

Case Officer: Emma Whitley

Applicant: Bowmer & Kirkland (for Dept for Education)

Proposal: Construction of a new replacement school with associated landscaping, car parking, and the re-instatement of access from Bicester Road, and the demolition of existing buildings

Ward: Kidlington East

Councillors: Cllr Fiona Mawson, Cllr Ian Middleton and Cllr Linda Ward

Reason for Referral: Major development

Expiry Date: 13 June 2024

Committee Date: 6 June 2024

SUMMARY OF RECOMMENDATION: GRANT PERMISSION SUBJECT TO CONDITIONS

1. APPLICATION SITE AND LOCALITY

- 1.1. The application site, Gosford Hill School, in Kidlington, comprises a group of one, two and three storey buildings.
- 1.2. The school site is bounded to the north and west by residential properties, with the Edward Feild Primary School is to the east and the Kidlington and Gosford Leisure Centre and associated playing fields to the south.
- 1.3. The site is currently accessed via Oxford Road for both pedestrian and vehicular access. Previously, access was also provided via Bicester Road, although this was closed in 2000 (ref: 99/02281/OCC). The site has existing on-site parking and is bounded with palisade fencing and hedgerows with several trees along the western eastern and northern boundaries.

2. CONSTRAINTS

- 2.1. In terms of site constraints, the site is not within a conservation area and there are no other heritage assets within the vicinity of the site. There are no other notable constraints relevant to planning and this application.

3. DESCRIPTION OF PROPOSED DEVELOPMENT

- 3.1. Planning permission is sought for the construction of a replacement school with associated landscaping and car parking, the demolition of existing buildings and the re-instatement of the access onto Bicester Road.

4. RELEVANT PLANNING HISTORY

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

99/02281/OCC – Permanent closure of the Bicester Road access to the school including reinstatement of the footpath and grass verge to the Bicester Road. *Application Permitted 7 March 2000.*

00/01701/OCC – Construction of a single storey extension forming 5 new classrooms. Demolition of existing 6 classroom 'Horsa' building and internal alteration. *Application Permitted 22 November 2000.*

03/00673/OCC – Change of use of caretakers house from residential to educational use. *Application Permitted 14 May 2003.*

11/01763/OCC – Replace existing gas boilers with new biomass/gas boiler system; the work includes a new external biomass (wood pellet) fuel store (OCC ref. R3.0146/11). *Application Permitted 7 February 2012.*

12/00038/OCC – Retention and continued use of a double relocatable classroom unit (ref T1) for a further period of 5 years (OCC ref. R3.0009/12). *Application Permitted 1 March 2012.*

5. PRE-APPLICATION DISCUSSIONS

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

22/03630/PREAPP – Gosford Hill School has been selected as a project under the Department for Education's School Rebuilding Programme. We are undertaking a feasibility exercise and have determined that the best option is to fully demolish the school and re-build. This will ensure that the entire school meets the DfE Spec 21, ensuring that it achieves net-zero carbon in operation. It also un-constrains the design and enables flexibility in orientation and layout, to maximise gains for natural day-lighting and PV generation and reduction in solar glare. The existing school is under-subscribed. The new school will have a reduced PAN as a 5 FE school with a maximum capacity of 900 pupils from Year 11-13, down from its current capacity of 1,050. The design proposes a two storey 'U shaped' new build block, with the courtyard orientated north, situated on the existing school footprint in the middle of the site. A shared leisure centre located on the school site at the western boundary to be retained.

23/02683/PREAPP – Demolition of existing buildings and the construction of a new 3-storey secondary school with associated sports courts/pitches, parking, access, landscaping and drainage (follow-up to 22/03630/PREAPP).

- 5.2. The applicant was advised in respect of the 2022 pre-app that the principle of the proposal to modernise the facility could be generally supported. However, there were a number of outstanding issues that needed to be resolved.
- 5.3. Subject to the comments set out in the 2023 follow up pre-app being addressed; the LPA indicated that it would offer support in principle to the proposal.

6. RESPONSE TO PUBLICITY

- 6.1. This application has been publicised by way of a site notice 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 **28 February 2024**, although comments received after this date and before finalising this report have also been taken into account.

6.2. The comments raised by third parties are summarised as follows:

- Highway safety concerns due to the re-opening of the access onto Bicester Road
- Increased traffic directed to Bicester Road
- Bicester Road at capacity
- Increase in pollution along Bicester Road
- Increase in anti-social behaviour as a result of the re-instatement of the access
- Loss of property value due to re-opening of Bicester Road entrance
- Access concerns to neighbouring properties at school start and finish times during term-time
- Residential amenity concerns with regards to floodlighting of playing fields
- In support of the retained trees, however not sufficient barrier to pollution during the winter
- Additional road crossings required as a result of the re-opening of the entrance to Bicester Road
- In support of the proposals
- In support – school in need of modernising
- In support – re-opening of the access will help disperse pupils between two entrances
- Construction works may result in some disturbance to neighbouring properties
- Impact to Kidlington and Gosford Leisure Centre during construction
- Relocation of shared parking facilities away from the Leisure Centre
- Loss of wildlife to accommodate re-opening of access
- Access and Circulation Plan relates to The Laureate Academy in Hemel Hempstead
- The Transport Assessment is of a poor standard; the assessment of the existing road network is inadequate
- No innovative or realistic measures to encourage sustainable transport included
- Footways on Oxford Road and Bicester Road are below the minimum standards set out within LTN 1/20 and no off-carriageway cycle routes providing access to the site
- Proposals to reduce the number of pupils requires further explanation
- Reopening of the access on to Bicester Road has not been assessed
- Impact on car parking to the wider site during construction
- Increase in pollution along Bicester Road
- Teacher stewards required to monitor students accessing/ egressing site
- Construction traffic impact during peak school drop off/ pick up times
- No dedicated school bus parking areas for school post-construction
- Anti-social behaviour concerns
- Proposal is more efficient use of land with associated benefits of external space availability
- Insufficient incorporation of energy-efficient technologies and practices

6.3. The 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

Gosford and Water Eaton Parish Council: no comments or objections received at the time of drafting the report.

Kidlington Parish Council: in support of the application but the re-opening of the access on to Bicester Road requires careful consideration with regards to parking issues and ease of access. Further, KPC seeks uniformity of information submitted with planning applications and that greater clarity provided on the website to signpost amended planning applications.

COUNCILLOR COMMENTS

Councillor Ian Middleton – Local Member Views:

I strongly support these proposals for much needed school facilities in Kidlington

Gosford Hill is a great school that deserves a great building. The plans look very impressive and I hope the final result will be equally impressive when complete.

My only concern would be to take properly into account the issues raised by the leisure centre about access during and after the development. Hopefully those can be taken care of fairly easily so I would encourage the applicants to engage with their neighbours at the earliest opportunity.

CONSULTEES

- 7.2. ARCHAEOLOGY (OCC) – No objections. Comments: The site lies in an area of archaeological interest, however the extensive development which has previously taken place on the site has likely destroyed any archaeological remains, and so there are no archaeological constraints to this scheme.
- 7.3. BUILDING CONTROL (CDC) – No objections. Comments: The proposed work is subject to the Building Regulations and will require approval.
- 7.4. ECOLOGY (CDC) – **Objection**. Comments (date: 1 February 2024)

The ecology surveys submitted with this application, including the Preliminary Ecological Appraisal (PEA) and Bat Surveys report, provide a sufficient overview of the ecological constraints. However, there does not appear to be any information provided about how the site will achieve at least a 10% net gain. CDC seeks a 10% net gain for all developments, in line with the Cherwell Local Plan and Community Nature Plan 2020-2022. We would expect the application to be supported by a Biodiversity Net Gain or Enhancement Plan as well as a completed BNG metric (excel format). A Habitat Management and Monitoring Plan (HMMP) or similar should also be provided. The HMMP should show how habitats will be created, maintained, and monitored long-term. In addition to a 10% net gain in habitat units, we would expect to see a variety of species specific enhancements, including integrated bird/bat boxes, bee bricks, and hedgehog houses and highways.

Apart from the lack of information about BNG, I would have no objection to the proposals, subject to conditions.

The bat surveys identified two pipistrelle bat roosts within the buildings. The survey effort and mitigation scheme provided by Arbtech should be sufficient to obtain a bat licence (though updated surveys will likely be required if demolition does not take place within 12-18 months of the surveys). A bat licence should be conditioned. The applicant should note that any roofing membranes installed in the new building

should be bat friendly (pass the snagging propensity test) and any treated timbers must follow safety guidelines for bats.

Due to bat activity on site, we should condition a lighting plan for bats. The lighting plan should be in line with the Bat Conservation Trust (BCT) guidance note 08/23. Most importantly, the hedgerows, trees, and any new bat boxes/bricks should not be lit.

We should also condition adherence to the recommendations made in section 4.2 and 4.3 of the Preliminary Ecological Appraisal Report provided by Indigo Surveys in October 2022. These recommendations include timing of work to avoid breeding birds, precautionary methods for terrestrial mammals, and protection of retained hedgerows and trees.

Comment (date: 8 March 2024)

My previous comments about BNG (1/2/24) have not been fully addressed. While the site plans show that large areas of green space are being incorporated into the school grounds, there is no evidence to show that the habitats created on site will provide a 10%+ net gain, as required by the Cherwell Local Plan and Community Nature Plan. The baseline habitats and the proposed habitats should be entered into the BNG metric to show how a net gain will be achieved. It does look like there will be a good amount of green space introduced to the site, but without the metric, there is no way for me to quantify this or assess if 10% gain can be achieved. We will also need a Habitat Management and Monitoring Plan (HMMP) or similar which shows how these habitats will be managed long-term. Ideally we would have some of these details up front, but this can be conditioned.

The lighting plan shows that most of the trees on the western boundary will be subject to >1 Lux, which would not be ideal for bats using these areas. Because the bat report recorded several bats using the western boundary, I would recommend that PIR sensors and timers are used to reduce light spill at night where possible. The areas in the eastern section of the site will be subject to much lower levels of lighting which is good. There are no details about where the bat boxes (mitigation and enhancement) will be installed on site. It's important that these are installed in areas where there is no/low levels of lighting. As such, I would recommend that these are installed on trees on the eastern boundary.

Comment (date: 21 May 2024)

The applicants have now submitted a BNG assessment, Statutory metric and a HMMP.

The BNG assessment is OK but the applicant should note a mistake has been made within the metric where the incorrect ha for individual trees planted has been put in (they have included retained trees in the creation tab by mistake I think) giving an artificially high % net gain for habitats which then does not tally with their own BNG assessment.

The area habitat gain within the assessment is the correct one at 7.84% gain which I would consider to be acceptable given this application was submitted prior to mandatory net gain coming in. However the BNG assessment and metric shows there will be a 100% loss in hedgerow units on site with all hedgerow removed and no additional hedgerows proposed to be planted. This would not be acceptable as it constitutes a significant loss in linear habitat. The applicant should state how they will overcome this by planting additional hedgerow on site to ensure a net gain.

The need to ensure there is a net gain in hedgerow units could be included as a pre-commencement condition which would require an updated metric and an updated HMMP. However it would be best if there was an indication of where and how this might be done to ensure a condition is not imposed which would subsequently be difficult to discharge.

Apart from the need to update the HMMP when the issue of hedgerow loss is dealt with, whilst much of the HMMP is OK (to also serve as a LEMP), there is a proposal to install only one swift box and this would be a missed opportunity to install a group of swift bricks within the fabric of the new building. Swifts are colonial nesters and a couple of triple bricks would be much more valuable here and more in line with expectations for this type and size of building.

In addition to this I would recommend that the conditions proposed by Megan on 1/2/24 are included on any decision, namely the need for a bat licence, adherence to the recommendations made in section 4.2 and 4.3 of the Preliminary Ecological Appraisal Report provided by Indigo Surveys in October 2022 and a full lighting scheme.

7.5. PLANNING POLICY (CDC) – **No objections** or comments received at the time of drafting the report.

7.6. THAMES VALLEY POLICE – **Holding Objection**. Comments (21 February 2024):

- The National Planning Policy Framework 2023 paragraph 96(b); which states that Planning policies and decisions should aim to achieve healthy, inclusive and safe places which are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion...
- The National Planning Policy Framework 2023, paragraph 135(f) which states that “Planning policies and decisions should ensure that developments create places that are safe, inclusive and accessible... and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience”.

Building security

- The cycle storage at the Bicester Road entrance will be vulnerable to theft due to the isolated location away from any surveillance from buildings (Reason for objection). I ask that this store is relocated closer to the buildings where it is well overlooked by surveillance and within the secure perimeter.
- I ask that a Security and Access strategy is provided, which evidences how the principles of Secured by Design have been incorporated into the scheme. This document should provide details regarding access controls, CCTV and intruder alarms that will be installed into the building. Detailed boundary treatment plans should also be provided.
- I recommend all external doors into buildings are electronically access controlled, to enable dynamic lockdown of the building to be rapidly and easily achieved in an emergency.
- I recommend a CCTV system is installed, which provides coverage of all gated entrances into the school, and all external doors or vulnerable ground floor windows which could permit access into school buildings. CCTV should also be included inside, at a minimum to include the main entrance and reception

area/foyer area and any shared use areas. It would be recommended to also provide coverage in internal circulation areas, particularly on the ground floor.

- The main entrance and foyer into the building must be easy to identify/well signposted and reception/admin staff in the building must have a clear unobstructed view of the entrance. Elevations/illustrations provided show additional fenestration detail or signage may be required to make the main entrance stand out clearly from other entrances/fire escapes.
- All ground floor glazing should be laminated glass certificated to BS EN 14449. Bin stores are very vulnerable to crime and arson, and must be robustly secured to a minimum LPS 1175 schedule 7 SR2 or equivalent.

Postal deliveries

- It is unclear from plans how post deliveries will be managed outside of the buildings opening hours. Postal deliveries should be made either via secure external post boxes certificated to DHF TS009, or via through-the-wall post boxes into a container also rated to protect against arson attacks.

Parking

- I recommend all car parks are access controlled with barriers to prevent unauthorised access and unauthorised parking/use for ASB outside of legitimate opening hours. I note the staff car park appears to have barriers on plans, I recommend barriers are also added to the “additional car park” next to the AWP.
- I highlight the potential Oxford United stadium that is proposed very close to this development – failing to adequately secure any parking facilities creates a risk that fans will use parking on match days or during other events.

Comments (10 May 2024):

Thank you for re-consulting me on the above application.

I note that this amendment includes the extension of the 2.4m weldmesh fence and gate to incorporate the cycle stores into the secure line of the school. If the gate to the north is secure during the school day, this reduces the risk of external theft however I maintain concerns that there is insufficient surveillance over the cycles due to the location of the store. It must be remembered that not all offenders are external to a development, and the isolated location of the proposed store still creates opportunities for theft and criminal damage to cycles. If the cycle store is to remain in this location, it must be fully covered by CCTV with image quality sufficient to identify an offender. The store must also be lit.

I maintain the remainder of my comments provided on 21st February 2024 which are still unaddressed.

7.7. LEAD LOCAL FLOOD AUTHORITY (OCC) – No objections subject to conditions.
Comments:

SuDS:

The approved drainage system shall be implemented in accordance with the approved Detailed Design prior to the use of the building commencing: Reference: Flood risk assessment and drainage strategy- 600822 gosford hill school

Reason: To ensure that the principles of sustainable drainage are incorporated into this proposal.

Conditions:

1. Surface Water Drainage

Construction shall not begin until/prior to the approval of first reserved matters; a detailed surface water drainage scheme for the site, 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 include:

- A Flood Exceedance Conveyance Plan;
- Comprehensive infiltration testing across the site to BRE DG 365 (if applicable)
- Detailed design drainage layout drawings of the SuDS proposals including cross-section details;
- Confirmation of any outfall details.
- Consent for any connections into third party drainage systems

2. SuDS As Built and Maintenance Details

Prior to first occupation, a record of the installed SuDS and site wide drainage scheme shall be submitted to and approved in writing by the Local Planning Authority for deposit with the Lead Local Flood Authority Asset Register. The details shall include:

- a) As built plans in both .pdf and .shp file format;
- b) Photographs to document each key stage of the drainage system when installed on site;
- c) Photographs to document the completed installation of the drainage structures on site;
- d) The name and contact details of any appointed management company information.

7.8. EDUCATION (OCC) – No objections. Comments:

The application is for the much-needed rebuild of Kidlington's existing secondary school. The project will fully address the significant suitability and condition issues faced by the school, and provide a modern learning environment.

The school construction project is being managed by the Department for Education, working in partnership with River Learning Trust, the responsible body for operating the school, and Oxfordshire County Council, as local education authority.

The school is being rebuilt as a 900-place school, in line with the needs of the local population. This scale of school has been determined in the context of the strategic developments in the adopted Cherwell Local Plan, which will require a new school to be built in Begbroke, as the scale of population growth will exceed that which could be accommodated by the existing local school site areas. As such, the proposal is in line with Oxfordshire County Council's strategic planning of school places for the area.

7.9. ARBORICULTURE (CDC) – **Objection**. Comments (6 March 2024):

Desk based assessment.

Comment – Unable to support based on current information.

The proposal includes a tree removal and retention plan, which details ten BS5837:2012 category A and B trees to be removed in order to facilitate development. The plan itself appears to have inconsistencies with trees listed as differing categories

in the schedule to what is illustrated on the plan. If trees are to be removed within the proposal, a full arboricultural impact assessment is required. The proposal comes with no detail which would be expected under an arboricultural method statement, therefore we have no assurance correct practices will be followed to ensure successful retention of all trees highlighted for retention within the plan.

I'm really unable to consider the impact of this proposal in absence of a detailed impact assessment and method statement, therefore my default position in this scenario is to object as the proposal holds potential to offer unacceptable impact arboricultural impact.

Objection. Comments (22 May 2024):

The arboricultural impact assessment reveals the majority of trees proposed for removal are facilitative to construct temporary classrooms, for a period of 14 months on the sites north boundary. This consists of the removal of an identified category A feature, cited in the AIA as offering tangible arboricultural and conservation benefits to the site. I consider the removal of this feature, particularly to facilitate temporary facilities a conflict with BS5837:2012, and CDC local plan policy ESD13 point B.235. Removal of category B features for the same reason further evidence this concern.

The footprint of the main school only requires the facilitative removal of four category B trees, which on a balance of how many are retained is acceptable subject to suitable mitigation. Being centrally located within the site, public amenity to the wider landscape is reduced.

The AMS appears acceptable, identifying suitable construction/demolition exclusion zones utilizing protective fencing to prevent physical damage, and utilization of existing hardstanding within RPAs to prevent ground damage. Suitable methodologies for working within RPAs with regard to hardstanding and utilities is provided. The AMS details suitable protection methods, and working practices.

In summary both the AIA and AMS is acceptable however, the proposal to remove category A and B features for temporary teaching facilities forms the basis of my objection.

7.10. ENVIRONMENTAL HEALTH (CDC) – **No objections.** Comments (5 February 2024):

General:

Prior to the commencement of the development, a Demolition and Construction Environment Management Plan (EMP), which shall include details of the measures to be taken to ensure demolition/ construction works do not adversely affect residential or other sensitive properties on, adjacent to or surrounding the site together with details of the consultation and communication to be carried out with the occupiers of those properties shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be carried out in accordance with approved EMP.

Noise:

Having read the noise report provided I am satisfied with it's contents and finding and have no further comments.

Contaminated Land:

Having read the read the phase 1 and 2 reports provided I am satisfied with the contents and findings. I agree that a watching brief should be taken during demolition and construction works and would recommend the following condition to be placed on any permission granted: Any contamination that is found during the course of

construction of the approved development that was not previously identified shall be reported immediately to the local planning authority. Development on the part of the site affected shall be suspended and a risk assessment carried out and submitted to and approved in writing by the local planning authority. Where unacceptable risks are found remediation and verification schemes shall be submitted to and approved in writing by the local planning authority. These approved schemes shall be carried out before the development [or relevant phase of development] is resumed or continued.

Air Quality:

Prior to the commencement of the development hereby permitted a detailed air quality impact assessment to identify the impact of the development on local air quality shall be submitted to and approved in writing by the Local Planning Authority. The assessment shall include damage cost calculations where applicable along with detailed mitigation measures proposed by the developer, in order to address any adverse impacts on local air quality. This shall have regard to the Cherwell District Council Air Quality Action Plan and no development shall take place until the Local Planning Authority has given its written approval that it is satisfied that the impact of the development on air quality has been adequately quantified.

Odour:

A scheme for the ventilation and extraction of cooking fumes shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the use hereby approved. This shall include noise and odour assessments undertaken in accordance with the requirements of BS 4142:2014:+A1:2019 Method for Rating and Assessing Industrial and Commercial Sound (or subsequent updates), and the Control of Odour and Noise from Commercial Kitchen Exhaust Systems 2022 EMAQ 2nd Edition (or subsequent updates). The approved system shall be installed and operated in accordance with the approved scheme at all times the building is in use for the purposes hereby permitted.

Light:

Prior to the first use of the development hereby approved details of the external [lighting/security lighting/floodlighting] including the design, position, orientation and any screening of the lighting shall be submitted to and approved in writing by the Local Planning Authority. Prior to the first use of the development hereby approved the lighting shall be installed and operated in accordance with the approved scheme at all times thereafter.

Comments (17 April 2024):

Having studied the lighting document provided I am satisfied with the details and understand that a further application will be made for any floodlighting that is required for the sports pitches.

I am therefore happy to remove my recommendation for the condition for lighting but my other comments and conditions still stand from my earlier response.

7.11. LANDSCAPE SERVICES (CDC) – No comments or objections received at the time of drafting the report.

7.12. SPORT ENGLAND – **No objections.** Comments:

Sport England has no comments to make on the design and layout of the school building. We note there only to be an assembly how and activity studio. There is not to be sport hall.

We would suggest there is storage provision for sport equipment for the MUGA and playing field.

The school is adjacent to Kidlington and Gosford Leisure Centre, which is heavy used along with the adjacent playing fields.

There are no details on the pitch construction. The pitch itself is very tight on the site. We would suggest moving the MUGA closer to the car park to allow 'wobble room' for the football pitch. We would also suggest omitting the nearest footpath for the same reason as moving the MUGA.

We would suggest a planning condition to ensure the football pitch and run-off area is constructed to the create standard.

As there are no details on the MUGA, we would encourage the applicants to allow for future sports lighting if it is not part of this application, which would be disappointing.

Like the construction of the football pitch, we would encourage a condition to ensure that the MUGA is built to the appropriate standards.

We would encourage a community use agreement for the football pitch, the multi-use games area and the car park to support the leisure centre.

Sport England's Position

Given the above, Sport England raises no objection to the application because it is considered to accord with exception provide of our Playing Fields Policy and paragraph 103 of the NPPF.

There are the conditions we would like to suggest CDC consider imposing:

1. The playing field and pitch shall be constructed and laid out in accordance with the planning application, 24/00070/F and Drawing No. SRP1114-ALA-ZZ-ZZ-D-L-9002 rev P03 standards and methodologies set out in the guidance note "Natural Turf for Sport" (Sport England, May 2011), and made available for use at the commencement of school's operation.
2. Prior to commencement of the Multi Use Games Area details of the design and layout of Multi Use Games Area. This should include a section through the edge of the Multi Use Games Area, levels, fencing and drainage details. Shall be submitted to and approved in writing by the Local Planning Authority in consultation with Sport England. The Multi Use Games Area shall be constructed in accordance with the approved design and layout details.
3. Within 12 months of the date of this permission, a Community Use Scheme shall be submitted to and approved in writing by the Local Planning Authority. The Scheme shall include details of pricing policy, hours of use, access by non-school users, management responsibilities and include a mechanism for review. The approved Scheme shall be implemented upon commencement of use of the development.

If you wish to amend the wording of the condition(s) or use another mechanism in lieu of the condition(s), please contact us to discuss. Sport England does not object to amendments to conditions, provided they achieve the same outcome, and we are involved in any amendments.

7.13. RECREATION AND LEISURE (CDC) – Comments:

- Is the school looking to include floodlighting on the MUGA? Floodlighting will allow for further usage by the community.

- No specifications for the sports facilities provided, please provide further details. MUGA and pitches should be in line with Sport England / FA standards. Need to ensure the run-off space for the grass pitch next to the MUGA is sufficient.
- Details of any Community Use Agreement to include the new facilities.
- In line with the current Joint Use Agreement and Head lease, need to ensure there is adequate car parking for sports centre users in the 'shared' car park post construction.
- Impact of the building work on the Kidlington & Gosford Leisure Centre, which will remain open throughout the building work. Need to ensure there are enough parking spaces for sports centre users in the 'shared' car park during the construction phase.

7.14. LOCAL HIGHWAYS AUTHORITY (OCC): no objections subject to an obligation to enter into a S278 agreement as detailed below and Planning Conditions as detailed below. Comments:

Introduction

The proposals are to completely replace the existing school buildings with a new building on a different footprint. Staff numbers are expected to stay the same, but the number of pupils will be limited to 900 compared with a current capacity of 1050.

Access arrangements

The vehicular and primary pedestrian access from the A4260 Oxford Road will remain unchanged. There is a signal-controlled crossing of Oxford Road and an informal crossing point on the service road, leading to a footway that is separated from the access road by railings.

Accessibility of the school by active travel modes will be greatly improved by the proposed reopening of the path connecting to Bicester Road, to the north of the site.

Bicester Road has a 20mph speed limit and has advisory cycle lanes on both sides of the carriageway. The identified cycling measures in the Kidlington Local Cycling & Walking Infrastructure Plan (LCWIP) are as follows.

An off-carriageway cycle path will make the route safer in the future and will help to encourage more cycling trips to the school.

It is understood that the access from Bicester Road used to be open to vehicles as well as pedestrians and cyclists. There is one recorded collision between a pedestrian and a vehicle turning into the site; this may have been a contributory factor in the closure of the access. However, it is unlikely that there are restrictions preventing the access from being opened up at any time, but as it is likely to attract a significant number of pedestrians and cyclists it must be ensured that appropriate safety measures are put in place.

Many of the students (and possibly staff) will approach the school from the north, via Evans Lane and Blenheim Road. This means they will need to cross Bicester Road, which I understand may often have on-street car parking at that location (although none was present during my site visit). Parking is likely to become more common at school drop-off and pick-up times unless measures are introduced.

I have discussed the matter with Road Safety Lead Engineer and we consider that a humped Zebra crossing somewhere between Evans Lane and the entrance would be appropriate in this situation. This feature would have the benefits of providing a safe

crossing point, preventing on-street parking and reducing vehicle speeds. The location of such a crossing will be influenced by the presence of private vehicle accesses. Following my visit, I consider the best location would be in line with the school entrance, with a slight offset to the west. The school gate may be set back in the opening to create more space where pupils may tend to congregate.

A humped Zebra would be consistent with that in-place approximately 120m to the east. If it is demonstrated to not be feasible at that location by the Road Safety Audit, then it may be possible 40m to the west, where the diagonal footway emerges from Evans Lane. Yellow "School Keep Clear" zig-zag markings may be used across the entrance (and possibly on the other side of the road too, as outside Edward Field School) if the Zebra is away from the entrance, or if a Zebra is not possible.

The hump on which the Zebra crossing sits should be wide enough, if possible, to allow future conversion to a parallel crossing (for cyclists) without having to extend the hump. In the future, it may be possible to introduce off-carriageway cycle facilities on the north side of Bicester Road or along Evans Lane, and this would require a crossing that cyclists could use to access the school.

Public transport

There is excellent provision of public transport services along Oxford Road, as identified in the Transport Assessment.

Site layout

Access into and through the site has been carefully considered, as demonstrated by the Access and Circulation drawing in Appendix C of the Transport Assessment (TA).

Student cycle parking is well distributed so that approximately half will serve those using the main entrance and half for the Bicester Road entrance. However, it is noted that the latter cycle parking is outside of the gate. If there is no gate at the north end of the access route (none is shown), the cycle store will be accessible to the general public and will not be secure.

Car and cycle parking

Section 3.2 of the TA suggests that OCC guidance for car parking is one space per four staff and one space per ten students. This is not something I recognise; the OCC document Parking Standards for New Developments (2022) says in Table 5, Use Class F1 (incl. education), "Site specific assessment required based on travel plan and operational needs."

Given that the proposed new building is a straight replacement for the existing facility, and that the number of staff will remain the same, it is considered reasonable that the car parking provision stays virtually the same as before. The OCC requirement for 25% of spaces to have EV charging facilities will be met (26 out of 102).

Minimum cycle parking spaces are determined at one per 20 staff and one per ten students. This would be four and 90 spaces respectively, meaning that the proposed provision (ten and 106) will be adequate.

Traffic impact

It is agreed that there will not be an increase in vehicle trips resulting from the development, so there is no need to carry out any further assessment.

Travel Plan

As the development is not a new school, nor an expansion of an existing school, OCC will not request a School Travel Plan.

The Travel Planning team officer has commented that it is an idea opportunity to ensure the correct infrastructure is in place to facilitate active, sustainable travel. I believe this is the case with the inclusion of a Zebra crossing on Bicester Road. One additional, useful facility would be a cycle maintenance station.

Planning Conditions:

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

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. Thereafter, the development shall not be carried out other than in accordance with the approved CTMP.

Reason: In the interests of highway safety and the residential amenities of neighbouring occupiers and to comply with Government guidance contained within the National Planning Policy Framework.

Prior to the first use or occupation of the development hereby permitted, covered cycle parking facilities shall be provided on the site in accordance with details which shall be firstly submitted to and approved in writing by the Local Planning Authority. Thereafter, the covered cycle parking facilities shall be permanently retained and maintained for the parking of cycles in connection with the development.

Reason - In the interests of sustainability, to ensure a satisfactory form of development and to comply with Government guidance contained within the National Planning Policy Framework.

The development shall not be used or occupied until the parking and manoeuvring areas have been provided in accordance with the plan hereby approved and have been constructed, laid out, surfaced, drained and completed in accordance with specification details which shall have been submitted to and approved in writing by the Local Planning Authority prior to the commencement of development, and shall be retained unobstructed except for the parking and manoeuvring of vehicles at all times thereafter.

Reason - In the interests of highway safety and to comply with government guidance contained within the National Planning Policy Framework. Specification details are required prior to commencement of development to ensure the details are appropriate before groundwork is commenced.

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
- SLE4: Improved Transport and Connections

- BSC7: Meeting Education Needs
- BSC10: Open Space, Outdoor Sport and Recreation Provision
- ESD1: Mitigating and Adapting to Climate Change
- ESD2: Energy Hierarchy and Allowable Solutions
- ESD3: Sustainable Construction
- ESD5: Renewable Energy
- ESD6: Sustainable Flood Risk Management
- ESD7: Sustainable Drainage Systems (SuDS)
- ESD10: Protection and Enhancement of Biodiversity and the Natural Environment
- ESD13: Local Landscape Protection and Enhancement
- ESD15: The Character of the built and historic environment

CHERWELL LOCAL PLAN 1996 SAVED POLICIES (CLP 1996)

- C28: Layout, design and external appearance of new development
- C31: Compatibility of proposals in residential areas
- TR1: Transportation Funding
- ENV1: Development likely to cause detrimental levels of pollution

8.3. Other Material Planning Considerations

- National Planning Policy Framework (NPPF)
- Planning Practice Guidance (PPG)
- 'Planning for schools development': statement (15 August 2011).

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
- Residential Amenity
- Highways
- Ecology and Biodiversity
- Flood Risk and Drainage
- Trees
- Other Matters

Principle of Development

9.2. Government guidance contained within the NPPF explains that the purpose of the planning system is to contribute to the achievement of sustainable development. This is defined as meeting the needs of the present without compromising the ability of future generations to meet their own needs.

9.3. Paragraph 99 of the NPPF is clear that the Government attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities. It goes on to state that Local Planning Authorities should:

- give great weight to the need to create, expand or alter schools through the preparation of plans and decisions on applications; and
- work with schools promoters, delivery partners and statutory bodies to identify and resolve key planning issues before applications are submitted.

- 9.4. The 'Planning for schools development: statement' is also a relevant material consideration; which emphasises the government's commitment to meeting demand and providing choice and opportunity and raising standards in state-funded education (including Academies and free schools). It states the creation and development of state-funded schools is strongly in the national interest and that planning decision-makers should support that objective.
- 9.5. Policy PSD1 of the Cherwell Local Plan (CLP) 2015 accords with the NPPF's requirement for sustainable development and that planning applications that accord with policies in the statutory Development Plan will be approved without delay.
- 9.6. Policy BSC7 of the CLP 2015 reflects the provisions and aims of the NPPF, acknowledging that continued provision of primary and secondary education, along with early years and lifelong learning will be required throughout the District to accommodate population growth, stating that: 'The Council will work with partners to ensure the provision of pre-school, school, community learning and other facilities which provide for education and the development of skills. New school buildings should be located in sustainable locations'.
- 9.7. The proposal seeks to demolish and re-build the existing school, within the existing curtilage of the site, on the basis that the current facility is outdated and dilapidated in places. The re-build seeks to modernise and create a more carbon neutral facility, in line with DfE's Spec 21. The supporting Planning Statement asserts that the current facility has surplus capacity, with the new school proposed to have a reduced capacity of 900 pupils from Year 7-13, down from its current capacity of 1,050. Notwithstanding this, the Pupil Place Plan 2023 and the Planning Statement asserts that the increase in demand for secondary school places as a result of the Cherwell Local Plan 2011-2031 (Part 1) Partial Review which allocated an additional 4,400 homes expected to be delivered across North Oxford, Kidlington and Begbroke/Yarnton is beyond the time covered by current forecasts which extend up to 2026/2027.
- 9.8. The County Council (as Statutory Education Provider) has confirmed its support for the principle of the proposal, stating that this project would complement any future educational provision for the planned strategic development at Begbroke (PR8), and does not change the County Council's assessment of the provision, which will be required as a result of the Begbroke development.
- 9.9. Sport England has raised no objections to this as it considered to accord with their Playing Fields Policy and Paragraph 103 of the NPPF. Given that the playing pitches themselves would not be affected by the development, the loss of the section of playing field is considered to be acceptable.
- 9.10. The principle of development is therefore considered to comply with the provisions and aims of Policies ESD1 of the CLP 2015. Thus, the overall principle of development, in sustainability terms, is acceptable. However, the overall acceptability of the proposal is subject to other considerations such as the impact of the proposal on the visual amenity of the site and surrounding area, impact on neighbours and highway safety, which are addressed below.

Design and Impact on the Character of the Area

- 9.11. The Government attaches great importance to the design of the built environment within the NPPF. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people. These aims are also echoed within Policy ESD15 of the CLP 2015, which looks to promote and support development of a high standard that contributes

positively to an area's character and identity by creating or reinforcing local distinctiveness.

- 9.12. Saved Policy C28 of the CLP 1996 states that control will be exercised over all new development to ensure that standards of layout, design and external appearance are sympathetic to the character of the context of that development. Given the location and context of the site, I would not consider the site to be particularly sensitive to visual change, subject to existing natural boundaries being retained.
- 9.13. The proposed buildings would be set within the context of the existing school site and would be viewed in this setting. The 'L' shaped, 3-storey block in the central section of the site, is larger in scale than the original pre-app submission (2-storey), it nevertheless appears to be a logical layout. This proposal represents a consolidation of the existing sprawling one-to-three storey buildings within the site to a concentrated area nearest the functional recreational buildings of the leisure centre and provides opportunity for extension in the future, if required. Further, this proposal steps the building further away from the neighbouring dwellings and would ensure that the building remains well screened from the public realms of Bicester Road and Oxford Road. The 'L'-shaped building provides good links to the sports pitches and leisure centre to the south, with the MUGA and football pitch located to the north of the site.
- 9.14. The proposed replacement building would be constructed within the existing school complex and there would be little opportunity to view the proposals from the public domain outside of the school complex from Oxford Road and Bicester Road; although there may be some glimpsed views possible through gaps provided by the entrance road to the site. The replacement building would be visible within the school and leisure centre complex and would be an additional storey higher than some of the existing buildings to which it would replace. However, the proposal would respond positively to the existing modern recreational buildings of the leisure centre.
- 9.15. The re-siting of the car park and sports provision are at ground level and are not considered to have a significant impact on the character and appearance of the area from outside the school and leisure centre complex. Further, it reduces the level of parking upon entering the school complex, allowing the proposed new building to provide a visually obvious physical entrance to the school and to create a sense of arrival at the school, which the existing car park currently does not allow for.
- 9.16. The proposed palette of materials is considered to be responsive and in-keeping with the existing context of the school and leisure complex. The use of school colours is supported as it further adds architectural interest to the building on its own.
- 9.17. It is disappointing to see that in order to accommodate the temporary buildings on site during construction, the removal of trees and hedgerows to the northern boundary of the site (to the rear of residential dwellings 36 – 60 Bicester Road) are required. This will inevitably result in some harm to the character and appearance of the site and immediate locale. However, once the temporary buildings are removed from site, trees and hedgerow planting would take place to replace some of this loss. That being said, the loss of the existing trees is not considered so significant to warrant the refusal of planning permission on this basis.
- 9.18. There are several trees along the boundary of the site. The trees worthy of protection would be retained, and this is supported by the Council's Arboricultural Officer. Further, a Tree Retention and Removal Plan was submitted as part of the application, and this is proposed to be conditioned.

- 9.19. The proposed development therefore complies with Policy ESD15 of the CLP 2015, saved Policy C28 of the CLP 1996 and Government guidance contained within the NPPF.

Residential Amenity

- 9.20. Paragraph 191 of the NPPF advises that planning policies and decisions should also ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development.
- 9.21. Saved Policy C31 of the CLP 1996 requires that in existing residential areas, any development which is not compatible with the residential character of the area, should not cause an unacceptable level of nuisance or visual intrusion. These provisions are echoed in Policy ESD15 of the CLP 2015 which states that: 'new development proposals should consider amenity of both existing and future development, including matters of privacy, outlook, natural lighting, ventilation and indoor and outdoor space'.
- 9.22. Saved Policy ENV1 of the CLP 1996 seeks to ensure that the amenities of the environment, and in particular the amenities of residential properties, are not unduly affected by development proposals which may cause environmental pollution including noise and light pollution and traffic generation.
- 9.23. The proposed consolidation of buildings into one building would be situated further away (the building would be situated approximately 130 metres from the properties fronting the Bicester Road and 80 metres from the properties situated fronting Oxford Road compared to the existing buildings which are situated approximately 40 metres from properties fronting the Bicester Road and 50 metres from the properties fronting Oxford Road). Officers conclude that the increase in the distance from the closest neighbours to the proposed main body of the replacement school mitigates any harm that would result from the proposed taller building.
- 9.24. The proposals seek to provide the main staff car park within close proximity to residential boundaries (rear gardens of properties on Oxford Road). The car park is screened by existing residential boundary treatments and trees, which are proposed to be retained. A noise assessment was undertaken and submitted as part of the application, which outlined that the external areas (playing fields and playgrounds) satisfy recommended good practice. Further to this, the Council's Environmental Health Officer did not provide any objections in this regard.
- 9.25. There is no floodlighting currently proposed for the new sports pitches (4 court MUGA and a football pitch) as lighting is not funded as part of the redevelopment. Any lighting proposed in the future would therefore be subject to an additional planning application. While the Environmental Protection Officer noted that the Noise Assessment supporting this application stated the noise levels would not be above 50db at the nearest noise sensitive receptor, which is the recommended level for such a pitch, the MUGA and football pitch would be situated approximately 15 metres from the site boundary with residential properties fronting Bicester Road. Given this proximity, a condition is recommended to ensure that the hours of use do not unduly affect the neighbouring residents.
- 9.26. Part of the proposals require the expansion of the existing electricity substation within the site. Careful consideration has been given to its siting, scale, potential noise generation and relationship to existing neighbouring residential properties. The substation is proposed to sit within the car park, adjacent to the Leisure Centre and

existing sports pitch. The Council's Environmental Health Officer agreed with the findings of the Noise Report and that this was an acceptable location.

- 9.27. The submitted Construction Environmental Management Plan (CEMP) identified that there is potential for medium level impact in relation to noise and dust during construction with regards to residential dwellings adjacent the site. There is low impact identified in relation to vibration, fumes, visual and pollution. The CEMP has identified working hours of the site in order to remain respectful and mitigate the disruption to residents where possible. Restrictions would also be in place on construction deliveries during peak school drop off/ pick up times. Measures to control noise and dust measures are also included in this document. Whilst it is acknowledged that some harm to neighbouring properties will be caused during the construction phases of development, Officers are satisfied that measures are in place to ensure the impact of construction is of an acceptable level. Further to this, the Council's EHO considered the CEMP acceptable.
- 9.28. Officers acknowledge that the re-opening of Bicester Road would result in some harm to neighbouring residents, particularly given this access has been closed for a significant amount of time. That being said, the access would be for pedestrians and bicyclists once construction is completed and would most commonly used during peak school access hours of 08:00 – 09:00 and 15:00 – 16:00 in term time. This impact is therefore concentrated and limited. Further, as planning permission is not required for the re-opening of this access, it would not be reasonable for planning permission to be refused on this basis.
- 9.29. The proposed development therefore complies with Policy ESD15 of the CLP 2015, saved Policies C28 and ENV1 of the CLP 1996 and Government guidance contained within the NPPF.

Highway Safety

- 9.30. Policy SLE4 of the CLP 2015 states that development which is not suitable for the roads that serve the development, and which would have a severe traffic impact will not be supported and that new development should facilitate the use of sustainable modes of transport such as public transport, walking and cycling. It also requires that new development provide financial and/or in-kind contributions to mitigate the transport impacts of development.
- 9.31. The NPPF has similar stipulations requiring opportunities to promote walking, cycling and public transport to be identified and pursued and ensuring that patterns of movement are integral to the design of schemes. It also requires that safe and suitable access to the site can be achieved for all users and that development should only be refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- 9.32. As a result of the proposal, staff numbers are expected to remain the same with student numbers reducing to 900 from the current capacity of 1,050. The Local Highways Authority (LHA) considered that there would not be an increase in vehicle trips resulting from the development and therefore the proposal is considered acceptable in principle.
- 9.33. The re-opening of a pedestrian/ bicycle access to the north of the site from Bicester Road is also included in this proposal. This element would help to improve access to the school for pedestrians and cyclists to the north of the school, as noted by the LHA. Although the reopening of the access does not require planning permission, the LHA has required that a raised zebra crossing be provided between Evans Lane and the

Bicester Road pedestrian access point in order to alleviate any conflict between pedestrians and vehicles.

- 9.34. The proposed development therefore complies with Policies ESD15 and SLE4 of the CLP 2015, and Government guidance contained within the NPPF in respect of highway safety.

Ecology and Biodiversity

- 9.35. Paragraph 180 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.
- 9.36. Paragraph 186 states that when determining planning applications, local planning authorities should apply the following principles: a) if significant harm to biodiversity resulting from a development cannot be avoided, adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused; 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.
- 9.37. Paragraph 191 of the NPPF states that planning decisions should also ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development. In doing so they should (amongst others) limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation.
- 9.38. Policy ESD10 of the CLP 2015 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.
- 9.39. These policies are both supported by national policy in the NPPF and also, under Regulation 43 of Conservation of Habitats & Species Regulations 2017, it is a criminal offence to damage or destroy a breeding site or resting place, unless a licence is in place.
- 9.40. The Planning Practice Guidance dated 2014 post-dates the previous Government Circular on Biodiversity and Geological Conservation (ODPM Circular 06/2005), although this remains extant. The PPG states that Local Planning Authorities should only require ecological surveys where clearly justified, for example if there is a reasonable likelihood of a protected species being present and affected by development. Assessments should be proportionate to the nature and scale of development proposed and the likely impact on biodiversity.
- 9.41. The site plans demonstrate large areas of green space would be incorporated into the school grounds, the proposed development will deliver a net gain of 7.84% area habitat units on site, which complies with Policy ESD10 of the CLP 2015. However, the proposal also results in 100% net loss in the linear hedgerow, which the Ecologist raises an objection over. The Ecologist has stated that this matter can be overcome

through a pre-commencement condition, although following the submission of a Planting Scheme, Officers consider this is not required.

- 9.42. A Planting Strategy (drawing number SRP1114-ALA-ZZ-ZZ-D-L-9017) was submitted following the Ecologist's comments on 21 May to identify an area of hedgerow and 23 trees to be planted following the removal of the temporary buildings. It is disappointing to see the loss of the linear habitat in its entirety in order to accommodate temporary buildings. However, the incorporation of additional new planting to mitigate some of this harm is welcomed and therefore considered sufficient to overcome the reason for objection, given the overall benefits of the scheme.
- 9.43. The lighting plan identifies that trees along the western boundary would be subject to >1 Lux, which is not ideal for bats using this area. A condition has therefore been included to require details of an external lighting strategy to include lighting sensors as the existing lighting layout plan does not address this.
- 9.44. Officers are satisfied, in the absence of any objection from Natural England and the Council's Ecologist, and subject to conditions, that the welfare of any European Protected Species found to be present at the site and surrounding land will continue and be safeguarded notwithstanding the proposed development and 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.

Flood Risk and Drainage

- 9.45. Section 14 of the NPPF covers the issue of meeting the challenge of climate change, flooding and coastal change. Paragraph 173 of the NPPF states that *'when determining any planning applications, local planning authorities should ensure that flood risk is not increased elsewhere. Where appropriate, applications should be supported by a site-specific flood risk assessment. Development should only be allowed in areas at risk of flooding where, in the light of this assessment (and the sequential and exception tests, as applicable) it can be demonstrated that:*
- a) *within the site, the most vulnerable development is located in areas of lowest flood risk, unless there are overriding reasons to prefer a different location;*
 - b) *the development is appropriately flood resistant and resilient;*
 - c) *it incorporates sustainable drainage systems, unless there is clear evidence that this would be inappropriate;*
 - d) *any residual risk can be safely managed; and*
 - e) *safe access and escape routes are included where appropriate, as part of an agreed emergency plan.'*
- 9.46. Paragraph 175 of the NPPF continues by stating that *'major developments should incorporate sustainable drainage systems unless there is clear evidence that this would be inappropriate.'*
- 9.47. Policy ESD6 of the CLP 2015 replicates national policy in the NPPF with respect to assessing and managing flood risk. In short, this policy resists development where it would increase the risk of flooding and seeks to guide vulnerable developments (such as residential) towards areas at lower risk of flooding.
- 9.48. Policy ESD7 of the CLP 2015 requires the use of Sustainable Urban Drainage Systems (SuDS) to manage surface water drainage systems. This is with aim to manage and reduce flood risk in the district.

- 9.49. The application site is located within a very low risk area for flooding, with a chance of flooding of less than 0.1% each year. A Flood Risk Assessment and Drainage Strategy was submitted as part of the application (dated 19 December 2023). The LLFA has reviewed the information and have supported the proposal, subject to recommended conditions.
- 9.50. Officers are satisfied, and subject to conditions, that the proposal therefore complies with Policies ESD6 and ESD7 of the CLP 2015 and Government guidance contained within the NPPF.

Trees

- 9.51. Following an objection from the Council's Arboricultural Officer, an updated Tree Retention and Removal Plan was provided, along with an Arboricultural Method Statement and Arboricultural Impact Assessment. The submitted Arboricultural Method Statement and Arboricultural Impact Assessment provide substantial guidance and information in relation to the management of trees on site during the course of construction and with regards to the removal of trees.
- 9.52. The Council's Arboricultural Officer raised a further objection due to the loss of the hedgerow and trees to the rear of the dwellings of 36 – 60 Bicester Road in order to accommodate the temporary buildings during construction. The agent advised that the temporary buildings cannot be sited elsewhere on the site due to operational requirements during demolition and construction. However, once the temporary buildings are removed from site, trees and hedgerow planting should go some way in mitigating their loss.

Neighbour Comments

- 9.53. A number of objections were received with regards to the re-opening of the Bicester Road entrance and the risk this would pose to highway safety. The LHA did not object to the reopening of this access, providing a raised zebra crossing on Bicester Road is constructed as part of highway mitigation works. The LHA did not consider that the re-opening of this access would result in additional vehicular traffic directed to Bicester Road, particularly given the slight drop in pupil numbers accommodated by this proposal. The re-opening of the access would also result in the dispersal of pupil numbers between the two entrances rather than pupils entering the school via one access point.
- 9.54. The potential impact on the value of property as a result of the re-opening of the Bicester Road access is not a material planning consideration and cannot be taken into account.
- 9.55. As advised by the School Place Planning Lead, in their response to the planning consultation, the school is being rebuilt as a 900-place school, in line with the needs of the local population, which was determined in the context of the strategic developments in the adopted CLP 2015. The slight reduction in pupil numbers, as a result of the proposed scheme, is therefore not considered to be a negative of the scheme.
- 9.56. As mentioned previously, the re-opening of Bicester Road would result in some harm to neighbouring residents, particularly given this access has been closed for a significant amount of time. That being said, the access would be for pedestrians and bicyclists once construction is completed and would most commonly be used during peak school access hours of 08:00 – 09:00 and 15:00 – 16:00 in term time. This impact is therefore concentrated and limited. Further, as planning permission is not

required for the re-opening of this access, it would not be reasonable for planning permission to be refused on this basis.

- 9.57. Comments were raised with regard to site parking and access to the leisure centre. Temporary parking during construction will remain accommodated within the site and access to the leisure centre will be accommodated throughout construction. Following construction, parking at the site will remain virtually unchanged, as noted by the LHA.

Other Matters

- 9.58. It is noted that the Environmental Health Officer (EHO) recommended a pre-commencement condition to submit an Air Quality Impact Assessment. Given that as a result of this application, pupil numbers would not change, the development will have zero adverse impact on local air quality. Further to this, the criterion for information to be provided within an Air Quality Impact Assessment is '*Annual Average Daily Traffic (AADT) split between light duty vehicles (LDV) and heavy duty vehicles (HDV) (>3.5 tonnes, i.e. HGV, buses and coaches), and average speed for any roads predicted to experience a change in traffic of >100 LDVs or 25 HDVs per day as a result of the proposed development operation.*' The proposed development would not experience a change of more than 100 LDVs or 25 HDVs per day due to there being no discernible change in traffic resulting from the proposed development operation, therefore this criterion is not triggered. The Council's EHO has confirmed that the condition relating to Air Quality Impact Assessment is therefore not required in this instance.
- 9.59. With regards to the Combustion Plant and how this affects air quality, the heating/hot water strategy would use emission free techniques as described within the Energy Report (i.e. ground source heat pumps and PV cells). These would not need to be quantitatively assessed in the air quality assessment.
- 9.60. The Crime Prevention Design Advisor (TVP) has raised a holding objection with regards to building safety, postal deliveries and parking. The scheme has been designed with the intention to achieve the measures promoted by Secured by Design. However, the agent has advised that formal accreditation was unnecessary in this instance but confirmed that they will ensure bin stores are lockable, postal deliveries will be managed by reception and provide access controls on inner doors to stop unauthorised entry, all of which would overcome the key concerns raised by TVP.
- 9.61. The proposed fencing around the site was amended following the TVP's comments so that the 2.4-metre-high security fencing is now proposed immediately adjacent to the access from Bicester Road which would ensure the security of the cycle store, whilst accommodating the school's preference for the cycle store to remain in that location. It is therefore considered that matters in relation to crime prevention have been sufficiently addressed.

10. PLANNING BALANCE AND CONCLUSION

- 10.1. In reaching an informed decision on planning applications there is a need for the Local Planning Authority to undertake a balancing exercise to examine whether the adverse impacts of a development would be outweighed by the benefits such that, notwithstanding the harm, it could be considered sustainable development within the meaning given in the NPPF. In carrying out the balancing exercise it is, therefore, necessary to take into account policies in the development plan as well as those in the NPPF.
- 10.2. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires planning applications to be determined against the provisions of the development plan unless

material considerations indicate otherwise. The NPPF supports this position and adds that proposals that accord with an up-to-date development plan should be approved and those which do not should normally be refused unless outweighed by other material considerations.

- 10.3. The proposed development would improve upon the existing secondary educational provision within this part of Kidlington. The proposed development would represent a positive visual addition to the character and appearance of the area, given the design approach which is considered appropriate in the context of the school site. The proposals would not be to the detriment of the levels of sports provisions; indeed, it would provide improved facilities.
- 10.4. Whilst it is disappointing to see the scheme would result in the loss of established trees in order to accommodate temporary buildings in one area of the site, it is not possible to site the temporary buildings in another area of the site due to impacts during the demolition and construction phases of development. Following objections from the Council's Ecologist and Arboricultural Officer, a Planting Scheme was submitted to outline the planting of a new hedgerow and additional 23 trees in that area of the site to overcome some of the harm from the loss of trees.
- 10.5. Subject to conditions, the proposed development would not cause harm to the safety of the local highway network, residential amenity, sustainable drainage systems or increase potential flood-risk at the site or on adjacent land. Whilst a small area of ecological value would be lost, some harm is overcome through the re-planting of a new hedgerow and trees.
- 10.6. Whilst the loss of mature trees and hedgerow is unfortunate, the clear benefits of providing a new educational facility for the local community significantly outweighs the harm identified. As set out in the report above, all other areas of concerns can be effectively mitigated by condition. It is therefore concluded that the proposal amounts to sustainable development and is therefore recommended for approval.

11. RECOMMENDATION

GRANT PERMISSION, SUBJECT TO THE CONDITIONS SET OUT BELOW (AND ANY AMENDMENTS TO THOSE CONDITIONS AS DEEMED NECESSARY)

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:

Drawing numbers:

SRP1114-ALA-ZZ-ZZ-D-L-9001 Rev P03 (Site Location Plan)
SRP1114-ALA-ZZ-ZZ-D-L-9002 Rev P03 (Illustrative Masterplan)
SRP1114-STL-01-00-D-A-0100 Rev P05 (Proposed Ground Floor Plan)
SRP1114-STL-01-01-D-A-0101 Rev P05 (First Floor Plan)
SRP1114-STL-01-02-D-A-0102 Rev P05 (Proposed Second Floor Plan)
SRP1114-STL-01-R1-D-A-0103 Rev P03 (Proposed Roof Plan)
SRP1114-STL-01-ZZ-D-A-0210 Rev P03 (Proposed North and East

Elevations)
SRP1114-STL-01-ZZ-D-A-0211 Rev P03 (Proposed South and West Elevations)
SRP1114-STL-ZZ-ZZ-D-A-0320 Rev P02 (Proposed Site Sections)
SRP1114-STL-01-ZZ-D-A-0310 Rev P02 (Proposed Building Sections)
SRP1114-STL-01-ZZ-D-A-0311 Rev P02 (Proposed Building Sections 2)
SRP1114-ALA-ZZ-ZZ-D-L-9019 Rev P02 (Site Section 1 of 3)
SRP1114-ALA-ZZ-ZZ-D-L-9020 Rev P02 (Site Section 2 of 3)
SRP1114-ALA-ZZ-ZZ-D-L-9021 Rev P02 (Site Section 3 of 3)
SRP1114-STL-01-ZZ-D-A-0501 Rev P02 (Site Solar Study – Autumn Equinox)
SRP1114-STL-01-ZZ-D-A-0500 Rev P02 (Site Solar Study – Summer Solstice)
SRP1114-STL-01-ZZ-D-A-0502 Rev P02 (Site Solar Study – Winter Solstice)
SRP1114-STL-01-ZZ-D-A-0503 Rev P02 (Site Solar Study – Spring Solstice)
SRP1114-STL-01-ZZ-I-A-0600 Rev P02 (Proposed External Views – Entrance)
SRP1114-STL-01-ZZ-I-A-0602 Rev P02 (Proposed External Views – Aerial Views)
SRP1114-STL-01-ZZ-I-A-0601 Rev P02 (Proposed External Views – External Courtyard)
SRP1114-STL-01-ZZ-I-A-0603 Rev P02 (Proposed Internal Views – Internal Views (1 of 2))
SRP1114-STL-01-ZZ-I-A-0604 Rev P02 (Proposed Internal Views – Internal Views (2 of 2))
SRP1114-BNK-00-00-D-X-4000 Rev 00 (Logistics Plan)
SRP1114-BNK-00-00-D-X-4001 Rev 00 (Logistics Plan – Phase 1)
SRP1114-ALA-ZZ-ZZ-D-L-9006 Rev P02 (Access and Circulation)
SRP1114-ALA-ZZ-ZZ-D-L-9010 Rev P03 (Detailed Landscape General Arrangement 1 of 5)
SRP1114-ALA-ZZ-ZZ-D-L-9011 Rev P03 (Detailed Landscape General Arrangement 2 of 5)
SRP1114-ALA-ZZ-ZZ-D-L-9012 Rev P03 (Detailed Landscape General Arrangement 3 of 5)
SRP1114-ALA-ZZ-ZZ-D-L-9013 Rev P03 (Detailed Landscape General Arrangement 4 of 5)
SRP1114-ALA-ZZ-ZZ-D-L-9014 Rev P03 (Detailed Landscape General Arrangement 5 of 5)
SRP1114-ALA-ZZ-ZZ-D-L-9027 Rev P03 (Tree Retention and Removal Plan 1 of 2)
SRP1114-ALA-ZZ-ZZ-D-L-9018 Rev P03 (Tree Retention and Removal Plan 2 of 2)
SRP1114-BNK-00-00-D-X-4002 (Logistics Plan – Phase 2)
SRP1114-BNK-00-00-D-X-4003 (Logistics Plan – Phase 3)
SRP1114-ALA-ZZ-ZZ-D-L-9009 Rev P02 (Urban Greening Factors)
SRP1114-ALA-ZZ-ZZ-D-L-9008 Rev P02 (BB103 Areas)
SRP1114-ALA-ZZ-ZZ-D-L-9029 Rev P02 (Tree Retention and Removal Plan – Temp Accommodation)
SRP1114-RPS-ZZ-ZZ-D-E-6314 Rev P01 (External Lighting Layout)
SRP1114-ALA-ZZ-ZZ-D-L-9004 Rev P04 (Fencing General Arrangement 1 of 2)
SRP1114-ALA-ZZ-ZZ-D-L-9017 (Planting Strategy)

Documents:
Planning Statement (dated December 2023)
Design and Access Statement (dated 20 December 2023)
Bat Emergence and Re-entry Surveys (dated 3 October 2023)
Primary Ecological Appraisal (dated 19 October 2022)
Noise Impact Assessment (dated 19 December 2023)
Statement of Community Involvement (dated 15 December 2023)
Transport Assessment (dated 18 December 2023)

Interim Travel Plan (dated 18 December 2023)
Photovoltaics Statement (dated 19 December 2023)
Energy Report (dated 20 December 2023)
Flood Risk Assessment and Drainage Strategy (dated 19 December 2023)
Phase 1 Geo-environmental Desk Study Report (dated September 2022)
Arboricultural Impact Assessment (dated March 2024)
Arboricultural Method Statement (dated March 2024)
Biodiversity Net Gain Assessment (dated May 2024)
Habitat Monitoring and Maintenance Assessment (dated May 2024)
Construction Environmental Management Plan (dated 15 May 2024)

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. Bat licence: Where an offence under Regulation 43 of the Habitats and Species Regulations 2017 ((or any regulation revoking or re-enacting or amending that regulation) is likely to occur in respect of the development hereby approved, no works of site clearance, demolition or construction shall take place which are likely to impact on bats until a licence to affect such species has been granted in accordance with the aforementioned Regulations and a copy thereof has been submitted to the Local Planning Authority.

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 Part 1 and Government guidance contained within the National Planning Policy Framework.

4. Bat boxes: Full details of a scheme for the location of bat boxes shall be submitted to and approved in writing by the Local Planning Authority. Thereafter and prior to the occupation of any building, the bat boxes shall be installed on the site in accordance with the approved details.

Reason: To protect habitats of importance to biodiversity conservation from any loss or damage in accordance with Policy ESD10 of the Cherwell Local Plan 2011-2031 Part 1 and Government guidance contained within the National Planning Policy Framework.

5. HMMP: The development shall be undertaken in accordance with the recommendations set out in sections 3-6 of the Habitat Monitoring and Maintenance Plan dated May 2024.

Reason: To protect habitats of importance to biodiversity conservation from any loss or damage in accordance with Policy ESD10 of the Cherwell Local Plan 2011-2031 Part 1 and Government guidance contained within the National Planning Policy Framework.

6. Surface and foul water: Before any above ground works commence a scheme for the provision and implementation of foul and surface water drainage has been submitted to and approved in writing by the Local Planning Authority. The drainage works shall be constructed and completed in accordance with the approved plans before the first occupation of any of the buildings/dwellings hereby approved and shall be maintained as such thereafter.

Reason: To ensure satisfactory drainage of the site in the interests of achieving sustainable development, public health, to avoid flooding of adjacent land and

property to comply with Policy ESD6 of the Cherwell Local Plan 2011-2031 Part 1, saved Policy ENV1 of the Cherwell Local Plan 1996 and Government guidance contained within the National Planning Policy Framework.

7. SuDS Details: Prior to occupation of the development hereby approved, a record of the installed SuDS and the site wide drainage scheme shall be submitted to and approved in writing by the Local Planning Authority for deposit with the Lead Local Flood Authority Asset Register. The details shall include:

- 1) As built plans in both .pdf and .shp file format;
- 2) Photographs to document each key stage of the drainage system when installed on site;
- 3) Photographs to document the completed installation of the drainage structures on site;
- 4) The name and contact details of any appointed management company information.

Reason: To ensure satisfactory drainage of the site and appropriate flood prevention and to comply Policy ESD 7 of the Cherwell Local Plan 2011-2031 Part 1 and with Government guidance contained within the National Planning Policy Framework.

8. CEMP: The approved Construction Environmental Management Plan dated 15th May 2024 shall be adhered to throughout the construction period for the development.

Reason: To ensure the environment is protected during construction in accordance with saved Policy ENV1 of the Cherwell Local Plan 1996 and in the interests of highway safety and to mitigate the impact of construction vehicles on the surrounding network, road infrastructure and local residents, particularly at peak traffic times, and to comply with Government guidance contained within the National Planning Policy Framework.

9. Contaminated Land Desk Study: Any contamination that is found during the course of construction of the approved development that was not previously identified shall be reported immediately to the local planning authority. Development on the part of the site affected shall be suspended and a risk assessment carried out and submitted to and approved in writing by the local planning authority. Where unacceptable risks are found remediation and verification schemes shall be submitted to and approved in writing by the local planning authority. These approved schemes shall be carried out before the development [or relevant phase of development] is resumed or continued.

Reason: To ensure that any ground and water contamination is identified and adequately addressed to ensure the safety of the development, the environment and to ensure the site is suitable for the proposed use to comply with saved Policy ENV12 of the Cherwell Local Plan 1996 and Government guidance contained within the National Planning Policy Framework.

10. Ventilation Scheme: A scheme for the ventilation and extraction of cooking fumes shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the use hereby approved. This shall include noise and odour assessments undertaken in accordance with the requirements of BS 4142:2014:+A1:2019 Method for Rating and Assessing Industrial and Commercial Sound (or subsequent updates), and the Control of Odour and Noise from Commercial Kitchen Exhaust Systems 2022 EMAQ 2nd Edition (or subsequent updates). The approved system shall be installed and

operated in accordance with the approved scheme at all times the building is in use for the purposes hereby permitted.

Reason: To protect the amenities of nearby residents and the character of the area and to comply with saved Policy ENV1 of the Cherwell Local Plan 1996 and Government guidance contained within the National Planning Policy Framework.

11. External Lighting: Prior to the first use of the development hereby approved details of the external lighting including the design, position, orientation, times of operation, whether they are controlled by movement sensors and any screening of the lighting shall be submitted to and approved in writing by the Local Planning Authority. Prior to the first use of the development hereby approved the lighting shall be installed and operated in accordance with the approved scheme at all times thereafter.

Reason: To protect the amenities of nearby residents, visual amenity and to comply with Policy ESD15 of the Cherwell Local Plan 2011-2031 Part 1, saved Policies C28 and ENV1 of the Cherwell Local Plan 1996 and Government guidance contained within the National Planning Policy Framework.

12. MUGA in accordance with plans: The Artificial Grass Pitch and Multi Use Games Area shall be constructed strictly in accordance with drawings numbered SRP1114-ALA-ZZ-ZZ-D-L-9002 Rev P03 (Landscape Illustrative Masterplan), SRP1114-ALA-ZZ-ZZ-D-L-9010 Rev P03 (Detailed Landscape General Arrangement 1 of 5) and SRP1114-ALA-ZZ-ZZ-D-L-9011 Rev P03 (Detailed Landscape General Arrangement 2 of 5).

Reason: To ensure the development is fit for purpose and sustainable and to accord with Policy BSC 10 of the Cherwell Local Plan 2011-2031 Part 1 and Government guidance contained within the National Planning Policy Framework.

13. MUGA details: Prior to the laying of the MUGA all surface pitch hereby approved, full details to include colour and finish shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the all-surface pitch shall be laid and maintained in accordance with the approved details.

Reason: To ensure that the playing field is prepared to an adequate standard and is fit for purpose and to accord with Policy BSC10 of the Cherwell Local Plan 2011-2031 Part 1 and Government guidance contained within the National Planning Policy Framework.

14. Prior to the first use of the four court MUGA and the football pitch, the hours of use shall be submitted to and approved in writing by the Local Planning Authority. The development shall not be used otherwise than in strict compliance with the approved agreement.

Reason – To ensure the creation of a satisfactory environment free from intrusive levels of noise and to comply with Policy ESD15 of the Cherwell Local Plan 2011-2031 Part 1, saved Policy ENV1 of the Cherwell Local Plan 1996 and Government guidance contained within the National Planning Policy Framework.

15. MUGA and football pitch Community Use: Within 3 months of the date of this planning permission, a community use agreement prepared in consultation with Sport England shall be submitted to and approved in writing by the Local

Planning Authority. The agreement shall set out the facilities to which it relates and include details of pricing policy, hours of use, access by non-educational establishment users, management responsibilities and a mechanism for review. The development shall not be used otherwise than in strict compliance with the approved agreement.

Reason: To secure well managed safe community access to the sports facility/facilities, to ensure sufficient benefit to the development of sport and to accord with Policy BSC10 of the Cherwell Local Plan 2011-2031 Part 1 and Policy ENV1 of the Cherwell Local Plan 1996 and Government guidance contained within the National Planning Policy Framework.

16. MUGA Maintenance: Before the Artificial Grass Pitch is brought into use, a Management and Maintenance Scheme for the facility including management responsibilities, a maintenance schedule and a mechanism for review shall be submitted to and approved in writing by the Local Planning Authority after consultation with Sport England. This should include measures to ensure the replacement of the Artificial Grass Pitch within the manufacturer's specified time period. The measures set out in the approved scheme shall be complied with in full, with effect from commencement of use of the Artificial Grass Pitch.

Reason: To ensure that a new Artificial Grass Pitch is capable of being managed and maintained to deliver Artificial Grass Pitch which is fit for purpose, sustainable and to ensure sufficient benefit of the development to sport and to accord with Policy BSC 10 of the Cherwell Local Plan 2011-2031 Part 1 and Government guidance contained within the National Planning Policy Framework.

17. No floodlights: No floodlights shall be erected on the land without the prior express planning permission of the Local Planning Authority.

Reason: To protect the amenities of nearby residents and to comply with Policy ESD15 of the Cherwell Local Plan 2011-2031 Part 1, saved Policies C28 and ENV1 of the Cherwell Local Plan 1996 and Government guidance contained within the National Planning Policy Framework.

18. Landscaping: The development shall not be carried out other than in accordance with Drawings numbered SRP1114-ALA-ZZ-ZZ-D-L-9010 Rev P03 (Detailed Landscape General Arrangement 1 of 5), SRP1114-ALA-ZZ-ZZ-D-L-9011 Rev P03 (Detailed Landscape General Arrangement 2 of 5), SRP1114-ALA-ZZ-ZZ-D-L-9012 Rev P03 (Detailed Landscape General Arrangement 3 of 5), SRP1114-ALA-ZZ-ZZ-D-L-9013 Rev P03 (Detailed Landscape General Arrangement 4 of 5), SRP1114-ALA-ZZ-ZZ-D-L-9014 Rev P03 (Detailed Landscape General Arrangement 5 of 5) and the approved landscaping scheme and hard landscape elements shall be carried out prior to the first use or occupation of the development and shall be retained as such thereafter.

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 Part 1, saved Policy C28 of the Cherwell Local Plan 1996 and Government guidance contained within the National Planning Policy Framework.

19. Tree Retention and Removal Plan & AIA: The development shall be carried out in line with the recommendations set out within the Tree Retention and Removal Plan (drawing number SRP1114-ALA-ZZ-ZZ-D-L-9029 P02), Arboricultural Impact Assessment undertaken by Middlemarch Environmental Ltd dated March 2024 and Arboricultural Method Statement undertaken by Middlemarch Environmental Ltd dated March 2024.

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 and to comply with Policy C28 of the adopted Cherwell Local Plan 1996 and Government guidance contained within the National Planning Policy Framework.

20. Ecological Appraisal: The development shall be carried out in line with the recommendations set out within sections 4.2 and 4.3 of the Preliminary Ecology Appraisal undertaken by Indigo Surveys dated October 2022.

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 Part 1 and Government guidance contained within the National Planning Policy Framework.

21. Raised zebra crossing: Prior to the first use of the building hereby approved, details of the raised zebra crossing highways mitigation measures shall be submitted to and approved in writing. The mitigation measures shall be carried out in accordance with the agreed details prior to first occupation.

Reason: In the interest of highway safety and to comply with Policies SLE4 and ESD15 of the Cherwell Local Plan 2011-2031 Part 1 and Government guidance contained within the National Planning Policy Framework.

22. Cycle Parking: Prior to the first use or occupation of the development hereby permitted, additional covered cycle parking facilities shall be provided on the site, and land within the site shall be allocated and reserved for future additional cycle parking, in accordance with details which shall have first been submitted to and approved in writing by the Local Planning Authority. The covered cycle parking facilities so provided, and the land allocated for future cycle parking shall thereafter be permanently retained and maintained for the parking of cycles in connection with the development.

Reason: In the interests of promoting sustainable transport modes in accordance with Policies SLE4 and ESD15 of the Cherwell Local Plan 2011-2031 Part 1 and Government guidance contained within the National Planning Policy Framework.

23. Parking and manoeuvring: Prior to the first use or occupation of the development hereby permitted, a plan detailing the proposed parking, turning, loading/unloading provision for vehicles to be accommodated within the site (including details of the proposed surfacing and drainage of the provision), has been submitted to and approved in writing by the Local Planning Authority. The approved parking and turning/loading/unloading facilities shall be laid out and

completed in accordance with the approved details before the first occupation of the buildings. The car parking, turning/loading/unloading spaces shall be retained for the parking, turning/loading/unloading of vehicles at all times thereafter.

Reason - In the interests of highway safety and to comply with Policies SLE4 and ESD15 of the Cherwell Local Plan 2011-2031 Part 1 and Government guidance contained within the National Planning Policy Framework.

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