

**New Science Park Land West Of The Junction With  
The Boulevard Oxford Airport Langford Lane  
Kidlington**

**23/00517/F**

**Case Officer:** Andrew Thompson

**Applicant:** Oxford Aviation Services Limited

**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

**Ward:** Kidlington West

**Councillors:** Councillor Conway, Councillor McLean and Councillor Walker

**Reason for Referral:** Major development

**Expiry Date:** 1 August 2023

**Committee Date:** 15 June 2023

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**SUMMARY OF RECOMMENDATION: DELEGATE TO THE ASSISTANT DIRECTOR FOR PLANNING AND DEVELOPMENT TO GRANT PERMISSION SUBJECT TO CONDITIONS AND THE COMPLETION OF A S106 AGREEMENT**

**MAIN REPORT**

**1. APPLICATION SITE AND LOCALITY**

- 1.1. The application site is situated at the south-eastern corner of and entirely within the operational boundary of London Oxford Airport ('LOA'), immediately northwest of the junction between Langford Lane and The Boulevard which bound the Site to the east and south and connect the A44 (Woodstock Road) and A4260 (Banbury Road), north of Kidlington.
- 1.2. The site comprises previously developed land and extends to approximately 3.11ha and falls partly within the 'airside' part of the airport and partly within the 'land-side' part. The site is currently laid out and used as car parking associated with operations of the airport.
- 1.3. The airside part currently accommodates 2 vacant aircraft hangars which have come to the end of their functional lives, alongside associated hardstanding. The landside area accommodates a series of vacant/disused buildings most recently used for pilot training, alongside a former airport building temporarily being used as a gym and associated hardstanding (car parking) and landscaped areas.
- 1.4. The landside area was until recently occupied by two further buildings, which have recently been demolished. The larger of the two (Langford Hall) was demolished in July 2022, which provided residential accommodation associated with the pilot training use for around 40 years, which is no longer needed. A large area of hardstanding and waste ground now dominates the eastern and southern portions of the site.

- 1.5. The floorspace of the existing buildings totals approx. 5,159m<sup>2</sup> GEA, contained within buildings that range in height from approximately 7m to 10m; noticeably lower than surrounding airport buildings outside of the application Site.
- 1.6. Existing landscape features comprise a managed hedgerow along Langford Lane and a number of pollarded trees (existing trees have historically been pollarded to deter nesting in proximity to aircraft).
- 1.7. Current access to the Site is primarily via The Boulevard from two access points, with further access to other areas of the Airport hangars and further parking areas to the north and west of the Site.
- 1.8. The Site is bound to the north and northwest by the built-up part of LOA which includes aircraft hangars, administrative buildings, taxiways, and other hardstanding. To the north and north east is a large office complex and associated surface car parking (occupied by Elsevier). It is bound to the east by The Boulevard, beyond which is a further large office complex and associated surface car parking (occupied by Thames Valley Police). It is bound to the south by Langford Lane beyond which is Oxford Technology Park which is under construction and a number of car dealerships.

## **2. CONSTRAINTS**

- 2.1. The application site is within the London Oxford Airport consideration zone. The proposals are also within Policy Kidlington 1 designation and within the Oxford Green Belt. Rushey Meadows SSSI is located on the opposite side of the Oxford Motor Park approximately 520m to the south/southeast, Longford Meadows Local Wildlife Site is approximately 390m to the east. The nearest heritage asset is the Oxford Canal Conservation Area which is approximately 550m to the east.

## **3. DESCRIPTION OF PROPOSED DEVELOPMENT**

- 3.1. The proposed development involves the demolition of the remaining existing buildings and redevelopment of the Site to provide approximately 18,767sqm GIA of new employment accommodation suitable for high value employment uses (use classes E(g) (ii and iii)) for occupation by businesses not necessarily connected to LOA.
- 3.2. The accommodation will be spread across 5 main buildings (ranging from 2,166sqm GIA to 5,238sqm GIA) which will be capable of being sub-divided into up to 17 units. In addition, a central amenity building (149sqm GIA) and covered cycle and service sheds are proposed alongside associated car parking and comprehensive landscaping works.
- 3.3. The Site is focused around a central, spacious landscaped area and amenity hub, which offers a communal meeting point. The courtyard also allows for a landscaped link to be established through the Site which connects into a new pedestrian and cycle access from the Langford Lane and The Boulevard roundabout junction.
- 3.4. The proposal seeks to rationalise access to the site and will focus all traffic movement on a single entrance and exit route in the centre of the development, accessed via the wider Oxford Airport entrance on The Boulevard. A secondary smaller access will be provided to the north to enable manoeuvring into the loading bays of proposed Building E.
- 3.5. The proposed central access route reuses the position of an existing entrance, and widens the road junction and increases the bend radii to facilitate articulated lorry access to Hangar 14, which is only accessed through the application site. Secondary routes provide access to all vehicular parking areas and buildings. A new signage and

wayfinding strategy will be implemented to improve navigation of the proposed development, create a distinct identity and provide a coherence to the proposed development.

- 3.6. It is proposed to provide a total of 322 car parking spaces and 195 cycling parking spaces.
- 3.7. The road width, arrangement and buildings have been designed to accommodate refuse vehicles and rigid HGVs up to 10.6m in length. Each building will be provided with dedicated covered bin and cycle stores, which are easily accessible from the roads and have been located in proximity to all demises.
- 3.8. New native species specimen trees will be planted to the eastern boundary to replace those that have been pollarded, which also gives an opportunity to 'fill in' where there are gaps in the existing planting and strengthen the avenue feel along the main access to the airport site.
- 3.9. Airport constraints mean that existing mature trees on the site have been heavily pruned. Within the Site, the landscape approach is to accept removal of these existing specimens and to replace them with small new trees and extensive native hedging in lines and blocks. This will create a rich and varied soft landscape structure that will be more attractive and will support biodiversity without increasing the risk of bird strikes.
- 3.10. The development has the potential to achieve an overall score which equates to a BREEAM rating of 'Very Good'. Additional credits have been targeted for the development in order to provide a suitable buffer above the Very Good threshold.
- 3.11. On receipt of the County Council's consultation response a technical note has been provided on 16 May 2023 in relation to the junction capacity of the Langford Lane / A4260 signalised junction.
- 3.12. The applicant outlines in the Planning Statement that the proposals will have a range of economic benefits which include the following:

Construction:

- An investment in the region of £30-35 million, supporting 194-227 FTE jobs directly in addition to a further 293-342 FTE jobs more widely over a presumed two-year construction period.
- A direct economic (i.e. GVA) contribution of £15.9-£18.6 million, in addition to a further £19.1-£22.3 million more widely (i.e. through supply chain and induced effects).

Operational:

- Support between 206-309 net additional high-skilled / high-value FTE jobs directly on-site, in addition to a further 225-338 FTE jobs more widely (i.e. through supply chain and induced effects).
- Generate an overall annual contribution of £38.4-£57.6 million to the economy (i.e. based on direct, supply chain and wider induced effects) in perpetuity.
- Once occupied, the employment floorspace has potential to generate in the region of £1.90 million in additional business rates revenue for Cherwell District Council.

#### **4. RELEVANT PLANNING HISTORY**

- 4.1. The Airport has a long and varied planning history related to the operation of the airport, new buildings, hangars and other ancillary uses. The following planning history is considered relevant to the current proposal:

22/03749/SO - Screening Opinion for re-development of the entrance area to London Oxford Airport, comprising the erection of five new commercial units. We make this request in pursuance of Regulation 6 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as updated) – No EIA Required.

#### **5. PRE-APPLICATION DISCUSSIONS**

- 5.1. Two sets of pre-application discussions have taken place with regard to this proposal. The pre-application discussion centred around the principle of redevelopment in terms of the site being previously developed land and the application of Policy Kidlington 1 in context of the Green Belt. Other matters discussed included the design and layout and the need to include renewable energy and sustainable construction.
- 5.2. The applicant also liaised with the Local Planning Authority and Highway Authority with regard to servicing, the provision of car and cycle parking and the relationship to the roundabout junction with Langford Lane.
- 5.3. Overall, the proposals were considered positive in principle with suggested improvements to the design and layout considered.

#### **6. RESPONSE TO PUBLICITY**

- 6.1. This application has been publicised by way of a site notice displayed at the entrance of the site and by advertisement in the local newspaper. The final date for comments was **15 April 2023**, although comments received after this date and before finalising this report have also been taken into account.
- 6.2. No comments have been raised by third parties
- 6.3. Any comments received can be viewed in full on the Council's website, via the online Planning Register.

#### **7. RESPONSE TO CONSULTATION**

- 7.1. Below is a summary of the consultation responses received at the time of writing this report. Responses are available to view in full on the Council's website, via the online Planning Register.

##### PARISH/TOWN COUNCIL AND NEIGHBOURHOOD FORUMS

- 7.2. BEGBROKE PARISH COUNCIL: due to the numerous documents and complexity of information, it was difficult to give a reasoned opinion. It was noted that HGV lorries must use the A44 and will not be permitted towards Kidlington and that cycle routes are to be provided which are *essential* in this road. It was also noted that vehicle use is bound to increase through Begbroke in addition to all other current and future developments, but should provide benefits including job opportunities.
- 7.3. KIDLINGTON PARISH COUNCIL: No objection

## CONSULTEES

- 7.4. OCC HIGHWAYS: No objection subject to conditions and s106 contributions.
- 7.5. CDC BUILDING CONTROL: A Full Building Regulations Application will be required for the development proposed.
- 7.6. FIRE SERVICE: It is taken that these works will be subject to a Building Regulations application and subsequent statutory consultation with the fire service, to ensure compliance with the functional requirements of Building Regulations.
- 7.7. ENVIRONMENTAL PROTECTION: The findings of the Baseline Condition Report August 2022 are accepted and no further assessment is required with regard to land contamination. The Construction Environmental Management Plan is satisfactory. The proposals for lighting outlined in the Proposed Lighting plan are satisfactory. There are no further comments in respect of this application.
- 7.8. THAMES WATER: Foul and Surface Water – No objection. Water – the developer will need to liaise with Thames Water to ensure that appropriate infrastructure is in place. A condition is recommended.
- 7.9. THAMES VALLEY POLICE: In order to ensure all opportunities are taken to design out crime from the outset, and to ensure all areas of the development are sufficiently secured to reduce the opportunities for crime and disorder to occur, a suitably worded condition should be placed upon any approval to deliver security measures and meet Secured by Design principles.
- 7.10. LLFA: Object – Seeks a SuDS compliance report to be provided, Ground investigation report to be provided, Surface water catchment plan to be provided, Surface water flood exceedance plan to be provided, Drainage strategy drawing to be detailed, Drainage plan to include site boundary and calculations to be provided for all storm event up to and including the 1:100 year storm event plus 40% climate change
- 7.11. OCC ARCHAEOLOGY: An archaeological watching brief should take place during the ground works stage of this development.
- 7.12. ENVIRONMENT AGENCY: No objection subject to conditions.
- 7.13. ECONOMIC DEVELOPMENT: Support - The proposed development should contribute to the Council's Priority Aim of supporting "An enterprising economy". The removal of old, inefficient buildings and the replacement with more sustainable units would add to the availability of sought after, flexible accommodation to meet the needs of a range of employers. It is therefore likely to create the premises to deliver the Council's intention to "Support business retention and growth" and to enable the Council to "Work with partners to support skills development and innovation".

The incorporation of a cafe will enhance opportunities for networking and co-operation between businesses, for those based at this development and for those located nearby. The cluster of activity should also enhance the viability of sustainable transport options, as demand could be expected to increase alongside the adjacent completion of Oxford Technology Park.

## **8. RELEVANT PLANNING POLICY AND GUIDANCE**

- 8.1. Planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise.

- 8.2. The Cherwell Local Plan 2011-2031 - Part 1 was formally adopted by Cherwell District Council on 20th July 2015 and provides the strategic planning policy framework for the District to 2031. The Local Plan 2011-2031 – Part 1 replaced a number of the ‘saved’ policies of the adopted Cherwell Local Plan 1996 though many of its policies are retained and remain part of the development plan. The relevant planning policies of Cherwell District’s statutory Development Plan are set out below:

CHERWELL LOCAL PLAN 2011 - 2031 PART 1 (CLP 2015)

- PSD1 – Presumption in favour of Sustainable Development
- SLE1 – Employment Development
- SLE4 – Improved Transport & Connections
- ESD1 – Mitigating and Adapting to Climate Change
- ESD2 – Energy Hierarchy and Allowable Solutions
- ESD3 – Sustainable Construction
- ESD4 – Decentralised Energy Systems
- ESD5 – Renewable Energy
- ESD6 – Sustainable Flood Risk Management
- ESD7 – SuDS
- ESD8 – Water Resources
- ESD10 – Biodiversity and the natural environment
- ESD14 – Oxford Green Belt
- ESD15 – The Character of the Built and Historic Environment
- ESD17 – Green Infrastructure
- Policy Kidlington 1 – Accommodating High Value Employment Needs
- INF1 – Infrastructure Provision

CHERWELL LOCAL PLAN 1996 SAVED POLICIES (CLP 1996)

- C28 – Layout, design and external appearance of new development
- C30 – Design control over new development
- C32 – Provision of facilities for disabled people
- TR1 - Transportation funding
- TR7 - Development attracting traffic on minor roads
- TR10 - Heavy Goods vehicles
- ENV1 – Development likely to cause detrimental levels of pollution

- 8.3. Other Material Planning Considerations

- National Planning Policy Framework (NPPF)
- Planning Practice Guidance (PPG)
- Natural Environment and Rural Communities Act 2006
- Conservation of Habitats and Species Regulations 2017
- Circular 06/2005 (Biodiversity and Geological Conservation)
- Human Rights Act 1998 (“HRA”)
- Equalities Act 2010 (“EA”)

## **9. APPRAISAL**

- 9.1. The key issues for consideration in this case are:

- Principle of development
- Design, and impact on the character of the area
- Access, highway safety, parking and promoting sustainable modes of transport
- Sustainable Construction and Mitigation of climate change
- Heritage impact

- Ecology impact
- Flooding and Drainage

### Principle of Development

- 9.2. The application site lies within the Oxford Green Belt where restrictive policies apply at national and local level through the National Planning Policy Framework (NPPF) and the CLP 2015. Policy ESD14 confirms that proposals within the Green Belt will be assessed in accordance with the NPPF.
- 9.3. Notwithstanding this, the CLP 2015 does set out a need for small scale review of the Green Belt and refers to the Langford Lane/ Oxford Technology Park/ London Oxford Airport area within policy Kidlington 1 as one of the locations where small-scale review could accommodate high value employment development subject to site specific design and place shaping principles. The intended review and amendments to the Green Belt envisaged through policy Kidlington 1 have not been progressed despite some time having passed since the adoption of the CLP 2015.
- 9.4. The application site forms part of a larger identified site in the adopted CLP 2015 under Policy Kidlington 1. This policy brings forward high-value employment needs development on land to the northwest of Kidlington and adjacent London Oxford Airport as a strategic allocation for hi-tech employment development and associated infrastructure.
- 9.5. Whilst forming part of Policy Kidlington 1, the proposals lie within the Green Belt. National Planning policy advises at Paragraph 149 (g) that development, where there is a redevelopment of previously developed land, would not be inappropriate development providing the proposals do not have a greater impact on the openness of the Green Belt than the existing development. The proposals have been assessed against existing buildings in the vicinity and are lower in height than surrounding buildings. Further gaps between the buildings and the maintained and enhanced landscaping of the site (in particular to the roundabout) would maintain visual openness through the development and be in keeping with the Business Parks whilst not impacting on the openness of the Green Belt. The proposals, even the largest buildings, would be smaller than Hanger 14, for example, which also fronts Langford Lane.
- 9.6. It is noted that opposite the application site is the development of Technology Drive (including the Premier Inn) which has been developed under a similar principle consideration with similar planning permissions for the construction of 40,362sqm of office, research and development, laboratory, and storage business space within Use Classes E (g) (i)-(iii), B2 and B8 being first approved in 2016 (Ref: 14/02067/OUT) and subsequent permissions following. Work is now advanced on the delivery of the units with occupations already occurring. The relationship to Langford Lane and the Green Belt is noted and the exception to appropriate development has been evaluated with the proposals demonstrating compliance and less of a visual impact for Green Belt purposes.
- 9.7. Further the site has been previously developed and would be enhanced by the delivery of new high quality development.
- 9.8. The proposed buildings would provide a further development of 18,767 sqm of high quality economic development, capable of supporting 200-300 jobs, notwithstanding the construction or indirect jobs.
- 9.9. The presence of the café/retail hub is also noted. The size and scale of the proposed building (being of 132sqm) would provide an opportunity for a café/food sale and

overlook the central landscaped area. The facility would provide ancillary facilities for workers at the development and surrounding uses. There is no impact therefore on Kidlington Centre and the proposals would be appropriate in terms of retail policy (i.e. the sequential approach).

### *Conclusion*

- 9.10. The proposed development is for a further economic development supported by Policy Kidlington 1 utilising previously developed land and enhancing the character of the area.
- 9.11. The economic benefits of the proposals and the assessment when considered against former buildings and the limited impact on the openness and character of the Green Belt also provide support for the proposals when considered against the allocation and exception tests outlined in national policy and Policy Kidlington 1.
- 9.12. Having regard to the above rationale, the proposed development will accord entirely with the Local Plan employment principles set out in Policy Kidlington 1 and given the history of the site (inclusive of recent permissions on Technology Drive) and the clear intention of the Council to review the Green Belt at this location, the proposal in this case will not cause significant or demonstrable harm with respect to other Plan policies and is therefore in principle considered acceptable. The proposal therefore accords with the requirements of the NPPF, Policies ESD14 and Kidlington 1 of the Local Plan Part 1.

### Design, and impact on the character of the area

- 9.13. The NPPF recognises the intrinsic character and beauty of the open countryside. Policy ESD13 of the Cherwell Local Plan Part 1 notes that development will be expected to respect and enhance local landscape character, securing appropriate mitigation where damage to the local landscape character cannot be avoided. Policy ESD13 also states that proposals will not be permitted if they would cause undue visual intrusion into the open countryside or be inconsistent with local character.
- 9.14. Policy ESD15 of the Cherwell Local Plan Part 1 states that: "New development will be expected to complement and enhance the character of its context through sensitive siting, layout and high quality design. All new development will be required to meet high design standards."
- 9.15. Saved Policy C28 of the Cherwell Local Plan 1996 reflects Government guidance in relation to the design of new development by seeking to ensure that such development is in harmony with the general character of its surroundings and is sympathetic to the environmental context of the site and its surroundings. Saved Policy C8 of the Cherwell Local Plan 1996 seeks to protect the character of the open countryside from sporadic development.
- 9.16. Paragraph 130 of the NPPF states that planning policies and decisions should ensure that developments:
  - a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
  - b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;



- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
  - d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
  - e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
  - f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.
- 9.17. The proposals have been designed in a manner to reflect the proximity to the Airport and build upon a modern hanger influence with a strong central area for amenity and outdoor space.
- 9.18. The Design and Access Statement also highlights that the proposed building arrangement looks to provide an improved streetscape and rhythm to Langford Lane, and features buildings that respond to both Hangar 14 on the Airport site and respond to the position and scale of the buildings at the development to the immediate south (Technology Drive).
- 9.19. Space has also been provided to the south east of the site to give 'breathing room' and presence to the corner of the site, reflecting the grass lawn area present at the Thames Valley Police campus to the north-east of the Langford Lane / Blvd roundabout. These design moves serve to improve the overall streetscape along Langford Lane, and present a proposal that is in keeping with the area as a whole. This arrangement also demonstrates that the layout of the proposed scheme is compatible and well-related to that of the surrounding commercial buildings, showing that the scheme will knit in well with the existing built form and context.
- 9.20. The five buildings on the site have been designed around three building types, informed by the site context and have been implemented across the site to create a range of building and floorplate sizes.
- 9.21. The applicant sets out in the Design and Access Statement that buildings have been designed with high-quality, thermally-efficient cladding and roofing materials, which will be decorated in contrasting colours to create visual interest, and projecting feature window frames. Building façades will also respond to the location of the site, with more glazing facing onto the courtyard and landscaped spaces to create active frontages and promote interactivity between building occupants.
- 9.22. Buildings A & B (closest to the Boulevard frontage and the roundabout junction) would provide approx. 2,870sqm and 2,170sqm GIA respectively over two storeys, and have been designed for subdivision of up to 7no. units. The buildings will be approx. 14.5m tall to the ridge and 10.5m to the eaves.
- 9.23. Buildings C & D (with the closest relationship to the Airport buildings) will be the largest buildings proposed in footprint terms and will feature distinctive cladding and portal frame structures. The gables have been positioned to echo the Hangar buildings adjacent and across the airport site, and the eaves of the proposal have lowered to reduce visual impact and massing from long-range views of the site. Buildings C & D

each provide approx. 5,240sqm GIA over two storeys. The buildings will be 14.5m tall to the ridge, and 10.5m to the valleys and eaves.

- 9.24. Building E (sat at the northeast corner, closest to the main vehicle entrance) is distinctive from the other units, featuring a flat roof and parapet set at a lower level than the eaves of the other accommodation buildings. Building E can provide up to approx. 3,100sqm GIA of accommodation space over two storeys, and can be subdivided into two units along the length of the building. The building will be approx. 11.5m tall to the ridge. The design of this unit will reference the neighbouring office context to the north and east through innovative use of cladding and passive solar shading strategies. Through the design approach the southern half of the building creates an active frontage to the main entrance road through higher amounts of glazing, and permits the office-type accommodation to benefit from southern sunlight and daylight.
- 9.25. The site is focussed around a central, spacious high-quality landscaped area and amenity hub, which offers a communal meeting point and encourages collaboration between building users and the wider LOA site. The courtyard also allows for a clear landscaped link to be established through the site which connects into a new pedestrian and cycle access from the roundabout junction. The proposed landscape design enhances what is currently largely cleared waste ground and will create a series of new high-quality landscaped spaces, routes and views through the site.
- 9.26. The standalone amenity hub / café proposed in the central landscape area will be of a high-quality design, and could also feature a flexible space to act as a venue for wider communal activities for Oxford Airport occupiers.
- 9.27. The new landscaping proposals will include native species specimen trees which will be planted to the eastern boundary and would create a strong landscape setting to the roundabout and together with the landscaped central area would create a strong landscape and campus approach to the new development. The creation of new walkways and cycleways, together with the creation of a central cycle storage hub would be well overlooked and work with the amenity hub. Further the tree planting would strengthen the avenue feel along the main access to the airport site.
- 9.28. Overall it is considered that the proposals are designed to a high quality which have had regard to the setting and character of the area and would produce a development for high quality employment in accordance with the requirements of the Development Plan policies and the aims and objectives of the National Planning Policy Framework.

#### Access, highway safety, parking and promoting sustainable modes of transport

- 9.29. National and local policy looks to promote sustainable transport options whilst ensuring that new development proposals do not cause harm to the safety of the highway network.
- 9.30. The NPPF (Para. 108) advises of the need to have due regard for whether new development includes:
- appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
  - safe and suitable access to the site can be achieved for all users; and
  - any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

- 9.31. Policy ESD15 of the CLP 2031 states that: “New development proposals should be designed to deliver high quality safe, attractive, durable and healthy places to live and work in. Development of all scales should be designed to improve the quality and appearance of an area and the way it functions.”
- 9.32. Policy SLE4 of the CLP 2031 states that: “New development in the District will be required to provide financial and/or in-kind contributions to mitigate the transport impacts of development.” Policy SLE4 also states that: “All development where reasonable to do so, should facilitate the use of sustainable modes of transport to make the fullest possible use of public transport, walking and cycling...Development which is not suitable for the roads that serve the development and which have a severe traffic impact will not be supported.
- 9.33. As stated above the proposals include a total of 322 car parking spaces and 195 cycling parking spaces. In addition new walkways and cycleways will be provided as part of the development. This would be a provision of 1 parking space per 58sqm and 1 cycle space per 96sqm.
- 9.34. The proposed central access route forms a central spine which provides access to all proposed units and maintains access to Hangar 14. Secondary routes, in a contrasting surface finish, will then provide access to all vehicular parking and buildings.
- 9.35. Having regard to the comments of the County Council Highway Authority it is noted that the junction of the A4260 and Langford Lane is approaching capacity. One-day classified turning counts have been performed at several junctions, including the Langford Lane / A4260 signalised junction. Section 5.5.1 states that the generated traffic will account for less than 5% of the total traffic flow through that junction, and no further assessment is provided as a result. However, highways officers consider that all the additional traffic will be on the Langford Lane arm, so the westbound AM peak flow increases by nearly 12% and the eastbound PM peak flow increases by a similar amount. It is considered by the Highway Authority that this level of increase justifies the need for an assessment of the junction as there are concerns over the capacity available.
- 9.36. On 16 May 2023 a Technical Note and update was received and submitted to the County Council. In respect of the assessment of the Langford Lane/Banbury Road (A4260) signal controlled junction this has been undertaken for the most relevant traffic flow scenarios using LinSig. The results of this analysis have been included. The AM peak hour assessment indicates that the junction has ample practical reserve capacity to accommodate additional traffic movements. The PM peak hour assessment shows that the addition of the proposed development has a limited impact that would result in the cycle time being extended by the controller responding to/sensing traffic at this junction. The junction does however have further ability to accommodate additional traffic movements beyond this through the controller’s ability to extend the cycle time, if necessary, up to 90 seconds.
- 9.37. The technical note sets out that there are no capacity concerns indicated from the assessment undertaken within any of the assessment scenarios. Furthermore, the junction would be capable of accommodating further traffic increases beyond 2043. It should however be noted that OCC’s targets are to reduce traffic movements significantly by 2040. This assessment has been considered to be acceptable by County Council Highways Officers.

- 9.38. Highways Officers also comment that the generated traffic passing through the junction at the west end of Langford Lane will be similar to the A4260, but the larger A44 signalised junction will be able to better accommodate the increased flows.
- 9.39. All roads are designed to accommodate rigid HGVs and bin service lorries up to 10.6m in length. All parking allocations for the proposal will be provided on-site at surface level, and parking allocations have been apportioned around each proposed building according to the building size, to maximise green space and ensure flexibility of building occupation.
- 9.40. The application indicates that 25% of parking spaces will be installed with EV charging capacity and the remainder will be provided with passive infrastructure to enable future EV installation. Charging facilities will also be provided within the cycle stores for e-bikes.
- 9.41. Highway Officers are also aware that highway improvements are needed that would be off-site highway works delivered to the roundabout junction. These works would be delivered under highways regulations. The extent and amount of these works have not yet been agreed with the applicant and further the requirements for consultation should be dealt with through the highway legislation. It is noted that a s106 contribution is sought for consultation requirements however this is not considered necessary in planning terms to make the development acceptable.
- 9.42. All units have been designed as two-storey buildings, and the parking provision has been calculated on this basis. Distributing the parking allocation more evenly across the site allows landscaping to be closely integrated with the proposal to improve quality of space, as per the precedent images provided by the applicant. This helps to break down large extents of parking and will enhance the landscape-led approach of the scheme.
- 9.43. As such the proposals are in accordance with policies of the Development Plan and would be an appropriate response to the access requirements of the site and promote sustainable travel choices with enhanced sustainability of the amenity hub helping to reduce the need to travel.

#### Sustainable Construction and Mitigation of climate change

- 9.44. Policies ESD3, ESD4 and ESD5 require developments to consider sustainable construction, energy and renewable energy provision in mitigating the impact of climate change and progressing to less reliance on fossil fuels. This is in accordance with the requirements of the National Planning Policy Framework which has been prepared in accordance with the Climate Act 2008.
- 9.45. As part of the application, which is supported by an Energy and Sustainability Assessment and a Utilities Report, it is noted that it is stated that the design of the proposed buildings will incorporate both passive and active design strategies to minimise carbon footprint and impact on the environment.
- 9.46. The applicant sets out that as a minimum the following passive strategies will be incorporated:
- High thermal performance values built into fabric, glazing, external doors, roof. Better than 0.16 W/m<sup>2</sup>K for roof and better than 0.26 for walls
  - Minimising air leakage from the building. Improving on Building Regulations air permeability targets.
  - Utilising daylight where possible through design arrangement of internal seating areas relative to glazing.
  - Consideration given to shading to prevent solar gains.

- Active design strategies to reduce carbon footprints will also be incorporated.

As a minimum the following will be included within the designs:

- High efficiency lighting schemes targeting a maximum of 7 W/m<sup>2</sup> efficiency in office areas.
- Mechanical ventilation utilising high efficiency heat recovery systems and free cooling where possible.
- High efficiency motors and variable speed drives for pumping systems.
- High efficiency cooling and heating systems utilising Ground Source Heat Pumps (GSHP).
- Use of renewable energy sources on site and green roof to the Amenity Hub.

9.47. The application indicates that 25% of parking spaces will be installed with EV charging capacity and the remainder will be provided with passive infrastructure to enable future EV installation and promotes sustainable transport with 195 cycling parking spaces which will be covered, secure and with good levels of surveillance and with strong walking and cycling routes around the development.

9.48. The inclusion of the amenity hub will also lessen the need to travel for lunchtime or refreshment and would provide an opportunity for outdoor working.

9.49. The inclusion of new and enhanced landscape solutions would also benefit air quality and reduce the amount of hard surfacing on the site.

9.50. Overall the proposals would deliver high quality sustainable construction.

#### Heritage Impact

9.51. The site is relatively distant from heritage assets however there is potential for archaeological assets in the vicinity. The application is supported by a desktop archaeological assessment which includes a Written Scheme of Investigation as a watching brief.

9.52. Sections 66(1) and 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended) states that in carrying out its functions as the Local Planning Authority in respect of development impacting a heritage asset (e.g. listed building or conservation area): special attention shall be paid to the desirability of preserving or enhancing the asset.

9.53. Conservation Areas and Listed Buildings are designated heritage assets, and Paragraph 193 of the NPPF states that: *when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.* Policy ESD15 of the CLP 2031 Part 1 echoes this guidance.

9.54. The designated heritage assets are significant assets in their context. The proposals are some distance from the assets and there are intervening substantive buildings and structures. Due to these factors there would be no impact on designated heritage assets or their setting.

9.55. There are no known archaeological assets on the site and the previous development of the site is also noted. The applicant has submitted a supporting watching brief which includes recommendations and actions should archaeological assets be revealed during groundworks. It is considered that this is a proportionate and appropriate response to the site.

- 9.56. Having regard to the former use and the distant relationship to designated Heritage Assets and the watching brief for archaeological remains, it is considered that the proposals would not have an impact on heritage assets and therefore would be acceptable in relation to Policy ESD15 of the Local Plan and the aims and objectives of the National Planning Policy Framework.

#### Ecology Impact

- 9.57. Under the Conservation of Habitats and Species Regulations, competent authorities i.e. any Minister, government department, public body, or person holding public office, have a general duty, in the exercise of any of their functions, to have regard to the EC Habitats Directive and Wild Birds Directive.
- 9.58. Paragraph 170 of the NPPF states that Planning policies and decisions should contribute to and enhance the natural and local environment by (amongst others): a) protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils; and d) minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures.
- 9.59. Paragraph 175 states that when determining planning applications, local planning authorities should apply the following principles: d) development whose primary objective is to conserve or enhance biodiversity should be supported; while opportunities to incorporate biodiversity improvements in and around developments should be encouraged, especially where this can secure measurable net gains for biodiversity.
- 9.60. Policy ESD10 of the Cherwell Local Plan 2011-2031 lists measures to ensure the protection and enhancement of biodiversity and the natural environment, including a requirement for relevant habitat and species surveys and associated reports to accompany planning applications which may affect a site, habitat or species of known ecological value.
- 9.61. In order for the local planning authority to discharge its legal duty under the Conservation of Habitats and Species Regulations 2017 when considering a planning application where EPS are likely or found to be present at the site or surrounding area, local planning authorities must firstly assess whether an offence under the Regulations is likely to be committed. If so, the local planning authority should then consider whether Natural England would be likely to grant a licence for the development.
- 9.62. The nature of the site and the relationship to the airport necessitate a landscaping solution that would minimise bird activity and therefore the potential for bird strike. The landscaping masterplan and solutions presented therefore are considered appropriate for the site and the character of the area. The proposals have demonstrated that Biodiversity Net Gain will still be achieved.
- 9.63. Officers are satisfied, that the Council's statutory obligations in relation to protected species and habitats under the Conservation of Habitats & Species Regulations 2017, have been met and discharged.

#### Water Resources, Surface Water Drainage and Foul Water

- 9.64. Policies ESD6, ESD7 and ESD8 of the Cherwell Local Plan 2011-2031 seek to ensure that development manages flood risk, promotes sustainable drainage and water can be sourced for the development. The policies are consistent with the National Planning Policy Framework.

- 9.65. The application site is located in Flood Zone 1 and the site is previously developed and therefore has existing connections which served the previous development of c.10,000sqm which have now been largely demolished. The application is supported by a Flood Risk Assessment due to the site size and development amount, a Surface Water Drainage/Management Strategy and Utilities Strategy are submitted. A Baseline Contamination Report has also been provided. The comments of consultees have been carefully considered.
- 9.66. The proposals would increase the level of permeable area that would promote sustainable drainage.
- 9.67. Discussions with Thames Water have indicated that the capacity would not require infrastructure that could not be delivered within normal timescales (i.e. within the timescale of implementation of the planning permission – 3years). Further Thames Water do not raise an objection or seek contributions towards new infrastructure.
- 9.68. It is also noted that the consultation response is a standardised response and does not take account of existing infrastructure, floorspace (existing and demolished) and other matters that are on site. As such the requirement and condition is not related to the development proposed or the circumstances on the site.
- 9.69. Without specific identifiable infrastructure restrictive conditions (i.e. Grampian conditions) would not be reasonable. It is expected therefore that any works necessary should take place on site (for example – new pipes or a pumping station). As such whilst a condition for details of water supply and drainage details is recommended it is not considered that this would be prohibitive to development starting on site and should be tied into the delivery of the units and the phasing detail.
- 9.70. Having regard to the comments of the LLFA it is considered that the site is an improvement on the existing situation on site and the submitted information would be appropriate as a basis for determination with a condition being proposed for detailed drainage information. It is acknowledged that the LLFA have requested further information, however the details of the objection can be resolved through an appropriate planning condition. A condition has been added to reflect the aspirations of the LLFA and addresses their concerns. The Environment Agency have also suggested a condition relating to sustainable drainage and whilst these comments are noted Officers have worked up a more bespoke condition for the development.
- 9.71. As such the comments of consultees are noted and it is considered that the proposals can deliver appropriate infrastructure for water supply and would not result in flooding either on the site or elsewhere.

#### Contamination and Pollution

- 9.72. Paragraph 174 of the National Planning Policy Framework sets out to ensure that new development should be prevented from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. Development should, wherever possible, help to improve local environmental conditions such as air and water quality, taking into account relevant information such as river basin management plans. The aim of remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate. Saved policy ENV1 of the Cherwell Local Plan 1996 is also noted in this respect. The comments of Environmental Protection and the Environment Agency are noted.
- 9.73. The application is supported by a variety of information in relation to the current ground conditions of the site. Environmental Protection Officers have found this

information to be appropriate. Environment Agency seeks a condition to carry out further investigation duplicating the information already received as part of the application.

- 9.74. As such it is considered that it is appropriate to ensure that new or unanticipated contamination is dealt with appropriately but that with Environmental Protection Officers being satisfied further conditions are not necessary to make the development acceptable.

#### S106 Contributions

- 9.75. Policy SLE 4 of the Cherwell Local Plan 2011-2031 states new development in the District will be required to provide financial and/or in-kind contributions to mitigate the transport impacts of development. All development where reasonable to do so, should facilitate the use of sustainable modes of transport to make the fullest possible use of public transport, walking and cycling. Encouragement will be given to solutions which support reductions in greenhouse gas emissions and reduce congestion.
- 9.76. Policy KCW 2 of the Kidlington Masterplan also states that the County Council in partnership with Cherwell Council will work with developers to improve the Kidlington Area cycling and walking network including by S106 and S278 works. Kidlington Area LCWIP Cycle and Walking Network will be a material consideration in the approval and network plans of new developments. Route continuity is essential in the planning and delivery process.
- 9.77. Paragraph 57 of the NPPF, planning obligations must only be sought where they meet all of the following tests:
- a) necessary to make the development acceptable in planning terms;
  - b) directly related to the development; and
  - c) fairly and reasonably related in scale and kind to the development.
- 9.78. Contributions are sought for public transport and travel plan monitoring contributions. Further detail is set out at appendix 1. It is agreed that the contributions towards public transport and travel plan monitoring are appropriate in terms of the three tests.

## **10. PLANNING BALANCE AND CONCLUSION**

- 10.1. The proposal complies with the relevant Development Plan policies in principle and has been found to be appropriate development when having regard to Policy Kidlington 1, the Green Belt and the guidance contained in Paragraph 149 of the National Planning Policy Framework. The reuse of previously developed land and the scale of the buildings have been assessed fully and considered appropriate to its setting and having regard to buildings in the vicinity and the landscape proposals.
- 10.2. The proposals would deliver significant economic benefits from job creation, construction jobs and investment. The proposals would also support the delivery of research and development floorspace supporting the Local Plan aims and objectives set out in Policy Kidlington 1 and support to the operations of the Airport.
- 10.3. In terms of the social aspect the creation of new jobs in the construction and operation phases and potential indirect benefits to the local economy have a significant social benefit. Further the enhancement to the local area from the redevelopment of the site would also be a moderate social enhancement.
- 10.4. Environmentally the proposals would re-use a previously developed site and maximise the use of the site for development. The development would promote



sustainable construction methods, include EV charging points, help promote sustainable travel choices and include appropriate landscaping. This should be given significant weight.

- 10.5. Negative aspects with regard to the proposals relate to the potential supply of water and an appropriate water pressure which have been raised by Thames Water. These issues can be resolved through the delivery of appropriate on-site infrastructure and are conditioned accordingly. The impacts are therefore given very limited negative weight.
- 10.6. Overall the proposals are considered to be a positive application proposal and the benefits of the development would significantly and demonstrably outweigh any negative aspects raised through the consideration of the application.
- 10.7. The application is therefore considered to be in accordance with the aims and objectives of the Development Plan and the aims and objectives of the National Planning Policy Framework. The application is therefore recommended for approval subject to appropriate conditions.

## **11. RECOMMENDATION**

**DELEGATE TO THE ASSISTANT DIRECTOR FOR PLANNING AND DEVELOPMENT TO GRANT PERMISSION, SUBJECT TO**

**(a) THE CONDITIONS SET OUT BELOW AND ANY AMENDMENTS TO THOSE CONDITIONS AS DEEMED NECESSARY AND**

**(b) THE COMPLETION OF A PLANNING OBLIGATION UNDER SECTION 106 OF THE TOWN AND COUNTRY PLANNING ACT 1990, AS SUBSTITUTED BY THE PLANNING AND COMPENSATION ACT 1991, TO SECURE THE INFRASTRUCTURE SET OUT AT APPENDIX 1**

**FURTHER RECOMMENDATION: THE STATUTORY DETERMINATION PERIOD FOR THIS APPLICATION EXPIRES ON 1 AUGUST 2023 IF THE SECTION 106 AGREEMENT/UNDERTAKING IS NOT COMPLETED AND THE PERMISSION IS NOT ABLE TO BE ISSUED BY THIS DATE AND NO EXTENSION OF TIME HAS BEEN AGREED BETWEEN THE PARTIES, IT IS FURTHER RECOMMENDED THAT THE ASSISTANT DIRECTOR FOR PLANNING AND DEVELOPMENT IS GIVEN DELEGATED AUTHORITY TO REFUSE THE APPLICATION FOR THE FOLLOWING REASON:**

1. In the absence of a satisfactory unilateral undertaking or any other form of Section 106 legal agreement the Local Planning Authority is not satisfied that the proposed development provides for appropriate highway infrastructure required as a result of the development and necessary to make the impacts of the development acceptable in planning terms, to the detriment of both existing and proposed residents and contrary to Policies ESD15 and INF1 of Cherwell Local Plan 2011 - 2031 Part 1 and Saved Policies TR7 and TR8 of Cherwell Local Plan 1996.

### **CONDITIONS**

#### **Time Limit**

1. The development to which this permission relates shall be begun not later than the expiration of three years beginning with the date of this permission.

Reason - To comply with the provisions of Section 91 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

### **Compliance with Plans**

2. Except where otherwise stipulated by conditions attached to this permission, the development shall be carried out strictly in accordance with the following plans and documents:

#### Plans:

21.926.PL.001 - Existing Location Plan  
21.926.PL.002 - Existing Site Plan  
21.926.PL.003 - Demolition Site Plan  
21.926.PL.004 - Existing Site Sections  
21.926.PL.005 - Proposed Site Plan  
21.926.PL.006 - Proposed Site Sections  
21.926.PL.010 – Existing Building 1 Plan & Elevation  
21.926.PL.011 – Existing Building 2 Plan & Elevation  
21.926.PL.012 – Existing Building 3 Plan & Elevation  
21.926.PL.015 – Existing Building 5 Plan & Elevation  
21.926.PL.016 – Existing Building 6&7 Plan & Elev.  
21.926.PL.020 (Rev A) – Proposed Building A Plans  
21.926.PL.021 (Rev A) – Proposed Building A Elevations  
21.926.PL.022 (Rev A) – Proposed Building B Plans  
21.926.PL.023 (Rev A) – Proposed Building B Elevations  
21.926.PL.024 (Rev A) – Proposed Building C Plans  
21.926.PL.025 – Proposed Building C Elevations  
21.926.PL.026 (Rev A) – Proposed Building D Plans  
21.926.PL.027 – Proposed Building D Elevations  
21.926.PL.028 – Proposed Building E Plans  
21.926.PL.029 – Proposed Building E Elevations  
21.926.PL.030 – Amenity Building Plans & Elevations  
21.926.PL.031 (Rev A) – Outbuildings Plans & Elevations  
1493.OA.003 (Rev B) – Science Park Landscape Masterplan

#### Documents:

Planning Statement (including Statement of Community Involvement, Public Benefits Statement & S106 Head of Terms)  
Design & Access Statement (including landscape plans/strategy & photographs/montages)  
Landscape and Visual Impact Assessment  
Transport Assessment (including Travel Plan & Servicing and Delivery Strategy) Phase 1 Ecological Survey (inc. BNG Report)  
Flood Risk Assessment  
Surface Water Drainage/Management Strategy  
Utilities Strategy  
Economic Needs Assessment and Benefits Statement  
Energy and Sustainability Strategy (including BREEAM pre-assessment)  
Land Contamination Assessment (Baseline)  
Tree Survey  
Archaeological Watching Brief WSI  
Draft Construction Environmental Management Plan  
Lighting Strategy

Reason – For the avoidance of doubt, to ensure that the development is carried out only as approved by the Local Planning Authority and comply with

Government guidance contained within the National Planning Policy Framework

### **Materials**

3. Prior to above ground works commencing on each building hereby approved a schedule of materials to be used on external walls and surfaces shall be submitted to and approved in writing by the Local Planning Authority. The details shall be in accordance with the principles set out in the approved Design and Access Statement.

Reason: To ensure that the materials are appropriate to the appearance of the locality and to ensure the satisfactory appearance of the completed development in accordance with Policy ESD15 of the Cherwell Local Plan 2011 – 2031 Part 1, Saved Policy C28 of the Cherwell Local Plan 1996 and Government guidance contained within the National Planning Policy Framework.

### **Landscaping**

4. A scheme for landscaping the site shall be submitted to and approved in writing by the Local Planning Authority which shall include:-

(a) details of the proposed tree and shrub planting including their species, number, sizes and positions, together with grass seeded/turfed areas and written specifications (including cultivation and other operations associated with plant and grass establishment i.e. depth of topsoil, mulch etc),

(b) details of the existing trees and hedgerows to be retained as well as those to be felled, including existing and proposed soil levels at the base of each tree/hedgerow and the minimum distance between the base of the tree and the nearest edge of any excavation,

(c) details of the hard landscaping including hard surface areas, pavements, pedestrian areas and steps.

(d) details of ecological enhancement including entomological enhancement

Such details shall be provided prior to the development progressing above slab level and shall include a time frame for phasing or implementation. The approved scheme shall be implemented in accordance with the submitted timescale or by the end of the first planting season following occupation of the development.

Any tree, shrub or landscape feature that dies or is diseased in the first five years post implementation shall be removed at the earliest available opportunity and replaced by a specimen of equal or commensurate landscape value in the first available planting season.

Reason: To ensure that a satisfactory landscape scheme is provided in the interest of well planned development and visual amenity and to accord with Policy ESD15 of the Cherwell Local Plan 2011 – 2031 Part 1, Saved Policy C28 of the Cherwell Local Plan 1996 and Government guidance contained within the National Planning Policy Framework.

### **Approved Use Classes**

5. The floorspace hereby approved for Buildings A, B, C, D and E as shown on drawing number 21.926.PL.005 - Proposed Site Plan is permitted to be used for uses in classes E(g) (ii) and/or (iii) and B2 of the Town and Country Planning (Use Classes) Order 1987 (as amended). Uses in Classes E(g)(i) and B8 of the Town and Country Planning (Use Classes) Order 1987 (as amended) are also permitted but

only where they are ancillary to the function of an individual Class E(g)(ii), Eg(iii) or B2 operation.

The amenity hub building as shown on drawing number 21.926.PL.005 - Proposed Site Plan is permitted to be used for uses in classes E(a), (b) and F2(a) of the Town and Country Planning (Use Classes) Order 1987 (as amended) only. Uses for the sale of food and drink to be consumed off the premises are also permitted where they are ancillary to the function of an individual Class E(a), (b) and F2(a) operation.

Reason: Having regard to the location of the development and the assessment of Green Belt purposes and to comply with the employment requirements of Policies Kidlington 1 and ESD 14 of the Cherwell Local Plan 2015 and Government Guidance contained within the National Planning Policy Framework.

### **Travel Plan**

6. 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 the use of sustainable modes of transport

### **EV Charging Points**

7. Prior to first occupation of each building hereby approved details of all electric vehicle charging points shall be submitted to and approved in writing by the Local Planning Authority. The charging points shall be implemented prior to each building's car parking spaces being brought into use. The charging points shall comply with BS EN 62196 Mode 3 or 4 charging and BS EN 61851 and shall be implemented on a minimum of 25% of parking spaces and 100% of disabled parking provision. Passive provision for the remaining car parking spaces to allow the installation of further EV charging points shall be ensured as part of the construction process.

Reason: To ensure that the development meets the requirements of Policies ESD4 and ESD5 of the Cherwell Local Plan 2015 and the aims and objectives of the NPPF in mitigating the impact of climate change and the ongoing provision and movement towards electric vehicle provision in new cars by 2030.

### **Parking Space provision**

8. The proposed vehicle parking shall be laid out in accordance with plan 21.926.PL.005 – Proposed Site Plan. Prior to first occupation of each building no more than 1 car parking space per 45sqm in accordance with Oxfordshire County Council's Parking Standards 2022 shall be provided. The total car parking provision for the completed development shall not exceed 322 car parking spaces.

Reason: To ensure satisfactory functioning of the development and in the interests of highway safety and to promote sustainable travel choices in accordance with Saved Policies C30 and C32 of Cherwell Local Plan 1996 and Policy ESD5 of the Cherwell Local Plan 2015

### **Lighting**

9. Prior to the implementation of any external lighting, details shall be submitted to and approved in writing by the Local Planning Authority. The lighting details shall include measures to reduce light spillage, account for ecologically sensitive receptors and provide appropriate lighting to walking and cycling facilities and a

phasing detail for implementation. Prior to the first occupation of the development the approved details shall be installed and in operation.

No other external lights/floodlights shall be erected on the land without the prior express consent of the Local Planning Authority.

Reason: To ensure that the development does not unduly affect operations at London Oxford Airport and in order to safeguard the amenities of the area and future users of the development, to promote ecology on the site and to comply with Government guidance contained within the National Planning Policy Framework, Policies ESD10, ESD13 and ESD15 of the Cherwell Local Plan 2015 and Saved Policies ENV1, C28 and C30 of the Cherwell Local Plan 1996

#### **BREEAM Standard**

10. The development hereby permitted shall be constructed to meet at least BREEAM 'Very Good' standard.

Reason: In order to comply with Policy ESD3: Sustainable Construction of the Cherwell Local Plan 2015 and the submitted information in support of the application.

#### **No outdoor storage**

11. No goods, materials, plant, or machinery, excluding the approved external plant enclosures shown on plan 21.926.PL.005 - Proposed Site Plan, shall be stored, repaired, operated or displayed outside the buildings hereby approved.

Reason: In order to safeguard the visual amenities of the area in accordance with Policy ESD15 of the Cherwell Local Plan 2011-2031 Part 1 and Saved Policy C28 of the Cherwell Local Plan 1996.

#### **CEMP**

12. The Development hereby permitted shall be constructed in accordance with the submitted Construction Environmental Management Plan (CEMP) and the associated Construction Traffic Management Plan (CTMP).

Reason: To ensure satisfactory development and management of the construction process and to comply with Policy ENV1 of the Cherwell Local Plan 1996.

#### **Outbuildings and ancillary structures**

13. Prior to the first occupation of each building, phasing details of all outbuildings and ancillary buildings shown on drawing numbers 21.926.PL.005 (Proposed Site Plan) and 21.926.PL.031 (Outbuildings Plans & Elevations) shall be submitted to and approved in writing by the Local Planning Authority. Prior to the first occupation of each building, all associated cycle and refuse stores shown on drawing 21.926.PL.005 (Proposed Site Plan) shall be in place and available for use.

Reason: To encourage the use of sustainable modes of transport and to ensure satisfactory servicing of the site

#### **Total approved floorspace.**

14. The total GIA floorspace of the approved development including mezzanine floors shall be 18,767sqm.

Reason: To define the permission and having regard to the transport infrastructure installed being created as part of the development.

#### **Water strategy**

15. Prior to first occupation, a detailed potable water and surface water strategy and drainage plans shall be submitted to and approved in writing by the Local Planning Authority. The strategy shall demonstrate how the management of water within the Development Parcel accords with the submitted Flood Risk Assessment and Drainage Strategy. The strategy shall maximise the use of measures to control water at source as far as practicable to limit the rate and quantity of run-off and improve the quality of any run-off before it leaves the site. Details shall include any onsite water infrastructure (e.g. pumping stations) which shall be positioned and designed in a manner to reflect the need for high quality public realm and details of a timetable or any phased implementation shall be included.

The development shall be implemented in accordance with the approved details

Reason: In the interests of satisfactory drainage and provision of potable water and functioning of the site and to ensure that the sustainable drainage systems hereby approved are appropriately implemented in accordance with Policies ESD6, ESD7 and ESD8 of the Cherwell Local Plan 2015.

### **WSI Watching Brief**

16. Development on site shall be carried out in accordance with the recommendations of the approved Archaeological Report and Watching Brief.

a) An archaeologist (Project Officer or Supervisor) will be present on site during ground work that has the potential to reveal archaeological remains.

b) Any archaeological deposits and features revealed will be cleaned by hand and recorded in plan before being excavated and/or recorded in an appropriate manner. Any archaeological features or other remains i.e. concentrations of artefacts, will be recorded by written, drawn and photographic record.

c) Post-excavation assessment (to be produced for each archaeological site within 12 months of the completion of fieldwork or an alternative agreed timescale including the development of on-site interpretation resources containing information on heritage assets (as derived from the archaeological investigations)

d) Completion of post-excavation analysis; preparation and deposition of site archive at a store agreed with the local planning authority; completion of an archive report; and the submission of a publication report (to be completed to an agreed timescale following completion of the post-excavation assessments) and a strategy for community engagement and presentation to the general public and local groups at a facility to be agreed.

Reason: To secure the provision of archaeological investigation and the subsequent recording of the remains, to comply with Government advice in the National Planning Policy Framework (NPPF) (Section 16).

### **Solar panels on roofs**

17. Prior to the first occupation of each building hereby approved details of solar panels on the roofs of each unit shall be submitted to and approved in writing by the Local Planning Authority. The solar panels shall be implemented prior to each building being brought into use. Passive provision for the remaining roofs to allow the installation of further solar panels shall be ensured as part of the construction process.

Reason: To ensure that the development meets the requirements of Policies ESD4 and ESD5 of the Cherwell Local Plan 2015 and the aims and objectives of the NPPF

in mitigating the impact of climate change and the requirement for renewable energy sources and progression away from the reliance on fossil fuels.

### **SUDS**

18. Prior to the commencement of development, except site preparation and enabling works, details of the site wide surface water drainage (following the principles of the approved Flood Risk Assessment and Drainage Strategy) shall be submitted to and agreed in writing by the Local Planning Authority. The details shall include:

- i) measures to maximise the use of measures to control water at source as far as practicable to limit the rate and quantity of run-off and improve the quality of any run-off before it leaves the site or joins any water body.
- ii) include details of all flow control systems and the design, location and capacity of all Sustainable Urban Drainage Systems (SuDS) relevant to that phase of development as part of a wider SuDS network on the site and shall include ownership, long-term adoption, management and maintenance schemes and monitoring arrangements/responsibilities. The details should also demonstrate that the exceedance of the designed system has been considered through the provision of overland flow routes.
- iii) The development of the phase shall be carried out in full accordance with the relevant approved detailed surface water strategy.

Reason: In order to reduce the risk of flooding, to ensure adequate flood control, maintenance and efficient use and management of water within the site, to ensure the quality of the water entering receiving water courses is appropriate and monitored and to promote the use of sustainable urban drainage systems to limit the volume and rate of water leaving the site.

### **Contamination**

19. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to, and approved in writing by, the local planning authority. The remediation strategy shall be implemented as approved.

Reasons: To ensure that the development does not contribute to, and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution from previously unidentified contamination sources at the development site. This is in line with paragraph 174 of the National Planning Policy Framework.

Informative:

1. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development. Thames Water highlight that additional infrastructure may be needed to support the connection of the development but this is not yet defined. Considering the undefined nature of the infrastructure, the matter should be taken forward with Thames Water via [thameswater.co.uk/preplanning](http://thameswater.co.uk/preplanning).





**APPENDIX 1- Heads of Terms for Section 106 Agreement/undertaking**

| Planning obligation  |                                  |  | Regulation 122 Assessment  |
|--|----------------------------------|--|--|
| Detail   | Amounts (all to be Index linked) | Trigger points                               |  |
| Public Transport Services towards the continuation and/or improvement of bus services on Langford Lane | £78,079                          | To be agreed with Oxfordshire County Council | <p><b>Necessary</b> – Service 7 has been replaced by new service S7 which extends beyond Woodstock to Witney, and also serves Oxford railway station. From June 2023, evening journeys on service S4 between Oxford and Banbury will also serve Langford Lane and will be funded from the contribution secured from permission 14/02067/OUT (Oxford Technology Park). In order to secure the continuation of this arrangement and/or further improvements to bus services on Langford Lane, a financial contribution is requested for public transport.</p> <p><b>Directly related</b> – Yes the contribution would be related to the development and the service in the vicinity.</p> <p><b>Fairly and reasonably related in scale and kind</b> – This has been calculated by a direct comparison with the Oxford Technology Park contribution in proportion to the increase in floorspace.</p> |

|                                    |                |   |  |
|------------------------------------|----------------|---|--|
| <p>Travel Plan Monitoring fees</p> | <p>£ 3,110</p> | <p>To be agreed with Oxfordshire County Council</p> | <p><b>Necessary</b> – Yes. The site will require a Framework Travel Plan to ensure all users of the site have the same overarching aims, objective and targets. This should be produced prior to first occupation and then updated once the site is fully occupied. A Framework Travel Plan has been produced and submitted with this application and whilst some minor modification is needed there is a need for monitoring of the travel plan for 5 years post occupation. A contribution is sought to carry out this monitoring.</p> <p><b>Directly related</b> – Yes. The contribution would be related to the site specific Travel Plan</p> <p><b>Fairly and reasonably related in scale and kind</b> – Yes. The contribution would be appropriate to carry out monitoring for 5 years post occupation of the development.</p> |
|------------------------------------|----------------|---|--|