

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: 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.

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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 - £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.

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Transport Schedule

Recommendation:

No objection subject to:

- **S106 Contributions** as summarised in the table below and justified in this Schedule:
- **An obligation to enter into a S278** agreement as detailed below.
- **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
Travel Plan Monitoring	3,110	April 2023	RPI-x	Monitoring of the Framework Travel Plan for five years
Total	81,189			

In the previous response, dated 28 April 2023, there was also a Traffic Regulation Order contribution request of £8,400, comprising £4,400 for the consultation and £4,000 for signage.

CDC have confirmed that they consider the contribution does not meet the CIL test of being “*necessary to make the development acceptable in planning terms*” and, therefore, cannot be sought.

Other obligations:

- Off-site highway works – see below

Comments:

Introduction

This response must be read in conjunction with the previous comments dated 28 April 2023. Since that date, the applicant has submitted a document titled “Technical Note – LinSig Assessment” in response to an objection in the original response.

Traffic impact

The Technical Note details the assessment of the A4260 / Langford Lane signalised junction using LinSig analysis. A comparison of the predicted opening year (2027) with and without the proposed development indicates that there is a positive Practical Reserve Capacity (PRC) in both scenarios, meaning that some capacity remains to absorb more traffic before reaching saturation. The impact of development is only noticeable in the PM peak when the PRC reduces.

An independent analysis of this junction has been carried out in the Transport Assessment relating to the application at Units 8 to 11 of Oxford Technology Park (23/00915/F). The results of this analysis are of the same order as those presented in the TN.

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
£ per m ²	= 8.70£/m ²
Net floorspace increase = 20,031 – 11,055	= 8,976m ²
Total contribution requested = 8,976 * 8.70	= £78,079

£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:

Please see previous response.

Planning Conditions:

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

Please see previous response

Officer's Name: Roger Plater
Officer's Title: Transport Planner
Date: 25/05/2023

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.
- Surface water catchment plan to be provided.
- Drainage plan to include site boundary.
- Calculations to be provided to confirm sizing of SuDS.

Detailed comments:

The LLFA understands the applicant wishes to obtain planning permission by setting conditions for the outline drainage strategy. Therefore the LLFA has removed most of the previous comments which is expected to be provided at detailed design, there are still outstanding comments which needs to be addressed at this stage which is vital to the overall drainage strategy which will be carried over to detailed design in the future.

Provide compliance report, demonstrating how the drainage strategy follows the SuDS treatment hierarchy. The drainage strategy proposes to have an attenuation tank, which is the least sustainable option of discharging and treating surface water. The use of permeable paving and other forms of SuDS has not been clarified for the development. Confirm the list of SuDS features that will be implemented at the final design stage.

Provide surface water catchment plan showing the extent of the impermeable area and stating the area in order to understand the areas going into the surface water network.

Drainage plan to include the site boundary to illustrate the extent of ownership. It's difficult to review the drainage plan without knowing the extent of the applicants land ownership.

At this stage the LLFA does not expect detailed calculations however indicative calculations needs to be provided to confirm the sizing of the SuDS on site and the attenuation volumes required.

Officer's Name: Kabier Salam
Officer's Title: LLFA Engineer
Date: 25/05/2023