

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

District: Cherwell

Application no: 23/00517/F

Proposal: Redevelopment of the site to include the demolition of existing buildings and development of new accommodation across 5 buildings for employment uses (Class E(g)(ii) and (iii)) plus ancillary amenity building, outdoor amenity space, car parking, cycle parking, landscaping and associated works

Location: New Science Park Land West Of The Junction With The Boulevard, Oxford Airport, Langford Lane, Kidlington

Response Date: 02/05/2023

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.

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Location: New Science Park Land West Of The Junction With The Boulevard, Oxford Airport, Langford Lane, Kidlington

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 - £1,850**
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.

Application no: 23/00517/F

Location: New Science Park Land West Of The Junction With The Boulevard, Oxford Airport, Langford Lane, Kidlington

Transport Schedule

Recommendation:

Objection for the following reasons:

- The Langford Lane / A4260 signalised junction has not been assessed in detail

If, despite OCC's objection, permission is proposed to be granted then OCC requires prior to the issuing of planning permission a S106 agreement including an obligation to enter into a S278 agreement to mitigate the impact of the development plus planning conditions as detailed below.

S106 Contributions

Contribution	Amount £	Price base	Index	Towards (details)
Public transport services	78,079	January 2023	RPI-x	The continuation and/or improvement of bus services on Langford Lane
Traffic Reg Order (<i>if not dealt with under S278/S38 agreement</i>)	8,400	February 2023	RPI-x	The consultation process for the TRO and the supply and erection of necessary signage
Travel Plan Monitoring	3,110	April 2023	RPI-x	Monitoring of the Framework Travel Plan for five years
Total	89,589			

Other obligations:

- Off-site highway works – see below

Comments:

Access arrangements

The proposal for site access is to close the existing junction with The Boulevard and to take all vehicular access from the airport road to the north-west of the roundabout. This has been agreed in principle at the pre-application stage.

It is worth reiterating that the development roads will not be adoptable as they do not connect directly with the public highway, which extends no further than the roundabout at the northern end of The Boulevard. Closure of the existing access will need to be included in the S278 works as this is part of the public highway.

Public transport

Where relevant and appropriate, the County Council seeks to secure public transport services and infrastructure contributions from the promoters of development schemes in order to promote sustainable growth and support positive travel habits, as well as mitigating the impact of the development on the locality.

Services have altered slightly since the Transport Assessment was produced, although not materially. Service 7 has been replaced by new service S7 which extends beyond Woodstock to Witney, and also serves Oxford railway station. From June 2023, evening journeys on service S4 between Oxford and Banbury will also serve Langford Lane and will be funded from the contribution secured from permission 14/02067/OUT (Oxford Technology Park).

In order to secure the continuation of this arrangement and/or further improvements to bus services on Langford Lane, a financial contribution is requested for public transport. This has been calculated by a direct comparison with the Oxford Technology Park contribution in proportion to the increase in floorspace.

No contribution for public transport infrastructure improvements is required.

Active travel connectivity

Some local improvements to the cycling and walking network have recently come about as part of the agreement with Oxford Technology Park, on the south side of Langford Lane, west of the roundabout. Further identified improvements are set out in the adopted Kidlington Local Cycling and Walking Infrastructure Plan (LCWIP), as detailed in the Transport Assessment (TA).

Table 11 of the LCWIP summarises the cycling measures and the section for Langford Lane is reproduced below:

Langford Lane, Kidlington

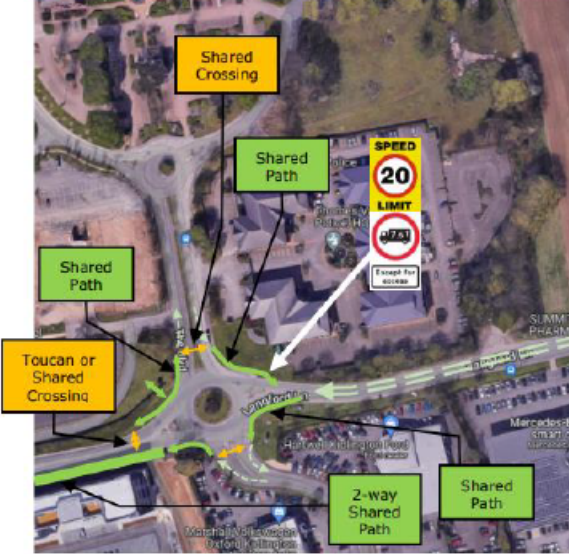
- 20mph speed limit between junction with Banbury Road and roundabout junction with The Boulevard
- Clear transition to off-road cycle infrastructure
- All HGVs to route via A44
- Shared use path to the west of The Boulevard to be 3.0m minimum to junction with A44.
- Speed reduction to 30mph between Evenlode Close and the A44

Section 2.4.7 of the TA implies that all LCWIP measures will be funded by OCC; however, this is not the case. Under the heading “How will the proposals be funded?” in the LCWIP, it is stated “*The LCWIP will provide the basis for securing developer funding in relation to the planned development areas...*” Therefore, contributions will be sought when they meet the requirements of the NPPF.

A consultation on 20mph speed limits across Kidlington has recently concluded, but Langford Lane was not one of the roads proposed to be reduced to 20mph.

There is no specific measure to have an off-road path to the east of The Boulevard; instead, the vision is to reduce HGV traffic by applying a weight restriction. The limits of the restriction are to be determined, but there will need to be an “except for access” exemption so that HGVs can reach destinations within the restricted area. A contribution towards the consultation process and signage is therefore required.

Figure 3 in the TA usefully illustrates possible cycle improvements for Langford Lane (part reproduced below). The measures at The Boulevard roundabout which are feasible and have not yet been implemented are considered necessary for this proposal and are therefore required as part of the S278 works.



The 2-way Shared Path is in place to the west of the roundabout, so an improved connection to this facility from the site is required. This will be a formal crossing, i.e. a Toucan or parallel crossing, at a suitable location to be determined and verified by Road Safety Audit. Similarly, an appropriate crossing of The Boulevard is necessary for cyclists from the site to be able to bypass the roundabout and for pedestrians to cross to the bus stop. Footways around the four corners of the junction should be widened for shared use and tie-in with the crossing points, as well as providing a clear transition between on- and off-road cycling as highlighted in the LCWIP.

Changes to the Oxford Motor Park arm are not required as this road is outside of the adopted highway boundary.

Site layout

The site road layout appears logical and has been checked using swept path analysis for the appropriate vehicles. There is good pedestrian permeability across the site from the main points of access.

Standard comments from the Road Agreements Team are as follows:

- No private drainage to discharge onto existing Highway.
- No private drainage to discharge onto any area of proposed adoptable highway.
- No Highway materials, construction methods, adoptable layouts and technical details have been approved at this stage. The detailed design will be subject to a full technical audit.
- Offsite works to be designed in accordance with the DMRB / LTN 1/20
- Trees within the highway will need to be approved by OCC and will carry a commuted sum. No private planting to overhang or encroach the proposed adoptable areas.
- Trees that are within 5m of the carriageway or footway will require root protection, trees must not conflict with street lights.

Cycle parking

A total of 195 cycle parking spaces are to be accommodated in several facilities across the site. This equates to one space per 100m², which is in line with the OCC Parking Standards for New Developments, Use Class E, research and development. As the projected number of employees is just less than 400, the provision is considered to be adequate without additional spaces for visitors.

Car parking

The Parking Standards specify an upper limit of one space per 45m², which equates to 431 spaces. Given that there is frequent bus service to Witney, Woodstock, Kidlington

and Oxford, and realistic walking and cycling opportunities, it is reasonable to accept a reduced number of spaces.

The Transport Assessment uses census data to predict that 81.2% of the 396 employees will arrive by private vehicle, meaning that a maximum of 322 spaces would be required. Not all employees would be on site at any time, leaving a proportion of spaces available for visitors. The proposal is to provide 322 spaces and this is appropriate for the scale of development.

The requirement for at least 25% of spaces to be covered by Electric Vehicle charging points will be met.

Traffic impact

Assessment is made in the TA of the two roundabouts adjacent to the site, with the expected conclusion that both have spare capacity.

One-day classified turning counts have been performed at several junctions, including the Langford Lane / A4260 signalised junction. Section 5.5.1 states that the generated traffic will account for less than 5% of the total traffic flow through that junction, and no further assessment is provided as a result. However, all the additional traffic will be on the Langford Lane arm, so the westbound AM peak flow increases by nearly 12% and the eastbound PM peak flow increases by a similar amount. It is considered that this level of increase justifies the need for a LinSig assessment of the junction as there are concerns over the capacity available. Indeed, the OCC response to the Oxford Technology Park application (14/02067/OUT), dated 25 February 2015, said "*However, the junction of Langford Lane and the A4260 is showing as running close to capacity in future years.*" The absence of an assessment of this junction is a reason for objection.

The generated traffic passing through the junction at the west end of Langford Lane will be similar, but the larger A44 signalised junction will be able to better accommodate the increased flows and full assessment is not considered necessary.

Travel Plan

The site will require a Framework Travel Plan to ensure all users of the site have the same overarching aims, objective and targets to minimise SOV use. This should be produced prior to first occupation and then updated once the site is fully occupied.

A Framework Travel Plan has been produced and submitted with this application; however, this requires further information before it meets OCC criteria. Please see specific points below for further information.

Subsidiary travel plans or statements may be required for each of the buildings in order to identify organisation specific actions to meet the overarching targets. These should

be produced prior to the occupation of each building and then updated within 3 months of full occupation.

Further information regarding the required criteria can be found within appendices 4,5 and 7 of the OCC guidance document 'Transport for New Developments – Transport Assessments and Travel Plans March 2014'. Further advice can also be sought from the Travel Plans Team travelplan@oxfordshire.gov.uk

Travel plan monitoring fees will also be required where a travel plan is requested to enable the document to be monitored for a period of five years.

Therefore, the following documents will be required –

Framework Travel Plan for the whole site with associated £3,110 (RPI index linked) travel plan monitoring fee.

A cycle maintenance station (similar to this one - <https://www.thebikestoragecompany.co.uk/product/public-bike-maintenance-stand/>) and EV charging points should be provided at each storage facility.

Legal Agreement required to secure:

Framework Travel Plan for the whole site with associated £3,110 (RPI index linked) travel plan monitoring fee.

Detailed Comments:

The submitted document requires additional information before it meets the criteria outlined within appendix 7 of the OCC guidance document. It is therefore advised that the applicant consults the aforementioned appendix and the points below to ensure all criteria has been met before resubmitting.

- A site layout plan is required.
- What is the anticipated number of occupiers (organisations, staff, visitors etc)?
- Please could the following be included within the action plan

Installation of notice boards (4.3.2), Promotional events (4.4.3/ 4.4.4/ 4.5.4), BUG (4.5.7), Bus loans (4.6.4), Reducing the need to travel (4.7.1), Deliveries (4.8)

- Section 4.2 Travel Plan Co-ordinator

This TPC will be the TPC for the whole site but will be required to liaise with organisation specific TPC'S (A.86 OCC guidance).

How long will the TPC be in role for?

Will it be a full or part time role?

What budget will the TPC have to undertake the actions identified within the action plan?

Who will act as an interim TPC for the site? – This is useful information for the Travel Plans Team to enable a monitoring related dialogue to be established as soon as possible.

- Paragraph 6.2.3 – If targets are not met, surveys should continue in years 7 and 9.
- A commitment is required that the results of all travel surveys should be sent to the Travel Plans Team at OCC within one month of completion.
- A commitment is required that depending on the individual unit size each occupier will be required to produce either a Travel Plan or Travel Plan Statement prior to occupation.
- Are there any identified barriers to the promotion of sustainable, active travel to the site?

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

£78,079 Public Transport Service Contribution indexed from January 2023 using RPI-x

Towards: the continuation and/or improvement of bus services on Langford Lane

Justification:

It is necessary to maintain a public bus service as a viable alternative to the private vehicle. The current S7 service and the future S4 evening service will, between them, connect to most local residential areas, allowing a sustainable way of commuting.

Calculation:

S106 funds secured from 14/02067/OUT	= £250,000 (price base February 2015)
Equivalent to	= £351,093 (price base January 2023)

Floorspace for 14/02067/OUT	= 40,362m ²
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£ per m² = 8.70£/m²

Net floorspace increase = 20,031 – 11,055 = 8,976m²

Total contribution requested = 8,976 * 8.70 = £78,079

£8,400 Traffic Regulation Order Contribution indexed from February 2023 using RPI-x

Towards: the consultation process for the TRO and the supply and erection of necessary signage

Justification:

A restriction on the passage of HGVs along Langford Lane is one of the measures in the Kidlington LCWIP to improve conditions for cyclists. The location of the application site means that it is feasible for employees to cycle from Kidlington and beyond, and this mode is to be encouraged.

Calculation:

TRO (plus advertising) = £4,400

Estimated cost of signage = £4,000

£3,110 Travel Plan Monitoring Fee indexed from April 2023 using RPI-x

Justification:

To cover the cost of monitoring the travel plan over a five-year period. A travel plan is a bespoke document and requires regular review and update in order to ensure that the measures are succeeding in delivering targets for sustainable travel. Without this monitoring the plan would not be effective.

Calculation:

The amount is based on the cost of OCC staff time, at cost, over the five-year period.

Monitoring fee for Framework Travel Plan = £3,110

S278 Highway Works:

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

- Closing the existing bellmouth junction on The Boulevard with a continuous footway

- A formal (Toucan or parallel) crossing on the western Langford Lane arm of the roundabout junction with The Boulevard
- An informal crossing of The Boulevard, just north of the roundabout junction with Langford Lane
- Widening of the footways to 3m around the Langford Lane / The Boulevard roundabout and conversion to shared use, including improved cycling transitions on and off the carriageway

Notes:

This is to be secured by means of S106 restriction not to implement development (or occasionally other trigger point) until 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.

Planning Conditions:

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

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 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. Thereafter, the development shall not be carried out other than in accordance with the approved CTMP.

Reason: In the interests of highway safety and the residential amenities of neighbouring occupiers and to comply with Government guidance contained within the National Planning Policy Framework.

Prior to the first occupation of the development hereby approved, a Framework Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the development shall be implemented and operated in accordance with the approved details.

Reason - In the interests of sustainability and to ensure a satisfactory form of development, in accordance with Government guidance contained within the National Planning Policy Framework.

Officer's Name: Roger Plater

Officer's Title: Transport Planner

Date: 28/04/2023

Application no: 23/00517/F

Location: New Science Park Land West Of The Junction With The Boulevard, Oxford Airport, Langford Lane, Kidlington

Lead Local Flood Authority

Recommendation:

Objection

Key issues:

- SuDS compliance report to be provided.
- Ground investigation report to be provided.
- Surface water catchment plan to be provided.
- Surface water flood exceedance plan to be provided.
- Drainage strategy drawing to be detailed.
- Drainage plan to include site boundary.
- Calculations to be provided.

Detailed comments:

Provide compliance report, demonstrating how the drainage strategy follows the SuDS treatment hierarchy. Based on the current drainage strategy, attenuations tanks are not sufficient for surface water treatment.

Provide ground investigation report and appropriate infiltration testing according to BRE 365 to confirm the feasibility of infiltration on site.

Provide surface water catchment plan showing the extent of the impermeable area and stating the area. Also provide the area after allowing for 10% urban creep.

Provide surface water flood exceedance plan showing how the site will be draining in an exceedance event. Illustrate this on plan with the use of flood arrows and proposed external levels.

Drainage strategy drawing to be detailed, currently drainage drawing is shown indicatively. Invert and cover levels to be shown for all SuDS/drainage. Pipe numbering and pipe gradients to be shown. The surface water network does not show how hard standing areas will be picked up.

Pipe numbering to shown and read in line with the calculations.

Drainage plan to include the site boundary to illustrate the extent of ownership.

Calculations to be provided for all SuDS and drainage infrastructure for all storm event up to and including the 1:100 year storm event plus 40% climate change.

Officer's Name: Kabier Salam

Officer's Title: LLFA Engineer

Date: 26/04/2023

Application no: 23/00517/F

Location: New Science Park Land West Of The Junction With The Boulevard, Oxford Airport, Langford Lane, Kidlington

Archaeology

Recommendation:

Select Recommendation

Key issues:

Legal agreement required to secure:

Conditions:

We would, recommend that, should planning permission be granted, the applicant should be responsible for ensuring the implementation of an archaeological monitoring and recording action (watching brief) to be maintained during the period of construction. This can be ensured through the attachment of a suitable negative condition along the lines of:

1. In line with the approved Written Scheme of Investigation submitted with this application (John Moore Heritage Service 2022), no development shall commence on site without the appointed archaeologist being present. Once the watching brief has been completed its findings shall be reported to the Local Planning Authority, as agreed in the Written Scheme of Investigation, including all processing, research and analysis necessary to produce an accessible and useable archive and a full report for publication which shall be submitted to the Local Planning Authority within two years of the completion of the archaeological fieldwork.

Reason - To safeguard the recording and inspection of matters of archaeological importance on the site in accordance with the NPPF (2021).

Informatives:

Detailed comments:

The site lies in an area of archaeological interest and potential, and a watching brief has previously been recommended. The applicant has submitted an approved WSI for an archaeological watching brief on the site from John Moore Heritage Services (2022).

Officer's Name: Victoria Green

Officer's Title: Planning Archaeologist

Date: 21/04/2023