

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

**District:** Cherwell

**Application no:** 23/02827/F

**Proposal:** Use of the eastern part of the southern taxiway and the adjacent Hush House building (Building 1368) for car processing operations plus associated works and portable buildings. Planning permission is sought for a 5 year period

**Location:** Land At Heyford Park, Camp Road, Upper Heyford, Oxfordshire, OX25 5HD

**Response Date:** 26/04/2024

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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](mailto: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.**

### **Comments:**

**This response must be read in conjunction with the Transport Schedule contained within the previous OCC Single Response, dated 28 November 2023.**

Since the previous response, a revised Transport Statement (TS), version 2.9 (dated 02 April 2024), has been submitted, along with a letter from Eversheds Sutherland LLP, a Phasing Schedule and a cover letter.

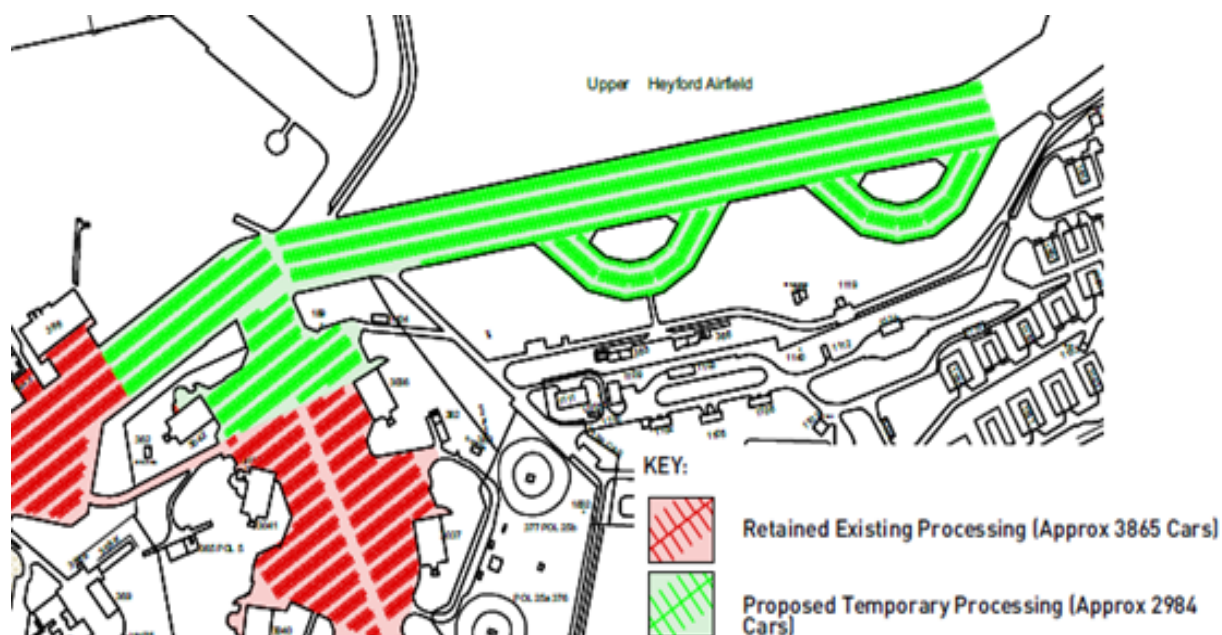
### **Traffic impact**

In the absence of historic HGV movement data from the car storage and processing operators, the potential movements have been estimated from a one-week survey at the gate on to Camp Road. The observed numbers have been proportioned according to the land area currently in use for car storage. The survey took place over the second week of December, which may not be representative of year-round operations. (Note – the original TS stated peak months were June to September, although the latest version has revised this to March and September).

In response to OCC concerns about the timing of the survey, an additional one-day survey was undertaken to provide confidence that the findings were representative. The one-day survey took place in March, which is now considered to be a peak month.

The most significant amendment to the TS is that the reference to “*approximately 3,800 vehicles are to be stored on site*” (TS version 2.3, sect 4.2.1) has been removed. The latest TS includes a plan of the temporary storage area (Fig. 4.1) with the most efficient use of space indicated for the vehicle parking. The total number of spaces is 3,049.

There has been a lack of clarity in the TS versions about the number of vehicles being stored (parked) and the number being processed. However, it is clear that the area of land covered by this application (for temporary permission) is the same as for previous applications, and so the scale of the operation is bound to be similar. In fact, the Area Plan submitted with 18/02169/F shows the area accommodating approximately 2,984 cars:



As the land area for storage remains unchanged, it follows that the potential number of car transporter movements will stay at roughly the same level as approved before.

The previous TS had stated that the storage would be approximately 3,800, so there would have been a significant intensification and, hence, the objection from OCC. As it is now more reasonably suggested that the storage will be about the same as before, it is considered that an objection cannot be maintained.

### **Legal agreements**

The second previous OCC objection was due to the anticipated intensification of use requiring the need to construct the Bus Route and Primary HGV Access road. As the intensification will be negligible (the area in use remains the same), this reason for objection falls away.

The applicant is committed to building this road, in accordance with S106 requirements, and this will serve to remove HGVs and car transporters from Gate 7 and Camp Road through the village centre. The road will be built up to a point where it will connect to the existing Perimeter Road, so HGVs can reach all destinations in the wider site. The applicant has given assurances that commercial break clauses exist in the car storage contracts, so that the land required to construct the road will be made available without delaying its delivery.

### **Routeing agreement**

It will need to be ensured that the Routeing Agreement (dated 8 September 2022), which in turn references the 2014 Routeing Agreement, is made applicable to this application, if permitted.

### **Public Rights of Way**

It should be noted that the alignment of the Aves Ditch bridleway connection has not been fully clarified and finalised so this extension of the temporary permission could preclude restoration to an alignment inside and across the Flying Field.

Works to restore/recreate the Aves Ditch bridleway, which are still outstanding, are required by the terms of the S106 for application no. 10/01642/OUT.

**Officer's Name: Rashid Bbosa**

**Officer's Title: Senior Transport Planner**

**Date: 25 April 2024**