

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

**District:** Cherwell

**Application No:** 20/03404/F

**Proposal:** Alteration and enlargement of existing service yard to provide additional spaces for car and van parking, new access point to van parking and dispatch area, new access to staff parking area; 2. Built development, comprising building and plant, associated with the proposed occupation of Ocado comprising: Vehicle maintenance Unit (VMU); Technical Services Block (TSB); Vehicle wash (with underground waste water tank) and Van Fuel Station (With canopy over); Smoking and vaping shelter; compaction area (with canopy over) and cycle store; 3. Site fencing enclosure with electricity supply substation; standby generator; enclosed storage units and Pallet Stack; 4. Realignment of existing cycle and footpath between A 41 and Site Boundary with Wretchwick Green, including landscaping; and 5. Minor realignment of existing storm water drains and installation of storm water attenuation tanks.

**Location:** Unit B, Symmetry Park, Morrell Way, Ambrosden, OX26 6GF

**Response date:** 6<sup>th</sup> January 2021

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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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## Assessment Criteria Proposal overview and mix/population generation

OCC's response is based on a development as set out in the table below. The development is taken from the application form.

Commercial – use class	m <sup>2</sup>
A1	
B1	
B2/B8	878

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### **Strategic Comments**

The County Council is raising Drainage objections. Also attached are Transport and Archaeology comments.

**Officer's Name: Jonathan Wellstead**

**Officer's Title:** Principal Planner

**Date:** 06/01/2021

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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](mailto: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 - TBC**  
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 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.

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## **Transport Schedule**

### **Recommendation:**

#### **No objection subject to:**

- **S106 Contributions** as summarised in the table below and justified in this Schedule:
- **Planning Conditions** as detailed below.

#### S106 Contributions

<b>Contribution</b>	<b>Amount £</b>	<b>Price base</b>	<b>Index</b>	<b>Towards (details)</b>
Highway works	£89,102	April 2020	Baxter	New and / or improved pedestrian and cycle infrastructure along the A41
Strategic Transport Contribution	£55,594	April 2020	Baxter	Strategic Transport Infrastructure improvements outlined under Policy BIC 1 of the Local Transport Plan 4 – South East Perimeter Road, Western Section.

### **Key Points:**

- The proposed increase in the service yard and parking provision, as well as the more intensive use proposed for the building, will lead to an increase in traffic movements generated from the development above that which has previously been approved.
- Accordingly, proportionate contributions are sought towards strategic transport and sustainable transport improvements, in order to mitigate this impact and improve accessibility.
- The footpath / cyclepath route which will eventually connect with the Wretchwick Green development, will need to be realigned to accommodate the proposals.

## **Comments:**

Full planning permission was granted in 2018 for Unit B at Symmetry Park under ref: 18/00091/F. Following the grant of planning permission, the Unit has been constructed. The current application proposes to extend the service yard and car parking provision for Unit B to enable the unit to be occupied by Ocado. The footprint of the constructed unit is to remain the same. However, the expansion of the service yard and car parking facilities, along with the more intensive use proposed for the unit, will lead to an increase in trip generation from the site when compared against that which was approved under ref: 18/00091/F.

## **Accessibility**

The site located to the east of the built-up area of Bicester but would be within a comfortable cycle distance for many commuters from the town. With ongoing residential development at the Graven Hill site and further residential development at the adjacent Wretchwick Green site, the proposed development site would also be within a comfortable walking distance for residents of those sites.

While improvements to pedestrian and cycle facilities have been made in the immediate vicinity of the site access with the A41, beyond this the existing pedestrian and cycle facilities along the A41 between the site and Bicester are substandard and unusable in places. This acts as a major deterrent to walking or to the site as it currently stands.

The county council is actively working on securing improved access to all new residential and employment developments in order to encourage and enable the use of sustainable transport. It is considered that improved sustainable transport access is a priority in enabling the delivery of sustainable development.

Accordingly, the county council secured developer funding towards the delivery of improved pedestrian and cycle infrastructure along the A41 from the recent planning application to expand Symmetry Park (planning ref: 20/00530/F).

As the proposed development will lead to an increase in travel demand to the site above that which has previously been permitted, it is considered that a proportionate contribution towards the delivery of a high-quality pedestrian and cycle facilities serving the site from the A41 should be secured. £148,000 was secured from the recent application for the expansion of Symmetry Park towards pedestrian and cycle improvements between the Ploughley Road and Pioneer Road junctions. Based on the net increase in peak hour trips, a fair and proportionate contribution from the proposed development towards a new high-quality pedestrian and cycle route to the site along the A41 would be £89,102. This contribution would go towards providing a higher standard of cycle infrastructure than would otherwise have been possible.

The delivery of the adjacent residential and employment site (Wretchwick Green) will also, in time, provide alternative walking and cycling routes toward Symmetry Park. These routes, along with improved infrastructure along the A41, will enhance access to the site by sustainable transport modes as required under national and local planning policy.

## **Car parking**

While the number of staff car parking spaces proposed is significantly above the county council's standards, given the details provided on the number of staff expected on site and their shift patterns, it is accepted that a higher number of parking spaces would be necessary in order to accommodate shift changeover times, where a significant number of staff would be arriving as others are preparing to depart, and avoid the potential for obstructions being caused by a lack of parking spaces during those times.

Nevertheless, given that there is a greater number of parking spaces proposed than there would be staff on site, such a high provision of car parking is, while necessary, going to encourage the use of private car travel to the site over and above sustainable travel.

I therefore consider that enhanced travel plan initiatives, such as the provision of free-to-use bikes made available to staff (as is to be provided at the recently consented DPD site), as well as improvements to pedestrian and cycle access to the development will be required in order to ensure that attractive alternatives to private car travel are made available.

## **Traffic impact**

The Transport Statement has acknowledged that the significantly extended car parking and service yard provision, along with the proposed operational use by Ocado, is going to lead to a higher number of daily trips than the previously consented scheme.

This assessment which is based on surveys from existing Ocado sites is accepted and has shown that the proposals are predicted to lead to an increase of 37 additional two-way vehicle trips in the AM peak hour and 21 in the PM peak over and above that which was previously assessed and accepted at the outline planning stage. There would also be an increase of 8 HGV movements in the AM peak hour.

While this number of additional trips is unlikely to lead to severe traffic impacts in itself, it will add to the significant impact of cumulative traffic growth from new development in and around Bicester. A fair and proportionate contribution is therefore sought towards strategic transport improvements for Bicester. Namely a contribution of £55,594 is sought towards the BIC1 scheme for a South East Perimeter Road, which would be of direct benefit to the proposed development and wider Symmetry Park.

## **Layout**

The building footprint and access arrangements to the eastern side of the building are the same as that which was approved under planning ref: 18/00091/F. The application seeks to expand the service yard and provide additional car parking to the west of the building. In doing so the recently constructed pedestrian and cycle route to the west of the unit will need to be realigned. I recommend that a condition is attached to any forthcoming planning condition which ensures that the pedestrian and cycle access to the west of the building is completed prior to the occupation of Unit B.

The expanded service yard and parking provision for Unit B also has implications for the remaining site area to the west which is to accommodate Units B1 and B2. The indicative masterplan shows that two smaller units could be accommodated on that

part of the site with access and service yard arrangements that would appear to be appropriate for a standard B8 use. However, should those units need expanded service yards - as has been the case for the proposed occupiers at Unit B (Ocado) and the recently permitted unit on the expansion of Symmetry Park (DPD) - then there would appear to be limited space available to provide such arrangements.

### **Travel Plan**

The B8 floor area for the proposed development is above the threshold for the requirement of a specific travel plan for the proposed development.

A Framework Travel Plan has been produced and implemented for the wider Symmetry Park site. This overarching travel plan will act as the basis for the individual travel plan which is required for the proposed development.

The provision of a site-specific travel plan must be secured through a planning condition. A travel plan monitoring fee of £2,040 is required to monitor the site travel plan for a period of 5 years post occupation of the site. The signed Section 106 Agreement related to application 16/00861/HYBRID includes an obligation to pay the required monitoring fee for each unit within the Symmetry Park site.

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

**£89,102 Highway Works Contribution** indexed from April 2020 using Baxter Index

#### **Towards:**

Improved pedestrian and cycle infrastructure along the A41 between the site and towards Bicester.

#### **Justification:**

The site is located around 1.5km east of the eastern periphery of Bicester and is currently only accessed from Bicester via the A41. The site is located within what would be considered an appropriate cycle distance for many workers from the town. However, the current pedestrian and cycle facilities on the A41 are substandard in terms of its width, surfacing and crossing facilities and are unusable in places. This is a major deterrent to encouraging walking and cycling to the site.

In order to encourage the use of sustainable transport to the site, particularly among workers who may well live locally, it is necessary for this route to be upgraded. Local and National planning policies (as outlined below) require new development sites to be located where they are, or can be made, accessible by sustainable transport and for all opportunities to promote sustainable transport to be fully exploited.

The provision of an upgraded, safer and more attractive cycle route to the development site is required in accordance with national and local planning policy.

## **National Planning Policy Framework**

### **Paragraph 108**

*In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- b) safe and suitable access to the site can be achieved for all users; and*
- c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.*

## **Connecting Oxfordshire: Oxfordshire County Council's Fourth Local Transport Plan 2015-2031 (LTP4) [adopted in September 2015]**

### **i. Policy 3**

*Oxfordshire County Council will support measures and innovation that make more efficient use of transport network capacity by reducing the proportion of single occupancy car journeys and encouraging a greater proportion of journeys to be made on foot, by bicycle, and/or by public transport.*

### **ii. Policy 17**

*Oxfordshire County Council will seek to ensure through cooperation with the districts and city councils, that the location of development makes the best use of existing and planned infrastructure, provides new or improved infrastructure and reduces the need to travel and supports walking, cycling and public transport.*

### **iii. Policy 34**

*Oxfordshire County Council requires the layout and design of new developments to proactively encourage walking and cycling, especially for local trips, and allow developments to be served by frequent, reliable and efficient public transport. To do this, we will:*

- secure transport improvements to mitigate the cumulative adverse transport impacts from new developments in the locality and/or wider area, through effective travel plans, financial contributions from developers or direct works carried out by developers;*

**Policy BIC2** relates specifically to Bicester and states that:

*We will work to reduce the proportion of journeys made by private car through implementing the Sustainable Transport Strategy by:*

*Enhancing pedestrian, cycle and public transport links to the Bicester Village Station, Bicester North Station and key employment sites. Sustainable access between the railway stations and business areas will also be improved and promoted to attract businesses to locate in Bicester. New employment should be located where there are effective, reliable, frequent and well-timed bus and rail services and safe and appropriate cycle access. Accessibility should be considered not only to and from the sites within the town itself, but also to key external destinations.*



#### Policy BIC4

*To mitigate the cumulative impact of development within Bicester and to implement the measures identified in the Bicester Area Transport Strategy we will:*

- *Secure strategic transport infrastructure contributions from all new development*
  
- *Secure sustainable transport measures through all major new development....For large new or expanded commercial developments, developers should demonstrate how their development has been planned for users cycling to the site. This should be 'to the door' and as a result should show how cycle parking will be located in the most convenient position.*

The recently adopted Bicester LCWIP is a material planning consideration and sets ambitious targets for cycling in Bicester. Policy BCW 1 requires the county council to plan for at least a tripling of cycling and a doubling of walking trips within Bicester in the next 10 years in order to accommodate planned growth. Policy BCW 3 requires that the walking and cycling network is prioritised in transport and road plans. Policy BCW4 requires OCC and CDC to improve the cycling and walking network through developer contributions.

#### ***The Adopted Cherwell Local Plan 2011-2031***

#### Policy SLE 4

Identifies that new development will be required to provide contributions towards transport impacts of development and recognises that development should facilitate the use of sustainable modes of transport to make the fullest possible use of public transport etc.

#### ***The Adopted Developer Contributions Supplementary Planning Document (SPD) (February 2018)***

Para 4.143: All new developments in the District will be required to provide financial and/or in-kind contributions to mitigate the transport impacts of the development. This will support delivery of the infrastructure and services needed to facilitate travel by sustainable modes. It will also enable improvements to be made to the local and strategic road and rail networks.

Para 4.146: Direct infrastructure provision, financial and other contributions towards mitigating measures will be included in a planning obligation.

#### **Calculation:**

A financial contribution of £148,000 was recently secured from the Symmetry Park Phase 2 application (20/00530/F). When converted to a cost per peak hour trip, this equates to £1,510.20 per peak hour trip.

Applied to the 59 net additional peak hour trips generated as a result of this proposed application, this equates to a contribution of £89,102.

**£55,594 Strategic Transport Contribution** indexed from July 2020 using Baxter Index

**Towards:**

Local Transport Plan Bicester Area Strategy Policy BIC 1 scheme to provide a South East Perimeter Road.

**Justification:**

Bicester Area Strategy Policy BIC 4 in the County Council's Local Transport Plan 4 states that:

*"To mitigate the cumulative impact of development within Bicester and to implement the measures identified in the Bicester area transport strategy we will secure strategic transport infrastructure contributions from all new development"*

Cherwell Local Plan Policy SLE 4: Improved Transport and Connections states:

*"The Council will support the implementation of the proposals in the Movement Strategies and the Local Transport Plan to deliver key connections... New development in the District will be required to provide financial and / or in-kind contributions to mitigate the transport impacts of development."*

Cherwell Local Plan Policy Bicester 12: South East Bicester states under Infrastructure requirements that it requires:

*"Access and Movement – contributes to improvements to the surrounding local and strategic road networks. Safeguarding of land for future highway capacity improvements to peripheral routes."*

Local Transport Plan 4 Bicester Area Strategy Policy BIC1 identifies the scheme to:

*"Improve access and connections between key employment and residential sites and the strategic transport system by:*

*"Upgrade link to dual carriageway on the A4421 between the Buckingham Road and Gavray Drive to complement the transport solution at the railway level crossing at Charbridge Lane and facilitate development in the area. This scheme will improve the operation of this section of the eastern perimeter road, and enhance the integration of the North East Bicester Business Park site with the rest of the town."*

*"Delivering effective peripheral routes around the town... Southern peripheral corridor: provide a South East Perimeter Road to support the significant housing and employment growth in Bicester. In the longer term, link capacity issues along Boundary Way are assessed as being a major transport issue for the town. Land is safeguarded at Graven Hill for the section of road to the south of this site, joining the A41 at the Pioneer Road junction... The solution will also include a new link through the South East Bicester development site from the A41 Pioneer Road junction up to Wretchwick Way, providing connectivity through the site, in particular for buses."*

The need to provide strategic transport infrastructure for Bicester, is set out in the Cherwell Local Plan (2011-31) and Local Transport Plan 4. Without improvement of infrastructure the detrimental cumulative impacts of the local plan growth, including the proposed development, would be severe. It is therefore justified, and established in policy, that new development sites should contribute towards elements of this infrastructure package, where their individual impacts on congestion are not large enough to require them to provide the elements of the package in full.

The proposed development will contribute directly to the severe cumulative congestion on the south and east peripheral route around Bicester and therefore a contribution is required towards Local Transport Plan Bicester Area Strategy Policy BIC 1 scheme to provide a South East Perimeter Road.

Following a feasibility study, a public consultation was carried out on route alignment options for the scheme in Autumn 2015. Details of this now closed consultation can be found on Oxfordshire County Council's website [here](#), as well as the report to the county council's Cabinet on the conclusions and preferred alignment.

Without the South East Perimeter Road, there will be:

- Increased congestion and journey times on the A41 to the south of Bicester; and
- Increased levels of congestion within the town centre, both on the Central Corridor (Kings End, Queens Avenue, Buckingham Road) and on other sections of the town centre network.

A new South East Perimeter Road would:

- Provide an alternative strategic route for A41 trips to and from Aylesbury.
- Deliver a new distributor road to keep local vehicle trips on the periphery of the town, supporting the new footprint of Bicester.
- Support the increase in demand for west–east movements, as people travel between new and existing residential, employment, leisure and retail sites.
- Enable walking and cycling to take priority in central Bicester, as vehicle trips are reduced.

#### **Calculation:**

The formula used for agreeing contributions from other strategic development sites, including at Wretchwick Green and at the Bicester 4 development, was taken from the adopted Cherwell Developer Contributions Supplementary Planning Document (adopted in February 2018) and OCC's emerging Developer Guide.

The formula resulted in a cost per peak hour trip of £874.86 (@ October 2015 prices)

Applied to the 59 peak hour trips forecast to be generated from the proposed development, this results in a fair and proportionate contribution of £51,616.74 (@ October 2015 prices).

This has been uplifted to a April 2020 price base using Baxter index to £55,594.

**Planning Conditions:**

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

**Site Travel Plan**

Prior to occupation of the development a Travel Plan for the site will be submitted to and approved by the Local Planning Authority. The plan shall incorporate site specific details of the means of regulating the use of private cars related to the development in favour of other modes of transport and the means of implementation and methods of monitoring.

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.

**Footpath and Cycle Route**

Prior to use or occupation of the development hereby permitted, the footpath / cyclepath to the west of Unit C, as shown in drawing ref: 4036-B10- 103 Rev P8, shall be constructed, surfaced and made available for use in accordance with the approved plan.

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.

**Officer's Name: Tim Peart**

**Officer's Title: Senior Transport Planner**

**Date: 23 December 2020**

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**Application no: 20/03404/F**

**Location: Unit B, Symmetry Park, Morrell Way, Ambrosden, OX26 6GF**

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## **Drainage**

### **Recommendation:**

#### **Objection**

#### **Key Issues**

- No exceedance route or contingency shown in case of pump failure.
- There is no evidence of areas used in the calculation, such as impermeable and permeable areas.
- The access road to office car park is covered within the red line boundary but has not been included as part of the drainage strategy model in either of the drawing.
- There is no evidence suggesting that the existing areas have been taken into account during hydraulic modelling/calculations.

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"

A compliance report is required in line with the [Local Standards and Guidance for Surface Water Drainage on Major Development in Oxfordshire](#) which addresses the above issues.

#### **Detailed Comments**

The [Sustainable Drainage Systems \(SuDS\) Policy](#), which came into force on the 6th April 2015 requires the use of sustainable drainage systems to manage runoff on all applications relating to major development. As well as dealing with surface water runoff, they are required to provide water quality, biodiversity and amenity benefits in line with National Guidance. The [Sustainable Drainage Systems \(SuDS\) Policy](#) also implemented changes to the [Town and Country Planning \(Development Management Procedure\) \(England\) Order 2010](#) to make the Lead Local Flood Authority (LLFA) a statutory Consultee for Major Applications in relation to surface water drainage. This

was implemented in place of the SuDS Approval Bodies (SAB's) proposed in Schedule 3 of the Flood and Water Management Act 2010.

All full and outline planning applications for Major Development must be submitted with a Surface Water Management Strategy. A site-specific Flood Risk Assessment (FRA) is also required for developments of 1 hectare or greater in Flood Zone 1; all developments in Flood Zones 2 and 3 or in an area within Flood Zone 1 notified as having critical drainage problems; and where development or a change of use to a more vulnerable class may be subject to other sources of flooding.

Further information on flood risk in Oxfordshire, which includes access to view the existing fluvial and surface water flood maps, can be found on the [Oxfordshire flood tool kit](#) website. The site also includes specific flood risk information for developers and Planners.

The [National Planning Policy Framework](#) (NPPF), which was updated in February 2019 provides specific principles on flood risk (Section 14, from page 45). [National Planning Practice Guidance](#) (NPPG) provides further advice to ensure new development will come forward in line with the NPPF.

Paragraph 155 states; *“Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk (whether existing or future). Where development is necessary in such areas, the development should be made safe for its lifetime without increasing flood risk elsewhere.”*

As stated in Paragraph 158 of the NPPF, we will expect a sequential approach to be used in areas known to be at risk now or in the future from any form of flooding.

The [Non-statutory technical Standards for sustainable drainage systems](#) were produced to provide initial principles to ensure developments provide SuDS in line with the NPPF and NPPG. Oxfordshire County Council have published the [“Local Standards and Guidance for Surface Water Drainage on Major Development in Oxfordshire”](#) to assist developers in the design of all surface water drainage systems, and to support Local Planning Authorities in considering drainage proposals for new development in Oxfordshire. The guide sets out the standards that we apply in assessing all surface water drainage proposals to ensure they are in line with National legislation and guidance, as well as local requirements.

The SuDS philosophy and concepts within the Oxfordshire guidance are based upon and derived from the CIRIA [SuDS Manual \(C753\)](#), and we expect all development to come forward in line with these principles.

In line with the above guidance, surface water management must be considered from the beginning of the development planning process and throughout – influencing site layout and design. The proposed drainage solution should not be limited by the proposed site layout and design.

Wherever possible, runoff must be managed at source (i.e. close to where it falls) with residual flows then conveyed downstream to further storage or treatment components, where required. The proposed drainage should mimic the existing drainage regime of

the site. Therefore, we will expect existing drainage features on the site to be retained and they should be utilised and enhanced wherever possible.

Although we acknowledge it will be hard to determine all the detail of source control attenuation and conveyance features at concept stage, we will expect the Surface Water Management Strategy to set parameters for each parcel/phase to ensure these are included when these parcels/phases come forward. Space must be made for shallow conveyance features throughout the site and by also retaining existing drainage features and flood flow routes, this will ensure that the existing drainage regime is maintained, and flood risk can be managed appropriately.

By the end of the Concept Stage evaluation and initial design/investigations Flows and Volumes should be known. Therefore, we ask that the following Pro-Forma is completed and returned as soon as possible:

**Officer's Name: Sujeenthan Jeevarangan**

**Officer's Title: LLFA Planning Engineer**

**Date: 04 January 2021**

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**Application no: 20/03404/F**

**Location:** Unit B, Symmetry Park, Morrell Way, Ambrosden, OX26 6GF

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## **Archaeology Schedule**

### **Recommendation:**

No Objection.

### **Comments:**

Thank you for your consultation with regard to this application.

The archaeological works required for this site have been undertaken at a previous stage. Therefore, 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 currently.

I therefore have no further comments to make on this application. Please do not hesitate to get in touch if you would like to discuss this further.

**Officer's Name: Clare King**

**Officer's Title:** Planning Archaeologist

**Date:** 16<sup>th</sup> December 2020

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