

OXFORD CITY PLANNING COMMITTEE

21st February 2023

Application number:	22/02168/FUL		
Decision due by	15th December 2022		
Extension of time	To be agreed upon completion of legal agreement		
Proposal	Erection of 3no. laboratory and office buildings with ancillary commercial uses (all within Use Class E). Provision of associated landscaping, car parking, cycle parking and creation of new accesses.		
Site address	Plots 23-26, Oxford Science Park, Grenoble Road, Oxford – see Appendix 1 for site plan		
Ward	Littlemore Ward		
Case officer	Jennifer Coppock		
Agent:	Mr Prashanna Vivekananda	Applicant:	c/oThe Oxford Science Park
Reason at Committee	Major development		

1. RECOMMENDATION

1.1. The committee is recommended to:

1.1.1. **approve the application** for the reasons given in the report and subject to the required planning conditions set out in section 12 of this report and grant planning permission; and subject to:

- the satisfactory completion of a legal agreement under section.106 of the Town and Country Planning Act 1990 and other enabling powers to secure the planning obligations set out in the recommended heads of terms which are set out in this report; and

1.1.2. **delegate authority** to the Head of Planning Services to:

- finalise the recommended conditions as set out in this report including such refinements, amendments, additions and/or deletions as the Head of Planning Services considers reasonably necessary; and
- finalise the recommended legal agreement under section 106 of the Town and Country Planning Act 1990 and other enabling powers as set out in this report, including refining, adding to, amending and/or deleting the obligations detailed in the heads of terms set out in this report (including to dovetail with and where appropriate, reinforce the final conditions and informatives to be attached to

the planning permission) as the Head of Planning Services considers reasonably necessary; and

- complete the section 106 legal agreement referred to above and issue the planning permission.

2. EXECUTIVE SUMMARY

- 2.1. This report considers the proposal for the erection of 3no. laboratory and office buildings for the purposes of research and development within the Oxford Science Park, an allocated employment site. Officers consider that the proposed development would respond appropriately to the site context and Local Plan allocation. The proposal would provide improved transport infrastructure through financial contributions and it is considered that there would be no harm to the highway network as a result of traffic generation. The development would result in a net gain in tree canopy cover through new and retained soft landscaping.
- 2.2. There would be no harm to any identified protected species, subject to off-setting within the wider Science Park to meet biodiversity net gain which would be secured by a legal agreement. The development would be of a sustainable design and construction, achieving a 40.2% reduction in carbon emissions when set against the 2021 Part L Building Regulations. The currently proposed car parking provision is considered excessive in accordance with the objectives of the Oxford Local Plan 2036, however given the relative unsustainable nature of the site at present and agreement by the applicant to remove 200 spaces by the time the Cowley Branch Line is operating at 2 trains per hour, the proposal is considered acceptable in these specific circumstances. Adequate cycle parking would be provided across the site, with further details to be secured by condition. There would be no adverse flood risk and drainage impact, nor would there be adverse land contamination, noise pollution or air quality impact.
- 2.3. Subject to appropriately worded conditions and a section 106 legal agreement, the development would accord with all policies in the Oxford Local Plan 2036 and NPPF.

3. LEGAL AGREEMENT

- 3.1. This application is subject to a legal agreement to cover:
 - the removal of 200 car parking bays once the Cowley Branch Line Passenger Service is operating 2 trains per hour.
 - a requirement that tenancy agreements shall include the loss of parking spaces and that tenants shall be sufficiently notified
 - Contributions towards bus services serving the Oxford Science Park.
 - Contribution towards active travel improvements.
 - Travel Plan monitoring fee.

- Submission and implementation of a Biodiversity Scheme to secure a Biodiversity Net Gain of 5%

4. COMMUNITY INFRASTRUCTURE LEVY (CIL)

4.1. The proposal is liable for CIL amounting to £1,947,819.08

5. SITE AND SURROUNDINGS

- 5.1. The site is one of the last remaining undeveloped plots within the Oxford Science Park and sits within the southern portion of the Park, delineated by the A4074 dual carriageway immediately to the south with residential development beyond, woodland to the east with Grenoble Road beyond and Littlemore Brook to the west.
- 5.2. Plots 23-26 extend to approximately 3.76ha and are characterised by large areas of rough grassland with a strip of hardstanding along the northern portion. The site slopes gradually to the west towards Littlemore Brook with a level difference of approximately 2m. A dense belt of trees line the eastern and southern boundaries of plots 23-25, screening the site from Grenoble Road and partially screening the site from the A4074. A large pond and Littlemore Brook lie to the north and west of plot 26 respectively.
- 5.3. The site is accessed from the circular Heatley Road within the Park. Surrounding commercial units at three and four storeys include the Schrodinger Building, Fletcher House, Winchester House and Minerva House.
- 5.4. Residential development surrounds the site, beyond the Science Park, with the partially constructed and occupied Newman Place development to the west, the Rock Farm development within Sandford to the south and a residential park to the east of Grenoble Road. Land to the south has been allocated for a mixed use scheme including 3000 new homes, an extension to the Science Park, primary and secondary schools, retail and leisure facilities as well as public transport improvements.
- 5.5. The site is designated as a Category 1 Employment Site, has been allocated for employment use under Policy SP9 and falls within the Cowley Branch Line Area of Change. These designations are set out in more detail within paragraph 10.4 below.
- 5.6. The majority of the site falls within flood zone 1 (lowest probability of flooding), however the western portion of the site falls within flood zones 2 and 3 (medium to high probability of flooding) due to its proximity to Littlemore Brook.

5.7. See site location plan below:



Figure 1: Site location plan

6. PROPOSAL

- 6.1. The application proposes to erect 3no. four storey buildings to serve as offices and containment level 2 (CL2) laboratories for life science research and development purposes (medium risk biological agents and hazards, genetically modified organisms, animals and plants). At ground floor level it is anticipated that ancillary uses would be provided in the form of cafes and child care facilities, however as the scheme is speculative with no end user confirmed at the time of writing, the exact location and extent of these uses is unknown. The buildings would provide 65,539sq. m. of internal floorspace.
- 6.2. The proposal would utilise the change in ground level by creating a below-podium (basement) parking area with shower and storage facilities where the ground falls away. In order to create a basement with an approximate depth of 4.9m, the depth of excavation required would be approximately 2.9m.
- 6.3. 883 car parking spaces would be provided within the basement, at grade and within the multi-storey car park attached to building 3 (the easternmost building). The multi-storey car park would be flexible with the ability to convert to additional laboratory and office floorspace once demand dictates.
- 6.4. The podium between the buildings would be hard and soft landscaped with furnished enclosures providing opportunities for outdoor working. Soft landscaping and seating areas would be provided to the building frontages. The existing gap in vegetation along the A4074 would be infilled with a range of trees to supplement this existing ecological corridor and partially screen the buildings from view.

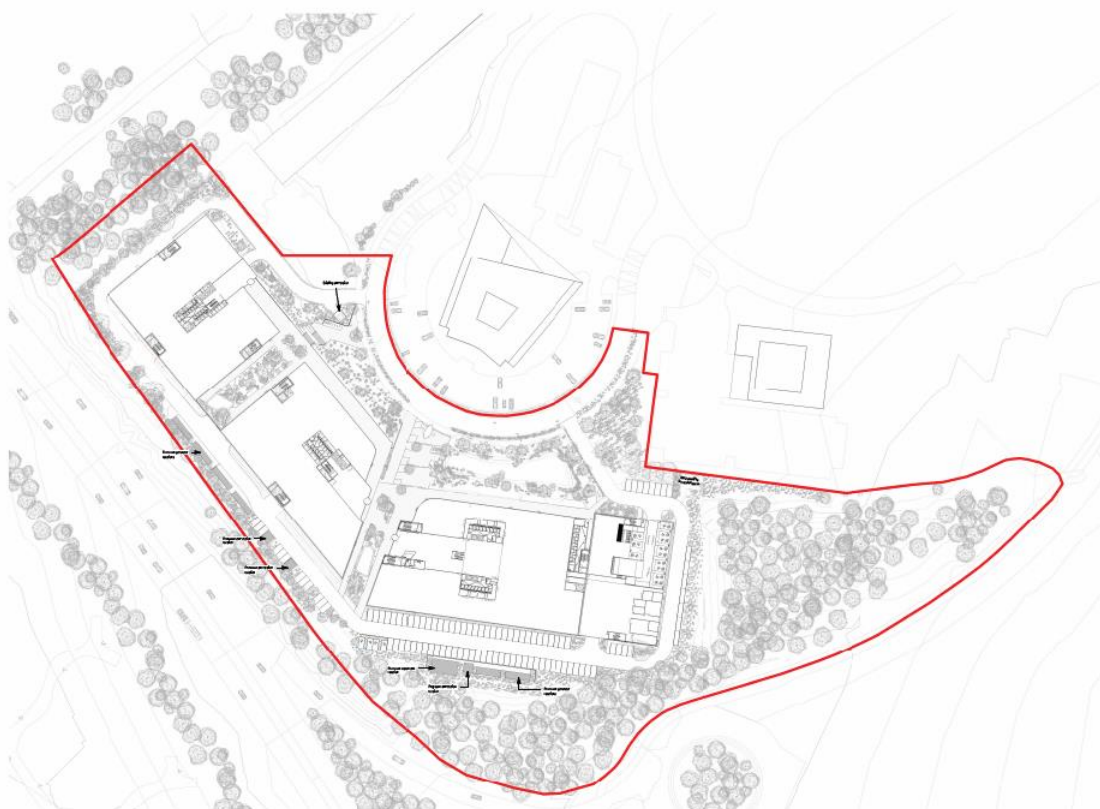


Figure 2: Proposed site plan

7. RELEVANT PLANNING HISTORY

7.1. The table below sets out the relevant planning history for the application site:

21/02120/OUT - Development of up to 32,350sqm of Class E(g) floorspace and provision of up to 830 car parking spaces. All matters reserved. Withdrawn 12.04.2022

07/02830/RES - Erection of three storey building for Business use (Class B1) at plot 26. Approval of reserved matters under planning permission 96/01416/NO for layout, scale, appearance, access and landscaping. Approved 05.03.2008

00/02256/NF - Proposed four storey building for B1 use at plot 26. Car parking for 189 cars including 69 in decked car park. Approved 15.02.2001

96/01416/NO - Outline application for extension to Science Park (Phase 2 & 2a) including scheme of structural landscaping with mounding adjacent to Grenoble Road roundabout (Amended plans). Approved 03.07.2000

8. RELEVANT PLANNING POLICY

8.1. The following policies are relevant to the application:

Topic	National Planning Policy Framework	Local Plan	Other planning documents
Design	126-136	DH1 - High quality design and placemaking DH7 - External servicing features and stores	
Conservation/ Heritage	189-208	DH2 - Views and building heights	
Housing	119-125	H14 - Privacy, daylight and sunlight	
Commercial	81-83	SP9 - The Oxford Science Park (Littlemore and Minchery Farm)	
Natural environment	152-188	RE3 - Flood risk management RE4 - Sustainable and foul drainage, surface G1 - Protection of Green/Blue Infrastructure G2 - Protection of biodiversity geo-diversity G7 - Protection of existing Green Infrastructure G8 - New and enhanced Green and Blue Infrastructure	
Transport	104-113	M1 - Prioritising walking, cycling and public transport M2 - Assessing and managing development M3 - Motor vehicle parking M4 - Provision of electric charging points M5 - Bicycle Parking AOC7 - Cowley Branch	Parking Standards SPD

		Line	
Environmental	7-14, 119-125, 183-186.	RE1 - Sustainable design and construction RE6 - Air Quality RE8 - Noise and vibration RE9 - Land Quality	Energy Statement TAN
Miscellaneous	7-14, 92-103, 114-118, 119-125.	S1 - Sustainable development RE2 - Efficient use of Land RE5 - Health, wellbeing, and Health Impact Assessment RE7 - Managing the impact of development V8 – Utilities V9 - Digital Infrastructure	

9. CONSULTATION RESPONSES

- 9.1. Site notices were displayed around the application site on 23rd September 2022 and an advertisement was published in The Oxford Times newspaper on 29th September 2022.

Statutory and non-statutory consultees

Oxford Civic Society

- 9.2. Support the design and landscaping of the proposal and welcome the additional employment the proposal would bring to the area as well as the applicant's intention to reduce parking numbers.

Littlemore Parish Council

- 9.3. Support the sympathetically and sustainably designed buildings with additional provision of green leisure spaces. The Parish Council endorses the measures to encourage active travel.

Oxfordshire County Council (Highways)

- 9.4. No objection, subject to conditions and financial contributions towards public transport services, PROW infrastructure and active travel infrastructure to be secured by legal agreement.

Oxfordshire County Council (Lead Local Flood Authority (LLFA))

9.5. No objection subject to conditions.

Thames Water Utilities Limited

9.6. No objection, subject to conditions.

Environment Agency

9.7. Initially, the EA objected on biodiversity grounds as it was considered that the proposed enhancements to the balancing pond were not sufficient. Following their objection, officers and the applicant met with the EA on two occasions to discuss appropriate measures and it was agreed that enhancements could be secured by condition. On 3rd February, the EA removed their objection and suggested conditions re. the balancing pond, a LEMP and finished floor levels. Please see conditions 38, 39 and 41 at section 12 below.

Public representations

9.8. Eight local businesses commented in support of this application from the following addresses:

- Oxford Academic Health Science Network, Oxford Science Park
- Velocys, Oxford Science Park
- Exscientia, Oxford Science Park
- LRE System Ltd, Oxford Science Park
- OrganOx, Oxford Science Park
- Oxgene, Oxford Science Park
- Theolytics, Oxford Science Park
- Enara Bio Ltd., Oxford Science Park

10. PLANNING MATERIAL CONSIDERATIONS

10.1. Officers consider the determining issues to be:

- a. Principle of development
- b. Design and views
- c. Archaeology
- d. Impact on neighbouring amenity
- e. Health and wellbeing
- f. Highways and parking
- g. Trees and landscaping
- h. Air Quality
- i. Sustainable design and construction
- j. Noise
- k. Land quality
- l. Flood Risk and Drainage
- m. Ecology
- n. Utilities

a. Principle of development

- 10.2. The NPPF sets out a presumption in favour of sustainable development and the Core Principles encourage the efficient use of previously developed land. Policies S1 and RE2 of the Oxford Local Plan 2036 are consistent with this approach, policy RE2 requires that development proposals must make best use of site capacity, in a manner compatible with the site itself, the surrounding area and broader consideration of the needs of Oxford. The development proposal must have a density appropriate for the proposed use, with an appropriate scale and massing, maximise the appropriate density with a built form and site layout appropriate to the capacity of the site.
- 10.3. The Oxford Local Plan recognises at para 128 that Oxford has *“one of the highest concentrations of knowledge intensive businesses in the UK. It has the fastest growing and one of the best educated workforces in the country and is the main centre of research and spin outs in the country. The Local Plan supports the growth of these sectors and puts in place measures to manage the effects of success”*. The Oxfordshire Strategic Economic Plan (2017) sets out the long term vision and ambitions for economic growth in the County, which is that overall by 2030 *“Oxfordshire will be recognised as a vibrant, sustainable, inclusive world leading economy driven by innovation, enterprise and research intelligence”*. The Oxfordshire Local Industrial Strategy (2019) looks to position Oxfordshire as one of the top 3 global innovation ecosystems highlighting the County’s world leading science and technology cluster.
- 10.4. As above, the Oxford Science Park (TOSP) forms part of a Category 1 employment site and as such, under the requirements of policy E1 of the Oxford Local Plan 2036, the site is protected for employment floorspace only. Planning permission will be granted for the intensification, modernisation and regeneration for employment purposes of any employment site if it can be demonstrated that the development makes the best and most efficient use of land and does not cause unacceptable environmental impacts and effects. Further, TOSP is allocated under policy SP9 for employment uses that directly relate to Oxford’s key sectors of research led employment. The policy requires that development should be designed to enhance the external appearance of the Park and to optimise opportunities to enhance the park’s landscape and public realm. The site also falls within the Cowley Branch Line Area of Change, where high density employment development that makes efficient use of land is expected and it is recognised that taller buildings can positively contribute to increasing density and enabling a more efficient use of land
- 10.5. The submitted Economic Statement estimates that the proposed development would deliver an additional 3,100 new net additional full time equivalent jobs on and off site.
- 10.6. With regards to Gross Value Added (GVA) Uplift from the expansion of the Science Park, it is estimated within the Economic Statement that the proposal would generate an additional total of £182 million per annum in GVA.
- 10.7. It is therefore considered that intensifying development on the site for business (E(g) class) uses within the research led employment sector, as proposed, is acceptable in principle subject to compliance with all requirements of policy SP9 and the Local Plan as a whole.

b. Design and impact on views

- 10.8. The NPPF makes it clear that the purpose of planning is to help achieve sustainable development (Section 2), and that design (Section 12) and effects on the natural environment (Section 15) are important components of this.
- 10.9. Section 11 of the NPPF notes in paragraph 124 that in respect of development density the considerations should include whether a place is well designed and “the desirability of maintaining an area’s prevailing character and setting...or of promoting regeneration and change”.
- 10.10. Paragraph 130 of the NPPF states that decisions should ensure that developments will a) function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development; b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping; c) are sympathetic in local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities); d) establish or maintain a strong sense of place to create attractive, welcoming and distinctive places and e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public open space) and support local facilities and transport networks; and f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users.
- 10.11. Local Plan Policy DH1 requires developments to demonstrate high quality design and placemaking.
- 10.12. With regards to the proposal’s response to the site itself and surrounding context, the proposed scale, massing and articulation would be read as a hard edge to the Science Park and this part of the City when viewed from the A4074 and Sandford. However, measures have been put in place to reduce the prominence of the buildings and soften the potential impact, such as an enhanced soft landscape buffer along the A4074 and the choice of recessive colours and roof plant screening in the form of vertical solar PV panels. When considered within the context of the site’s allocation for the intensification of employment development, the proposed relationship with the edge of the Science Park is considered acceptable in this instance.
- 10.13. The proposed buildings at four storeys with a maximum height of 27m to the top of the mechanical plant screening would approximately double the existing amount of floorspace available on the Science Park. Whilst the extent of proposed densification would fundamentally change the character of the undeveloped plot, this is to be expected under the requirements of the site allocation. Buildings 1 and 2 would be sized at the upper end of existing individual building footprints on the Park which is considered in line with the surrounding context. Whilst building 3, with the attached multi storey car park, would be much greater in scale with a long roofscape, it has been tested in views from within the Park and due to its relationship with the circular Heatley Road and proposed planting, the full extent of built form would not be visible at any one time as illustrated in figure 3 below. Further, the hierarchy of crossed steel structures at the base (the colonnade), shaped and perforated aluminium fins

in the middle and an articulated plant screen in the form of vertical solar panels with thin-film PV modules at the top has successfully broken up the massing of each building when seen from within the Park.



Figure 3: View of building 3 from Heatley Road

- 10.14. The general principle of creating and prioritising pedestrian access from Heatley Road towards the middle of the site with servicing diverted to the side and around the back of the buildings is supported and signals a step change to the existing car centric character of the Park.
- 10.15. The public realm between the buildings is well developed with a combination of hard landscaping, soft landscaping and permanent built shelters to facilitate outdoor working and socialising which is considered to work successfully. Further, the principle of a meadow landscape linking the proposed buildings to the wider Park is supported. It is positive that visitor cycle parking is conveniently located at the entrances, celebrating this sustainable mode of transport by making it visible and convenient. During the consideration of the application, the applicant has enhanced the landscape linking Heatley Road to the building frontages by creating a stepped area with additional opportunities for outside working, collaborating and socialising. This amendment has sought to create a more welcoming focal point within this part of the Park and prioritise pedestrian access to the buildings as shown in figure 4 below.

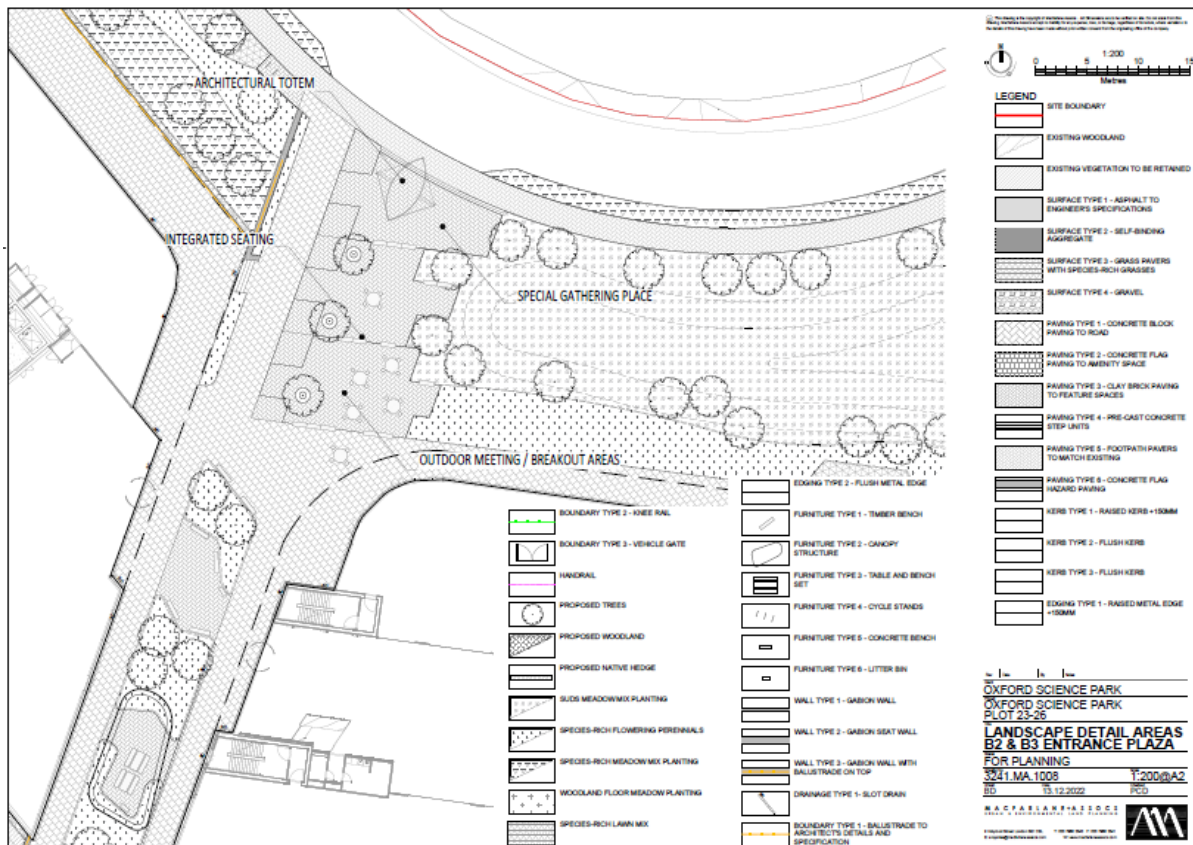


Figure 4: Enhanced public realm between buildings 2 and 3

10.16. As required by Local Plan policy DH2, the City Council will seek to retain significant views both within Oxford and from outside. In terms of long distance views from the City centre, looking out towards the application site, the submitted Landscape and Visual Impact Assessment (LVIA) and Vu.City modelling that has been carried out internally demonstrates that the possibility of skylining in the St Mary's Tower view is unlikely given the topography of the application site and surrounding area. With regards to more local views, and as mentioned above, the buildings would create a hard edge to the Science Park when viewed from the A4074 and Sandford. However, during the consideration of the application the applicant has incorporated a more dense line of mature trees along the southern boundary which would partially screen the buildings from these locations. Whilst it is not the intention to hide the proposed architecture which would positively signpost the Park, the proposed planting in addition to the recessive colours would nevertheless soften the impact on neighbouring Sandford which sits within the administrative area of South Oxfordshire District Council. Proposed views of the buildings from A4074 and Sandford are copied below at figure 5:



Figure 5: Proposed local rendered views

10.17. As demonstrated above, the proposal would impact on the surrounding historic environment i.e. Sandford with its historical links to Minchery and the land of the Science Park, however it is recognised that there have been changes through the latter half of the C20 as well as the early C21 which have altered this historic landscape and given that the site has been subject to a long standing site allocation, this scale of development with its associated economic benefits is to be expected within this context. For clarity, neither the site nor the neighbouring areas are located

within a Conservation Area and the nearest listed building (Sandford House, Grade II) is located approximately 220m away within Sandford, to the south of the A4074 and therefore there is no requirement to consider paragraphs 194-208 of the NPPF.

- 10.18. Taking into account all of the above, it is considered that the proposal is acceptable in compliance with policies DH1 and DH2 of the Oxford Local Plan 2036.

c. Archaeology

- 10.19. Local Plan Policy DH4 states that where archaeological deposits and features are suspected to be present (including upstanding remains), applications should include sufficient information to define their character, significance and extent of such deposits so far as reasonably practical.
- 10.20. The site is not of built heritage significance and in terms of below ground archaeological potential, the site was partially excavated in 1999 and demonstrated to have multi-period potential (prehistoric, Roman, Early Saxon, medieval) with potential for dispersed activity areas. However the published excavation report notes that the substantive parts of plots 23-26 were stripped to 'archaeological levels' under a watching brief and it is therefore considered that no further archaeological work is required in relation to the site in accordance with policy DH4.

d. Impact on neighbouring amenity

- 10.21. Policy H14 of the Oxford Local Plan 2036 requires new development to provide reasonable privacy, daylight and sunlight for occupants of both existing and new homes. Policy RE7 requires the amenity of neighbours to be protected with regards to visual privacy, outlook, sunlight, daylight and overshadowing and impacts of the construction phase. Policy RE8 seeks to control nuisance from noise.
- 10.22. Immediate neighbours of the site include; Newman Place to the west, a residential development of 270 units currently under construction within blocks of up to four storeys. Building 1 sits approximately 100m from the nearest buildings at Newman Place with Littlemore Brook and mature woodland between the two sites. To the south of the A4070 lies the settlement of Sandford, with residential development located approximately 95m to the nearest proposed building. To the east of Grenoble Road lies a mobile home park with a distance of approximately 120m and existing woodland within the Science Park separating the two sites.

Privacy

- 10.23. Given the significant distances between the proposed development and surrounding residential development, as mentioned above, it is considered that the buildings would not compromise neighbouring privacy.

Overbearing

- 10.24. Whilst the proposal would be partially visible from Newman Place and Sandford, the distance between the plots would mitigate the potential for the buildings to have an overbearing impact on neighbours. Further, the applicant has amended the landscape proposals during the consideration of the application to ensure that the landscape buffer along the A4070 consists of more mature trees rather than

ornamental as originally proposed. This would aid in partially screening the building from Sandford, as illustrated at figure 6 below.

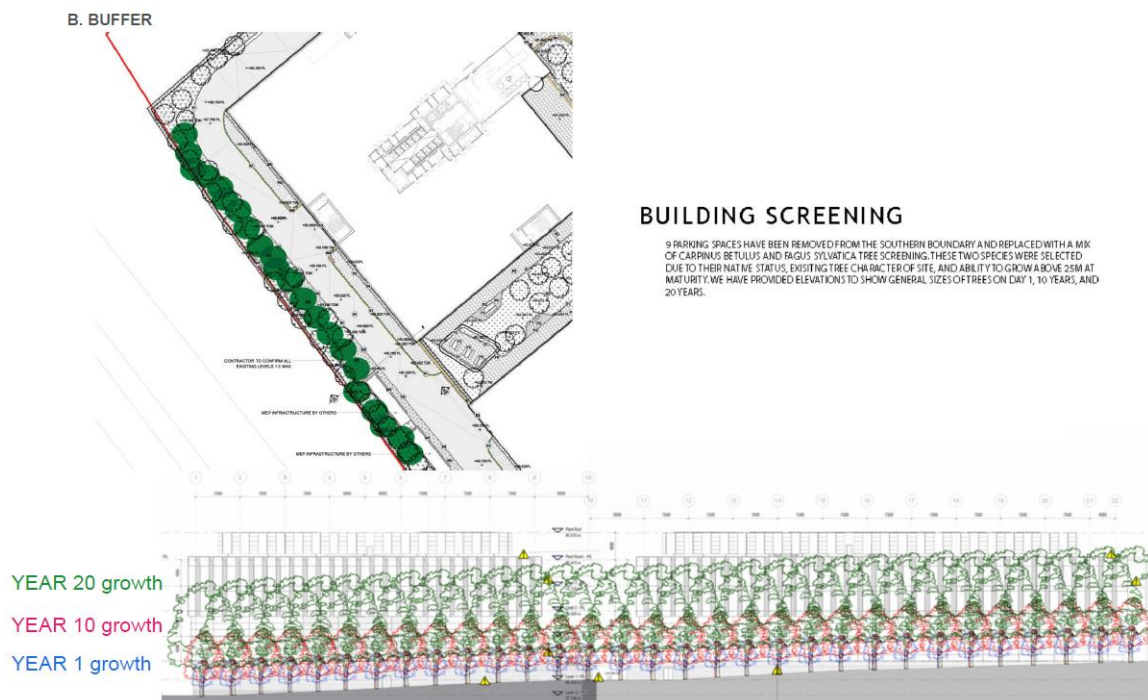


Figure 6: Buffer planting along A4074 – indicative growth rate.

- 10.25. The same can be said for the impact on Newman Place and the mobile home park to the east of Grenoble Road, the existing woodland buffers combined with the distances between the proposed buildings would avoid any unduly overbearing impact on neighbours. In addition, officers are mindful that the Oxford Science Park has been subject to a long standing allocation for employment use within the current and previous Local Plans and therefore reasonable intensification of the undeveloped plots is expected within this context.
- 10.26. With regards to potential light pollution from the proposed buildings, it is difficult to ascertain the exact impact at this stage given that the proposal is speculative with no confirmed tenant at the time of writing. However, in order to achieve BREEAM Excellent, as required by Local Plan policy RE1, certain specifications need to be met including PIR lighting to turn off lights in unoccupied spaces, glazing with a light transmission of only 50%, blocking 50% of light and blinds that are 95% solid, allowing only 5% of light transmission. Further, and as mentioned above, the building would be partially screened from neighbours by existing and proposed planting. To ensure that the proposal does not unduly impact on neighbouring amenity in this regard, a lighting strategy would be conditioned. As an indication of the potential impact, figure 7 below shows a non-verified night time Building Information Modelling (BIM) view from Sandford:

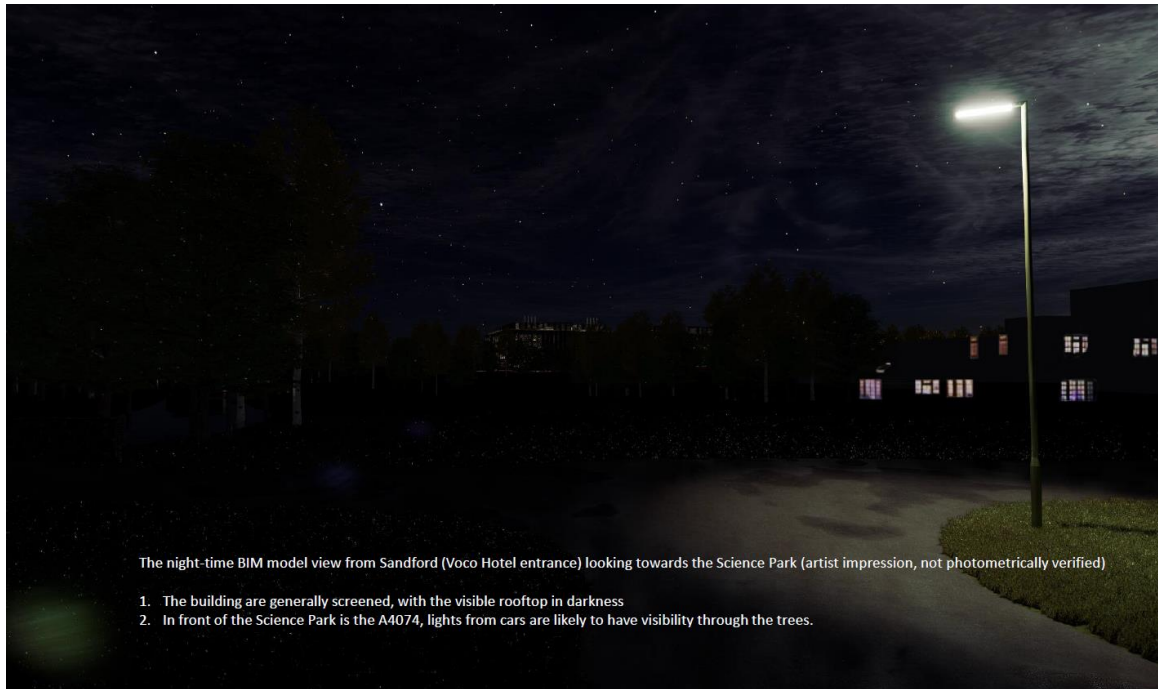


Figure 7: Night time BIM view from Sandford

10.27. In light of the above and subject to the sufficient discharging of the lighting strategy condition, the scheme is not considered to have a material impact on neighbouring amenity with regards to light pollution.

Daylight/sunlight

10.28. A solar study has been carried out as part of the submission and can be found within the Design and Access Statement. The study demonstrates that the proposal would not overshadow neighbouring buildings beyond the Science Park. Figure 8 below illustrates the overshadowing diagram for the winter solstice (worst case scenario).

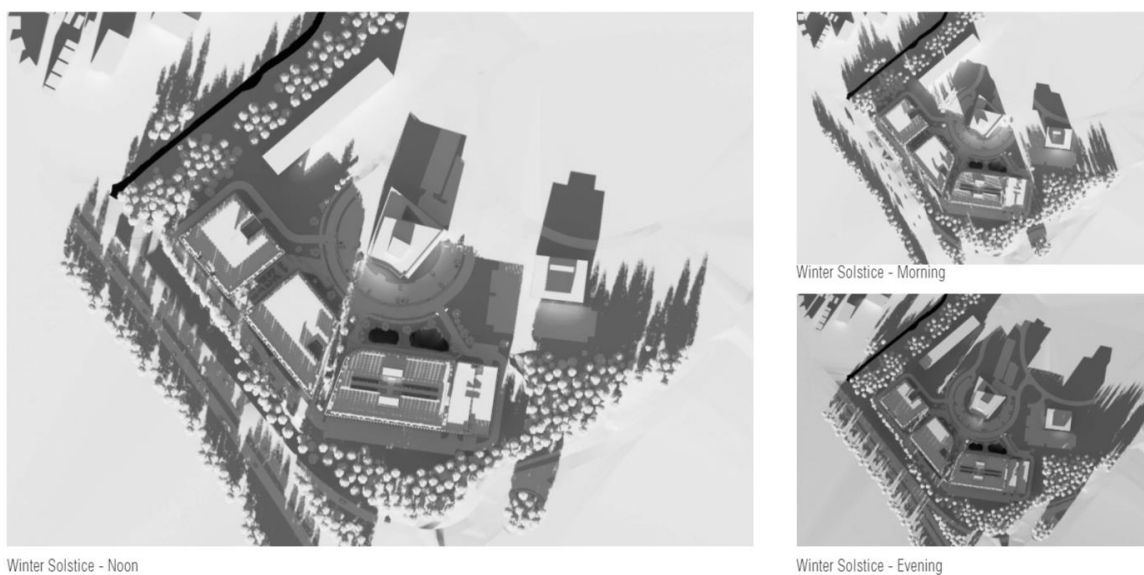


Figure 8: Solar study – Winter solstice

Construction phase

- 10.29. In order to protect the amenity of neighbours during the construction process, a condition would be imposed to require the submission of a Construction Environmental Management Plan prior to the commencement of development. The Plan would identify the steps and procedures that would be implemented to minimise the creation and impact of noise, air quality, vibration, dust and waste disposal resulting from the site preparation, groundwork and construction phases of the development and manage Heavy Goods Vehicle (HGV) access to the site.
- 10.30. Taking all of the above into account, it is concluded that the proposed development fully complies with policies RE7 and H14 of the Oxford Local Plan.

e. Health and wellbeing

- 10.31. Local Plan policy RE5 seeks to promote strong, vibrant and healthy communities and reduce health inequalities. The application has been supported by a Health Impact Assessment (HIA) which considers the health impacts of the proposed development based on the NHS London Healthy Urban Development Unit (HUDU) Rapid Health Impact Assessment (HIA) as required by policy RE5.
- 10.32. With reference to the submitted London HUDU Rapid HIA Toolkit (NHS London Healthy Urban Development Unit, 2019), the proposed development would not give rise to material health and wellbeing impacts associated with environmental or socio-economic changes during construction or operational stages. The proposed development is beneficial to health and wellbeing on the following basis:
- Provision of 1,872 weeks of apprenticeships over 24 months of construction, providing opportunities for 41 apprentices, in addition to the construction phase potentially providing work experience to 8 people while also conducting 8 school visits/ career events;
 - delivery of highly skilled jobs once in operation;
 - encouragement of healthy behaviours by the provision of safe and secure cycle parking and changing and shower facilities; and
 - encouragement of social interaction between employees and visitors by creating welcoming open spaces such as the landscaped areas, outdoor working areas and the creation of the 'Science Trail'.
- 10.33. In light of the above, and the contents of this report as a whole, it is considered that the proposed development would comply with policy RE5 of the Oxford Local Plan 2036.

f. Highways and parking

- 10.34. Oxford has the ambition to become a world class cycling city with improved air quality, reduced congestion and enhanced public realm. Road space within the city is clearly limited and to achieve its ambition there is a need to prioritise road space and promote the sustainable modes of travel. For non-residential development, the presumption will be that vehicle parking will be kept to the minimum necessary to

ensure the successful functioning of the development. Policies M1, M2, M3, M4 and M5 of the Oxford Local Plan 2036 seek to deliver these objectives.

- 10.35. Policy M1 states that planning permission will only be granted for development that minimises the need to travel and is laid out and designed in a way that prioritises access by walking, cycling and public transport. In accordance with policy M2, a Transport Assessment for major developments should assess the impact of the proposed development and include mitigation measures to ensure no unacceptable impact on highway safety and the road network and sustainable transport modes are prioritised and encouraged. A Travel Plan, Delivery and Service Management Plan and Construction Management Plan are required for a development of this type and size.

Sustainability

- 10.36. The site is adjacent to the areas of Littlemore, Greater Leys, Blackbird Leys and Sandford-on-Thames, all of which are within walking distance. The area has been known until relatively recently as unsustainable due to its lack of public transport and active travel options. However, as discussed in more detail below, the sustainability of the site is already improving and with proposed sustainable options within the immediate locale, the site is considered suitable by the highways authority for further development. In addition to these improvements, and as the Planning Committee will be aware, a mixed use development including approximately 3,000 dwellings is planned for the south side of Grenoble Road currently named the 'South Oxford Science Village' which falls within the administrative area of South Oxfordshire District Council. This mixed-use development would provide a large investment in sustainable transport options and increase the viability of schemes such as the Cowley Branch Line passenger rail service. Again, as the Planning Committee will be aware, there is a proposal for the Cowley Branch Line to be repurposed as a passenger service which will connect Oxford train station with Oxford Business Park, Oxford Science Park and Oxford Parkway train station/Park & Ride to London.

- 10.37. Within a recent connectivity study by Phil Jones Associates, it was highlighted that active travel improvements to the new Branch Line station at the Science Park area were required, and with the high level of staff that will be commuting to the Science Park by active travel, it is considered that these are also required to enable further development to come forward in this area. Some of these are already planned and/or funded and will be implemented in the near future, these include:

- Pedestrian and cycle link from the Science Park to Armstrong Road.
- Improved pedestrian and cycle permeability and street lighting on Public Right of Way 281/1/40 connecting the Science Park to Minchery Farm.
- New direct pedestrian and cycle route from Knights Road connecting the Science Park to Blackbird Leys.
- Active travel improvements from Sandford-on-Thames along Church Road and towards Littlemore on Sandford Road.

10.38. It is considered that the improvements listed below are required in order to make active travel to the application site more attractive. Contributions towards these improvements have been requested either from this development or other upcoming schemes within the Science Park (plots 16, 18 and 27):

- A new pedestrian/cycle crossing on Henley Road to allow easier access to the Science Park from Abingdon, Sandford-on-Thames and Littlemore.
- A new shared use path along Brick Kiln Lane.
- A safer crossing point at the Grenoble Road/Brick Kiln Lane roundabout which would allow pedestrians and cyclists to cross the A4074 slip road to join the shared use path on the northern side of Grenoble Road.
- Upgrading of the cycle route from the Science Park through Littlemore as far as Giles Road.

10.39. The Highways Authority had originally requested a financial contribution towards the installation of bollards at the entrance to PROW 281/1/40 from Grenoble Road to prevent fly tipping and unauthorised parking. Following discussions during the consideration of the application, it has been decided by the Highways Authority that it is more effective to action this outside of the planning process and therefore the application would not contribute towards the bollards as part of this application.

Access

10.40. The proposed buildings would be accessed from the existing Science Park infrastructure which is considered acceptable by the highways authority. The highways authority originally advised that a pedestrian and cycle access is required from Grenoble Road into the site and has suggested that the existing construction access is kept open. However, this is proposed to be replanted as woodland following construction to achieve a net gain canopy cover which is given significant weight by officers. Further, there are no alternative locations for this extent of replanting within the Park due to requirements for biodiversity offsetting. Therefore it has been accepted by the Highways Authority that a secondary access cannot reasonably be achieved.

Trip generation and traffic impact

10.41. The trip rates provided, as accepted by the Highways Authority, show 564 two-way vehicular trips (single occupancy cars plus car share drivers) in the AM peak and 503 in the PM peak. The trip distribution shows approximately 75% of vehicles travelling west and the remaining 25% travelling east.

10.42. These trips have been added to the network base line flows (2015) along with committed development on the Science Park to give us an understanding of the impact on the local junctions. The western roundabout, although starting to near capacity in the PM peak, was still operating sufficiently in 2022 including committed development. Work will be needed on these roundabouts in the future but are considered likely to be sufficient until the 'South Oxford Science Village' comes forward. The ARCADY model shows that the Henley Road/Brick Kiln Lane mini-

roundabout operates within capacity in the AM peak hour but operates significantly over capacity in the PM peak as a result of the proposed development. The improvements to the active travel infrastructure, as listed above, are considered to sufficiently mitigate this impact however. The Highways Authority has also advised that if the 'South Oxford Science Village' does come forward, a new access directly onto the A4074 would be created, returning Brick Kiln Lane to a local road.

Cycle parking

- 10.43. In accordance with appendix 7 of the Oxford Local Plan 2036, a minimum of 1 cycle parking space per 90sq. m. or 1 space per 5 staff are required for premises within business use, equating to a minimum of 462 spaces in this instance. The proposed development would provide 537 spaces and 29 showers with changing facilities, exceeding the policy requirement. Details of cycle parking is required prior to occupation of the buildings and therefore a condition would be attached to the planning permission.

Vehicular parking

- 10.44. As above, the application proposes 883 vehicular parking spaces (including 20 visitor bays), equating to a mode share of 46% when based on the predicted number of staff to be on site at any one time. Officers and the highways authority do not consider that this level of parking fully complies with Local Plan policies as it is too high to sufficiently encourage the use of active and sustainable modes of transport. However, it is appreciated that the majority of Science Park staff live more than 10km away and it is not currently realistic to suggest that they travel to work by cycling, walking or by public transport given the improvements to local active and sustainable travel infrastructure are yet to come forward.
- 10.45. As a result of discussions during the consideration of the application, the applicant has agreed to remove 200 parking bays once the Cowley Branch Line is operational with 2 trains per hour. It is anticipated by the Highways Authority that the Cowley Branch Line will run at 2 trains per hour from the day of opening in 2026. This reduction would equate to a total of 663 (not including visitor bays) and a staff mode share of 35.5% which is considered acceptable. The reduction in numbers would be secured by legal agreement.
- 10.46. In light of the above, it is considered that the proposed development complies with Local Plan policies M1, M2, M3, M4 and M5.

g. Trees and landscaping

- 10.47. Policy G7 of the Oxford Local Plan 2036 requires that any unavoidable loss of tree canopy cover should be mitigated by the planting of new trees or introduction of additional tree cover. Policy G8 continues that development proposals affecting existing Green Infrastructure features should demonstrate how these have been incorporated within the design of the new development where appropriate.
- 10.48. As a result of the proposed development, 11 individual trees, 3 tree groups and 2 hedges would be lost (all within categories B, C and U). It is considered that the immediate visual impact to landscape and views from proposed tree group removals

would be mitigatable through the proposed planting strategy. The existing landscape buffer to the southern boundary would not be significantly impacted by the proposed development.

10.49. To enhance the soft landscaping within the site, the existing construction access road to the north east corner of the site would be closed and replanted as woodland. Further, the existing gap in vegetation along the A4074, along the south west boundary of the site, would be filled in. The proposed tree strategy is considered appropriate and utilises a suite of tree species, which have various typologies and performance characteristics that are deployed according to the hierarchy of public realm typologies created in the proposed scheme; i.e. their land use and the space available. Detailed landscape designs would be conditioned to enable a full appraisal of the landscape scheme's qualities.

10.50. The Council's Green Spaces Technical Advice Note (TAN) requires a Tree Canopy Cover Assessment to be submitted for various types of applications. For major non-residential developments, it needs to be demonstrated that there would be no net loss in canopy cover compared with a no development baseline scenario + 25 years. The submitted assessment states that there would be an 8.2% net increase in tree canopy cover after 25 years, equating to 62% of the total site area. Please refer to figure 9 below for reference.

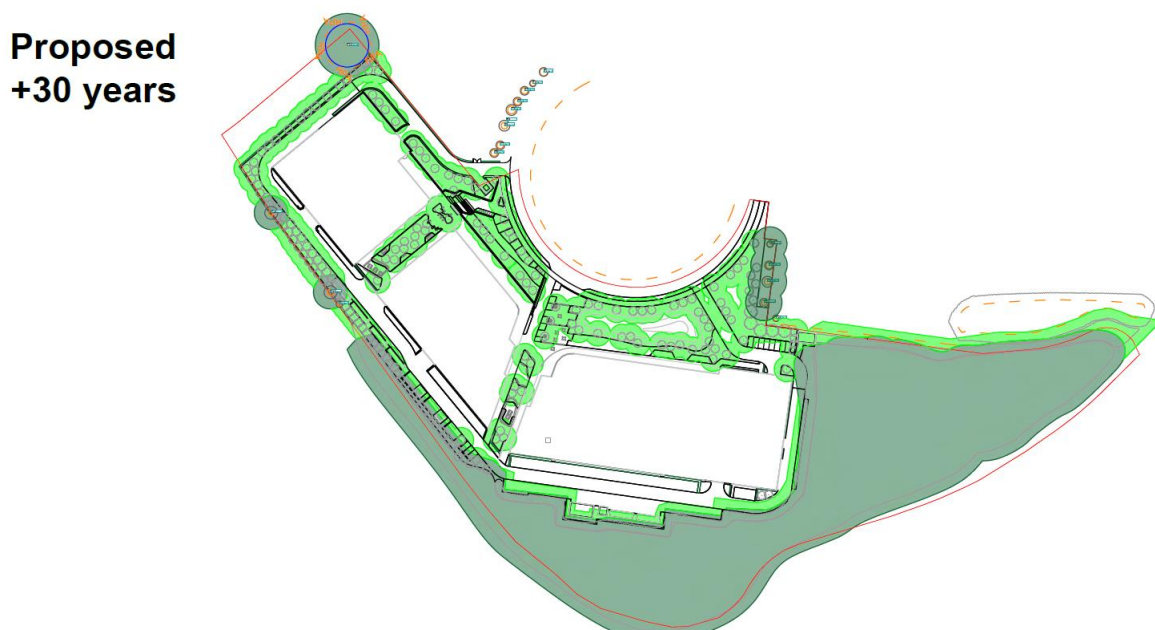


Figure 9: Tree canopy cover after 30 years (light green denotes areas with proposed planting)

10.51. In light of the above, the proposals are considered to meet the requirements under Local Plan policies G7 and G8 and the Green Spaces TAN.

h. Sustainable design and construction

10.52. The Council is committed to tackling the causes of climate change by ensuring developments use less energy and assess the opportunities for using renewable

energy technologies. As such, policy RE1 of the Oxford Local Plan 2036 requires schemes to incorporate a number of sustainable design and construction principles.

- 10.53. Policy RE1 requires developments for new build non-residential development of over 1,000sq. m. to achieve at least a 40% reduction in carbon emissions from a 2013 Building Regulations (or future equivalent legislation) compliant base case. As the Planning Committee will be aware, the new 2021 building regulations were introduced in June 2022 and form the basis of the submitted Energy Statement.
- 10.54. The submitted Energy Statement has been developed using a 'fabric first' approach which includes insulation, suitable glazing to limit solar gain where appropriate, mechanical ventilation and active cooling. The proposed buildings would be served by Air Source Heat Pumps (ASHP) and solar PV panels would be placed on all roofs. Specifications and large scale details of the solar panels would be conditioned to ensure they do not detract from visual amenity.
- 10.55. The scheme would achieve an average overall reduction in carbon emissions by 40.2%.
- 10.56. In light of the above, it is considered that the proposal complies with the requirements of policy RE1 of the Oxford Local Plan 2036, subject to the submission of an addendum to the statement.

i. Air Quality

- 10.57. Policy RE6 of the Oxford Local Plan 2036 requires new development to mitigate its impact on air quality and minimise or reduce exposure to poor air quality.
- 10.58. The baseline assessment shows that the application site is located within the Oxford city-wide Air Quality Management Area (AQMA), declared by Oxford City Council for exceedances of the annual mean NO₂ air quality objective (AQO). Analysis of DEFRA's Urban background maps and of all pollutant concentrations at monitoring locations in the surrounding area of the application site, show clear compliance with all relevant air quality objectives for NO₂, PM₁₀ and PM_{2.5} concentrations. Therefore, the location of the application site is considered suitable for its intended use without mitigation.
- 10.59. As outlined within the sustainable design and construction section above, the proposed development would be all electric, utilising zero emission technologies. Each building would incorporate a significant horizontal PV array on a deck above the rooftop plant and a vertical array on the roof plant enclosure façade. As no combustion sources are proposed during normal operation, no local air quality impacts are anticipated.
- 10.60. The submitted Air Quality Assessment (AQA) states that all proposed fume cupboards would be designed in line with BS EN14175 and as such, any impacts to air quality are considered to be negligible with no mitigation measures required. A condition would however secure that the proposed development is constructed in complete accordance with the submitted AQA.
- 10.61. With regards to proposed parking arrangements, the scheme would provide 25% of all spaces with Electric Vehicle charging points with adequate ducting to be provided

to all spaces to cater for future demand as required by Local Plan policy M4 and such provision would be secured by condition.

- 10.62. The impacts of construction work on dust soiling and ambient fine particulate matter concentrations have been assessed in the AQA, and the risk of dust causing a loss of local amenity and increased exposure to PM10 concentrations has been used to identify appropriate mitigation measures. Measures include the implementation of a Dust Management Plan, undertaking daily site inspections and agreeing monitoring locations with the Local Authority. The proposed mitigation measures would be secured by condition.
- 10.63. The results of the operational phase traffic impact assessment indicate that the impact on NO₂, PM10 and PM2.5 concentrations at all nearby existing sensitive receptors would be negligible and therefore no mitigation is required. A Site Suitability Assessment of NO₂ concentrations at proposed sensitive receptors at the facades of the proposed buildings and along the site boundary has also been completed. The modelled NO₂ concentrations from the dispersion model are below the annual mean AQO for NO₂, and the 1-hour mean NO₂ is not predicted to be exceeded at any proposed sensitive receptor, or at the application site boundary. As such, mitigation measures are not required for the operational phase of the proposed development.
- 10.64. In light of the above, it is considered that the proposed development complies with Local Plan Policy RE6, subject to suggested conditions set out at section 12 below.

j. Noise

- 10.65. Policy RE8 of the Oxford Local Plan 2036 requires new developments to manage noise in order to safeguard or improve amenity, health, and quality of life for local communities.
- 10.66. The application site is situated immediately north of the A4074. The nearest existing noise sensitive receptors have been identified as residential dwellings on Keene Close, situated within Sandford to the south of the A4074. To the north and west of the site is the partially occupied residential development at Newman Place.
- 10.67. The submitted acoustic assessment adequately predicts plant noise levels as being below the existing background noise level at the identified receptors taking into consideration distance losses, surface acoustic reflections and, where applicable, screening provided by the proposed buildings. The calculations show that the noise criteria of the proposed plant strategy will meet the Local Authority criteria during the operating period and should not have an adverse impact on the nearest sensitive receivers. Conditions requiring proposed plant noise to fall below existing local background levels and the installation of anti-vibration isolators would be attached to any planning permission to ensure that amenity of occupiers and neighbours is protected.
- 10.68. In light of the above, it is considered that the proposed development complies with Local Plan Policy RE8.

k. Land quality

- 10.69. The Council has a statutory duty to take into account, as a material consideration, the actual or possible presence of contamination on land. As a minimum, following development, land should not be capable of being determined as contaminated land, meaning the contamination poses an unacceptable risk to human health or the environment, under Part 2A of the Environmental Protection Act 1990. In accordance with policy RE9 of the Oxford Local Plan 2036, a Phase 1 Desk Study and contaminated land questionnaire was submitted as part of the application.
- 10.70. Historical mapping indicates that parts of the site and immediate surrounding areas may have been subject to historical contaminative uses and may also include areas of made ground (an area where the pre-existing land surface is raised by artificial deposits) and landfill. These could give rise to potential contamination risks, as acknowledged within the submitted Geotechnical and Geo-environmental Desktop Study report. Due to the low to moderate potential contamination risks identified on site, there is a requirement to conduct a detailed intrusive site investigation to quantify potential contamination risks and determine what remedial works may be required to mitigate any significant risks and render the site suitable for the proposed use.
- 10.71. It is considered that, subject to conditions set out within section 12 below, the proposed development would comply with Local Plan policy RE9.

l. Flood risk and drainage

- 10.72. Local Plan policy RE3 requires applications for development within flood zone 2 to be accompanied by a Flood Risk Assessment (FRA) demonstrating that the proposed development will not increase flood risk on or off site; and safe access and egress in the event of a flood can be provided; and details of the necessary mitigation measures to be implemented have been provided.
- 10.73. As part of the Local Plan preparation, all site allocations were assessed through the sequential test, which informed the permitted uses and quantum of development as appropriate. Therefore, in accordance with paragraph 166 of the NPPF, the applicant need not apply the sequential test again.
- 10.74. As above, the site falls partially within flood zones 2 and 3 with development taking place only within the outer edges of flood zone 2. The majority of the development, including the buildings, is situated at a level significantly above the flood extents, with only the lower car park and service road falling within flood zone 2. A wall is proposed in front of the car park which would be above the modelled flood level, and as such would provide protection from inundation. A flood evacuation plan has been provided to address residual risk, the measures in which must be included and enacted at the suitable point in the development. A flood model and modelling report has been undertaken which concludes that the modelled flood levels differ from those provided by the EA, however the EA has commented that the submitted modelling by Edenvale and Young confirms the site is affected by flood events greater than 0.1% annual exceedance probability, which ties in with the EAs detailed modelling. The EA has recommended a condition specifying finished floor levels,

compensation measures and that there are no modifications to ground levels – please refer to section 12 below.

- 10.75. Local Plan policy RE4 requires all development proposals to manage surface water through Sustainable Drainage Systems (SuDS) or techniques to limit run-off and reduce the existing rate of run-off on previously developed sites. Surface water runoff should be managed as close to its source as possible.
- 10.76. The site falls within the area included in the site wide drainage strategy for the Oxford Science Park devised for the original plans, with an allowance of 145l/s, eventually discharging to the Littlemore Brook. This would be split into two sub catchments within the site discharging at 70 and 75l/s, due to the site layout and levels. A variety of drainage features are proposed to provide attenuation in order to limit outflow to 145l/s, including permeable paving, rain gardens, a detention basin, and storage tanks/oversized pipes. Limited infiltration potential has been identified on the site from infiltration testing, but a number of the drainage features are unlined to facilitate infiltration where viable.
- 10.77. In light of the above, it is considered that the proposed development complies with the requirements of policies RE3 and RE4 of the Oxford Local Plan 2036.

m.Ecology

- 10.78. Local Plan policy G2 states that development that results in a net loss of sites and species of ecological value will not be permitted. On sites where there are species and habitats of importance for biodiversity that do not meet criteria for individual protection, development will only be granted where a) there is an exceptional need for the new development and the need cannot be met by development on an alternative site with less biodiversity interest; and b) adequate onsite mitigation measures to achieve a net gain of biodiversity are proposed; and c) offsite compensation can be secured via legal obligation. Compensation and mitigation measures must offset the loss and achieve an overall net gain for biodiversity of 5% or more from the existing situation and for major development this should be demonstrated using a biodiversity calculator. Section 98 and Schedule 14 of the Environmental Protection Act 2021 that require biodiversity of 10% is not yet in force and the policy therefore prevails.
- 10.79. The woodland is the primary habitat of interest within the application site and as part of the proposals, the retained woodland would be enhanced. The grassland is largely species poor and the National Vegetation Classification survey confirmed that communities present are of limited ecological interest, characteristic of heavily managed recreational swards. The only notable plant species found, the bee orchid, would be translocated elsewhere within the application site which is welcomed. A Construction Ecological Management Plan would be secured by condition and would include translocation details.
- 10.80. Protected species – reptiles: Natural England's guidance on Reptiles: advice for making planning decisions, is a material consideration to take into account when making planning decisions. The Wildlife and Countryside Act 1981 provides it is an offence to kill or injure slow worm. The Local Planning Authority must have regard, in exercising its functions, to conserve, restore and enhance biodiversity (section 40

Natural Environment and Rural Communities Act 2006). Slow worms are on the Secretary of State's published list of living organisms (under section 41) that are of principal importance for the purpose of conserving biodiversity. Natural England's guidance provides that the Local Planning Authority need to consider if the Developer has taken appropriate measures to avoid, mitigate and, as a last resort, compensate for any negative effects on reptiles in their development proposal.

10.81. Low numbers of slow worms were recorded during site surveys (with a peak count of 2 individuals) and as part of the proposals, they would be translocated to a suitable receptor site within the Science Park as agreed with the Council's ecologist. These measures would be in accordance with the above guidance and legislation and it is considered likely that Natural England would grant a licence in these circumstances.

10.82. In terms of Biodiversity Net Gain (BNG), the proposals would result in a loss of 4.64 habitat units (-17.94%) and a gain of 1.44 hedgerow units (+52.25%) within the application site. The loss in habitat units would be offset by enhancing grassland in four off-site locations within the Science Park (please see figure 10 below). Taking this into account, the project as a whole would deliver an increase of 1.54 habitat units (+5.95%) and would therefore comply with the requirements of policy G2. The proposed net gain would be secured through a section 106 legal agreement.



Figure 10: Biodiversity off-setting locations (outlined in orange, green, yellow and blue)

10.83. Given the scale of development and quantity of car parking spaces and associated traffic movements proposed, a project-level Habitats Regulations Assessment (HRA) was carried out to assess the potential impact on the Oxford Meadows Special Area of Conservation (SAC) (known as Port Meadow) through changes in air quality.

- 10.84. It has been demonstrated that the predicted change in traffic flows adjacent to the SAC would be less than 1,000 annual average daily traffic flow (AADT) when taking into account this proposal and the cumulative impact of recently consented and implemented local schemes. Therefore, it is considered that the proposed development would not give rise to likely significant effects on the Oxford Meadows SAC. This is supported by a comment from Natural England submitted in October 2022, which advised Oxford City Council that a likely significant effect can be ruled out.
- 10.85. Taking into account all of the above, it is considered that the proposed development complies with the requirements of Local Plan policy G2.

n. Utilities

- 10.86. Local Plan Policy V8 requires developers to explore existing capacity (and opportunities for extending it) with the appropriate utilities providers.
- 10.87. The submitted Utilities Statement confirms that Thames Water has network capacity to supply the site without 'off-site' reinforcements. To mitigate any future issues or fluctuations on the network which could result in not obtaining a constant flow rate to support the building loads, the project team has designed a storage tank option which serves as a buffer store which would pick up any peak loads during the day allowing the tank to replenish.
- 10.88. Due to the buildings being fully electric, there is no requirement for a natural gas supply to any of the buildings.
- 10.89. Currently, a High Voltage network cable runs across the site which would constrain development, therefore the project team has obtained a quotation from SSE to divert this cable and provide a new primary sub-station on land fronting Grenoble Road, under the ownership of the applicant.
- 10.90. The site telecoms infrastructure would be extended from the existing infrastructure installed throughout TOSP. Each new building would be provided with high speed Ethernet connections for both landlord and tenant use.
- 10.91. The proposal therefore complies with policy V8 of the Oxford Local Plan 2036.

o. Planning obligations

- 10.92. It is considered that the following matters should be secured through a section 106 legal agreement:
- Contribution of £938,312.04 towards bus services serving the Oxford Science Park.
 - Contribution of £499,080 towards active travel improvements.
 - Fee of £2,563 for Travel Plan monitoring.
 - Agreement to remove 200 car parking bays once the Cowley Branch Line Passenger Service is operating at 2 trains per hour.
 - A requirement that tenancy agreements shall include the loss of parking

spaces and that tenants shall be sufficiently notified.

- Biodiversity off-setting to ensure a net gain of 5% is achieved.

11. CONCLUSION

- 11.1. Having regards to the matters discussed in the report, officers would make members aware that the starting point for the consideration of this application is in accordance with Section 38 (6) of the Planning and Compulsory Purchase Act 2004 which makes clear that proposals should be assessed in accordance with the development plan unless material considerations indicate otherwise.
- 11.2. The NPPF recognises the need to take decisions in accordance with Section 38 (6) but also makes clear that it is a material consideration in the determination of any planning application (paragraph 2). The main aim of the NPPF is to deliver Sustainable Development, with paragraph 11 the key principle for achieving this aim. The NPPF also goes on to state that development plan policies should be given due weight depending on their consistency with the aims and objectives of the Framework. The relevant development plan policies are considered to be consistent with the NPPF.
- 11.3. Therefore it would be necessary to consider the degree to which the proposal complies with the policies of the development plan as a whole and whether there are any material considerations, such as the NPPF, which are inconsistent with the result of the application of the development plan as a whole.
- 11.4. Officers consider that the proposed development to provide additional floorspace for research and development purposes would respond appropriately to the site context and Local Plan allocation. The proposal would provide improved transport infrastructure through financial contributions and it is considered that there would be no harm to the highway network as a result of traffic generation. The development would result in a net gain in tree canopy cover through new and retained soft landscaping and a Biodiversity Net Gain of 5% as required by policy.
- 11.5. The proposal would generate additional employment and a boost to the local economy.
- 11.6. The scheme would accord with the Local Plan policies with regards to the natural environment and in turn would help to achieve a healthy community.
- 11.7. In terms of any material considerations which may outweigh these development plan policies, the NPPF has a presumption in favour of sustainable development. NPPF paragraph 11 states that proposals that accord with the development plan should be approved without delay, or where the development plan is absent, silent, or relevant plans are out of date, granting permission unless any adverse impacts would significantly and demonstrably outweigh the benefits when assessed against the policies in the Framework taken as a whole; or specific policies in the framework indicate development should be restricted. Policy S1 of the Oxford Local Plan 2036 repeats this.

- 11.8. Officers consider that the proposal would accord with the overall aims and objectives of the NPPF and policy S1 for the reasons set out within the report. Therefore in such circumstances, planning permission should be approved without delay. This is a significant material consideration in favour of the proposal.
- 11.9. Officers would advise members that having considered the application carefully including all representations made with respect to the application, that the proposal is considered to be acceptable in terms of the aims and objectives of the NPPF, and relevant policies of the Oxford Local Plan 2016-2036, when considered as a whole, and that there are no material considerations that would outweigh these policies.
- 11.10. It is recommended that the Committee resolve to grant planning permission for the development proposed subject to the conditions in section 12 below and to the satisfactory completion (under authority delegated to the Head of Planning Services) of a legal agreement under section 106 of the Town and Country Planning Act 1990 and other enabling powers..

12. CONDITIONS

Time limit

1. The development to which this permission relates must be begun not later than the expiration of three years from the date of this permission.

Reason: In accordance with Section 91(1) of the Town and Country Planning Act 1990 as amended by the Planning Compulsory Purchase Act 2004.

Approved plans

2. Subject to other conditions requiring updated or revised documents submitted with the application, the development permitted shall be constructed in complete accordance with the specifications in the application and approved plans listed below, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To avoid doubt and to ensure an acceptable development as indicated on the submitted drawings in accordance with policy S1 of the Oxford Local Plan 2016-2036.

Large scale details – fins

3. Prior to the commencement of above ground works, large scale drawings of the proposed vertical fins including a detailed materials palette and confirmation of the proposed finish shall be submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be carried out unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure a sympathetic appearance of the proposed development in accordance with policy DH1 of the Oxford Local Plan 2036.

Details of generators, sub-stations and water tanks

4. Prior to the commencement of above ground works, detailed plans and elevations of all generator enclosures, sub-stations and water tank enclosures shall be submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be carried out unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure a sympathetic appearance of the proposed development in accordance with policy DH1 of the Oxford Local Plan 2036.

Materials

5. Prior to above ground works, large scale sample panels of the following shall be erected on site and approved in writing by the Local Planning Authority before the relevant parts of the work are commenced. The development shall be completed in accordance with the approved sample panels which, where feasible, shall remain on site for the duration of the development works:

- a) All new external materials demonstrating the colour and texture;
- b) Fins;
- c) Mechanical plant screening;
- d) All new hard landscaping;
- e) Street furniture; and
- f) Lighting.

Reason: To ensure high quality development and in the interests of the visual appearance in accordance with policies DH1 of the Oxford Local Plan 2016-2036.

Solar panels

6. Prior to installation, large scale drawn details and specifications of the proposed vertical and horizontal solar PV panels shall be submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be carried out unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure a sympathetic appearance of the proposed development in accordance with policy DH1 of the Oxford Local Plan 2036.

Green roofs

7. Prior to installation, specifications of and a maintenance plan for the proposed green roofs shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented prior to occupation and maintained thereafter.

Reason: To ensure the longevity of this new green infrastructure in accordance with policy G8 of the Oxford Local Plan 2036.

Lighting strategy

8. Prior to above ground works a comprehensive lighting strategy, including means

to control light spillage and glare from both internal and external light sources, to meet the general standards of BS5489-1:2020, serving the entire scheme shall be submitted to and approved in writing by the Local Planning Authority. The strategy shall also:

- a) Identify those areas/ features that are particularly sensitive for bats and that are likely to cause disturbance in or around breeding sites and resting places or along important routes used to access key areas of their territory, for example, for foraging; and
- b) Show how and where external lighting will be installed (through the provision of appropriate lighting contour plans and technical specifications) so that it can be clearly demonstrated that areas to be lit will not disturb or prevent the above species using their territory or having access to their breeding sites and resting places.

Only the approved details shall be carried out, and they shall be retained thereafter, unless otherwise first agreed in writing by the Local Planning Authority.

Reason: To ensure a sympathetic appearance of the proposed development and enhance the safety and amenity of residents in accordance with policies RE7 and DH1 of the Oxford Local Plan 2036 and to comply with the Conservation of Habitats Regulations 2017 (as amended) and The Wildlife and Countryside Act 1981 (as amended).

Park Mark accreditation

9. Prior to the occupation of the proposed parking areas, an application shall be made to Thames Valley Police for Park Mark accreditation. The development shall not be occupied or used until confirmation of Park Mark accreditation has been received and acknowledged in writing by the Local Planning Authority.

Reason: To ensure the safety and amenity of occupiers and visitors in accordance with policy RE7 of the Oxford Local Plan 2036.

Security of service yard for building 3

10. Prior to first occupation of the development hereby approved, amended plans shall be submitted to and approved in writing by the Local Planning Authority demonstrating how the service yard for building 3 will be secured against unauthorised vehicle and pedestrian access. The development shall be carried out in complete accordance with approved details unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure the safety and amenity of occupiers and visitors in accordance with policy RE7 of the Oxford Local Plan 2036.

Phased contaminated land assessment

11. Prior to the commencement of the development a phased risk assessment shall be carried out by a competent person in accordance with relevant British

Standards and the Environment Agency's Land Contamination Risk Management (LCRM) procedures for managing land contamination. Each phase shall be submitted to, and approved in writing by, the local planning authority.

Phase 1 has been completed and approved.

Phase 2 shall include a comprehensive intrusive investigation in order to characterise the type, nature and extent of contamination present, the risks to receptors and to inform the remediation strategy proposals.

Phase 3 requires that a remediation strategy, validation plan, and/or monitoring plan be submitted to, and approved in writing by, the local planning authority to ensure the site will be suitable for its proposed use.

Reason: To ensure that any ground and water contamination is identified and adequately addressed to ensure the site is suitable for the proposed use in accordance with the requirements of policy RE9 of the Oxford Local Plan 2016 - 2036.

Land quality – remedial works

12. The development shall not be occupied until any approved remedial works have been carried out and a full validation report has been submitted to, and approved in writing by, the Local Planning Authority.

Reason: To ensure that any soil and water contamination is identified and adequately addressed to ensure the site is suitable for the proposed use in accordance with the requirements of policy RE9 of the Oxford Local Plan 2016 - 2036.

Land quality – unexpected contamination

13. 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 that part of the site affected shall be suspended and a risk assessment carried out by a competent person 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 soil and water contamination is identified and adequately addressed to ensure the site is suitable for the proposed use in accordance with the requirements of policy RE9 of the Oxford Local Plan 2016 - 2036.

Landscape plan

14. The development, hereby approved, shall be carried out in complete accordance with the following plans and documents:

- Landscape general arrangement plan, site-wide (dwg. no. 3241.MA.1000)
- Landscape general arrangement plan, sheet 1 of 5 (dwg. no. 3241.MA.1001 Rev A 12.12.22)
- Landscape general arrangement plan, sheet 2 of 5 (dwg. no. 3241.MA.1002)
- Landscape general arrangement plan, sheet 3 of 5 (dwg. no. 3241.MA.1003 Rev. A 12.12.22)
- Landscape general arrangement plan, sheet 4 of 5 (dwg. no. 3241.MA.1004)
- Landscape general arrangement plan, sheet 5 of 5 (dwg. no. 3241.MA.1005)
- Landscape Detail Areas – B1 & B2 Amenity Space (dwg. no. 3241.MA.1006)
- Landscape Detail Areas – B2 & B3 Entrance Plaza (dwg. no. 3241.MA.1008)
- Landscape Detail Areas – Southern Boundary Trees (dwg. no. 3241.MA.1009)
- Landscape Elevation - Southern Boundary Trees (dwg. no. 3241.MA.4002)

- Landscape Plan (dwg. No. 3241.MA.1010)
- Planting Plan, site-wide (dwg. no. 3241.MA.2000)
- Planting Plan, sheet 1 of 5 (dwg. no. 3241.MA.2001)
- Planting Plan, sheet 2 of 5 (dwg. no. 3241.MA.2002)
- Planting Plan, sheet 3 of 5 (dwg. no. 3241.MA.2003)
- Planting Plan, sheet 4 of 5 (dwg. no. 3241.MA.2004)
- Planting Plan, sheet 5 of 5 (dwg. no. 3241.MA.2005)
- Plant Schedule (dwg. no. 3241.MA.2006)

Reason: In the interests of visual amenity in accordance policy G8 of the Oxford Local Plan 2036.

Landscape plan – implementation

15. The landscaping proposals as approved by the Local Planning Authority shall be carried out no later than the first planting season after first occupation or first use of the development hereby approved unless otherwise agreed in writing beforehand by the Local Planning Authority.

Reason: In the interests of visual amenity in accordance with policies DH1 and G8 of the Oxford Local Plan 2036.

Landscape proposals – reinstatement

16. Any existing retained trees, or new trees or plants planted in accordance with the details of the approved landscape proposals that fail to establish, are removed, die or become seriously damaged or defective within a period of five years after first occupation or first use of the development hereby approved shall be replaced.

They shall be replaced with others of a species, size and number as originally approved during the first available planting season unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of visual amenity in accordance with policies G7, G8 and DH1 of the Oxford Local Plan 2036.

Landscape management plan

17. Prior to first occupation or first use of the development hereby approved a landscape management plan, including long term design objectives, management responsibilities and maintenance schedules and timing for all landscape areas, other than small, privately owned domestic gardens, shall be submitted to, and approved in writing by, the Local Planning Authority. The landscape management plan shall be carried out as approved by the Local Planning Authority.

Reason: In the interests of amenity and the appearance of the area in accordance with policy RE7 of the Oxford Local Plan 2036.

Landscape surface design – tree roots

18. No hard landscape works shall be carried out until details of the design of all new hard surfaces and a method statement for their construction shall first have been submitted to, and approved in writing by, the Local Planning Authority and the hard surfaces shall be constructed in accordance with the approved details unless otherwise agreed in writing beforehand by the Local Planning Authority. The details shall take into account the need to avoid any excavation within the Root Protection Area of any retained tree and where appropriate the Local Planning Authority will expect "no-dig" techniques to be used, which require hard surfaces to be constructed on top of existing soil levels in accordance with the current British Standard 5837: "Trees in Relation to Design, Demolition and Construction – Recommendations".

Reason: To avoid damage to the roots of retained trees in accordance with policy G7 of the Oxford Local Plan 2036.

Arboricultural Monitoring Programme (AMP)

19. Prior to the commencement of development, details of an Arboricultural Monitoring Plan (AMP) shall be submitted to and approved in writing by the Local Planning Authority. The AMP shall include a schedule of a monitoring and reporting programme of all on-site supervision and checks of compliance with the details of the Tree Protection Plan and/ or Arboricultural Method Statement, as approved by the Local Planning Authority. The AMP shall include details of an appropriate Arboricultural Clerk of Works (ACoW) who shall conduct such monitoring and supervision, and a written and photographic record shall be submitted to the Local Planning Authority at scheduled intervals in accordance with the approved AMP. The AMP shall be implemented as approved unless otherwise first agreed in writing by the Local Planning Authority.

Reason: In the interests of visual amenity in accordance with policies G7, G8 and DH1 of the Oxford Local Plan 2036.

Underground services – tree roots

20. Prior to the commencement of development, details of the location of all underground services and soakaways shall be submitted to and approved in writing by the Local Planning Authority. The location of underground services and soakaways shall take account of the need to avoid excavation within the Root Protection Areas of retained trees as defined in the current British Standard 5837 “Trees in Relation to Design, Demolition and Construction - Recommendations”. Works shall only be carried out in accordance with the approved details unless otherwise agreed in writing beforehand by the local planning authority.

Reason: In the interests of visual amenity in accordance with policies G7, G8 and DH1 of the Oxford Local Plan 2036.

Tree Protection Plan and Arboricultural Method Statement

21. The development, hereby approved, shall be carried out in complete accordance with the submitted Arboricultural Method Statement incl. Tree Protection Plan (Ligna Consultancy, Ref. P2486-AMS01 V1, 24.08.2022).

Reason: In the interests of visual amenity in accordance with policies G7, G8 and DH1 of the Oxford Local Plan 2036.

Dust mitigation measures

22. Prior to the commencement of development a Construction Environmental Management Plan (CEMP), including the complete list of site specific dust mitigation measures and recommendations that are identified on Table 16 (pages 35-37) of the submitted Air Quality Assessment, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in complete accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the overall dust impacts during the construction phase of the proposed development will remain as “not significant”, in accordance with the results of the dust assessment, and with Policy RE6 of the Oxford Local Plan 2036.

EV Charging

23. Prior to installation, details of the Electric Vehicle charging infrastructure that is proposed to be installed on-site shall be submitted to, and approved in writing by, the Local Planning Authority. The details shall include the following:
- Location of EV charging points
 - Charging points to cover at least 25% of the total parking provision

- Appropriate cable provision to prepare for increased demand in future years.

The electric vehicle infrastructure shall be formed, and laid out in accordance with approved details before the development is first occupied and shall remain in place thereafter.

Reason: To contribute to improving local air quality in accordance with policies M4 and RE6 of the Oxford Local Plan 2036.

Fume cupboards and extract flues

24. Prior to the installation of the fume cupboards and extract flues, written confirmation clearly demonstrating that all fume cupboards and extract flues have been, designed in line with BS EN14175, in order to guarantee sufficient dispersion of discharge shall be submitted to and approved in writing by the Local Planning Authority. The submission shall include proof that flues will terminate at least 3m above the highest point of the building, and that the discharge velocity from fume cupboard extracts are of at least 10 m/s, to ensure the discharge will not be trapped in the aerodynamic wake of the stack. Only the approved fume cupboards and extract flues shall be installed and they shall be retained thereafter unless otherwise agreed in writing by the Local Planning Authority.

Reason: To contribute to improving local air quality in accordance with policy RE6 of the Oxford Local Plan 2036.

Noise emission

25. The rating level of the noise emitted from the proposed installation of mechanical plant located at the site shall not exceed the existing background level at any noise sensitive premises when measured and corrected in accordance with BS4142:2014+A1:2019 "Methods for rating and assessing industrial and commercial sound".

Reason: To ensure that the amenity of occupiers and neighbours of the development site is not adversely affected by noise in accordance with policies RE7 and RE8 of the Oxford Local Plan 2036.

Anti-vibration isolators

26. Prior to first occupation, the proposed plant installation and ducting at the development shall be mounted with proprietary anti-vibration isolators and fan motors shall be vibration isolated from the casing and adequately silenced and maintained as such.

Reason: To ensure that the amenity of occupiers and neighbours of the development site is not adversely affected by noise in accordance with policies RE7 and RE8 of the Oxford Local Plan 2036.

Foul water

27. The development shall not be occupied until confirmation has been provided to the Local Planning Authority in writing that either:- 1. All foul water network upgrades required to accommodate the additional flows from the development have been completed; or- 2. A development and infrastructure phasing plan has been agreed with the Local Planning Authority in consultation with Thames Water to allow development to be occupied. Where a development and infrastructure phasing plan is agreed, no occupation shall take place other than in accordance with the agreed development and infrastructure phasing plan.

Reason: Network reinforcement works may be required to accommodate the proposed development. Any reinforcement works identified will be necessary in order to avoid sewage flooding and/or potential pollution incidents.

Construction within 5m of strategic water main

28. No construction shall take place within 5m of the water main. Information detailing how the developer intends to divert the asset/ align the development, so as to prevent the potential for damage to subsurface potable water infrastructure, shall be submitted to and approved in writing by the Local Planning Authority in consultation with Thames Water. Any construction must be undertaken in accordance with the terms of the approved information. Unrestricted access must be available at all times for the maintenance and repair of the asset during and after the construction works.

Reason: The proposed works will be in close proximity to underground strategic water main, utility infrastructure. The works has the potential to impact on local underground water utility infrastructure.

Water network capacity

29. No development shall be occupied until confirmation has been provided in writing to the Local Planning Authority that either:- 1) all water network upgrades required to accommodate the additional demand to serve the development have been completed; or 2) – a development and infrastructure phasing plan has been agreed with Thames Water to allow development to be occupied. Where a development and infrastructure phasing plan is agreed no occupation shall take place other than in accordance with the agreed development and infrastructure phasing plan.

Reason: The development may lead to no/ low water pressure and network reinforcement works are anticipated to be necessary to ensure that sufficient capacity is made available to accommodate additional demand anticipated from the new development.

BREEAM

30. Prior to first occupation of the development hereby approved, the full BREEAM assessment, confirming the achievement of a level of Excellent shall be provided to and confirmed in writing by the Local Planning Authority.

Reason: To ensure the development incorporates sustainable construction and operational measures in compliance with policy RE1 of the Oxford Local Plan 2036.

Energy Statement

31. The development hereby approved shall be carried out in complete accordance with the approved Energy Statement (Hoare Lea, Sustainability Energy Strategy Revision 01, 25th August 2022).

Reason: To ensure that the proposed development sufficiently incorporates sustainable design and construction principles in accordance with policy RE1 of the Oxford Local Plan 2036.

Travel Plan

32. Prior to first occupation a Full Travel Plan should be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with approved details unless otherwise agreed in writing by the Local Planning Authority.

Reason: To promote sustainable modes of transport in accordance with policy M1 of the Oxford Local Plan 2036.

Cycle parking

33. Prior to the commencement of above ground works, details of the cycle parking areas, including dimensions and means of enclosure, shall be submitted to and approved in writing by the Local Planning Authority. The development shall not be brought into use until the cycle parking areas and means of enclosure have been provided within the site in accordance with the approved details and thereafter the areas shall be retained solely for the purpose of the parking of cycles.

Reason: To encourage the use of sustainable modes of transport in line with policy M5 of the Oxford Local Plan 2036.

Construction Traffic Management Plan

34. Prior to the commencement of development, a Construction Traffic Management Plan (CTMP) shall be submitted to and approved in writing by the Local Planning Authority. The CTMP shall identify;
- The CTMP must be appropriately titled, include the site and planning permission reference number.
 - Routing of construction traffic and delivery vehicles is required to be shown and signed appropriately to the necessary standards/requirements. This includes means of access into the site.
 - Details of and approval of any road closures needed during construction.
 - Details of and approval of any traffic management needed during construction.

- Details of wheel cleaning/wash facilities – to prevent mud etc, in vehicle tyres/wheels, from migrating onto adjacent highway.
- Details of appropriate signing, to accord with the necessary standards/requirements, for pedestrians during construction works, including any footpath diversions.
- The erection and maintenance of security hoarding / scaffolding if required.
- A regime to inspect and maintain all signing, barriers etc.
- Contact details of the Project Manager and Site Supervisor responsible for on-site works to be provided.
- The use of appropriately trained, qualified and certificated banksmen for guiding vehicles/unloading etc.
- No unnecessary parking of site related vehicles (worker transport etc) in the vicinity – details of where these will be parked and occupiers transported to/from site to be submitted for consideration and approval. Areas to be shown on a plan not less than 1:500.
- Layout plan of the site that shows structures, roads, site storage, compound, pedestrian routes etc.
- A before-work commencement highway condition survey and agreement with a representative of the Highways Depot – contact 0845 310 1111.
- Final correspondence is required to be submitted.
- Local residents to be kept informed of significant deliveries and liaised with through the project. Contact details for person to whom issues should be raised with in the first instance to be provided and a record kept of these and subsequent resolution.
- Any temporary access arrangements to be agreed with and approved by Highways Depot.
- Details of times for construction traffic and delivery vehicles, which must be outside network peak and school peak hours.

The CTMP shall be carried out in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of highway safety and to mitigate the impact of construction vehicles on the surrounding highway network, road infrastructure and local residents, particularly at morning and afternoon peak traffic times in accordance with policy M2 of the Oxford Local Plan 2036.

Swept path analysis

35. Prior to the commencement of development, a swept path analysis shall be submitted to and approved in writing by the Local Planning Authority to demonstrate that all vehicles expected to use the site can safely and easily enter and manoeuvre within the development. The development shall be carried out in complete accordance with approved details unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interest of highway safety in accordance with policy M2 of the Oxford Local Plan 2036.

Construction Ecological Management Plan

36. Prior to the commencement of development (including ground works and vegetation clearance) a Construction Ecological Management Plan (CEMP) shall be submitted to and approved in writing by the Local Planning Authority. The CEMP shall include the following:

- a) Risk assessment of potentially damaging construction activities.
- b) Identification of “biodiversity protection zones”.
- c) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts on biodiversity during construction (may be provided as set of method statements).
- d) The location and timing of sensitive works to avoid harm to biodiversity features.
- e) The times during construction when specialist ecologists need to be present on site to oversee works.
- f) Responsible persons and lines of communication
- g) The role and responsibilities on site of a qualified ecological clerk of works (ECoW) or similarly competent person.
- h) Use of protective fences, exclusion barriers and warning signs where required.

The approved CEMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details, unless otherwise agreed in writing by the Local Planning Authority.

Reason: The prevention of harm to species and habitats within and outside the site during construction in accordance with Policy G2: Protection of biodiversity and geo-diversity of the adopted Oxford Local Plan 2036.

Reptile Mitigation Strategy

37. The development hereby approved shall be implemented strictly in accordance with the approved Reptile Mitigation Strategy, Version 1.0, MKA Ecology 7th September 2022.

Reason: To comply with the Wildlife and Countryside Act 1981 (as amended) and Conservation of Habitats and Species Regulations 2017 (as amended).

Landscape and Ecology Management Plan

38. Prior to the commencement of development, a revised Landscape and Ecological Management Plan (LEMP), including long-term design objectives, management responsibilities and maintenance schedules for all landscaped areas, shall be submitted to and approved in writing by the Local Planning Authority. The LEMP shall be carried out as approved and any subsequent variations shall be agreed in writing by the Local Planning Authority. The scheme shall include the following elements:

- Details of maintenance regimes relating to the long-term management of the trees overhanging the balancing pond to enable the emergent and marginal vegetation to thrive.
- Details of the proposed native species of plants used to create new habitat on the North Western bank of the balancing pond.
- Details of the proposed native species which will be planted in the area between the South bank of the pond and the proposed development.
- Details of long-term management responsibilities and when management will be carried out.

Reason: To comply with the Wildlife and Countryside Act 1981 (as amended) and The Conservation of Habitats Regulations 2017 (as amended) and enhance biodiversity in Oxford City in accordance with paragraphs 174 and 180 of the NPPF.

Habitat creation – balancing pond

39. Prior to the commencement of above ground works, a scheme for the provision and management of additional habitat creation within and next to the balancing pond shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the development shall be implemented in accordance with the approved scheme. The scheme shall include the following:
- Additional survey information for the sloping bank on the North West side of the pond to determine below water level contours, the potential presence of a marginal shelf in relation to the original SUDs design, and water depths.
 - Plans showing the location and extent of proposed marginal and emergent vegetation; all plants shall be locally native species of UK genetic provenance.
 - Details of initial tree works that may be required to reduce shading which will enable the planting to establish and thrive long-term.
 - Details of proposed planting in the area between the South bank of the pond and the proposed development.

Reason: To ensure that the proposed development does not affect the ecological value of the waterbody in accordance with paragraph 180 of the NPPF.

Flood Risk Assessment and Drainage Strategy

40. The development hereby approved shall be carried out in complete accordance with the following submitted documents unless otherwise approved in writing by the Local Planning Authority:
- Flood Risk Assessment and Drainage Strategy (Campbell Reith, November 2022, P2)
 - Flood Risk Assessment Addendum Note (Campbell Reith, 19th December 2022)
 - Site wide surface water drainage strategy Technical Note (Campbell Reith, 10th January 2023)

- Flood Risk Management and Evacuation Plan (Campbell Reith, November 2022)
- Proposed drainage layout, sheet 1 of 4 (dwg. no. 5050, Rev. P5)
- Proposed drainage layout, sheet 2 of 4 (dwg. no. 5051, Rev. P5)
- Proposed drainage layout, sheet 3 of 4 (dwg. no. 5052, Rev. P5)
- Proposed drainage layout, sheet 4 of 4 (dwg. no. 5053, Rev. P5)
- All relevant Hydraulic calculations produces via Microdrainage 14.11.2022
File Stage 3+ SW Network 1.MDX and File Stage 3+ SW Network 2.MDX

Reason: To ensure the that the development does not lead to an increased flood risk within the site or surrounding area in accordance with policy RE3 of the Oxford Local Plan 2036 and to ensure that the development is drained sustainably in accordance with policy RE4 of the Oxford Local Plan 2036.

Flood Risk – EA

41. The development shall be carried out in accordance with the submitted flood risk assessment Ref: Plots 23-26, The Oxford Science Park Flood Risk Assessment and Campbell Reith, November 2022, P2 and the following mitigation measures it details:
- Finished floor levels shall be set no lower than 58.31 metres Above Ordnance Datum (mAOD)
 - Where the development displaces flood water, compensatory storage shall be provided. Details of this compensation need to be identified and agreed so that it will mitigate any displaced flood water as reference in the FRA
 - There should be no modification of ground levels that would affect flood risk except where flood compensation has been agreed

These mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the scheme's timing/phasing arrangements. The measures detailed above shall be retained and maintained thereafter throughout the lifetime of the development.

Reason: To ensure that the risk of flooding on and off-site is reduced and to maintain the safety of future occupiers is preserved by ensuring that compensatory storage of flood water is provided in accordance with paragraph 167 of the NPPF and Policy RE3 of the Oxford Local Plan 2036.

SuDS

42. 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

Reason: to ensure that the development is drained sustainably in accordance with policy RE4 of the Oxford Local Plan 2036.

INFORMATIVES

1. This development is liable for CIL.
2. The Environmental Permitting (England and Wales) Regulations 2016 require a permit or exemption to be obtained for any activities which will take place:
 - on or within 8 metres of a main river (16 metres if tidal)
 - on or within 8 metres of a flood defence structure or culverted main river (16 metres if tidal)
 - on or within 16 metres of a sea defence
 - involving quarrying or excavation within 16 metres of any main river, flood defence (including a remote defence) or culvert
 - in a floodplain more than 8 metres from the river bank, culvert or flood defence structure (16 metres if it's a tidal main river) and you don't already have planning permission

For further guidance please visit <https://www.gov.uk/guidance/flood-risk-activitiesenvironmental-permits> or contact our National Customer Contact Centre on 03708 506 506 (Monday to Friday, 8am to 6pm) or by emailing enquiries@environmentagency.gov.uk.

The applicant should not assume that a permit will automatically be forthcoming once planning permission has been granted, and we advise them to consult with us at the earliest opportunity.

13. APPENDICES

- **Appendix 1** – Site location plan
- **Appendix 2** – ODRP report

14. HUMAN RIGHTS ACT 1998

- 14.1. Officers have considered the implications of the Human Rights Act 1998 in reaching a recommendation to approve this application. They consider that the interference with the human rights of the applicant under Article 8/Article 1 of Protocol 1 is justifiable and proportionate for the protection of the rights and freedom of others or the control of his/her property in this way is in accordance with the general interest.

15. SECTION 17 OF THE CRIME AND DISORDER ACT 1998

- 15.1. Officers have considered, with due regard, the likely effect of the proposal on the need to reduce crime and disorder as part of the determination of this application, in

accordance with section 17 of the Crime and Disorder Act 1998. In reaching a recommendation to grant planning permission, officers consider that the proposal will not undermine crime prevention or the promotion of community.