

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

**District:** Cherwell

**Application no:** 21/02278/F

**Proposal:** Development within Use Classes E (g) (i), and/or (ii), and/or (iii), and/or B2 and/or B8 and Associated Works including Access and Parking

**Location:** Oxford Technology Park, Langford Lane, Kidlington

**Date:** 16 August 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.

---

**Application no: 21/02278/F**

**Location:** Oxford Technology Park, Langford Lane, Kidlington

---

## **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 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.

**Application no: 21/02278/F**

**Location:** Oxford Technology Park, Langford Lane, Kidlington

---

## **Transport Schedule**

**Recommendation:**

**No objection subject to:**

- A linking agreement to ensure that all outstanding obligations secured through the S106 related to 14/02067/OUT are still applicable to this application.
- Planning Conditions as detailed below.

**Key Points:**

- The floor area, and trip generation, of the proposed unit is within that which was previously assessed and approved under Outline application 14/02067/OUT
- A linking agreement is required to ensure that the package of transport improvements that were secured through the Outline application remains applicable to this application
- The number of car parking spaces appears to be very high, with parking dominating much of the site area
- The level of cycle parking proposed is in line with standards.
- Site access arrangements appear suitable. The main access junction between the OTS and Langford Lane has already been constructed.

**Comments:**

### **Access arrangements**

The OTS site access junction with Langford Lane has recently been constructed. Since that junction was designed to accommodate the total quantum of development permitted by the Outline application 14/02067/OUT, and that the quantum of development proposed for this unit does not exceed that of the Outline permission, it is considered that the access arrangements are suitable.

Within the site, the access junction between the plot and the internal estate road appears to have a very wide radius, particularly when compared with the access junction directly opposite. Considering that the Transport Statement states that HGVs are not likely to require access to the site, this is unusual. Visibility from the plots access junction appears to be suitable, given the linear nature of the estate road in that location.

### **Sustainable transport connectivity / transport sustainability**

A package of measures, including public transport improvements and footway enhancements were secured from the previous outline permission in order to enhance sustainable travel options to the site. Any outstanding obligations from that agreement must be applicable to this application.

### **Car and cycle parking**

The number of car parking spaces proposed has been based on the OCC standard for an Office development (one space per 30m<sup>2</sup>), plus an additional 9 spaces above that. Considering the application is for Research and Development floor space rather than Office space, which is typically more intensive, it would appear that there is an overprovision of parking being proposed. This is likely to further encourage car travel to the site and results in the layout being proposed where the majority of the site area is given over to car parking.

The county council does not have a recommended standard for Research and Development and it is noted that the two uses now fall within the same use class (E). Therefore, the county council does not object on this basis, but recommends that further consideration is given to the number of car parking spaces being proposed.

The level of cycle parking being proposed is close to the county council's recommended standards. However, usage of those spaces should be monitored with additional cycle parking provided if / when necessary.

### **Traffic impact**

The total quantum of development, and related trip generation, is within that which has previously been assessed and approved under Outline application 14/02067/OUT.

### **Travel Plan**

The S106 for the outline application secured Travel Plan Monitoring fees for all plots that meet the travel plan requirement. A linking agreement is required to ensure that this obligation applies to this application.

### **Planning Conditions:**

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

### **Travel Plan**

Prior to the first occupation of the development hereby approved, a Travel Plan, prepared in accordance with the Department of Transport's Best Practice Guidance Note "Using the Planning Process to Secure Travel Plans", shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the approved Travel Plan shall be implemented and operated in accordance with the approved details.

*Reason – to encourage occupiers to use sustainable modes of transport as much as possible in line with the NPPF*

**Construction Traffic Management Plan**

Prior to commencement of the development hereby approved, a Construction Traffic Management Plan (CTMP) shall be submitted to and approved in writing by the Local Planning Authority. The CTMP will include a commitment that construction traffic will not arrive or leave the site through Kidlington and that delivery or construction vehicles will only arrive or leave between 09.30 and 16.30. Thereafter, the approved CTMP 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.*

**Officer's Name: Timothy Peart**

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

**Date: 12 August 2021**

**Application no: 21/02278/F**

**Location:** Oxford Technology Park, Langford Lane, Kidlington

---

## **Local Lead Flood Authority**

### **Recommendation:**

Objection

### **Detailed comments:**

The site lies within drinking water protected area and drinking water safeguard area. It also lies within high risk of groundwater vulnerability and includes car parking spaces which are connected via access road. The vehicular movements and parking spaces will affect water quality being discharged. Therefore, 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"

Information on overland flood flow paths and their maintenance should be demonstrated. An exceedance flow route plan should be provided with levels to indicate that all surface water falls away from buildings and that exceedance flows are contained within the site boundary.

Soakage tests to BRE 365 should be carried out to confirm that infiltration is feasible for the soakaway SuDS intent for the proposed development.

Details of the future maintenance and management of the SuDS features should be provided to demonstrate that a strategy is in place post-development.

A detailed surface water management strategy must be submitted in accordance with the [Local Standards and Guidance for Surface Water Drainage on Major Development in Oxfordshire](#)

In line with this guidance, 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 as much as possible.

The applicant is required to provide a Surface Water Management Strategy in accordance with the following guidance:

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:

[Drainage Pro-Forma](#)

**Officer’s Name:** Sujeenthan Jeevarangan

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

**Date:** 16 August 2021