

**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: 20/12/2022

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 & 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:

No objection subject to:

- 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:

- This response should be read in conjunction with the Highway Authority's initial response to the application dated 3 November 2022.
- Updated and amended plans have been submitted and this revised consolation response is made in response to those revised plans.

Comments:

An updated Hard Landscape Plan (drawing no. 2703-05 rev PL5) has been submitted which demonstrates that EV charging is now to be provided at a level that meets policy requirements (at 25% of all spaces). Therefore, I can remove my previous objection on this basis.

The Highway Authority had previously also objected to the proposed use of double decked cycle parking. OCC's recently adopted Parking Standards advise against the use of double decked cycle parking as it can be difficult for all users to raise and lower cycles from the upper rack.

The Parking Standards state the following in relation to the type of cycle parking to be provided at new developments:

- *Cycling parking is to be provided in a convenient location close to building entrances and bus stop locations. Such provisions are to be covered, lit (where appropriate) and in the style of a Sheffield stand, which are individually installed permanently into the floor material (e.g. not toast-rack style stands bolted to the floor).*

• *Double decked or vertical cycle parking should not be used unless agreed by OCC in specific circumstances.*

It has since been pointed out that double decked cycle parking has been used throughout the wider Oxford Technology Park development and that a precedent has been set for their use on the site. I have also been made aware that the upper racks on the neighbouring units have been used even while spaces are available on the lower level.

I therefore consider that, in this instance, OCC can agree to the use of double decked cycle parking spaces.

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: 13/12/2022