

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

**District:** Cherwell

**Application no:** 17/01542/REM

**Proposal:** Reserved Matters to 17/00559/F - Phase 1 of Oxford Technology Park including details of siting, design, layout and external appearances of units referred to as 1 and 3.

**Location:** Land East Of Evenlode Crescent And South Of Langford Lane, Kidlington.

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## **Purpose of document**

This report sets out Oxfordshire County Council's view on the proposal.

This report contains officer advice in the form of a strategic localities response and technical team response(s). Where local member have responded these have been attached by OCCs Major Planning Applications Team ([planningconsultations@oxfordshire.gov.uk](mailto:planningconsultations@oxfordshire.gov.uk)).

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## **Transport**

### **Recommendation:**

Objection on the grounds of lack of appropriate levels of vehicular parking for plot 1 and 3

### **Key issues:**

- The applicant has not provided sufficient vehicular parking for the site within Plot 3 in accordance with Oxfordshire County Council's and Cherwell District Council's current maximum vehicular parking standards
- The applicant has not provided sufficient cycle parking in relation to the gross internal floor area of each building.
- The applicant needs to provide a Construction Traffic Management Plan.
- The applicant needs to provide vehicle tracking analysis for the largest commercial vehicle that will use Plot 1 and Plot 3.
- The applicant will need to widen Langford Lane to provide the ghost-island right-turn lane at the main point of access to the technology park. Land to the south of the highway boundary on Langford Lane will need to be dedicated to allow the Local Highway Authority to adopt the re-aligned road near the access.

### **Legal agreement required to secure:**

Should the applicant wish to offer some or all of the main access road into the site for adoption as public highway, an agreement will be required under Section 38 of the Highways Act 1980 to allow the Local Highway Authority to adopt some of or the entire road.

### **Conditions:**

#### **Construction Traffic Management Plan**

Prior to the commencement of development, A Construction Traffic Management Plan will be submitted to and approved in writing by the Local Planning Authority. Thereafter, construction shall only commence in accordance with the approved details.

**Reason:** In the interests of highway safety in accordance with the National Planning Policy Framework

#### **Cycle Parking**

Prior to the commencement of development, a plan showing the proposed cycle parking for plots 1 and 3 of the proposed development should be submitted to and approved in writing by the Local Planning Authority. Thereafter, construction shall only commence in accordance with the approved details.

**Reason:** In the interests of maximising the opportunities for sustainable travel in accordance with the National Planning Policy Framework

## **Vehicle Tracking**

Prior to the commencement of development, drawings must be submitted regarding plots 1 and 3 which show that the largest commercial vehicle that is likely to use the site can enter, turn in, and exit the sites safely in forward gear should be submitted to and approved in writing by the Local Planning Authority. Thereafter, construction shall only commence in accordance with the approved details.

**Reason:** In the interests of highway safety in accordance with the National Planning Policy Framework

## **Informatives:**

### **Construction Traffic Management Plan**

A Construction Traffic Management Plan (CTMP) will need to incorporate the following in detail:

- The CTMP must be appropriately titled, include the site and planning permission number.
- Routing of construction traffic and delivery vehicles is required to be shown and signed appropriately to the necessary standards/requirements. This includes means of access into the site.
- Details of and approval of any road closures needed during construction.
- Details of and approval of any traffic management needed during construction.
- Details of wheel cleaning/wash facilities – to prevent mud etc, in vehicle tyres/wheels, from migrating onto adjacent highway.
- Details of appropriate signing, to accord with the necessary standards/requirements, for pedestrians during construction works, including any footpath diversions.
- The erection and maintenance of security hoarding / scaffolding if required.
- A regime to inspect and maintain all signing, barriers etc.
- Contact details of the Project Manager and Site Supervisor responsible for on-site works to be provided.
- The use of appropriately trained, qualified and certificated banksmen for guiding vehicles/unloading etc.
- No unnecessary parking of site related vehicles (worker transport etc) in the vicinity – details of where these will be parked and occupiers transported to/from site to be submitted for consideration and approval. Areas to be shown on a plan not less than 1:500.
- Layout plan of the site that shows structures, roads, site storage, compound, pedestrian routes etc.
- A before-work commencement highway condition survey and agreement with a representative of the Highways Depot – contact 0845 310 1111. Final correspondence is required to be submitted.
- Local residents to be kept informed of significant deliveries and liaised with through the project. Contact details for person to whom issues should be raised with in first instance to be provided and a record kept of these and subsequent resolution.
- Any temporary access arrangements to be agreed with and approved by Highways Depot.
- Details of times for construction traffic and delivery vehicles, which must be outside network peak and school peak hours.

## **Detailed comments:**

### **Cycle Parking**

The applicant has provided five covered Sheffield stands for each site, which can accommodate up to 10 bicycles each. The buildings are 3796m<sup>2</sup> and 2779m<sup>2</sup> of B1 (a) and B (b) office space respectively. Going by Oxfordshire County Council's current minimum cycle parking standards, plot 1 would have to provide a minimum of 25 cycle parking spaces for employees, plus an additional 8 for visitors, and plot 3 would have to provide 19 employee cycle parking spaces plus 6 for visitors. Although there is no existing cycle facility on Langford Lane, there are reasonable cycle links from Kidlington, Oxford and Woodstock to the development so I think the applicant needs to provide more cycle parking spaces to make cycling to and from the site an attractive prospect, and reduce the amount of single occupancy car trips on the local road network during the AM and PM peaks.

### **Vehicular Parking**

The building within the curtilage of plot 1 is 3796m<sup>2</sup> ((B1)(a) office space) and the building within Plot 3 is 2779m<sup>2</sup> ((B1)(b) office space). If Cherwell District and Oxfordshire County Council's current vehicular parking standards were to be met, the applicant would have to provide 127 spaces for the building within Plot 1 and 93 spaces for the building within plot 3. They have provided 100 and 46 spaces respectively. There might be some scope for overspill parking on the mainline carriageway of the access road into the entire site, which has a width of 7m, but this might not be sufficient to accommodate the spaces needed by the two sites combined.

The applicant might want to refer to the Homes and Communities Agency's Employment Density Guide of 2015, which can be accessed at: <https://www.gov.uk/government/publications/employment-densities-guide-3rd-edition> to complete an assessment of how many employees will actually use both plots.

### **Vehicle Tracking**

Vehicle tracking drawings are needed that show that the largest commercial vehicle likely to use both plots can access, turn in, and exit the development in forward gear.

**Officer's Name: Will Marshall**

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

**Date: 05 September 2017**

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