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

District: Cherwell
Application no: 21/03913/F
Proposal: Planning Application for 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: Unit 5B, Oxford Technology Park, Langford Lane, Kidlington

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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) 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 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

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Unit 5 is located within the proposed Oxford Technology Park development and is accessed from Langford Lane. The Oxford Technology Park is located approximately 9.5km to the north of Oxford city centre off Langford Lane, between the A44 and A4260. Unit 5 site is set back by two plots from Langford Lane and is accessed by the development's spine road. Unit 5 will be divided into two equally sized separate units, 5a and 5b, for Research and Development purposes and is consistent with the approved Outline application. Each of the unit will comprise 1,347 sqm of ground floor space and 692 sqm of mezzanine floor space, totalling 4,078 sqm (GIA) for the unit.

Key Points

- Impact of the development generated trips on the existing local highway network and all road users within proximity of the associated site with associated mitigation.
- Compliance of Car and Cycling parking facilities, internal road layout to design specifications and standards
- Provision of Travel Plan
- Provision of Construction of Traffic Management Plan.
- Refuse/Recyclable storage and collection details.

Recommendation:

No objection subject to the following conditions

Planning Conditions

Car Park Layout Plan
Prior to commencement of the development, a plan detailing the road layout of the car parking area shall be submitted to, and approved by, the Local Planning Authority. The Car Park Layout Plan must set out so that all car parking spaces meet the minimum dimensions required and can be safely and easily accessed.
Reason: in the interest of highway safety.

Cycle Parking
Before the development occupied is details of the cycle parking areas, including dimensions and means of enclosure, shall be submitted to, and approved in writing by, the Local Planning Authority. The development shall not be brought into use until the

cycle parking areas and means of enclosure have been provided within the site in accordance with the approved details and thereafter the areas shall be retained solely for the purpose of the parking of cycles.
Reason To encourage the use of sustainable modes of transport

Travel Plan
Prior to first occupation a Framework Travel Plan for the wider site shall be submitted to and approved by the Local Planning Authority
Reason: To encourage the use of sustainable modes of transp0rt

Construction Traffic Management Plan
A Construction Traffic Management Plan should be submitted to the Local Planning Authority and agreed prior to commencement of works. The CTMP should follow Oxfordshire County Council's template if possible. This should identify:

- The routing of construction vehicles and management of their movement into and out of the site by a qualified and certificated banksman,
- Access arrangements and times of movement of construction vehicles (to minimise the impact on the surrounding highway network),
- Details of wheel cleaning / wash facilities to prevent mud, etc from migrating on to the adjacent highway,
- Contact details for the Site Supervisor responsible for on-site works,
- Travel initiatives for site related worker vehicles,
- Parking provision for site related worker vehicles,
- Details of times for construction traffic and delivery vehicles, which must be outside network peak and school peak hours,
- Engagement with local residents

Reason: In the interests of highway safety and to mitigate the impact of construction vehicles on the surrounding network, road infrastructure and local residents, particularly at peak traffic times.

Detail Comments

The Transport Assessment document for the above application has been reviewed and the TDC comments are as follows:

Walking and cycling
The proposed site unit 5 is well connected to local businesses, facilities and services for staff and visitors for access by foot and cycle. A footway of 1.8 m is provided along the southern edge of Langford Road linking the site to the A4260 Banbury Road and the a44 Woodstock Road through an informal crossing. A footway /cycleway crossing is provided for onward connections to/from Kidlington Town Centre. The National Cycle Route 5 is adjacent to Woodstock Road providing a connection from its junction with Langford Lane through the Oxford City Centre to the South

Public Transport
The nearest bus stop to unit 5 is located approximately 250m northeast of the site, additional being located along Woodstock and Langford lane.

Vehicle access
Vehicular access to Oxford Technology Park is now built, this single point of vehicular access is via a priority junction with associated ghost island right turn lane. The proposed Oxford Technology Park site access junction is also designed to accommodate large vehicles associated with the proposed land uses at the Technology Park. The vehicular access to Units 5a and 5b is from two priority junctions off the Technology Park spine Road.

Trip generation
The predicted trip generation for the proposed development is within the threshold of set for the wider Oxford Technology Park Development and confirmed in the submitted TA. Having interrogated the TRICS database for the multimodal trip rates and trip generation for the Unit 5 proposal, the TA confirmed the estimated AM and PM vehicle peak hour two-way trips for the combined 4078sqm proposal. The development's peak hour AM and PM trips generated were 43 trips and 33trips respectively. When these trips are included for Unit 5 in the previously consented outline Application with all the plots for the Oxford Technology Park (unit 1 Office, UNIT 2 HOTEL, Unit 3 and Unit 4R&D), it shows a decrease of 41 AM and 40 PM peak hour generated trips (Table 5.2.in the TA).

Parking
The proposal will include 60 car parking spaces including 6 disabled parking spaces and 10 EV charging spaces. Using the OCC Parking Standards for B1 and B2 class use of 1 space per 30 sqm and 1 space per 50 sqm, the TA puts the maximum parking proposal at 114 parking spaces. Given OCC's policy on provision of electric Vehicle charging points, the Applicant should increase the proposed EV parking spaces to 15 space with some allocated to the designated disabled parking bays.

Cycle parking
A total of 40 cycle stands are being provided in accordance with Oxfordshire County Council cycle parking standards based on the parking ratio for units 3 and 4 (1 space for 111 square metres).
The TA confirms that, a footway/cycleway is required as part of the Phase 1 employment site and the links into the wider road and footway network will be made permanent as part of the proposed Phase 3 development; cycle storage areas are shown on the submitted plans, however there are no details of cycle storage facilities in support of the Application.
Refuse Collection
The Applicant has provided a, swept path analysis demonstrate that the internal car park layout can accommodate the turning movements of a refuse vehicle (11.35m in line with Oxford County Council's requirements). On the Stantec Drawings **332310581/100/003 A – Unit 5a and 332310581/100/005 A– Unit 5b.**

Rigid Vehicle
The Applicant has also confirmed proposed development would be served by delivery vehicles, demonstrated with a swept path drawing that the internal car park layout can accommodate the turning movements of a Rigid vehicle (12.0m in line with Oxford County Council's requirements). However, the number HGVs peak daily trips have not been mentioned in the TA

Travel Plan

The Framework Travel Plan for the wider site will need to be updated to include details of the proposed development. The size of the proposed development also triggers the requirement for a Travel Plan and an associated Monitoring Fee, in line with Oxfordshire County Council thresholds. Oxfordshire County Council guidance can be found online for Travel Plans and Framework Travel Plans. The cycle parking spaces and EV charging spaces are welcomed.

Legal Agreement required to secure:

A Section 106 Agreement will be required to secure the monitoring fee of £1,446 (RPIx Dec 2020).

Transport Strategy
The OCC would expect the Applicant to comply with the following:

- The provision of Electric Vehicle parking in line with the 2020 Oxfordshire Electric Vehicle Infrastructure Strategy ensuring sufficient spaces are both dedicated to electric vehicles; with minimum number of charging points provided, but more importantly with the infrastructure to allow for future increased demand without significant interruption. The policy states- "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." Accordingly, the development will need to provide 15 Electric vehicle charging spaces.
  (https://mycouncil.oxfordshire.gov.uk/(S(0qslfpunjtwzla330vllet55))/documents/s55283/CA_MAR1621R11%20Annex%203%20-%20DRAFT%20Oxfordshire%20Electric%20Vehicle%20Infrastructure%20Strategy%2020210225.pdf)
- Planning for cycling/walking, space for cycling within highways, transitions between carriageways, cycle lanes and cycle tracks, junctions and crossings, cycle parking and other equipment design within the development site should follow the LTN 1/20 guidance.
  (https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/951074/cycle-infrastructure-design-ltn-1-20.pdf)
- Drawings should also be provided show linking into the emerging Kidlington LCWIP network (publicly consulted on in November 2021).
- Prior to the proposed units being occupied, the Applicant would be required to contribute for the follow:
  - a new separated on-road route (£1000 per metre for the length of road connecting to Langford Lane (160m) totalling at £160,000

- a continuous footway entering the new access via Langford Lane totalling at £15,000.

Provided the Applicant addresses the above comments and planning conditions, LHA has no objection to the approval of the above proposal from the transport perspective.

Officer's Name: Francis Hagan
Officer's Title: Senior Transport Planner
Date: 04/01/2022

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Lead Local Flood Authority

Recommendation:

Objection

Detailed comments:

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 July 2021 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 159 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 160 and 161 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 an outline 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.

Drainage Pro-Forma

Officer's Name: Sujeenthan Jeevarangan
Officer's Title: LLFA Planning Engineer
Date: 21/12/2021

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Archaeology

Recommendation:

Select Recommendation

Key issues:

Legal agreement required to secure:

Conditions:

Informatives:

Detailed comments:
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: 08/12/2021