

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

District: Cherwell

Application no: 21/04144/F

Proposal: Demolition of existing office block and erection of surface level car park providing 215 replacement car parking spaces, including landscaping and other associated works; new main entrance and reception of the Computer Suite, with external re-cladding

Location: Jacobs Douwe Egberts, Ruscote Avenue, Banbury

Date: 26 January 2022

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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Location: Jacobs Douwe Egberts, Ruscote Avenue, Banbury

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 - 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: 21/04144/F

Location: Jacobs Douwe Egberts, Ruscote Avenue, Banbury

Transport Schedule

Recommendation:

No objection subject to:

- **Planning Conditions** as detailed below.

Comments:

Introduction

This application is for the demolition of a redundant building and the construction of a car park which is to replace the spaces lost elsewhere on the wider site.

Access arrangements

Access to the car park will be taken from the existing wide bellmouth junction with Ruscote Avenue. There are islands and a gatehouse within the access road, which will be shared with HGVs entering the site, but the entrance into the car park is before the gatehouse. The Proposed Block Plan of Site, drawing no. (03)-S-001 Rev. PL1, shows an HGV stopped at the barrier. However, I presume it would be usual for the HGV to stop initially so that the cab is alongside the gatehouse window, but this would cause the tail end of the HGV to obstruct the car park entrance. This situation must be avoided otherwise any following vehicles may queue back to and obstruct the highway if they cannot get directly into the car park.

Traffic on this part of Ruscote Avenue typically flows steadily, but I am confident there will be sufficient gaps in the southbound flow for vehicles to make the right turn in from the filter lane, which could probably accommodate up to five cars before obstructing the northbound lane. Exit from the site is left turn only, so this will avoid any possible conflict with northbound or right turning traffic. Any vehicles wishing to head northbound may turn at the Longelands Way roundabout, just 250m to the south.

The presence of the new car park will significantly increase the number of cars using this access, but in turn they will be taken away from the using the current, inferior (not left turn only exit) access for the existing car park, 110m further down Ruscote Avenue (although it is noted this is integral to a separate planning application).

The Transport Statement does not include any accident data for the surrounding roads. Having looked at “Crashmap” I see that there have been no recordable incidents adjacent to the access since 2009, so there is not a highway safety reason to oppose an intensification of use.

As the overall number of parking spaces within the JDE site is to fall, there will be no increase to the number of vehicle movements on the highway network.

Cyclists and pedestrians have a good direct access into the site, with well-marked paths segregated by barriers from vehicle movements.

Site layout

Parking bays scale to 4.8m long but they should be 5.0m in accordance with the Oxfordshire Street Design Guide. The 6.0m gaps between bays are adequate for manoeuvring.

At present, visitors to the site would pass by the gatehouse to sign in. Is this still the intention with the new layout? If so, they could only then access the car park via the opening marked “EXIT”, although the roadway is two-way so this route would be possible.

Car and cycle parking

There will be no increase in personnel so there is no necessity to provide more than the existing 40 cycle parking spaces, which will be relocated to a more convenient position.

Section 3.2 of the Design and Access Statement says “*Provisions for electric car charging facilities will be located in front of the building*” but these are not indicated on the Plan. 25% of all unallocated parking spaces must be provided with EV charging to be in accordance with Policy EVI 8 of the Oxfordshire Electric Vehicle Infrastructure Strategy, which was adopted in 2021.

Travel Plan

No comments on the submitted Travel Plan.

Planning Conditions:

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

Plan of Car Parking Provision

Prior to the commencement of the development hereby approved, a plan showing a car parking provision for 215 spaces to be accommodated within the site to include layout, surface details, and drainage, shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, and prior to the first occupation of the development, the parking spaces shall be laid out, surfaced, drained and completed in accordance with the approved details and shall be retained for the parking of vehicles at all times thereafter.

Reason - In the interests of highway safety, to ensure the provision of off-street car parking and to comply with Government guidance contained within the National Planning Policy Framework

Travel Plan

Prior to the first occupation of the development hereby approved, the Travel Plan ref SJT/NS 20297-03c_ Site 2 shall be implemented and operated in accordance with the approved details.

Reason - In the interests of sustainability, to ensure a satisfactory form of development and to comply with Government guidance contained within the National Planning Policy Framework.

Electric Vehicle Charging

Prior to first occupation the applicant must submit plans to the Local Planning Authority for the Electric Vehicle Charging points across the site in line with Policy EVI8 of the Oxfordshire Electric Vehicle Infrastructure Strategy and thereafter construct according to the approved plans.

Reason: To ensure the site is in line with Policy EVI8.

Construction Traffic Management Plan

Prior to the commencement of development, a construction traffic management plan shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the development shall be carried out and undertaken in strict accordance with the approved details.

Reason: In the interests of highway safety and congestion in accordance with the National Planning Policy Framework.

Officer's Name: Roger Plater

Officer's Title: Transport Planner

Date: 21 January 2022

Application No: 21/04144/F

Location: Jacobs Douwe Egberts, Ruscote Avenue, Banbury

Lead Local Flood Authority

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 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.

Officer's Name: Kabier Salam

Officer's Title: LLFA Engineer

Date: 25 January 2022

Application no: 21/04144/F

Location: Jacobs Douwe Egberts, Ruscote Avenue, Banbury

Archaeology

Recommendation:

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.

Key issues:

Legal agreement required to secure:

Conditions:

Informatives:

Detailed comments:

The site has no recorded archaeological features and has likely been truncated by previous development.

Officer's Name: Victoria Green

Officer's Title: Planning Archaeologist

Date: 12th January 2022