Response date: 20th January 2022

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

Outline applications and contributions

The anticipated number and type of dwellings and/or the floor space may be set by the developer at the time of application which is used to assess necessary mitigation. If not stated in the application, a policy compliant mix will be used. The number and type of dwellings used when assessing S106 planning obligations is set out on the first page of this response.

In the case of outline applications, once the unit mix/floor space is confirmed by reserved matters approval/discharge of condition a matrix (if appropriate) will be applied to establish any increase in contributions payable. A further increase in contributions may result if there is a reserved matters approval changing the unit mix/floor space.

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.
- **Administration and Monitoring Fee - TBC**
This is an estimate of the amount required to cover the 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 a S106 agreement is completed or not.

Security of payment for deferred contributions - Applicants should be aware that an approved bond will be required to secure a payment where a S106 contribution is to be paid post implementation and

- the contribution amounts to 25% or more (including anticipated indexation) of the cost of the project it is towards and that project cost £7.5m or more
- the developer is direct delivering an item of infrastructure costing £7.5m or more
- where aggregate contributions towards bus services exceeds £1m (including anticipated indexation).

A bond will also be required where a developer is direct delivering an item of infrastructure.

The County Infrastructure Funding Team can provide the full policy and advice, on request.

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Transport Schedule

Recommendation:

No objection.

Comments:

Introduction

The principle of Electric Van storage at the site was established with the approval of application number 21/00503/F. OCC Highways removed an initial objection to that application following the submission of further details.

21/00503/F allows the redevelopment of the site to store 448 vans. The latest application will extend the parking area by 156 spaces, with minor alterations to the approved layout which result in the loss of 16 spaces. Therefore, the new proposed total is 588 spaces, an increase of 31%. However, it has been demonstrated that this increase in storage does not lead to a higher volume of traffic, as trips already on the network will just be redistributed.

Rather than driving their own vans to the distribution centre, drivers will make their way to the van storage site, which is relatively accessible by sustainable and active transport modes. Private cars may be left at the site in the spaces vacated by the vans, so there is no requirement for additional car parking.

EV charging

The Oxfordshire Electric Vehicle Infrastructure Strategy was adopted in 2021. The strategy promotes the use of electric vehicles so the switch to an electric fleet of vans is to be encouraged in principle.

My only concern is whether the infrastructure to be provided for van charging is suitable for charging the private electric cars which will be parked there in the daytime. Policy EVI 8 of the Strategy says:

“Planning permission will only be granted for non-residential development that includes parking spaces if a minimum of 25% of the spaces are provided with electric charging points.”

If the charging infrastructure is suitable for cars, then the figure will be 100%. However, if it is not suitable for cars, then appropriate facilities will have to be provided in at least 25% of the bays, and this should be conditioned as necessary. 21/00503/F seems to make no mention of private EV charging so, strictly speaking, I presume the 25% would apply just to the additional 156 spaces. In the interests of long-term sustainability, the availability of private EV charging should be considered across the whole site.

Cycle and motorcycle parking

Dedicated motorcycle parking facilities have been added to cater for those van drivers who wish to commute that way. The cycle parking has also been increased and is adequate for the number of cyclists expected.

Trip generation

The rate at which vans leave the site will be governed by the loading facilities at the distribution centre, which are not being increased at this time. As a result, the vans will leave the storage site over a longer period of time rather than at a higher rate. This means that for the additional 156 vans, the arriving drivers and the departing vans will generate trips predominantly after the AM peak, i.e. after 09:00. At the end of the day, the additional trips will be after 20:00, so not impacting on the PM peak.

Officer's Name: Roger Plater

Officer's Title: Transport Planner

Date: 19 January 2022

Application no: 21/04157/F

Location: Banbury 200, Southam Road, Banbury

Lead Local Flood Authority

Recommendation:

Objection

Detailed comments:

- For greenfield sites, existing greenfield runoff rates needs to be produced based on the site criteria . If brownfield sites, clearly state the existing impermeable area and calculate the rates of runoff from the site. If a piped drainage system already exists within the site, the existing capacity of these pipes will need to be estimated.
- Catchment area plan to be provided in relation to the Microdrainge outputs.
- Exceedance surface water flood plan to be provided to ensure surface water is kept away from structures.
- A detailed SuDS management plans to be provided alongside a maintenance plan.
- Demonstration of the surface water drainage strategy following the Suds treatment train before discharging to the outfall.
- Proposed development needs a water quality assessment in accordance with Section 4 and Section 26 of SuDS Manual.
- Proposed development must meet local standards, L19, "At least one surface feature should be deployed within the drainage system for water quality purposes, or more features for runoff which may contain higher levels of pollutants in accordance with the CIRIA SuDS Manual C753. Only if surface features are demonstrated as not viable, then approved proprietary engineered pollution control features such as vortex separators, serviceable/ replaceable filter screens, or pollution interceptors may be used"
- Surface water drainage model to include the 1:100 year storm event plus 40CC.

- Pipe numbering to be added to the drainage plans which needs to reflect the drainage model.
- Pipe gradients to be shown on the surface water drainage drawing.
- The surface water drainage plan do not show the ditch details and ditch outline which the existing and proposed surface water will be connecting to
- Ownership of the ditch needs to be confirmed and permission to connect the proposed surface water drainage.
- Capacity of the ditch needs to be confirmed in order to ensure additional proposed surface water network can connect without causing flooding issues.

Officer's Name: Kabier Salam

Officer's Title: LLFA Engineer

Date: 07 January 2022

Application no: 21/04157/F

Location: Banbury 200, Southam Road, Banbury

Archaeology

Recommendation:

The proposals outlined would not appear to have an invasive impact upon any known archaeological sites or features. As such there are no archaeological constraints to this scheme.

Officer's Name: Victoria Green

Officer's Title: Planning Archaeologist

Date: 5th January 2022