

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

District: Cherwell

Application No: 17/02233/F

Proposal: Hotel (Class C1) and ancillary restaurant (Class A3) including associated works, comprising the provision of parking spaces and landscaping

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

Response date: 8th December 2017

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 outweigh OCC's objections, and given an opportunity to make further representations.

Outline applications – The impact of a proposal upon infrastructure and services is assessed based on the number and type of dwellings and/or the floor space. If mitigation of such impacts is required the S106 contributions/measures set out in the Schedules to this response are based on the unit mix / floor space stated in the Assessment Criteria set out on the first page of this response. Where mitigation measures/contributions are appropriate and once the unit mix/floor space is confirmed a matrix (if appropriate) will be applied to assess any increase in contributions payable. For smaller/medium size developments where unit mix is established prior to commencement of development the matrix sum can be fixed prior to commencement of development (with scope for higher contribution if there is a revised reserved matters approval).

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.
- **Security of payment for deferred contributions** – An approved **bond** will be required to secure payment where in a S106 agreement the triggers for payment of S106 contributions (in aggregate) deferred to post implementation of the development exceed £1m.
- **Administration and Monitoring Fee - £**

This an estimate of the amount required to be secured to address the corresponding extra monitoring and administration associated with the S106 agreement. The final amount will be determined prior to the completion of the S106 agreement in accordance with OCC's scale of fees 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 whether an agreement is completed or not.

CIL Regulation 123

OCC may conclude not to seek contributions to mitigate the impact of this development on certain infrastructure referred to in the Schedules to this response because of the constraints of pooling, (Regulation 123 of the Community Infrastructure Levy Regulations 2010 (as amended)). That decision is taken either because:

- OCC considers that to do so it would breach the limit of 5 obligations to that infrastructure type or that infrastructure project or

- OCC considers that it is appropriate to reserve the ability to seek contributions to that infrastructure type or that infrastructure project in relation to the impacts of another proposal.

The district planning authority should however, take into account the impact of the proposed development on the infrastructure, and the lack of mitigation in making its decision.

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Transport

Recommendation:

Objection for the following reasons:

- Insufficient provision of cycle parking – does not meet NPPF in terms of providing opportunities for sustainable travel.
- Further details required to ensure that the highway dedication area is not encroached upon by any construction

If despite OCC's objection permission is proposed to be granted then OCC will require prior to the issuing of planning permission a linking agreement to the S106 agreement dated 30 September 2016 between Oxford Technology Park Ltd and Oxfordshire County Council, relating to the existing outline permission for Oxford Technology Park. This application must be subject to the same requirements and triggers in terms of contributions and highway works as it forms part of that development.

Key points

- No additional traffic impact over and above the existing outline permission on the site.
- Access arrangements are suitable, taking into account works secured on the existing outline permission on the site.
- Car parking provision, and delivery and servicing arrangements are adequate.
- However, cycle parking provision is inadequate and limits the opportunity for sustainable travel to the site.
- Agreed S278 works in connection with the access arrangements to the Oxford Technology Park may have an impact on the construction of the development – **further details required to demonstrate that this is not the case.**
- An individual travel plan will be required for the site.
- SUDS management and maintenance plan needs to be updated.

Comments:

This application proposes to replace an office building of 4116 sqm GIA with a 101 bed hotel and an ancillary restaurant of 492 sqm.

Traffic impact

A transport statement, PBA ref 41667/5502, dated August 2017, has been supplied with the application. This demonstrates, using TRICS survey trip rates for B1(a), hotel and restaurant, that the peak time traffic impact of the proposed hotel is likely to be no greater than the proposed office building it would replace.

I consider the assessment to be robust: the B1a trip rate is the same as put forward for the original outline application, and the hotel trip rate is fair. No discount has been made to take account of shared trips to both the hotel and the restaurant, some of which would inevitably take place.

Access arrangements

Access will be taken off the private access road into the Technology Park, in accordance with the agreed Technology Park site plan. The junction of this access road with Langford Lane will be created in accordance with a S278 agreement, for which plans are approved.

The S278 agreement requires dedication of land abutting the highway boundary on Langford Lane, for the widening of Langford Lane and construction of footway/cycleway with associated embankment. This is shown on Baynham Meikle drawing 12076/627/A. Although the building line does not appear to extend into this dedication area, proposed drainage or construction below ground could potentially impact on this area. This would not be acceptable and **further details will be required to demonstrate that no development will take place within the agreed dedication area. Reason for objection, pending this information.**

Car parking provision

The proposals would provide 133 car parking spaces including six disabled spaces (not 134 as stated as one is in front of the condenser enclosure so would not be usable as it may be required for access). Four electric vehicle charging points are provided. A parking accumulation survey has been provided which seeks to demonstrate that this is adequate. Additionally I estimate that it would be adequate on the basis that 133 spaces would provide for one space per bedroom, plus 32 spaces for the non-resident restaurant customers and staff. The restaurant is said to provide 150 covers. Assuming this all to be in tables for two, this would be 75 tables. The application states that 33% of Premier Inn residents dine out in the local area, therefore 66 room occupancies would eat in (assuming full occupancy). That would leave 9 tables to be filled from guests outside. This is a crude calculation as it implies each table is occupied all evening by the same couple/individual, whereas in practice there would be turnover. In practice more families could come in from outside as early diners but many of the hotel guests would not have arrived by then, and hotel guests leaving to dine elsewhere are likely to drive away from this location. In other words I think it would balance out.

The application says there would be no requirement for coaches, but in fact a hotel could well have a coach party staying over. If, on occasion, overnight parking was required for a coach, this could be managed by cordoning off spaces in the car park.

Cycle parking

Only four cycle stands appear to be provided. OCC's recommended cycle parking for hotels is 1 stand per 10 beds and one stand per 12 staff. The site is likely to employ around 50 people (1 FTE per 3 bedrooms plus restaurant staff), and given the location a significant proportion, it is hoped, would travel sustainably to the site. In accordance with NPPF opportunities for sustainable travel to the site should be maximised, and therefore, the site should not provide less than the recommended

amount. In this case there should be no less than 14 secure, covered cycle stands. The proposed provision is inadequate – **Reason for objection**

Drainage

The SuDS Management and Maintenance Plan submitted to discharge the condition on the permission for the Oxford Technology Park (ref. GL12076 dated February 2017), must be updated to include maintenance responsibility for each element of the SuDS proposed for the site. A plan showing locations of the SuDS, and access for maintenance should be included. Any health and safety considerations to be observed or any relevant Designer Risk Assessment must be included in the Plan.

Planning Conditions:

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

Travel Plan

Prior to the first occupation of the development hereby approved, a Travel Plan, prepared in accordance with the Department of Transport's Best Practice Guidance Note "Using the Planning Process to Secure Travel Plans", shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the approved Travel Plan shall be implemented and operated in accordance with the approved details.

Reason – to encourage occupiers to use sustainable modes of transport as much as possible in line with the NPPF

Cycle Parking

The development hereby permitted shall not be occupied until covered and secure cycle parking spaces to serve the development have been provided according to details that have been previously submitted to and agreed in writing by the Local Planning Authority. All cycle parking shall be retained unobstructed except for the parking of cycles at all times thereafter, unless otherwise agreed in writing beforehand by the local planning authority. *Reason: To ensure appropriate levels of cycle parking are available at all times to serve the development, and to comply with Government guidance contained within the National Planning Policy Framework.*

Construction Traffic Management Plan

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. The CTMP will include a commitment that construction traffic will not arrive or leave the site through Kidlington and that delivery or construction vehicles will only arrive or leave between 09.30 and 16.30. Thereafter, the approved CTMP shall be implemented and operated in accordance with the approved details. *Reason - In the interests of highway safety and the residential amenities of neighbouring occupiers.*

Drainage

Development shall not begin until the SuDS Management and Maintenance Plan for the Oxford Technology Park (ref. GL12076 dated February 2017), has been updated to include maintenance responsibility for each element of the SuDS proposed for the site, including a plan showing locations of the SuDS, and access for maintenance.

Reason - To ensure satisfactory drainage of the site in the interests of public health, to avoid flooding of adjacent land and property and to comply with Government guidance contained within the National Planning Policy Framework.

Officer's Name: Joy White

Officer's Title: Principal Transport Planner

Date: 5 December 2017

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Economy and Skills

Recommendation:

Objection

Proposals are contrary to the Cherwell Local Plan Policy Kidlington 1 which allocates the site for accommodating High Value Employment Needs. This application would replace an office building of 4116 sqm GIA with a 101 bed hotel and an ancillary restaurant of 492 sqm. This would result in the creation of a lower number of skilled jobs than the already permitted use.

Should the district council be minded to approve this application, the following condition is recommended:

Employment, Skills and Training Plan

In line with CDC's Interim Position Statement on Planning Obligations for Construction Apprenticeships and Skills, the developer will be required to prepare and implement an Employment, Skills and Training Plan (ESTP).

Officer's Name: Sarah Beale

Officer's Title: Economic Development Coordinator

Date: 8 December 2017
