

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

District: Cherwell

Application no: 23/00501/REM

Proposal: Reserved matters application & condition discharge of Part B of 19/00128/HYBRID - Part B: Outline planning application - the development of up to 2 no. commercial buildings having a maximum floorspace of 16,890m² and having a flexible use [to enable changes in accordance with Part 6 Class V of the Town and Country Planning (General Permitted Development) Order 2015 (as amended)] within Class B2 or B8 of the Town and Country Planning (Use Classes) Order 1987 as amended, and ancillary Class B1 offices, with all other matters reserved for future approval (19/00128/HYBRID)

Location: Unit 2, Kalabergo Close, Banbury, OX17 2FJ

Response Date: 26/05/2023

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.

Application no: 23/00501/REM

Location: Unit 2, Kalabergo Close, Banbury, OX17 2FJ

Transport Schedule

Recommendation:

Objection for the following reason:

- The number of car parking spaces with EV charging infrastructure is insufficient

If, despite OCC's objection, permission is proposed to be granted then OCC requires planning conditions as detailed below.

Comments:

Introduction

This response must be read in conjunction with the Transport Schedule contained within the OCC Single Response dated 24/03/23.

Since that date, a revised Site Plan (drg. no. 902 rev. F) has been submitted.

Car parking

The previous response contained an objection due to the lack of Electric Vehicle (EV) charging points. The revised site plan now shows 10 spaces with EV charging and 10 allocated for facilities in the future. However, the adopted strategy is clear that a minimum of 25% of spaces must have charging points so this must be from first occupation, not at some point in the future which may never be implemented.

The overall number of spaces has not been justified, despite the previous objection for that reason. There is still a shortfall when compared to the other two existing units.

Use Class of the unit is defined by the outline permission as B2/B8, although B8 (Storage) is more likely given the design of the building. There is also 900m² of office space which will generate the most private vehicle usage per m².

By applying the values from Table 5 for the recently adopted Parking Standards for New Developments, the required number of spaces is as follows:

B8 Storage 15840 / 300 = 53 spaces

E Office 900 / 45 = 20 spaces

Total requirement = 73 spaces

Given that 79 spaces are proposed, this can be considered as just acceptable. Travel Plan measures should be used to encourage car-sharing (using the 12 spaces allocated for that purpose) and cycling, to ease the overall demand for car parking spaces. I remain concerned, however, that any overspill parking will lead to obstruction of the access road which provides a route for a bus service as well as HGV access to all three units. Therefore, I request a condition for car parking management, so that levels of parking demand can be monitored and to set out how overflow parking can be managed.

Cycle parking

The total number of cycle storage spaces has been increased to 96, in line with comments in the previous response, so this reason for objection may be removed. It is hoped that suitable changing facilities are provided within the building so that cycling may be promoted.

Planning Conditions:

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

The development shall not be occupied until a car parking management plan has been submitted to and approved in writing by the Local Planning Authority. The plan must include details of how the car-share spaces and EV charging spaces are to be controlled, how car park usage is to be monitored and how any overspill parking on the access road is to be avoided. The development shall thereafter be carried out strictly in accordance with the approved car parking management plan.

Reason - In the interests of highway safety and to comply with Government guidance within the National Planning Policy Framework.

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

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.

Prior to the first occupation of the development, a scheme for the provision of vehicular electric charging points to serve the development shall be submitted to and approved in writing by the Local Planning Authority. The vehicular electric charging points shall be provided in accordance with the approved details prior to the first occupation of the unit they serve, and retained as such thereafter.

Reason - To comply with Policies SLE 4, ESD 1, ESD 3 and ESD 5 of the adopted Cherwell Local Plan 2011-2031 Part 1 and to maximise opportunities for sustainable transport modes in accordance with paragraph 110(e) of the National Planning Policy Framework

No development shall commence unless and until full specification details (including construction, layout, surfacing and drainage) of the turning area and parking spaces within the curtilage of the site, arranged so that motor vehicles may enter, turn round and leave in a forward direction and vehicles may park off the highway, have been submitted to and approved in writing by the Local Planning Authority. The turning area and car parking spaces shall be constructed in accordance with the approved details prior to the first occupation of the development shall be retained as such for the parking and manoeuvring of vehicles at all times thereafter.

Reason - In the interests of highway safety and to comply with Policy ESD15 of the Cherwell Local Plan 2011-2031 Part 1 and Government guidance contained within the National Planning Policy Framework.

Officer's Name: Roger Plater

Officer's Title: Transport Planner

Date: 19/05/2023