

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

District: Cherwell

Application no: 22/01144/F

Proposal: Full planning application for the erection of a new high quality combined research, development and production facility comprising of Class B2 floorspace and ancillary office floorspace with associated infrastructure including: formation of signal-controlled vehicular access to the A41 and repositioning of existing bus stops; ancillary workshops; staff gym and canteen; security gate house; a building for use as an energy centre (details of the energy generation reserved for future approval); loading bays; service yard; waste management area; external plant; vehicle parking; landscaping including permanent landscaped mounds; sustainable drainage details; together with the demolition of existing agricultural buildings within the red line boundary; and the realignment of an existing watercourse

Location: South West Of Grange Farm Street Through Little Chesterton Chesterton

Response Date: 20/05/2022

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.

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] [is based on a SHMA mix].

Commercial – use class	m ²
B2	57172.1

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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 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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Strategic Comments

The application is for B2 and ancillary office floorspace with associated infrastructure, located on unallocated land to the South West of Grange Farm Street, Little Chesterton. The application should be considered against the relevant policies in the Adopted Cherwell Local Plan.

The County Council is raising a Local Lead Flood Authority objection. Also attached are comments from Transport and Archaeology teams.

Officer's Name: Jonathan Wellstead

Officer's Title: Principal Planner

Date: 20/05/2022

Application no: 22/01144/F

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Transport Schedule

Recommendation:

No objection subject to:

- **S106 Contributions** as summarised in the table below and justified in this Schedule:
- **A S106 obligation to enter into a S278** agreement as detailed below.
- **Planning Conditions** as detailed below.

S106 Contributions

Contribution	Amount £	Price base	Index	Towards (details)
Highway works	TBC*		Baxter	Provision of a pedestrian / cycle facility between the site and the Vendee Drive roundabout junction alongside the A41.
Public transport services	£1,130,000	May 2022	<u>RPI</u> -x	<ul style="list-style-type: none">– An enhancement to the public transport service between Oxford and the development site to meet required shift times– A public transport service between the site and West Oxfordshire to enable existing staff to travel to the site sustainably.
Traffic Reg Order (<i>if not dealt with under S278/S38 agreement</i>)	£3,320	April 2022	<u>RPI</u> -x	To consult on the implementation of a new / extended speed restriction on the A41 between the M40 J9 and Vendee Drive junctions.
Travel Plan Monitoring	£1,558	December 2021	<u>RPI</u> -x	To monitor the Travel Plan for a period of 5 years post occupation.
Public Rights of Way	£30,000	April 2022	Baxter	Surface upgrades to local public rights of way connecting with the site.

*Work is ongoing to determine the figure required based on a cost estimate of the works required. An update will be provided when available.

Key Points:

- The county council considers that the proposed development can and must be made accessible by sustainable transport modes.
- Contributions towards public transport enhancements and a new pedestrian and cycle connection are therefore sought.
- Conditions are required in order to ensure that the development operates in the way set out in the application documents, otherwise the traffic impact of the development could be greater than assessed.
- A Construction Traffic Management Plan and a Delivery and Servicing Management Plan are required in order to mitigate the impact of large construction and servicing vehicles on the local highway network.
- A Travel Plan monitoring fee is required in order to ensure that the Travel Plan measures to promote the use of sustainable transport are fully implemented and that targets are met.
- The new site access junction will provide the benefit of a safe crossing point over the A41 for access to the pair of bus stops at Wendlebury Turn and for users of the Public Right of Way.
- The new access junction will also have the benefit of naturally reducing speeds on the A41. A TRO is required in order to formally lower the speed limit in both directions.

Comments:

Accessibility

Paragraph 110 of the NPPF states that, when assessing applications for development, it should be ensured that;

- appropriate opportunities to promote sustainable transport can be - or have been - taken up, given the type of development and its location
- Safe and suitable access to the site can be achieved for all users

Paragraph 112 of the NPPF sets out that applications for development should;

- give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid

- unnecessary street clutter, and respond to local character and design standards;
- allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

Furthermore, Policy BCW 1 of the adopted Bicester Local Cycling and Walking Infrastructure Plan requires for the Highway Authority to plan for and accommodate a 200% increase in cycling trips within Bicester over the next 10 years. OCC has also set targets for a mode shift to sustainable travel within both the Oxfordshire Local Transport and Connectivity Plan (LTCP) and the Oxfordshire 2050 Vision. The LTCP aims to:

- Replace or remove 1 out of every 4 current car trips in Oxfordshire by 2030
- Deliver a zero-carbon transport network by 2040; and
- Deliver a transport network that contributes to a climate positive future by 2050.

Policy SLE 1 of the Cherwell Local Plan requires employment proposals in Bicester to *'have good access, or can be made to have good access, by public transport and sustainable modes'*.

Policy SLE 4 requires *'all development where reasonable to do so, should facilitate the use of sustainable modes of transport to make the fullest possible use of public transport, walking and cycling. Encouragement will be given to solutions which support reductions in greenhouse gas emissions and reduce congestion.'*

The site is not ideally located in terms of access for pedestrians. The site is beyond what is usually considered a convenient or desirable walking distance from Bicester. Also, beyond circuitous routes using rural public rights of way, there is no pedestrian route to the site from Bicester or Chesterton. As it stands, the site has the potential for being significantly dependant on car-based travel. It is therefore essential to ensure that the site is made easily accessible by cycling and by public transport in order to meet the requirements above.

Currently there is no safe cycle route to the site. The applicant has proposed to provide a cycle route between the site and the Wendlebury Road via through sections of shared use pedestrian and cycle footway alongside the A41 and signalised crossing facilities at the site access.

While it is accepted that the Wendlebury Road does form part of the Sustrans National Cycle Route 51, it is not considered that the Wendlebury Road provides a suitable cycle route between the development site and Bicester for daily commuter purposes, particularly during darker winter months. Sustrans routes are more typically used for longer-distance leisure rides and often by cycle enthusiasts. Wendlebury Road in this location is rural in nature, fairly narrow, unlit and is subject to the national speed limit. There are no specific pedestrian or cycle facilities on Wendlebury Road and significant

new development is also planned on the northern end of this route. Given the long-distance nature of Sustrans NCN routes, there are typically sections of those routes where the cycle infrastructure is less than ideal, and I consider this section of the Wendlebury Road to be one of those sections.

The county council therefore considers that, in order to meet the requirements of the policies outlined above, a pedestrian and cycle route should be provided for alongside the A41 between the development site and Vendee Drive in order to provide a safe, suitable and direct connection to Bicester.

The county council considers that a contribution towards providing a safe pedestrian and cycle route between the site and Bicester along the A41 is required in order provide safe and suitable access and ensure that the development is acceptable in planning terms. Work is ongoing to determine the cost of providing such a facility and the level of contribution required.

Public Transport

The closest pair of bus stops to the site are located a 'Wendlebury Turn' on the A41, just adjacent to the site access. These stops are serviced on a twice hourly basis by the S5 Oxford - Kidlington - Bicester service and also on a twice hourly basis by the X5 Oxford - Bicester - Buckingham service. In effect there is a service to the site every 15 minutes during the weekday. However, the X5 service is an express service which does not stop at all of the stops along the route.

There is not currently a service that would arrive at the site from the Oxford direction in time for the 06:00 morning shift. A contribution is therefore sought in order to provide a service to the site in time for the 06:00 morning shift, 7 days per week.

Information provided by the applicant demonstrates that there is a large concentration of workforce based in West Oxfordshire (Eynsham, Witney), which is to be expected considering the Siemens plant is currently based in Eynsham. There is no public transport connection between Witney, Eynsham and Bicester and without such a service all of those workers would be required to drive to the site. This is contrary to the policy requirements outlined above. The county council therefore requests a contribution towards funding a public transport service between the site and West Oxfordshire to enable those existing staff who are expected to transfer over to Bicester to travel by sustainable modes.

Access

Vehicle access is proposed in the form of a new signalised junction on the A41, c.600m northeast of J9. This access would allow all movements into and from the site. The applicant has held discussions with OCC's Road Adoptions Engineers over the layout of the junction and detailed feedback had been provided. In principle, the Highway Authority does not object to the form of junction being proposed in this location and the general layout is acceptable.

Accident History

The personal injury accident data presented in the TA shows that there have been a number of accidents on the network over the most recent 5-year period. The TA assessment also demonstrates that the primary cause of these accidents has been driver error. However, it is noted that exceeding the speed limit and / or driving too fast for the conditions is referenced in a number of accident reports as being a contributory factor.

Accordingly, it is proposed that the speed limit along the A41 between M40 J9 and Vendee Drive be reduced to 50mph in both directions alongside the implementation of the new access junction. The presence of a signalised junction in this location will also naturally act to reduce speeds along this stretch.

Furthermore, the signalised junction will incorporate a signalised crossing point for pedestrians accessing the pair of bus stops on the A41 at the site access. This is a significant safety improvement on the current situation where bus users must cross the A41 without a formalised crossing in order to access the Northeast bound bus stop.

Traffic Impact

The scope and methodology of the traffic impact assessment, including trip rates and traffic distribution assumptions to / from the development, has been agreed between the applicant, OCC and National Highways. The assessment has been undertaken using traffic data from the Bicester area SATURN transport model in order to assess future year scenarios.

The TA sets out that the development is unlikely to lead to a severe detrimental impact at the site access junction and it is accepted that, from the number of peak hour trips generated by the site, that the development in itself is unlikely to lead to severe impacts elsewhere on the highway network. Although the modelling does show junction capacity issues in the future year assessment (in particular at J9), this is not directly as a result of the development in question. These capacity issues will ultimately need to be addressed through the next local plan period.

The trip rate methodology is predicated on the development operating in the way that has been set out in the TA (and associated appendices), including shift change over times being largely outside of peak road network hours and office staff working on a 70:30 office/homeworking basis. Should the development not operate on this basis, the potential impacts of additional traffic on the road network could be significantly greater than has been set out in the TA. Therefore, I request that planning conditions and obligations are applied to any permission to ensure that shift change over times are timed to avoid peak network hours and that the 70:30 working practice for office staff is secured through the planning process.

Traffic generated from this new, and unallocated, development will add to cumulative traffic growth in Bicester and the congestion predicted in the future year modelling scenario. The Bicester Area Strategy (as part of the Local Transport Plan) and the

Cherwell Local Plan both set out that strategic transport improvements are required in order to accommodate the level of planned growth. Local Plan policy SLE4 sets out that all new development will be required to contribute towards delivery of transport improvements.

It is therefore fair and reasonable that the development contributes towards the delivery of the policy BIC 1 scheme of improvements towards the A41 / South East Perimeter Road. It is considered that the requested contribution towards the provision of a pedestrian and cycle route alongside the A41 (as outlined above) accords with this policy requirement.

As noted in the Transport Assessment it is possible that, when leaving the site, those wishing to access the A4095 and / or B4030 could choose to route via Green Lane which is a narrow single-track road through Little Chesterton. However, when looking at the distribution of staff, taking account of their likely destination and the fact that this route would not ordinarily be the most desirable, convenient or quickest route it is unlikely that the numbers choosing to route this way would be significant enough to have what could be considered to be a material or 'severe' impact. It is extremely unlikely that any staff or visitors travelling to the site would choose to route this way, given that the junction between Green Lane and the A41 does not enable right-turns.

Similarly, the potential for traffic to route through Wendlebury is likely to be very low given that this would necessitate travelling beyond the site to the Vendee Drive roundabout and then turning back down the A41 to access the site.

Furthermore, considering that the shift working times do not coincide with peak network hours, it is far less likely that the key routes to the sites would be subject to congestion, meaning use of slower, indirect rural routes would be much less attractive to those travelling to the site.

A Delivery Servicing and Management Plan is proposed to be adopted to encourage staff at the site to use the strategic road network and to ensure that all larger vehicles, including HGVs accessing the site do not use local roads, such as those through Little Chesterton or Wendlebury. The implementation of the Delivery Servicing and Management Plan should be secured through a planning condition.

Car and Cycle Parking

The level of car parking proposed has been based on expected demand, taking account of peak changeover times where workers will be arriving for the start of their shift while others are leaving at the end of theirs. The peak car parking demand, based on staff working at the site and changeover times is predicted to be 462 vehicles, while 474 car parking spaces are proposed to allow a degree of flexibility.

The proportion of EV charging spaces meets the requirement of the adopted Oxfordshire Electric Vehicle Infrastructure Strategy and the number of blue badge spaces accords with typical national guidance.

As set out in the sections above, it is nonetheless essential to ensure that the site is accessible by non-car modes to ensure that car parking demand does not exceed capacity.

The level of cycle parking spaces provided on site is below that recommended for a development of this scale. However, taking account of the analysis of the number of staff on site and their likely destinations (at least in the shorter to medium term), the level of cycle parking proposed is likely to be sufficient. I note that the use of the cycle parking facilities will be monitored through the Travel Plan and that additional cycle parking spaces would be provided if and when required.

The location of the cycle parking facilities is appropriate. Long-stay / staff cycle parking facilities must be covered, and shower and locker facilities are to be provided on-site.

Layout

The internal layout appears to be appropriate. Footways are provided throughout the car park with informal zebra-style crossings provided where necessary. The car park is laid out appropriately, with disabled and EV charging parking bays provided towards the main entrance to the building.

The swept path analysis demonstrates that all vehicles likely to require access to the site would be able to safely and conveniently enter, turn and exit the site in a forward gear.

Travel Plan

The developer of this site has produced a framework travel plan for the whole site, the end user of the unit will need to develop a travel plan for their operation, this plan will need to link back to the objectives of the framework plan and set out the actions they will deliver to achieve this.

A Travel Plan monitoring fee of £1,558 will be required to enable OCC to monitor the travel plan for a period of 5 years post occupation.

Public Rights of Way

Footpath 161/4/20 crosses the site and will need to be diverted under the correct procedure. The county council is in contact with the developer over the correct approach to take on this.

The incorporation of a safe crossing point over the A41 at the site access junction will improve access to the PRoW route on either side of the A41 connecting Wendlebury to Chesterton.

The use of the Public Rights of Way, which connect the site with Wendlebury, Chesterton and beyond to Bicester, is likely to increase as a result of the development.

For example, the Public Rights of Way are likely to become an attractive leisure walking route for workers at the site who may be finishing their shift in the afternoon.

A contribution of £30,000 is sought from the development toward surface upgrades to the Public Rights of Way to enable and improved and accessible leisure route towards Chesterton and Bicester for future occupiers of the site. See justification statement below for further information.

S106 obligations and their compliance with Regulation 122(2) Community Infrastructure Levy Regulations 2010 (as amended):

£TBC Highway Works Contribution indexed using Baxter Index

Towards:

The provision of a safe and suitable pedestrian and cycle route between the development site and Bicester.

Justification:

As set out in 'comments' section above.

Calculation:

Work is ongoing to provide a cost estimate for the proposed pedestrian and cycle route between the site and Bicester. This will inform the level of contribution being sought. An update will be provided when available.

£1,130,000 Public Transport Service Contribution indexed from May 2022 using RPI-x

Towards:

An enhancement to existing services to the site in order to meet required shift times and a new public transport service which provides public transport access to the site for existing employees based in West Oxfordshire.

Justification:

As set out in 'comments' section above.

Calculation:

An additional service for the current Service S5 at the following times (required to meet shift change overs) will cost £36,000 per annum

- Daily journey at 0530 from Oxford to Glory Farm
- Sunday & Public Holiday journey at 2140 from Glory Farm to Oxford

The new service from West Oxfordshire to Bicester operating on the route and times as set out below (again planned to meet shift change over times) will cost £190,000 per annum.

- Daily journeys from Witney (Centenary Way and town centre) and Eynsham (village) to Bicester (Manorsfield Road) via A40 and A34 to arrive/depart at:
- Mondays to Fridays: arrive 0550, 0850, 1350, 2150 / depart 0610, 1410, 1710, 2210
- Saturdays and Sundays: arrive 0550, 1350 / depart 1410, 2210

The county council is seeking funding for the provision of these services for a period of 5 years. This is considered fair and reasonable in the context of the development and is directly related to the development.

£3,320 Traffic Regulation Order Contribution indexed from April 2022 using RPI-x

Towards:

Consultation on and the implementation of a new / extended 50mph speed restriction along the A41 in both directions at the site access (likely to be for the extent of the A41 between the M40 J9 and the approach to the Vendee Drive roundabout).

Justification:

The reduction of the speed limit along the A41 in this location is directly related to the implementation of the site access junction. This is to the benefit of road safety, particularly considering the implantation of a signalised pedestrian crossing.

Calculation:

The contribution is calculated on a standard charge which applies for administrative costs for TROs throughout Oxfordshire. This charge also includes the costs for public consultation required for the proposed TRO.

The County Council's costs for new or amended TROs is £3,320 for each instance.

The County Council considers that its TRO fee is fairly and reasonably related in scale and kind to the development.

£30,000 Public Rights of Way Contribution indexed from April 2022 using Baxter Index

Towards:

Surface and route upgrades on the PRoW route marked in yellow in the plan below.



Justification:

There is expected to be an increase in numbers using the rights of way network around the site – simply due to the size of the development in a semi-rural environment as the urban edge of Bicester shifts towards this development. These uses will create more use pressures on the rights of way network as well as traffic pressure on rights of way. Measures proposed for the surrounding public rights of way network provide a means to mitigate these additional impacts alongside the consented development's contribution.

The site has had a desk assessment to both assess the current situation and look at how public use could be protected and enhanced. With the development site at the centre, the logical and realistic public rights of way network likely to be affected is considered along with the range of measures needed to provide mitigation against the impacts of the development. The route marked above is likely to see an increase in use as a result of the development as it is likely to be an attractive 'leisure' route to the site for those workers who live locally.

The contribution will be used for localised surface upgrades to improve accessibility of the route.

Calculation:

The proposed measures are based on the desk assessment of likely costs for the measures. They are not based on a standard formula or any other kind of per-dwelling

or m² tariff system. The proposed off-site measures are in the form of a reasonable

financial contribution to allow OCC to plan and deliver improvements in a reasonable time period and under the Rights of Way Management Plan aims. The contribution would be spent on repair and improvements to the existing public rights of way.

£1,558 Travel Plan Monitoring Fee indexed from December 2021 using RPI-x

Justification:

The travel plan aims to encourage and promote more sustainable modes of transport with the objective of reducing dependence upon private motor car travel and so reducing the environmental impact and traffic congestion. A travel plan is required to make this development acceptable in planning terms.

A travel plan is a 'dynamic' document tailored to the needs of businesses and requires an iterative method of re-evaluation and amendment. The county council needs to carry out biennial monitoring over five years of the life of a Travel Plan which includes the following activities:

- review survey data produced by the developer
- compare it to the progress against the targets in the approved travel plan and census or national travel survey data sets
- agree any changes in an updated actions or future targets in an updated travel plan.

Government guidance, 'Good Practice Guidance: Delivering Travel Plans through the Planning Process' states that: 'Monitoring and review are essential to ensure travel plan objectives are being achieved. Monitoring for individual sites should ensure that there is compliance with the plan, assess the effectiveness of the measures and provide opportunity for review.... Monitoring must be done over time – it requires action and resources.'

In accordance with this Guidance, it is the view of the county council that without monitoring the travel plan is likely to be ineffective. Therefore, monitoring of the travel plan is required to make the development acceptable in planning terms.

The government's Good Practice Guidance has been archived but has not been superseded with any other guidance on the practicalities of implementing travel plans. The county council's own published guidance: Transport for new developments; Transport Assessments and Travel Plans, also includes the requirement for monitoring.

Further, the Good Practice Guidance states that 'local authorities should consider charging for the monitoring process and publish any agreed fee scales'.

Section 93 of the Local Government Act 2003 gives the power to local authorities to charge for discretionary services. These are services that an authority has the power, but not a duty, to provide. The Travel Plan Monitoring fee is set to cover the estimated cost of carrying out the above activities and is published in the county council's guidance: 'Transport for new developments; Transport Assessments and Travel Plans'.

As with most non-statutory activities, councils seek to cover their costs as far as possible by way of fees. This is particularly required in the current climate of restricted budgets. Without the fees the council could not provide the resource to carry out the activity, as it is not possible to absorb the work into the general statutory workload. In the case of travel plan monitoring, the work is carried out by a small, dedicated Travel Plans team.

The travel plan monitoring fee is therefore required to make the development acceptable in planning terms, because it enables the monitoring to take place which is necessary to deliver an effective travel plan.

Calculation:

The fee charged is for the work required by Oxfordshire County Council to monitor a travel plan related solely to this development site. They are based on an estimate of the officer time required to carry out the following activities:

- review the survey data produced by the developer
- compare it to the progress against the targets in the approved travel plan and census or national travel survey data sets
- agree any changes in an updated actions or future targets in an updated travel plan.

Oxfordshire County Council guidance –***Transport for new developments: Transport Assessments and Travel Plans*** sets out two levels of fees according to the size of the development. This development falls into the smaller category.

The figure for each travel plan is based on three monitoring and feedback stages (to be undertaken at years 1, 3 & 5 following first occupation), and assumes officer time at an hourly rate of £40. Please note that this is considered a fair rate, set to include staff salary and overheads alone.

S278 Highway Works:

An obligation to enter into a S278 Agreement will be required to secure mitigation/improvement works, including:

- New signalised site access junction onto the A41 c.600m northeast of the M40 J9, including;

- o Dedicated pedestrian and cycle crossing points within the signalised access.
- o Provision of connecting sections of shared use pedestrian and cycle footway.
- o Right and left-turn filter lanes on the A41 leading up to the site access junction, two 'ahead' lanes retained in either direction.
- o Incorporation of relocated 'Wendlebury Turn' bus stops on the A41, including lighting, bus stop shelters to agreed specification, bus stop flag and pole unit, and real time passenger information displays with associated electrical feed.
- o Reduction of speed limit on A41 to 50mph between the M40 J9 and Vendee Drive roundabout junction in both directions.
- o All necessary signage and road markings
- o All as indicated in Drawing No. 205223/PD09 Rev C.

Notes:

This is to be secured by means of S106 restriction not to implement development (or occasionally other trigger point) until the S278 agreement has been entered into.

The trigger by which time S278 works are to be completed shall also be included in the S106 agreement.

Identification of areas required to be dedicated as public highway and agreement of all relevant landowners will be necessary in order to enter into the S278 agreements.

S278 agreements include certain payments, including commuted sums, that apply to all S278 agreements however the S278 agreement may also include an additional payment(s) relating to specific works. An **additional payment** as set out below has been identified in relation to this development:

- Traffic Regulation Order Fee of £3,320 (index linked to April 2022 using RPIx index) for the consultation process required for the implementation of new speed restrictions on the A41 between M40 J9 and the Vendee Drive roundabout junction.

Planning Conditions:

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

Construction Traffic Management Plan

Prior to commencement of the development hereby approved, a Construction Traffic Management Plan shall be submitted to and approved in writing by the Local Planning Authority. This shall include details of times for construction traffic and delivery vehicles, which must be outside of peak network hours. Thereafter, the approved Construction Traffic Management Plan shall be implemented and operated in accordance with the approved details.

Delivery and Service Management Plan

The Delivery and Service Management Plan shall be implemented in perpetuity for the operation of the development hereby approved. The Plan shall ensure the implementation of specific details on the routing of vehicles in order to ensure that larger service / delivery vehicles avoid inappropriate routes on the local road network, in order to mitigate the impact on the surrounding network.

Cycle Parking Provision

Prior to the first use or occupation of the development hereby permitted, covered cycle parking facilities shall be provided on the site in accordance the approved details. Thereafter, the covered cycle parking facilities shall be permanently retained and maintained for the parking of cycles in connection with the development.

Shift Working

All future occupiers of the B2 General Industrial floor space on the site shall operate on a shift working basis which avoids shift changeover, start and finish times during the peak highway network hours of 08:00 – 10:00 and 16:00 – 18:00, during the working week, in order to mitigate the impact of the development on the local highway network during peak network hours.

Office Working Split

All future occupiers of the B1 Office floor space on the site shall implement the 70% office based to 30% off-site working approach as set out in the 'Siemens Healthineers Way of Working' document dated December 2020, as submitted alongside the planning application, in order to mitigate the impact of the development on the local highway network during peak network hours.

Workplace Travel Plan

Prior to occupation of the development a Workplace Travel Plan for the unit will be submitted to and approved by the Local Planning Authority. The plan shall incorporate site specific details of the means of regulating the use of private cars related to the development in favour of other modes of transport and the means of implementation and methods of monitoring.

Officer's Name: Tim Peart

Officer's Title: Senior Transport Planner

Date: 19 May 2022

Application no: 22/01144/F

Location: South West Of Grange Farm Street Through Little Chesterton Chesterton

Lead Local Flood Authority

Recommendation:

Objection

Key issues:

- Application boundary to be clearly shown on the drainage strategy drawing and to be put on the Key.
- Provide phasing plan.
- Provide culvert details and show the whole extent of the watercourse diversion and where it outfalls.
- Provide watercourse diversion invert and cover levels on the drainage strategy drawing.
- Provide permeable paving details on the drainage strategy plan.
- Provide ground investigation report and infiltration testing.
- Provide surface water catchment plan.
- Provide maintenance schedule of the proposed SuDS.
- Provide EA approval in regard to the watercourse diversion.
- Provide Qbar greenfield run off rate calculations.

Detailed comments:

Clearly show the extent of the application boundary on the drainage strategy plan and include it on the key.

Provide phasing plan clearly showing the extent of phase 1 and 2. Ensure each phase has its own drainage strategy in place without relying on each other in order to mitigate flood risk.

Provide a plan clearly showing the culvert and watercourse diversion extent. Provide the culvert size and culvert condition.

Provide watercourse diversion invert and cover levels on the drainage strategy drawing.

Provide permeable paving storage areas and sub base thickness. Ensure each section of permeable paving is referenced and reflect the calculations.

The FRA states infiltration is not feasible, provide ground investigation report and infiltration testing to support this.

Provide surface water catchment plan, showing the extent of the impermeable area and stating the area. Show where each area will be draining to.

Provide maintenance regime of the proposed SuDS, identify the party that will be conducting the maintenance and the maintenance requirements.

Provide EA approval in regard to the watercourse diversion.

Provide Qbar greenfield run off rate calculations.

Officer's Name: Kabier Salam

Officer's Title: LLFA Engineer

Date: 16/05/2022

Application no: 22/01144/F

Location: South West Of Grange Farm Street Through Little Chesterton Chesterton

Archaeology

Recommendation:

Comments

Key issues:

Legal agreement required to secure:

Conditions:

Informatives:

Detailed comments:

The applicant has submitted the archaeological evaluation report prior to sending us a draft copy for our comment and so I attach comments below.

- The report needs to contain some general trench photos
- Fig. 3 if the trenches with archaeological remains recorded could be a different colour to the blank trenches, it would make it easier to identify them

Officer's Name: Victoria Green

Officer's Title: Planning Archaeologist

Date: 9th May 2022