

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

**District:** Vale of White Horse

**Application no:** P15/V2761/FUL

**Proposal:** 2 No. speculative B1 / B2 / B8 units at Trident Business Park, Didcot with associated car parking, loading areas, landscaping and additional estate parking.

**Location:** Trident Business Park Basil Hill Road Didcot OX11 7HJ

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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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## **Strategic Comments**

### **Comments:**

The site lies between the Southmead Industrial Estate & Milton Park, east of Didcot A. The two units proposed are to be located in the remaining unutilised space on the business park.

The County Council's comments are attached.

**Officer's Name:** Lynette Hughes

**Officer's Title:** Senior Planning Officer

**Date:** 17 December 2015

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## Transport

### Recommendation:

No objection subject to conditions

### Key issues:

1. Highway Safety record.
2. Cycle route needs and contributions.
3. Public transport needs.
4. Parking provision at appropriate levels as dictated by OCC recommendations.

### Legal agreement required to secure:

1. £3,000 for the installation of new bus stops and road markings on the A4130 between the development entrance and the A4130 roundabout.
2. A sum of £26.00 / Sqm of B1(c), B2 or B8 use ( $£26.00 \times 1,660\text{Sqm} = \mathbf{£43,160}$ ). It is noted that the GFA declared in the application form is different to that considered in the TS, which is 1,769Sqm. The figure from the application form is used for the purposes of what is likely to be permitted, should it be granted.
3. The requirement for these sums, fulfil the following 3 tests in Reg122 of CIL, in that they are:
  - a. necessary to make the development acceptable in planning terms
    - Without the contributions to sustainable transport options and providing them in a safe fashion then the site would be likely generate excessive trips, by workers on the site. Even low frequency collisions with vulnerable road users can result in severe impacts of the development.
  - b. that they directly relate to the development
    - The bus stopping point, clearly, is required, such that patrons can avail themselves of sustainable transport options. Similarly, the introduction of the cycle-way is justified on account of the scale of the development.
  - c. that they are fairly and reasonably related in scale and kind to the development.
    - The development is for 1,660Sqm of potentially varied use units. The level of obligation is consistent with requirements from developments in the local context.

## **Conditions:**

1. Cycle parking.
2. **HY7** Car Parking - Prior to the use or occupation of the new development, the car parking spaces shown on approved drawing number \_\_\_\_\_ shall be constructed, surfaced and marked out. The parking spaces shall be constructed to prevent surface water discharging onto the highway. Thereafter, the parking spaces shall be kept permanently free of any obstruction to such use.  
**HR7** Reason: In the interest of highway safety and to avoid localised flooding (Policies DC5 and DC14 of the adopted Local Plan).
3. **HY11** Turning Space in Accordance with Specified Plan - Prior to the use or occupation of the new development, the turning space shown on approved drawing number \_\_\_\_\_ shall be constructed to enable motor vehicles to enter the site, turn around and leave in a forward direction. The turning space shall be constructed to prevent surface water discharging onto the highway. Thereafter, the turning space shall be kept permanently free of any obstruction to such use.  
**HR11** Reason: In the interest of highway safety and to avoid localised flooding (Policies DC5 and DC14 of the adopted Local Plan). For the avoidance of doubt: it is noted that the TS demonstrates that turning within the site will be possible via a swept path analysis.
4. Construction Traffic Management Plan
5. Other standard highways conditions as deemed appropriate by the District.

## **Informatives:**

1. n/a

## **Detailed comments:**

1. A Transport Statement (TS) has been produced, for this application, and this has been reviewed as part of the drafting of this report. The proposals involve intensification of the use of an existing site and access to that site for industrial and / or storage-distribution purposes.
2. A significant collision history near the site has been reported. The local road network is subject to high flows (especially of HGVs) and the collisions have been explained, partially, on this basis and driver error. Nevertheless, the high incidence of collisions means the local network may be one, which influences driver behaviour adversely and measures are called for, which protect vulnerable highway users (see below). The existing access is to be used for the proposals, albeit in an intensified form.
3. Parking provision: The expansion of the car park from 223 to 276 by the provision of an additional 53 spaces, gives an indication of the expected level of trip generation, from the site, as well does the TRICs simulation. This number of parking spaces has been demonstrated by the TS to be in line with the recommendations of the adopted OCC parking policy and that, currently, there are some vacant spaces in a spot survey (TS Section 2.4). However, the potential trip generation of the site should also include HGV movements, which can have disproportionate effects on junction capacity. It is noted that in TS Table 5.1 vehicles and not pcus are quoted.
4. Protection, especially of vulnerable road users, is an important consideration, given, what might be expected as the flows of HGVs and other vehicles, in the promotion of

sustainable transport to the site. In this respect a contribution is required for cycle infrastructure (see Section 4.e., below).

5. Sustainable Transport:

- a. The site is near to good cycling facilities, however, there are no specific cycling facilities, past the site entrance and the speed limit here is 50mph
- b. The proposed provision of cycle parking on the site is welcomed; however, further information is required as to the type and location of the cycle parking that will be provided. Spaces for car sharers should be included as part of the car park layout. This is ensured through condition.
- c. The development is required to contribute funding for the upgrade of the existing footway between the Hawksworth roundabout and the Basil Hill roundabout to widen the path to convert it to shared pedestrian and cycle use.
- d. This will provide a missing link for cyclists between the existing facilities from the Basil Hill roundabout towards Didcot and Milton Park and from the Hawksworth roundabout towards Abingdon and Didcot.
- e. The section of footway for upgrade runs directly past the site entrance and will connect the site to the network of cycle routes in the area. This is notwithstanding the low predicted take-up of cycling for the site (TA section 5.4) as the provision of a facility will attract a greater level of uptake and thus depress journey generation by the private car. It is noted that junctions are at or above capacity in the local network that will be impacted upon by the proposals.
- f. This is a site, where we would have, previously, have asked for a per Sqm contribution to the SV Strategic Transport Package, and so the contribution to the footway upgrade to shared cycle / footway is determined at 2015 prices of £66.00 / Sqm of B1 use and £26.00 / Sqm of B2 or B8 use. In this case this amounts to a sum of £26.00 / Sqm of B1(c), B2 or B8 use (i.e. £26.00 X 1,660Sqm = **£43,160**).
- g. These contributions are justified by reference to policy in the local Transport Plan 4 and meet the 3 tests set out by the CIL regulations:

*SV 5.1 Secure strategic transport infrastructure contributions (including cycle schemes) from all new development based on the contribution rate per dwelling or per m2 for non-residential developments.*

6. Travel Planning:

- a. As the two new units have a combined sqm of 1,700 sqm, it is required that a travel plan statement is produced to cover each unit.
- b. The production of the statement will mean that all modes of transport to the site are considered and catered for and that all employees are made aware of the travel choices available to them.
- c. This will additionally help to mitigate any increase in traffic movements in and around the site, whilst raising awareness amongst staff of the full range of transport options available to them.
- d. This should be forwarded to the Travel Plans Team at Oxfordshire County Council prior to first occupation.

7. Public Transport:

- a. The nearest bus stops to this development are Basil Hill Road which is served by route x2, currently running generally hourly between Abingdon and Didcot. These are approximately 400m from the site entrance, and further from the individual unit entrances.
- b. The Bus Strategy for the Science Vale area (LTP4: Page 78 of LTP Volume 4) outlines a future service running along the A4130 directly past the entrance to this site. This service will run through the Didcot North East housing development and connect it to Milton Park, Didcot Town Centre and Harwell Campus.
- c. The route will not pass the existing stops on Basil Hill Road, so the developer of this site should contribute £3,000 for the installation of new bus stops and road markings on the A4130 between the development entrance and the A4130 roundabout, so that users of the new service can access this development. This should be by section 106 agreement for the county council to arrange installation, before the new service begins.
- d. These contributions are justified by reference to policy in the local Transport Plan 4:

*SV 5.2 Secure strategic public transport service contributions for new or improved public transport services as well as bus stop infrastructure to support sustainable development.*

8. Drainage:

- a. Development shall not begin until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro-geological context of the development, has been submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.
- b. The scheme shall also include:
  - Discharge Rates
  - Discharge Volumes
  - Maintenance and management of SUDS features
  - Sizing of features – attenuation volume
  - Infiltration in accordance with BRE365
  - Detailed drainage layout
  - SUDS (list the suds features mentioned within the FRA to ensure they are carried forward into the detailed drainage strategy)
  - Network drainage calculations

**Officer's Name: Paul Yoward**

**Officer's Title: Senior Engineer**

**Date: 14 December 2015**

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## **Archaeology**

### **Recommendation:**

No objection

### **Key issues:**

There are no known archaeological monuments or features within or adjacent to the application area. There has been extensive disturbance and truncation of the site. There are therefore no archaeological constraints to this application.

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

None

### **Conditions:**

None

### **Informatives:**

None

### **Detailed comments:**

There are no known archaeological monuments or features within or adjacent to the application area. There has been extensive disturbance and truncation of the site. There are therefore no archaeological constraints to this application.

**Officer's Name:** Hugh Coddington

**Officer's Title:** Archaeology Team Leader

**Date:** 03 December 2015

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