

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

17/02190/F

Applicant: London Oxford Airport

Proposal: Proposed pilot training school comprising a 4 storey accommodation block, 2 storey teaching and training block, parking for cars, cycles and motorcycles, access road and landscaping

Ward: Kidlington West

Councillors: Cllr Alan Mackenzie-Wintle
Cllr Sandra Rhodes
Cllr Nigel Simpson

Reason for Referral: Major application - Scale of development

Expiry Date: 31 January 2018 **Committee Date:** 14 December 2017

Recommendation: Approve with conditions

1. APPLICATION SITE AND LOCALITY

- 1.1. The application site is an area of open space, close to existing office buildings at London Oxford Airport. The site is just west of the main access to the airport, and the Oxford Spires Business Park, lying immediately north of Langford Lane. A large aircraft hangar sits to the west. The site is accessed via "the Boulevard", a short length of dual carriageway connecting the business park to Langford Lane and the wider highway network. The site lies within an area of designated green belt, which washes over Oxford Airport, and much of the area to the NW of Kidlington.
- 1.2. To the north are the premises of London Oxford airport, and numerous office buildings beyond. To the east is the Oxford Spires Business park, and to the SE is Oxford Motor Park, a large collection of auto based retailers and service businesses. To the south a new Science park is to be developed on land south of Langford lane, while to the west is an existing aircraft hangar, and a gym operated by Vida Health and Fitness, leased to the operator by London Oxford airport.
- 1.3. The application site is 0.47 ha in size, and is currently laid out to grass as a frontage to existing office buildings.

2. DESCRIPTION OF PROPOSED DEVELOPMENT

- 2.1. The application is for a proposed Pilot training school comprising, a 2no storey teaching and training block, a 4 storey accommodation block, parking for cars, cycles and motorcycles, an access road and landscaping.

2.2. Proposed Teaching and Training Block

The proposed pre- fabricated building is shown as being 25m x 25m and a height of 8.3m for the majority of the 2no storey building, with a section of the 1st floor with an increased roof height of 10.2m. This is a predominately flat roofed building, with a partial 3rd storey, with glazed and metal panel façades.

- 2.3. The proposed accommodation block is 4no storeys, 12m x 48m with a height of 12m. It again consists of glazed and metal panel facades, but is considerably more regimented in external design than the training block in its appearance.
- 2.4. The car parking for the training block is located to the east of the building, and includes a disabled parking space and cycle stands. The parking for the accommodation block is also to the east of the building, and includes a turning area, disabled parking, and cycle stands. The parking area has been deliberately kept close to the access road on the south so that the existing tree planning along the north side of the site can be retained as it is outside the car parking area.
- 2.5. A defined path links the training building, crossing the accommodation block car park, to the accommodation block. A footpath from the rear of the training block also links the building to the wider airport site. The existing access path to the Vida Health and Fitness, connects the residential block to both the gym and the wider site.

3. RELEVANT PLANNING HISTORY

- 3.1. The following planning history is considered relevant to the current proposal:

<u>Application Ref.</u>	<u>Proposal</u>	<u>Decision</u>
17/00081/SO	Screening opinion to 17/02190/F - Proposed erection of 4 storey accommodation block and 2 storey teaching and training block with access road, car parking, cycle parking and landscaping	Pending Consideration
96/01794/F	First floor extension to existing Airport Operations Building for the relocation of offices and teaching facilities and the reinstatement of student accommodation in the Cherwell B Building.	Application Permitted
97/00043/F	Demolish existing timber framed buildings and replace with single storey extension to the existing Simulated Flight building.	Application Permitted
97/00053/F	Demolition of existing World War II single skinned classroom building and adjoining timber framed/clad 60's building.	Application Permitted

	Construction of new classroom block for Engineering Training Centre with associated office accommodation.	
97/01225/F	Alterations to Hangar 4 to increase height to ridge on end section. Extension to be built over existing 2 bays	Application Permitted
98/00011/F	Proposed alteration to Hanger 8. Removal of existing door and extension to door opening	Application Permitted
98/01497/F	Single storey extension to cylinder shop to provide improved facilities	Application Permitted
98/01937/F	Removal of Condition 4 of CHS.904/88, (That the leisure centre hereby approved shall be used by students undertaking courses at the flying school only). RETROSPECTIVE	Application Permitted
04/02672/F	Erection of aircraft hanger.	Application Refused
04/02743/F	Erection of new aircraft hangar to replace existing buildings 21-25 Oxford Airport	Application Permitted
05/01342/F	Erection of hanger	Application Permitted
05/02352/F	Erection of 5 no. portakabins on a temporary basis for three years	Application Permitted
05/02411/F	Erection of an 18m air traffic control aerial and equipment box	Application Permitted
05/02438/TPO	Remove lower branches to give ground clearance of 5.5m on 10 no. Horse Chestnut, 1no. Sycamore and 8 no. Cherry trees subject to TPO 41/89	Application Permitted

07/02709/F	Replacement building for business aviation centre (as amended by plans received 14/02/08)	Application Permitted
08/00318/F	Aircraft hanger and associated development	Application Refused
08/01504/F	Demolition of existing gatehouse and security lodge, erection of replacement gatehouse and security lodge and associated works	Application Permitted
09/00500/TPO	Fell 4 no. Cherry trees, Fell 2 no. Horse Chestnut trees, Remove deadwood and dead limb from 1 no. Cherry tree subject to TPO 41/89 & 5/90	Application Permitted
16/02114/F	Change of use of office/sui generis building to use as a non-residential educational establishment (Class D1)	Application Permitted
17/00896/F	Change of use of land to a rental car hire and erection of a modular building with signage	Application Permitted
17/01574/F	Creation of new "crash gate" to Langford Lane to replace existing gate, formation of hardstanding to provide new crossover, and associated alterations to the highway verge	Application Permitted

4. PRE-APPLICATION DISCUSSIONS

4.1. The following pre-application discussions have taken place with regard to this proposal:

- 4.2. The applicant was advised to supply a transport statement and phase 1 habitat survey with the application.

5. RESPONSE TO PUBLICITY

- 5.1. This application has been publicised by way of 3no site notices displayed near the site, by advertisement in the local newspaper, and by letters sent to all properties immediately adjoining the application site that the Council has been able to identify from its records. The final date for comments was 30.11.2017, although comments received after this date and before finalising this report have also been taken into account.
- 5.2. One comment has been made by a 3rd party stating no objection.
- 5.3. The comments received can be viewed in full on the Council's website, via the online Planning Register.

6. RESPONSE TO CONSULTATION

- 6.1. 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

- 6.2. Kidlington Parish Council

No objection

- 6.3. Yarnton parish Council

No objection

STATUTORY CONSULTEES

- 6.4. Oxfordshire County Council Highways

Objection for the following reasons:

- The Transport statement does not give a robust estimate of vehicular trip generation of the development for both students and staff – it is therefore not possible to understand the likely impact of the development on the local transport network and also whether the access arrangements are safe and suitable
- There is no robust justification of the number of car parking spaces which is acknowledged in the application as exceeding standards
- There is insufficient detail about how vehicles will access the site – off the Boulevard and from the existing site roads. No detailed site access drawings have been submitted with visibility splays and tracking drawings.
- There is insufficient detail about how pedestrians will get from the Boulevard to the site. Safe and suitable access for pedestrians/bus users has not been demonstrated

- There is no detail of how cyclists can reach the site safely. As a minimum the application needs to demonstrate how people cycling to/from the site will connect to the S278 proposals for the consented technology park on the south side of Langford Lane. Cycling access to the east along Langford Lane also needs to be proposed
- No detail appears to have been submitted about how surface water on the site will be drained in such a way as to avoid the likelihood of flooding. If, despite OCC's objection, permission is proposed to be granted, then prior to the issuing of planning permission a S106 agreement including an obligation to enter into a S278 agreement is needed to mitigate the impact of the development plus planning conditions as detailed below.
- **An obligation to enter into a S278** agreement as detailed below to provide site access improvements at the junction with The Boulevard if necessary (including removal of parking to the south of the entrance) a refuge crossing of The Boulevard immediately north of the roundabout and a refuge island crossing of Langford Lane to give access to the bus stop to the west of Langford Locks if not provided by the consented development to the east of Evenlode Close.
- **Planning Conditions** as detailed.
- Note should be taken of the **informatives** stated below.

S106 Contributions

Contribution	Amount	Price	Index	Towards (details)
Travel Plan	1,240	November	RPI-x	Travel Plan monitoring
Total	1,240			

The full response from Oxfordshire County Council Highways is attached at Appendix 1.

6.5 Oxford County Council Drainage

It appears that there are no accompanying drainage details, plans, calculations or soakage tests to BRE 365 to demonstrate how surface water will be managed at the site. Therefore the county council as Lead Local Flood Authority must object to the granting of planning permission on these grounds. The following condition is required:

Drainage Condition

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. 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 with pipe numbers
- SUDS – (in a treatment train approach to improve water quality)
- Network drainage calculations
- Phasing
- Flood routes in exceedance

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.

6.6 Civil Aviation Authority

No comment received

6.7 Oxford Airport

No objection as the application proposals has already been assessed in relation to airport safeguarding

6.8 Natural England

Natural England has no comments to make on this application.

Natural England has not assessed this application for impacts on protected species. Natural England has published [Standing Advice](#) which you can use to assess impacts on protected species or you may wish to consult your own ecology services for advice.

Natural England and the Forestry Commission have also published standing advice on [ancient woodland and veteran trees](#) which you can use to assess any impacts on ancient woodland.

The lack of comment from Natural England does not imply that there are no impacts on the natural environment, but only that the application is not likely to result in significant impacts on statutory designated nature conservation sites or landscapes. It is for the local planning authority to determine whether or not this application is consistent with national and local policies on the natural environment. Other bodies and individuals may be able to provide information and advice on the environmental value of this site and the impacts of the proposal to assist the decision making process. We advise LPAs to obtain specialist ecological or other environmental advice when determining the environmental impacts of development.

We recommend referring to our SSSI Impact Risk Zones (available on [Magic](#) and as a downloadable [dataset](#)) prior to consultation with Natural England. Further guidance on when to consult Natural England on planning and development proposals is available on gov.uk at <https://www.gov.uk/guidance/local-planning-authorities-get-environmental-advice>

6.9 CDC's Ecology Advisor

The existing site is largely of low ecological value, comprising mainly amenity grassland, and none of the existing trees had bat roosting potential. However, there are a number of existing shrubs and trees along the northern boundary, which

provide opportunities for nesting birds and two nests were present. Three semi-mature lime trees were identified which had higher ecological value as mature specimens with value for invertebrates and nesting birds.

From the proposals it appears that the existing trees and shrubs within the site are to be removed. If at all possible, some of the existing trees should be retained for their ecological value, in particular the mature limes. Perhaps the tree officer would be able to provide further information if it would be possible to retain any of the trees within the site. The proposed new tree planting is welcomed and should comprise of native species to replace those which are proposed to be removed and incorporation of new hedgerow planting within the site should be considered with the aim of seeking biodiversity gain as a result of the proposals. The proposed lighting columns should be directional and designed to emit low lighting levels as possible, to avoid adverse impacts on foraging/commuting bats (e.g. use of directional cowls, hoods, etc). I would be happy to provide further comments on any lighting scheme submitted for your approval.

I would recommend that the recommendations within the baseline ecological survey report are followed and recommend the following condition be attached to any permission granted:

K12 Nesting Birds: No Works Between March and August Unless Agreed

No removal of hedgerows, trees or shrubs shall take place between the 1st March and 31st August inclusive, unless the Local Planning Authority has confirmed in writing that such works can proceed, based on health and safety reasons in the case of a dangerous tree, or the submission of a recent survey (no older than one month) that has been undertaken by a competent ecologist to assess the nesting bird activity on site, together with details of measures to protect the nesting bird interest on the site.

K23 Use of Native Species

All species used in the planting proposals associated with the development shall be native species of UK provenance.

NON-STATUTORY CONSULTTEES

6.10 Health and Safety Executive – no licensed explosives site in the vicinity

6.11 Planning Policy

- The application site is an area of undeveloped land located to the south east of London Oxford Airport within a cluster of operational buildings associated with the airport. The land extends to approximately 0.47 ha and is currently used as informal open space. To the south of the site is Oxford Technology Park which was granted outline planning permission in October 2016 (14/02067/OUT).
- It is understood that the land falls within the curtilage of the airport. On that basis it is considered to comprise previously developed land as defined by Annex 2 of the NPPF.

- The NPPF states that the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open. It makes clear that established Green Belt boundaries should only be altered in exceptional circumstances, through the preparation or review of the Local Plan.
- Inappropriate development, by definition, is harmful to the Green Belt and should not be approved except in very special circumstances.
- Paragraph C227 of the adopted Cherwell Local Plan Part 1 recognises the important economic role of the London-Oxford Airport. It states that the Council will work with the airport operators and CAA and other stakeholders to consider any proposals. The proposals in the Plan aim to improve the quality of the employment offer and in doing so establish a new gateway at this northern entrance to Kidlington.
- To support that aim, Policy Kidlington 1 proposes that a local small-scale Green Belt review be undertaken as part of the preparation of Local Plan Part 2 within two indicative locations. The application site falls within one of those locations (Kidlington 1A).
- To date, only an issues paper for Local Plan Part 2 has been produced. However, a study entitled '*Small-Scale Green Belt Review Accommodating High Value Employment Needs at Kidlington/Begbroke in Cherwell District*' (November 2016) has been published. The study assesses land parcels within the two indicative locations against Green Belt purposes. The application site falls within land parcel A1 (see fig. 5.11 and p.48) for which it is concluded that there would be low-moderate harm from the release of land from the Green Belt in this area (with retention of airfield structures to the fore, and retention of lower development density) but moderate-high harm without mitigation.
- The Local Development Scheme (November 2017) schedules an Options Paper for Local Plan Part 2 to be consulted upon in July/August 2018
- From a policy perspective, the proposed development is premature to the conclusion of that review.
- The application must also be considered on its own merits and with regard to whether it comprises 'inappropriate' development, and if so, whether there are very special circumstances that must be considered.
- Policy ESD 14 states that development proposals within the Green Belt will be assessed in accordance with government guidance in the NPPF and NPPG and that development will only be permitted if it maintains the Green Belt's openness and does not conflict with the purposes of the Green Belt or harm its visual amenities.

- Paragraph 89 of the NPPF states that a local planning authority should regard the construction of new buildings as inappropriate in the Green Belt. Exceptions to this include limited infilling or the partial or complete redevelopment of previously developed sites (brownfield land), whether redundant or in continuing use, which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development.
- The application site, although within the Green Belt, is bordered by built development to the north, east and west. To the south, is land within the Green Belt that has received permission for a Technology Park. That land comprises a disused playing field adjacent to an existing employment area but in policy terms lies within an area of countryside until such time that the permission is implemented. It is understood that some preparatory works have commenced. That land also falls within indicative location 1A of the adopted Local Plan for a small-scale Green Belt review
- A Cherwell Green Belt Study (April 2014) has been published to support the on-going (and separate) Partial Review of the Local Plan to help meet Oxford's unmet housing needs. The application sites falls within one of the land parcels assessed – PR118a – essentially comprising the airport's technical area to the south and east of the airfield, to the west of The Boulevard and to the north of Langford Lane. The study considers potential land release for the purpose of residential development and concludes there would be low-moderate harm in this area. It states (p.198), '*The parcel's only role in contributing to Green Belt purposes relates to prevention of countryside encroachment: distinction between the Business Park and functional airfield-related development is significant in preserving some contribution to safeguarding the countryside, but the extent of development in the parcel limits the strength of this role...*'. The study notes that existing development within the parcel has a significant impact on openness and that the extent of development within the parcel limits its contribution to the purpose of safeguarding the countryside.
- The proposal would lead to the development of an undeveloped area of land within the airport site. Having regard to the two Green Belt studies, to the development that borders the site to the north, east and west, to the fact that the site is bounded by Langford Lane to the south with the permitted technology park site opposite, it is considered unlikely that there would be an impact on the openness of the Green Belt. However, this is subject to detailed design and massing considerations, including those of the expected technology park and sufficient certainty that the park will be delivered.

6.12 Economic Development

No comment received

6.13 Landscape

Object to the removal of majority of trees in relation to car park as they form an important part of the setting of the site, and have ecological value.

7. RELEVANT PLANNING POLICY AND GUIDANCE

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

7.2. 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 2031 Part 1)

- ESD10 –Protection and enhancement of biodiversity
- ESD13- Local landscape protection and enhancement
- ESD14 –Oxford Green Belt
- ESD15-The Character of the Built and Historic Environment
- SLE1- Employment development
- Kidlington 1: accommodating high value employment needs

CHERWELL LOCAL PLAN 1996 SAVED POLICIES (CLP 1996)

- C28 – Layout, design and external appearance of new development
- GB3 – Major developed site in the Green Belt

7.3. Other Material Planning Considerations

- National Planning Policy Framework (NPPF)
- Planning Practice Guidance (PPG)
- Kidlington Framework masterplan SPD (adopted 16 December 2017)
- Cherwell Local Plan 2011-31 Part 1 review

8. APPRAISAL

8.1. The key issues for consideration in this case are:

- Principle of development/ economic development
- Design, and impact on the character of the area
- Highways and access
- Ecology and landscape
- Impact on noise climate

Principle of development

- 8.2. Government guidance contained within the NPPF attaches significant weight upon the need to support economic growth through the planning system.
- 8.3. The UK Aviation Policy Framework states that:
- 8.4. *The business and general aviation (GA) is important to the UK. Its contribution to the economy has been estimated at £1.4 billion per annum. The sector delivers vital services, including search and rescue, mail delivery, life-saving (organ) transport, law enforcement, aerial survey and environmental protection flights, as well as underpinning the training of future pilots, ground-based aircraft engineers and technicians. The sector also covers a wide range of activities, from corporate business jets and commercial helicopter operations through to recreational flying in small private aircraft, including gliders. A Civil Aviation Authority (CAA)-initiated and chaired strategic review of the sector has acknowledged its growing economic importance, particularly for the British and European manufacturing industry.*
- 8.5. The NPPF states at paragraph 33 that when planning for airports plans should take account of their growth and role in serving business, leisure, training and emergency services needs. Paragraph B.35 of the Cherwell Local Plan 2011-2031 states that there will be small scale development at Kidlington and the Council will secure the growth potential from the presence of London-Oxford Airport.
- 8.6. Policy ESD14 of the Cherwell Local Plan states that the Oxford Green Belt boundaries will be maintained in order to :
- Preserve the special character and setting of Oxford
 - Check the growth of Oxford and prevent ribbon development and urban sprawl
 - Prevent coalescence of settlements
 - Assist in safeguarding the countryside from encroachment
 - Assist in urban regeneration by encourage the recycling of derelict and other urban land
- 8.7. It is considered that while the application site is washed over by the Green Belt designation, as the site is completely surrounded by other development it does not perform any of the above stated green belt functions. It is rather a strategic site which has the capability of being used for the further development of the potential of the London Oxford airport. Policy GB3 of the 1996 Local Plan is a saved policy and states that
- GB3 PROPOSALS FOR THE COMPLETE OR PARTIAL REDEVELOPMENT OF A SITE IDENTIFIED IN THIS PLAN AS A MAJOR DEVELOPED SITE IN THE GREEN BELT WILL NOT BE CONSIDERED INAPPROPRIATE DEVELOPMENT PROVIDED IT WOULD:
- (i) HAVE NO GREATER IMPACT THAN THE EXISTING DEVELOPMENT ON THE OPENNESS OF THE GREEN BELT AND THE PURPOSES OF INCLUDING LAND IN IT, AND WHERE POSSIBLE HAVE LESS;
 - (ii) CONTRIBUTE TO THE ACHIEVEMENT OF THE OBJECTIVES FOR THE USE OF LAND IN GREEN BELTS;
 - (iii) NOT EXCEED THE HEIGHT OF EXISTING BUILDING
 - (iv) NOT OCCUPY A LARGER AREA OF THE SITE THAN THE EXISTING BUILDINGS (UNLESS THIS WOULD ACHIEVE A REDUCTION IN HEIGHT WHICH WOULD BENEFIT VISUAL AMENITY).
- 8.8 Paragraph 89 of the NPPF states that a local planning authority should regard the construction of new buildings as inappropriate in the Green Belt. Exceptions to this

include limited infilling or the partial or complete redevelopment of previously developed sites (brownfield land), whether redundant or in continuing use, which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development. The proposal would lead to the development of an undeveloped area of land within the airport site which could be considered to be previously developed land. Having regard to the two Green Belt studies referred to in the Planning Policy response above, to the development that borders the site to the north, east and west, and to the fact that the site is bounded by Langford Lane to the south with the permitted technology park site opposite, it is considered unlikely that there would be an impact on the openness of the Green Belt. However, this is subject to detailed design and massing considerations, including those of the expected technology park and sufficient certainty that the park will be delivered.

- 8.9 In the text explaining Policy Kidlington 1 Accommodating High Value Employment Needs it states that : *“London Oxford Airport and Langford lane Industrial estate form an employment cluster..... the council would expect demand for an increased role for the airport. The Council will work with London-Oxford Airport operators and the civil aviation authority and other stakeholders to consider any proposals”*. The Policy itself describes the intention to undertake a small scale local review of Green Belt to accommodate high value employment needs – this has yet to be done, and does not form part of the recently published Part One review. The policy also sets out a series of design and place shaping principles for assessing planning applications. None of those principles are considered to be breached by this proposal.
- 8.10 In this case, the proposed aviation school will support high quality jobs and employment, and clearly the airport is the logical and appropriate location for this type of development
- 8.11 The adopted Kidlington Framework masterplan part 1 also states that para 8.4.2 : *“London Oxford airport is a key draw for the area and those of the local community .In principle the growth of the airport within its present boundaries should be supported”*
- 8.12 *While the application site is washed over by green belt policy, the locality is already heavily developed with largely airport related uses, of which this would be a further example. The site is bounded by existing development on all sides, so it does not serve the function of openness, or any of the other defined functions of green belt.”*
- 8.13 The currently ongoing Cherwell Local Plan 2011-31 Part 1 Partial review relates specifically to the meeting of Oxford’s unmet housing needs. All of Oxfordshire’s rural district Councils, together with the County Council, have accepted that Oxford cannot fully meet its own housing needs, principally because it is surrounded by a designated greenbelt. The Oxfordshire Councils are collectively committed to consider the extent of the unmet need and how that need can then be sustainably distributed through the respective local plans. The current partial review is not however concerned with land for economic development
- 8.14 It is therefore considered that the location of a pilot training centre within the airport site is acceptable, in accordance with the above Policies and wider Government intention to support economic growth. It is considered that it will not harm the openness of the Green Belt, nor detrimentally affect the purposes of that designation

Design and impact on the character of the area

8.15 To the north:

The rear of the proposed teaching block is located some 19m south of the nearest existing building. The existing buildings in the business park to the north of the application site, are generally quite regimented, single or two storey, flat roofed blocks. Due to the separation distance, similar heights, and regimented appearance, it is not considered that the proposed teaching block would have a significantly detrimental impact on the outlook for the existing buildings.

The applicants advise that an existing building to the north of the proposed accommodation block, is due for demolition.

8.16 To the east:

The application site is open to the small dual carriageway access road into the overall business park including the application site. The closest buildings are on the east side of this road, and are at sufficient distance that it is considered there would be no impact on existing buildings caused by the proposed development.

8.17 To the south

The application site opens directly to an access road to an existing hangar located to the west. The access road is already well screened with substantial hedging for the main Langford Lane. The proposed teaching block is set well back from the main road and due to its relatively low height (2 storey) visibility of the block will be limited from the road. The accommodation block is 4no storeys and considerably higher at 12m. It will therefore be visible from the main road, however with the back drop of the existing hangar which is 19m in height, it is not considered that it will appear out of place in this situation. The accommodation blocks also backs onto the Vida health and fitness building, however with a separation distance of just over 10m, and few windows in the adjacent facade, it is not considered that there would not be a significantly detrimental impact on this adjacent building. No objection has been received from Vida Health and fitness.

8.18 To the west

As stated above, the rear of the proposed accommodation block backs onto the west, with a large existing hangar building some 19m in height, 37x 118m is located 54m further west. In views from the west, the accommodation block, which has a width of only 12m directly facing the road, will be dwarfed by the adjacent hangar building, which is much larger in all dimensions. The proposed accommodation block also backs onto the Vida Health and Fitness building, however with a separation distance of just over 10m, and few windows in the adjacent facade, it is considered that there would not be a significantly detrimental impact on this adjacent building. No objection has been received from Vida Health and fitness.

To conclude, subject to the approval of roofing and cladding materials, it is considered that the positioning, and the scale of the proposed buildings, would sit comfortably in the application site, without significant detrimental impact to adjacent buildings and users. Your officers have some reservations in relation to the cladding and roofing and want to ensure that the proposed buildings can sit comfortably on the site in relation to surrounding properties, particularly in relation to colour and finish. The external materials have been conditioned to allow this to be considered further.

8.19 Highways and access

Oxfordshire County Highways have formally objected on the following grounds:

- The Transport statement does not give a robust estimate of vehicular trip generation of the development for both students and staff – it is therefore not possible to understand the likely impact of the development on the local transport network and also whether the access arrangements are safe and suitable
- There is no robust justification of the number of car parking spaces which is acknowledged in the application as exceeding standards
- There is insufficient detail about how vehicles will access the site – off the Boulevard and from the existing site roads. No detailed site access drawings have been submitted with visibility splays and tracking drawings.
- There is insufficient detail about how pedestrians will get from the Boulevard to the site. Safe and suitable access for pedestrians/bus users has not been demonstrated
- There is no detail of how cyclists can reach the site safely. As a minimum the application needs to demonstrate how people cycling to/from the site will connect to the S278 proposals for the consented technology park on the south side of Langford Lane. Cycling access to the east along Langford Lane also needs to be proposed

The Council has sought further information in relation to all the outstanding matters of concern raised by Oxfordshire County, and hope to be able to report on these by the date of the Committee.

8.20 Ecology and landscape

While it is acknowledged that the existing site comprising mainly amenity grassland is of low ecological value, the trees on site are of considerable ecological and landscape visual value, providing a setting for the wider business park and the proposed development.

The application layout shows the removal of a number of trees, some of which are in the centre of the main tree group. Their removal would potentially cause considerable damage to the remaining stand of trees. For this reason, it is proposed that, prior to commencement on site, the applicant is required to provide a tree survey identifying the trees proposed for removal, and justifying the proposal for their removal, subject to the written approval of the LPA. The proposed landscaping, to use native species, is also to be submitted for written approval, prior to commencement on site.

It is accepted that a lower level of parking is appropriate on this site due to the nature of the students involved, and the fact that the buildings are immediately adjacent to good bus transport links on Langford Lane.

8.21 Potential for noise nuisance

The applicants advise that the pilot school will involve the use of only 4no. aircraft. This is a very small proportion of the overall use of the airport for aircraft of a wide

range of type, and it is therefore not considered that this will add significantly to the noise levels created by the use of the airport for aviation.

9. PLANNING BALANCE AND CONCLUSION

9.1. In view of the above, it is considered that the application proposals are in compliance with national and local planning policy, and should be approved, subject to conditions as follows:

RECOMMENDATION

That permission is granted, subject to the following conditions:

- 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.

- 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: (to be amended as necessary when finalised)

FTF-BSL-ZZ-00-DR-A-2001-PL-F proposed site plan
FTF-BSL-AB-GF-DR-A-3001-PL-D GA plan ground floor
FTF-BSL-AB-01-DR-A-3002-PL-C GA Plan first floor
FTF-BSL-AB-02-DR-A-3003-PL-B GA plan second floor
FTF-BSL-AB-03-DR-A-3004-PL-B GA plan third floor
FTF-BSL-AB-RF-DR-A-3501-PL-A GA plan roof
FTF-BSL-TB-ZZ-DR-A-4001-PL-D elevations
FTF-BSL-TB-ZZ-DR-A-4002-PL-C elevations
FTF-BSL-TB-ZZ-DR-A-5001-PL-C building sections
FTF-BSL-TB-ZZ-DR-A-5002-PL-C building sections

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.

- 3) The building shall be used only for the purpose of pilot training and for no other purpose whatsoever, including any other purpose in Class D1 of the Schedule to the Town and Country Planning (Use Classes) (Amendment) (England) Order 2005.

Reason – To enable the Local Planning Authority to retain planning control over the development of the site in order to safeguard the amenities of the area in accordance with Government guidance contained within the National Planning Policy Framework.

- 4) Prior to the commencement of the development hereby approved, a schedule of materials and finishes for the external walls and roof(s) of the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be carried out in accordance with the approved schedule.

Reason - To ensure the satisfactory appearance of the completed development and to comply with Policy ESD 15 of the Cherwell Local Plan

2011-2031, saved Policy C28 of the Cherwell Local Plan 1996 and Government guidance contained within the National Planning Policy Framework.

5)Site Access: Full Details

Prior to the commencement of the development hereby approved, full details of the means of access between the land and the existing estate roads and then the highway on The Boulevard including position, layout, and vision splays shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, and prior to the first occupation of any of the development, the means of access shall be constructed and retained in accordance with the approved details.

Reason - In the interests of highway safety and to comply with Government guidance contained within the National Planning Policy Framework

6)Pedestrian access to bus stop

The development hereby permitted shall not be occupied until a pedestrian refuge island crossing of Langford Lane, west of Langford Locks, to serve the eastbound bus stop is built.

Reason - In the interests of highway safety and to comply with Government guidance contained within the National Planning Policy Framework

7)Car Parking

The development hereby permitted shall not be occupied until car parking space(s) to serve the development have been provided according to details that have been submitted to and agreed in writing by the Local Planning Authority. All car parking shall be retained unobstructed except for the parking and manoeuvring of vehicles at all times thereafter, unless otherwise agreed in writing beforehand by the local planning authority.

Reason: To ensure appropriate levels of car parking are available at all times to serve the development, and to comply with Government guidance contained within the National Planning Policy Framework.

8)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.

9)Travel Plan

Prior to occupation, a Travel Plan meeting the requirements set out in the Oxfordshire County Council guidance document, "Transport for New Developments; Transport Assessments and Travel Plans" shall be submitted to and approved in writing by the Local Planning Authority.

Reason – to encourage occupiers to use sustainable modes of transport as

much as possible in line with the NPPF

10) Travel Information Packs

Travel Information Packs, the details of which are to be submitted to and approved in writing by the Local Planning Authority prior to first occupation, shall be provided to every resident on first occupation.

Reason - In the interests of sustainability and to comply with Government guidance contained within the National Planning Policy Framework.

11) 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.

12) Drainage

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. 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 with pipe numbers
- SUDS – (in a treatment train approach to improve water quality)
- Network drainage calculations
- Phasing
- Flood routes in exceedance

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.

13) Nesting Birds: No Works Between March and August Unless Agreed

No removal of hedgerows, trees or shrubs shall take place between the 1st March and 31st August inclusive, unless the Local Planning Authority has confirmed in writing that such works can proceed, based on health and safety reasons in the case of a dangerous tree, or the submission of a recent survey (no older than one month) that has been undertaken by a competent ecologist to

assess the nesting bird activity on site, together with details of measures to protect the nesting bird interest on the site.

Reason - To ensure that the development does not cause harm to any protected species or their habitats in accordance with Policy ESD10 of the Cherwell Local Plan 2011-2031 and Government guidance contained within the National Planning Policy Framework

14) Tree Survey

Prior to the commencement of the development and notwithstanding the submitted details, an arboricultural survey, undertaken in accordance with BS: 5837:2012 and all subsequent amendments and revisions shall be submitted to and approved in writing by the Local Planning Authority.

Reason - In the interests of identifying and retaining important trees on the site in accordance with Policy C28 of the adopted Cherwell Local Plan and Government guidance contained within the National Planning Policy Framework.

15) Retained Trees

Prior to the commencement of the works, utilising the tree survey, the applicant is to advise and justify which trees are required to be removed in order to facilitate this development. This is to be submitted to the LPA and approved in writing.

- a) No retained tree shall be cut down, uprooted, damaged or destroyed, nor shall any retained tree be pruned in any manner, be it branches, stems or roots, other than in accordance with the approved plans and particulars, without the prior written approval of the Local Planning Authority. All tree works shall be carried out in accordance with BS3998: Recommendations for Tree Works.
- b) If any retained tree is cut down, uprooted, destroyed or dies, another tree shall be planted in the same place in the next planting season following the removal of that tree, full details of which shall be firstly submitted to and approved in writing by the Local Planning Authority.

In this condition a "retained tree" is an existing tree which shall be retained in accordance with the approved plans and particulars; and paragraphs (a) and (b) shall have effect until the expiration of five years from the date of the consent.

Reason - In the interests of the visual amenities of the area, to ensure the creation of a pleasant environment for the development and to comply with Policy ESD15 of the Cherwell Local Plan 2011-2031, saved Policy C28 of the Cherwell Local Plan 1996 and Government guidance contained within the National Planning Policy Framework.

16) Arboricultural Method Statement (AMS)

Prior to the commencement of the development hereby approved, an Arboricultural Method Statement (AMS), undertaken in accordance with BS: 5837:2012 and all subsequent amendments and revisions shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, all works on site shall be carried out in accordance with the approved AMS.

Reason: To ensure the continued health of retained trees/hedges and to ensure that they are not adversely affected by the construction works, in the interests of the visual amenity of the area, to ensure the integration of the development into the existing landscape and to comply with Policy C28 of the adopted Cherwell Local Plan and Government guidance contained within the National Planning Policy Framework.

17)Submit Landscaping Scheme

Prior to the commencement of the development hereby approved, a landscaping scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme for landscaping the site shall include:-

- (a) details of the proposed tree and shrub planting including their species, number, sizes and positions, together with grass seeded/turfed areas,
- (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 surface areas, including pavements, pedestrian areas, reduced-dig areas, crossing points and steps.

Thereafter, the development shall be carried out in strict accordance with the approved landscaping scheme.

Reason - In the interests of the visual amenities of the area, to ensure the creation of a pleasant environment for the development and to comply with Policy ESD15 of the Cherwell Local Plan 2011-2031, saved Policy C28 of the Cherwell Local Plan 1996 and Government guidance contained within the National Planning Policy Framework.

18) Carry Out Landscaping Scheme and Replacements

All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in accordance with BS 4428:1989 Code of Practice for general landscape operations (excluding hard surfaces), or the most up to date and current British Standard, in the first planting and seeding seasons following the occupation of the building(s) or on the completion of the development, whichever is the sooner. Any trees, herbaceous planting and shrubs which, within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the current/next planting season with others of similar size and species.

Reason - In the interests of the visual amenities of the area, to ensure the creation of a pleasant environment for the development and to comply with Policy ESD15 of the Cherwell Local Plan 2011-2031, saved Policy C28 of the Cherwell Local Plan 1996 and Government guidance contained within the National Planning Policy Framework.

19) Use of Native Species

All species used in the planting proposals associated with the development shall be native species of UK provenance.

Reason - To conserve and enhance biodiversity and prevent the spread of non-native species in accordance with Government guidance contained within the National Planning Policy Framework and Policy ESD10 of the Cherwell Local Plan Part 1

Oxfordshire County Council Highways Comments:

Appendix 1

Trip/traffic generation

It is very difficult to understand from the Transport Statement (TS) how many traffic movements this proposed development will generate. An attempt has been made in Table 5.1 but these numbers are not sufficiently well justified – *“These rates are based on the experiences of the Head of Business Development at the London Oxford Airport”*.

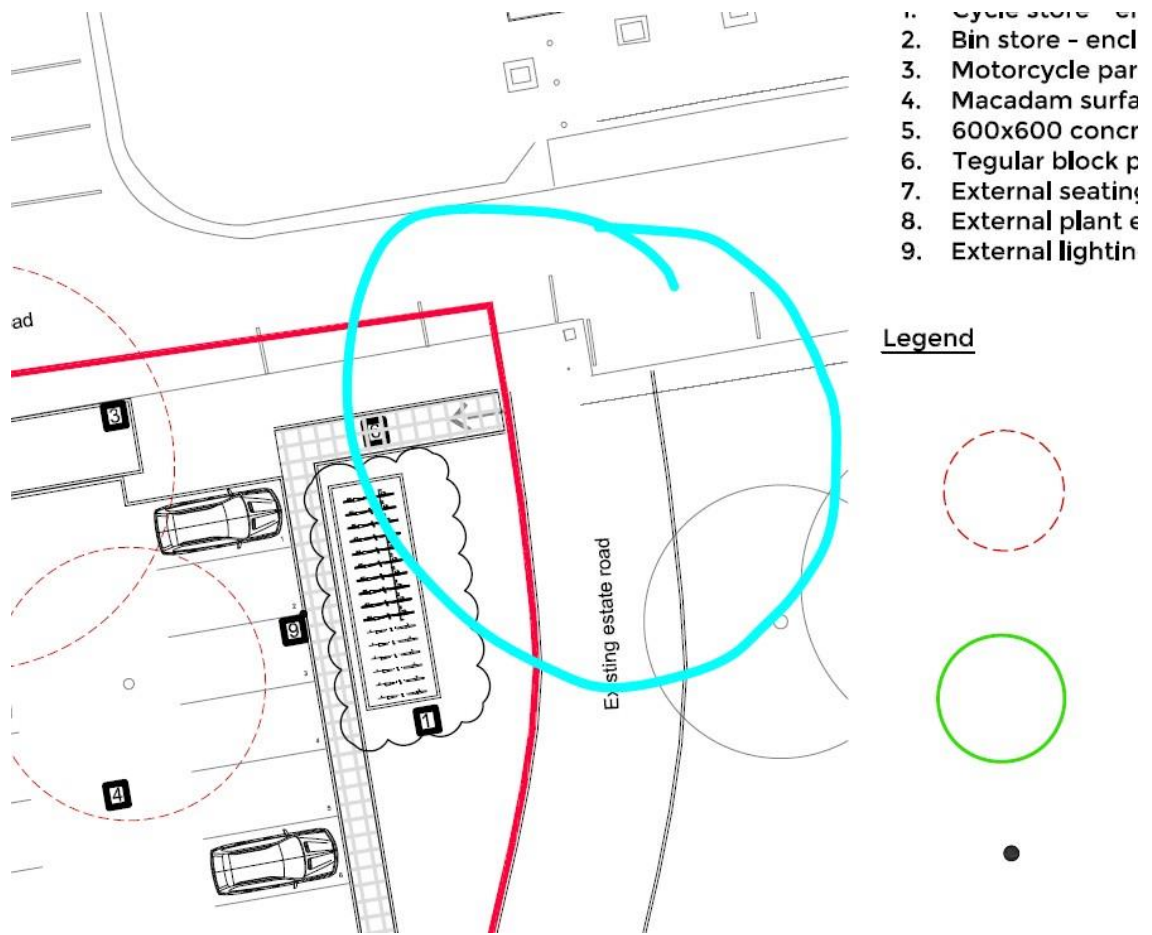
The experience of the head of business is not sufficiently robust justification. Especially given that 16 and 20 two way trips in the morning and evening peaks respectively does not seem very realistic even if 78 of the total 120 students attending the training live on site in the accommodation.

There are also 50 members of staff associated with this development to be taken into account. A much clearer and robust explanation is needed of how and when students and staff will move to and from the facility. Are there really no surveys of existing activity for pilot training at the airport that can be used to base an estimate on for this new site?

Site access

Access for the development is initially to be taken off the existing access from the Boulevard but it is not possible to tell if this is acceptable because satisfactory traffic generation estimates have not been submitted (see above). Details will need to be submitted setting out how the visibility splay to the south is achievable for the level of intensification of the access that is agreed. It is noted that there are marked car parking spaces on The Boulevard immediately to the south of the site access on The Boulevard. These are proposed to be removed as part of the S278 works for the consented development east of Evenlode Close but if that doesn't go ahead, the site access for this development off The Boulevard must include the removal of the parking to enable clear sightlines to be provided.

The next site access after the access from the Boulevard is not adequately designed and assessed in the TS. All that is submitted is as follows:

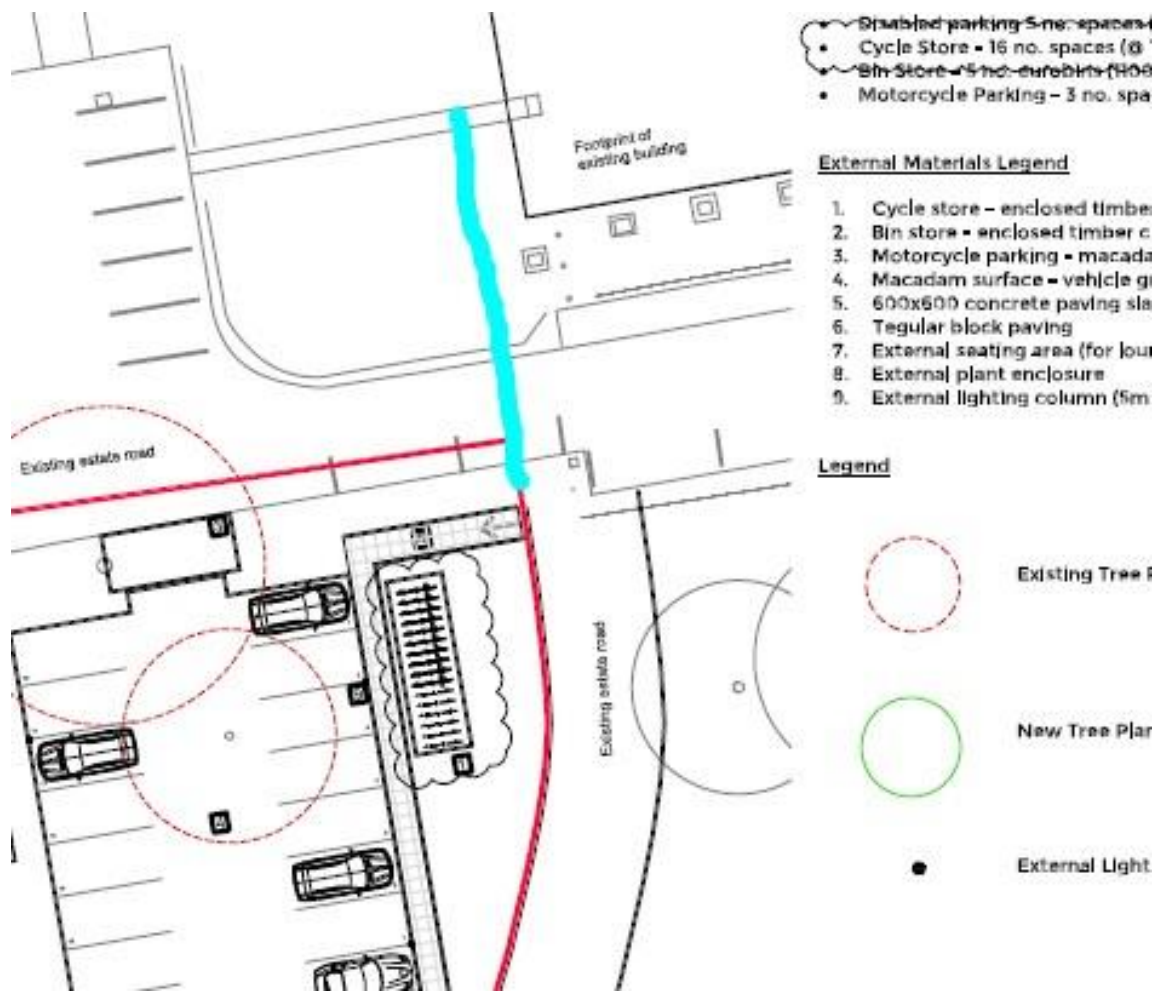


The layout of the existing estate road does not appear to accurately represent what is on site – particularly the bell mouth on the east side of the access:



The junction of this existing estate road also doesn't seem to be in the correct position on the plan – on the ground, the western edge of the road is approximately in line with the edge of the building opposite – on the plan it is not (compare the following two screen shots). This must be clarified.





It is not clear how this access is to be designed and built and there is no tracking showing how large vehicles will enter and leave the site. I would expect a full bellmouth to be needed here to accommodate the possible range of vehicle movements.

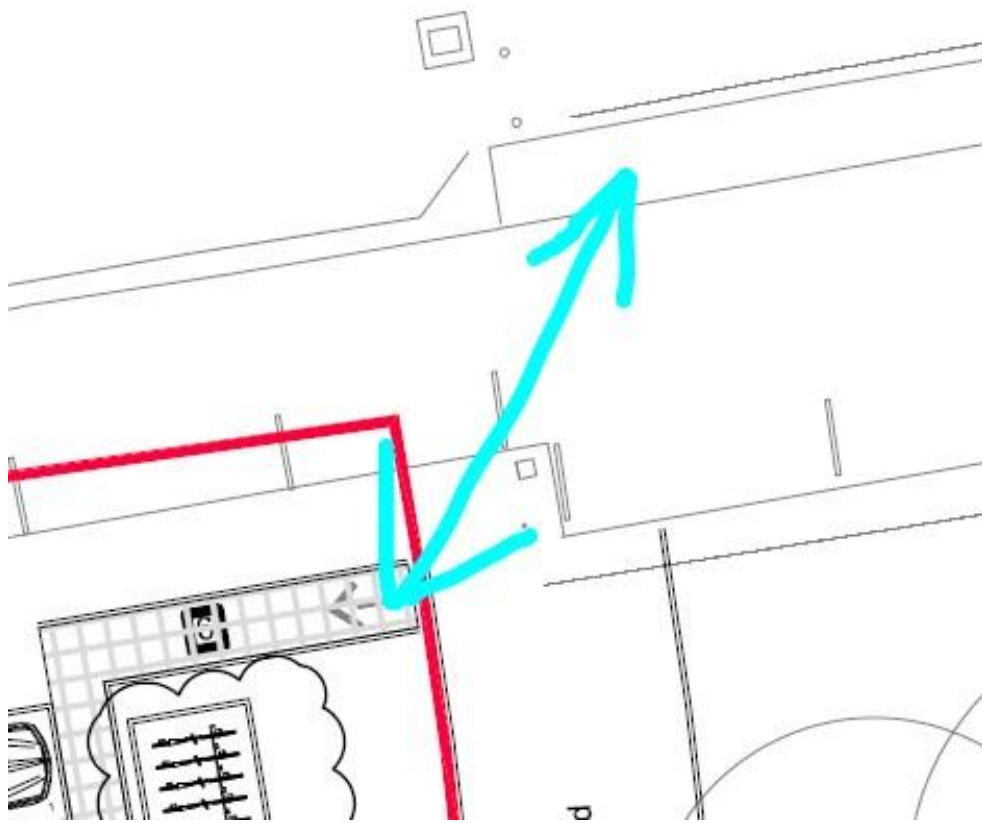
There is a vehicle access barrier on the existing estate road that was up when I visited the site but clarification is needed whether this barrier is to remain and if so how it is to be managed.

Some tracking manoeuvres have been shown on the proposed site plan for the entrance off the existing site road but they are very feint and it is not possible to work out the type and size of vehicle that has been tracked. Clarification is needed on tracking including for the exit (which has had no tracking submitted at all).

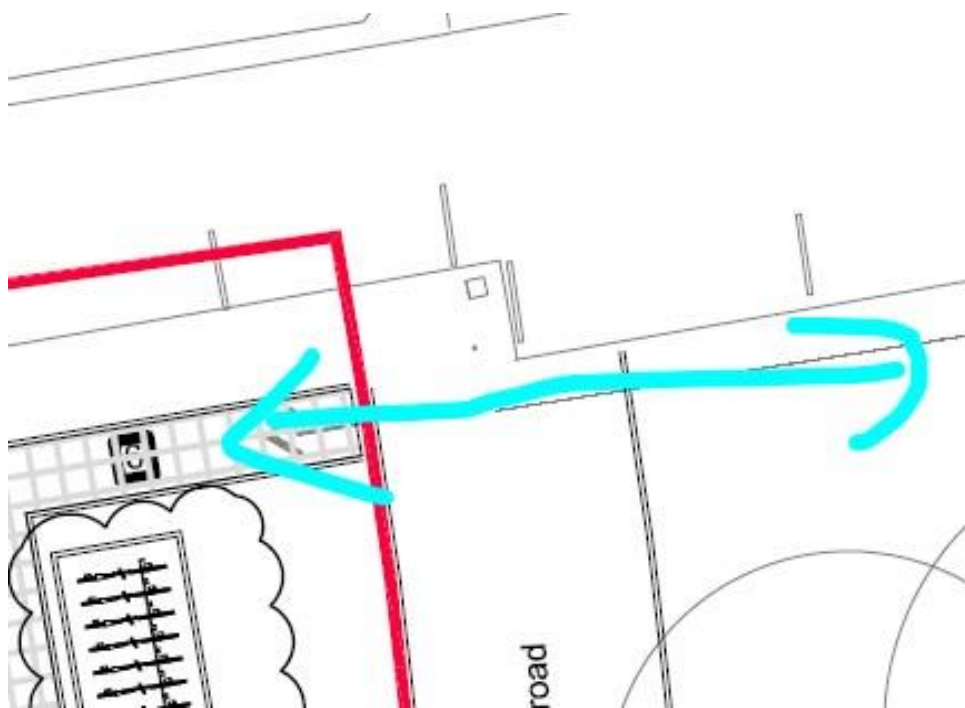
Pedestrian access

It is also not clear how pedestrians would get to and from the existing footway

provision to the north side of the first stretch of estate road after the junction with The Boulevard:



The onward pedestrian route from that point to the nearest bus stops on Langford Lane (buses do not run throughout the day from the stops on The Boulevard contrary to what the TS suggests). A much better solution would be for a new footway to be provided on the south side of the access road, west of the Boulevard:



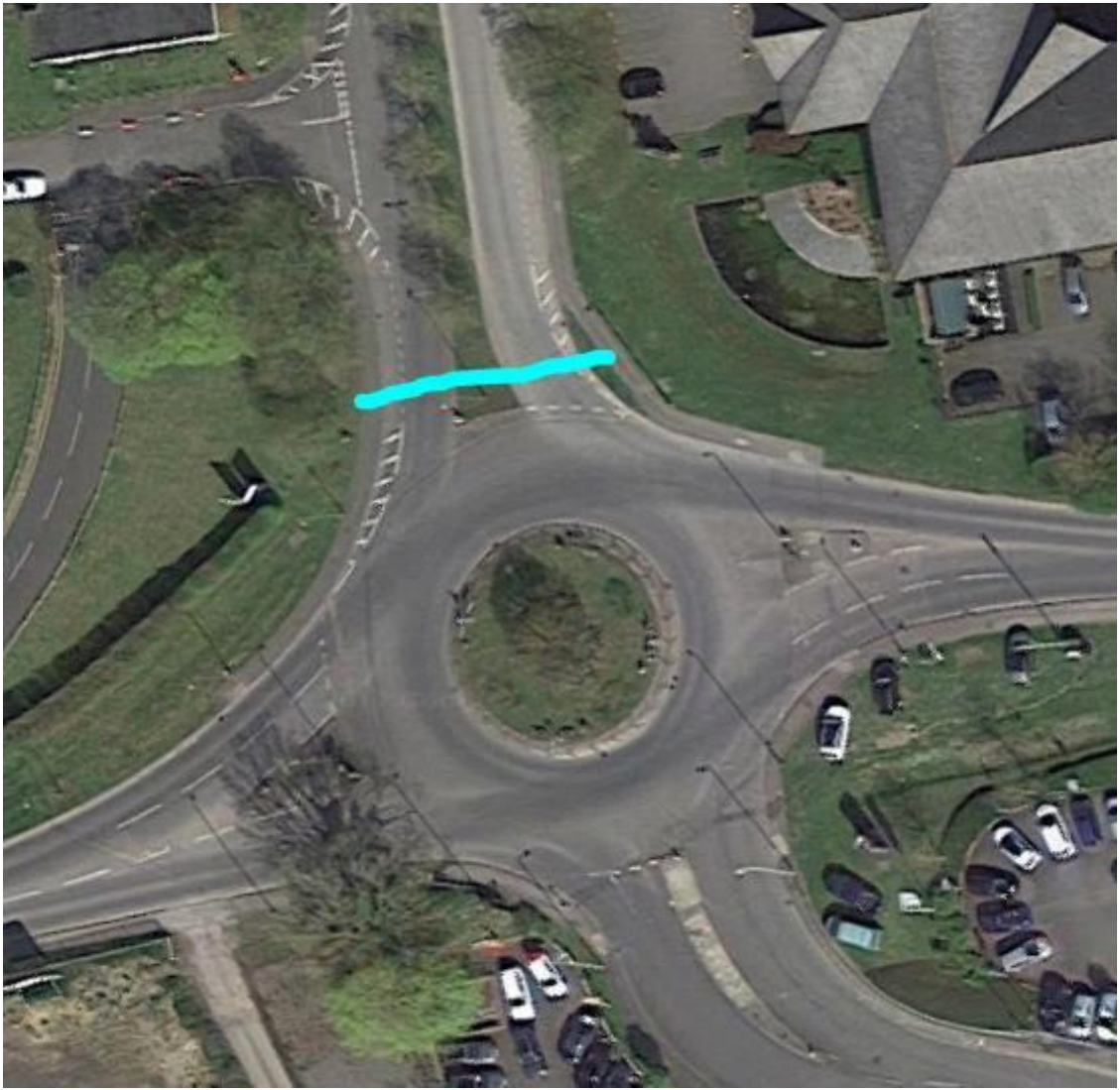
This would then provide a more convenient route to the existing footway on The

Boulevard. However, there is currently a run of red and white plastic barriers along the first stretch of site access road which I understand to be preventing car parking. This prevents safe and suitable access to the footway on The Boulevard and as such is blocking the public highway:



It is clear that the barriers need to be removed and in any case surely are a temporary measure. But how is the parking going to be prevented in the future without them? Double yellow lines (even though it is not a public highway) would be a good start.

Once onto the footway on the west side of The Boulevard, a route exists to and across Langford Lane (but for a distance this is in the opposite direction to the eastbound bus stop on Langford Lane) and then eastwards along Langford Lane crossing the Motor Park side road at a refuge island. Pedestrians can then continue eastwards to the point where a refuge island crossing will be provided to get to the eastbound bus stop. A more attractive and direct route would be across The Boulevard by the roundabout and then crossing Langford Lane to the east of the roundabout – it would be approximately 50m shorter to the position of the new Langford Lane refuge crossing. And it would not involve a walk in the wrong direction. The applicant should therefore provide a new refuge crossing of The Boulevard north of the roundabout by means of a S278 agreement:



The site plan does not give clear enough indication of safe and convenient pedestrian routes to the entrances of the buildings – it is just too difficult to work out what is going on in the plan. Clarity is needed here.

Overall, it seems that much more coherent thinking is needed to ensure that safe and convenient access is provided for this new development is provided if it is to go ahead.

Cycling access

The TS makes no mention of the S278 improvements to Langford Lane that have been negotiated as part of the planning permission for the technology park to the east of Evenlode Close. These S278 works will improve access to the pilot school site for journeys to/from the west along Langford Lane. The TS needs to set out how people cycling to/from this site will conveniently access these cycle infrastructure improvements.

The TS also needs to set out how safe and suitable access for cyclists to the site can be provided for journeys to/from the east along Langford Lane. This is the main and most direct route to/from Kidlington, the nearest centre of population and presumably one of the most popular places for students to live who are attending the pilot school. The A44/A4260 corridor study

(<https://www.oxfordshire.gov.uk/cms/content/a44-and-a4260-corridor-study>) identifies one option for cycle improvements (amongst others) for Langford Lane connecting A44 with A4260, and so the applicant should bear this in mind in considering proposals for cycling to/from the site along Langford Lane to the east.

Car parking

The TS sets out how there is proposed to be 60 car parking spaces even though it is estimated that 34 spaces are ordinarily needed. The reasoning for exceeding the standards is stated as being because it is the requirement of the Business Director of the London Oxford Airport for the business to comply with the operational needs of the airport. However, this significant exceedance of standards requires a much more careful justification. In order to maximise use of sustainable transport modes to/from the pilot school, details of how the parking would be managed to minimise car use is expected. A parking permit procedure should be considered e.g. only students or staff who live beyond a reasonable cycling distance and not living within a comfortable walk of a usable bus service should be allowed to park on site.

Cycle parking

I would expect the cycle parking to be much closer to the entrance of the buildings. More detail is needed of how the cycle parking is to be provided – it is just possible to make out what is proposed on the site plan but the bicycles appear to be shown very close together to the point where it would not be at all attractive (or even possible) to use. The entrance to the store is not shown.

Public Transport

The site is within a reasonable distance of an attractive bus service to/from Kidlington and Oxford (including Oxford Parkway rail station). Buses serve The Boulevard i.e. very close to the site in the morning peak and from mid afternoon. The TS states that there is a 15 minute frequency service on The Boulevard throughout the day (para 3.4). This is not correct. Para 3.4 also states that the other bus stop on Langford Lane which has a more comprehensive service pattern throughout the day is 240m from the site – again this is not correct. The westbound stop is 350m away and the eastbound stop is 450m away.

In any case, the further stop is still within a reasonable walking distance but the crossing of Langford Lane to access the eastbound stop is difficult – only dropped kerbs and tactile paving is provided. A refuge island crossing has been negotiated as part of the planning permission for the technology park to the east of Evenlode Close. However, this permission has not been implemented yet. If the pilot school is to be granted permission it must not be occupied until the refuge crossing is in place. If that is before the technology park planning permission is implemented, the pilot school applicant will need to enter into a S278 agreement to deliver the refuge island.

Travel Plan

A Travel Plan is needed for this site. This can be secured by the use of a planning condition. The Travel Plan will need to meet the guidance of the county council's document "Transport for New Developments: Transport Assessments and Travel Plans".

The Travel Plan will be produced and agreed prior to occupation and updated within 3 months of full occupation of the site.

A travel plan monitoring fee of £1,240 will be required.

Additionally, prior to first occupation, a Travel Information Pack shall be submitted to and approved by the Local Planning Authority. Residents of each room shall be provided with a copy of the approved Travel Information Pack.

Construction Travel Management Plan

A Construction Travel Management Plan (CTMP) will be needed for this development, given the traffic sensitive nature of the approach routes on the wider strategic road network in and around Kidlington. We would expect the CTMP to incorporate the following in detail:

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

- Details of times for construction traffic and delivery vehicles, which must be outside network peak and school peak hours – construction and delivery vehicles must only arrive or leave between 9.30am and 4.30pm.

S106 obligations and their compliance with Regulation 122(2) Community Infrastructure Levy Regulations 2010 (as amended):

£1,240 Travel Plan Monitoring Fee indexed from November 2017 using RPI-x

Justification: The travel plan monitoring fee is required to make the development acceptable in planning terms, because it enables the monitoring to take place which is necessary to deliver an effective travel plan.

S278 Highway Works:

An obligation to enter into a S278 Agreement will be required to secure mitigation/improvement works, including:

- Improvements to the site access with The Boulevard (including the removal of car parking to the south of the access junction) will need to be delivered by means of a S278. As yet it is not possible to tell from the submitted information what scale of improvements are needed. As a minimum, the on street parking to the south on The Boulevard will need to be removed
- As part of the implementation of planning permission for the nearby site on the opposite side of Langford Lane (14/02067/OUT), a pedestrian refuge crossing is to be provided to give access to the bus stop on the north side of Langford Lane to the west of Langford Locks. However, this development has not started yet and if it does not go ahead this refuge will still be needed to allow safe access for people travelling to/from the pilot school. It would be provided by means of a S278 secured through a S106 but should also be conditioned. Neither development can be occupied before the refuge is built.
- A refuge island crossing of The Boulevard immediately north of the Langford Lane roundabout needs to be provided

Notes:

This is secured by means of S106 restriction not to implement development (or occasionally other trigger point) until S278 agreement has been entered into. The trigger by which time S278 works are to be completed shall also be included in the S106 agreement.

Identification of areas required to be dedicated as public highway (as necessary) and agreement of all relevant landowners will be necessary in order to enter into the S278 agreements.

S278 agreements include certain payments that apply to all S278 agreements (e.g. commuted sums towards maintenance) however the S278 agreement may also include an additional payment(s) relating to specific works.

Planning Conditions:

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

Site Access: Full Details

Prior to the commencement of the development hereby approved, full details of the means of access between the land and the existing estate roads and then the highway on The Boulevard including position, layout, and vision splays shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, and prior to the first occupation of any of the development, the means of access shall be constructed and retained in accordance with the approved details. *Reason - In the interests of highway safety and to comply with Government guidance contained within the National Planning Policy Framework*

Pedestrian access to bus stop

The development hereby permitted shall not be occupied until a pedestrian refuge island crossing of Langford Lane, west of Langford Locks, to serve the eastbound bus stop is built. *Reason - In the interests of highway safety and to comply with Government guidance contained within the National Planning Policy Framework*

Car Parking

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

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.*

Travel Plan

Prior to occupation, a Travel Plan meeting the requirements set out in the Oxfordshire County Council guidance document, "Transport for New Developments; Transport Assessments and Travel Plans" shall be submitted to and approved in writing by the Local Planning Authority. *Reason – to encourage occupiers to use sustainable modes of transport as much as possible in line with the NPPF*

Travel Information Packs

Travel Information Packs, the details of which are to be submitted to and approved in writing by the Local Planning Authority prior to first occupation, shall be provided to every resident on first occupation. *Reason - In the interests of sustainability 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.*