

## DOCUMENT 1

**B.48** Policy SLE 1 applies to B use class employment development. The provision or the loss of jobs in general terms will be a material consideration for determining proposals for any use classes. The policy applies to sites which have planning permission for employment uses. Where

any allocated or committed employment sites in the District remain undeveloped in the long term and there is no reasonable prospect of the site being used for that purpose other uses will be considered. Policy SLE 2 will apply for proposals for main town centre uses.

### **Policy SLE 1: Employment Development**

**Employment development on new sites allocated in this Plan will be the type of employment development specified within each site policy in Section C 'Policies for Cherwell's Places'. Other types of employment development (B Use class) will be considered in conjunction with the use(s) set out if it makes the site viable.**

**In cases where planning permission is required existing employment sites should be retained for employment use unless the following criteria are met:**

- **the applicant can demonstrate that an employment use should not be retained, including showing the site has been marketed and has been vacant in the long term.**
- **the applicant can demonstrate that there are valid reasons why the use of the site for the existing or another employment use is not economically viable.**
- **the applicant can demonstrate that the proposal would not have the effect of limiting the amount of land available for employment.**

**Regard will be had to whether the location and nature of the present employment activity has an unacceptable adverse impact upon adjacent residential uses.**

**Regard will be had to whether the applicant can demonstrate that there are other planning objectives that would outweigh the value of retaining the site in an employment use.**

**Employment development will be focused on existing employment sites. On existing operational or vacant employment sites at Banbury, Bicester, Kidlington and in the rural areas employment development, including intensification, will be permitted subject to compliance with other policies in the Plan and other material considerations. New dwellings will not be permitted within employment sites except where this is in accordance with specific site proposals set out in this Local Plan.**

**Employment proposals at Banbury, Bicester and Kidlington will be supported if they meet the following criteria:**

- **Are within the built up limits of the settlement unless on an allocated site**
- **They will be outside of the Green Belt, unless very special circumstances can be demonstrated**
- **Make efficient use of previously-developed land wherever possible**
- **Make efficient use of existing and underused sites and premises increasing the intensity of use on sites**
- **Have good access, or can be made to have good access, by public transport and other sustainable modes**
- **Meet high design standards, using sustainable construction, are of an appropriate scale and respect the character of its surroundings**
- **Do not have an adverse effect on surrounding land uses, residents and the historic and natural environment.**

**Unless exceptional circumstances are demonstrated, employment development in the rural areas should be located within or on the edge of those villages in Category A (see Policy Villages I).**

**New employment proposals within rural areas on non-allocated sites will be supported if they meet the following criteria:**

- **They will be outside of the Green Belt, unless very special circumstances can be demonstrated.**
- **Sufficient justification is provided to demonstrate why the development should be located in the rural area on a non-allocated site.**
- **They will be designed to very high standards using sustainable construction, and be of an appropriate scale and respect the character of villages and the surroundings.**
- **They will be small scale unless it can be demonstrated that there will be no significant adverse impacts on the character of a village or surrounding environment.**
- **The proposal and any associated employment activities can be carried out without undue detriment to residential amenity, the highway network, village character and its setting, the appearance and character of the landscape and the environment generally including on any designated buildings or features (or on any non-designated buildings or features of local importance).**
- **The proposal will not give rise to excessive or inappropriate traffic and will wherever possible contribute to the general aim of reducing the need to travel by private car.**
- **There are no suitable available plots or premises within existing nearby employment sites in the rural areas.**

and the development strategy can be achieved without the need for a strategic review of the Green Belt in the District. The Oxfordshire District, City and County Councils are jointly considering how to accommodate any unmet housing needs arising in the wider Housing Market Area as set out in para B.95. With regard to Kidlington's own needs, policies Villages 1 and 2 provide some opportunity. Small scale affordable housing schemes to meet specifically identified local housing need may also be brought forward through the release of rural exception sites (Policy Villages 3). The Kidlington Framework Masterplan will also identify further opportunities. A Local Housing Needs Study will be commissioned in consultation with Kidlington Parish Council.

**C.225** There is potential for Kidlington to have a significant role in Cherwell diversifying its economic base. The District can take advantage of its location on the hi-tech corridor between London and Cambridge, and the proximity to Oxford University and Silverstone which is actively investing in the High Performance Engineering sector. Most growth will be directed to Bicester but Kidlington, with a number of unique economic attractors, has the potential to capture some of this investment.

**C.226** A recent Employment Land Review (2012) identified a need for additional employment land in the Kidlington area. It is not anticipated that this land can be accommodated on sites within the built-up limits of Kidlington. A specific need has also been identified at the Langford Lane area and the Science Park at Begbroke. Therefore, exceptional circumstances are considered to exist to justify a small scale local review of the Green Belt to meet employment needs (see Policy Kidlington I: Accommodating High Value Employment Needs).

## What will Happen and Where

### Strategic Development: Kidlington I - Accommodating High Value Employment Needs

**C.227** Kidlington plays an important role in the District's wider employment context and along with Begbroke Science Park has the potential to develop further to support the provision of land for hi-tech university spin-outs and help pave the way for a wider high value, economic base. At Kidlington, London-Oxford Airport and Langford Lane industrial estate form an employment cluster. Due to the implementation of strategic development proposals in the Plan including East West Rail, the new station at Water Eaton and a growth in employment opportunities at Kidlington and Bicester the Council would expect demand for an increased role for the airport. The Council will work with London-Oxford Airport operators and the Civil Aviation Authority and other stakeholders to consider any proposals. Langford Lane has in recent years become a location for a wide range of commercial uses. The proposals in this Plan aim to improve the quality of the employment offer and, in doing so, establish a new gateway at this northern entrance to Kidlington.



**C.228** Over the medium to longer term, progressive improvements to the Langford Lane employment area will be encouraged to accommodate higher value employment uses such as high technology industries. This will reinforce and strengthen the emerging cluster of such industries in this area adjoining London-Oxford Airport. All proposals will need to be considered against Policy SLE1.

**C.229** The Employment Land Review identified a need for additional land to be allocated for employment use at Kidlington. It is recognised that Kidlington has a very different economic role from the other villages in the District, and accordingly, the need for more employment land is likely to be higher. However there is insufficient land available within the village (on non-green belt land) to meet this need. The need for employment land to accommodate higher value employment uses in the research and development sector demonstrates exceptional circumstances leading to the need for a small scale review of the Green Belt.

**C.230** The University of Oxford plays a significant and leading role in research both in the UK and worldwide and in this context Begbroke Science Park is a vital site. The University is moving towards delivery of the remaining phase of its core site; however, once complete, further growth is constrained by the Oxford Green Belt. The amount of scientific research however continues to expand. There are two exceptional circumstances that justify a small scale review of Green Belt boundaries around the Science Park; the location of the Science Park, given the importance of being directly linked to University facilities and the research environment; and the potential for the Science Park to deliver wider benefits for the immediate locale through support for the development of a high-tech cluster and through the wider District with expected growth in scientific research, connecting with local businesses, nurturing enterprise and drawing investment into the District.

**C.231** In addition to supporting development of the existing sites above, the Council proposes that a local Green Belt review will be undertaken in preparing the Local Plan Part 2 in the vicinity of London-Oxford Airport and the Begbroke Science Park as illustrated on the Kidlington map. The boundaries shown on the proposals map are indicative only; the review will need to consider exactly how and where the Green Belt boundary will be changed to accommodate employment uses. Any subsequent development proposals will need to have regard to the design and place making principles outlined in Policy Kidlington I below.

### **Policy Kidlington 1: Accommodating High Value Employment Needs**

**We will undertake a small scale local review of the Green Belt to accommodate identified high value employment needs at two distinct and separate locations:**

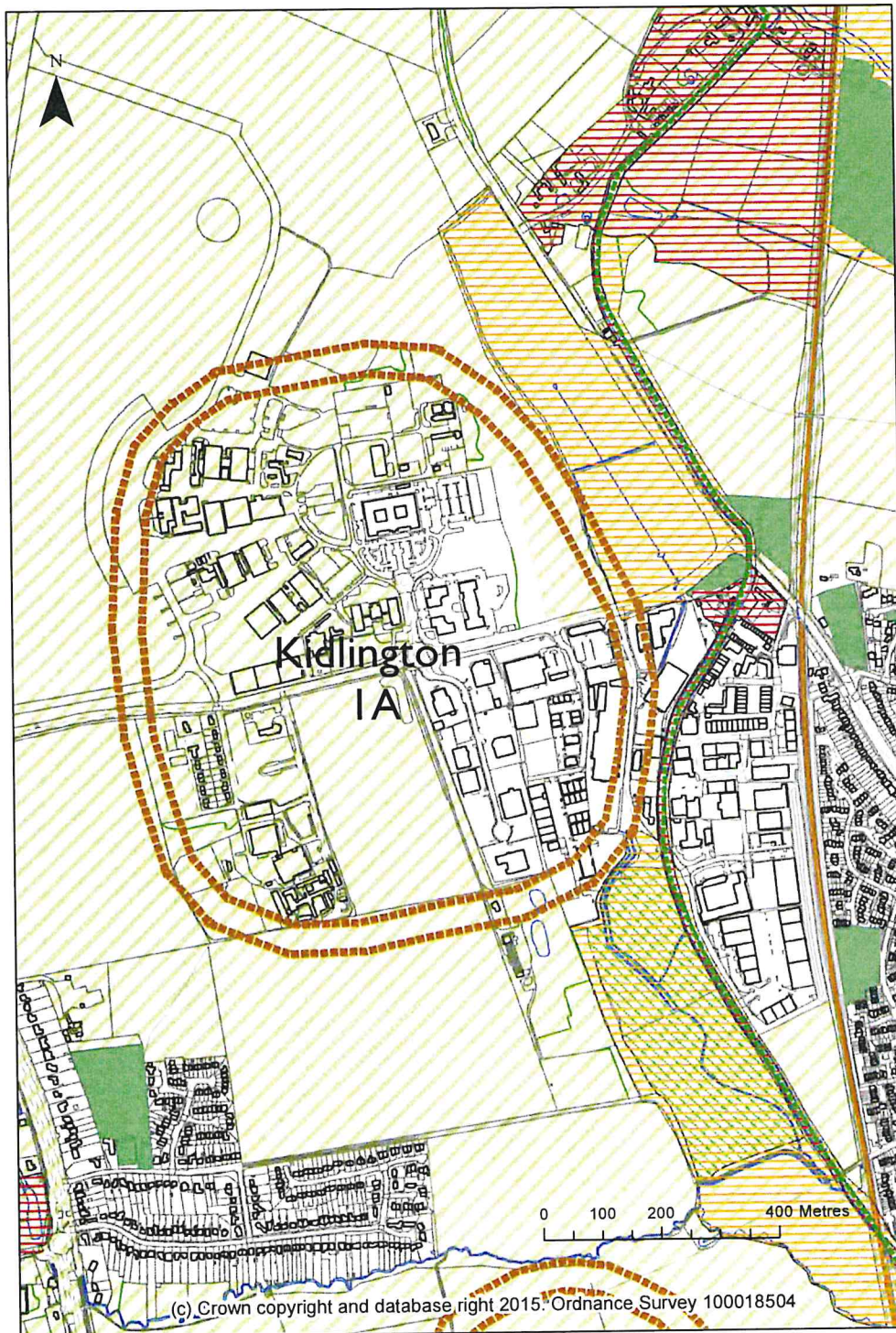
**(A) Langford Lane /Oxford Technology Park/ London -Oxford Airport**

**(B) Begbroke Science Park**

**Key site specific design and place shaping principles:**

- **Design for buildings that create a gateway with a strong sense of arrival including when arriving from the airport**
- **A Transport Assessment and Travel Plan should accompany any development proposals which should show how public transport links to the area will be improved**
- **A well designed approach to the urban edge, which achieves a successful transition between town and country environments**
- **Development that respects the landscape setting of the site**
- **A comprehensive landscaping scheme to enhance the setting of buildings onsite and to limit visual intrusion into the wider landscape**
- **Public art will need to be provided for**
- **A development that preserves and enhances biodiversity, with the enhancement, restoration or creation of wildlife corridors**
- **A high quality design and finish, with careful consideration given to layout, architecture, materials and colourings to create a Technology Park for high value employment uses**
- **The height of buildings to reflect the scale of existing employment development in the vicinity**
- **Provision for sustainable drainage, including SuDS, in accordance with Policy ESD 7: Sustainable Drainage Systems (SuDS) and taking account of the Council's Strategic Flood Risk Assessment**
- **Demonstration of climate change mitigation and adaptation measures including exemplary demonstration of compliance with the requirements of policies ESD 1 - 5**
- **An assessment of whether the site contains best and most versatile agricultural land, including a detailed survey where necessary**
- **A soil management plan may be required to be submitted with planning applications to ensure that soils will be retained onsite and used where possible.**

**Policy Kidlington IA: Accommodating High Value Employment Needs - Langford Lane/Oxford Technology Park/London Oxford Airport**



## DOCUMENT 2



## Background to need for a new training campus

London Oxford Airport has a proud history of being one of the world's most renowned bases for professional pilot training. Some 30,000 student pilots have been trained and gone on to work for over 90 airlines around the world. Decades ago, the airport was one of the busiest in the world, indeed we had the busiest single runway in the world with over 220,000 movements a year.

Within the pilot training industry, the UK is widely acknowledged as having some of the best training standards globally, whilst airlines like to have students come to an English-speaking country with complex and challenging airspace and occasionally inclement and demanding weather conditions.

However, despite the global demand for pilots increasing massively with some 630,000\* new commercial pilots required from now to 2030, Oxford's market share has been in decline and despite a slight upward tick in 2014, has recently seen a very significant fall. 60% of new pilots are required for airline growth and 40% to offset retirement and attrition. In just Europe alone, there are some 50,000\* pilots required by the airlines over the next 10 years and the capacity to fulfil that simply doesn't exist in the system.

The reasons for Oxford's decline are myriad, some factors surmountable, others under the control of the markets, the UK government or other global forces. Financing for courses is very hard to source for individual students, in the UK 20% VAT is levied on pilot training courses when other EU countries do not apply any VAT. Uncertainty over Brexit has already seen an impact which of course is beyond our control. The one area which we might be able to capitalise on is if the value of the pound is sustained at a lower level which consequently means UK courses might not be as costly as they could otherwise have been.

However, in a buyer's market and a very competitive environment, both for individuals who are self-financed, or airlines who part-sponsor students who might be pre-selected, they all seek the very best courses with providers with great reputations at good locations with the finest amenities and facilities. More than that, prospective students track the success rate of colleges in placing their students into airline jobs and Oxford's track record has been consistently the best.

Oxford's key training facilities are aging, predominantly 1960s and 1980s vintage in the main. In order to maintain our standing as a prime base for the finest training in the world, we also need to compete with some of the finest amenities. So, in an effort to try and reverse the rapid decline in numbers and retain our standing in the market, we recognise that we have to establish new facilities of a standard comparable with the very best in a global market, not just in Europe. Our students come from all corners of the globe.

To that end, we have concluded that we must get on with such an exercise swiftly in order to capitalise on a number of specific, known opportunities that have been presented to us. One such opportunity has to be supported with the requisite capacity by early summer 2018.

Oxford's aircraft movements are at their lowest level in the airport's history at almost a quarter of our permitted capacity, where once the pilot training activity represented over 90% of all flying at the airport. Where 20 years ago, the core training fleet was 75 aircraft, we now have just twelve.

Major airlines like Emirates have started to establish in-house training organisations to safeguard their own positions, we too need to safeguard our own position in the global market.

Accordingly, we have to take radical remedial action to address this huge change, reverse the decline and maintain overall viability for the airport operation which has been and remains heavily dependent on this training market.

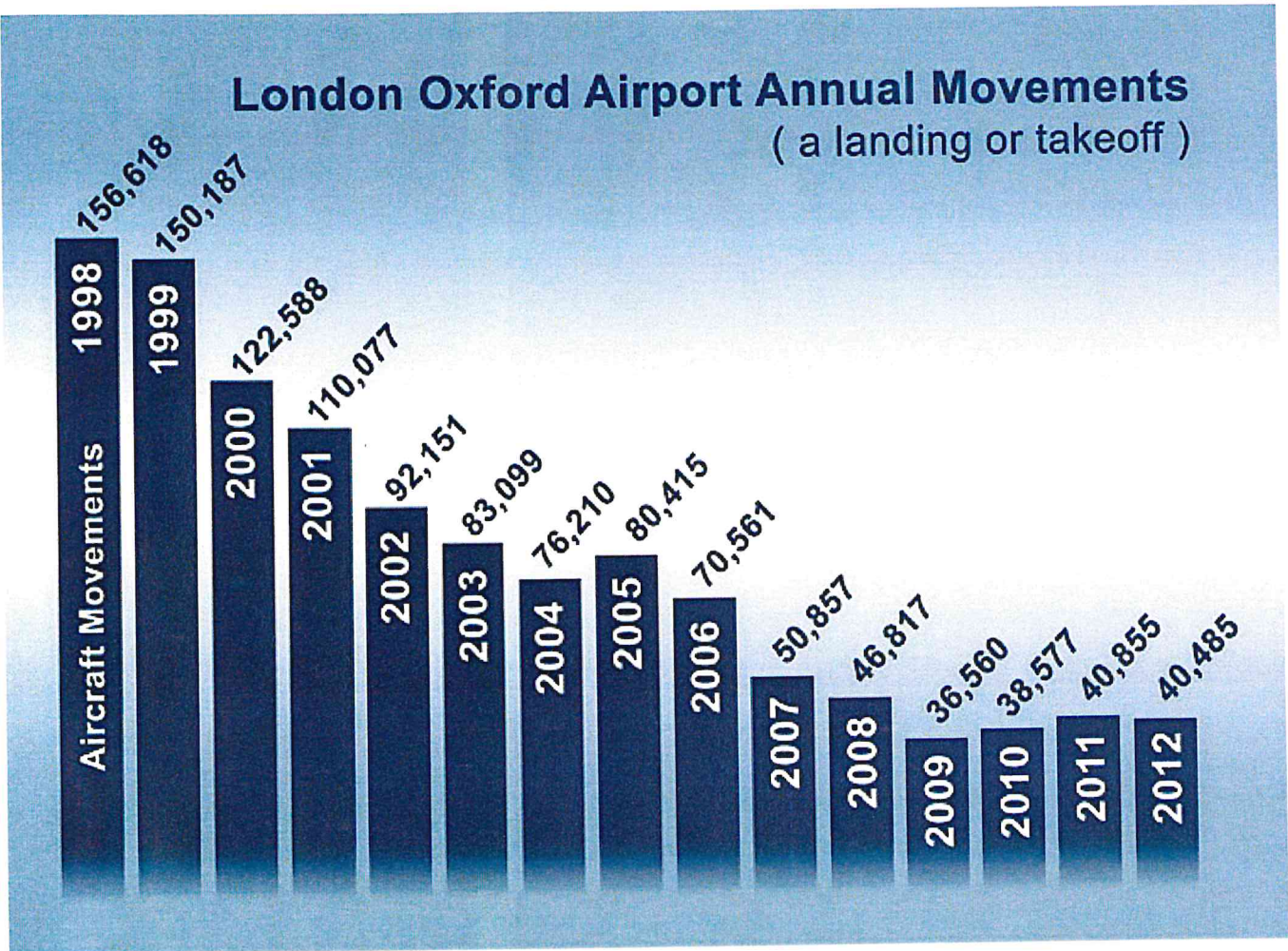
\* Boeing and CAE-sourced data

The table below identifies the professional pilot training movements over the last few years.

**Professional pilot training levels – Last Five Years + YTD**

	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>Variance 16-17</b>
<b>January</b>	849	783	879	1,118	1,022	934	<b>-9%</b>
<b>February</b>	1,111	1,264	1,465	2,058	1,931	1,016	<b>-47%</b>
<b>March</b>	1,332	1,035	1,676	1,711	1,741	1,179	<b>-32%</b>
<b>April</b>	1,143	1,364	2,109	2,421	1,978	1,089	<b>-45%</b>
<b>May</b>	2,442	941	1,806	2,048	2,320	1,052	<b>-55%</b>
<b>June</b>	1,487	1,442	2,596	2,800	1,338	1,042	<b>-22%</b>
<b>July</b>	1,827	2,173	2,643	2,295	1,567	819	<b>-48%</b>
<b>August</b>	1,749	2,079	2,034	2,349	1,802	946	<b>-48%</b>
<b>September</b>	1,196	1,409	2,170	2,279	1,625	1,383	<b>-15%</b>
<b>October</b>	1,064	1,351	1,530	1,801	1,073		
<b>November</b>	1,353	1,792	1,432	1,279	1,044		
<b>December</b>	640	1,171	1,320	1,351	631		
<b>TOTAL</b>	<b>16,193</b>	<b>16,804</b>	<b>21,660</b>	<b>23,510</b>	<b>18,072</b>	<b>9,460</b>	
<b>Variance</b>		<b>4%</b>	<b>29%</b>	<b>9%</b>	<b>-23%</b>	<b>-48%</b>	

## London Oxford Airport Annual Movements ( a landing or takeoff )



And for the remaining years:

2013	37,656
2014	42,817
2015	44,312
2016	40,910
2017	29,649 (year to end September)

So, a massive decline overall since the late 1990s (the last 'peak'). Our permitted maximum capacity is 160,000 movements a year. In the 1970s we at one point had the busiest single runway in the world with over 223,000 movements and we were second only to Heathrow – which had of course two runways.

## DOCUMENT 3

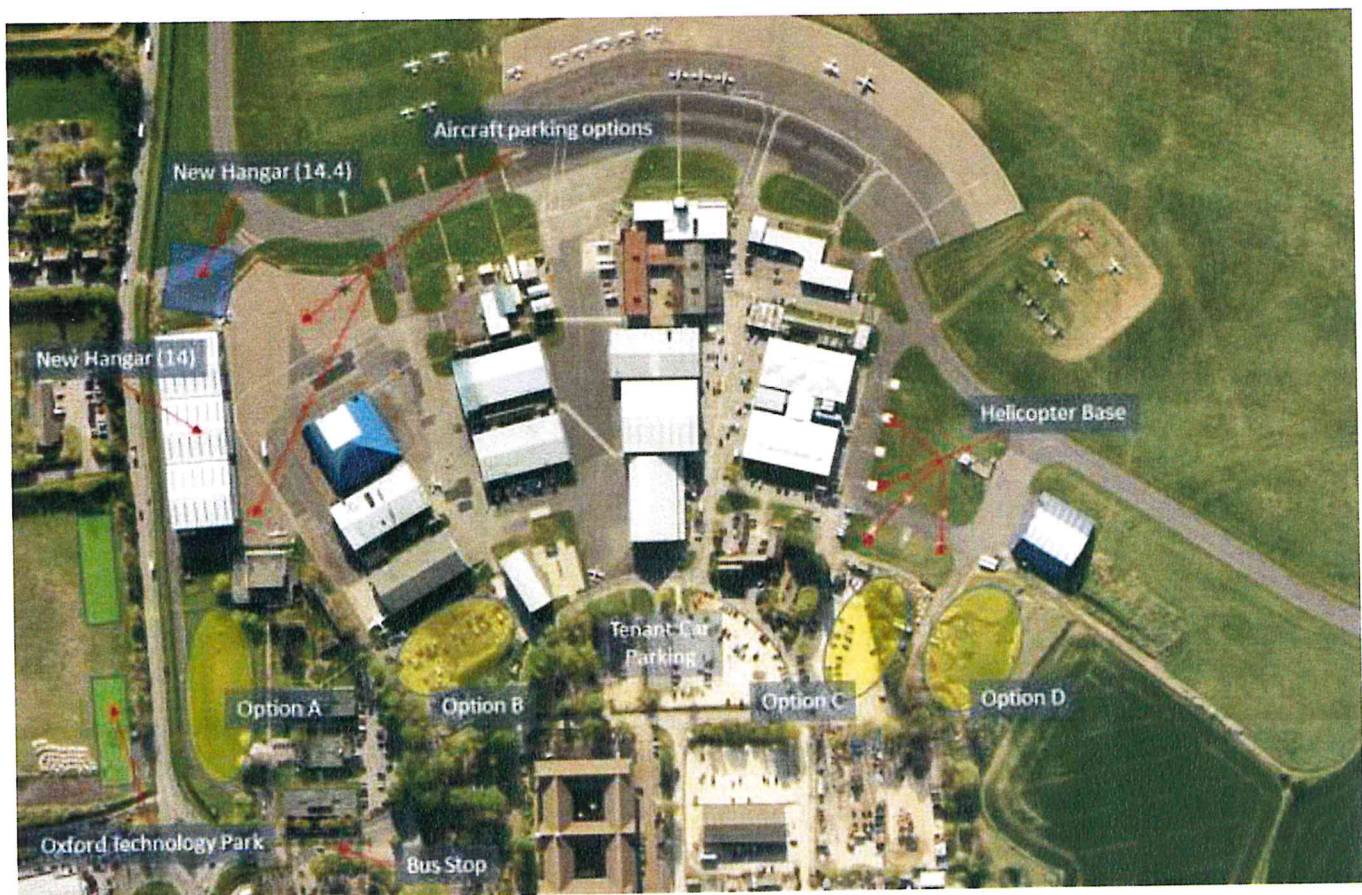
## Principal rationale for site choice – new training campus

### Overview

The primary factor dictating site location was the fundamental need to be in close proximity to the already established, main, built-up zone of the airport today. Integration with other main site amenities and services is deemed essential. Remote sites away from key airfield infrastructure are unworkable without massive investment in utilities, access, taxiways and aircraft aprons.

The other significant need and primary rationale is for a new training campus facility to have prominence and stature as a flagship facility at the airport, as a globally significant pilot training hub.

### Zones Considered



**Option A** – clear grass zone adjacent to Langford Lane and main entrance (The Boulevard) with access to perimeter road on to Hangar No.14 and Hangar 14.4 (new facilities)

**Option B** – Car parks 'C' and 'E' adjacent to hangar No.8 (1970s) and security gate

**Option C** – Car Park 'J' and fire training zone next to helicopter park

**Option D** – Waste ground with old runway groundworks soil & rubble, next to helicopter park

Criteria for site choice	Option A	Option B	Option C	Option D
In or adjacent to Major Developed Site (main airport built-up zone)	Yes	Yes	Yes	Almost
100% Landside	Yes	Yes	Half	No
Clear, unutilised site (not currently occupied)	Yes	No (all parking)	No (parking/RFF)	Yes
Close proximity to airside (for aircraft access)	Yes	Yes	Yes	Yes
Availability of dedicated aircraft parking space nearby	Yes	Yes	No	No
Prominent 'Front of House' position for flagship facility	Yes	Almost	No	No
Proximity to new hangarage	Yes	No	No	No
Close proximity to requisite power	Yes	No	No	No
Close proximity to major drainage	Yes	No	No	No
Close proximity to major gas supply	Yes	No	No	No
Close proximity to major water supply	Yes	No	No	No
Minimal groundworks issues / site clearance issues	Yes	Yes	Yes	No (major works)
Close proximity to bus stop / primary access point	Yes	Yes	No	No

## Conclusion

**Option A** is the only site that fulfils all primary criteria whilst of course being the best site for front-of-house prominence for an aesthetically pleasing, flagship, airport facility. It should reflect and be compatible with the proposed new developments going onto the Oxford Technology Park site on the opposite side of Langford Lane.

**Option B** removes well over 100 fully-utilised tenant car parking spaces with nowhere else readily available to re-establish those. Not as prominent a position as Option A.

**Option C** removes circa 80 tenant car parking spaces and part of the fire training zone with nowhere else to readily relocate those, whilst being immediately adjacent to the dedicated Airbus helicopter park with consequential incompatibility with fixed wing training aircraft movements and student/cadet access to airside along with the rotary operation noise footprint. Safeguarding issues apply due to proximity of the fuel farm and the helicopter operations. There are also inadequate utility resources in near proximity. Part of the site is airside which would have to be reconfigured.

**Option D** is currently all airside and would need bringing into landside zone with new access, however the whole site has mostly waste (3m high) from airfield and runway works undertaken over last decade or more with very significant removal cost implications and almost no adequate utilities in close proximity. The same issues apply as in Option B with regard to proximity to helicopter operations and the fuel farm.