

# **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:** 21st March 2022

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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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## **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 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**

**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.
- **Planning Conditions** as detailed in the County's original response to this consultation to Cherwell District Council of 22 July 2021 and as set out under the Comments section below.
- 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**

<b>Contribution</b>	<b>Amount £</b>	<b>Price base</b>	<b>Index</b>	<b>Towards</b>
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
<b>Total</b>	<b>42,435</b>			

#### **Comments**

In response to Cherwell District Council planning committee's deferment of a decision regarding this planning application, the applicant has submitted further transport analysis and information in the form of Transport Addendum 2 (TA2) which addresses the following issues.

- The use of employment densities to determine trip generation;
- Clarification of the suitability of the mode share data presented and its impact on forecast traffic generation
- The provision of a footway into Steeple Aston on Fir Lane.

These issues are addressed in turn.

### Trip Generation

The methodology in TA2 employs the land use allowance as discussed and agreed with Cherwell District Council to which it applies employment densities taken from the Homes and Communities Agency Employment Densities Guide. This methodology determines that the employment density of the site would be 1 employee per 26m<sup>2</sup> and the resulting number of employees would be 85.

TA2 then goes on to determine that the employment density represented by the TRiCS trip rate survey sites used in the Transport Statement is 1 employee per 24m<sup>2</sup>.

The employment densities determined by these two separate approaches are very similar and it is considered that the TRiCS approach employed in the Transport Statement is therefore validated. It is acknowledged that the employment density approach does not allow for visitor trips, deliveries and building servicing. However, the slightly higher trip rate implied by the TRiCS approach would go some way to covering this element.

### Mode Share

Regarding mode share, TA2 notes that:

*"The interim mode share had been based upon the standard approach applied in Transport Statements for the above purpose and for employment land uses, whereby the 'method of travel to work' data had been sourced from the 2011 Census for the most applicable area to the site and development proposals. On this basis, the Cherwell 010 Middle Super Output Area had been selected."*

And that:

*"...the selected area covers Middle Aston and Steeple Aston and is otherwise a largely rural area of Cherwell District. There are no other locations within this area that would be expected to differ significantly to the site's location in terms of availability of sustainable travel connections. Moreover, the fact that the majority of the area is very rural, the corresponding mode share may mean that, if anything, the overall mode share will provide an underestimation of sustainable travel mode share in Middle Aston / Steeple Aston."*

The County considers that the Cherwell 010 MSOA represents the best observed measurement of mode share that could be applied to the development site. Furthermore, given that it is largely rural in nature comprising mainly villages and with the largest settlements being Deddington and the emerging development at Heyford Park, the County considers this data source to be entirely appropriate.

It is noted that the TRiCS trip generation estimate does not rely on the mode share

since it is based on actual surveys of vehicles entering and leaving TRICS subject sites. The mode share presented in the Transport Statement is presented only as a baseline for comparison against future mode shares surveyed as part of the Travel Plan monitoring exercise.

#### Footway on Fir Lane

TA2 examines the possible provision of a footway on Fir Lane between the development site and the village of Steeple Aston in the context of paragraph 110 of the NPPF. It concludes that opportunities to promote sustainable travel have been taken up and that safe and suitable access to the development has been provided. It also argues that it may not be possible to build such a footway, although this argument is not fully substantiated.

Regardless of the above, the County has already indicated that an internal pedestrian connection to a public footpath which borders the western boundary of the site and connects with Fir Lane will provide a suitable pedestrian route between the site and Steeple Aston to the south. However, the County would take this opportunity to specify that the internal pedestrian connection should be accompanied by improvement works to the surfacing of the public footpath to which it connects.

**Officer's Name: Chris Nichols**

**Officer's Title:** Transport Development Control

**Date:** 21 March 2022