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

District: Cherwell
Application no: 22/01683/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: Unit 7, Oxford Technology Park, Technology Drive, Kidlington, OX5 1GN

Response Date: 26th August 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.

Commercial – use class	m^2
E (g) (i) - (iii), B2 and B8	3455

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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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Strategic Comments

The intended use is for Research and Development purposes with permission sought for Use Class E, B2 or B8.

The site falls within an area of land identified in the Adopted Cherwell Local Plan 2011-31 (Part 1) Partial Review – Oxford's Unmet Housing Need under Policy No: PR3: The Oxford Green Belt. Other policies in the development may also apply.

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

Officer's Name: Jonathan Wellstead
Officer's Title: Principal Planner
Date: 26/08/22

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Transport Schedule

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

The proposed development at Unit 7 remains within the scope of the development that has been approved at Oxford Technology Park. The total floorspace applied for Unit 7 is 3,455 sqm GIA and falls well within the overall agreed extent of floor space supported and approved at Oxford Technology Park, including the pending Units 4a, 4b, 5a and 5b.

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 the TDC comments are as follows:

Unit 7 is located within the Oxford Technology Park development. The Oxford Technology Park is located approximately 9.5km to the north of Oxford city centre, and accessed off Langford Lane, between the A44 and A4260.

Unit 7 is shown on the Masterplan presented at Appendix A. Unit 7 is set back by 3 plots from Langford Lane and is accessed from the development's spine road. 1.4 As part of the proposal, Unit 7 is intended to be used for Research and Development purposes with permission sought for Use Classes E (g) (I), and/or (ii), and/or (iii), and/or B2 and/or B8 consistent with the outline approval. The unit will comprise of 3,455 sqm GI

Walking and cycling

A footway, approximately 1.8m wide, is currently provided along the entire southern edge of Langford from the site to the A4260 Banbury Road and A44 Woodstock Road via informal crossing points with dropped kerbs and tactile paving across the minor access roads.

A short section of footway is provided on the northern side of Langford Lane in the vicinity of the Langford Lane / The Boulevard roundabout which in turn provides connections into the Oxford Spires Business Park via The Boulevard. Also, as part of the S106 agreement for the wider Oxford Technology Park, a 2.5m shared foot/cycleway would be constructed along the southern side of Langford Lane. A 2m

wide pedestrian refuge will also be provided on Langford Lane at the bus stop west of the spine road junction. The provision of a footway/ cycleway (3m wide approx..) east of the A4260 from the junction with Langford Road provides the connections with Kidlington Town Centre. The NCR 5 adjacent to the A44 Woodstock Road with its Langford Lane link, provides a cycle route to Oxford City Centre to the South.

Public Transport
The nearest bus stop to unit 7 is located approximately 400m northeast of the site, on the Boulevard and currently serves Oxford Spires Business Park and London – Oxford Airport.

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.

Trip generation
The anticipated trip generation for the proposed development at Unit 7 would result in 33 two-way trips in the AM peak hour and 25 two-way trips in the PM peak hour. This represents about 1 additional vehicle trip every 2 minutes across both peak hours which is a negligible predicted increase in traffic on the local road network, it is therefore acceptable to the Transport Officer.

Car Parking
The proposal will include 75 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 which is on balance acceptable.

Cycle parking
A total of 40 cycle stands are being provided and in accordance with Oxfordshire County Council cycle parking standards based on the parking ratio for units 7 (1space for 111square metres). The proposed cycle parking is not ideal for a number of reasons and should be reconsidered. ‘Sheffield’ type stands are the most accessible for all cyclists and are the preferred option.
Refuse Collection
The Applicant has provided a, swept path analysis demonstrating the internal car park layout can accommodate the turning movements of a Refuse vehicle (11.35m in line with Oxford County Council’s requirements). Drawing 226552_PD01_AT01 Rev A provides the swept analysis which is acceptable.
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).

Travel Plan
Further information is required before a definitive decision can be made on the type of Travel Plan needed with the legal Agreement required to secure a monitoring fee. for the above application.
It is not clear from the submitted application whether the final occupier will be operating independently or if each element will be run by different organisations. If multiple occupiers are involved this will require a 'Framework Travel Plan' to be produced for the site as well as subsidiary travel plans or statements.

Each of the elements may trigger travel plan requirements and so confirmation of the uses would be useful. To help with this I have attached a copy of the travel plan threshold guidance .The preceding reasons have made it difficult to highlight a definitive travel plan requirement and so further clarification is sought before this can be determined.
If travel plans are required, then travel plan monitoring fees will also be required.

EV charging points for both vehicles and bicycles are required within the site boundary.

Roads Team
The Applicant should note that they cannot occupy Unit 7 until the phase 2 of the Section 278 works for the development are complete.

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

- Walking and cycling network and Strategic Link and routes should connect in seamlessly with OCC's existing routes and proposed strategic walking and cycling enhancements to Langford Lane, including routes surrounding the site which are included in Kidlington LCWIP (Local Cycling and Walking Infrastructure Plan).
- Cycle parking must be provided in line with OCC's adopted cycle parking standards
- The EV parking provision must align with the 2020 Oxfordshire Electric Vehicle Infrastructure Strategy ensuring sufficient spaces are both dedicated to electric vehicles, the minimum number of charging points are provided but more importantly the infrastructure is prepared to allow for future increased demand without significant interruption. (https://mycouncil.oxfordshire.gov.uk/(S(0qslfpunjtwzla330vllet55))/documents/s55283/CA_MAR1621R11%20Annex%203%20-%20DRAFT%20Oxfordshire%20Electric%20Vehicle%20Infrastructure%20Strategy%2020210225.pdf)
- A Sustainable Travel Pack should be included with the final application, to include direct reference to the Approved Kidlington LCWIP showing the key routes to key destinations across Kidlington highlighting the different on and off-road routes. (https://www.oxfordshire.gov.uk/sites/default/files/file/roads-and-transport-major-projects/Kidlington_LCWIP.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)
- All completed works need to be in line with applicable guidance & policy at the time of completion unless explicit justification is agreed by planning officer. It is therefore the responsibility of the developer to liaise with Oxfordshire County Council officers throughout this application to ensure that the scheme aligns with the relevant guidance & policy and any needed design changes with the Transport Strategy Team.

Based on the above comments, the Transport Officer have no objection to the above proposals from a transport strategy perspective, subject to the above conditions and comments being satisfactorily addressed by the Applicant.

Officer's Name: Francis Hagan
Officer's Title: Senior Transport Planner
Date: 22/08/2022

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Lead Local Flood Authority

Recommendation:

Objection

Key issues:

- Clarify how the drainage strategy follows SuDS guidelines of discharging surface water.
- Provide flood risk assessment of the proposed site.
- Provide surface water catchment plan.
- Provide flood exceedance plan.
- Provide maintenance requirements of all SuDS.
- Provide calculations for all drainage infrastructure and SuDS features.
- Provide pipe numbering on the drainage plan.
- Provide construction details of the proposed SuDS
- Provide infiltration testing results

Detailed comments:

Provide drainage compliance report, clearly demonstrating the drainage network follows the surface water discharge hierarchy and the surface water treatment hierarchy.

Provide flood risk assessment, clearly identifying all flooding risks from the different sources and how it will be mitigated.

Provide surface water catchment plan, clearly showing the extent of the impermeable areas and stating the area. Clarify whether 10% urban creep has been allowed for.

Provide surface water flood exceedance plan, demonstrating all surface water will be kept away from structures and within the site boundary.

Provide maintenance regime of the proposed SuDS, and identify the party that will conduct the maintenance.

Provide calculations for the whole drainage network for all storm events up to and including the 1:100 year storm event plus 40% climate change.

Provide pipe numbering on the drainage drawing.

Provide SuDS construction details.

Provide infiltration testing results according to BRE 365.

Officer's Name: Kabier Salam
Officer's Title: LLFA Engineer
Date: 24/08/2022

Application no: 22/01683/F
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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:

Officer's Name: Victoria Green
Officer's Title: Planning Archaeologist
Date: 18th August 2022