

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

District: Cherwell

Application no: 22/02647/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 8 4B, Oxford Technology Park, Technology Drive, Kidlington, OX5 1GN

Response Date: 4th November 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	m²
E (g) (i)-(iii), B2 and B8	4396

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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 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.

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Transport Schedule

Recommendation:

Objection for the following reasons:

- The provision for Electric Vehicle charging is below minimum standards set out in the Oxfordshire Electric Vehicle Infrastructure Strategy and OCC's adopted Parking Standards. Provision for 25% of all parking spaces is required.
- The use of double-stacked cycle parking is inappropriate in this instance and, in accordance with OCC's adopted Parking Standards and LTN 1/20, easily accessible cycle parking that is level with the street is required.

If despite OCC's objection permission is proposed to be granted then OCC requires:

- 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 provision for Electric Vehicle charging infrastructure does not meet minimum requirements
- The level of cycle parking proposed is in line with standards however the use of double stacked cycle parking is not appropriate.
- Site access arrangements appear suitable. The main access junction between the OTS and Langford Lane has already been constructed.

Comments:

Traffic Impact

I note that the proposed GIA remains within the scope of the original outline permission and therefore the scope of the original Transport Assessment still applies.

A S106 linking agreement is required in order to ensure that any remaining obligations applied to that outline application continue to apply to this Full application.

Access

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.

The Unit access junction onto the Estate Road appears to be appropriate and vehicle tracking has been supplied to demonstrate that the largest vehicles expected to require access to the site could safely enter, turn and exit in a forward gear.

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.

Layout

The proposed site layout is similar to that of the other units on the site and appears to be appropriate from a transport / access point of view.

Parking

OCC formally adopted revised parking standards for new residential and non-residential developments within the county on 18 October 2022. These standards set out that, for the type of development proposed - use class E Commercial, Business and Services (office, research and development and light industrial process) and / or B2 and / or B8 - the maximum parking provision for would be one space per 45sqm (use class E). Use classes B2 and B8 have a much lower maximum provision.

The proposed provision of 85 car parking spaces equates to one space per 52sqm, this is within an acceptable range, balancing the need for operational parking spaces with the need to encourage sustainable travel to the site.

However, the adopted Parking Standards, as well as the Oxfordshire Electric Vehicle Infrastructure Strategy, require a minimum of 25% of all parking spaces for non-residential development to be equipped with active EV charging points. In this instance that would equate to 21 EV charging spaces. The provision for EV charging therefore needs to be revised to meet these standards.

The provision of 40 covered and secure cycle parking spaces is in line with the required standards. However, the adopted OCC Parking Standards set out that double decked cycle parking should not be used as they are difficult to use and not all people are able to use the upper rack, and that Sheffield stands should be used. The layout and spacing of stands should be as per LTN 1/20. I therefore consider that the provision for covered cycle parking should also be reviewed.

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: Tim Peart

Officer's Title: Senior Transport Planner

Date: 02/11/2022

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Lead Local Flood Authority

Recommendation:

No Objection Subject to Conditions

Condition

The approved drainage system shall be implemented in accordance with the approved Detailed Design prior to the use of the building commencing:

Document: Drainage statement
Ref: 5052-OTP6-ICS-CO-C-03.003
Issue: 17th October 2022

Document: SuDS Maintenance Guide
Ref: 5052-OTP6-ICS-XX-RP-C-07.001
Issue: October 2022

Drawing: Drainage design
Ref: 0200, Rev P02
Issue: 17/10/2022

Drawing: Typical Construction Details
Ref: 0400, Rev P01
Issue: 16/08/2022

Drawing: Catchment Areas
Ref: 0201, Rev P02
Issue: 17/10/2022

All relevant Hydraulic calculations produced via Microdrainage
Date 17/10/2022

File: 5052-OTP6 - Front Car Park Drainage Calculations 100y + 40%CC

File: 5052-OTP6 - Rear Car Park Drainage Calculations 100y + 40%CC

Reason:

To ensure that the principles of sustainable drainage are incorporated into this proposal.

Condition:

Prior to first occupation, a record of the installed SuDS and site wide drainage scheme shall be submitted to and approved in writing by the Local Planning Authority for deposit with the Lead Local Flood Authority Asset Register. The details shall include:

- (a) As built plans in both .pdf and .shp file format;
- (b) Photographs to document each key stage of the drainage system when installed on site;
- (c) Photographs to document the completed installation of the drainage structures on site;
- (d) The name and contact details of any appointed management company information

Officer's Name: Kabier Salam

Officer's Title: LLFA Engineer

Date: 02/11/2022

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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: 18/10/2022