**Hill Street Holdings**

**Oxford Technology Park, Kidlington**

**Planning Permission Reference 14/02067/OUT – Tracked Changes Document**

1. Before any phase of development is commenced, full details of the siting, design, layout and external appearance of all buildings, landscaping and all means of access (hereafter referred to as reserved matters) for that phase shall be submitted to and approved in writing by the Local Planning Authority.
2. In the case of the reserved matters, any application for approval shall be made not later than the expiration of three years beginning with the date of this permission.
3. The development to which this permission relates shall be begun not later than the expiration of two years from the final approval of the reserved matters applications or, in the case of approval on different dates, the final approval of the last reserved matters application to be approved.
4. Except where otherwise stipulated by conditions attached to this permission, the development shall be carried out strictly in accordance with the Site Location Plan (13045 1001) and the following documents:

* Oxford Technology Park - The Compelling Case (Parts 1 & 2)
* Transport Assessment produced by Peter Brett (December 2014)
* Transport Note TN004 produced by Peter Brett (31/03/15)
* Framework Travel Plan produced by Peter Brett (September 2014)
* Updated Phase 1 Habitat Survey produced by Southern Ecological Solutions (December 2014)
* Engineering Appraisal produced by Haydn Evans Consulting (November 2013)
* Flood Risk Assessment and Drainage Strategy produced by Baynham Meike partnership (October 2012) updated by an email dated 17 April 2015
* Noise Impact Assessment produced by Peter Brett (December 2014)
* Air Quality Screening Assessment produced by Peter Brett (December 2014)

1. , A phasing plan covering the entire site shall be submitted to and approved in writing by the Local Planning Authority with the first reserved matters application that is submitted. Thereafter each subsequent reserved matters application shall refer to a phase, phases, or part thereof identified in the phasing plan.
2. Prior to the commencement of the development hereby approved, full details of the means of access between the land and the highway, including position, layout, construction, drainage and vision splays, shall be submitted to and approved in writing by the Local Planning Authority. Thereafter and prior to commencement on site, the means of access shall be constructed to base course and used as such during the initial construction phase. Prior to first occupation on site, the access scheme will be completed and retained in accordance with the approved details.
3. Prior to the commencement of each phase of the development hereby approved, detailed access and circulation specifications for that phase of development shall be submitted and approved in writing by the Local Planning Authority as part of the Reserved Matters Application for that phase. Thereafter, and prior to the first occupation of each approved phase of development, the access, and circulation, parking and manoeuvring areas shall be provided on the site in accordance with the approved details for that phase of development. Parking and manoeuvring areas shall be retained unobstructed except for the parking and manoeuvring of vehicles at all times thereafter.
4. Prior to the first occupation of the development hereby approved, a Framework Travel Plan, prepared in accordance with Oxfordshire County Council's Guidance on Transport Assessment and Travel Plans, shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the approved Framework Travel Plan shall be implemented and operated in accordance with the approved details.
5. Prior to commencement of any phase of development a Construction Traffic Management Plan must be submitted to and approved in writing by the Local Planning Authority for that phase of development.
6. No development shall take place until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development including appropriate infiltration testing in accordance with BRE 365, has been submitted to and approved in writing by the local planning authority. The drainage strategy will demonstrate:

* surface water run-off generated up to and including the 1 in 100 year (including a 30% allowance for climate change) critical storm will not exceed the run-off from the undeveloped site following the corresponding rainfall event.
* surface water runoff will be managed so that it does not contaminate controlled waters

The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

1. Development shall not commence until a drainage strategy detailing any on and/or off site drainage works, has been submitted to and approved by, the local planning authority in consultation with the sewerage undertaker. No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed.
2. 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. 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.
3. 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.
4. Prior to the commencement of the development hereby permitted, measures to encourage the uptake of low emission transport, shall be submitted to and approved in writing, by the Local Planning Authority. No development shall take place until the Local Planning Authority has given its written approval that measures are in place which mitigate the impact of the development on local air quality and support the uptake of low emission technologies now and in the future.
5. Prior to the commencement of the development hereby approved, a reptile method statement shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, all works shall be carried out in accordance with the approved details.
6. Prior to the commencement of the development hereby approved, including any demolition, and any works of site clearance, a method statement for enhancing tree or shrub planting, areas of species rich grassland, habitat boxes for birds shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the biodiversity enhancement measures shall be carried out and retained in accordance with the approved details.
7. A full technical safeguarding study shall be undertaken, to assess the effects of the development on London Oxford Airport's navigations aids and radar equipment and shall be submitted as part of the reserved matters application(s).
8. Prior to the commencement of development a Bird Control Management Plan shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, all works shall be carried out in accordance with the approved details.
9. No external lights/floodlights shall be erected on the land without the prior express consent of the Local Planning Authority.
10. The development hereby permitted shall be constructed to meet at least BREEAM 'Very Good' standard.
11. The floorspace hereby approved is permitted to be used for uses in Classes B1 and B2 of the Town and Country Planning (Use Classes) Order 1987. Uses in Class B8 of the Town and Country Planning (Use Classes) Order 1987 are also permitted, but only where they are ancillary to the function of an individual Class B1 or B2 operation.