

Case Officer: Andrew Thompson

Recommendation: Grant

Applicant: Oxtec Developments Limited

Proposal: Variation of condition 2 (plans) 6 (vehicle parking layout) 16 (external Areas) of 21/03913/F - amendments to specified conditions and updates to other conditions to reflect progress on site and further information submitted.

Expiry Date: 13 January 2023

Extension of Time: 13 January 2023

1. APPLICATION SITE AND LOCALITY

- 1.1. The application site is located to the south of Langford Lane and east of Technology Drive, towards the north-western edge of the built-up area of Kidlington. It comprises Plot 5 on the 8.3ha Oxford Technology Park, which lies south of London Oxford Airport and west of the Motor Park. The application site is part of a wider area that was identified as an area for a small scale review of the Green Belt to accommodate identified High Value Employment Needs by Policy Kidlington 1 of the adopted Cherwell Local Plan 2011-2031 Part 1.
- 1.2. The application site is part of a larger site which is the subject of outline planning permission for a technology park comprising 40,362sqm of office, research and development and storage and ancillary space, subject to a number of parameters and restrictions as set out in conditions and a planning obligation associated with the consent. Whilst a number of building and elements of the permission have been implemented, the timescale for the submission of further Reserved Matters has expired.
- 1.3. Delivery of approved development on Plots 1, 3, and 5 of the Oxford Technology Park development are currently under construction and a hotel on Plot 2 (now known as Premier Inn Oxford Kidlington Airport) is open and trading. Development on Plots 4, 6 and 7 are to be reported to the January 2023 Planning Committee. These have been submitted as both reserved matter submissions and full applications.
- 1.4. The road and principal access have been constructed and is operational for the Premier Inn and the completed units. Site preparation work has commenced on a number of plots and work has commenced on a number of units.
- 1.5. The application site (Plot 5) comprises a rectangular area of flat serviced land on the east side of Technology Drive, which lies just south of the developments on the Langford Lane frontage. Campsfield House IRC is to the west.
- 1.6. To the north, on the opposite side of Langford Lane, are buildings/hangers serving London Oxford Airport and to the east is the Oxford Motor Park where a number of car dealerships are located. National Cycle Network Route 55 runs adjacent to the A44 Woodstock Road providing a direct connection from its junction with Langford Lane through to Oxford City Centre to the south.

- 1.7. The nearest existing bus stop is located on The Boulevard and currently serves Oxford Spire Business Park and London Oxford Airport. There are further bus stops located along Langford Lane and along the A44 Woodstock Road all of which are within a reasonable walking distance from the site.

2. DESCRIPTION OF PROPOSED DEVELOPMENT

- 2.1. The applicant sets out that the application is for Building 5 of the employment development at Oxford Technology Park in Kidlington that is under construction. The application is a straightforward application to enable Unit 5A at the building to be occupied by Williams Advanced Engineering to deliver operations that meet the Council's requirements for the site to provide for high value employment needs. The application is simply for operational development that will be contained within the service yard of the building so that Williams Advanced Engineering can test its battery cells that it will be designing and producing at the site. Williams Advanced Engineering is intending to take occupation of the unit in October 2022 and the approval of this application is the last matter that is required to be addressed before that occupation can take place.
- 2.2. The proposal is to enable Williams Advanced Manufacturing to provide four battery test cells within the rear service yard to Unit 5A. The test cells cannot be accommodated within the unit for health and safety reasons and therefore are required to be accommodated outside of the building. The applicant outlines that the only place for this is in the rear service area to the development. As can be seen from the enclosed plans, the test cells are essentially shipping containers with high technology equipment contained within them.
- 2.3. The proposal results in a minor reduction in car parking at the site through the removal of four car parking spaces to accommodate the test cells and the relocation of the recycling / bin store resulting in a reduction of a further car parking space.
- 2.4. The application is submitted as an amendment to Planning Permission Reference 21/03913/F of the development as it is under construction. Permission Reference 21/03913/F was granted for the construction of Building 5 under the following description of development: 'Planning Application for Development within Use Classes E (g) (i), and/or (ii), and/or (iii), and/or B2 and/or B8 and associated works including access and parking.'
- 2.5. The proposed test cells accord with the description of development as they are for development that falls within the permitted Use Classes, and they also constitute 'associated works'.
- 2.6. Accordingly, their inclusion would be covered by the existing description of development. Further, the proposed works would not result in an amendment to the approved development that is of a scale and/or nature which results in a development which is substantially different from the one which has been approved.
- 2.7. The development will still remain a large-scale employment development. Accordingly, the proposed amendment would meet the definition of a 'minor material amendment' as expressed at Paragraph: 017 Reference ID: 17a-017-20140306 of the Planning Practice Guidance.
- 2.8. In respect of other conditions the following updates are suggested by the applicant's agent reflecting that development is substantially complete in line with the varied plans.

Condition 7 – the development is essentially complete we would request that there is no ongoing need for a Construction Traffic Management Plan and it has been observed appropriate construction traffic management practices taking place on site.

Condition 8 – A surface water drainage scheme has been submitted

Condition 10 – Oxford Airport has confirmed it has no operational concerns from the proposed development and there is therefore no requirement for a full technical safeguarding study to assess the effects of the development on London Oxford Airport's navigation aids and radar equipment. This is also not a condition replicated for Buildings 5 and 7 and therefore it is also not deemed to be an issue by the Local Planning Authority. We would also request that there is no requirement for this condition.

Condition 11 – A lighting scheme has been installed and details have been submitted. This demonstrates that the lighting installed is acceptable.

Condition 12 – A landscaping scheme has already been installed and accords with the principles of the landscaping scheme approved under the original outline permission for the site. We would also request that there is no requirement for this condition.

Condition 13 – This could just be linked to the installed landscaping scheme.

Condition 14 and 15 – The cycle and bin locations are shown on the updated plans.

Condition 17 – A Sustainability and Energy Statement has now been submitted.

3. RELEVANT PLANNING HISTORY

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

14/02067/OUT - OUTLINE (all matters reserved) - New build Technology Park comprising 40,362sqm of office, research and development, laboratory, storage and ancillary space – Approved

16/00533/DISC - Discharge of Conditions 6 (means of access), 10 (surface water drainage scheme), 11 (drainage strategy), 12 (air quality impact assessment), 14 (low emission transport plan), 15 (reptile method statement), 16 (method statement for enhancing tree or shrub planting, areas of species rich grassland, habitat boxes for birds) and 18 (bird control management plan) of 14/02067/OUT – Approved

17/00559/F - Variation of conditions 1, 2, 3, 5, 7, 9 and 21 of 14/02067/OUT to enable proper phasing of the development – Approved.

17/01542/REM - Phase 1 of Oxford Technology Park including details of siting, design, layout and external appearances of units referred to as 1 and 3 – Approved.

17/02233/F Planning permission granted for a new 3,981m² hotel at Unit 2, which is now built and occupied as a Premier Inn. Approved.

18/00047/DISC – Discharge of conditions 3 (landscaping scheme); 5 (cycle parking) and 6 (sustainability and energy statement) of 17/01542/REM – Approved.

19/00734/F - Variation of Condition 2 of 17/02233/F - to remove the brise soleil from proposed building and addition of 1No window/door. Withdraw drawing numbered AP18 Revision A & AP19 Revision A, and replace with new drawings numbered AP26 & AP27 – Approved.

21/00690/REM - Variation of conditions 1 (plans), 2 (materials) 3 (landscaping scheme), 5 (cycle parking), 6 (sustainability and energy statement) of 17/01542/REM - amendments to Units 1 and 3 – Approved

- 3.2. Development on Plot 4 (units 4a and 4b) under reference 21/02278/F is due to be reported back to planning committee.
- 3.3. Under Planning Application Reference 22/01683/F, Planning Committee on 6 October 2022 resolved to grant Development within Use Classes E (g) (i), and/or (ii), and/or (iii), and/or B2 and/or B8 and Associated Works including Access and Parking. (Unit 7). This is due to be reported back to planning committee.
- 3.4. Also under consideration is an application for Unit 6 (reference: 22/02467/F) for Development within Use Classes E (g) (i), and/or (ii), and/or (iii), and/or B2 and/or B8 and Associated Works including Access and Parking.

4. PRE-APPLICATION DISCUSSIONS

- 4.1. No pre-application discussions have taken place with regard to this proposal

5. RESPONSE TO PUBLICITY

- 5.1. This application has been publicised by way of a Site Notice displayed near the site, expiring **31 August 2022**, by advertisement in the local newspaper expiring **9 September 2022**. The overall final date for comments was **9 September 2022**.
- 5.2. No comments have been raised by third parties

6. RESPONSE TO CONSULTATION

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

PARISH/TOWN COUNCIL AND NEIGHBOURHOOD FORUMS

- 6.2. KIDLINGTON PARISH COUNCIL: No objection

CONSULTEES

- 6.3. ENVIRONMENTAL PROTECTION: No comments
- 6.4. BUILDING CONTROL: No adverse comments

7. RELEVANT PLANNING POLICY AND GUIDANCE

- 7.1. Planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise.
- 7.2. The Cherwell Local Plan 2011-2031 - Part 1 was formally adopted by Cherwell District Council on 20th July 2015 and provides the strategic planning policy framework for the District to 2031. The Local Plan 2011-2031 – Part 1 replaced a number of the 'saved' policies of the adopted Cherwell Local Plan 1996 though many of its policies are retained and remain part of the development plan. The relevant planning policies of Cherwell District's statutory Development Plan are set out below:

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

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

CHERWELL LOCAL PLAN 1996 SAVED POLICIES (CLP 1996)

- C28 – Layout, design and external appearance of new development
- C30 – Design control over new development
- C32 – Provision of facilities for disabled people
- TR1 - Transportation funding
- TR7 - Development attracting traffic on minor roads
- TR8 - Commercial facilities for the motorist
- TR10 - Heavy Goods vehicles
- ENV1 – Development likely to cause detrimental levels of pollution

7.3. Other Material Planning Considerations

- National Planning Policy Framework (NPPF)
- Planning Practice Guidance (PPG)
- National Design Guidance (NDG)

8. APPRAISAL

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

- Principle of development
- Design, and impact on the character of the area
- Transport and Highways
- Conditions of planning permission 21/03913/F

Principle of Development

Assessment

8.2. The application site lies within the Oxford Green Belt where restrictive policies apply at national and local level through the National Planning Policy Framework (NPPF)

and the CLP 2031 Part 1. Policy ESD14 confirms that proposals within the Green Belt will be assessed in accordance with the NPPF.

- 8.3. Notwithstanding this, the CLP 2031 Part 1 does set out a need for small scale review of the Green Belt and refers to the Oxford Technology Park site within policy Kidlington 1 as one of the locations where small-scale review could accommodate high value employment development subject to site specific design and place shaping principles. The intended review and amendments to the Green Belt envisaged through policy Kidlington 1 have not been progressed despite some time having passed since the adoption of the CLP 2015.
- 8.4. The application site forms part of a larger allocated site in the adopted CLP 2015 under Policy Kidlington 1. This policy brings forward high-value employment needs development on land to the northwest of Kidlington and adjacent London Oxford Airport as a strategic allocation for hi-tech employment development and associated infrastructure. The whole site was granted outline planning permission for the construction of 40,362sqm of office, research and development, laboratory, and storage business space within Use Classes E (g) (i)-(iii), B2 and B8 in 2016 (Ref: 14/02067/OUT) with the consent subsequently varied with a modified full permission in 2017 (Ref: 17/00559/F). Furthermore, approximately two-thirds of the allocated site has already been developed in a similar manner to that now proposed on this plot.
- 8.5. It is noted that buildings 1, 3 and Plot 4 are under construction and also the application proposals have commenced. In total with Unit 5 included these will provide approximately 22,478 sq. m of floorspace. Units 6 and 7 under Reference 22/01683/F and 22/02647/F the total amount of development at OTP to 34,310 sq. m, well within the quantum of floorspace approved by the Local Planning Authority ('LPA') under the original outline permission (i.e. 40,362 sq. m).

Conclusion

- 8.6. The proposed development is for a revision to an already agreed phase of development of the supported Oxford Technology Park (OTP) that has already significantly commenced. This in itself is also a very special circumstances' justification for supporting further development at the already established OTP that itself remains on Green Belt land.
- 8.7. Having regard to the above rationale, the proposed development will accord entirely with the Local Plan employment site allocation and given the history of the site (inclusive of recent permission) and the clear intention of the Council to review the Green Belt at this location, the proposal in this case will not cause significant or demonstrable harm with respect to other Plan policies and is therefore in principle considered acceptable. The proposal therefore accords with the requirements of the NPPF, Policies ESD14 and Kidlington 1 of the Local Plan Part 1.
- 8.8. There has been no change in Development Plan or National Planning Policy or Guidance which would alter the principle of development and the consideration of the application.

Design, and impact on the character of the area

Legislative and policy context

- 8.9. The National Planning Policy Framework 2021 confirms that the Government attaches great importance to the design of the built environment, and notes that good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.

- 8.10. Paragraph 134 of the NPPF states that development that is not well designed should be refused, especially, where it fails to reflect local design policies and government guidance on design taking into account any local design guidance and supplementary planning documents such as design guides and codes. Weight should be given to development which reflects local design policies and guidance and supplementary planning documents such as design guides and codes; and/or outstanding or innovative designs which promote high levels of sustainability or help raise the standard of design more generally in an area so long as they fit in with the overall form and layout of their surroundings.
- 8.11. At the local level Policy ESD15 of the CLP 2031 Part 1, states that new development proposals should: be designed to improve the quality and appearance of an area and the way it functions...contribute positively to an area's character and identity by creating or reinforcing local distinctiveness...(and) respect the traditional pattern of routes, spaces, blocks, plots, enclosures and the form, scale, and massing of buildings. Saved Policies C28 and C30 of the CLP 1996 reinforce this.
- 8.12. Policy Kidlington 1 is relevant and advises (inter alia) that key site specific design requirements will include (but are not limited to): Design for buildings that create a gateway with a strong sense of arrival including when arriving from the airport, 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 and a comprehensive landscaping scheme to enhance the setting of buildings onsite and to limit visual intrusion into the wider landscape.

Assessment

- 8.13. With regard to the existing context, the application site is flat and is not within a sensitive landscape. The site is surrounded on its north, south and west side by other built development, much of which, with the use of simplistic materials, are naturally commercial in appearance. These include the hangers at Oxford Airport to the north of the site and the new hotel and neighbouring commercial development also to the north and the car showrooms to the east of the site. The scale of buildings generally located to the south of London Oxford Airport are similar to the current development proposals as large commercial units.
- 8.14. The proposed development comprises a single rectangular building sited perpendicular to the main spine road through the technology park site. The design of the building is consistent with the appearance of the buildings recently constructed on Plots 1 and 3 and typical of a modern commercial development comprising large areas of glazing with grey panelling in varying shades. The building has been designed to be constructed with a shallow pitched roof behind a low parapet giving the impression of a flat roof, which is again consistent with the adopted design approach within the Technology Park.
- 8.15. In terms of scale, the building would be two-storey in height, consistent with the other commercial buildings on Plots 1 and 3 and the hotel on Plot 2 (also similar with the design and scale approved at Unit 5). This creates a uniformity of scale, design, and material finish within the Oxford Technology Park site. The layout, scale and appearance of the proposed building is therefore considered acceptable in the context and would be consistent with the design principles established on the Technology Park.
- 8.16. The landscape scheme for the site is also consistent with the principles agreed and approved through the outline consent for the wider technology park including the retention and enhancement of the existing mature hedgerow to the rear (western) boundary and the planting of street trees along the main spine road.

- 8.17. Boundary treatment information has been submitted and is considered to be satisfactory and includes (inter alia) provision of security fencing to align with the neighbouring units, with the details needing to be secured by condition. Areas for recycling (bin storage) are also shown in the car park layout.
- 8.18. The proposed test cells are located to the rear of the building and so would not be widely visible. Where seen, their appearance (essentially a shipping container) would not be unacceptable within the context of the employment site. The bin stores in their re-located position would remain to the rear of the building and therefore would not be widely visible and this is beneficial rather than at the frontage as previously proposed. The cycle stores are positioned to the front of the building which would be visible but closer to the front of the building than previous. The cycle shelters would be appropriate in design and it is beneficial for them to be located close to the access of each building to promote the use of sustainable transport.

Transport and Highways

Policy Context

- 8.19. Paragraph 111 of the NPPF states that: "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe". Policy ESD15 of the CLP 2031 Part 1 states, amongst other matters, that new development proposals should: be designed to deliver high quality safe...places to live and work in. Policy SLE4 of the CLP 2015 requires new developments to maximise opportunities for access to sustainable modes of travel and seeks improvements to the highway network to mitigate significant adverse impact of traffic generation resulting from new development.

Assessment

- 8.20. The Oxford Technology Park is located approximately 9.5km to the north of Oxford City Centre, to the south of Langford Lane, between the A44 and A4260. The A44 provides access to the A34 to the south of the site. National Cycle Network Route 55 runs adjacent to the A44 Woodstock Road providing a direct connection from its junction with Langford Lane through to Oxford City Centre to the south.
- 8.21. The Oxford Technology Park site access junction with Langford Lane has recently been constructed and includes both a footway on one side of the road and a segregated cycleway on the opposite side of what is now known as Technology Drive. As the junction has been designed to accommodate the total quantum of development permitted by the outline consent (14/02067/OUT), and the quantum of this proposed development (as well as that already permitted and built) does not exceed the parameters of the outline consent, it is considered that the access arrangements into the technology park site are suitable to accommodate the development now being proposed. For the purpose of clarity, the total related trip generation is within that which had previously been assessed as acceptable through the outline permission (14/02067/OUT), and the number of trips predicted are considered to be a negligible increase on the local road network.
- 8.22. Vehicular and service access to the site will be taken place from the main access into the site from Langford Lane that has already been constructed and was authorised as part of the approved reserved matters. Visibility from the plot access junction is suitable, given the linear nature of the spine road and OCC Highway did not object to the access proposals or its parking and turning arrangements when the proposals for unit 5 were originally considered. OCC had initially asked for details of the accessible parking sizes. Accordingly, the applicants amended the plans (proposed site plan) to

demonstrate that the accessible parking would be in line with policy requirements with regard to provision of the additional manoeuvring spaces required by the accessible parking spaces, which has been reviewed and found to be acceptable by OCC Highways Officers.

- 8.23. As noted above, the applicants have amended the designs slightly to demonstrate that the accessible car parking spaces would be adequately sized and meet the design requirements of being 2.9m x 5.5m to be considered a disabled space with space for manoeuvrability.
- 8.24. Mitigation measures including public transport improvements and footway enhancements were previously secured through the outline consent in order to enhance sustainable transport options to the site. These have been implemented in full.
- 8.25. Electric vehicle charging points are proposed to serve this development, providing 10 bays. In order to promote the take up of electric vehicle use, the Council promotes the installation of ducting to allow for future expansion of EV charging rather than retrofitting at a later date. This can be conditioned. OCC highways did not raise any concerns with regard to the quantum of provision.
- 8.26. Cycle shelters (for 40 cycles) are shown to the frontage of the proposed buildings. The shelters are double-stacked, semi-covered units, which have been found to be acceptable following review by the County Council highways officers in terms of both the quantum and quality of provision.
- 8.27. The proposal results in the loss of parking spaces to accommodate the proposed test cells. Whilst the Highway Authority have not commented, the proposal results in the loss of 4 car parking spaces and so overall this is unlikely to change the conclusions of the Highway Authority that the parking provision is sufficient.

Conclusion

- 8.28. The proposals are considered to be in accordance with policies SLE4 of the CLP 2015 as well as national planning policy set out within the NPPF in this regard.

Conditions of planning permission 21/03913/F

- 8.29. The applicant has applied for Variation of condition 2 (plans) 6 (vehicle parking layout) 16 (external Areas) of 21/03913/F.
- 8.30. As the development has commenced on site (apparent from a site visit) pre-commencement conditions 5, 8, 11, 12 and 14 of 21/03913/F cannot be reapplied and also need variation with information provided as to how the application has met these terms. The applicant has been notified of the above conditions and this is set out above.
- 8.31. Condition 5 required the submission of a Construction Traffic Management Plan prior to the commencement of development. As the proposed development is substantively complete, this condition is no longer necessary.
- 8.32. Condition 8 required the submission of a Surface Water Drainage Scheme at pre-commencement stage. This has now been submitted. Whilst the LLFA have not been re-consulted, the scheme is identical to the outline planning permission and the details to discharge the condition under reference 16/00533/DISC and also to Unit 6 to which the LLFA have raised no objection. As such taking this into account the condition is considered no longer necessary and can be removed.

- 8.33. Condition 11 required details of the landscaping. This has been implemented in a manner identical to Unit 3 and would be consistent with the overall character of the Business Park. The condition is no longer necessary.
- 8.34. Condition 12 required details of the bin and cycle provision. These have now been submitted and are shown in appropriate locations. The details of a cycle stacking system has also been agreed as appropriate and useable on Unit 3. As such the details are included in the plans condition but are not needed elsewhere.
- 8.35. Condition 14 set out that prior to the commencement of the development a Sustainability and Energy Statement should be submitted. The Statement has now been submitted which sets out to achieve BREEAM Excellent Standard which is above policy requirement of Very Good. The Sustainability and Energy Statement is therefore considered acceptable and the condition is no longer needed.
- 8.36. As a s73 application cannot grant a new planning permission, the timescale for commencement (Condition 1) is no longer needed as development has commenced.
- 8.37. Therefore, in agreement with the applicant, the conditions are updated accordingly to reflect the updated information and commencement of development on site.

9. PLANNING BALANCE AND CONCLUSION

- 9.1. The NPPF states that the purpose of the planning system is to contribute to the achievement of sustainable development. Paragraph 8 requires that the three dimensions to sustainable development (economic, social and environmental) are not undertaken in isolation, but are sought jointly and simultaneously.
- 9.2. Section 70(2) of the Town and Country Planning Act 1990 and Section 38(6) of the Planning and Compulsory Purchase Act 2004 require that planning applications be determined against the provisions of the development plan unless material considerations indicate otherwise.
- 9.3. The proposed development represents positive economic investment in a sustainable location supporting the overall development of the wider Oxford Technology Park site.
- 9.4. It is acknowledged that the site remains within the Oxford Green Belt although it is anticipated through CLP 2015 policy Kidlington 1 that this would be amended. However, development of the site has been supported through the granting of outline planning consent. Development has since commenced on the application site and the site now represents a ready development site with the necessary infrastructure to support the growth of the technology park for high value employment uses.
- 9.5. It is considered that the proposals assessed within this application would constitute an acceptable form of development. Subject to appropriate conditions it is considered that the proposals would cause no significant harm to highway safety, residential amenity or visual amenity, sustaining the character of the site and its setting whilst providing new commercial floorspace in keeping with that approved for the wider Technology Park.
- 9.6. It is considered that the proposals are broadly consistent with the provisions and aims of the above-mentioned Development Plan policies. The proposals are therefore considered to be acceptable in all other regards and **conditional approval is recommended.**

10. RECOMMENDATION

That permission is granted, subject to the following conditions

1. 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:

2613-01-PL3 – Site Block Plan

2613-02-PL1 – Site Location Plan

2613-05-PL3 – Proposed Landscaping

2613-10-PL2 – Ground Floor Plan

2613-11-PL2 – First Floor Plan

2613-12-PL1 – Roof Plan

2613-14-PL1 – South & West Elevations

2613-15-PL2 – North & East Elevations

2613-16-PL1 – Sectional Elevations

2613-100-PL4 – Cycle Locations

2613-101-PL1 – Bin Storage & Recycling

2613-102-PL3 – Fence Plan

2613-SK – Battery Container Elevations

E201 – Container Plan and Section View

E202 – Container Section Views

Planning & Economic Statement by Savills, received by the Local Planning Authority on 22 November 2021

Design & Access Statement by Garrett McKee Architects, received by the Local Planning Authority on 22 November 2021

Transport Statement, Ref: 33231058 Rev1, by Stantec, dated November 2021 and received by the Local Planning Authority on 2 December 2021

Drainage Statement, REF: 4553-TECH-ICS-CO-C-03.003, by Infrastruct CS Ltd dated 28 October 2022 and received by the Local Planning Authority on 29 November 2022

Sustainability and Energy Statement received by the Local Planning Authority on 18 December 2022

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.

2 The levels of noise emitted by fixed plant and equipment operated on the site shall not exceed the levels set out in table 7.1 of the Noise Assessment Report produced by Peter Brett and dated December 2014 and approved under outline planning permission Ref: 14/02067/OUT.

Reason: In order to safeguard the amenities of the area and to comply with Policy ENV1 of the Cherwell Local Plan 1996.

3. The floorspace hereby approved is permitted to be used for uses in classes E(g) (i) and/or (ii) and/or (iii) and B2 of the Town and Country Planning (Use Classes) Order 1987 (as amended). Uses in Class B8 of the Town and Country Planning (Use Classes) Order 1987 (as amended) are also permitted but only where they are ancillary to the function of an individual Class E(g) or B2 operation.

Reason: This permission is only granted in view of the very special circumstances and needs of the applicant, which are sufficient to justify overriding normal planning policy considerations and to comply with Policies Kidlington 1 and ESD 14 of the Cherwell Local Plan 2015 and Government Guidance contained within the National Planning Policy Framework.

4. The vehicle parking layout shown on plans 2613-01-PL3 and 2613-05-PL3 shall be laid out prior to occupation of the approved development. Thereafter, the areas shall be retained solely for the purpose of parking, turning and manoeuvring.

Reason: In the interests of highway safety.

5. Before the development is occupied the cycle parking areas shown on plan 2613-100-PL4 shall be provided within the site in accordance with the approved details and thereafter the areas shall be retained solely for the purpose of parking of cycles.

Reason: To encourage the use of sustainable modes of transport.

6. Prior to the first occupation of the development hereby approved, 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:

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

Reason: To ensure that the principles of sustainable drainage are incorporated into this proposal in accordance with Policy ESD8 of the Cherwell Local Plan 2015 and Government guidance contained within the National Planning Policy Framework.

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

Reason: To ensure that the development does not unduly affect operations at London Oxford Airport and in order to safeguard the amenities of the area and to comply with Government guidance contained within the National Planning Policy Framework and Policy ENV1 of the Cherwell Local Plan 1996.

8. Prior to first occupation, bin and recycling areas shall be carried out as shown on drawing no. 2613-101-PL1 – Bin Storage & Recycling submitted with the application. Thereafter, construction shall only commence in accordance with the approved details.

Reason: In order that proper arrangements are made for the disposal of waste, and to ensure the creation of a satisfactory environment in accordance with Saved Policy ENV1 of the Cherwell Local Plan 1996 and Government guidance contained within the National Planning Policy Framework.

9. Prior to the first use of the development, the sustainability measures outlined in the Sustainability and Energy Strategy received by the Local Planning Authority on 18 December 2022 will be implemented in accordance with the approved details.

Reason: To ensure sustainable construction and reduce carbon emissions and to comply with Policies ESD1, ESD2, ESD3, ESD4 and ESD5 of the Cherwell Local Plan Part 1 and Government guidance contained within the National Planning Policy Framework.

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

Reason: In order to comply with Policy ESD3: Sustainable Construction of the Cherwell Local Plan 2015.

11. No goods, materials, plant or machinery shall be stored, repaired, operated or displayed outside the buildings hereby approved unless otherwise approved in writing by the Local Planning Authority.

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

12. Prior to first occupation a Framework Travel Plan for the wider site shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To encourage the use of sustainable modes of transport.

Informative –

1. The development to which this permission relates has commenced and as such the requirements of Condition 1 to planning permission 21/03913/F (i.e. commencement before 24 June 2025) has been met and is no longer necessary.

Case Officer: Andrew Thompson

DATE: 12/01/2023

Checked By: Caroline Ford

DATE: 13/01/2023
