

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

District: Cherwell

Application no: 21/01123/F

Proposal: Demolition of existing buildings. Construction of replacement business units and associated external works. (Re-submission of 20/01127/F)

Location: Hatch End Old Poultry Farm, Steeple Aston Road, Middle Aston

Response date: 11th October 2021

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

Assessment Criteria

Proposal overview and mix /population generation

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

| Commercial – use class | m² |
|-------------------------------|----------------------|
| Other Class E | 2215 |

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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 - £500**
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 subject to the following.

- **S106 Contributions** as summarised in the table below and justified in the County's original response to this consultation to Cherwell District Council of 22 July 2021.
- **An obligation to enter into a S278** agreement as detailed in the County's original response to this consultation to Cherwell District Council of 22 July 2021.
- **Planning Conditions** as detailed in the County's original response to this consultation to Cherwell District Council of 22 July 2021.
- Note should be taken of the **informative** stated in the County's original response to this consultation to Cherwell District Council of 22 July 2021.

S106 Contributions

| Contribution | Amount £ | Price base | Index | Towards |
|---------------------------|-----------------|-------------------|--------------|--|
| Public transport services | 40,989 | July 2021 | RPI-x | The retention and improvement of the S4 bus service through Steeple Aston. |
| Travel Plan Monitoring | 1,446 | December 2019 | RPI-x | To fund monitoring and review of the Travel Plan by County officers |
| Total | 42,435 | | | |

Comments

The County's comments as set out in its response to the original consultation to Cherwell District Council under application No.21/01123/F dated 22 July 2021 are still valid except where modified here.

The amended documents include a Transport Addendum which sets out the transport related changes that are put forward since the original planning application under reference No.21/01123/F. The following points are noted.

- The revised parking layout and quantum is acceptable in principle. However, the number of electric vehicle (EV) charging points falls short of the County's standards. Policy EVI 8 of the Oxfordshire Electric Vehicle Infrastructure Strategy adopted in March 2021 states that:

"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."

The provision of 12 EV charging points represents only 16% of the 74 parking spaces proposed. **Under the County's standards a minimum of 19 EV charging points is required.** This provision can be amended in discharge of a condition of planning permission.

- Section 1.2.2 acknowledges and accepts the County's requested public transport service S106 contribution. For the avoidance of doubt the County's requested contributions are presented again in the above table in this response.
- The more detailed land use schedule presented will have some effect on the likely trip generation associated with the development. However, it remains the case that this is unlikely to cause significant adverse road safety or traffic impact on the surrounding transport network.
- The proposed new footway connection set out in Section 1.4 is as already agreed by the County and is accepted. It will be important to ensure that its design and construction does not have a negative impact by reducing the quality and character on the public right of way that it connects to.
- The revised swept path analysis presented in Section 1.5 and Appendix B of the Transport Addendum is acceptable.

Officer's Name: Chris Nichols

Officer's Title: Transport Development Control

Date: 11 October 2021

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Local Lead Flood Authority

Recommendation:

Objection

Detailed comments:

Previous comments have not been addressed.

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"

An exceedance flow path layout should be provided to demonstrate the direction of flows for the existing pre-development unmitigated site area and the post-development mitigated site area. It should be clearly demonstrated that any risk of flooding to the site from neighbouring sites and/or low points within the site have been mitigated in the proposed SuDS design. Exceedance flows from the entire site should be indicated, all levels should fall away from any buildings and the exceedance flows should be contained within the site boundary.

Soakage tests to BRE 365 must be carried out to confirm that infiltration is feasible for the soakaway proposed development. The report, location plan of trial pits and any other relevant information from the testing must be submitted.

The infiltration rates used in the calculations must use the results obtained from the soakage tests. Where multiple soakaways have been proposed, soakage test result at each location must be provided, indicating the infiltration rate.

Officer's Name: Sujeenthan Jeevarangan

Officer's Title: LLFA Planning Engineer

Date: 05 October 2021