

STRATEGY AND COMMISSIONING INTERNAL MEMORANDUM

From: Head of Strategic Planning & the Economy and Strategic Lead for Growth

To: Head of Development Management (FAO Hilary Kernohan)

Our Ref: Application Response **Your Ref:** 17/02190/F

Ask for: Lewis Bankes-Hughes **Ext:** 1884 **Date:** 15/11/2017

APPLICATION FOR PLANNING PERMISSION PLANNING POLICY CONSULTATION RESPONSE

This response raises the key planning policy issues only.
All material planning policies and associated considerations will need to be taken into account.

Planning Application No.	17/02190/F
Address / Location	Land West Of The Junction With The Boulevard Oxford Airport Langford Lane Kidlington
Proposal	Proposed pilot training school comprising a 4 storey accommodation block, 2 storey teaching and training block, parking for cars, cycles and motorcycles, access road and landscaping
Key Policies / Guidance	<u>Cherwell Local Plan 2011-2031 Part 1</u> Policy SLE1 - Employment Development Policy ESD 14 - Oxford Green Belt Policy ESD 15 - The Character of the Built Environment Policy Kidlington 1 - Accommodating High Value Employment Needs <u>Cherwell Local Plan 1996 (Saved Policies)</u> Policy C28 - Layout, Design and External Appearance of New Development
Key Policy Observations	<ul style="list-style-type: none"> • The application site is an area of undeveloped land located to the south east of London Oxford Airport within a cluster of operational buildings associated with the airport. The land extends to approximately 0.47 ha and is currently used as informal open space. To the south of the site is Oxford Technology Park which was granted outline planning permission in October 2016 (14/02067/OUT). • It is understood that the land falls within the curtilage of the airport. On that basis it is considered to comprise previously developed land as defined by Annex 2 of the NPPF. • The NPPF states that the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open. It makes clear that established Green Belt boundaries should only be altered in exceptional circumstances, through the preparation or review of the Local

Plan. Inappropriate development, by definition, is harmful to the Green Belt and should not be approved except in very special circumstances.

- Paragraph C227 of the adopted Cherwell Local Plan Part 1 recognises the important economic role of the London-Oxford Airport. It states that the Council will work with the airport operators and CAA and other stakeholders to consider any proposals. The proposals in the Plan aim to improve the quality of the employment offer and in doing so establish a new gateway at this northern entrance to Kidlington.
- To support that aim, Policy Kidlington 1 proposes that a local small-scale Green Belt review be undertaken as part of the preparation of Local Plan Part 2 within two indicative locations. The application site falls within one of those locations (Kidlington 1A).
- To date, only an issues paper for Local Plan Part 2 has been produced. However, a study entitled '*Small-Scale Green Belt Review Accommodating High Value Employment Needs at Kidlington/Begbroke in Cherwell District*' (November 2016) has been published. The study assesses land parcels within the two indicative locations against Green Belt purposes. The application site falls within land parcel A1 (see fig. 5.11 and p.48) for which it is concluded that there would be low-moderate harm from the release of land from the Green Belt in this area (with retention of airfield structures to the fore, and retention of lower development density) but moderate-high harm without mitigation.
- The Local Development Scheme (November 2017) schedules an Options Paper for Local Plan Part 2 to be consulted upon in July/August 2018
- From a policy perspective, the proposed development is premature to the conclusion of that review.
- The application must also be considered on its own merits and with regard to whether it comprises 'inappropriate' development, and if so, whether there are very special circumstances that must be considered.
- Policy ESD 14 states that development proposals within the Green Belt will be assessed in accordance with government guidance in the NPPF and NPPG and that development will only be permitted if it maintains the Green Belt's openness and does not conflict with the purposes of the Green Belt or harm its visual amenities.
- Paragraph 89 of the NPPF states that a local planning authority should regard the construction of new buildings as inappropriate in the Green Belt. Exceptions to this include limited infilling or the partial or complete redevelopment of previously developed sites (brownfield land), whether redundant or in continuing use, which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development.
- The application site, although within the Green Belt, is bordered by built development to the north, east and west. To the south, is land within the Green Belt that has received permission for a Technology Park. That land comprises a disused playing field adjacent to an existing employment area but in policy terms lies within an area of countryside until such time that the permission is implemented. It is understood that some preparatory works have commenced. That land also falls within indicative

	<p>location 1A of the adopted Local Plan for a small-scale Green Belt review.</p> <ul style="list-style-type: none"> • A Cherwell Green Belt Study (April 2014) has been published to support the on-going (and separate) Partial Review of the Local Plan to help meet Oxford's unmet housing needs. The application sites falls within one of the land parcels assessed – PR118a – essentially comprising the airport's technical area to the south and east of the airfield, to the west of The Boulevard and to the north of Langford Lane. The study considers potential land release for the purpose of residential development and concludes there would be low-moderate harm is this area. It states (p.198), <i>'The parcel's only role in contributing to Green Belt purposes relates to prevention of countryside encroachment: distinction between the Business Park and functional airfield-related development is significant in preserving some contribution to safeguarding the countryside, but the extent of development in the parcel limits the strength of this role...'</i>. The study notes that existing development within the parcel has a significant impact on openness and that the extent of development within the parcel limits its contribution to the purpose of safeguarding the countryside. • The proposal would lead to the development of an undeveloped area of land within the airport site. Having regard to the two Green Belt studies, to the development that borders the site to the north, east and west, to the fact that the site is bounded by Langford Lane to the south with the permitted technology park site opposite, it is considered unlikely that there would be an impact on the openness of the Green Belt. However, this is subject to detailed design and massing considerations, including those of the expected technology park and sufficient certainty that the park will be delivered.
<p>Policy Recommendation</p>	<p>No objection subject to detailed design and massing considerations.</p>