

Friday, 17 March 2023

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DEVELOPMENT CONTROL COMMITTEE

You are summoned to a meeting of the Development Control Committee which will be held in the Council Chamber, Woodgreen, Witney OX28 1NB on **Monday, 27 March 2023 at 10.00 am.**



Giles Hughes
Chief Executive

To: Members of the Development Control Committee

Councillors: Elizabeth Poskitt (Chair), Rizvana Poole (Vice-Chair), Joy Aitman, Alaa Al-Yousuf, Lidia Arciszewska, Hugo Ashton, Andrew Beaney, Michael Brooker, Mike Cahill, Colin Dingwall, Harry Eaglestone, Ted Fenton, Andy Goodwin, Jeff Haine, David Jackson, Richard Langridge, Nick Leverton, Charlie Maynard, Lysette Nicholls, Andrew Prosser, Geoff Saul, Alaric Smith, Dean Temple and Alex Wilson

Recording of Proceedings – The law allows the public proceedings of Council, Executive, and Committee Meetings to be recorded, which includes filming as well as audio-recording. Photography is also permitted. By participating in this meeting, you are consenting to be filmed.

As a matter of courtesy, if you intend to record any part of the proceedings please let the Democratic Services officers know prior to the start of the meeting.

AGENDA

1. **Minutes of Previous Meeting (Pages 3 - 6)**
To approve the minutes of the meeting held on 7 November 2022.
2. **Apologies for Absence**
To receive any apologies for absence.
3. **Declarations of Interest**
To receive any declarations from Members of the Committee on any items to be considered at the meeting
4. **Participation of the public**
To receive any submissions from members of the public, in accordance with the Council's Rules of Procedure, anyone who lives in the district or who pays council tax or business rates to the Council is eligible to read a statement or express an opinion at this meeting. You can register to speak by sending your written submission of no more than 750 words to democratic.services@westoxon.gov.uk by no later than 10.00am on the working day before the meeting.
5. **Application for Development - 22/03415/FUL (Pages 7 - 102)**
Purpose:
To consider applications for development, details of which are set out in the attached schedule.

Recommendation:
That the applications be determined in accordance with the recommendations of the Business Manager – Development Management.
6. **Botley West Solar Farm - Nationally Significant Infrastructure Project (NSIP) (Pages 103 - 126)**
Purpose:
To introduce the Botley West Solar Farm proposal as a Nationally Significant Infrastructure Project (NSIP), to explain the Development Consent Order (DCO) process for determining applications for NSIPs and to discuss the mechanisms for decision making on NSIP proposals. It is considered that Development Control Committee should respond to any matters, relating to the Botley West Solar Farm proposal, throughout the Development Consent Order process.

Recommendation:
That Development Control Committee resolves to note the information in this report.

(END)

WEST OXFORDSHIRE DISTRICT COUNCIL

Minutes of the meeting of the Development Control Committee

Held in the Committee Room 1 at 11.00 am on **Monday, 7 November 2022**

PRESENT

Councillors: Elizabeth Poskitt (Chair), Rizvana Poole (Vice-Chair), Alaa Al-Yousuf, Hugo Ashton, Andrew Beaney, Michael Brooker, Mike Cahill, Colin Dingwall, Harry Eaglestone, Ted Fenton, Andy Goodwin, Jeff Haine, David Jackson, Richard Langridge, Nick Leverton, Charlie Maynard, Lysette Nicholls, Andrew Prosser, Geoff Saul, Alaric Smith and Dean Temple

Officers: Andrew Brown (Business Manager for Democratic Services), Chris Hargraves (Councils Planning Policy Manager, Planning & Strategic Housing), Abby Fettes (Development Manager, Planning & Strategic Housing), Phil Shaw (Business Manager - Development & Sustainability, Planning & Strategic Housing), Michelle Ouzman (Strategic Support Officer) and Anne Learmonth (Strategic Support Officer).

Other Councillors in attendance: Julian Cooper and Carl Rylett

1 Election of Chair for the 2022/23 Council Year

The Business Manager for Democratic Services opened the meeting as it was the first meeting of the civic year 2022-23, and the Chair needed to be appointed.

Councillor Langridge proposed Councillor Poskitt be appointed as Chair of the Committee, which was seconded by Councillor Poole.

Resolved, Councillor Poskitt was appointed as Chair of the Committee for the civic year 2022 - 23.

2 Election of Vice-Chair for the 2022/23 Council Year

The Chair, Councillor Poskitt proposed Councillor Poole be appointed as Vice-Chair of the Committee, which was seconded by Councillor Cahill.

Resolved, Councillor Poole was appointed as Vice-Chair of the Committee for the civic year 2022 - 23.

3 Minutes of Previous Meeting

The minutes of the meeting held on 13 September 2021 were approved and signed by the Chair as a correct record.

4 Apologies for Absence

Apologies for absence were received from Councillors Joy Aitman and Alex Wilson.

5 Declarations of Interest

There were no declarations of interest received.

6 Participation of the public

The Chair suggested and the Committee agreed that item 11 would be moved forward as a public speaker was registered to speak on that item.

The Chair then welcomed, and invited Mr Alex Postan to address the Committee.

07/November2022

Mr Postan stated that since 2019 he was in favour of the project, it was an outstanding collection of the finest cars in the world, representing an astonishing gift to the nation. The museum includes a track and area for demonstrations. Residents of the lodges will have historic vehicles which can be displayed and enjoyed by visitors to the Museum. This may bring extra traffic to the area but in turn will bring extra jobs and a future for the local residents.

7 Update on the Councils current Land Supply status

The Council's Planning Policy Manager addressed the Committee to update on the latest status of the Council's current land supply.

The new Housing Land Supply Position Statement will be issued within 7 – 10 days, this is to ensure it is not rushed and it will be as robust as possible.

Councillors expressed disappointment that there was another delay in the statement as it was due on 31 October and asked several questions:

- how many units would make up the shortfall
- when and where were these units going to be delivered
- would the Council ask developers to increase numbers
- when did the planners know there was a shortfall
- when the statement is published how can councillors be assured that it is robust and accurate
- will quality be compromised given that the Salt Cross development Inspectorate removed carbon neutral aims
- were developers taking too long to deliver housing

The Council's Planning Policy Manager, Planning & Strategic Housing, confirmed that the Local Plan steps up the housing numbers from this point making the Five Year Land Supply (5YLS) homes target higher. Total numbers of homes predicted for completion over the next five years are being finalised but there was no time at this meeting to detail every site under review but the importance of the 5YLS position has been recognised.

At the Burford appeal in July, the Inspector was not convinced by Council's evidence for the 5.3 YLS claim. We have now reviewed the evidence taken but it takes time to check that the number of homes expected to be completed remains valid. The 5YLS is reviewed at the end of each year. Originally, when the Local Plan was produced, we could demonstrate and evidence our 5 year land supply. Numbers will be reviewed with the half way revision of the Local Plan now taking place.

The Council will look at opportunities where the capacity of sites could be increased without compromising on quality. Statistics of other local authorities suggest that 37% cannot demonstrate 5 year land supply. Initially the Council only had to demonstrate a 3YLS as part of the Oxfordshire Growth Deal but this concession was withdrawn by central government.

Some large developments may come to the Committee in three months' time. Officers will try to ensure the committee has notice of large developments in the pipeline.

Resolved that the Committee noted the update.

8 Frequency of sub-committee meetings

After a discussion between Councillors and the Council's Development Manager, it was proposed by Councillor Haine, and seconded by Councillor Jackson that the frequency of sub-committee meetings go back to once a month. After progressing to a vote, which one Councillor abstained on, the vote was tied.

The Chair casted the deciding vote against the proposal, therefore

Resolved the sub-committee meetings would continue to be held every 4 weeks.

9 Neighbour notification

The Council's Development Manager explained that the Council's current Neighbour Notification process was introduced in 2014, and going electronic had saved the Council over £20,000 in postal fees annually.

Councillors discussed the value of receiving notifications, and were pleased to hear that planning officers did a physical post through the letter boxes of neighbours if they had not received any contact.

It was agreed that planning officers would publicise the public access notification of applications process on the website for the public and send the link to Councillors.

Resolved that the Councillors noted the process, and officers would publicise the process on the Council's website.

10 The legal process for determining applications, the Scheme of Delegation and

Permitted Development

The Business Manager - Development & Sustainability presented a number of slides for the legal process for determining applications, the Scheme of Delegation and Permitted Development.

Councillors' questions and clarifications focused on:

- Consultation period
- Signage
- Timescales
- Sustainable development checklist
- Sustainable mandatory policy
- Five year land supply track record of the developers
- Decisions against policies
- Solar farms
- Utility agencies no issues with planning applications
- Section 106 money, windfalls

The training session concluded with the Business Manager - Development & Sustainability, explaining the planning development management team structure to Councillors, and agreeing to forward the slides to Councillors.

Resolved that the training session was noted.

II Mullin Project

The Business Manager - Development & Sustainability addressed the Committee to update Councillors on the Mullin Project as it was 2019 since it was approved by the Council.

The Business Manager presented a number of slides focusing on the following:

- Landscape and Visual Impact Assessment (LVIA) – analysis
- Annotated Land Use Plan
- Building Heights
- Illustrative Master Plan Landscape building
- Sketch Perspective One and Two
- Landscape and Visual Impact Statement (LVIS) – Visual Impacts
- Photo Montage – Visual Impact
- Existing Museum in California
- Existing Collection

A Community Forum had been established with the local Parish and communities.

This project should be coming back to the committee in January 2023.

Councillors discussed fast tracking applications, community access costs and fees, the number of lodges to be built, whether there could be an aerial video of the site, and public park land.

Councillor Jackson commented that there would be a Community Forum meeting on 8 November at the Cricket Club that could be of interest and useful to Councillors.

Councillor Langridge proposed a site visit. This was seconded by Councillor Alaric Smith, put to the vote and carried.

The Chair asked that Councillors attend the site visit and the Business Manager asked the Councillors that visited the site last time what they found useful.

A discussion between Councillors followed and it was suggested that the whole site was visited on the same day that the project is coming back to the Committee, when the date is known.

Resolved that the Committee noted the update on the Mullin Project, and agreed a site visit once the date is known that the project is coming back to the Committee.

The Meeting closed at 1.35 pm

CHAIR

Application Number	22/03415/FUL
Site Address	The Driving Centre Enstone Airfield Enstone Chipping Norton Oxfordshire OX7 4DR
Date	4th January 2023
Officer	Phil Shaw
Officer Recommendations	Conditional Approval subject to the applicant first entering into a legal agreement and to the resolution of AQMA and ecology matters.
Parish	Great Tew Parish Council
Grid Reference	440202 E 226047 N
Committee Date	27 th March 2023

Application Details:

Construction of buildings for automotive museum with corporate hospitality (club space, accommodation for members, food and beverage and retail): museum exhibition building: workshops: store: energy centre: construction of supporting holiday homes: and amenity facilities. Formation of car exercise road, formation of landscaped grounds, associated site services and other works (as amended)

Applicant Details:

Mullin Automotive Museum Development Company Limited
C/O Agent

I CONSULTATIONS

N.B- APC means (Adjacent Parish Council) and where comments have been amended that is referenced in the title of the consultee. Where responses were not available at the date of agenda preparation they will be updated by way of an additional representations report or verbally at the meeting.

WODC Rural Development

I have reviewed Economic Impact Appraisal (EIA) and its main focus is on the creation of jobs in the visitor economy and construction sectors. Ironically these are two sectors where workers are in extremely short supply so the ability to recruit the numbers required locally is questionable. To ensure that there is a real local benefit from the jobs it would be prudent to condition a Community Employment Plan as part of any planning permission granted on the site.

I have no doubt that the overall development would deliver a significant economic benefit to the area. The EIA forecasts 200,000 visitors a year. To put this in context, Blenheim reported over 750,000 visitors in their 2021/22 Economic Impact report. The real benefit of these visitors will be spend in the local area and I hope that the applicant will work with other attractions and hospitality venues to encourage that. It would also be helpful to see a commitment to using and supporting local suppliers, particularly in the food and hospitality supply chains.

An important point to raise is that of Enstone Airfield itself. Contrary to how the project has been portrayed in some quarters, Enstone Airfield is far from 'disused'. Enstone Airfield is the only active General Aviation (GA) airfield in West Oxfordshire and is home to several flying clubs and an aircraft maintenance organisation. The aviation businesses on the airfield employ many full and part time instructors, administrative staff and specialist engineering and maintenance staff covering all forms of GA, motor-gliding and microlight aviation. The clubs have an estimated 250 members and, as well as the direct income to these businesses, the knock on benefits to the local economy – pubs, hotels, B&Bs are really important.

The application site covers a relatively small part of the airfield at its eastern extremity. This part of the airfield (then part of the Great Tew Estate) was home to two of the flying clubs until their occupancy was terminated by the landowner in 2013 to make way for Vision Motorsports, who themselves were relocated from Tracey Farm to make way for the Soho Farmhouse development. Until that move, the application site was very much part of the active airfield. The economic importance of general aviation is now well recognised with the sector contributing £3bn of Gross Value Added (GVA) to the UK economy every year (from APPG General Aviation). It also employs more than 38,000 people largely in Science, Technology, Engineering and Mathematics (STEM) roles, and it provides the foundation for the much broader £60.6bn UK aviation sector.

No aviation sector can exist without a network of airfields and virtually every airfield, including Enstone, was a product of wartime Britain. When airfields are closed and built on, they are never replaced. The applicants and future residents of the Mullins Automotive Park (if approved) need to recognise that the active Enstone Airfield is important in its own right and needs to be safeguarded. Many of the residential lodges are located very close to the flightpath and the noise of low flying aircraft will come with the territory.

There is huge potential for the airfield and the Mullins Park to complement each other. However, it is important that if this application is approved, that there are measures in the planning permission which safeguard the flying activities on Enstone Airfield and protect it from any future complaints from a development knowingly built in its proximity

Major Planning Applications
Team -OCC

Initial Response

Lead Local Flood Authority – Holding Objection based on the following:

Provide surface water catchment plan.
Provide calculations for the greenfield run off rate based on the whole site area and state this on the drainage strategy drawing.
Outfall location is not clear on the drainage plan.

Provide an agreed point of surface water discharge rate.
Provide attenuation volumes for the proposed SuDS features.
Provide indicative cover and invert level for the proposed SuDS which should correlate with the calculations.

Archaeology – No objection subject to the following condition:

Prior to any demolition on the site and the commencement of the development (other than in accordance with the submitted Written Scheme of Investigation, OVERARCHING WSI NOVEMBER 2022), a staged programme of archaeological evaluation and mitigation shall be carried out by the commissioned archaeological organisation in accordance with the approved Written Scheme of Investigation. The programme of work shall include all processing, research and analysis necessary to produce an accessible and useable archive and a full report for publication which shall be submitted to the Local Planning Authority within two years of the completion of the archaeological fieldwork.

Reason – To safeguard the identification, recording, analysis and archiving of heritage assets before they are lost and to advance understanding of the heritage assets in their wider context through publication and dissemination of the evidence in accordance with the NPPF (2021).

Local Member Views

Councillor Geoff Saul writing in his capacity as County Councillor has commented as follows:

I have concerns that the potential traffic impact of the Mullin on Enstone is underestimated by the applicant's report, bearing in mind the A44 at Enstone is the nearest A road.

Moreover, there are concerns that Green Lane will not be adequate to cope with traffic to the Mullin and in particular that it will not be safe for walking and cycling access.

Transport Schedule – Objection based on the following key Issues:

The previous application (18/03319/OUT) was granted planning permission for the following: "Construction of museum building, show lane building, corporate hospitality building, energy centre/store building, workshop building. Formation of car exercise road. Construction of 28 holiday lodges. Formation of landscaped grounds. Associated site services and external works."

The current application varies with the following proposal: "Construction of automotive museum building and museum exhibition building with associated corporate hospitality/club space, public food and beverage, retail, workshops, showroom and energy centre and formation of car exercise road.

Construction of supporting holiday homes together with the formation of landscaped grounds, associated site services and other works.”

This effectively results in a new museum exhibition area and an additional 28 holiday units (bringing the total to 56). Despite the additional exhibition space, the car parking and expected visitor numbers are the same as the previous application and therefore do not result in an increase in vehicular trips. The holiday units will create additional trips, however, these are unlikely to be all be at peak times and therefore do not result in a severe impact on the highway network above the consented scheme. The previously requested traffic monitoring will be carried over with the same restrictions in place to enforce vehicular trips to the site, further discussion around this can be found below.

A holding objection has been raised on the grounds of Public Rights of Way (PROW).

The site is not considered sustainable, there are a number of comments made by our Travel Plan team, the travel plan is considered crucially important to ensure sustainable modes of travel are utilised.

A Section 278 will be required for the proposed highway works which were agreed for the previous application.

If planning permission is granted despite the objection raised by Oxfordshire County Council, the following planning obligations are required to mitigate the impact of the development:

Traffic Monitoring £3,000

Travel Plan Monitoring £2,563

Public Rights of Way £230,000

Total £235,563

S278 Highway Works:

An obligation to enter into a S278 Agreement will be required to secure mitigation/improvement works, including:

Surface upgrade to Green Lane, to a specification agreed by OCC

Green Lane / B4022 Junction - Widening of Green Lane, removal of boulders (if necessary), advanced junction signage and visibility splay improvement as per Drawing No. J32-3927-001.

Provision of PRow crossing and bridleway route at Green Lane / B4022 as per Drawing No. J32-3927-001 and including coloured surface treatment to be provided on approach to junction.

Scheme to improve to signage and lining at B4022 / B4030

junction as shown in Drawing No. J32-281 I-14 REV B

Informal PRow crossing on the B4022 just north of the Green Lane junction as indicated in Drawing No. J32-3927-001

Traffic calming build outs (x3) in Westcote Barton and Middle Barton, in locations indicated in Drawing No. 32281 I-09

Installation of solar vehicle activated signs (x4) in Gagingwell, Westcote Barton and Middle Barton

Upgrading of the 30mph red road surfacing at the eastern and western end of Middle Barton, in locations indicated in Drawing No. 32281 I-09

Recommended Conditions should planning permission be granted relate to the following matters:

Submission of a Full Travel Plan;

Submission of a Residential Travel Plan;

Access construction details to the development from the land and the existing highway boundary;

Vehicle tracking plan;

Car parking provision;

Vehicle numbers - No more than 334 one-way vehicle movements shall arrive / depart from the site per visitor session. For the purpose of this condition visitor sessions are defined as a period of at least two hours. Once the site is operational, there shall be no increase in the number of two-way trips per visitor session, without approval from the Local Planning Authority;

A Construction Management Plan;

Conditions relating to the PRow as follows:

Proposed Condition 1: The width, routing, fencing drainage, surfacing, furniture, signing etc of the diverted and retained length of bridleway need to be agreed by OCC Countryside Access so it forms a year-round safe and attractive route for walkers, cyclists and equestrians. This should include works to appropriate shared use standards and low visual impact fencing where appropriate. Reason: to ensure that the bridleway is a safe and convenient route for all users with a continuity of experience and quality along its length.

Proposed condition 2: The diversion application, construction and certification of the bridleway should be completed before the development is implemented. Reason to ensure that the bridleway is available to the public throughout the construction period.

An Informative is also recommended in respect of the requirement of a separate consent under S278 of the Highway Act.

Cherwell District Council

I write to advise you that the above proposals have been assessed under delegated authority and that whilst Cherwell District Council has no objection to the principal of development, it does raise some concern regarding the potential impact of traffic generated by the proposed development along minor roads and through villages within Cherwell District. It is therefore recommended that should planning permission be forthcoming, then consideration is given to routing agreements to route traffic away from minor roads and villages onto the major routes in the vicinity.

The Transport Assessment should address the impact of this development together with that which has been approved at Upper Heyford on the B4030/A4260 junction and consider any mitigation measures that may be required as a consequence of the proposed development. The TA should also assess the need for traffic calming measures to mitigate for additional traffic generated through the villages within Cherwell District, such as Lower Heyford, Middleton Stoney and Ardley.

Conservation And Design Officer

Firstly, it is clear that as with what has already been approved on the site, the development overall will make a significant impact on a fairly open landscape – although it is notable that the setting is already somewhat compromised by the airfield, and by various agricultural and industrial structures, some very sizeable. It is also notable that extensive planting is proposed, that will in time mitigate the impact of both this scheme and the remainder of the airfield. As such, these comments will be primarily concerned with the architecture of the various proposed structures, and with their interrelationships.

Starting with the crescent, I note that this is at the heart of the scheme, with the museum building at the focus of the crescent as was set out in the agreed parameter plans. The museum is the tallest structure, with an inset clerestory. Measures will be required to ensure that the top floor will not form a beacon when illuminated. Otherwise, the design is tidy, with a strong vertical emphasis to the inner and outer faces, which tends to increase the apparent height. It is somewhat more monumental to the external face than had been discussed at pre app and it would have a strong urban presence in this essentially rural context. Flanking the museum to each side are various residences and members rooms, generally symmetrical, and terminated with a spa on one side, and a pavilion on the other. They step down from the museum, and again the designs are tidy – with a combination of vertical and horizontal forms, some layered,

creating a degree of palimpsest, and some interest. I am a little concerned how the crescent buildings relate to each other – the spaces beside the museum tending to feel like canyons - some form of linking might have been preferable, but this will be a limited impact when viewed from beyond the site.

Set to the north-west of the crescent is the exhibition building – another sizeable structure, though circular, and with stepped horizontal layering. This feels generally lower lying, and I think should settle readily into the landscape. Further west is the workshop, an interesting earth-sheltered structure – relatively low-lying and it should not be too obtrusive.

Set to the south and to the east of the crescent are the crescent villas. They are set concentric with the crescent which extends the rigorous radial form to the east. It might have been preferable for these structures to spool away, in a less formal layout. Anyway, the designs are typically contemporary, with masonry ground floors and two dark-clad upper stories, with a reassuring element of pitched roofing. Given their relative lack of prominence from outside the site, they are probably unobjectionable, in short, though two stories and more ground-hugging forms would have been preferable.

Set to the northeast of the crescent, and to the east end of the site, are the euphemistically named farmsteads – which are holiday homes based on typical vernacular houses and agricultural structures. They are generally well proportioned, and they have clean contemporary touches – rather likeable in fact. They are also relatively low-lying structures, and, being set amongst existing and proposed trees, should not be too obtrusive in the wider setting.

In the southeast corner of the site two new lakes are proposed, with a group of ‘lake’ houses, and a group of ‘meadow’ houses around. They are more clearly rooted in the contemporary, with largely subterranean basements, and single upper stories. Again, the proportions are good, and they tend to be low-lying. And again, with existing and proposed planting, they should not be too obtrusive in the wider setting.

Great Tew P C

The main change to the plan appears to be the expansion of the corporate hospitality element, and the expansion of the number of guest rooms to forty. The implication of this on traffic, light and noise has caused a great deal of local concern and has been discussed in detail by the Community Forum (of which I am regular attendee). We have also had the benefit of a question and answer session by Michael Ergatoudis from the Mullin team to help allay those concerns. Given that opinion in the Parish remains divided, we would therefore ask that the Planning Committee carefully considers the following:

- I. Traffic. That the increase in traffic caused by a

membership club will be independently monitored as a condition of approval. The estimate we have been given is an additional 350 two-way journeys a day (including staff and deliveries), on top of the 500 two-way journeys already accounted for by the museum.

2. Noise. That the additional noise - both constant and instant - created by the predicted increase in traffic (and associated use of the exercise track) is independently monitored and a system of enforcement agreed as a condition of approval. This noise limit is as agreed under the outline planning consent. In addition, the potential use of helicopters by Club members and collectors has been raised as a concern - and we would ask that a limit be imposed for the number of two-way helicopter journeys per day.
3. Light. That the additional light generated by the expansion of the corporate hospitality plan is mitigated as a condition of approval, including but not limited to the use of automatic blinds for those storeys that are higher than the tree level and the use of downlighting for all walkways.
4. Expansion. A persistent concern that has been raised is about the site expanding in size - something that happened with Soho Farmhouse - possibly even (given the common shareholding) that the two sites might at some point merge into a single 'super club'. The developers have made the point that there is very little space for the Mullin development to expand into, but we would nevertheless ask the committee to consider imposing a five-year restriction to any further expansion if this permission is granted.
5. Sustainable energy. While the use of microgeneration and heat pumps on the site are a step in the right direction, we would like to see more effort in pushing what will be a landmark development for West Oxfordshire closer to net zero. These are offered as practical and achievable suggestions for mitigating the potentially negative impact of these revised plans. The preservation of a tranquil rural environment and road safety remains a shared priority for all members of the local community

WODC Env Health - Uplands No objection, assuming the conditions imposed on the permission granted for previous approved application reference 18/03319/OUT still apply.

I would however ask that the recommendations contained in paragraph 5.8 and 5.10 of the Sharps Redmore acoustic report No 1616485 accompanying this application are conditioned. These recommendations relate to the noise level for fixed plant and machinery and noise from any amplified music to be played in the proposed exhibition centre.

Biodiversity Officer

The Council's Biodiversity Officer has made some initial comments on/criticisms of the ecological appraisal and biodiversity net gain assessment submitted with the application which are presently being considered by the applicant's ecologist.

A verbal update in respect of this matter will be given at the meeting.

WODC Housing Enabler

Having had the opportunity to review the application I am able comment from an affordable housing contribution perspective:

The proposed development would not be considered a qualifying market housing scheme under policy H3 Affordable Housing of the West Oxfordshire District Council Local Plan 2031. Therefore, it is not required through this policy to provide either an on-site affordable housing contribution or a financial contribution towards affordable housing off-site within the district, however it is a material consideration.

As a response to the consultation process for the previously approved application (planning ref 18/03319/OUT) a final contribution of £1.25 million was agreed for the provision of off-site affordable housing and was secured in principle via a section 106 agreement. It was initially to be targeted for use in the Enstone, Great Tew, Little Tew, Sandford St Martin, Ledwell and Gaginwell, with scope to be used elsewhere in West Oxfordshire after three years or by agreement.

Financial contributions are evaluated against the developed floor space of the proposed accommodation. The current application proposes holiday accommodation with less total developed floor area than that proposed in application 18/03319/OUT, however the applicant is proposing to maintain the affordable housing contribution at £1.25 million with the current application. I consider this proposal appropriate and request similar flexibility on usage to that previously agreed.

Having examined those who are registered on the Council's Homeseeker+ affordable housing lettings system that have indicated the settlements listed above as one of their areas of preference, I can confirm the following house types are required to meet housing need (applicants can identify up to three areas of preference):

1 Bed- 53
2 Bed- 14
3 Bed- 12
4+Bed-6
Total-85

The Homeseeker and priority bandings that the applicants fall under are as follows:

Emergency-0
Gold-0
Silver-20
Bronze-65
Total-85

The bandings are used to assess an applicant's housing needs and

are broadly explained as:

Emergency = Is in immediate need of re-housing on medical grounds or down-sizing etc

Gold = Has an urgent medical / welfare need / move due major overcrowding etc

Silver = Significant medical or welfare needs that would be alleviated by a move

Bronze = All other applicants not falling into the above categories

The Affordable Housing contribution provided by this development would make an important contribution to local housing need. In addition to the 85 applicants shown above, there are a further 2771 applicants on the overall waiting list who could benefit from the development of this site at time of writing.

ERS AIR QUALITY (Initial) Further to the above application, I have reviewed the transport assessment and note the assessment predicts a trip generation of over 500 trips both on weekdays and weekends. In line with the IAQM document 'Land-Use Planning & Development Control: Planning For Air Quality' (January 2017), trip generation of over 500 per day, meets the criteria to carry out an air quality assessment (AQA). Furthermore, the development is very close to Chipping Norton, which currently has an Air Quality Management Area (AQMA) as a consequence of traffic emissions. Due to the close proximity of Chipping Norton, traffic traveling to the development from the north and west is likely to pass through the town, potentially having a negative impact on air quality.

Due to the absence of an AQA, both in the light of the trip numbers and the potential impact on the Chipping Norton AQMA, I currently object to this application. I would request the applicant carry out an AQA to determine the impact of the development on the local area, particularly on the Chipping Norton AQMA, and also other local towns such as Woodstock and Charlbury. The assessment should assess the construction phase and operational phase, and as a minimum consider nitrogen dioxide, PM10 & PM2.5 and dust. In addition, the assessment should consider the cumulative effects of other committed developments in the area and the Chipping Norton SDA.

UpdateThe requisite AQA is being prepared as requested at the time of writing. It is anticipated that the report will have been submitted prior to determination of the application and a verbal update will be given at the meeting.

WODC Landscape And
Forestry Officer

No response received to date.

Thames Water

Thank you for consulting Thames Water on this planning application. Having reviewed the details, we have no comments

to make at this time as the amendments do not affect Thames Water to comment on but all previous comments remain the same.

Natural England

NO OBJECTION

Based on the plans submitted, Natural England considers that the proposed development will not have significant adverse impacts on statutorily protected nature conservation sites.

Natural England's generic advice on other natural environment issues is provided.

TV Police-Crime Prevention
Design Advisor

Thank you for consulting me on the above application. I have reviewed the submitted documents and crime statistics for the local area, and met with the applicants to discuss the plans in detail. Given the nature of this development, security and crime prevention must be at the forefront of decisions made to inform the design. Every building across this development must be individually risk assessed and constructed, with individually considered protective security measures depending on the nature of the building, its location and contents.

I have concerns that unless sufficient security measures are in place, this development will be vulnerable to crime and antisocial behaviour, due to the permeability of the site with public rights of way transecting the site.

Whilst this application is lacking intrinsic detail at this stage, I do not object to the plans subject to the following condition being placed upon any approval.

Condition 1:

Prior to commencement of development above slab level, a detailed Security and Access Strategy must be submitted for the development hereby approved. The strategy must set out the measures that will be taken to ensure opportunities for crime have been designed out from the outset, to include as a minimum;

Access control strategy, including

Access control measures for both vehicular and pedestrian traffic, including both residents and visitors to the site

Hostile Vehicle Mitigation measures

Intruder detection systems for external spaces

Intruder detection and hold up alarm systems for buildings

Lockdown/safe room locations and specification for residential properties

Physical security specification of buildings

Site response plan, detailing command and control proposals in the event of an incident

CCTV Strategy, with accompanying lighting strategy

Boundary treatment scheme

Soft landscaping scheme indicating location and specification of all defensible space and planting

The development shall be carried out in accordance with the

approved details, and shall not be occupied or used until confirmation that all measures detailed within the strategy are installed and operational has been received by the authority. For the avoidance of doubt, this strategy must include all proposed buildings and external spaces within the scheme, including museum building and museum exhibition building with associated corporate hospitality/club space, car parks, exercise track, public food and beverage, retail, workshops, showroom and energy centre, all holiday homes.

In the interests of security, I ask that the detailed security strategy is not subject to full public consultation, but for public view a top-level executive summary should be provided outlining measures that will be taken.

The provision of the above information will also enable Thames Valley Police to formulate a response plan for our operational response to the site in the event of an incident, and I ask that the applicant fully engages with Thames Valley Police to support the development of this plan.

Over and Nether Worton
APC

Consistent with the comments that we submitted at the time of the original planning application for the proposed automotive club and holiday housing, Worton Parish meeting believes that the proposed development is over-bearing, out-of-scale, and out of character with the vicinity. We continue to believe that it would be better suited to similar opportunities at Bicester Heritage or the British Car Museum at Gaydon. While recognising that permission has already been granted for this project, the proposal to double the number of residential properties will exacerbate the issues that have been raised by this residents' meeting, and other counterparties, namely the environmental impact (particularly relating to noise and traffic), while bringing no incremental benefits to the local community.

WODC - Arts

No response received to date.

WODC – Climate Change

Initial Response - I have reviewed the Outline Energy Strategy Report for the Mullin Automotive Museum and have these comments:

No EUI targets or space heating demand targets have been set to reduce energy consumption in the buildings. It is stated in the report that low fabric U-values will be utilised and exceed the requirements of Part L, however these are not quantified. There is no indication that predictive energy modelling will be undertaken and building fabric designed to standards of ultra-low energy demand. An air tightness target of 3 (m³/h m²@50Pa) is proposed for the site, when small scale housing should achieve <1 (m³/h m²@50Pa).

No commitment has been made to go fossil fuel free.

There is no suggestion that the development will be designed to have a net zero-operational carbon balance and deliver 100% of energy consumption using renewables. There is reference to solar PV in the report but no commitment to install any rooftop solar, ground mounted arrays or solar canopies in the car park, which could also support EVCPs. Figure 1 refers to a net zero target, however, offsetting should not be used to achieve operational net zero, and there is no commitment to do so in any case. If the development is not going to achieve net zero, then references to this in the report should be removed to avoid green washing.

No consideration has been given to embodied carbon emissions from the development and how these will be minimised.

A range of passive design measures are proposed to increase thermal comfort and mitigate the risk of overheating. Further justification is required as to the suitability of these measures in this location.

Rainwater harvesting should be committed to at this stage, rather than at the detailed design stage.

I would strongly advise the applicant to consider the KPIs in our [Sustainability Standards Checklist](#) and the extent to which they can commit to these. I am happy to talk through these standards with the consultant/applicant. That said, if they have a valid outline as a backstop, they probably won't feel incentivised to do so.

Updated Response post the submission of additional information
– Additional comments have been received from the Climate Change Manager in relation to the following matters: Net zero carbon, travel, water, waste, biodiversity and voluntary standards. Officers consider that the points that have been raised can be addressed through the imposition of planning conditions and informatives.

Westcote Barton APC

No response received to date.

Steeple Barton APC

Steeple Barton Parish Council want to add the following comment to this planning application.

SBPC feel that the development as it stands offers material improvement to the current site. There are benefits to the local economy and potential to bring in related commerce to the local area. However there are also downsides with respect to traffic.

Our concerns are with respect to traffic both once the Museum is open, and during the construction phase. We would, in particular, like to see construction traffic diverted away from the B4030 as the road from Hopcrofts to Middle Barton is unsuitable, as is the road through Gagingwell.

We are keen to see that locals benefit from some of the facilities offered, both in terms of employment and access to the site.

We understand that measures are proposed to remedy the extra traffic flow and will be using the S106 money for this purpose through our Parish.

We are also keen to make use of the potential mutual benefit using our local bus service which serves many local Parishes and transport links

Enstone APC

Object

The Parish Council held a public meeting on 17 January 2023 where the majority of attendees voted to object to the proposals. The results were as follows:

38 residents voted to object
3 residents voted to support
7 residents voted to support with conditions
11 non-residents did not vote

The minutes of the meeting are appended to the Parish Council's consultation response and can be viewed in full on the Council's website.

The meeting was attended by nine Parish Councillors, one PC having given their apologies. One PC spoke about the commercial and job opportunities that may be expected from the development. Others raised objections, please see below.

After discussion a vote was held 8 Enstone Parish Councillors voted to object to the proposal, 1 Parish Councillor voted in support of the proposal.

The Parish Council has the following concerns about the proposal:

1. An unsustainable location which is not accessible by public transport Section 7 Policy T1 of the West Oxfordshire Local Plan states 'All new development will be designed to maximise opportunities for walking, cycling and the use of public transport, ensure the safe movement of vehicles and minimise the impact of parked and moving vehicles on local residents, business and the environment'. This proposal is not consistent with the policy.

Para 110 of the NPPF specifies that, 'Safe and suitable access to the site can be achieved for all users'. The location of this site is not consistent with this objective.

2. The increase in car and other traffic on local roads generated by visitors, staff, members, contractors and service providers, and holiday home owners/occupants. Enstone Parish Council does not accept that the Transport Assessment written by Mode Transport offers a credible prediction of the impact of the development on local roads for the following reasons. (a) It

makes no mention of Members, (b) it suggests that there will be a total of two (!) service vehicles visiting the site daily, (c) it understates the number of employees, (d) it provides no estimates of vehicle movements by contractors, and (e) it understates the likely road usage by occupants of the holiday homes. Please see Appendix 2 for more detail on these criticisms of the traffic projections in the Transport Assessment.

Among all the surrounding communities the parish of Enstone, which includes the hamlet of Gagingwell on the B4030, will experience the greatest impact from the development in terms of increased road use.

3. The height of the museum building and the resultant light pollution, especially from the highly glazed upper storeys, are a significant concern. In particular we object to the plan to locate the private members club on the fifth floor. We make the assumption that the members club will operate evenings/nights, possibly 365 days a year, as over 40 member bedrooms are included in the plans. The design of the building includes extensive glazed areas which we believe will create an intrusive visual impact on a predominantly rural setting. The museum is positioned on the highest land in the immediate area and will be visible from a considerable distance – we have not seen in the documentation a realistic assessment of the night-time visual impact.

4. The morphing of the project from primarily a world class motor museum into primarily a private members club, including the provision of 40+ members bedrooms. The new proposal appears to focus on catering for the appetites of wealthy classic car owners and to deviate from the former vision for the museum to hold charitable status.

5. The operation of the 'exercise track', its uncontrolled use by members for up to 312 days a year and the resulting noise from the track is a major concern for the Parish Council and local residents

6. The disproportionate size of the development, which will dwarf neighbouring settlements such as Church Enstone and Gagingwell.

If the proposal is approved by West Oxfordshire District Council, Enstone Parish Council seeks the following adjustments and mitigations

Enstone Parish Council argues for 'appropriate financial contribution' especially towards mitigating the impact of traffic in Enstone where the greatest impact of traffic will be experienced.

Enstone Parish Council seeks appropriate mitigating actions, especially traffic calming measures and safety improvements to the junctions of the A44 and the B4030, the A44 and the B4022, and the B4030 and the B4022. Traffic infrastructure development such as road widening, passing bays and lay-bys should also be

considered.

We argue that the development should be looking beyond 'junction capacity' to an evaluation of the implications for road safety and the impact of the development on all road users and on local residents

In support of this we again draw attention to Section 7 Policy T1 of the West Oxfordshire Local Plan 'All new development will be designed to maximise opportunities for walking, cycling and the use of public transport, ensure the safe movement of vehicles and minimise the impact of parked and moving vehicles on local residents, business and the environment'.

Paragraph 1.2.2 of the Framework Museum Travel Plan gives as a key objective 'To show a commitment to improving traffic conditions within the local area'. The conclusion in the transport assessment that nothing need be done to improve the junctions is not consistent with this objective.

Accordingly, it seems appropriate to obtain more financial contribution from the development to improve the safety of local junctions and to minimise the impact of moving vehicles on local residents. We refer to the WOLP in support of this request, 'Where necessary to mitigate the impact of development and support planned growth, contributions will be sought from new development towards new and/or enhanced highway infrastructure either directly as part of the development or in the form of an appropriate financial contribution.'

We also ask that the developer reconsiders the height of the crescent building and the external spill from internal lighting so as to reduce the visual impact of the development on the local community. Could the members club be located elsewhere than on the top floor of the tallest structure?

Enstone Parish Council asks that adjustments be made to the plans to substantially reduce or eliminate the risk of light pollution from the lighting within the crescent building. This concern is greatest with regard to the fifth floor of the crescent building, but the Parish Council is also concerned that the internal lighting on the fourth floor will spill and be widely visible.

Limitations on Use of the Exercise Track to reduce risk of noise nuisance for local residents

Reflecting the concerns of the community the Parish Council asks that steps be taken to reduce the impact of noise from the exercise track, including measures such as: limiting the vehicles to those exhibited in the museum, reducing the hours of operation to allow local residents to have peaceful enjoyment of their homes and gardens, restrictions on Sunday operation of the track, exclusion of noisy vehicles, noise-reducing track surface materials.

The Parish Council also asks that sound monitoring equipment be installed and that information from it be made publicly

available.

The Parish Council is aware that the outline approval given in 2020 includes: Condition 27 as follows:

The car exercise track shall only be used by: 1) automobiles which by virtue of their financial value, artistic value, historic significance and/ or rarity are deemed to be collectable and eligible for exhibition in the museum; and 2) contemporary road legal automobiles for demonstration or exercise or exhibition and the said use of the track shall only take place between the hours of 0900 and 1800 on days that the museum is open to the public

REASON: To limit potential noise impacts

Condition 29 as follows:

The level of noise emitted by vehicles on the exercise track, measured at a distance of 20 metres from the middle of the hard surface of the track hereby permitted, shall not exceed 75db LAeq5min or 83 dbLMAX (fast) at any time.

REASON: To limit noise impacts

The outline plans that were approved in 2020 included a Bentley Pavilion/showroom which has since been dropped. We understand that the 2020 approval to allow 'contemporary road legal automobiles for demonstration or exercise or exhibition' was intended to accommodate the need to demonstrate these Bentley vehicles rather than to allow members to exercise any road legal vehicle on the track – something which is in danger of creeping into the present application.

In view of the above and to address the concerns of local residents, it is requested that a tighter definition of 'contemporary road legal automobiles for demonstration or exercise or exhibition' be made that is consistent with the purpose of the project as a museum and that reflects the clearly stated intentions of the applicant, as taken from correspondence between Jon Westerman and PhilShaw in 2019 and included on the WODC planning portal at 18/03319/OUT, that the purpose of the track is for 'exhibits to be exercised'

The Travel Forum

We welcome the recommendation (TA 8.2) that there should be a local Travel Forum 'to allow for communication between local stakeholders and the MAM operations team to meet regularly and address any travel aspects resulting from the MAM operations.' However, it is not clear how much influence the Travel Forum will be able to exercise in monitoring and seeking to mitigate the impact of the MAM. We would welcome more information on this. We also suggest that the scope of the Forum be expanded to include other aspects of environmental impact, including noise from the track.

Enhancement of Local Public Rights of Way (PROW) and Bridleways

The TA includes some important and valuable improvements to the PROW network. We welcome especially the joining up of the Green Lane along the southern boundary of the site. But we would like to be reassured that the construction of the holiday homes and associated landscaping will not include the construction of barriers which will detract from the enjoyment of the rural landscape by users of the Green Lane and the bridleway 28 that crosses the site. The Parish Council also seeks confirmation that pedestrians and non-motorised users of the bridleway 28 and the restored Green Lane route between the B4030 and the B4022 will be safely separated from motorised traffic accessing the site, both during the construction phase and during operation of the museum.

One condition of the approval of the outline application was improvement to Bridleway 202/28 parallel to the B4030 to the West of Gagingwell (as shown in Appendix J of the TA). This contribution was included in the Deed of Agreement dated 15 May 2020 as 'a safer connection/crossing of the B4030 to the west of Gagingwell to connect to bridleway 202/36'. We do not see this mentioned in the Transport Assessment in section 8.5.4. We would like confirmation that this will be included as it is an important component in joining up the local PROW network in the parish.

Sandford St Martin APC

Sandford St Martin Parish Council objects to this planning application.

The Council believes the impacts of traffic, noise, the visual impact of the building, light pollution, ecology and environmental pollution have not been appropriately considered or addressed in the application, and their costs to the community, district and county are not mitigated by the relatively small potential economic benefits of the scheme.

Further, the Council believes some key documents supporting this application are incomplete in some areas and inaccurate in others. We understand that revised documents are being prepared and ask that once these are available, the Council be given a reasonable period to re-consult with parishioners and submit a revised assessment. Given the size and impact of this application it is important that we have a full and objective statement of the plans and time to review them. Within this letter we also offer a number of suggestions that would help mitigate the impacts listed below. We would welcome an opportunity to discuss these points in more detail.

Traffic

The Council believes that the Traffic Assessment submitted with the application is incomplete and inaccurate. For example, it does not provide an estimate of the increase in traffic on local roads.

Based on other documents included with the application the increase could be as high as 2000 extra car journeys each day at weekends, approximately 60% more than today, using a figure of 3010 traffic movements on the B4022 included in application MW.0006/23. The cumulative impact of other developments close to Enstone Airfield means there could be 6000 daily traffic movements on local roads, an increase of some 4000 since 2014. The local roads are a combination of “B” roads, “C” roads and unclassified roads. Many are narrow and in poor condition.

The increase in traffic volume will increase the number of accidents, deter active travel, increase the number of potholes, and increase costs for local residents and the County Council who bear the costs of damaged wheels and more road repairs.

Alongside these real costs are the impacts of increased noise and emissions. Traffic is one of the main challenges Oxfordshire has in reducing its level of emissions and this impacts rural communities as well as urban centres. For example, according to a model by Imperial College London, all parishes around Enstone Airfield exceed World Health Organisation guidelines for particulate matter emissions, and Steeple Barton suffers more particulate matter pollution than Chipping Norton. Clearly more traffic is going to make this worse. The only mitigant offered in this application is an electric bus to shuttle some visitors between Oxford and Enstone. This is unlikely to make a material impact and is disappointing from a development that is dedicated to transport and includes in its vision the intent to explore the future of transport. Is this project not an opportunity to propose a more ambitious and inclusive approach to the future of transport in a rural setting?

We believe the following WODC Local Plan 2031 policies are relevant in considering traffic, and that this application does not meet the spirit or intent of these.

OS3 – Prudent use of natural resources, “All development proposals ... will be required to show consideration to the efficient and prudent use and management of natural resources, including: delivering development that seeks to minimise the need to travel”. The Council believes that this development requires travel by car and the plans contain only a token effort to minimise this.

Core objective CO1 – Enable new development, services and facilities of an appropriate scale and type in locations which will help improve the quality of life of local communities and where the need for travel, particularly by car, can be minimised The Council believes the added traffic and related noise, pollution and accidents will clearly not improve the quality of life for local residents. Again, the plans contain only a token effort to mitigate these impacts.

Core Objective CO11 – Maximise the opportunity for walking, cycling and use of public transport The Council believes significantly increasing traffic volumes on rural roads, which are more dangerous than urban roads, is a disincentive to active

travel.

Core Objective CO15 – Contribute to reducing the causes and adverse impacts of climate change, especially flood risk The Council believes that both the increase in traffic and use of the track will not help in reducing the impacts of climate change. Again, no material mitigants are offered here.

Core Objective CO16 – Enable improvements in water and air quality The Council believes that, as mentioned above, air quality in the area is already below WHO standards and will get worse as a result of this development.

Sustainable transport, “Priority will be given to locating new development in areas with convenient access to a good range of services and facilities and where the need to travel by private car can be minimised, due to opportunities for walking, cycling and the use of public transport”. “All new development will be designed to maximise opportunities for walking, cycling, and the use of public transport, ensure the safe movement of vehicles and minimise the impact of parked and moving vehicles on local residents, business and the environment”.

The Council asks that as this is a museum dedicated to the car and with a mission to explore the future of transport that the applicant be asked to demonstrate this with a more substantial plan to increase the use of sustainable transport, ideally in collaboration with Soho Farmhouse and Warner Hotels.

Highway Improvement Schemes, “Where necessary to mitigate the impact of development and support planned growth, contributions will be sought from new development towards new and/or enhanced highway infrastructure either directly as part of the development or in the form of an appropriate financial contribution.” The Council asks for a contribution to make the roads safer and reduce the risk of accidents.

Public transport, walking and cycling, “Where opportunities for walking, cycling, and using public transport are more limited, other measures will be sought to help reduce car use as appropriate...”. Again, the plans for this development make only a token effort to reduce car use and the impact of traffic.

Traffic in the area has grown significantly since 2015 when SoHo Farmhouse opened. If this application is approved there will be three major tourist attractions in close proximity that could attract approximately 600,000 visitors each year, all dependent on local rural roads. This will mean that traffic movements on local roads will triple from 2014 when there were less than 2000 daily traffic movements on the B4022.

The Council therefore asks that:

A comprehensive traffic assessment is completed by the applicant before any approval is given. The current document does not provide a clear and objective assessment of existing traffic or a transparent assessment of future traffic volumes.

The section 106 funds be used to undertake a broader assessment of the infrastructure needs of the local parishes, reflecting the current volumes and revised traffic assessment. This study should be done collaboratively with the local parishes and deliver a prioritised set of proposals to mitigate the impact of future traffic volumes and reduce the risk of accidents.

The applicant be asked to submit a more robust traffic management plan that sets out a more ambitious plan to mitigate the impacts of traffic. Ideally this would be done collaboratively with SoHo Farmhouse and Warner Hotels as they will collectively be responsible for the majority of traffic on local roads.

Section 278 monies be agreed with the applicant to fund road improvements before any approval to this application is given.

During the operation of the museum a small levy is added to the ticket price to fund road maintenance in the future.

Noise

The Council has two concerns about noise. One relates to the additional traffic, but the main concern is noise from the track that is part of the development. Residents and visitors value the quiet of a rural location, it is one of the key reasons people want to live in and visit the countryside. The EU Noise Directive, END, defines an area of relative quiet in the countryside as being one undisturbed by traffic, industry or recreational activities. This does not mean that there is no traffic. Rather, it is a soundscape where the benign natural sounds dominate over man-made and other unwanted noise.

This definition is reflected in section 4.7 of the Environment Noise Report, December 2022, included with the application. This states “Existing noise levels were typical of a rural location with background levels during the day around 30dB and reducing to around 25dB during the night time period. During the date the existing sound levels were affected by localised road traffic.”

The Council believes that this application will materially increase background noise levels both because of increased traffic, but mainly because of the track.

Paragraph 2.1 of the planning statement states, “an automotive museum containing a number of automobiles of exceptional heritage value and interest with a demonstration circuit to allow the gentle exercising of the collection.” What is not made clear in the application is that residents, members of the museum and potentially any guest, will be allowed to drive any road legal car, including loud high performance cars, on the track any day of the week for 9 hours a day. Whilst the applicant may argue this will not exceed a limit of 83dB, it will introduce a material increase in the duration of noise, up to 9 hours a day, the frequency of noise, six days a week or possibly more, and the occurrence of

noise, an unspecified number of cars on the track at any time. This will result in a persistent, man-made and unwanted noise into an otherwise rural soundscape. This must surely be considered a reduction in the quality of life for local residents and so be contrary to the Noise Policy Statement for England (NPSE), and WODC Local Plan 2031 policies EH2 and EN8.

A track side limit of 83dB (the sound level measured at 20m from the track) means that the sound level measured at 0.5m from the exhaust of the car (the static level) could be as high as 110dB. This is higher than almost every other track in the UK where the limit is generally between 100 and 105dB. This means that the Mullin Museum could become the noisiest track in the UK, when noise is considered as a factor of its level, duration, frequency and occurrence. Is this really the intent of WODC?

The Noise Assessment reports that noise in surrounding villages will increase from 30dB to 45dB. However, it concludes that this level of noise falls within permission granted to previous motorsport activities and therefore the noise will have no impact on surrounding villages. It reaches this conclusion only by ignoring all the dimensions of noise and UK planning guidance for noise that states, "Although the word 'level' is used this does not mean that the effects can only be defined in terms of a single value of noise exposure. In some circumstances adverse effects are defined in terms of a combination of more than one factor such as noise exposure, the number of occurrences of the noise in a given time period, the duration of noise and the time of day the noise occurs."

If the planning guidance on noise is appropriately reflected in the Noise Assessment report it should conclude that any village within three miles of the site will experience an increase in noise, especially at weekends when the Museum will be at its busiest and when residents and visitors would most like to enjoy peace and quiet in a rural location. This will have a negative effect on the quality of life for residents, and of visitors to the area who are not at the Museum. This is clearly contrary to WODC Local Plan 2031 policy EH8.

Further, the Council believes the noise limits included in application 18/03319/OUT are inconsistent with noise restrictions placed on similar venues and even some race tracks. For example, Goodwood Motorsports has limitations including 49 silent days, 71 days where the limit is 78dB and 130 days where the limit is 82dB. Given this application is for a museum and not a motorsports venue it seems incongruous that a museum should be granted a much higher limit on noise. The Council requests an explanation of why such a significant increase in noise was agreed under application 18/03319/OUT.

Given this lack of transparency around the use of the track it is not surprising that this is not fully evaluated in the Noise Assessment report, nor is any consideration made of the design of the buildings on noise. The steel and glass crescent shaped

main building will concentrate and reflect sound from the track. No assessment has been made about how the prevailing winds will affect noise and no interviews were conducted with local residents. In summary, the Council does not believe the conclusions of the Noise Assessment report, and asks that a new one is prepared.

Within the WODC Local Plan 2031 there are specific objectives related to noise:

EH2 Landscape character, "Proposed development should avoid causing pollution, especially noise and light, which has an adverse impact upon landscape character and should incorporate measures to maintain or improve the existing level of tranquillity and dark-sky quality, reversing existing pollution where possible." The Council believes this proposed development will have a material adverse impact on noise, as set out above, and so it clearly contravenes this policy.

EH8 Environmental protection, "Housing and other noise sensitive development should not take place in areas where the occupants would experience significant noise disturbance from existing or proposed development. New development should not take place in areas where it would cause unacceptable nuisance to the occupants of nearby land and buildings from noise or disturbance." The Council believes it has demonstrated in the points above that this development will cause an unacceptable noise nuisance to residents within 3km of the site.

The Council therefore asks that:

A clear and comprehensive statement is made about the proposed use of the track including details of the number of cars to be allowed on the track, who will be able to use the track and the hours of operation.

A new Noise Assessment report is prepared that fully reflects the operation of the site, the design of the buildings, the prevailing winds, and interviews with local residents to document their previous experience of Vision Motor Sport.

No permission is given until these reports have been assessed.

Sound barriers or banks are erected to attenuate noise more directly within the site and so reduce the impact on neighbouring villages.

Appropriate noise restrictions are placed on the operation of the site, including quiet days and a lower limit on track side noise. We would suggest a 75dB track side limit that is slightly above the legal noise limit for road legal cars.

Visual impacts

The proposed development sits in the Enstone Uplands that are

defined in the West Oxfordshire Landscape Assessment as “The Enstone Uplands have an attractive and unspoilt rural character”. It is attractive and unspoilt because many local parishes include a conservation area, have many listed buildings and much of the land is held in private estates and is farmed.

The same report identified threat to the landscape as “visual intrusion of large prominent buildings within visually exposed, elevated landscapes eg Enstone Airfield” and “ ‘suburbanisation’ of rural settlements and roads”.

Despite its own definition of the local environment, identified risk and planning policies WODC seems ready to approve a building that:

- Is exceptionally large and prominent. This building will become the most visible building from neighbouring parishes – bigger than the existing ABN buildings on Enstone airfield.
- Will have a much greater visual impact than the existing ABN building. The ABN building is approximately 27m tall, sits at an elevation of 160m, is very visible from many directions and is a prime example of the visual intrusion of a large prominent building within a visually exposed, elevated landscape. In comparison, the main building of the Mullin Automotive Club will be 22m tall and sits at an elevation of 165m. It will effectively be as tall as the ABN building when seen from surrounding areas and be much bigger.

Is so big that it can accommodate 36 holiday apartments, 42 bedrooms, events space and member facilities including a roof top lounge, gym, spa and catering facilities. The museum space represents less than 30% of the total floor space of the building. To facilitate this much room for residents and members, part of the museum space has been moved to another building. The main building, as proposed, is now effectively a combined residential and hotel space.

- Will be a material source of light pollution as the upper floors of the building will be heavily used at night. According to the CPRE Light Pollution and Dark Skies map, Enstone Airfield and SoHo Farmhouse are already the brightest developments within the area. This development will materially increase light pollution and will be brighter than any other building in the area, sitting at one of the highest elevations in the area. Like noise, in its current design it will have a permanent and negative impact on the local environment. The Light Design and Light Assessment report make no reference to the light from the buildings. This seems to be a material omission that must be addressed.

Is materially different from the original design and is more massive. The original design proposed a Foster + Partners design with a commitment to full BREEAM standards that would blend into the natural environment. Now we have a design that is more appropriate to a city landscape. For example, it is similar to the Blomberg headquarters in the City of London and as such represents an urbanisation of the local environment.

The following WODC Local Plan 2031 policies are relevant to the consideration of the visual impact of this proposal:

- Core objective CO1 – Enable new development, services and facilities of an appropriate scale and type in locations which will help improve the quality of life of local communities and where the need to travel, particularly by car, can be minimised.

OS2 – Locating development in the right places, “Development in the small villages, hamlets and open countryside will be limited to that which requires and is appropriate for a rural location and which respects the intrinsic character of the area”, “Proposals for non-residential development that is regarded as appropriate will include: re-uses of appropriate existing buildings which would lead to an enhancement of their immediate settings, with preference given to employment, tourism and community uses; proposals to support the effectiveness of existing businesses and sustainable tourism; development which will make a positive contribution to farm and country estate diversification.”

The Council believes that the main crescent building is unnecessarily tall, bright and more appropriate in a city landscape or business park. Given WODC’s own characterisation of the Enstone Uplands the design does nothing to respect the intrinsic character of the area. It is also hard to argue that it will enhance the immediate setting. The building does not have to be so high or prominent to serve its function as a museum, dwelling and hotel. The current design choices will introduce, in the view of the Council, an unwelcome and unnecessary urban feature into a rural environment. Surely a more sympathetic design can be put forward that does not compromise the intrinsic character of the area or the commercial interests of the applicant.

As such, the Council believes the current design is contrary to CO1 and OS2. We ask that WODC reject the proposed design and request a more sympathetic one.

Economic Value

The previous application for the Mullin Museum, 18/03319/OUT, was approved in part because of the perceived economic and tourist benefits. The main benefits of the project are estimated to be 200 jobs on site, approximately 280 jobs in the county, added value of approximately £12m pa, and local jobs so reducing the need for commuting.

The Council does not find the economic argument compelling because:

The added value of the development is largely driven by the number of jobs. Yet it is hard to know exactly how many jobs there will be, as the estimate varies between different documents in the application. It could be as low as 40, based on the Traffic Assessment, or as high as 200 in the Economic Assessment, albeit this includes 30 volunteer roles, so the added value could be as low as £2m. If the added value is £12m, this is £1m lower than estimated in application 18/03319/OUT, estimated on a basis of 100 jobs on site. Given these inconsistencies the Council questions the veracity of the Economic Assessment and asks that the application be rejected because it offers lower value than the

original proposal.

Further, if the value added is approximately £12m this is a marginal benefit, approximately 0.05% to the £23bn in value added created across the county, based on data in the OxLEP strategy for Oxfordshire. A marginal benefit both in absolute terms, and small in comparison to other investment projects across the county that offer higher value jobs and higher value added. The benefits come at a high cost in terms of increased traffic, pollution, noise, visual impact and environmental impacts. The cost of these impacts are not reflected in the Economic Assessment, and most are contrary to WODC policies. In summary, if this project does not go ahead the local economy will not miss a beat.

The Economic Assessment states that this project will help the recovery of tourism and visitor jobs. This is not true. In 2021 there was a 56% increase in both the number of visitors and related expenditure in Oxfordshire compared to 2020, rising from 14.5m to 23.3 m visitors and from £1 billion to £1.6 billion. This recovery was managed without the Mullin Museum. Adding another 200,000 visitors is less than 1% of the total numbers for Oxfordshire. Again, the economy will not miss a beat if the project does not go ahead.

There are already around 1000 tourist related jobs in the area, the main employers being SoHo

Farmhouse and Warner Hotel Heythrop. They, and other local businesses, are already constrained by a lack of staff. Adding more demand into the local environment is not necessarily a positive, as it could threaten local businesses more important to local residents. A perverse argument, but the reality of our current economic environment.

One of the other proposed benefits is the creation of local jobs. There is already a shortage of people to fill local jobs in businesses important to local residents. The jobs created by this development are of marginal benefit to residents, either because they will not visit the site on a regular basis, or because very few of the new jobs will be taken up by local residents. The total population of the twelve surrounding parishes is approximately 4,300. Employment rates are already high, and the area has one of the highest proportions of retirees. So, like SoHo Farmhouse and Warner Hotel, most, if not all, the available jobs onsite will be filled by people from outside the area, increasing the “out-commuting”, not reducing it as suggested and again increasing traffic movements. What would be more valuable to the local economy is people filling the existing vacancies in health, education, care and local jobs and businesses used by local communities.

The Council does not believe this development has embraced the concepts of sustainable tourism. Sustainable tourism can be defined as “an aspiration to acknowledge all impacts of tourism,

both positive and negative. It aims to minimize the negative impacts and maximise the positive ones.” Many of the negative impacts of the development have been set out above, together with reasons the Council believes little has been done to mitigate the negative impacts.

If for no other reason than emissions, this project cannot be considered a sustainable tourist development. As mentioned in the discussion around 18/03319/OUT, this development is intended to attract international high spend tourism. High spend tourists generally come with a high carbon footprint, for example a study by Oxfam identified from a sample of 125 billionaires that their annual carbon dioxide emissions total about 393 million metric tons, which is about the same annual carbon footprint of France, with its population of 67 million people. To put this into context of the Mullin Museum, if a high spend tourist from Switzerland buys a property on the site, visits twice a year using a private jet and spends two weeks exercising their collection of cars around the track, their tourist carbon footprint will be approximately 24 tonnes of carbon, driven largely by the use of a private jet that emits 2 tonnes of carbon an hour. The average home in the UK emits approximately 8 tonnes of carbon in a year according to the Committee on Climate Change. Extrapolating this, the carbon footprint for the 56 dwellings could be over 1000 tonnes, equivalent to 125 homes. This is more than the carbon footprint of Sandford St Martin or Great Tew, or Heythrop, or Kiddington or Swerford. And if the Museum seeks to increase its revenues it can only do this by increasing its carbon footprint. How can this be justified as sustainable tourism?

The positive benefits seem to be primarily economic - more jobs and more revenue for local businesses. As mentioned above, the value of the additional jobs is marginal to the county and potentially a threat to other local businesses that are already struggling to recruit and retain staff. Further, the design of the development and its focus on members, hotel rooms and catering facilities suggest one of its financial objectives is to capture as much spend onsite as possible, rather than looking to spread this spend across existing local hotels, pubs and restaurants, that have the capacity to support 42 overnight guests a night. The Council believes a more modest development would create less negative impacts, create more local value and help sustain local businesses rather than threaten them.

In conclusion, the Council believes that the plans as presented are contrary to many planning policies, that there are too many important gaps and inconsistencies in the documents presented, that the economic benefits are marginal, and that the case for sustainable tourism has not been made. We ask that WODC either refuse application 22/03415/FUL or seek material changes to the plans presented, in line with the requests made in this letter.

Oxfordshire Fire and Rescue It is taken that the development will be subject to the Building Regulations application and subsequent consultation and early engagement with the local fire authority, in particular ensuring fire service vehicle access is provided in line with approved guidance.

Due to the size of the development proposed it is taken that an adequate supply of water for firefighting (fire hydrants) will be provided by the developer.

2 REPRESENTATIONS

2.1 Members will recall that as part of the assessment of the original outline application there were over 220 representations in favour of the application and 180 representations against. In terms of the publicity for this application consultations were requested of 13 consultees and 6 Parish Councils were directly consulted. The official period for the receipt of consultations expired on 12.01.23 at which point 13 representations against the proposal and none in favour had been received. Post the expiry of the consultation period a third party undertook a poster campaign to seek to garner objections to the proposal. A number of the “facts” set out in the so called ‘orange poster campaign’ are disputed by the applicants as being false/misleading/wrong and so in response they have produced a “fact vs fiction” response seeking to correct the assertions in the poster campaign. They have also sought to secure support for the proposal. As a result of this additional activity at the time of agenda preparation there have been 254 representations in total against and 110 in favour. Many of the representations are generic in form but some are very detailed and run far in excess of the 6000 character limit set in the software for making comments under the “public access” system. Your officers have sought to provide a representative flavour of the comments both for and against, but the volume of material is such that it is not possible to ensure that every point made is fully reported. Members are of course enabled to view every representation in its entirety by using the on line system and any that are received before the date of the meeting will be included in the Additional representations report.

2.2 In terms of the representations the following matters have been identified against the proposal:

Scale and Design

- The proposed development is very large and disproportionate to the size of the small neighbouring villages and does not respect the intrinsic character of the area as required by policy.
- The museum itself will tower over the surrounding horizon and from the design submitted it is in no way a vernacular building that could ever blend with the landscape.
- The proposals appear too large for the surrounding area and the main building, sighted on one of the highest points in the parish and with substantially illuminated upper levels would be very intrusive in people's daily lives.
- This design is not appropriate to a rural setting.

Noise and Light Pollution

- The proposal is contrary to EH2 (Landscape Character) and EH8 (Environmental Protection).

- The proposed site for the Automotive Park is in the most rural location in West Oxfordshire, and I believe in the whole of the southeast of England. Residents and visitors value the quiet of a rural location, it is one of the key reasons people want to live in and visit the countryside.
- The EU Noise Directive, END, defines an area of relative quiet in the countryside as being one undisturbed by traffic, industry, or recreational activities. This does not mean there is no traffic. Rather it is a soundscape where the benign natural sounds dominate over man-made and other unwanted noise.
- With reference to EH2 and EH8 maintaining and improving the existing level of tranquillity should be assessed against the current levels of noise.
- I understand that David and Victoria Beckham had a restriction placed on the erection of a small tree house in their garden preventing this being lit and it seems extraordinary to me that the council would not only grant permission to build a 22 metre high structure at the airfield but permit it to be lit at night.
- The proposed development will clearly create more noise from visitor traffic passing through the villages. There is nothing of substance in the plans to mitigate this. However, noise from the track is a more material concern in terms of EH2 and EH8.
- The Planning Statement for this application states that there will be “a demonstration circuit to allow the gentle exercising of the collection.” I do not accept this statement, but believe the circuit will primarily be used by visitors, members of the Automotive Club and for events and general commercial activities to drive vehicles at speed, and generating significant noise. In reality the circuit will be used a parade circuit for street legal cars including high performance cars.
- The potential noise pollution from the track will have a persistent, material and negative impact on the local soundscape. The impact will be worst at weekends when the track will be busiest and when residents, visitors to Soho Farmhouse, Warner Hotel, cyclists and walkers would most value some quiet and tranquillity. This undermines the attractiveness of these local attractions and their businesses.
- Based on the intended use of the track this development does not align with policy EH8 in that residents will experience an unacceptable nuisance to residents.
- The plan sets out that owners can keep multiple cars on site, not all necessarily heritage cars, and these can be driven on the track. There is also a membership scheme open to the public that allows members to use the track including driving high-performance cars. The number of members has not been set out but as a benchmark Soho Farmhouse has approx. 3000 local members. So, potentially, over a hundred cars could be used on the track each day and the track could be in operation for 9 hours a day for 312 days a year. No estimate of this level of use of the track is given and it is not included in the Environmental Noise Report.
- I believe this use of the track is a variation from application **18/03319/OUT** where the planning consultants stated that “This (the Vision Motor Sport track) will be replaced with an automotive museum with an exercise road to enable the exhibits to be exercised. In terms of noise the impact will be lower as cars, which will be well maintained by the owners, will be driven at lower speeds”. If this were the case for the new application residents would have less concern about noise.
- The conditions set by WODC for Vision Motor Sport were a combination of capacity (no more than eight cars on the track at once), frequency (120 days per year) and volume levels (noise emitted by vehicles on the exercise track, measured at a distance of 20

metres from the middle of the hard surface of the track hereby permitted, shall not exceed 75db LAeq5min or 83 dbLAMAX (fast) at any time).

- As a playing member of Sandford St Martin Cricket Club, I would like to object to this application on the grounds of the increased noise disruption that will be created by the track time and numbers being proposed.
- The Mullin proposal will potentially increase noise by 250%, based on the potential for the track to be in operation for 9 hours a day, for 312 days a year for an un-specified number of cars, including performance cars. The arising noise pollution from the track will have a material and negative impact on the local soundscape.
- The euphemistically named 'exercise road', will be a 6 days per week source of excessive noise and pollution.
- It will be very disappointing if history repeats itself, and local communities have to resort again to campaigning strongly for constraints on noise from high performance cars at Enstone Airfield.
- I would be very concerned with any increase in noise from any ultra high performance vehicles using the place for doughnuts!
- There need to be greater clarity as to the intended use of the track (e.g. types of vehicles and when active),.
- What is to stop members using it to race their Lamborghinis or Porches 312 days a year?
- I live to the North-East of the proposed site. Typically, the wind direction comes from the West. I am concerned that noise from the track will become a present and persistent nuisance. As many of us are and increasingly working from home, it is important that noise levels are respected to avoid added stress to mental health. Therefore, I hope you will take action to ensure that use of the track is limited, particularly at weekends when I would hope we can all enjoy some peace and quiet in our gardens.
- Death to the country.
- At night the top floors will look like a lighthouse as the tallest and brightest building across the 12 parishes. The proposed build should be restricted to below the tree line to minimise the visual impact on local parishes and any space that is to be used at night should be on lower floors. Local residents are subjected to severe planning restrictions, why isn't the Mullin's Project having the same restrictions put upon them?
- Object to the plan to locate a private members club on the fifth floor. I am sure the members club will operate in the evenings and at night 365 days a year. The design of the building includes extensive glazed areas which will create an intrusive visual impact for the residents of Gagingwell and other neighbouring properties. As the museum is positioned on the highest land in the immediate area it will be visible from a considerable distance and will seem like a beacon with a blaze of lights. Surely in a time when we are concerned about the increase in light pollution this should not be allowed.
- The first, second and third floors of the building contain 20 residences, 4 apartments and 42 member bedrooms. These will be used at night and again are a potential source of light pollution. There seems to be no mitigants for this in the plans. No detail of the lighting is included in the lighting assessment.

Suggested Noise Mitigation-

- As a minimum any decision would ensure noise levels are no worse than they were before and that the automotive park stick to the range of limits on noise imposed on Vision Motor Sport inclusive of the limitation on sound levels, duration and limits on the

number of cars on the track at any one time. This limit should apply across normal business days and for events and across all uses of the track. This will not be a problem in terms of exercising the collection but will impact of the use of the track by members;

- If the applicant cannot agree to this, then any change to any aspect of the noise limits can only be justified through a more detailed statement of how the track will be used and that this is reflected in an updated noise assessment. This should include, as a minimum, definitions of the volume and types of cars that will be allowed to use the track and the hours of operation;
- Ideally a condition would be included that the track is not used on Saturdays and Sundays. This would mean that, apart from the noise from increased traffic and noise from the flying school, noise from the airfield is minimised and residents and visitors can experience the tranquillity of the countryside for one day a week. As an alternative that the track is only used on Sundays for electric cars and cycling.

Pollution/Carbon Emissions

- The proposal is considered contrary to The Oxfordshire County Council Strategic Plan 2022-2025 which includes a proposal to make the County carbon neutral by 2030. In addition it is considered contrary to policies CO10, CO15, CO17 and EH6 of the WODC Local Plan 2031.
- Environmental pollution. It is impossible to understand why such a development is being considered when we should all be taking responsibility for our planet for the next generations.
Under no circumstances can this proposal ever be considered a green approach to our environment.
- As proposed the automotive park will materially add to carbon emissions through its development and operation. This includes visitor traffic; regular use of the track by owners of properties and members of the museum, including driving high performance cars; the proposed use of gas as the primary source of power and lodges that will be vacant for much of the year yet be a constant source of low-level, wasted, carbon emissions. The use of a Combined Heat and Power plant will help maximise the efficiency of the use of natural gas but there is notably lack of renewable energy solutions in the plan.
- Assuming the proposed development would need 2MW of energy this could be provided by approx. 3 ha of solar panels supported with a battery storage system. This represents approx. 5% of the land under development on a brownfield site that will not be any visible impact outside of the development and can be incorporated within the extensive landscaping plans.
- The burning of fossil fuels just for the fun of it seems inappropriate and out of step with the real world.
- There will be increased CO₂ from car movements when reduction is required. The Centre's plans ignore current Net Zero thinking and likely future legal requirements. Could be powered by ground/air source pumps and a small solar facility. Any tourism has an environmental impact. The Centre which is wholly reliant on car-based business is the least sustainable tourism imaginable. The suggestion that visitors could be bussed in is disingenuous; it would not happen.
- There is something incredibly distasteful about the creation of a temple to cars at a time when the climate crisis is building in urgency and its effects are being felt globally, often with fatal effects. It takes a certain kind of person to be driving a supercar in times like these or to be encouraging their mass worship
- The proposed museum is meant to be a significant and iconic development that will create a lasting legacy. In terms of its environmental impact the current plans suggest its legacy will be negative. This is clearly at odds with efforts by local residents, the council

and the country to become carbon neutral. Nor does it align with other motor museum and racetracks. The application should be challenged on this issue and not approved until a better plan is put forward regarding sustainability.

- Their plans seem to offer no substantive efforts to offset their carbon emissions other than tree planting that will have no material benefit in the short term.
- Can you please require that the plans be reconsidered and that more thought is given to the environmental impact. The developers seems to believe this can be an iconic development. There is precious little in the application about energy efficiency. The amount of energy required to build and maintain this development which is not essential is out of mind when we are supposed to be conserving the earth's resources.
- The only reason for the expansion of the planning application is that the owners have changed strategy with regard to hosting a private collection and wish to turn the site into an automotive race track dedicated to fossil fuel powered vehicles.

Community Benefits

- The change in scope from museum-centric to private members/drivers club will reduce further the potential benefits to the local community.
- There is no credible local benefit. The employment needs of Heythrop Park are not met by the local population. This results in additional traffic. This will be the same with the Centre. The Centre's likely business model - cf Soho House - is to make profits, via food and drink, from house owners, visitors, and members when they are on site. It does not want attendees to eat out elsewhere locally as it reduces profits. The suggestion that local schools in Great Tew or Enstone will benefit and rolls will rise will not happen. Centre residents are transient and are unlikely to be of the right age/demographic for state primaries.
- Without creative measures to curtail vehicle numbers, shared transport for employees, parking levy for benefit of local Parishes, Weekend moratoria on racing, exercising vehicles, the negative environmental impacts seem clearly to exceed the benefits.
- I believe the detrimental impact of this project on the local community will far outweigh any benefits that it might bring in terms of employment. It is in my opinion a purely profit-based venture, with little consideration given to important factors such as whether the project is environmentally sound or sustainable, which should be top of the list of considerations.
- The proposal to build 56 holiday homes in a rural setting will do nothing to meet the needs of local people and is against one of the key objectives of the Local Plan to locate new residential development where it will best help to meet housing needs and reduce the need to travel (CO4).
- These plans will do nothing at all to help with local infrastructure. All mechanics dealing with the Mullin cars will be specialists All businesses are struggling around here to recruit help in the entertainment and ancillary sectors. All new staff are coming from overseas. So that will not in any way benefit the local area. Indeed, it will detract from the ability of existing pubs and hotels and shops to find good staff for the infrastructure of the locality
- It does not feel like this project will have any particular benefit to the local area either in terms of economic benefit or as a leisure resource that is accessible to the majority.
- The fact that a previous scheme was approved should be irrelevant: the new scheme is sufficiently different in intent and scope that it needs looking at afresh.

Query regarding the description of development

- In reviewing the detailed plans this development is more akin to a private members automotive club
- This proposal is submitted with the intent to “specifically to deliver the vision of Peter Mullin and provide a truly world class automotive museum worthy of one of the greatest

collections of classic cars on the planet.” Further “an automotive museum containing a number of automobiles of exceptional heritage value and interest with a demonstration circuit to allow gentle exercising of the collection”. The plans for the main Crescent building, of some 45,000m², include space to house a collection of 70 – 80 “heritage value” cars that will be on show to the public. However, I note that in the draft S106 agreement the commitment from the Mullin Museum in the USA is to loan a minimum of 10 cars. Therefore, most of the exhibits will be cars owned by people buying properties on the site. These may or may not be of exceptional heritage value, this in entirety in the gift of the operator.

- The museum is only part of a much larger tourist attraction and heritage cars will form only a small part of the use of the site and track.
- Therefore, most of the track time will be for members and their cars, including high performance cars. The gentle exercise of the collection will, like the museum, represent only a small part of the use of site. This also suggests that the main building will be used by members and residents 24 hours a day. This does not seem to be reflected in the Lighting Strategy, the Lighting Assessment, or the Visual Impact Assessment.

Landscape Impact

- The proposed development does not meet the following objective and policy in the Local Plan: - Core Objective C01 of the WODC Local Plan 2031 - Policy OS2.
- The close proximity to the edge of the AONB and the fact it is on very high ground, would I believe, have a detrimental affect on the AONB itself
- We consider that the application documentation is deficient with regard to the landscape assessment that has been undertaken. A review of the application LVIA has been undertaken and has identified that there are some significant failings in the LVIA which bring into question the credibility of the assessment and whether the Case Officer can rely on the report. The review particularly concentrated on the Sandford Park as a landscape and visual receptor. In this regard, the LVIA has clearly omitted information which should be included, particularly given its landscape heritage significance. The assessment of the heritage landscape asset has concluded limited harm and as such, has underestimated the degree of harm that may arise as a consequence of this proposal.
- This building is 27m tall, and sits at an elevation of 160m. It is extremely visible from many directions and is a prime example of directly going against the landscape assessment. This is undeniably prominent building within a visually exposed, elevated landscape. The building is too high and will dominate the skyline.
- The views are likely to be spectacular - for members of the club. For anybody else it will dominate the landscape and be a huge source of light pollution in an area that was once (before the Great Tew Estate embarked on its mission to change that) amongst the least populated in the entire county.
- Big, brown and bright seems to be the design ethos for this building. Impact could be mitigated if the design is changed to remove the top two floors that will be most visible and potentially the greatest source of light pollution. This space does not seem intrinsic to a museum and there are other entertaining spaces for members of the club. Removing this space would also encourage members to use local restaurants, pubs and cafes, helping deliver the proposed economic benefit of the development.
- The height of the building is a design choice, its height does not seem to be a necessary product of the function of the building. Local residents will have to get used to a large brown block sat close by a large grey block on this elevated landscape.
- The development sits in the Enstone Uplands defined in The West Oxfordshire Landscape Assessment as "The Enstone Uplands have an attractive and unspoilt rural character".
- The Landscape Assessment identified a number of threats to the landscape, including threats to this characteristic given the "visual intrusion of large prominent buildings within

visually exposed, elevated landscapes e.g., Enstone Airfield" and "suburbanisation of rural settlements and roads". The proposed site is visible from almost every direction.

- The architectural plans submitted by the Mullins Group have no place in this rural location.
- The number and scale of the buildings required for the Driving Centre makes it inappropriate for a rural area.
- The large scale and design of some of the proposed buildings (e.g. Exhibition Building, Crescent Building, Crescent Villas) would bring sharp, hard lines to a rural area; bulky, box-like architecture is more suited to business parks. This is against Policy OS4, High Quality.

Proposed Landscape Mitigation

- The landscaping scheme surrounding the museum and its various holiday homes is ambitious.
- There are large meadows and new tree plantings which is admirable and the idea that they should be open to educational visits from local schools (although not by the local community or the general public as there are various security points to be negotiated) is delightful.
- However, the establishment (and maintenance) of meadows and wetlands is a skilled job. It is not just a matter of allowing grass to grow and hoping that wildflowers appear: it needs a considered approach to grazing methods, seeding and species selection.
- Also, in an era of climate volatility, the tree varieties need to be carefully considered and looked after through dry summers.
- I am not convinced that the developer has the interest or dedication to devote resources to ongoing landscape restoration and maintenance.

Heritage Impact

- This is a full rather than an outline application for a new museum together with associated development and holiday accommodation. Sandford Park Estate is located approximately 1km to the northeast of the proposals. This Estate includes the principle building, Sandford Park, a Grade II Listed Building which is located within a registered park and garden, together with several listed buildings. We consider that the application documentation is deficient with regard to the heritage assessment that has been undertaken with regards to the potential impacts upon Sandford Park Estate mindful of its significant status as a collection of heritage assets.

Highways/Transport and Movement

- The proposed development does not meet the transport objectives and policies in the Local Plan:
- The development will materially increase the need to travel by car and provides a track for driving cars, further increasing the impact of cars. This comes at a cost to local communities who suffer the impacts and financial costs of increased traffic, failing roads, increased noise and increased risk of accidents on narrow country roads. Traffic will increase by approx. 1800 car journeys a day, an increase of approx. 50% over traffic flows estimated in the 2017 traffic assessment.
- The local roads have not been properly maintained for many, many years. These roads consist of potholes, ditches and subsidence. Where they have been infrequently patched over, we now see decay surrounding those patches.
- The B4022 is used as a cut-through between the A44 and the A361 at peak times and the increased traffic envisaged by this development will exacerbate the situation. In addition, parts of the B4022 are extremely dangerous and are the scene of many high-speed

accident. I can attest to at least ten serious accidents annually near where I live. Increased traffic will only add to this toll. In addition, the 2000 car movements envisaged each weekend will add a huge increase to what is normally a quiet country road.

- Residents of Middle Barton have commented as follows that over the years the traffic has steadily got worse and the 20mph restriction doesn't seem to have made any difference to passing through traffic and the local road network is not conducive to more traffic.
- The small roads through the Bartons and Tews already support far more traffic than they are designed to support. The road through the Tews is used by many as a short cut to Banbury and also, since opening of Soho Farmhouse, as main entrance road for staff and deliveries there. The road is poorly maintained in places and not suitable for the volume of traffic that the motor museum could bring to the area.
- I have known sheet ice, caused by leakage from neighbouring land, be left on sharp bends in wooded sections for days with no warning signs in place for motorists
- Application MW.0006/23, for a new recycling plant at Great Tew quarry, included a Traffic Assessment and estimated traffic on the B4022 in 2022 as approx. 3000 average daily traffic movements. This is an increase of 67% and is contrary to general traffic trends that suggest traffic volumes are still below a peak in 2019 prior to the pandemic. It is reasonable to ascribe most of this increase to Soho Farmhouse
- Government statistics highlight that rural roads are more dangerous than urban roads, for example in 2019, there were 931 fatal accidents on rural roads compared to 627 on urban roads.
- There are far more un-reported accidents.
- Already the small country lanes are struggling with the Soho House traffic and an increase of 1500 cars per day, 10,500 per week is unsupportable.
- Sandford St Martin resident has commented that the increased traffic will make the road through the village treacherous.
- The cumulative impact of all tourist developments and other major planning applications around Enstone and Great Tew could increase local traffic movements from less than 2000 in 2014 to over 3000 in 2022 to approx. 6000 by 2027.
- The combined visitor volumes to Soho Farmhouse, the Warner Hotel at Heythrop and the Mullin Automotive Park could be similar to Blenheim Palace, the largest tourist attraction in West Oxfordshire.
- The access seems to be along the B4022 green lane - not a new road on the B4030 towards Gagingwell to spread the load of traffic across different entry and exit points as originally set out in the initial planning documents.
- Whilst the B4022 and B4030 may be able to sustain this level of traffic local roads are likely to sustain more damage from the increased traffic and it is unlikely it will be within the OCC Highways budgets to repair or re-surface these roads.
- The extra traffic will have a noticeable impact of local villages. This must be considered a negative impact on the rural characteristic of the local environment.
- The increase in traffic volumes on rural roads will act as disincentive to active travel. Traffic counts from the Department of Transport shows the number of cyclists on local roads is very low.
- There is little in the plans that have been submitted to mitigate these impacts. This is disappointing from a development that is dedicated to transport and includes in its vision the intent to explore the future of transport.
- It is hard for one development to make a material difference to the impacts of increasing traffic. However, since Soho Farmhouse, the Warner Hotel and the Mullin Automotive Club will all share in the benefits of increased tourism it would be responsible for one party to take a lead on establishing a joint and innovative effort to mitigate the impact and help retain the rural characteristics of the area, that is after all meant to be one the reasons people will visit these attractions.

- A proposal to operate two electric buses will not materially reduce traffic volumes. The type of visitors the museum attracts will want to drive their own car to the museum. Most visitors will be car enthusiasts and a drive through the local area will be part of the appeal in visiting the museum.
- My main objection is that this proposal will create totally unacceptable congestion to the surrounding public roads and in particular to surrounding villages. I really do not think that the infrastructure in and around the proposed museum is at all suitable for this project. Any entrance to the museum will be along country roads which were never built for such an amount of traffic.
- Access to the site will be gained from 1) From the East / London via M40. Aynho Bicester to Middle Barton or Duns Tew or Wootton / Glympton or from Oxford to Enstone 2) From the North and West via A361 to Great Tew and Little Tew
- Experience locally with increased traffic to Soho Farmhouse has demonstrated that these villages and country roads / lanes are falling into disrepair and are not fit for any more increased usage and are unsafe for horse riders and cyclists
- The only access to the site off the Enstone / Great Tew road is down the service access to Soho Farmhouse. This private road on the former Green Lane will have to be substantially improved. Do we really want this to become a full roadway with two way traffic when it is a very attractive woodland track.
- I am a resident of Enstone with a young family, my children already have to negotiate the A44 to reach school and further traffic will make this more dangerous.
- Do not accept that the Transport Assessment written by Mode Transport offers a credible prediction of the impact of the development on local roads for the following reasons.
 - It makes no mention of Members,
 - It suggests that there will be a total of two service vehicles visiting the site daily,
 - It understates the number of employees,
 - It provides no estimates of vehicle movements by contractors,
 - It understates the likely road usage by occupants of the holiday homes.
- The 2022 Traffic Assessment provides no substantive re-assessment of traffic volumes resulting from the automotive park. It does not acknowledge that traffic from these tourist attractions will be carried on all local, rural, roads in the area, not just the B4022 and B4030, increasing the risk of road traffic accidents on these rural roads.
- As a resident of Charlbury this proposed planning application with increased traffic is not good. The Slade is busy enough as it is sometimes taking ages to cross. It is near the Primary School and should be 20mph always. It would be better if access was only available from Enstone and from the A44. We have enough traffic.
- The traffic plan is totally unrealistic - the nearest station is 10km away and the nearest bus stop 2.8km. The travel plan states 'It is acknowledged that there are no direct public transport connections to site which forms a barrier to sustainable travel via public transport.'
- Under 6.4 the Travel Plan states
- 'To assist with achieving the objectives of the Travel Plan, where possible, coordination will take place with the Applicant (the museum operations team), The Great Tew Estate, Soho Farmhouse, Blenheim Palace, Heythrop Park, Cornbury Park, and other local visitor attractions in the area and major employers such as Alpine Racing.' The plan totally fails to mention the development of Heyford Park - itself subject to an extensive travel plan in gaining its planning permission - which has already greatly increased the traffic over Rousham bridge and along the unclassified roads through North Aston and Somerton villages. West Oxfordshire should consider the impact on neighbouring Cherwell in examining the travel plan for this application. This recent granted expansion

of traffic from Heyford Park on these unimproved roads should be taken into consideration.

- The plans include some mitigation for these concerns over traffic, but they are deemed insufficient:
- Ticketed entrance will not reduce the volume of traffic, rather concentrate it at certain times.
- I strongly object to the updated plan. Doubling the number of "so called" holiday homes and increase in the size of the museum itself with inevitable increase the volume of trafficon already very congested roads
- This proposal will already increase the traffic flow through the village of Enstone with many people travelling from the A44 onto the B4022. The B4022 through Enstone is supposedly 30mph but very few cars do 30mph due to poor signage, most are still doing 50mph from the A44 speed limit.
- The site is poorly served by the local road network and there is no public transport, making access difficult for non-car users. It is inevitable that this development would generate significant numbers of new trips (staff, visitors and users of the facilities, deliveries) through adjacent villages, particularly Enstone, Westcote Barton and Sandford St Martin. These areas have already seen greatly increased traffic to Soho Farmhouse and other events held at Great Tew, creating more noise and pollution, and increasing safety risks for road users causing damage to local roads and kerbs, increasing the risks of safety for all road users. This proposal is against policies designed to reduce car use and encourage sustainable transport (T1, T3). Such a facility would be better located closer to the motorway network and centres of population with good public transport provision.

Increased size of the development

- Object to the increased size of the development especially the extra holiday homes, apartments and members rooms. Originally there were only 28 holiday homes which we were told were needed to help finance the museum. Now there are 56 holiday homes plus additional apartments and members accommodation. This is totally disproportionate compared with the size of the neighbouring villages.
- It seems extraordinary that this second huge increase of housing would be permitted. As you say in your 2018 Local Plan for West Oxfordshire: 'A strong message received throughout the preparation of the Local Plan is that this part of the country is a special place which is highly valued by the people who live here and which must not be eroded by incremental decisions to accommodate inappropriate future development or other change.'

The proposal flies in the face of Core Objective C01 of the WODC Local Plan which talks of new development being of 'an appropriate scale and type', such as 'will help improve the quality of life of local communities' and in places 'where the need to travel, particularly by car, can be minimised'.

- In 2018 The Mullin project was to be a motor MUSEUM. Now it appears to be a combination between a racetrack for members with their own cars, a residence with a whopping building - larger and taller than anything else for miles around, and club for petrol heads and - just now and again - a retirement trundle round the block for the Mullin collection of cars. A mini Silverstone.

Impact on Ecology

- In our corner of Oxfordshire we are lucky to be surrounded by bats: Daubenton's, Brandt's, pipistrelles, whiskered and serotine. However, as The Bat Conservation Trust points out:
"Bats are nocturnal animals that have adapted to a life in darkness, partly to avoid predation during daylight hours from bird of prey species such as sparrowhawks.

Therefore the artificial lighting of bat roosts, access points and foraging pathways can be extremely disturbing to bats and should be avoided."

- Unfortunately, the proposed Member's Lounge would be on the top floor of this building and would be used at night, so this, together with floodlights for the proposed track and automotive site would be extremely dangerous for the valued and protected bat population.

It would also cause light pollution for other nocturnal animals and for those of us who live here because we enjoy, amongst other benefits, the unspoilt night skies.

- The natural habitat and ecology of this vicinity would suffer and the whole character of this special location would be damaged.
- Biodiversity degradation. A rural area like that bordering the Centre should be looking to increase biodiversity, not reduce it. WODC's LP (8.13) recognises the importance of biodiversity and the international requirement to reverse its decline. The centre's landscaping work will improve the airfield area and that is to be welcomed but counts for nothing if other aspects act against the environment. Greater car traffic is an obvious danger to nature directly and as a result of air and noise pollution. Light pollution from the Centre has a direct, negative, effect on wildlife.

Neighbourliness

- We have lived in Little Tew for over fifty years, and like many of our neighbours we work from home. Noise from the airfield can be intrusive when the prevailing wind blows: we and our neighbours have successfully challenged the noise levels caused by microlights, aeronautics, over-flying, car racing, and clay-pigeon shooting. We do not want to stop people enjoying themselves, but nor do we want our enjoyment of a peaceful and tranquil environment spoiled, which it will be by intrusive new facilities that adversely affect the appearance and the ecology of the airfield.
- We already have regular interruptions from low flying aeroplanes and another layer of noise will be distressing not only for local residents but also for all manner of wildlife.

Cumulative Impact

- The proposed development is next door to Soho Farmhouse and, taken together, the cumulative impact of the proposed development is greater.

Further, it is difficult to see how the construction of another private members club, alongside the existing private members club at Soho Farmhouse, respects the intrinsic character of the area.

Sustainability

- Given the state of the world today, a proposal for a private members club (elitist by its very nature) devoted to high-performance (aka gas-guzzling) cars seems entirely tone deaf to the realities facing the UK and indeed the planet as a whole.
- This cannot possibly be described as sustainable development.

Contrary to Core Policies of the Local Plan

- The development results in the following:
- Additional traffic, excessive noise and light pollution.
- The LP is explicit (EH2) about preserving rural tranquility. The application goes against this policy:

'Proposed development should avoid causing pollution, especially noise and light, which

has an adverse impact upon landscape character and should incorporate measures to maintain or improve the existing level of tranquillity and dark-sky quality, reversing existing pollution where possible.

- The Local Plan Policy T1 (discouraging developments depending upon car use) is utterly flouted.

Comments regarding impact on nearby Parishes

- This is a rural area with land designated as such surrounding the site including some villages which are of outstanding local beauty and character. More importantly, these villages contain communities which are rural with a rural village school and parish centres. This application has integral to it the concomitant features of a highly significant traffic increase and noise and light pollution in this area.

The affects of the increased traffic may be considered in the application to be ameliorated by public transport options and measures to direct traffic along certain routes but the reality for those living here will doubtless be different. As seen with the Soho house development, the village of Little Tew has changed from one where children could play freely outside to one where lost motorists or speeding delivery /service or customer traffic use the village as a 'rat run'.

- Gagingwell and the surrounding areas present an overwhelmingly traditional rural appearance. The airfield presently has a minimal visual impact from Gagingwell and the planned developments are both nearer and more impactful than the airfield, due to the size of the proposed buildings, the number of car movements and the fact of the development being lit.
- I fear that THIS WILL PROFOUNDLY CHANGE THE LIVES OF ALL WHO LIVE IN HEYTHROP FOR THE WORSE.
- I object to the massive increase in numbers from the original plan agreed by west oxon council. Enstone is a nice village and I do not want it to be commercialised.
- The proposed site is within AONB and needs to be protected. The proposal will also mean that there would be a likely possibility of noise pollution from the track itself being heard from our gardens and land around Taston which again will change the unique area's tranquil enjoyment and also potentially affect further its Wildlife. The area has been need eclipsed enough from commercialism and already has ample tourism.
- I am a resident of Middle Barton and I am already concerned by the increase of traffic through our village over the 23 years I have lived here. The proposed development for Enstone Airfield, with no direct access via an A road, will only make matters worse for those who live Middle Barton (and other nearby villages).
- Likely impact of the increase of traffic volume, fumes and noise on residents of Charlbury. Those who live near or on The Slade/Sturt Road (the B 4022) will be particularly badly affected. This is the main route linking Enstone through Charlbury to Witney and other nearby towns and villages in the Witney area, but is also a residential street and immediately adjacent to Charlbury Primary School.
- The estimate of traffic likely to travel through Charlbury is not shown clearly on the submitted document, "Residential Travel Plan Statement", but needs to be calculated so that the likely impact on residents can be properly addressed.
- The account of existing public transport network in the submitted "Residential Travel Plan November 2022" is both sloppily researched and also unimaginative. Thus, for example, it is stated (section 4.26) that "The S3 operates between Oxford and Chipping Norton / Charlbury on an hourly frequency." This is simply false: the S3 route that runs to Chipping Norton via Enstone does not also run through Charlbury (which is on a different S3 route), although on weekday or Saturday evenings and very late at night two or three S3 or no 7 buses connect Enstone with Charlbury, and also Charlbury with Enstone.

In addition there is no mention of a potential shuttle bus from Charlbury Railway Station, even though this offers the most direct rail route from Heathrow, Reading and London Paddington to the Mullin site. A bus from Long Hanborough Rail Station (adjacent to the existing bus museum) would also be useful for those wishing to travel sustainably between Witney and Enstone, and might be expected to decrease the flow of traffic through Charlbury.

- Church Enstone is an AONB and will be ruined if this proposal goes ahead.
- The original application envisaged a museum and 28 luxury homes on the site. Now there are 56 homes planned as well as a hotel (laughably described as a members' club). This will create further unwelcome light pollution for Great and Little Tew, Enstone, Gagingwell, Sandford and Ledwell as the Mullin will have no control of when residents turn off their lights and the hotel will be open 24 hours.

Other

- There is one of the best motor museum in England 25 miles away at Gaydon.
- I am concerned with where the water supply for the numerous lakes and ponds is to come from ? Another bore hole to join the ones at Soho Farmhouse and the Beckhams - Water is so precious and should not be wasted on vanity projects.
- This is also a green field site!
- Where, for example are the plans to extend the sewerage system to cope with such a large development?
- ICOM International Council of Museums definition of a Museum, August 2022:
- "A museum is a not-for-profit, permanent institution in the service of society that researches, collects, conserves, interprets and exhibits tangible and intangible heritage. Open to the public, accessible and inclusive, museums foster diversity and sustainability. They operate and communicate ethically, professionally and with the participation of communities, offering varied experiences for education, enjoyment, reflection and knowledge sharing."
- I would not object to a properly planned small village there with affordable housing, but to create 56 (almost double the original number proposed) of highly expensive holiday homes that cannot be lived in permanently means they will therefore end up as AirbnBs or party places again increasing noise and pollution and provide no housing for anyone who needs it in these financially difficult days.
- Both me and my partner are big "car fans" and live in Glympton. However we both feel the proposal by Mullin Motor Museum is completely wrong and we stress with the upmost attention this can not go ahead.
- With Silverstone & Bicester Heritage close by there is NO need for this facility in this area.
- Take it near the Heathrow Airport. Keep these kinds of things together, so you are not destroying the peace and tranquillity of our countryside.
- We were quite excited at the initial talk of a motor museum in such close proximity, being enthusiasts of vintage cars, however the realisation that now the whole enterprise would be catering only for the very wealthy, even providing so called 'holiday' homes which can only be described as second homes, with architecture totally out of keeping with the local landscape however they may argue otherwise. A three storey six bedroom house with two staff rooms, and a wine cellar is hardly a holiday home! They also fail to show parked cars, garden sheds etc. with no definition of their individual boundaries. If these are to be sold freehold there is no limit as to what each property owner could build on their land.

The proposed development does not fit within the parameters of a Museum. The Cultural

Strategy states that 15 cars will be on display at any one time, and the addition of 56 holiday homes, corporate entertainment pavilions, a members' club for classic car collectors, race track, cafe, restaurant, shop and workshop all strongly suggest that the aim of this site is for the personal financial gain of a non-UK citizen and their family.

- The arboricultural report glosses over the fact that trees with a minimum total life expectancy of over 500 years will need to be removed in order for construction to go ahead. This is an unacceptable level of destruction, supposedly mitigated by the planting of new trees, but this ignores the fact that these trees already provide existing habitats which will not be immediately replaced.
- It will in fact be a new village in its own right.
- I fail to understand the requirement for 56 holiday homes within the museum experience. I question why the number of holiday homes proposed far outweighs the paltry 15 items from the Collection that are stated will be on display for visitors.
- Regarding the new houses, this area does not need another housing development for a small wealthy section of society. If the local council believes this and the local parish communities do not wish more unaffordable housing in their area, houses which will remain unused for a large proportion of the year, then it is simple, the proposal should be rejected.
- WODC councillors should be ashamed that such a development is contemplated as it will harm the local environment for decades to come.
- This project has been sited here not because this area has a historical relationship with the automotive industry. It doesn't. Other areas in Oxfordshire have far more obvious connections e.g. Silverstone. It would be here because the fields were available, and the landowner keen to develop them for lucrative real estate rather than farm them. Entrepreneurial for sure, but not a good reason for a planning department to agree to it.
- Should the landowners wish to proceed with the application they made a few years ago and which was approved despite massive local objection so be it I suppose. Going any further should not be allowed and I urge the council to reject the application.
- Although the beguiling brochure presents this as an attraction for the general public, at its core is another private members club: a weekend playground of second homes for the super wealthy.
- There have been no attempts by the developers to act in a neighbourly way towards the local community. It will in effect build a gated community that will not interact with the local community.
- I would like to raise my concern that we are looking at another large business in the Enstone area.
- The proposal involves the construction of large luxury houses on green fields in open countryside. This is contrary to policies in the West Oxfordshire Local Plan and to provisions of the National Planning Policy Framework. In recent times there have been other proposals to build large houses on local farmland, and these have been rejected (rightly) by WODC.
- The applicant is now the Mullin Automotive Museum Development Company Limited, a company that was only registered in September 2022. Its sole director is Mr Guy James Williams, who was also, until recently, a director of Soho House. It is believed that overall control of this project and of the Soho House companies is now consolidated in the hands of Mr Ron Burkle. This revised 'Mullin' project should therefore be considered as being a property development scheme linked to Soho Farmhouse, which adjoins the property.

- The whole focus of the application has changed from a Museum with a small number of residents who had to have a car in the museum to be able to purchase one of the properties to what now is primarily a large private members club.
- I appreciate that this creates jobs in the area but I am not sure there are many villagers to actually fill those roles.
- Object as the development is contrary to policy TI of the WOLP.
- A green roof and landscaping is greenwashing.
- The application to increase the number of luxury homes seems an ostentatious display of wealth which will only exacerbate the gulf between the haves and have-nots.
- In terms of its environmental impact the current plans suggest its legacy will be negative - is this really the case?
- Not original architect or concept as accepted by WODC.
- Who will monitor exceptional excess to acceptable and sustained noise pollution and what are the penalties (there won't be any)?
- I do not object to the proposal for the Mullin Museum per se, but agree with those who argue that an environmental assessment is required. Without this it's hard to see how the proposal can be aligned with WODC's current commitments to sustainable development. Objection on water subtraction for lakes due to already very poor levels during the summer.
- The infrastructure can't cope.
- We live in an area where the need for affordable housing is acute and WODC should be mindful of this.
- We wish to walk, ride horses and bicycles, and generally enjoy the peace and quiet without having to contend with speeding cars and often drivers not familiar with our country roads.
- So I am against the planning of the homes but not the museum. Just to persevere some beautiful countryside for our grand children
- I don't know who you think you are to be putting leaflets trying to sway my opinion on something through my own front door. Because of this leaflet that I received, I will actually vote for the Mullin Motor Museum. What a wonderful idea that will promote jobs in our area and attract visitors to keep our villages thriving. Hadn't heard of it before so thank you for making me realise that I will vote for it.
- Alongside the sustainability issues outlined above, the proposals are also not compatible with Policy H2 - Delivery of New Homes, nor with Policy H3 - Affordable Housing.
- If multiple vehicles are allowed, its inevitable racing will occur
- What about track safety?
- Please take in to account the sheer weight of objections by local residents from across the local villages, who will need to live with this adverse impact on a daily basis
- There is already over employment in the area.
- There were many objections posted on the previous planning application which seemed to have had little or no effect on the outcome. This new application seems to have broken all records for objections and let us hope they will be seriously heard otherwise one has to ask the question whether the whole planning system is seriously flawed
- This project is not a public good. It will attract visitors by car from outside the area who do not have to live with the consequences, encouraging the use of high performance cars and fossil fuels just when the world is aiming to phase them out.
- We have been for some time concerned as to flow, consistency and quality of the water flowing down to us from Soho farm and note the extra silting, weeds in the stream and pond due to released nitrates via discharge from Soho. Original plans were for 1 bore and now there are at least 4 bores to the west N, West of us.
- Since there is little policing of the aircraft from Enstone and subsequent paths/noise...Just who is going to police the noise from Ancient v12s and unsilenced cars being exercised

on the Aerodrome? since the suggestion that these will be below the decibels emitted by lawnmowers is pure fantasy?

- Most of us who move to live rurally do so to avoid air, noise and light pollution. And despite our good connections to Oxford and London, it is something we have to a large degree enjoyed in this area.

This project will rob us of all of those things. Guaranteed.

- I always assumed that planning and councillors were there to sensitively oversee development, of course, but also to protect the lives of those of us who have chosen to live here, work here and bring up our families here. Not those making huge money from simply disturbing all of our existing lives.
- It is unacceptable to entertain this museum catering for the elite on a large scale.

2.3 Representations received supporting the application are summarised as follows:

- To have this locally is going to be brilliant for all.
- Below is a list of the highlights that deserve reiteration:
- A Museum Like No Other
- A celebration of the automobile as it's meant to be appreciated... in motion;
- A stunning exercise track open 300 days a year which will replicate the rolling hills of the Cotswolds (and which permits any road-legal car);
- A unique showcase of some of the most desirable car collections in the world including access to a selection of Peter Mullin's 180 –car collection
- A 12 bay workshop providing the ideal setting for the transfer of mechanical, engineering and coach-building skills through the generations;
- The creation of an historic automobile apprenticeship academy;
- A hub for local and international rallies.
- Pride of Place
- Based at Enstone, it will be situated in both the Cotswolds and what's known as 'Motorsport Valley';
- A truly exceptional automotive destination looking at the history of the car and the future of mobility;
- It will transform a derelict brownfield site;
- A members club of like-minded automotive enthusiasts;
- It will create 300+ jobs, and even more downstream, in all aspects of the automotive world.
- I can see this bringing huge benefits to local communities, both pleasurable and educational. Plus all the jobs that will go with it, and the furthering of the UK's reputation in this important field.
- We have no objection what so ever to such an interesting facility being built in our local area. Having attended the parish council meeting in Jan 2023, it was notable that the vast majority of attendees/objectors were not representative of the general demographic population of the area, with an overage age of 65-70 years. My husband and I do not believe an attraction such as this will significantly increase light pollution, obstruct the road or cause an unnecessary inconvenience to the area. As a community we have to look forward, not back and support such schemes going forward. NIMBI culture needs to be named and shamed!

- Kindly tell the idiots who tried to stuff one of your disgusting leaflets through my letterbox but failed to - stop. The letterbox was forced open, allowing cold air into my property when I am trying to conserve warmth. I am disgusted by your behaviour. Last time I looked we lived in a democracy. I will NOT be objecting to your scheme purely because you TOLD me to.
- What a brilliant project with many many advantages for local people and their economy. The UK needs more investment like this and off the back of it feeds STEM projects.
- Lots of the objections are the result of the scurrilous and wildly exaggerated 'Orange Poster' campaign.
- In contrast the support comments can be characterised by their high quality and by the care and thought that has gone into composing them.
- We fully support this application and believe it to be a positive result for all of the local community. This will create jobs for local people and bring further business to all the surrounding parishes. This cannot be underestimated in the financially difficult times many find themselves in. The objections and meetings have all been attended by people aged 65/70+ who have a nimby view. Very shortly they won't be in the local area and the new generation will have moved out due to lack of local facilities and jobs. Projects like this and SOHO have made local areas thrive and brought money into the local area. This project brings an infrastructure boost and the section 106 monies will help the local area and struggling district councils with real meaning full results for local people. The roads have no capacity issues as highlighted by the highways authority and the cars that will irregularly use the track are no louder than local tractors or church bells. Instead of always seeing the negatives in any change, we call on our local younger demographic to full heartily embrace this wonderful opportunity. Come on planning board, see this one through!!
- I can see this bringing huge benefits to local communities, both pleasurable and educational. Plus all the jobs that will go with it, and the furthering of the UK's reputation in this important field.
- The motor car in all its forms has become a major part of our lives over the last 120 years. The Mullin Automotive Museum Development at Enstone will bring to this country some of the most important and interesting examples of our motoring history from around the world.
- It will showcase these wonderful cars in a suitable manner for all to enjoy, instead of their being the preserve of wealthy collectors in the USA.
- It will bring significant tourism income into the area to the benefit of a multitude of local businesses, provide much needed jobs for local people, and be a source of education and training for young people, helping them to embark on rewarding and interesting careers.
- It will regenerate a presently derelict brownfield site with a brilliant new group of buildings, including the work of one of the world's greatest living architects.
- This is an opportunity not to be missed and I would urge West Oxfordshire District Council to grasp it with both hands.
- I should like to make one further point, in relation to a flier distributed by objectors to this exciting proposal, a copy of which has been sent to me by a friend who lives locally and knows of my interest in the project. Having checked the allegations with the promoters, I believe that a significant amount of what is said in that flier is factually incorrect. It appears to be a blatant example of misinformation, designed to generate a volume of objections and give a false impression of the strength of local opposition to the proposal. I trust that you will see this for what it is – an attempt to manipulate local opinion by the use of "fake news".
- I am supportive of the scheme as it will convert a disused brown field site into an attractive building housing many of the country's finest vehicles.

- It will attract business to the area and help the area to thrive. As you are no doubt aware there is a tendency to object to change especially as you get older. I am 76 and firmly believe in change if it for the good and it would be very hard to justifiably object to this scheme.
- A couple of things the local people might be afraid of is 1, the track it is NOT a race track but an exercise track so in reality will be like any other road. 2. Accommodation, this is not going to be let to anyone but the owners of the cars or clubs and then very short term. This project will without doubt enhance the area.
- With a project of this nature, scope and sensitivity, everyone wins. Celebrating and preserving the past is essential to understanding and making the future better, for everyone.
- “Revisiting the past, intentionally, allows us to excavate more of the truth each time we look back”. The Mullin Museum is a look forward by celebrating the past.
- This particular proposal not only allows us to celebrate the importance of the heritage of the automobile to Britain and the Cotswolds, it will bring significant employment to the area including training and apprenticeship opportunities directly as a result of the Museum and Workshop. Additionally there will be substantial employment as a result of the impact of the Museum on the Cotswold economy in terms of related and support services and the general enhancement of very high quality tourism, something which is surely totally consistent with your objectives.
- It would, in my view, be a great shame if the parochial (and I believe in many cases factually inaccurate or exaggerated) objections designed to frustrate the scheme were to result in the loss of this unique opportunity to show that our district, whilst celebrating the past, is also a living and progressive environment which will enable future generations to understand and appreciate (through a modern and sympathetically designed museum) the importance and heritage of an industry whose skills, flair, design and quality are part of what has made and, in many ways, still makes Britain what it is.
- I am very excited at the prospect of seeing the repurposing of this ex-airfield brown site into a well financed Norman Foster building and a museum that will exhibit fabulous historical and interesting vehicles. This will bring prosperity to the area income to the council and directly employ hundreds of people. Additionally it will offer educational opportunities for schools and apprenticeships. The business activity is conducted in normal working hours that are less than say a local supermarket 07.30-10.00 and with less traffic. I believe this project to be of real benefit to WODC its residents and those of the surrounding towns and villages and fully support this application.
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- Great for the job market. Great for entertainment. Rural areas need to evolve or die
- The huge benefits to our area include economic, employment, education, social, diversification and many impacts which surely outweigh a few vested interests who intend to stop any change even when, like this, it is for the substantial common good.
- Those who are objecting don't seem to have recognised that a huge and largely derelict site like this WILL, sooner or later, attract unwanted, and perhaps ruthlessly exploitative, developers.
- The two positives that I'd like to highlight are:

1. The Apprenticeship scheme. This will open up fulfilling and life-changing career

opportunities for those lucky enough, and deserving enough, to be selected.

2. The certainty that the site will attract not only parents, grandparents and their little'uns from near and far... but that a fair percentage of those visitors will be staying for more than a couple of days. Many of them will also be generous-spirited people, from across the world, who will have substantial budgets that will benefit so many of our local businesses.

- I am confident that this is a truly well-intentioned, even a philanthropically-motivated, project. It is very far from the sort of cheapskate, profit-hungry, exploitative, air, noise and light-polluting, scheme that so many of the objectors seem to fear.

3 APPLICANT'S CASE

3.1 A very comprehensive suite of supporting information has been submitted to support the application and is available to view in full on line. It comprises the following documents and some points have been emboldened for emphasis.

3.2 Planning Statement (Amended)

Mullin Automotive Museum Development Company Ltd has been set up specifically to deliver the vision of Peter Mullin and provide a truly world class automotive museum worthy of one of the greatest collections of classic cars on the planet, located close to the heart of the UK motor industry and the home of Formula 1.

A personal statement on behalf of Mr Mullin is one of the application documents. The site is being purchased to provide an automotive museum containing a number of automobiles of exceptional heritage value and interest with a demonstration circuit to allow gentle exercising of the collection.

As set out in an earlier application, the site will be an automotive experience which combines the spirit and the history of the British people's love for the motorcar with their passion for the beauty and presentation of the English countryside in a one-of-a-kind museum, with its own demonstration road. A superb collection of vintage to modern day automobiles will be on view, both inside and outside in state of the art galleries and out of doors on a demonstration road where owners and enthusiasts can exercise their cars, and appreciate and experience the high quality offer on show.

Local people will be employed on the site carrying out a range of tasks including in engineering, hospitality, land husbandry and management. These people will help to deliver the legacy which is so important to Peter Mullin and his family.

The applicant maintains the mission statement set out previously:

To display, conserve and interpret the highest level of achievement in automotive design, engineering and performance.

To extend the museum experience in the fullest possible way to the widest possible audience, both present and future.

To promote Oxfordshire's role in the history of the automobile.

To stimulate intellectual engagement, experiment and debate regarding far-reaching issues in technology, history, design, art and culture.

To share with the public ideas for alternative energy/fuel sources, and the future of transportation.

To continuously attract and serve audiences of all ages, ethnicity and socio economic backgrounds by welcoming user-orientated environments and programs.

Design quality and sustainability is at the forefront of the applicant's rationale for the project and hopes to deliver an exemplary architectural and landscaped setting for all this occur.

Previously planning permission (WODC ref: 18/03319/OUT) was granted for:

“Construction of museum building, show lane building, corporate hospitality building, energy centre/store building, workshop building. Formation of car exercise road. Construction of 28 holiday lodges. Formation of landscaped grounds. Associated site services and external works.”

The application was submitted in Outline with all matters except for access and the principle reserved for future consideration, such that the detailed site layout, scale, appearance and landscaping would be the subject of future applications to be determined by the Council in a future reserved matters application. The outline consent remains extant.

The application documents in terms of the plans considered were essentially four key parameter plans identifying the extent of the site, the developable area, the location of the key land uses and suggested maximum heights of the various buildings. A series of useful illustrative layouts and sketch elevations were included with the application demonstrating how the site might be built out and the impacts of the development in context.

The application was reconsidered at the DCC meeting held on 4 June 2019 where members of the committee resolved that application 18/03319/OUT be approved subject to:

Prior completion of a legal agreement/planning obligation

The conditions detailed in the officer's report (4 June 2019)

The additional conditions provided in the update report T

The informatives detailed in the report

The detailed wording of the conditions would be delegated to officers, in consultation with local ward Councillors and the Chairman of the meeting.

Following those items above occurring the decision was issued on 15th May 2020.

Although the applicant retains the ability to submit a reserved matters application in relation to the extant consent, some movement away from the agreed scheme would be desirable, thus it has been decided that a fresh full planning application would be most appropriate.

The development will, following removal of all pre-existing buildings and hardsurfaces, comprise new buildings for: An automotive museum, Museum exhibition space, Workshops/warehouse, Energy centre, Hospitality/catering/administration/amenities in relation to visitors, Holiday accommodation. In addition, a new car exercise circuit will be laid out to allow the vehicles kept on site to be driven and maintained.

This will be separated from the other new roads linking the various buildings to each other and to the road network. Access to the site is from the existing public road known informally as Green Lane lying west of the site. New landscape works will be undertaken with an overall landscape framework and shall include land shaping, new ecological zones, planting, and water bodies. The floorspaces, buildings, their types and descriptions (e.g. storey heights) and locations across the site are detailed in the Design and Access Statement.

The primary objective of this development is to deliver a first rate automotive museum. To ensure the museum's delivery the approved application included twenty eight holiday units in the form of crescent houses. This scheme also includes holiday accommodation designed to appeal to members of the classic car collecting, but the layout differs from what was suggested before. This accommodation remains an essential part of bringing forward the exemplary museum proposal, and the high quality architecture it will be housed within.

There has been pre application engagement with Lead Officers of the District and County Councils and local people via a 'Community Forum'. In addition there have been two public consultation events.

CONTEXT AND PLANNING DESIGNATIONS

The Mullin site comprises an area of a little over 50 hectares that lies on the north eastern edge of Enstone Airfield. Enstone Airfield was constructed during World War II, and is now in multiple private ownerships. Enstone Airfield is bound to the south by the B4030 (Church Enstone to Middle Barton Road) and to the west by the B4022 (Enstone to Great Tew road) public road. To the north, Enstone Airfield is partly bound by Green Lane which is used to provide vehicular access for staff and deliveries associated with Soho Farmhouse, together with vehicular access to the former Vision Motorsport Circuit. To the east, Enstone Airfield is partly bound by a bridleway linking the hamlet of Gagingwell (to the southeast) with the village of Great Tew (to the north).

The main runway at Enstone Airfield measures about 1400 metres long and 50m wide which runs in an east - west direction to the west of the application site. The runway is still used for light aircraft, motor gliders and microlights. There is also a grass runway running parallel with the main hard runway.

Enstone Airfield currently benefits from three vehicular accesses. The first vehicular access from the B4022 currently serves the development to the north of the runway, which includes a poultry farm, a shooting school and airborne activities. The second vehicular access from the B4022 (northern one) is referred to as the Green Lane and enters the airfield site about halfway along the airfield site's northern boundary and serves as the service access for Soho Farmhouse (hotel) and what is to become the Mullin area. The vehicular access from the B4030 currently serves the development to the south of the runway, which comprises an industrial complex including predominantly B8 (storage and distribution) and B2 (general industrial)

The Mullin site includes land previously occupied by Vision Motorsport and includes the rally circuit and performance car motorsport circuit constructed under planning permission 08/0143/P/FP.

The Mullin site is bound to the north by the staff accommodation and staff car park associated with Soho Farmhouse, with the hotel and associated accommodation lying well to the north. Public visitors to Soho Farmhouse Hotel approach it from the north west from the Ledwell Lane junction with the B4022 some 2.5km north of the site and then via Tracey Lane.

To the east and south the Mullin site is bound by open countryside and farms.

To the west of the Mullin site is the remainder of the airfield.

In terms of constraints, there are relatively few environmental constraints at Enstone Airfield. The airfield falls outside of the Cotswolds Area of Outstanding Natural Beauty (5km to the southwest) and the application site also falls outside of the Oxford Green Belt.

In terms of heritage constraints, there is no designated Conservation Area at Enstone Airfield or close to its edge.

Other designated heritage assets within the vicinity of the airfield are also limited. The closest statutory listed building is Tracey Farm, barn range and water wheel, approximately 500 metres from the northern boundary of the Mullin site. To the north of the site close to the modern farmstead Beaconsfield Farm there is a scheduled monument in relation to roman inhabitation. This villa complex lies approximately 1km north-north-east of the Mullin site.

The application site falls outside of any designated area of high risk of flooding from rivers/seas/reservoirs. The site is not 'zoned' or allocated for any particular form of development within the West Oxfordshire Local Plan 2031. There are no Tree Preservation Orders on the site or notable wildlife areas such as SSSI.

Bridleway 234/13/10 runs through the application site as an extension of Tracey Lane running through to Gagingwell,

POLICY CONTEXT

In this case policies and guidance are found in three main documents, the National Planning Policy Framework, the Planning Practice Guidance and the West Oxfordshire Local Plan. The West Oxfordshire Design Guide 2016 is also a material consideration. In addition, the following publications are also of relevance: West Oxfordshire Landscape Assessment 1998, West Oxfordshire Tourism Strategy 2009-2012, West Oxfordshire Economy Study Update November 2012.

PLANNING CONSIDERATIONS

The applicant considers the following matters to be of relevance when considering the merits of the application:

- Principle of Development
- Economic, employment and Tourism Impacts
- Design Considerations
- Highways and Transport
- Heritage Impacts
- Landscape and Visual Impacts
- Ecological impacts
- Arboricultural Impacts
- Sustainability and use of natural resources
- Drainage and flood risk
- Contamination
- Noise
- Airfield use
- Housing considerations
- Planning Obligation
- Phasing
- Potential Planning Conditions

The full detail of the applicants case can be accessed on line but for the purposes of this report the concluding paragraphs are provided under each of the above headings.

Principle of Development

It was previously agreed that the nature of the proposed development is such that the proposed museum could not be reasonably located within or close to a service centre or village. The application seeks planning permission for a world class automotive museum experience. There is a physical and functional relationship between the proposed museum building, the wider

landscape and the pre-existing motorsport track. The unique aspect of this world class automotive museum will be that the exhibits will not only be in static displays within the museum building, but also viewed in motion utilising the associated exercise track and displayed within the wider landscape. The proposed development comprises a modern interpretation of traditional concourse events and requires an extensive area to operate and the levels and nature of the proposed activity necessitates the countryside location. The physical and functional relationship between the museum building, wider landscape and exercise track is such that it could not be logically located adjacent to one of the service centres or villages.

There will be holiday accommodation provided but this is an integral part of the proposal. Firstly, it will help to bring investment to allow construction of the museum but also it will bring people onto the site who will be regularly using the facilities at the museum/exercise circuit and motorsport club members and will also have exhibit worthy cars in the public exhibition/museum space. This is a requirement of the planning obligation, and will help to sustain the site and the employment and economic benefits that it will bring in the long-term.

The extant consent is a material consideration in the determination of this application. The broad nature of the development is not materially different in use terms to the extant planning permission.

In planning it is relevant to have in mind what else might be done that would have a similar or greater impact on the area than the scheme in question. Here it is clear that there is an ability to provide the already permitted scheme (once reserved matters are approved), as such that represents a material consideration of sufficient weight to indicate that the present proposal should also be allowed, given that the impacts of this scheme will not be materially worse (see reasoning in the remainder of this statement). The existing consent can be considered a fall-back.

Economic ,Employment and Tourism Impacts

Athey Consulting Ltd has prepared an Economic Impact Assessment which sets out the likely impacts of the scheme in relation to jobs and the local economy. The report is clear that the scheme would be a beneficial one and would provide direct on site employment but also have consequential benefits to other local businesses.

With this in mind it is clear that the development can be considered positively in economic terms. One of the three interdependent overarching objectives of the NPPF is an economic objective, alongside a social objective and an environmental objective. Meeting these objectives will lead to sustainable development occurring. The economic objective is met by this proposal because it will, in the words of NPPF paragraph 8a, help to build a strong, responsive and competitive economy, support growth and innovation, and improve productivity. Yet the social and environmental objectives are recognised too. The applicant is keen that the social objective is not ignored hence setting up the Community Forum to assist in delivering on that objective but intertwining that with the scheme's delivery. Thus social benefits will come from the impetus of this economically driven proposal. See also the Community and Cultural Strategy for more details. For these reasons it is clear that the objectives of the employment and tourism strategy of the WOLP are met.

Design

The architects explain how the design and layout of the development has taken into account the information contained in the various reports which accompany the application and how design factors have also been considered in relation to planning policy requirements. Consequently, the scheme has been designed to appropriately minimise the impact of new buildings on the surroundings, yet consistent with the overall aim to establish an attractive setting for a new visitor destination of exemplary quality for employees, visitors and tourists, and residents alike.

Given the thoughtful approach taken it is considered that the proposed development accords with WOLP 2031, in particular Policy OS4, as well as the design-based policies and advice contained in both the West Oxfordshire Design Guide 2016 and the NPPF which promote high quality design.

Highway and Transport

On this basis, and in accordance with the advice in the NPPF, i.e. that development should only be prevented on transport grounds where the residual cumulative impacts of the development are severe, the assessment concludes that there are no transport or highway related issues that should prevent planning permission being granted.

Heritage Impacts

In relation to archaeology a Written Scheme of Investigation was sent to Oxfordshire County Council Planning Archaeology Team and approved by the County archaeologist. This resulted in an extensive archaeological programme of desk based and field work which has been reported in the submitted report. The archaeology report sets out the history of the site particularly in relation to World War II developments of buildings and earthworks and concludes that surviving WWII remains are of relatively low significance due to their poor condition and limited survival. The remains do make a contribution to the overall heritage significance of the former RAF Enstone. The report creates an appropriate record of that contribution.

As outlined in the Committee report for the outline scheme the Council previously confirmed that officers' assessment was that the scheduled assets on land surrounding the site are so far away as not to be materially affected by the proposed development and to the extent that they may be affected any impact would be not materially from what was envisaged at outline scheme. Thus, there would be no conflict with national or local policies concerning heritage assets and assessment of potential impacts from development on such assets.

Landscape and Visual Impacts

It is concluded in the assessment that whilst the application proposals would introduce significant features into the landscape, some of which would initially be very visible, the resulting adverse impacts would be more than offset by the proposed enhancements to landscape and biodiversity, and also by the quality of the proposed built form, to the extent that the residual effects can be expected to significantly reduce all impacts.

It should be noted that in terms of layout of the site there will be less quantum of development on the eastern portion of the site than was indicated in the outline approval. Floorspace has been re-focussed into the central part of the site which should be considered less sensitive. Approximately half of the agreed quantum of development on the eastern portion has been redistributed. Overall there is less floorspace within this scheme than in the agreed outline approval (the fallback position).

Ecological Impacts

With confidence we can state that WOLP policy EH2- 'Biodiversity' will be met because the scheme will achieve an overall net gain in biodiversity, and will not adversely impact protected habitats or species. Necessary enhancements to comply with policy objectives can be secured via planning condition.

Arboricultural Impacts

The arboricultural report submitted with the application concludes that the proposed development will have a low impact on the overall tree stock within the site and there are no arboricultural matters that would mean that the proposed development should not go ahead.

On this basis, the proposals are considered to fully comply with policies EH2 and EH3 of the WOLP 2031, in that the scheme would not result in the loss of trees, woodlands or hedgerows, or their settings, which are important for their visual, historic or biodiversity value and, where removal is proposed, this will be mitigated in terms of landscape quality and conservation value through a comprehensive landscaping scheme.

Sustainability and use of natural resources

The key new buildings will be built to the highest modern standards and will exceed the relevant energy performance criteria set out in the building regulations.

Where possible, local building materials and labour will be used in all construction activities, seeking to reduce the overall carbon footprint of the construction process.

Vast areas of new tree planting will contribute to offsetting carbon dioxide emissions associated with the Museum's activities. The approach to the services and energy design has followed the energy hierarchy set out within the WOLP 2031 to help minimise the energy and carbon impact of the development: Be Lean; Be Clean; Be Green.

Drainage and Flood Risk

Planning policy for flood risk is set out in the NPPF and the Planning Practice Guidance (PPG). Buro Happold have prepared a Flood Risk Assessment (FRA) to assess the potential effects of flooding on the development and also how the development might affect flood risk elsewhere. A drainage strategy has also been developed to demonstrate that the site can be adequately drained.

Contamination

Given its most recent uses the site can be considered a previously developed site and the proposed development can help to remediate and ensure future suitable usage of the site, in environmental terms.

Noise

The site is reasonably far from existing homes. Nonetheless during the consideration of planning application 08/0143/P/FP for the construction of the performance car circuit and the amendments to the existing rally circuit, noise impact was a key consideration given the fast speed of vehicles. Amongst other things condition was attached stating: The level of noise emitted by vehicles on the performance circuit, measured at a distance 20 metres from the middle of the hard surface of the circuit hereby permitted, shall not exceed 75db LAeq5min or 83 dbLMAX (fast) at any time.

This condition was attached in order to protect the amenity of residents of neighbouring villages and the character and ambience of this part of the West Oxfordshire countryside in relation to the operation performance cars at highspeed for a thrill ride. The above noise limit was based on extensive noise monitoring and derived to ensure that activity on the circuit resulted in acceptable noise levels within the surrounding villages. A similar noise control condition features in the outline approval- condition 29 referring.

Vehicles will not be raced on the site, and conditions were applied controlling the hours of use of the circuit (condition 27 of the 2020 outline consent) and the types of vehicles that may use the exercise facility.

The same operation is envisaged now and as such noise should not be a reason to refuse planning permission as suitable conditions can be applied.

Other operations and operation of plant and machinery on site will not exceed background noise levels experienced at existing residences and will be appropriate therefore.

The report by Sharps Redmore covers noise aspects in more detail; it concludes that there will not be any significant noise impacts.

Airfield Use

Reports submitted with the application serve to show that the scheme would not undermine safe and effective operation of the aviation uses nearby.

Housing Considerations

None of the holiday accommodation will be a primary place of residence. As such the accommodation should not be considered as conventional housing. Ordinarily new-build permanent-occupation housing would not be allowed on this site due to housing locational policies, thus the extant consent was subject to a planning obligation precluding use as primary places of residence, with mechanisms included to ensure this in perpetuity. This would be in line with paragraph 6.56 of the WOLP (under policy E4) which states that WODC will impose conditions to restrict accommodation like this to holiday accommodation usage only.

As permanent occupation is not allowed, it would not be appropriate to provide affordable housing on site for permanent occupation. People in housing need require permanent accommodation in suitable locations. Notwithstanding that there is no formal planning policy requirement to provide any affordable housing, the extant consent's planning obligation had provisions to make contributions to the provision of off-site local affordable housing to help provide permanent housing in a local village. A similar provision towards off-site affordable housing is proposed now.

The accommodation to be provided here will assist in maintaining a balanced demographic in local villages where there is demand from previous non-WODC residents to acquire holiday and weekend homes.

Planning Obligation

Policy OS5 of the adopted Local Plan 2031 identifies that new development will be required to deliver or contribute towards the timely provision of essential supporting infrastructure either directly as part of the development or through an appropriate financial contribution. Before this application is decided a fresh s106 planning obligation will make provision for appropriate infrastructure to be provided off-site to help ensure that the scheme does not have untoward impacts. At the time of writing the specific amounts are not known but we would expect them to closely follow the extant approval/obligation.

Of particular note it will be noted that the scheme will deliver the re-establishment of the lost section of the 'green lane'/drover route which was cut off in WWII when the wartime airfield was created severing the local rights of way network. The development will allow local people to walk through from the Gagingwell end in the south east through to Heythrop (zoological gardens) beyond the B4022 end at the northwest on a broadly straight line cross country east-west route.

There is a local benefits package within the cultural and community strategy by Comm Comm UK

Phasing

It is anticipated that due to the scale of the proposals that the development will be brought forward in phases/stages. The first stage will be site clearance and remediation where necessary but being undertaken in line with the sensitive requirements of the archaeological scheme of investigation.

Only once the site is ready will construction works commence upon the Museum buildings to the centre and west of the site along with the exercise circuit. Structural landscaping/planting will be undertaken at this first stage, to ensure it establishes at the earliest opportunity.

The landscape framework, drainage provisions, landshaping, spine roads and infrastructure such as connections for services will be laid out at an early stage but the delivery of the holiday accommodation will be phased.

Potential Planning Conditions

Paragraphs 55-56 of the NPPF makes clear that planning conditions should be kept to a minimum and only imposed where they are necessary, relevant to planning and to the development to be permitted. It goes on to advise that agreeing conditions early is beneficial to all parties involved in the process and can speed up decision making. Finally, it confirms that conditions that are required to be discharged before development commences should be avoided, unless there is clear justification.

CONCLUSION OF THE APPLICANTS PLANNING STATEMENT

Having reviewed all relevant considerations, which are also explored in more detail in a wide range of accompanying reports, the benefits of this development clearly outweigh any adverse impacts. The economic and tourism benefits of providing a world class tourism facility, which will help to underpin the already economically important tourism offer of West Oxfordshire and of the region/country generally, are considerable. The scheme has been prepared in the light of the comments made during the processing of the outline approval and following an extensive pre-application process with WODC officers. The development will help to restore a site that is blighted by its former use as a WWII airfield and subsequent activities. There were previously no technical objections from relevant consultees and a comprehensive benefits package proposed. The updated technical reports should allow full confidence that due consideration has been given to such matters, in this detailed scheme.

A previous application went through thorough and detailed analysis and was approved. Officers then concluded that the development is essentially a tourism redevelopment of a brownfield site where there are no technical objections from consultees and where the harms have been mitigated by way of the details provided (or as will be secured by condition) and by a benefits package. Nothing has materially changed since or within this scheme to warrant a different conclusion now. The existence of the approved scheme is a material consideration in the determination of this application (as a fallback position). In the light of these considerations, the presumption in favour of sustainable development that underpins all planning decisions would indicate that the development should be allowed to go ahead.

3.3 Peter Mullin Statement

'The emphasis of the revised proposals is to ensure that the Museum meets all of the Strategic Goals set out for the project and that it is the finest of its kind anywhere in the world. It is with this intent that, in addition to creating a remarkable new home for the permanent display of Mullin Collection's finest automobiles, the revised proposals include a new Exhibition Building. The proposed new building will host a programme of curated exhibitions drawn from the best private and corporate collections, with each unique event hosted for a limited duration of twelve

to twenty four months. The ability to attract visitors back again and again will add to the draw of the permanent collection and ensure the enduring appeal of The Mullin Museum. The additional investment required to fund the Exhibition Building is planned to be self-funding through the sale of 28 additional second homes for classic car collectors. The revised proposals build on the approved scheme developed by Foster and Partners and with very limited exception, works within the approved parameter plans for the development defining building zones, land use and maximum building heights. Whilst the number of holiday homes proposed has increased, the total area of residential development in the revised scheme is substantially reduced relative to that indicated in the approved Outline Planning Permission. Much of this reduction in residential space has been allocated to enhancing the scale and scope of the public attractions, including the new Exhibition Building. None the less, the project remains committed to delivering the sum of £1.7m agreed as a contribution towards community projects, including affordable housing, traffic calming, community buses and provision of a car park I will be 82 in January 2023. I have made a 30-year commitment to this project. By any definition that is a legacy - not a business enterprise. I regard myself as a custodian - not a collector. My aim is always to illuminate, innovate and educate. My particular passion for the automobile, is not only about top speed or horsepower, but about the extraordinary impact that the car has had on mankind; the mobility, the ingenious design, the engineering and the beauty of art in motion'.

3.4 Design and Access Statement

The Mullin Automotive Museum will be an automotive experience that combines the spirit and the history of the British people's love for the motorcar with their passion for the beauty of the English countryside, in a one-of-a-kind museum. Throughout this detailed design process, the following principles have been established at its heart:

1. Collection to display, conserve and curate the highest level of achievement in automotive design, engineering and performance.
2. Educational to extend the museum experience in the fullest possible way to the widest possible audience, both present and future.
3. Community to promote Oxfordshire's role in the history of the automobile. The Mullin Project is committed to delivering a world-class classic car museum in West Oxfordshire that benefits and works with the local community.
4. Intellectual to stimulate intellectual engagement, experiment and debate regarding far-reaching issues related to automotive technology, history, design, art and culture.
5. Energy to utilise sustainable technologies, construction techniques and materials to mitigate the environmental impact of the development as far as reasonably possible.
6. Audience to welcome and serve audiences of all ages, ethnicity and socio-economic backgrounds through a regularly changing programme of exhibits and content. We believe the development proposals outlined within this statement will create a world class automotive experience, through creative design, high quality architecture and sustainable landscape improvements

3.5 Ecology Report

The Thames Valley Environmental Records Centre (TVERC) was contacted in July 2022 for records it holds of protected and notable species, and non-statutory sites of nature conservation importance, from within a 1km radius of the site. An extended Phase I habitat survey was undertaken on 7th June 2022 by Edward Bodsworth MA (Cantab) PhD MCIEEM, an experienced ecologist. A walkover of the site was conducted, and a description of the habitats present was prepared using standard Phase I habitat survey methodology (JNCC 2010). Target notes were prepared on features of particular ecological interest and an assessment was made of the site's potential to support protected and or notable species. A Biodiversity Net Gain Assessment has also been undertaken as part of this study, using the Biodiversity Metric 3.1 to provide information on how greater than 10% net gain can be achieved within the proposed development. The site comprises part of a former airfield (to the north-eastern side of an existing airfield), and

a number of grassland (former arable) fields to the north and east of this area. The site includes areas of hard-standing, improved grassland, semi-improved grassland, hedgerows, tall ruderal vegetation, plantation woodland and woodland. There is one building within the site. The most valued habitats are the hedgerows and woodlands, particularly where there is some indication that remnant coppice woodland has been integrated into the plantations. Species-rich, semi-improved grassland is also considered to be of high ecological value within the context of the site and wider local area. It is considered that the potential impacts of habitat loss (primarily loss of improved grassland, species-poor semi-improved grassland and hard-standing) can be compensated through habitat enhancement measures such as hedgerow planting, strengthening and connectivity, woodland planting, species-rich grassland creation and parkland planting within the proposed landscaping. Loss of species-rich grassland will require compensation, through the creation of new areas of this habitat type, and their appropriate management. There are considered to be many opportunities to provide ecological mitigation, compensation and enhancement within the scheme.

The Biodiversity Net Gain Assessment indicates that there will be a net gain of +88.14% habitat units and +258.77% hedgerow units, which equates to +342.37 habitat units and +17.94 hedgerow units. There are a number of ecological opportunities with regard to species. The following measures are considered to be of benefit:

Creation of species-rich grassland – invertebrates, reptiles, birds

Retention, enhancement and creation of hedgerows/woodland – birds, bats, small mammals

Creation of parkland – birds, invertebrates, bats

Creation of ponds/lakes – amphibians, bats, birds, aquatic plants, aquatic invertebrates It is considered that the proposed buildings bring opportunities for roosting bats and nesting birds. Bat boxes or bat tubes can be integrated into the external fabric of new buildings, and provide potential roost sites for bats in perpetuity. In combination with the proposed landscaping, which aims to provide habitat connectivity for bats, it is considered that bat roost features have a high potential to be adopted in this landscape. Bird boxes could include integrated features into buildings, for species such as swifts and house sparrows, but could also include boxes for barn owls mounted on trees or integrated into buildings. **It is considered that the proposals have the potential to provide significant ecological gain, through the retention of valued habitats and the creation of habitats and features that will be of value to a number of species. The new buildings bring opportunities to integrate bat roost features in innovative and creative ways.**

3.6 Economic Impact Assessment

Through analysis, and use of established economic impact estimation methods and national benchmark data, the impacts are summarised as:

Between 264 and 298 jobs in the Oxfordshire economy; and between 440 and 496 jobs for the UK economy

Between £11.3 million and £12.7 million in GVA (economic output) each year in the Oxfordshire economy; and between £18.8 million and £21.2 million each year in the UK economy

Between £264.4 million and £298.1 million in GVA (economic output) over 30 years in the Oxfordshire economy ; and between £440.7 million and £496.8 million in the UK economy

3,126 construction job years.

The Oxfordshire LEP 2022 economic strategy (At the Vanguard of UK Recovery) articulates the need to continue to attract Foreign Direct Investment. The 2019 Local Industrial Strategy

emphasised the automotive sector and 'Motorsport Valley'. Oxfordshire LEP's Strategic Investment Plan for the Creative, Cultural, Heritage and Tourism Sectors highlights the opportunity that the creative industries and tourism have in generating jobs and contributing to innovation and competitiveness across the economy. Oxfordshire's Cultural, Creative, Heritage and Tourism Prospectus has four thematic areas, including: Productive and engaging experiences; Skills, talent development and business growth; Creative place-making; and Collaboration. Within the West Oxfordshire Council Plan 2020 to 2024, emphasis is made on A Vibrant District Economy - which includes promoting the development of successful tourism enterprises in appropriate, sustainable locations in accordance with Local Plan policy.

The complementary nature of The Mullin Automotive Museum and Park with existing automotive and visitor activities (such as Bicester Heritage – the centre for automotive heritage) has been recognised by firms within Motorsport Valley and Oxfordshire. Evidence of the significant impact of Covid-19 on the visitor economy includes losses to the Oxfordshire economy of more than £225m, with additional losses of between £112.5m and £137.5m for each month of lockdown. In May 2020, 72% of Visitor Economy businesses had closed down entirely, with the remainder operating a skeleton staff for maintenance, or accommodating NHS workers during the emergency. Over a third of businesses were unable to retain their staff, with most furloughing between three quarters and all of their workforce. **The Mullin Automotive Museum and Park will contribute to the recovery of Oxfordshire's visitor economy – helping to attract domestic and international visitors.**

A number of wider impacts from the project are plausible, including:

Entry level jobs that might be suitable for local unemployed/at risk residents, or residents returning to the workplace

Helping the recovery of construction tourism and visitor jobs. 6,500 jobs are estimated to have been lost in Oxfordshire due to Covid-19, including 4,000 jobs lost in Construction, 3,000 lost in Wholesale and retail, and 3,000 jobs lost in Accommodation and food service activities.

The opportunity to provide skills progression and development amongst the local workforce

Provide more jobs for local workers, and reduce the need for out-commuting

Footfall and visitors to existing surrounding centres, and overnight stays with local accommodation providers

Environmental costs and mitigation. Several aspects of the project proposals and outline planning permission demonstrate an approach to minimise the environmental impact and offer improvements:

CHP Energy Hub – by generating heat and power simultaneously, combined heat and power (CHP) can reduce carbon emissions by up to 30% compared to the separate means of conventional generation via boiler and a power station

Adopting the highest standards of sustainable design and construction

Ticketing policies and charges incentivise green travel arrangements

Proposed S.106 contributions to traffic improvements

3.7 A Museum Travel Plan

Given the specialist operation of the site, travel planning will be part of the overall visitor experience as the operation seeks to provide convenient and luxury travel between local

transport hubs (rail, air, local attractions, cities) and the site and vice versa. This provision can also benefit staff who would be able to utilise the service on offer.

This TP outlines the basis for the travel strategy to the site, acknowledging that access by all modes of transport will be restricted as a result of the rural location and distances to residential areas most likely to form staff origins due to the availability of affordable rental accommodation.

In preparing this TP, the development proposal is in accordance with the requirements of Oxfordshire County Council and wider planning policy principles from the NPPF and West Oxfordshire Local Plan 2031, whilst seeking to actively manage travel to the site to minimise the number of potential vehicular trips.

This Travel Plan document has been informed by the Framework Museum Travel Plan approved by Oxfordshire County Council Travel Plan Officers in respect to Outline planning consent [18/03319/OUT]. The targets, measures and principles proposed remain the same but the local context and planning policy background have been updated for a new detailed planning application.

The aims of the strategy will be to increase the awareness of staff and visitors of the advantages and potential for travel by more environmentally friendly modes and to introduce a package of physical and management measures that will facilitate travel by other modes. To assist with achieving the objectives of the Travel Plan, where possible, coordination will take place between the Applicant (the museum operations team), The Great Tew Estate, Soho Farmhouse, Blenheim Palace, Heythrop Park, Cornbury Park, and other local visitor attractions in the area and major employers such as Alpine Racing.

3.8 Geo Environmental Report

Investigation Site works were undertaken by Enzygo Ltd during August 2017, together with a monitoring visits. Ground conditions comprise topsoil like Made Ground over medium dense limestone gravel interbedded with stiff gravelly clay. Shallow groundwater was not encountered. No contamination was identified. The use of spread foundations is feasible. Soils are generally considered suitable for re-use as general fill. Soils are not considered to be frost susceptible. Soakaway drainage is considered feasible. It is considered that Class AC-1s conditions of Special Digest 1 can be used. No Radon or ground gas risks have been identified.

3.9 Landscape and Visual Impact Assessment (original and amended)

In planning terms the airfield is considered to be brownfield. Sitting on a broad and open elevated plateau the airfield has been widely developed and contains many buildings, businesses and activities collectively establishing an industrial character that strongly affects the character and appearance of the landscape of both the Site and its setting. That said, the eastern end of the airfield benefits from a good framework of mature woodland that provides good visual containment and to an important degree screens the existing Site from outside views. The Site also benefits from its relative isolation, with only a dozen or so residential neighbours within 1.0 km.

The consented scheme established a set of parameters in terms of building heights and floor areas that could be accommodated within the site. This new application has closely followed this set of parameters to create a revised scheme design with the addition of an Exhibition Building and a revised holiday home component. The proposal would set buildings of the highest architectural quality into a well wooded parkland landscape that will enhance the existing airfield site within its wider countryside setting, and that will at the same time provide a unique experience for visitors, enthusiasts and residents.

The new design follows the design philosophy established in the approved Outline Scheme, whereby the main Museum Building is seen as contemporary country house set within a parkland landscape and traditional country estate. The other buildings on the site are then subservient to the main museum building.

The homes would be distributed along the edges of existing woodland belts, taking advantage of the natural screening and backdrop that these provide. Access to the holiday homes would largely utilise existing airfield roadways. Lake House 5 would be the closest house to the existing bridleway. The proposed house sits 25m from the bridleway, screened by a new 12m wide woodland belt.

Four Farmsteads are proposed on the northern and eastern fringes of the site. These are considered as traditional vernacular farmhouse and barn inspired homes, which are common within the local landscape. Farmsteads 1, 2 and 3 are sat in locations with views out across the countryside to the north. All are set with a backdrop of mature trees which would be further enhanced by additional tree planting. The tree planting is designed to frame and filter views. It is not designed to entirely screen views as these properties have been designed as vernacular buildings appropriate to be seen in the wider landscape.

The exercise road is laid out as a scenic tour and is specifically designed not be used for racing or speed trails. Its use is intended for classic car owners and enthusiasts to enjoy the driving experience whilst keeping their cars in good running order, as well as allowing museum visitors to enjoy seeing these cars in motion—an experience that would be enhanced by the track's serpentine layout, varying gradients and contoured parkland setting.

The proposal would substantially enhance both its landscape setting and local biodiversity. The scheme would add substantial areas of native-species woodland, trees and hedgerows, and almost all of the remaining undeveloped land would be managed as conservation/wildflora meadow. The accompanying Ecology report considers that the proposals have the potential to provide significant ecological gain, through the retention of valued habitats and the creation of habitats and features that will be of value to a number of species.

If the Site's existing brownfield status and character are taken into consideration, this package of proposals **could be expected to bring about a slight beneficial effect upon the landscape character of the host Enstone Plateau LCA**, and indeed the sub-rural landscape of the 'Airfields and MOD land'. It would also translate to a slight beneficial effect upon the landscape fabric and the 'Farmland Plateau' Landscape Type as identified in the OWLS (2004). **With time, the proposed mitigation measures would help to assimilate the proposed built form into the receiving landscape.** As the proposed tree and hedgerow planting develops towards semi-maturity i.e. 15-20 years after completion - **the level of beneficial effects could be expected to increase to Moderate Beneficial**

Taking the worst case scenario when the landscape is at its most open in winter, the potential visual impacts of the development at Year 1 are judged to be of Slight to Negligible adverse effects in half of the identified views from the wider landscape (excluding views from within the site). Moderate or Moderate-slight adverse effects would be experienced from two public vantage points to the south and five to the north and north-west, whilst public views from the public bridleway within the site boundary would be subject to Moderate Major adverse impacts.

In compensation for this it is noted that:

Most viewpoints from the surrounding area (i.e. excluding those from within the site itself) are 1 kilometre or more from the site. From these viewpoints the museum would therefore be seen as a relatively subservient component in the wider landscape.

Whilst the museum would also be visible from a few more distant locations (greater than 2km) its impact at these distances is likely to be slight.

From most viewpoints the museum would be seen in the same view as a number of substantial and intrusive structures that already exist on the aerodrome – in particular the ABN grain silo (estimated height of 28m), other industrial buildings, a modern agricultural complex, communications masts, airfield hangars, and the Soho Farmhouse warehouse.

Visual impacts on residential properties and nearby settlements are judged to be negligible.

Visual Impacts on registered parks and gardens are judged to be low to nil.

In most views the impact of the museum and ancillary development on landscape character would be highly beneficial, due in part to the existing brownfield character of the airfield and also to the extensive proposed enhancements.

For comparison purposes, the findings from the previous (2018) landscape assessment for the consented Outline Scheme show that the current proposal would have a similar visual impact on public views.

It is therefore concluded from this assessment that whilst the application proposals would introduce significant features into the landscape, some of which would initially be very visible, the resulting adverse impacts would be more than offset by the proposed enhancements to landscape and biodiversity, and also by the quality of the proposed built form, to the extent that the residual effects can be expected to significantly reduce all impacts.

3.10 Environmental Noise Report (as amended)

Sharps Redmore has carried out a noise assessment on behalf of the Mullin Automotive Development Company Limited (MAMDCL) to accompany a planning application for construction of an automotive museum building and museum exhibition building with associated corporate hospitality/club space, public f and b and retail, workshops, showroom and energy centre, the formation of a car exercise road and construction of supporting holiday homes at Enstone Airfield, Great Tew.

The site has the benefit of extant outline planning (OP) permission for a similar development. The main changes of the new application compared to the extant OP is the inclusion of a 2nd exhibition building to provide space for temporary exhibitions alongside the permanent exhibits within the main Museum. The second difference is an increase in the number of holiday homes provided on the site. There are some minor changes to the car exercise road compared to the indicative layout submitted with the OP. These changes are not considered significant to the layout assessed previously by Sharps Redmore and considered acceptable, subject to track side noise limit secured by planning condition, by West Oxfordshire Council. However updated noise models have been produced.

Having regard to the existing OP it is concluded that the proposed redevelopment of the site will not cause significant noise impacts or unacceptable nuisance to either nearby residential occupiers or occupiers of the proposed holiday homes in accordance with the policy aims of the National Planning Policy Framework (para.185) or Policy EH8 of the West Oxfordshire Local Plan 2031.

3.11 Outline Energy Strategy

In compliance with the West Oxfordshire Local Plan 2031, and National Planning Policy Framework 2021, an energy efficient strategy which incorporates renewable technologies has been outlined for the M and E services installations for the site.

West Oxfordshire Local Plan:

'Be Lean, Clean and Green' has been utilised to ensure there will be prudent use of natural resources throughout the development. To limit the carbon emissions and to make the development by energy efficient systems, a good hierarchy practice has been utilised. Adoption of this hierarchy sets our roadmap towards global objective of net-zero carbon. Be lean, be clean, be green, is a value hierarchy that can help to focus priorities and ensure that a standardised framework is being followed for all new buildings – to help reduce energy usage, promoting the use of energy-efficient equipment, and ultimately reducing carbon emissions from operations. With increasing challenges of climate change and global focus on sustainable infrastructure, the M and E services for this project will be geared towards energy efficiency and reduction in carbon emissions. Focus has been placed on cost effective low energy buildings.

3.12 Transport Assessment (amended)

Since the submission of the planning application, a number of comments have been submitted in relation to traffic levels alongside queries from members of the community forum. As such, further detail has been prepared in relation to the future operation of the site that has allowed for more in depth understanding of the requirements in relation to staff numbers and deliveries. It has also outlined how the hospitality element of the proposal would operate. With the additional detail now available, the design team have revised a number of elements of the proposed development and a more comprehensive assessment has been undertaken of the additional trips to the site that would occur alongside the main museum visitor trips. The revised assessment considers the worst case scenario and quantifies the additional vehicle movements and impacts on the local road network and particularly the peak hour flows. This provides a very robust assessment unlikely to be found in reality and demonstrates that there are no operational capacity or safety constraints arising from the traffic generation.

3.13 Flood Risk Assessment

According to the national flood map produced by the Environment Agency (EA), the site is located entirely within Flood Zone I, which is classified as having a low risk of flooding from rivers and the sea. The nearest watercourse to the proposed development is the River Dorn, which is approximately 250m north of the site boundary. The River Dorn, at this location, is not classified as a Main River.

In accordance with the NPPF, all the land uses for the proposed development are appropriate for Flood Zone I. The proposed development consists of residential accommodation, classified as More Vulnerable. The proposed commercial plots, landscaping and car parking are all classified as Less Vulnerable in accordance with the NPPF. The majority of the site has a very low risk of surface water flooding. There is a small area to the south-east of the site that has a low risk of surface water flooding. This corresponds to localised depressions in the topography, but represents only a small part of the overall site area.

Surface water is proposed to drain to the south-west of the site. This is conveyed through a series of swales and pipes to a newly constructed artificial lake. The new lake will consist of a series of attenuation basins and an infiltration basin. As a result of this design the surface water runoff from impermeable areas has therefore, been reduced, from current impermeable runoff rates.

The foul water is proposed to be transported through a gravity and pump network to an onsite sewage treatment plant in the north of the site.

The site is not located within an area of high potential for elevated groundwater and the risk for flooding from groundwater is low for the site.

The EA map showing the risk of flooding from reservoirs shows that the site is not located within the maximum extent of flooding that would occur if an upstream reservoir were to fail, and the risk of flooding from a reservoir failure is therefore considered to be low.

There are no artificial bodies of water, including lakes and canals, in the area surrounding the Proposed Development. However, there is a proposal of a lake in the south-east of the site, which is incorporated within the surface water drainage strategy. Any overtopping of the lake would drain towards the River Dorn.

It is concluded that the proposed development is not at risk of flooding from any source and represents no risk in terms of increased flood risk to areas off-site.

3.14 Drainage strategy

The drainage strategy has been developed in accordance with the Oxfordshire County Council 'Local Standards and Guidance for Surface Water Drainage on Major Development in Oxfordshire', Part H of the Building Regulations and 'The SuDS Manual' (CIRIA C753).

The development will be designed with separate systems for foul and surface water drainage which will remain separate to the points of discharge. The surface water strategy will convey surface water, via a series of SuDS and attenuation features, including the proposed lakes in the south-east of the site, prior to discharging to ground via borehole infiltration.

It is currently envisaged that foul water will discharge via a private on-site Sewage Treatment Plant (STP) to the River Dorn. The on-site drainage network shall be design in accordance with the requirements of Part H of the Building Regulations, and the treatment and discharge of effluent to the River will be designed and operated in accordance with the requirements of an Environmental Permit that will be required from the Environment Agency.

Amended details have been provided that seek to address the issues raised by OCC in respect of the original submission

3.15 Lighting Assessment

A baseline lighting survey has been carried out at the site utilising monitoring positions which reflect the key receptors around and near the site boundary. The baseline light survey has been utilised to inform this assessment for the proposed development. Residential and ecological receptors have been identified and assessed accordingly.

Subject to the detailed lighting design implementing the principles of the Lighting Strategy in order to achieve the relevant design targets, there should be no need for further mitigation measures in respect of artificial lighting. The development will accord with the planning requirements of both the NPPF and West Oxfordshire Local Plan in respect of the advice on lighting from new developments. Most importantly, the development will not result in any sky glow within the night sky as long as the Proposed Lighting Strategy prepared by the landscape architects Portus + Whitton is followed.

3.16 Cultural and Community Strategy

The Cultural and Community Strategy ensures the new museum and associated uses successfully deliver cultural and community benefits and wider social value. The Mullin Automotive Museum

Development provides an opportunity for investment in the local area directly associated with the Mullin. The focus of the Cultural and Community Strategy will be:

Education and Training
Energy and Environment
Community Inclusion and Employment
Cultural Celebration.

The Mullin Automotive Museum operators will manage the implementation of this Cultural and Community Strategy with dedicated internal resource and will report on its activities within an annual report. A full benefits package will be provided as part of a Section 106 agreement, including £1.7m contribution towards traffic calming measures, local affordable housing, village bus and other community benefits to be determined by the District and County Councils.

3.17 Statement of Community Involvement

In May 2020, outline planning permission was granted for The Mullin Automotive Museum. Since the approval of the outline application, there has been a change in applicant which reflects the involvement of a new investor in the scheme. Ron Burkle is a US investor and classic car collector who has acquired the option to purchase the site subject to planning permission. Mr Burkle wants to see Peter Mullin's legacy secured and one of the world's greatest collections of early 20th century European cars on display for the public to enjoy in the UK.

The project is being delivered by new financial investment and, with this, a revised business plan and entity has been created, The Mullin Automotive Museum (Development Company) Limited. The Applicant has undertaken a public consultation and community engagement for the updated scheme that will be submitted as a full planning application in December 2022. Engagement included the establishment of a Community Forum group in July 2022, which has met monthly, except in August. This group, of 25 members, brings together stakeholders with an interest in the area and the project.

The wider public consultation for the new application started on October 17th 2022, when 82 letters and emails were sent to political and business stakeholders introducing them to the updated plans and informing them of two planned public consultation events. On October 19th and 20th 2022, 3,000 flyers were delivered to neighbours inviting them to attend the public consultations, which were held at Alice Marshall Hall, Middle Barton on Friday 28th and Enstone Parish Hall on Saturday 29th October 2022.

A total of 175 people attended the two events. The project team was on hand to answer questions and listen to feedback. 23 feedback forms were completed. Feedback included questions about how the proposals differ from the previous application, and concerns with traffic generation related to the increase in the number of holiday homes. Design was also commented on, and the majority of attendees expressed an interest in how the immediate community will benefit from the scheme and the employment opportunities that would be created.

The consultation was successful in reaching out to stakeholders and the local community. Following the submission of the application, the project team will continue to engage with and update the local community, continuing the strong lines of communication that have been established through the Community Forum. The Community Forum will continue to meet on a regular basis for the foreseeable future, but the Community Forum agrees that the frequency of the meetings should be reviewed and adjusted in line with the project's phasing and activity as required.

3.18 Outline CTMP

The aim of this CTMP is to outline the strategy for the safe and efficient movement of construction traffic associated with the construction activity at the site in association with the development proposal.

The strategy aims to minimise the impacts of construction traffic on the local highway network as well as minimising any environmental impacts as a result of the construction works taking place. In addition, care and due attention are given to the location of the site in relation to neighbouring properties.

The principal issues addressed within this CTMP are as follows:

Schedule of works;
Deliveries and hours of operations;
Routing of construction traffic and delivery vehicles;
Mitigation measures.

CTMP (amended) The document has been updated following comments received from OCC particularly regarding additional information regarding management of PROW impacted during the construction phase

3.19 Residential Travel Plan

The TPS outlines a commitment to provide travel information from the outset at the holiday homes to inform future occupier travel whilst in the locality.

In preparing this TPS, the development proposal accords with the requirements of Oxfordshire County Council whilst seeking to actively manage travel to the site to minimise the number of potential vehicular trips, minimising the impact on air quality and capacity implications on the local area and highway network.

Upon occupying a holiday home, owners will be provided with a Travel Information Pack, which will include information on the travel planning process, outlining the measures and benefits of sustainable and active travel associated with the site.

3.20 Arboricultural Impact Assessment

An assessment of the range and quality of trees across the site has been undertaken in accordance with BS5837, and has recorded 189 trees, groups and woodland. This information gathered during the survey has been used to determine the extent of tree loss across the site and what impact, if any, the development will have on retained trees.

The proposal will require the removals of 34 trees and 6 groups of trees and the partial removal of three further groups and one woodland. The losses are concentrated on the low and poor quality trees across the site, with 89% of losses falling into this category.

Compensation for the loss is proposed through an extensive landscape scheme that will result in new woodlands being formed and existing shelterbelts and wooded blocks being extended.

The losses and proposed compensation strategy has been assessed against both national and local planning policy. These policies seek to protect important elements of nature's services including trees, and this proposal meets those objectives by retaining and protecting the most significant arboricultural features and where retention is not possible, proposing new planting to replace and enhance the existing offering.

Protection to the retained trees is offered through the use of fencing to form barriers behind which there will be no access during the construction phases. Protection of the soil and rooting

environment, where not possible through fencing, is proposed by the use of cellular confinement systems that will shield the soil from harmful impacts such as compaction or contamination.

My assessment of the impact of this development is that while there is some low-level negative impact from tree loss, this is negligible when considered against the total offering trees make to the site. The compensation measures offered through the landscape masterplan proposes a significant enhancement, and it would therefore, in my opinion, be unreasonable for this application to be refused on arboricultural grounds

3.21 Bird Strike Assessment

The proposed new ponds are very unlikely to result in an increased bird strike risk to aircraft using Enstone Airfield. There is a small residual risk that grey herons and other small waterbirds using water bodies within 2km could pose a bird strike hazard. However, this hazard is considered no greater than that posed by waterbirds already using other water bodies in the vicinity of the airfield, and we have recommended further mitigation through design and management to eliminate any residual bird strike risk.

3.22 Aviation Lighting Scheme

The proposed development does not infringe the Obstacle Limitation Surfaces (OLS) at Enstone Aerodrome and located within Class G (uncontrolled) airspace. The proposed development does not extend 150m or more above ground level. Under the cited guidance, this would not merit a requirement for aviation lighting to be implemented on the proposed development. No aviation lighting is recommended for the building structure.

3.23 Obstruction Assessment

Based on the results of the Obstacle Limitation Surfaces (OLS) assessment the Proposed Development is not predicted to pose a significant collision risk with respect to Enstone Aerodrome.

No requirement for aviation lighting for the Proposed Development itself has been identified.

During the construction phase of the development, it is possible that a crane operation scheme and steady red medium intensity aviation lighting for the cranes will be requested by Enstone Aerodrome.

The results of this assessment should be shared with Enstone Aerodrome at the earliest opportunity to understand their position.

3.24 Appraisal of WWII Buildings

The eastern side of the proposal site is situated within an area formerly occupied by the airfields bomb stores. The bomb stores contained a range of buildings associated with bomb storage and assembly, linked by a series of trackways. At the far eastern end of the site were Buildings 88, 89 and 90, the small bomb stores. To the west were Buildings 94 and 95, the incendiary bomb stores. Located nearer to the runway were Buildings 80, 81, 82 and 83, four bomb stores, of which 82 and 83 were located beyond the southern boundary of the site. Further west were Building 86, a detonator and component store, Building 84, the fused bomb store; Buildings 91, 92, two light bomb fusing points; Building 93, a heavy bomb fusing point and Building 62 a general purpose nissen hut.

Following the war the airfield was decommissioned and the bomb store became redundant, the associated structures gradually removed or left to decay; as a result very little evidence of the WWII infrastructure remains intact within the proposal site. Extant remains present within the

site include five earth traverses, associated with Buildings 81, 88, 89, 94 and 95 and the foundations of brick buildings associated with Buildings 88, 89 and 93. Also extant to varying extents throughout the proposal site is the concrete trackway that formerly connected the various stores. The surviving remains are of relatively low significance due to their poor condition and limited survival, however they do hold some evidential and historic value; this is derived from the physical remains present on site, which provide evidence of the form, function and construction methods and materials used, in addition to their association and utilisation during WWII, an internationally significant historical event. **As such these remains, despite their limited survival, do contribute to the overall heritage significance of RAF Enstone.**

3.25 Overarching WSI

The results of the geophysical survey and archaeological evaluation indicate that the Iron Age occupation extended south, further into the centre of the site.

The final layout of the development, yet to be established, will determine the form and extent of the archaeological investigations. Regular ongoing consultation with OCAS will ensure that a suitable archaeological mitigation strategy is established for each element of the proposals.

Stages of archaeological investigation will include:

Historic building recording;

Archaeological evaluation;

And may also include: Archaeological excavation; Archaeological watching brief.

3.26 Further supporting documents

In addition a Biodiversity Net Gain Assessment has been completed along with the submission of a report on all the trees on site and a structural and ground engineering report which may be viewed in full on line. As part of the suite of additional documents tabled with the amendments a strategic security and fire overview has been submitted.

4 PLANNING POLICIES

OS1NEW Presumption in favour of sustainable development

E4NEW Sustainable tourism

OS2NEW Locating development in the right places

OS4NEW High quality design

OS5NEW Supporting infrastructure H2NEW Delivery of new homes

H3NEW Affordable Housing

T1NEW Sustainable transport

T3NEW Public transport, walking and cycling

EH2 Landscape character

EH3 Biodiversity and Geodiversity

EH16 Non designated heritage assets

EH6 Decentralised and renewable or low carbon

EH8 Environmental protection

EH9 Historic environment CN2 Chipping Norton sub-area Strategy

The advice of the West Oxfordshire Landscape Assessment and West Oxfordshire Design Guide are also material. The National Planning Policy framework (NPPF) is also a material planning consideration.

5 PLANNING ASSESSMENT

Background Information

5.1 Planning History

The planning history at Enstone Airfield is extensive, however, the relevant planning history in respect of the application site area including the proposed access is detailed below:

05/0646/P/FP: Continued use of land for motorsports, for a maximum of 70 days per calendar year, together with the siting of a wooden building for changing/ hospitality, change of use of existing stone farm building to associated workshop and provision of car parking, for a temporary period of five years, construction of new access track (part retrospective). Land at Tracey Farm, Great Tew. Planning permission granted subject to conditions 2nd November 2005.

08/0143/P/FP: Construction of new tarmac surfaced performance car motorsport circuit within boundaries of existing airfield runways, use of circuit for up to six cars at any one time on a maximum of ninety days per annum, construction of parking area for customers cars, amendment to permitted use of existing rally course (planning permission 05/0646/P/FP) to allow use up to eight cars at any one time (retrospective). Land at Tracey Farm, Great Tew. Planning permission granted 3rd September 2008. Condition 9 attached to this planning permission states: The level of noise emitted by vehicles on the performance circuit, measured at a distance 20 metres from the middle of the hard surface of the circuit hereby permitted, shall not exceed 75db LAeq5min or 83 dbLAMAX (fast) at any time. This condition was attached in order to protect the amenity of residents of nearby villages and the character and ambience of this part of the West Oxfordshire countryside.

09/1446/P/FP: Erection of a timber cabin for use by motorsports circuit. Land at Tracey Farm, Great Tew. Planning permission granted subject to conditions 14th December 2009.

11/1731/P/FP: Erection of single storey extension building to form a hospitality unit. Land at Tracey Farm, Great Tew. Planning permission granted subject to conditions 12th December 2011.

12/1720/P/S73: Variation of condition 6 and removal of condition 7 of planning permission 08/01343/P/FP, to allow the continued use of performance car motorsport circuit for up to six cars at any one time on a maximum of 120 days per annum. Land at Tracey Farm, Great Tew. Planning permission granted subject to conditions 7th June 2013.

13/1342/P/FP: Change of use of aircraft storage and repair workshops and two smaller buildings to storage, repair and maintenance of motorsport cars and associated office, to be used in associated with motorsports in the north eastern end of Enstone airfield. Land at Enstone Airfield. Planning permission granted subject to condition 16th December 2013.

16/03068/FUL: Change of use from public road (highway) to private road. New tarmac surface to Green Lane service access. Land at Soho Farmhouse, Great Tew, Chipping Norton. Planning permission granted subject to conditions 4th January 2017.

17/03745/OUT: Construction of museum building, show lane building, corporate hospitality building, energy centre/ store building, workshop building. Formation of 28 holiday lodges. Formation of landscaped Item 4 / Page 28 grounds. Associated site services and external works. Diversion of public footpath. Land at The Driving Centre, Enstone Airfield, Enstone. Planning application withdrawn on the 15th November 2018.

18/03319/OUT: Conditional outline planning permission was granted for the construction of a museum building, show lane building, corporate hospitality building, energy centre/store building, workshop building .Formation of a car exercise road .Construction of 28 holiday lodges.

Formation of landscaped grounds. Associated site services and external works. The approval was subject to a legal agreement.

5.1.1 The decision notice is appended as Annexe A to this report as a context for what has already been approved and the controls pertaining thereto. It is understood that the Reserved matters will be submitted prior to consideration of this application

5.1.2 Members will recall that at the last DC meeting they resolved to undertake a site visit in advance of considering the application. This will take place on 24/3/2023

5.2 Taking into account planning policy, other material considerations and the representations of interested parties your officers are of the opinion that the following matters are the key considerations when assessing the application.

5.3 Introduction/context

5.3.1 As can be seen from the history section above, the site has a long and complex history that includes ongoing and active use as an airfield and use for motor racing alongside an active industrial complex, an intensive chicken farm and a clay pigeon shooting school. It is thus far from virgin countryside or an area devoid of activity and there are levels of impact that arise from the existing and lawful uses of the site and its immediate context that form the basis for any assessment of the impacts of the new proposal. Additionally planning permission has already been given for a use of a very similar nature. That application remains valid and capable of implementation; and indeed the applicants are in the course of preparing a Reserved Matters application to ensure that the outline consent can be built out if this application were not to succeed. Thus the existence of a valid and implementable application for a very similar development on a site with a series of existing uses represents the context for the assessment of this application, with the extant consent a valid 'fall back' position.

5.3.2 Notwithstanding the above it is none the less the case that this application is a standalone proposal that must be determined on its own merits- albeit having regard to the fall back. There are however some advantages of this scheme as compared to the one that already has consent in that as the development has been worked up from an Outline application to a Full application we now have greater certainty as to exactly what is proposed - rather than relying upon the parameter plans. This greater detail enables a more nuanced assessment and indeed, as is set out in some more detail below, this scheme is actually smaller than that which already has consent and as such offers the opportunity to lock in that reduction in scale and to impose conditions that reflect the more detailed position that is now known as a result of the scheme being worked up than was possible at outline stage.

5.3.3 It has been stated as part of the publicity that has been generated by some of those that oppose the scheme that the development is substantially larger and so has more impact than what already has permission. That is not however the case. The table below sets out a floor space by floor space analysis of what already has consent and what is proposed by way of this application. The purpose of including the extant decision notice for the outline application at appendix A is also to demonstrate that a number of the assertions made as to how this scheme differs from what was approved/conditioned by way of the Outline consent are factually incorrect. It is important that when assessing the merits of this proposal it is done on the basis of what has actually been approved previously and what is actually now being proposed if a factual and legally robust decision is to be made.

Comparison of submitted floorspace figures in application 22/03415/FUL					v1					date 19 Jan 2023
building floorspace description		category			building floorspace		category			
18_03319_OUT	total sqm	residential	commercial	museum	22_03415_FUL	total sqm	residential	commercial	museum	
5 x Large Landscape Lodges	11,970	11,970			4x farmsteads	4910	4910			
7 x Small Landscape Lodges	13,636	13,636			8x smaller	7375	7375			
16 x Crescent Pavilion Houses	11,776	11,776								
					Crescent Apartment Block	3,812	3,812			
					Crescent Residence Block	8,330	8,330			
					Crescent Villas x8	6,392	6,392			
Museum S	20,072			20,072	Museum (crescent)*	23,604			23,604	
Bentley Pavilion	1,666		1,666							
Showrooms	1,666		1,666							
					exhibition building to north	5,236		5,236		
Energy Centre	1,754		1,754		energy	415		415		
Larger /Workshop	1,358		1,358		workshop	2026		2,026		
Small Workshop	656		656		warehouse	695		695		
F&B / Retail	1,398		1,398							
ticket office	308		308							
total floor space	66,260	37,382	8,806	20,072	total floor space	62,795	30,819	8,372	23,604	

5.3.4 In terms of the format of the report it will start from the premise that a very similar scheme has been approved and is capable of implementation on the site and so will focus on identifying the differences. It is these differences that form the basis for the main part of the assessment of the principle in the report as, all things being equal, if the scheme were identical to what had already been approved the Council has already resolved that the impacts and benefits of a scheme of that nature are acceptable and so would again approve the scheme. The report will then seek to address/run through other key issues that have been raised and make comment for clarity on some of the main points of objection/support so that it can be clearly understood where they were or were not considered material to the decision. The Heads of Terms of the emerging I06 agreement will be looked at and then a conclusion and recommendation will be made

5.4 Principle

5.4.1 As set out above, and in more detail as part of the table, this scheme is similar, albeit generally smaller than that which already has consent. Where there are differences, they are generally positive in that they increase the tourism component of the scheme as an overall proportion of the development as a whole. Other than as set out below the development substantially follows the parameter plans as agreed to form the basis of the Reserved Matter application and in that regard comments ref the height etc have limited weight as this scheme follows what was already approved, and so the locus for reaching a differing conclusion is limited.

5.4.2 The key differences between the approval and this scheme are that the track layout is altered, garages associated with the Crescent Villas are slightly outside the area designated for residential use in the agreed outline (but this enables the cars displayed therein to form part of the overall tourism attraction), the height of the Crescent villas are slightly higher than was approved (at the request of the Councils Architect to take them from flat roofed to pitch roofed buildings) there is a wholly new exhibition space (where a rolling programme of exhibits will be displayed and which is a substantial new component of the tourism offer) and the red lined boundary has been adjusted so that all works to complete Green Lane come within the site. Some holiday lodges have been relocated and the number of holiday lodges has increased from 28 to 56 (but the quantum of floorspace devoted to residential use has decreased as the units are a lot smaller). This increase in number (but reduction in the scale and form of the residential lodges) has the advantage that because all the occupiers are required to put cars up for display in the museum or exhibition hall the number of exhibits will be increased; thereby assisting in ensuring that the museum has a fluid and changing series of exhibits as opposed to a static list of the same limited number of cars. Critically, in landscape impact terms, it has been far easier to design and locate the smaller units now proposed in a form and position such that the impacts of those buildings (eg from the Bridleway and wider countryside to the NE) is much reduced when compared to what would have been the impact of the consented scheme. Clearly the traffic associated with a greater number of smaller residential lodge units is a new impact that needs to

be accounted for and, as the scheme has been worked up, the details of how the Mullin Club membership would operate has evolved such that there is now some overnight accommodation proposed- albeit restricted solely to Members and their guests, but that was not accounted for in the outline assessment. This has the potential to change traffic movements- in that a visit may be spread over 2 or more days as opposed to coming and going on one day. The Mullin Club has a maximum membership of 1500 members and occupation rates are likely to be quite limited other than in association with particular events and so this addition could be seen as neutral. However as a result of the objections generated by the 'orange poster campaign' about the alleged traffic impact, officers asked the applicants to re assess the traffic models assuming a worst case scenario for all elements ie full occupation of all bedrooms, every unit occupied, little car sharing, little use of public transport, more staff on site etc This is not how it is anticipated that the scheme will operate but has been done to seek to assuage the concerns that the impacts will be assessed at one level but will subsequently increase. Of course the conditions on the outline that limit the attendance to ticket only can be repeated to ensure that the impacts are controlled to that which is approved, but it was considered that an overly robust model would assist in demonstrating both the impacts on the safety and capacity of the network but also the likely traffic numbers generally.

5.4.3 The above mentioned differences will be assessed in more specific detail as part of the following assessment, but your officers overall opinion is that this scheme is more museum/tourism related than previously, that the physical differences are very limited, that similar or better conditions can be imposed such as to ensure that the scheme is no worse (and in some cases better than what can be built out and operated under the outline). As such the fall back position should attract considerable weight in the assessment of the current scheme as there would need to be very good planning reasons to make a different decision when the impacts are likely to either be the same or better than before. In that regard the scheme as now conceived continues to be considered (as was the case with the Outline Consent) to comply with the thrust of the tourism/economic development/landscape protection and enhancement/design/sustainability/biodiversity etc policies as was the case when the previous approval was considered. The principle of development is thus considered to have been clearly established and it would only be if there were clear additional harms arising from the differences or new material considerations could be identified that a refusal could be justified.

5.5 The following section seeks to address the key issues raised in representations alongside any others that are material to determination of the application

5.6 Sustainable Location/use?

5.6.1 The question as to whether this was a sustainable form of development and was located in a sustainable location was a key issue when the last application was approved. Since that time the petrol crisis and climate emergency have heightened concerns about sustainable development. Members will recall that it was accepted that the site was poorly served by non-car modes of transport but that because it was a brownfield site located close to two of the higher order settlements in the local plan (where policy does allow for tourism development outside settlements) it was tourism policy compliant. The applicants also offered a series of measures to seek to promote car sharing, to incentivise the use of a rail/bus trip by cheaper entrance prices and to provide free shuttle bus travel. These mitigation measures remain on the table. Critically however the site was considered to be ideal in terms of its proximity to the motor sport industry, has a previous motor sport use, is located in a central geographic location in the country, lies within a region with a strong country house tradition, has a strong tourism economy and is on a site where development would assist in redevelopment of brownfield land. It thus met all the key search criteria for where to locate the museum and it was, and remains, the case that the key cars intended for the museum are of European heritage where the owner is looking to repatriate them back to Europe. As such a site anywhere in Europe might have been potentially suitable but, notwithstanding this, the applicants persevered with this site as it best met their search criteria in terms of delivering an international standard museum with all of its

attendant benefits to the tourism and wider economies. Because of its international standing, wherever in Europe it is sited, it is likely that travel would be required. Members accepted that the above combination of factors was such that there was a locational and functional need to locate on site such that in tourism policy terms the location had been justified and that the mitigation and enhancement arising from the development were such that it was sustainable development. Your officers consider that the logic applied then continues now, but with even more weight. Firstly the extent of the museum use and the range of exhibits and display space is greater than when the last scheme was approved. It is more of a tourism development than it was previously. Secondly, and perhaps somewhat ironically when considering the subject matter of the museum, the extent of electric car ownership and use has expanded exponentially since the last resolution to approve and it is considered likely to continue to do so. Thus assuming a similar level of customer demand (as can be ensured by the ticketed entry systems) it is logical to deduce that the impacts of patrons arriving is likely to be somewhat less than was already considered acceptable when the last scheme was approved and likely to diminish further through time as electric vehicle technology evolves. These latter two factors reinforce the earlier assessment of the sustainability of the development.

5.6.2 With regards to the energy efficiency of the scheme the outline required a strategy to be agreed to seek to limit CO₂ emissions and promote energy efficiency. That strategy has formed the basis of a report that accompanied this application. This seeks to deliver a series of benefits in terms of building fabric, energy generation etc but as submitted with the application was aspirational as opposed to specific in terms of what exactly would be delivered. This was the subject of adverse comment from the Council's advisor and so the applicant has agreed to a series of conditions that, when discharged, will set specific targets to ensure that the standards aspired to can be delivered as the building is built out and operated.

5.6.3 Your officers are satisfied that the site and use are sustainable and that the buildings on site can be conditioned such as to deliver high standards of efficiency and reductions in carbon and other emissions

5.7 Economic and Tourism Outcomes

5.7.1 This development represents a very substantial investment into the district to the tune of multiple hundreds of millions of pounds. Once operational the scheme will be a museum of international standing and it will generate a significant number of jobs both during the construction phase and when operated. There are likely to be synergies with existing tourism venues (eg a shared ticket with for example Blenheim) and lots of existing businesses will contribute to the supply chain. A number of respondents have promoted the view that "we do not need the jobs". This is considered to be a somewhat short sighted opinion based upon the current job market, as opposed to looking at the scheme as a substantial vote of confidence in the longer term prosperity of the district/region/country and helping to underpin the very important tourism economy of the district. It is however true to say that at present the job market is tight and, as such, your officers have been in negotiation with the applicants around using the development as a vehicle for benefit in terms of creating apprenticeships in the hospitality and engineering sectors, reaching out to some of the more disadvantaged to skill them up for the world of work, creating connections with the military to enable service personnel to transition to civilian work roles etc. This is something that has occurred with some success at the adjoining SOHO development and it is considered that similar benefits can be secured from this development as well. This will need to be addressed by way of a condition.

5.8 Siting, Design and Form

5.8.1 One of the main concerns raised against the scheme is that it is too high, on top of a hill, will look out of character etc. In that regard Members will recall that as part of the outline scheme they approved 3 parameter plans detailing the broad location and proportion of the uses on site, the heights of the buildings and the areas to be kept free of development. As outlined in

the opening section of the planning assessment, the scheme has been designed such that in nearly almost all respects it complies with the approved parameter plans. Thus, even were the comments cited against the proposal in terms of its height and location to be true (and it is not considered that the impacts will be anywhere near as adverse as is being claimed) the development accords in all material respects with what has already been considered acceptable and as such would prove problematic if used to seek to justify a refusal reason. All of the buildings, with the exception of some pitched roofs that have been added to 8 of the villas, are of the size envisaged in the approved outline. These 8 villas units sit between the higher museum crescent and an established block of woodland such that the additional height will not be readily visible beyond the immediate bounds of the site. The other major changes are the redesign of the exercise road, to make it more sinuous and with changes in topography, and a slight incursion of the new exhibition building (which was not envisaged at the outline stage and is a completely new feature) partly into a small part of the landscaped area. Some lodges have been relocated. Again these changes are largely inwards facing and have no/limited material increased impact beyond the bounds of the site than what has already been approved. Thus in terms of siting, height etc the scheme as now envisaged follows the parameter plans and philosophy of what the development is trying to achieve and is considered acceptable on its merits.

5.8.2 In terms of the design ethos, members will recall that the main museum building was intended to have the characteristic of a country house in a landscaped parkland. As part of the evolution of the designs from parameter plans to detailed plans a number of other options were trailed ranging from art deco to reflect the cars, geodesic to reflect the construction of the bombers once based there, “underground” buildings, stadium style structures etc. It was also explored whether the interior and exterior faces could employ different design styles. This evolution is set out in some detail as part of the submitted Design and Access Statement. Ultimately however the idea of a modern country house in its parkland setting proved the most successful. Thus the main museum building is exactly the same size and location as the one detailed in the parameter plans and in that regard it is difficult to reconcile these facts with the assertion that the key building has increased in size or impact over and above what was approved as it is very similar indeed to what was approved. Officers will make reference to the details submitted as part of the outline and the scheme now under consideration so that Members can satisfy themselves on this point.

5.8.3 As regards other buildings, the residential lodges are now far smaller and employ familiar vernacular forms based on farm houses and barns. They will sit somewhat more comfortably in the most sensitive eastern end of the site where the bridleway bisects part of the development area. Substantial work in terms of re-profiling the bridleway, additional landscaping, early landscaping, minimisation of the visual impact of security features etc have been employed such that your officers are satisfied that these smaller and more traditionally designed buildings will be absorbed more readily into the landscape than the more modernist and larger lodges previously considered as part of the illustrative plans at outline.

5.8.4 The former workshops at the entrance to the site have been designed to be open to members of the public to be able to see the repair and maintenance operations underway and are now located in an earth sheltered building which will minimise the impacts from outside the site.

5.8.5 In terms of the design styles and materials officers will make full use of the material provided with the application to explain the design and in that regard reference to the comments of the Councils architect is also highly material. Your officers are satisfied that the scheme follows the principles that were established at outline stage and that this will be an iconic development of high quality as befitting a museum and tourist attraction of this international standing.

5.9 Visual Impact

5.9.1 In addition to the height of the buildings there are a number of other factors that go towards assessing the overall visual impact of the development and these are addressed in turn below.

Lighting of buildings

5.9.2 One of the main issues raised in representations is that the top floor of the museum complex will be clear glazed and that as such any lighting within that space will have a wide and detrimental impact upon the rural amenity of the wider area. It will be noted from the summary of the report commissioned by the applicants that their lighting specialist disagrees with this assessment and concludes that the impacts can be controlled such that they will not cause harms. None the less officers have been using the opportunity that has been offered by the application being a 'full' application to explore where additional controls can be imposed to seek to provide some degree of additional reassurance to third parties that the impacts will not be as great as is feared. This is an instance where that additional negotiation has borne fruit in that the applicants have agreed to a condition whereby there will be automatic blinds triggered by a light sensor that ensures no dusk 'til dawn light will emanate from the top floor as the blinds will close automatically. This is a substantial concession on the applicant's behalf that is accorded weight in the assessment of the application and will hopefully go some way to assuaging some of the third party concerns on this point. With regards to the lighting of the lower floors these relate to stories at conventional 2 and 3 storey level and where the existing and proposed tree belts will soften and mitigate light impacts. It also needs to be remembered that these are holiday homes and as such not every home at every night will be fully occupied or perhaps even occupied at all. Thus taking into account their lower level, the screening and the levels of use your officer assessment is that fears about strips of light in the landscape are unlikely to be a regular occurrence.

Lighting of track

5.9.3 Concerns have been expressed that the track will be floodlit to enable racing for the full period the museum is open. However no racing or trials of speed are proposed and the lighting of the track is by way of small down lighters as opposed to stadium style floodlighting. This light impact has been assessed as part of the lighting assessment and the conclusion was that it would not give rise to undue harms. Your officers share that assessment and thus are satisfied that the light impacts are acceptable in context.

LVIA

5.9.4 The Landscape and visual impact assessment was a key document when the last application was considered. Members will recall that there was at that time a high telecommunications mast on the site in broadly the position where the museum building was to be located that enabled a very accurate assessment to be made as to where the proposed building could be seen from and from those vantage points what the magnitude of impact would be. Members will recall that there was a guided bus tour of the roads around the site so that this work could be fully appreciated/endorsed/critiqued before the last decision was made. The mast has subsequently been demolished but a similar assessment has been made/ updated to reflect the current position.

5.9.5 The submitted report identifies that the site is not virgin countryside but is the airfield/MOD typology in the Enstone Uplands as defined in the Councils own landscape character typology of the district. This is noted for moderate to high inter visibility, bleak character, weak landscape structure, prominent buildings and an air of dereliction where there is a need to plant large blocks and belts of broadleaved woodland to link with existing woodlands, to generally avoid high buildings but that the brownfield site of Enstone airfield is potentially more tolerant of development set within a strong landscape structure. This assessment of the airfield and its environs is useful in that it was prepared for the Council in advance of any of the

development proposals on site coming forward and as such can be seen as an objective assessment of the capacity of the site for change - and indeed some of the benefits of allowing development associated with substantial new planting.

5.9.6 The LVIA that has been tabled with this application goes through a similarly extensive process of analysis. It recognises the existing developed/industrial nature of the airfield and the good containment that some of the existing woodland blocks already offer. It considers that the extensive planting proposed would enhance the airfield and its wider context with the built form being a country house in a landscaped context with other subservient buildings. The lesser buildings have been sensitively sited and the workshop buried. The villas have their own tree lined avenue and the other holiday lodges take advantage of existing screening and will have substantial new landscaping. The car exercise road is set out as a scenic tour and designed so as not to be able to be used for racing or speed trials. These works would, when assessed against the baseline of a brownfield site, enhance the landscape character and fabric and local biodiversity. As the landscaping matures this will become a moderate beneficial impact. In year one the impacts are however likely to be slight/negligible adverse from around half the identified viewpoints and moderate from 7 vantage points as well as moderate-major from the bridleway. However many of the viewpoints affected are over 1km away and where seen they will also feature the existing substantial structures associated with the airfield and grain silo. Impacts on residential properties, nearby settlements, registered parks and gardens are negligible, low or nil. In most views the impact of the museum and its buildings on landscape character would be beneficial due to the existing brownfield character and substantial enhancements proposed. As the landscaping matures the impacts will reduce and in the 15-20 year timeframe would be slight/negligible except for the bridleway which will reduce to moderate slight.

5.9.7 It will be noted that a third party has commissioned a critique of this assessment that considers it underplays the impacts and has procedural flaws and as such should not be relied upon. The agent has been asked to comment upon these assertions but on the face of it, it appears to be a difference of professional judgement as to where on the verbal scale the harm sits as opposed to fundamental issues with the assessment/viewpoints chosen etc. Notwithstanding which professional judgement is preferred your officers have undertaken their own detailed assessment of the likely key viewpoints and the likely impacts. In that regard they are almost identical to those considered as part of the assessment of the last application and in that regard it is true to state that when first built and from the B road between the Industrial Estate access and Gagingwell the main building will be prominent until such time as the remade Green Lane matures, when using the bridleway the current airfield/agricultural character will become more urban/planted and from the road near the Gt Tew cricket pavilion the site will be seen at some distance atop the next rise. However all of these viewpoints are to some degree compromised by the existing airfield and/or grain store and where the scheme can be seen from elsewhere it will be much more part of the sweep of the horizon as opposed to a clear/foreground view. Your officers remain satisfied that the impacts that were considered acceptable as part of the assessment of the last application remain valid and that whilst the scheme will be far from invisible, particularly in the early years after development, in the longer term the creation of the new parkland, the substantial new woodland blocks, the remaking of Green Lane where it had been severed by the runway and the wider restoration of a brownfield site will substantially reduce the impacts and as a benefit help reduce the impacts of the retained airfield also. Conditions can be attached to require low level lighting, to phase the planting so that it is maturing before the development takes place, to ensure that the impacts on the most affected feature (the bridleway) is minimised such that your officers assessment is that any residual harms are no worse than previously considered acceptable and in and of themselves are insufficient to withhold consent.

Trees

5.9.8 Some respondents have queried that some of the trees on site would need to be felled. This is true although none are of the highest quality and none are protected by way of a TPO or

other protective order. The extent of new planting outweighs the extent of tree loss by a considerable factor with multiple new trees in woodland blocks, avenues, parkland setting and hedgerows being planted. There will be a substantial nett benefit in terms of the tree cover of the site as is set out as being required in the Landscape Assessment document

5.9.9 Taking all the above into account your officers consider that the visual impacts are no worse than previously considered acceptable and that whilst the views at some locations will change quite substantially the impacts will reduce through time and can be mitigated further through the imposition of conditions.

5.10 Traffic/Highways

5.10.1 This is perhaps the key issue that has been at the root of the most objections with respondents fearing that the impacts of this development are far in excess of what has already been approved and at a level that will overwhelm the local road network in terms of capacity and safety. This was never a judgement that your officers accepted as having particular validity in that the extent of development is by quantum less than had been approved previously and, crucially, the visitor numbers are controlled by ticket such that the quantum of traffic can similarly be strictly controlled. Thus the reality is that the additional traffic is in essence the difference between 28 large lodges and 56 smaller ones coupled with the traffic that may be generated (or spread out) by the 40 overnight membership rooms. To add to this is the fact that the lodges are not full time homes and so are unlikely to be occupied all year at capacity and that measures aimed at securing modal switch are being promoted. The likely impacts are thus considered likely to be very similar and if changed only marginally worse than has already been considered acceptable in the context of the last application. However given the extent of concern on this matter officers asked that the Transport Assessment be completely revised assuming a worst case scenario and that things that are unlikely to happen such as high levels of year round occupation etc were factored in. This was intended to stress test the outputs to seek to give confidence that the results could be relied upon. In parallel OCC has undertaken a separate exercise aimed at revising how the 106 contributions towards traffic calming were allocated. In the last scheme OCC did not secure any monies towards traffic calming and so WODC secured a sum of monies that were to be put to environmental improvements some of which may have been traffic calming but may have been alternative environmental improvements. OCC is now seeking funding direct.

5.10.2 The final comments of OCC on the amended proposal have only been received at the point of agenda preparation and have not as yet been discussed in detail with the applicants. However the key headline is that OCC are advising that they raise no objections on highway grounds even having regard to the uplift in impacts arising from the worst case scenario modelling. They note this could result in 1,214 daily trips on weekdays (607 arrivals + 607 departures). On weekends this rises to 1,902 (951 arrivals + 951 departures). In terms of how this is distributed, as expected this heavily leans towards the strategic road network with 48% travelling to/from the M40 via the B4022 and 38% travelling to/from the east via the B4022 and the A44. The remaining 14% largely uses the B4022, B4030 and the A44. The surrounding villages will likely see a small increase in traffic, in particular Enstone, contributions have therefore been sought towards traffic calming and signage in these villages to ensure any impact is mitigated. OCC suggest a series of conditions and 802k towards traffic calming/transport monitoring and public right of way improvements. Given the interest in this matter it is intended that the comments will be reported in full in the additional representations report but the key factor to note is that the highway authority is satisfied with the impacts even when they are deliberately exaggerated. OCC has also withdrawn its drainage and rights of way holding concerns.

5.10.3 In light of the above whilst this has been a key issue your officers are satisfied that it has been explored and assessed thoroughly by OCC and with them raising no objections this aspect of the scheme is not considered to justify refusal.

5.11 Noise

5.11.1 Much has been made of the noise impact of the development with assertions that the track will be used for racing or trials of speed, that people will be able to arrive and race on the track, that the use of the track is unrestricted and that as a result residences near the site will be blighted by noise. Were the assertions to be correct then there may be some validity in the concerns, but they are not. As can be seen from the conditions on the outline set out as an appendix to this report, the track was conditioned as part of the outline as to exactly how it can be used. Some have sought to compare the use with the use as was approved for the former motor sport use of the site but it is the previous consent for this use that is more relevant and sets the context, as the site is not to be used for racing. The track is too small and sinuous such that it would only be possible to have 4 cars on it at any one time and these need to be separated from each other for safety. Given the rarity and expense of the vehicles involved, racing and the risk of consequent accident damage is not a matter to be lightly considered. The noise reports accompanying the application have been carried out by well-respected consultants and have concluded that with conditions to ensure how the track is used there will not be noise issues. Most of those who claim noise issues do so in the assumption that any controls seeking to ensure the track will be used as proposed will not be effective. There is no reason to suppose this is the case in that they can be framed so as to be enforceable. More persuasively however it has to be remembered that the applicant is seeking to sell a series of very expensive holiday lodges that will be sited in far closer proximity to the track and its impacts than any of the existing third party residential units. As such it is in their interest to ensure that the track is operated in a manner that is consistent with a reasonable standard of amenity as it is they who stand to lose the most if the lodges cannot be sold- and this is irrespective of the fact that the LPA would enjoy its own powers of enforcement should the impacts become excessive.

5.11.2 A final issue to bear in mind is that this site forms part of the wider airfield where there have been complaints previously regarding the noise impacts of aircraft, of clay pigeon shooting and of motor sports. It is thus disingenuous to suggest that the proposed use will impact on an area that is particularly quiet - in that previous correspondence would suggest this is not the case. The conditions that can be imposed along with the self interest of the developer in ensuring that the site is operated in a manner that is conducive to residential occupation mean that your officers are satisfied that noise will not be such as could justify refusal.

5.12 Neighbour Impact/amenity of village life

5.12.1 Wrapping together the off site impacts there is a concern that Light/Noise/Traffic will be such that the quality of village life will be affected for those settlements where these impacts will be felt. However as advised above the light and noise impacts are such that they are not considered unduly impactful upon amenity or quality of life and the traffic (even when inflated to artificially high levels) is not such as justifies a refusal. Indeed the traffic calming required by OCC will have the benefit of providing amelioration of existing traffic apparently speeding through some of the local settlements.

5.13 Impact on Heritage Assets

5.13.1 Members will recall from the assessment of the original application that this fell into 2 categories- the impact on the above and below ground archaeology on site and the impact on the setting of off site heritage assets.

5.13.2 Dealing with the first of these the County Archaeologist has been in extended discussion regarding the former WW2 airfield buildings and the below ground archaeology and is happy with the arrangements in place.

5.13.3 When considered last time it was the view of officers that the off site heritage assets were so far away from the development so as not to be materially affected and to the extent that they were, the impacts were likely to be positive in terms of removing the former airfield character and replacing it with blocks of planting such as to enhance the arboreal/agricultural context within which the off site sites would be seen. As part of the representations agents acting on behalf of two off site assets have indicated that they do not consider the application has paid sufficient regard to the potential impacts on the setting of the assets as is required in law. The agent has been asked to produce an addendum to the submitted material that will be reported as part of the additional material. Officers have however re visited the site to reassess this particular aspect again in some detail. Subject to consideration of whatever may be produced by the agent the said officer assessment as required by section 66(1) of the LBCA Act, has paid special regard to the desirability of preserving those assets potentially affected by the scheme and their settings or any features of special architectural or historic interest which they may possess. The conclusion is that the proposed development would not preserve unaltered the wider setting of the heritage assets, but that the very small amount of identified harm arising from glimpsed views from some limited viewpoints of parts of the complex is tempered by the existing urban development within the vicinity of the airfield and grain store such that the degree of harm is less than substantial in the context of the Framework and very much at the bottom end of that spectrum. This does not necessarily equate to a less than substantial objection to the grant of planning permission in that there are considerable public benefits of allowing the development to set against the very limited harms but it is a matter to be included in the overall balance.

5.14 Contamination

5.14.1 There are no contamination issues that cannot be addressed by condition

5.15 Drainage

5.15.1 OCC as LLFA has withdrawn its holding concerns as a result of the amended plans and so this aspect is now acceptable

5.16 Ecology

5.16.1 At the time of agenda preparation this is not a matter that has been finally resolved. The applicants are suggesting that there will be a 250% increase in biodiversity as a result of the development in terms of grassland management, creation of new woodlands and hedgerows and creation of new water bodies. The Councils ecologist is however suggesting that some further surveys should be undertaken whereas these surveys were not required as part of the outline consent and in that context could be considered unreasonable. Additionally there is a degree of disagreement as to whether surveys should be undertaken in light of evidence that a species may be on site or as a mechanism to demonstrate that they are not on site. This matter is still under discussion, but in that any resolution to approve would be subject to the requirement to complete a revised I06 agreement there is time for this discussion to be concluded before the decision is actually issued. If agreement cannot be reached then the matter would need to be brought back for reconsideration.

5.17 Airfield Use

5.17.1 Whilst the site redevelops part of the airfield the balance of it continues to enjoy airfield use. Conditions on the outline required submission of details as regards birdstrike and overflying of the lodges. These details have been submitted with this application and are considered acceptable subject to the imposition of conditions regarding both construction and operation of the site

5.18 Security in respect of bridleway located nearby.

5.18.1 There was some concern raised by officers that the nett worth of the likely occupiers, the value of the cars and the fact that some buildings may not be occupied year round could lead to the site being vulnerable to theft and that in order to stop this security measures would be employed that would harm the rural amenity of the bridleway. The agents therefore engaged with TV Police and a security strategy has been designed that your officers are satisfied will balance the respective needs in an acceptable manner. The details will be secured by condition but at the request of TVP these details will not be made fully public to ensure that they are not available to criminals

5.19 Other Matters raised

5.19.1 Picking up some other points raised in representations received:

- there is an assertion that the residential use is swamping the museum(but the museum use has in fact increased),
- that there are now too many housing units(but the floorspace is less and this will increase the number of museum exhibits)
- that the scheme is in fact a Soho Extension (the two uses will co exist but this is clearly a museum and not a hotel)
- that there are no Community Benefits(the 106 package is larger than last time even though the floorspace has reduced)
- that this is a millionaires club (it is a publically accessible museum where the exhibits are provided by the lodge occupiers)
- that helicopters will use the site(only fixed wing aircraft are allowed at Enstone and no airfield use has been applied for here)
- there should be a condition preventing further applications in future (this is not legal as each new case would be looked at afresh and it does not apply to the development now under consideration)
- etc

5.19.2 Ultimately, and as set out at the start of this report, it would have been possible to assess this scheme merely by identifying the principle differences and in that they are largely neutral or positive conclude that the impacts were similar and acceptable. That is indeed your officer's assessment, but in addition this report has sought to revisit the key issues raised and where appropriate officers have engaged with the developer to seek additional controls or clarification as a betterment to that which has already been approved

5.20 Benefit Package

5.20.1 As part of the pre application discussions your officers persuaded the applicant that notwithstanding the reduction in the overall floorspace the mitigation package should remain as agreed as this was an essential part of the overall benefits of the scheme. Separately the owner of the land offered and it was accepted that the land receipt would be hypothecated towards the restoration of a listed building in Gt Tew. This was not considered essential to the approval of the application but was considered a valid planning matter that as offered could be captured and served a planning purpose. That undertaking remains.

5.20.2 Thus in terms of the Heads of terms of the 106 the amendments that would be required in the context of this application are such that the content would be broadly identical other than for the contributions towards traffic calming where the previous 200k general contribution would be replaced with a more specific substantial series of contributions. This represents a further benefit of this scheme when compared to that approved as part of the Outline but the exact details are still under negotiation. It is anticipated that a detailed Heads of terms setting out all the benefits and controls will be available for the meeting.

5.21 Conclusion

5.21.1 This application has generated much comment- albeit the vast majority of the objections appear to have been generated as a result of a somewhat inaccurate poster campaign. None the less, they have been validly made and need to be considered. Similarly whilst there is indeed local support for the application again much of the representation has been generated by those from further afield who see the benefits of an international attraction of this nature.

5.21.2 Your officers have gone through the vast quantity of submitted information and representation and have sought to identify the key points raised. All the information is of course available to view on line.

5.21.3 The key differences between what already has consent and what is now applied for are the alignment of the track, the height of some of the buildings, the addition of a new exhibition building, the provision of a greater number of smaller lodge buildings and the extension of the site area to allow a more comprehensive completion of the re made Green Lane. We now have greater clarity as to how the buildings will be designed and used.

5.21.4 The impacts of the alterations have been assessed in and of themselves and also with comparison to the approved scheme. Where there are material differences they have been identified and where the applicant has been willing or required to allow additional controls this is made clear in the report.

5.21.5 There is no doubt that this scheme will change the existing airfield complex and that the proposed use will have some adverse consequences in terms of the visual impact of what will be large buildings, additional traffic and perceived environmental impacts. The setting of off site heritage assets will be slightly compromised which attracts weight against the proposal.

5.21.6 However to set against these concerns a development of a very similar nature already has consent on site, this proposal is in many ways better than what has approval, the opportunity has been taken to levy additional control by condition, the I06 package has been enhanced, this will be a major tourism attraction helping the wider local economy and generating jobs and apprenticeships, it will provide substantial landscape and ecological improvements and has been designed to seek to limit its impacts through the imposition of conditions and the requirements of the I06.

5.21.7 Weighing all the above in the balance your officers are satisfied that this development is acceptable on its merits and indeed has some additional benefit when assessed against the extant fall back of the outline. As such conditional approval subject to:

- i) the applicants first entering into a legal agreement to address the issues identified in the I06 section of the report,
- ii) to conditions addressing the matters set out below (and as hopefully set out in full as part of the additional representations report) and
- iii) to the completion of the ongoing negotiations between the ecologists and Air quality officer, is recommended .

6 RECOMMENDATION

6.1 In that a number of key consultations have only arrived right at the point of agenda deadline it has not been possible to create a comprehensive suite of conditions as they are not at this point fixed. However the following list hopefully gives an idea as to where control is intended to be levied, and assuming that negotiations progress as hoped a fully detailed list will be available

for the meeting. The extant Outline consent will form the basis for it but there will be additional ones where they have been justified.

6.1.1 Suggested items requiring conditions:

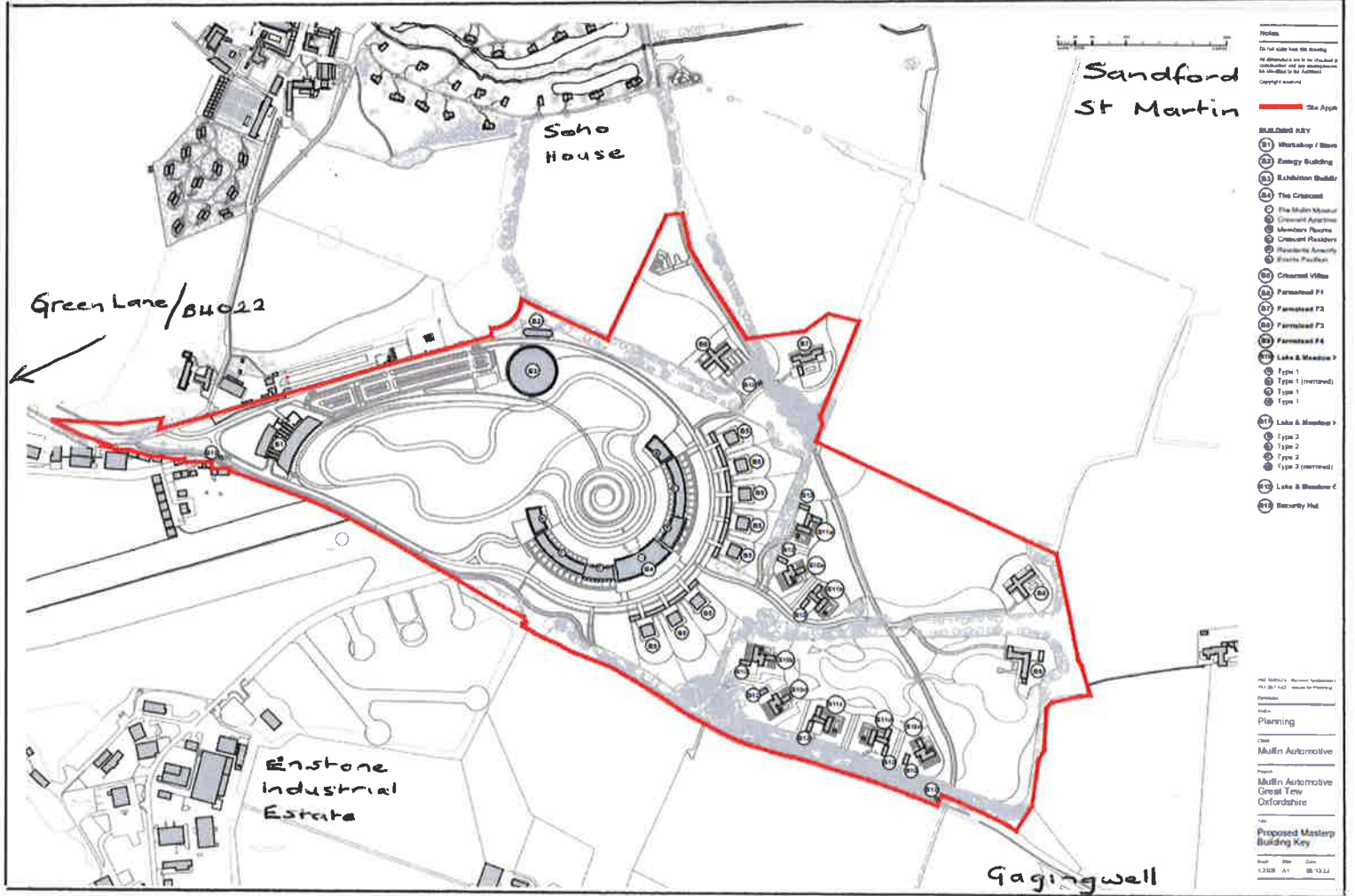
Full time limit
Compliance with submitted/amended plans
Access improvements
Tracking plans
Car park provision
Requiring EVCP and means to increase percentage of EVCP
Ticket entry system to limit movements to museum
Travel plan
Travel information to occupiers
CTMP
Surface water drainage scheme
SUDS drainage
Bridleway improvement details
No obstruction of rights of way
Replanting of new planting for 15 years
Landscape management plan
Biodiversity and ecology enhancement plan
CEMP
Biodiversity monitoring
Decontamination of the site
Decontamination verification
No drains direct to ground without consent
Foul water drainage system
Archaeology conditions
Limiting concourse events to 5 per annum and for a max of 2 days each
No fireworks or amplified music
Boundary treatments
Car track only used for exercising cars between 0900 and 1800, no more than 4 on track at any one time, no racing or trials of speed, all cars to be of financial artistic or historic significance or rare such as to be eligible for exhibition in the museum and all to be road legal
Noise levels to be limited to 75dB LAeq5 or 83 dB LAMax (fast) measured 20 m from the track with the condition monitored and results available as open source data
Noise from plant and equipment controlled
Buildings only to be used for specified purposes and as a whole and not subdivided
Phasing plan
Landscaping phasing plan
Requirement for a Community Employment Strategy to encompass apprenticeships, and training
Top floor of Mullin dusk til dawn auto blinds
Lights only as per agreed lighting strategy and respecting aviation use adj
Mullin Club only to be operated as per submitted details and no variance without consent of LPA
Nett Zero and energy reduction targets to be agreed and monitored
Thames Water conditions
TVP security conditions
Continuation of Travel forum/community engagement forum
Provision of fire hydrants
CTMP as regards ensuring aircraft safety
Landscaping generally
Samples of materials/design features

Informatives

That site is adj an active airfield and so will be subject to some noise impacts
Cross reference to s 278 works etc as per outline

6.2 NB Officers would welcome suggestions from Members as to any additional controls as may have been suggested but are not included in this list and it is further suggested that delegated authority be given to add further to the agreed list if further conditions are considered necessary

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Planning and Strategic Housing

Elmfield
New Yatt Road,
WITNEY,
Oxfordshire, OX28 1PB
Tel: 01993 861000
www.westoxon.gov.uk



Mr Jon Westerman
Edgars Limited
Edgars Limited
The Old Bank
39 Market Square
Witney
OX28 6AD

Our Ref: 18/03319/OUT
Date Received: 15th November 2018
Parish: Great Tew

The Town and Country Planning Act

NOTICE OF DECISION

West Oxfordshire District Council, as Local Planning Authority, hereby **approves subject to a legal agreement** the application, as outlined below.

Proposed: Construction of museum building, show lane building, corporate hospitality building, energy centre/store building, workshop building. Formation of car exercise road. Construction of 28 holiday lodges. Formation of landscaped grounds. Associated site services and external works.

At: The Driving Centre Enstone Airfield Enstone Chipping Norton

For: Mr K Hedigan

CONDITIONS:

- 1 (a) Application for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission;
and
(b) The development hereby permitted shall be begun either before the expiration of five years from the date of this permission, or before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the later.

REASON: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 as amended.

- 2 Details of the scale, landscape, appearance and layout, (herein called the reserved matters) shall be submitted to and approved in writing by the Local Planning Authority before any development begins and the development shall be carried out as approved.

REASON: The application is not accompanied by such details.

- 3 Prior to the commencement of development plans showing how the means of access to the development between the land and the existing highway boundary with Green Lane will be constructed, laid out, surfaced, lit and drained, shall be submitted to the approved in writing by the Local Planning Authority. Thereafter, and prior to first occupation of the proposed development, construction of the access shall be undertaken only in accordance with the approved details.

REASON: To enable safe and suitable access to the development for all road users in accordance with the National Planning Policy Framework.

- 4 Prior to any above ground development, a plan showing that a refuse vehicle of not less than 11.4m in length can enter, turn in, and exit the development safely in forward gear shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, construction shall be carried out in accordance with the approved details.

REASON: In the interests of highway safety in accordance with the National Planning Policy Framework.

- 5 No building shall be occupied until space has been laid out within the site to accommodate the visitor car parking to serve the use, provided at a level commensurate with the traffic controls and timed slot arrangements (the specific number to be agreed with Local Planning Authority prior to them being provided) and such space shall be retained solely for parking purposes thereafter. Once the site is operational, there shall be no increase in the amount of car parking approved, without approval from the Local Planning Authority.

REASON: To ensure adequate car parking provision is made, but that does not cause an increase in the trip rate approved as part of the planning permission.

- 6 No more than 334 one-way vehicle movements shall arrive / depart from the site per visitor session using the pre-booked ticket system. For the purpose of this condition visitor sessions are defined as a period of at least two hours. There shall be a maximum of 3 such visitor sessions per day and the use shall only operate for 6 days in any week. Once the site is operational, there shall be no increase in the number of two-way trips per visitor session or of the number of sessions or days of operation, without approval from the Local Planning Authority.

REASON: In the interest of highway safety and to ensure the site does not lead to a severe traffic impact.

- 7 A Framework Travel Plan shall be submitted to and approved in writing by the Local Planning Authority, prior to the first use of the museum. This should also include detail as to how the site will operate on a pre-booking system, so that visitors will not arrive without booking. An updated Framework Travel Plan shall then be submitted in writing to the Local Planning Authority within 3 months of full occupation of the Museum.

REASON: In the interests of maximising the opportunities for sustainable travel in accordance with the National Planning Policy Framework.

- 8 Information on public transport services and routes, including maps and timetables, as well as walking and cycling routes within the local area, must be made available to all residents of the lodges. This package of information should first be submitted to and approved in writing by the Local Planning Authority and thereafter provided in accordance with the details approved.

REASON: In the interests of maximising the opportunities for sustainable travel in accordance with the National Planning Policy Framework.

- 9 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. Thereafter, construction shall only commence in accordance with the approved details. Where applicable, the CTMP must include the following:
- The CTMP must be appropriately titled, include the site and planning permission 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, adjoining Parish Councils and Local OCC and WODC members 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 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.
- REASON: In the interests of highway safety in accordance with the National Planning Policy Framework.
- 10 Development shall not begin until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro-geological context of the development, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The scheme shall also include:
- Discharge Rates
 - Discharge Volumes
 - Maintenance and management of SUDS features
 - Sizing of features - attenuation volume
 - Infiltration in accordance with BRE365
 - Detailed drainage layout with pipe numbers
 - SUDS - Permeable Paving, Rainwater Harvesting, Green Roof
 - Network drainage calculations
 - Phasing
 - The plans must show that there will be no private drainage into the existing public highway drainage system.

REASON: In the interests of highway safety in accordance with the National Planning Policy Framework.

- 11 The width, routing, fencing drainage, surfacing, furniture, signing etc of the diverted and retained length of bridleway need to be agreed by OCC Countryside Access so it forms a year-round safe and attractive route for walkers, cyclists and equestrians. This should include works to appropriate shared use standards and low visual impact fencing where appropriate.

REASON: to ensure that the bridleway is a safe and convenient route for all users with a continuity of experience and quality along its length.

- 12 With regard to the public right of way:
- a) Temporary obstructions. No materials, plant, temporary structures or excavations of any kind should be deposited / undertaken on or adjacent to the Public Right of Way that obstructs the public right of way whilst development takes place.
 - b) Route alterations. The development should be designed and implemented to fit in with the existing public rights of way network. No changes to the public right of way's legally recorded direction or width must be made without first securing appropriate temporary or permanent diversion through separate legal process. Alterations to surface, signing or structures shall not be made without prior written permission by Oxfordshire County Council.
 - c) Vehicle access (construction): No construction / demolition vehicle access may be taken along or across a public right of way without prior written permission and appropriate safety/mitigation measures approved by Oxfordshire County Council.
 - d) Vehicle access (Occupation): No vehicle access may be taken along or across a public right of way to residential or commercial sites without prior written permission and appropriate safety and surfacing measures approved by Oxfordshire County Council.
 - e) Gates / right of way: Any gates provided in association with the development shall be set back from the public right of way or shall not open outwards from the site across the public right of way.
 - f) Improvements to routes: Public rights of way through the site should be integrated with the development and improved to meet the pressures caused by the development whilst retaining their character where appropriate. This may include upgrades to some footpaths to enable cycling or horse riding and better access for commuters or people with lower agility. Proposed improvements should be discussed and agreed with Oxfordshire County Council.

REASON: To ensure the legal public right of way remains available, safe and convenient for public use.

- 13 If within a period of fifteen years from the date of planting of any tree/hedge/shrub that tree/hedge /shrub, or any replacement, is removed, uprooted or destroyed, or dies, or becomes seriously damaged or defective, another tree/hedge /shrub of the same species and size as that originally planted shall be planted in the same location as soon as reasonably possible and no later than the first available planting season.

REASON: To ensure effective delivery of approved landscaping and to secure enhancements for biodiversity in accordance with paragraphs 170, 174 and 175 of the National Planning Policy Framework, Policy EH3 of the Local Plan 2031 and in order for the Council to comply with Section 40 of the Natural Environment and Rural Communities Act 2006.

- 14 A Landscape and Ecology Management Plan (LEMP) shall be submitted to, and approved in writing by, the Local Planning Authority before occupation of the development. The content of the LEMP shall include, but not necessarily be limited to, the following information:
- i. Description and evaluation of features to be managed; including location(s) shown on a site map;
 - ii. Landscape and ecological trends and constraints on site that might influence management;
 - iii. Aims and objectives of management;

- iv. Appropriate management options for achieving aims and objectives;
- v. Prescriptions for management actions;
- vi. A work schedule matrix (i.e. an annual work plan) capable of being rolled forward over a 5-10 year period);
- vii. Details of the body or organisation responsible for implementation of the plan;
- viii. Ongoing monitoring and remedial measures;
- ix. Timeframe for reviewing the plan; and
- x. Details of how the aims and objectives of the LEMP will be communicated to the occupiers of the development.

The LEMP shall also include details of the legal and funding mechanism(s) by which the long term implementation of the plan will be secured by the developer with the management body (ies) responsible for its delivery.

The plan shall also set out (where the results from monitoring show that the conservation aims and objectives of the LEMP are not being met) how contingencies and/or remedial action will be identified, agreed and implemented.

The LEMP shall be implemented in full in accordance with the approved details.

REASON: To maintain and enhance biodiversity, and to ensure long-term management in perpetuity, in accordance with the NPPF (in particular Chapter 15), Policy EH3 of the Local Plan 2031 and in order for the council to comply with Part 3 of the Natural Environment and Rural Communities Act 2006.

- 15 Before any above ground works a landscaping scheme shall be submitted and approved in writing by the Local Planning Authority, including full details of all the measures in the approved Biodiversity Mitigation and Enhancement Strategy (required by condition 15) and a 5-year establishment phase maintenance plan . The scheme shall incorporate the planting of native trees to become new standards of appropriate species and at appropriate locations. The entire landscaping scheme shall be completed by the end of the first planting season following the first occupation of the development hereby approved.

REASON: To provide full details of landscaping within the development and to enhance the site for biodiversity in accordance with paragraphs 170, 174 and 175 of the National Planning Policy Framework, Policy EH3 of the Local Plan 2031 and in order for the Council to comply with Section 40 of the Natural Environment and Rural Communities Act 2006.

- 16 A Biodiversity Mitigation and Enhancement Strategy shall be submitted for the approval of the local planning authority as part of a reserved matters application for this development. The strategy shall be in accordance with the recommendations in sections 5.3 and 5.4 of the Preliminary Ecological Appraisal dated November 2018 (12.11.18) prepared by Windrush Ecology Ltd and shall include specifications for the installation of natural wildflower/grass roofs, a lighting strategy that minimises impact on foraging/commuting bats (based on a bat activity survey) and specific mitigation for ground-nesting birds (if required, based on a breeding bird survey). The approved strategy shall be implemented in full according to the specified timescales and all mitigation and enhancement features shall thereafter be permanently retained.

REASON: To ensure that hedgerows, woodlands, grasslands, bats, birds and other biodiversity features are protected and enhanced in accordance with The Conservation of Habitats and Species Regulations 2017, the Wildlife and Countryside Act 1981 as amended, Circular 06/2005, the National Planning Policy Framework (in particular Chapter 15), Policy EH3 of the Local Plan 2031 and in order for the Council to comply with Part 3 of the Natural Environment and Rural Communities Act 2006.

- 17 Prior to the commencement of above ground works, a Construction Environmental Management Plan - Biodiversity (CEMP-B) shall be submitted to and approved in writing by the local planning authority. The CEMP-B shall include, but not necessarily be limited to, the following:
- i. Risk assessment of potentially damaging construction activities;
 - ii. Identification of 'biodiversity protection zones';
 - iii. Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements);
 - iv. The location and timing of sensitive works to avoid harm to biodiversity features (e.g. daylight working hours only starting one hour after sunrise and ceasing one hour before sunset);
 - v. The times during construction when specialists ecologists need to be present on site to oversee works;
 - vi. Responsible persons and lines of communication;
 - vii. The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person(s);
 - viii. Use of protective fences, exclusion barriers and warning signs, including advanced installation and maintenance during the construction period; and
 - ix. Ongoing monitoring, including compliance checks by a competent person(s) during construction and immediately post-completion of construction works.
- The approved CEMP-B shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details.

REASON: To ensure that all protected and priority species and habitats are safeguarded in accordance with The Conservation of Habitats and Species Regulations 2017, the Wildlife and Countryside Act 1981 as amended, The Hedgerow Regulations 1997, Circular 06/2005, the National Planning Policy Framework (in particular Chapter 15), EH3 of the Local Plan 2031 and in order for the Council to comply with Part 3 of the Natural Environment and Rural Communities Act 2006.

- 18 A report prepared by a professional ecologist or similarly competent person certifying that the required mitigation and compensation measures identified in the CEMP-B have been completed to their satisfaction, and detailing the results of site supervision and any necessary remedial works undertaken or required, shall be submitted to the Local Planning Authority for approval within 3 months of the date of substantial completion of the development or at the end of the next available planting season, whichever is the sooner. Any approved remedial works shall subsequently be carried out under the strict supervision of a professional ecologist following that approval.

REASON: To ensure that protected and priority species and priority habitats are safeguarded in accordance with The Conservation of Habitats and Species Regulations 2017, the Wildlife and Countryside Act 1981 as amended, The Hedgerow Regulations 1997, Circular 06/2005, the National Planning Policy Framework (in particular Chapter 15), Policy EH3 of the Local Plan 2031 and in order for the Council to comply with Part 3 of the Natural Environment and Rural Communities Act 2006.

- 19 No development approved by this planning permission shall commence until a remediation strategy to deal with the risks associated with contamination of the site in respect of the development hereby permitted, has been submitted to, and approved in writing by, the local planning authority. This strategy will include the following components:
- I. A preliminary risk assessment which has identified:
 - all previous uses
 - potential contaminants associated with those uses
 - a conceptual model of the site indicating sources, pathways and receptors
 - potentially unacceptable risks arising from contamination at the site

2. A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off-site.
3. The results of the site investigation and the detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
4. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action. Any changes to these components require the written consent of the local planning authority. The scheme shall be implemented as approved.

REASON: NPPF paragraph 170 states that the planning system should contribute to and enhance the natural and local environment by preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels water pollution. Government policy also states that planning policies and decisions should ensure that adequate site investigation information, prepared by a competent person, is presented (NPPF, paragraph 178).

- 20 Prior to any part of the permitted development being brought into use, a verification report demonstrating the completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to, and approved in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.

REASON: To ensure that the site does not pose any further risk to human health or the water environment by demonstrating that the requirements of the approved verification plan have been met and that remediation of the site is complete. This is in line with paragraph 170 of the NPPF.

- 21 No drainage systems for the infiltration of surface water to the ground are permitted other than with the written consent of the local planning authority. Any proposals for such systems must be supported by an assessment of the risks to controlled waters. The development shall be carried out in accordance with the approved details.

REASON: NPPF paragraph 170 states that the planning system should contribute to and enhance the natural and local environment by preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels water pollution.

- 22 The development hereby permitted may not commence until a foul water drainage scheme has been submitted to and approved in writing by the local planning authority. The scheme shall be implemented as approved and completed prior to the development being brought into use.

REASON: To ensure that the proposed non-mains drainage system does not harm groundwater resources in line with paragraph 170 of the NPPF.

- 23 The applicant, or their agents or successors in title, shall be responsible for organising and implementing an archaeological investigation, to be undertaken prior to development commencing. The investigation shall be carried out by a professional archaeological organisation in accordance with a Written Scheme of Investigation that has first been approved in writing by the Local Planning Authority.

REASON: To safeguard the recording of archaeological matters within the site in accordance with the NPPF (2018)

24 Prior to the commencement of the development and following the approval of the Written Scheme of Investigation referred to in condition 23, a staged programme of archaeological investigation shall be carried out by the commissioned archaeological organisation in accordance with the approved Written Scheme of Investigation. The programme of work shall include all processing, research and analysis necessary to produce an accessible and useable archive and a full report for publication which shall be submitted to the Local Planning Authority.

REASON: To safeguard the recording of archaeological matters within the site in accordance with the NPPF (2018).

25 No more than 5 concourse events shall take place within any one calendar year and any such event shall not be open to the public for more than 2 days at any one time and shall avoid the use of amplified music or fireworks
REASON: To ensure that the impacts of concourse events upon the wider area in terms of traffic and activity are mitigated

26 As an integral part of the landscaping details to be submitted as a part of the reserved matters application full details of the boundary treatments, the use of the open areas not to be incorporated as part of the parkland and the lighting shall be submitted for agreement

REASON To ensure that the impacts of lighting, landscaping and boundary/security fencing is properly considered

27 The car exercise track shall only be used by:

- 1) automobiles which by virtue of their financial value, artistic value, historic significance and/ or rarity are deemed to be collectable and eligible for exhibition in the museum; and
- 2) contemporary road legal automobiles for demonstration or exercise or exhibition.

and the said use of the track shall only take place between the hours of 0900 and 1800 on days that the museum is open to the public

REASON: To limit potential noise impacts

28 No use of any of the buildings or land hereby approved shall take place other than for the primary purposes set out in the parameter plans approved as part of this application other than as may have been explicitly agreed in writing by the LPA prior to that alternate use taking place.

REASON: To ensure that the impact of the development is properly controlled in the interests of highway safety and amenity

29 The level of noise emitted by vehicles on the exercise track, measured at a distance of 20 metres from the middle of the hard surface of the track hereby permitted, shall not exceed 75db LAeq5min or 83 dbLMAX (fast) at any time.

REASON: To limit noise impacts

30 Prior to first occupation of the museum details of the number and location of EV charging points to be provided shall be first agreed in writing by the LPA and the said EV charging points shall be provided and thereafter retained whilst the museum is operational

REASON: To encourage use of less polluting vehicles.

- 31 As an integral part of the landscaping details to be submitted as a part of the reserved matters application the developer shall be responsible for submitting a phasing plan indicating the delivery of the key elements of the scheme including the structural landscaping in sequential order and once agreed by the LPA the development shall only be implemented in accordance with the said agreed phasing plan
REASON To ensure that the houses are not developed separately from the museum and that the landscape mitigation is delivered

INFORMATIVES :-

- I Additional information in respect of the Environment Agency conditions
Please note, having reviewed the Geo-Environmental Report, prepared by Enzygo Geo Environment, reference CRM.1463.001. GE.R.001.D, revision D, dated October 2018, we are satisfied that part I of this condition has been fulfilled.
We note that no evidence was found during the site walk over of ducts that could contain fuel pipe lines or evidence of bulk fuel storage associated with the historic use of this site as a World War II Airfield. We note that the Geo-Environmental Report, prepared by Enzygo Geo Environment, reference CRM.1463.001. GE.R.001.D, revision D, states that the purpose of the proposed additional site investigation is to confirm the absence of the Petrol, Oil and Lubricants (POL) infrastructure. We agree with the findings of this report that supplementary site investigation is necessary to ensure that hidden structures do not become ruptured during enabling works and potentially release fuels that could impact on the underlying Principal Aquifer.
We would like to see results of groundwater monitoring carried out at an early stage in the investigation process. We would also like to see the depth of these rotary boreholes (and their locations) be assessed from the location of the springs in the area.
We note that the drillers' logs for the window sampler holes and trial pits show that bands of clay have been encountered within the limestone on the southern part of the site with seepages recorded. This suggests that shallow perched groundwater may have been encountered. The contaminative status of this perched groundwater should also be explored in the investigation.
We are pleased to see that in the potential event that tanks and pipework are encountered, these will be removed together with any impacted soils, and that pipework will be sealed; de-watered and/or removed as appropriate using a specialist contractor. We recommend that as a precaution (watching brief) that a qualified remediation specialist be present on site during the drilling of wells and excavation of trial pits.
Until we know the contaminative status of the underlying soils and groundwater, the surface water drainage plans for this site should not include the use of soakaways.
This site is located over a Principal Aquifer that feeds springs and streams in the locality. The classification of this aquifer under WFD is of poor status with respect to nitrate and therefore the treatment of foul sewage should be of a standard suitable for this location.
We are pleased to see that a package sewage treatment plant will be used for this development. We need reassurance that this non-mains drainage system will be of suitable capacity to deal with the output of the museum and that there will be a formal scheme in place for the on-going maintenance and management of this treatment plant.
- 2 New development should be connected to the public mains (with the prior written approval of the statutory undertaker) where possible. Proliferation of individual treatment plants can cause deterioration in local water quality (ground and surface water). This would be contrary to the principles of the EU Water Framework Directive 1) and is supported by paragraph 170 of the National Planning Policy Framework which requires the planning system to ensure the environment is not adversely affected by water pollution.

If it is shown not to be feasible to connect to the public foul sewer, you may need an Environmental Permit from the Environment Agency.

- 3 The diversion application, construction and certification of the bridleway should be completed in accordance with the terms of the 106 agreement to ensure that the bridleway is available to the public at the earliest opportunity following the construction period.
- 4 Separate consent must be obtained from OCC Road Agreements Team for all works on and immediately adjacent to the highway under S278 of the Highway Act. Contact: 01865 815700: RoadAgreements@oxfordshire.gov.uk
- 5 The reserved matters application will include details of landscaping proposals and these must incorporate the biodiversity enhancements recommended in sections 5.3 and 5.4 of the Preliminary Ecological Appraisal and the comments of the Biodiversity Officer (in order that the proposed development complies with the biodiversity mitigation and enhancement recommendations to deliver a biodiversity net gain in accordance with the NPPF and Local Plan Policy EH3).
- 6 You are reminded of the terms of the parallel legal agreement which has obligations regarding the operation of the main site and the occupation of the lodges
- 7 You are advised of the presence of an active airfield and motor car exercise facility within close proximity of the site which may generate noise impacts at certain times
- 8 It is anticipated that the development will closely follow the design principles and parameter plans set out in the information accompanying the application as clarified and amended by the revised details submitted. In the submission of reserved matters, it shall be demonstrated that the two lodges to the north do not present a risk associated with aviation activity at Enstone airfield.




Giles Hughes
Head of Paid Service

Dated 15th May 2020

IT IS IMPORTANT THAT YOU READ THE NOTES ACCOMPANYING THIS NOTICE. THESE CAN BE FOUND AT www.westoxon.gov.uk/decisionnotes. If you require a hard copy or do not have access to the internet please contact us on 01993 861420 and we will provide you with a paper copy.

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 <p>WEST OXFORDSHIRE DISTRICT COUNCIL</p>	<p>WEST OXFORDSHIRE DISTRICT COUNCIL</p>
<p>Name and date of Committee</p>	<p>Development Control Committee – 27 March 2023</p>
<p>Subject</p>	<p>Botley West Solar Farm - Nationally Significant Infrastructure Project (NSIP)</p>
<p>Wards affected</p>	<p>All</p>
<p>Accountable member</p>	<p>Cllr. Elizabeth Poskitt - Chair of Development Control Committee Email: elizabeth.poskitt@westoxon.gov.uk Cllr. Carl Rylett – Executive Member for Planning and Sustainable Development Email: carl.rylett@westoxon.gov.uk</p>
<p>Accountable officer</p>	<p>Andrew Thomson – Lead Planning Policy and Implementation Officer Email: Andrew.thomson@westoxon.gov.uk Phil Shaw – Business Manager – Development and Sustainability Email: Phil.shaw@westoxon.gov.uk</p>
<p>Report author</p>	<p>Andrew Thomson – Lead Planning Policy and Implementation Officer Email: Andrew.thomson@westoxon.gov.uk</p>
<p>Summary/Purpose</p>	<p>To introduce the Botley West Solar Farm proposal as a Nationally Significant Infrastructure Project (NSIP), to explain the Development Consent Order (DCO) process for determining applications for NSIPs and to discuss the mechanisms for decision making on NSIP proposals.</p> <p>It is considered that Development Control Committee should respond to any matters, relating to the Botley West Solar Farm proposal, throughout the Development Consent Order process.</p>

Annexes	<p>Annex 1. Botley West Solar Farm Draft Site Boundary</p> <p>Annex 2. Planning Considerations for NSIP proposals – Summary of National Policy Statements</p>
Recommendation(s)	<p><i>That Development Control Committee resolves to:</i></p> <p><i>Note the information in this report.</i></p>
Corporate priorities	<ul style="list-style-type: none"> • Putting Residents First • A Good Quality of Life for All • A Better Environment for People and Wildlife • Responding to the Climate and Ecological Emergency
Key Decision	<p>There is no decision to be made at this stage, although it should be noted that the Botley West Solar Farm NSIP, will potentially effect a number of parishes within West Oxfordshire and neighbouring districts.</p>
Exempt	<p>NO</p>
Consultees/ Consultation	<p>Consultation on the proposals will be necessary at various stages throughout the DCO process, particularly when preparing the Local Impact Report and making representations in response to the development proposals.</p> <p>Members will be notified at the appropriate time, as to when consultation on proposals will be necessary.</p> <p>As West Oxfordshire is not the decision making authority, the applicant is responsible for co-ordinating any consultation in relation to their proposals.</p> <p>Officers wish to ensure that members have oversight of any proposed response or submission as part of the DCO process and will include, but not be limited to the following;</p> <p>Statement of Community Consultation EIA Scoping Report Formal consultation on NSIP proposal Local Impact Report Submission of representations Adequacy of Consultation Report Engagement in Examination</p>

I. BACKGROUND

- I.1** Nationally Significant Infrastructure Projects (NSIPs) are projects of certain types, over a certain size, which are considered by the Government to be so big and nationally important that permission to build them needs to be given at a national level, by the responsible Government minister (the 'Secretary of State').
- I.2** Instead of applying to the local authority for Planning Permission, applicants for NSIPs must apply to the Planning Inspectorate (PINS) for a different permission called a Development Consent Order (DCO).
- I.3** Local Planning Authorities have a limited but important role to play in the DCO process. Although they are not the decision making authority, they are required to respond to consultations on key documents including Statements of Community Consultation and Environmental Impact Assessment (EIA) Scoping Reports and to submit impact assessments and representations as part of the Examination process.
- I.4** Nationally Significant Infrastructure Projects are not specifically included in Council's planning scheme of delegation, but with proposals emerging for at least one NSIP to be developed in West Oxfordshire, it would be prudent to ensure that appropriate arrangements are in place, to ensure timely decision making on major schemes affecting many communities in West Oxfordshire.
- I.5** The Botley West Solar Farm proposal is the first NSIP to be proposed for West Oxfordshire. The 840MW proposal will cover an area of approximately 1,400 hectares and affect a number of parishes.
- I.6** The developer for the proposed Botley West Solar Farm has published an indicative timetable for the DCO process, with submission of the application due in winter 2023. There are a number of key milestones during the process that must be met before the application is submitted.
- I.7** Members may wish to review information at key milestones and make decisions on how to respond to the proposal throughout the DCO process. The correct mechanisms must be put in place, to ensure that members and officers can respond to the proposals in a timely manner.
- I.8** It is considered that Development Control Committee would be the appropriate committee to consider matters relating to NSIPs, with officers working in consultation with the Chair of the Development Control Committee and the Executive Member for Planning and Sustainable Development

2. THE BOTLEY WEST SOLAR FARM

- 2.1** Photovolt Development Partners (PVDP) are proposing a new solar farm in the west of Oxfordshire called Botley West Solar Farm. Botley West Solar Farm could deliver 840 Megawatts (MW) of clean affordable power to the National Grid.
- 2.2** It is proposed that the Botley West Solar Farm will connect into a new National Grid substation, to be built and located west of Botley, hence the name Botley West.
- 2.3** Proposals are for a site area of approximately 1,400 hectares, excluding connecting cable routes, within the administrative areas of West Oxfordshire, Cherwell and Vale of White Horse. Within the site, proposals are for installation of solar panels and other infrastructure on approximately 1,000 hectares, leaving significant areas for mitigation and enhancements for the local landscape, wildlife and recreational use. See map at Annex 1
- 2.4** The proposed solar farm falls within the definition of a 'nationally significant infrastructure project' (NSIP) under Section 14(1)(a) and 15(2) of the Planning Act 2008 ('the Act') as the construction of a generating station with a capacity of more than 50 MW.
- 2.5** As the proposed NSIP is located within West Oxfordshire, WODC is regarded as a host authority for the purpose of the Development Consent Order process.

3. THE DEVELOPMENT CONSENT ORDER (DCO) PROCESS

- 3.1** The DCO process comprises six stages, with requirements for stakeholder engagement and assessment, as well as the preparation of supporting documentation at each stage
- 3.2** Host authorities have a particular role throughout the DCO process and will be called upon at key stages, to respond to proposals, to submit representations and to engage in the Examination of the proposals.
- 3.3** The 6 stages of the DCO process and requirements for stakeholder involvement at each stage are summarised in the table below;

Stage	Key documents and stakeholder involvement
<p>1) Pre-application stage</p> <p>The applicant takes full responsibility at this stage – The proposed development has to be fully scoped and refined before submission to Planning Inspectorate. The pre-application stage requires formal consultation with statutory bodies, the local authority and community.</p>	<ul style="list-style-type: none"> • Provide comments on applicant’s draft Statement of Community Consultation (SoCC) • Respond to developer consultation about the scheme • Discuss with developer about S106 agreements and requirements • Commence work on Local Impact Report (LIR) and Statements of Common Ground (SoCG) • Consider joint working arrangements with other authorities • Agree terms of any planning performance agreement with developer.
<p>2) Acceptance stage</p> <p>The Planning Inspectorate will take centre stage at this point. The application is formally submitted to the Planning Inspectorate, who have 28 days to determine whether an application can proceed to Examination. If refused, the applicant has 6 weeks to challenge the decision. If accepted, documentation will be published on the Planning Inspectorate website and we will proceed to the pre-examination stage.</p>	<ul style="list-style-type: none"> • 14 days for local authority to submit adequacy of consultation representation
<p>3) Pre-examination</p> <p>The applicant will publicise that application has been accepted by the Planning Inspectorate – They will explain how and when parties can get involved in the Examination process. An Inspector will be appointed and preliminary meetings take place.</p>	<ul style="list-style-type: none"> • WODC will be required to respond to the invitation to the preliminary meeting as the host authority • WODC will consider the draft Examination timetable and provide comments if necessary • Attend preliminary meeting • Continue preparation of SoCG, LIR and written representations • Prepare for Examination including engaging legal and specialist support • Continue negotiations with developer • Submit relevant representations

4) Examination	<ul style="list-style-type: none"> • 6 month Examination (Maximum) • Submit LIR and SoCG and written representation early in Examination • Attend and participate in hearings and accompanied site visits as necessary • Submit signed planning obligation by deadline • Respond to written questions and requests for further information • Comment on other interested parties representations and submissions
5) Planning Inspectorate submit recommendation BEIS for final decision on whether to grant consent.	
6) Post decision 6 weeks for legal challenge	<ul style="list-style-type: none"> • Discharge of requirements and monitoring • Enforcement • Responding to notifications – non material and material change applications

- 3.4** A final decision on whether permission should be granted for the Botley West Solar Farm, will be made by the Examining Authority in the context of the relevant National Policy Statements. National Policy Statements provide the framework for decision making as required by the Planning Act 2008.
- 3.5** A summary of relevant planning considerations, as set out in the National Policy Statements is included at Annex 2.
- 3.6** Under the Planning Act 2008 the Secretary of State must also have regard to any local impact report submitted by a relevant local authority, any relevant matters prescribed in regulations, and any other matters which the Secretary of State thinks are both important and relevant to the decision.
- 3.7** Other matters that may be considered both important and relevant to decision-making may include Development Plan Documents or other documents in the Local Development Framework.
- 3.8** The Developer has proposed an indicative timetable for the submission of their application to the Planning Inspectorate;

- Autumn 2022 – Phase One community consultation on initial proposals
- Winter 2022/23 – Scoping Report submitted to PINS
- Winter 2022/23 – Consultation with LAs on draft Statement of Community Consultation
- Spring 2023 – Phase 2 consultation on more detailed design proposals and Preliminary Environmental Information Report (PEIR)
- Winter 2023 – DCO Application submission
- 2024 – DCO examination process
- Early 2025 – Anticipated DCO decision from Secretary of State
- Summer 2025 – Start of construction

3.9 Officers will continue to engage with the developer and agent for the proposal, to understand how the proposed timetable may change. The Local authority have not yet been consulted on the draft Statement of Community Consultation, which suggests that detailed consultation and submission of the application may be delayed.

4. PLANNING SCHEME OF DELEGATION FOR NSIPs

- 4.1** As a host authority, West Oxfordshire District Council are required to engage throughout the DCO process and will be expected to respond to any requests for information and to submit necessary representations up to and including the Examination stage.
- 4.2** Officers at each of the Oxfordshire authorities have been identified to engage directly with applicant and to facilitate any response or assessment necessary to contribute to the DCO process.
- 4.3** The scale and sensitivity of the Botley West Solar Farm proposal, mean that Member oversight will be required, as the final decision could have potential for significant and long lasting effects on communities and the environment.
- 4.4** The district council may wish to set out a clear position on this NSIP proposals in due course, particularly when more information on the impacts of the proposal are made available.
- 4.5** The Council Constitution allows for NSIP proposals be considered by the Development Control Committee.
- 4.6** Development Control Committee have the power to sub delegate authority to officers, under Local Government Act 1972.
- 4.7** It is suggested that the committee delegate authority to the Business Manager for Development and Sustainability, as well as the Lead Planning Policy and Implementation Officer, to undertake any necessary work relevant to the Botley West Solar Farm DCO

process, in consultation with the Chair of the Development Control Committee and the Executive Member for Planning and Sustainable Development and to report to the Development Control Committee throughout the DCO process.

5. ALTERNATIVE OPTIONS

- 5.1 To seek to amend the council constitution so that NSIP proposals are considered at Full Council.

6. FINANCIAL IMPLICATIONS

- 6.1 There is potential for a significant amount of officer time to be dedicated to engaging with the DCO process. Opportunities for a Planning Performance Agreement will be sought, where it is considered that officer engagement will impact the Council's ability to perform its statutory functions

7. LEGAL IMPLICATIONS

- 7.1 This report is provided for information and it is considered that there are no legal implications associated with it at this time.

8. RISK ASSESSMENT

- 8.1 This report is provided for information and it is considered that there are no risks associated with it at this time
- 8.2 In order for Development Control Committee to make key decisions relating to the Botley West Solar Farm in the future, it may be necessary to arrange additional meetings so that members are able to respond in a timely manner.

9. EQUALITIES IMPACT

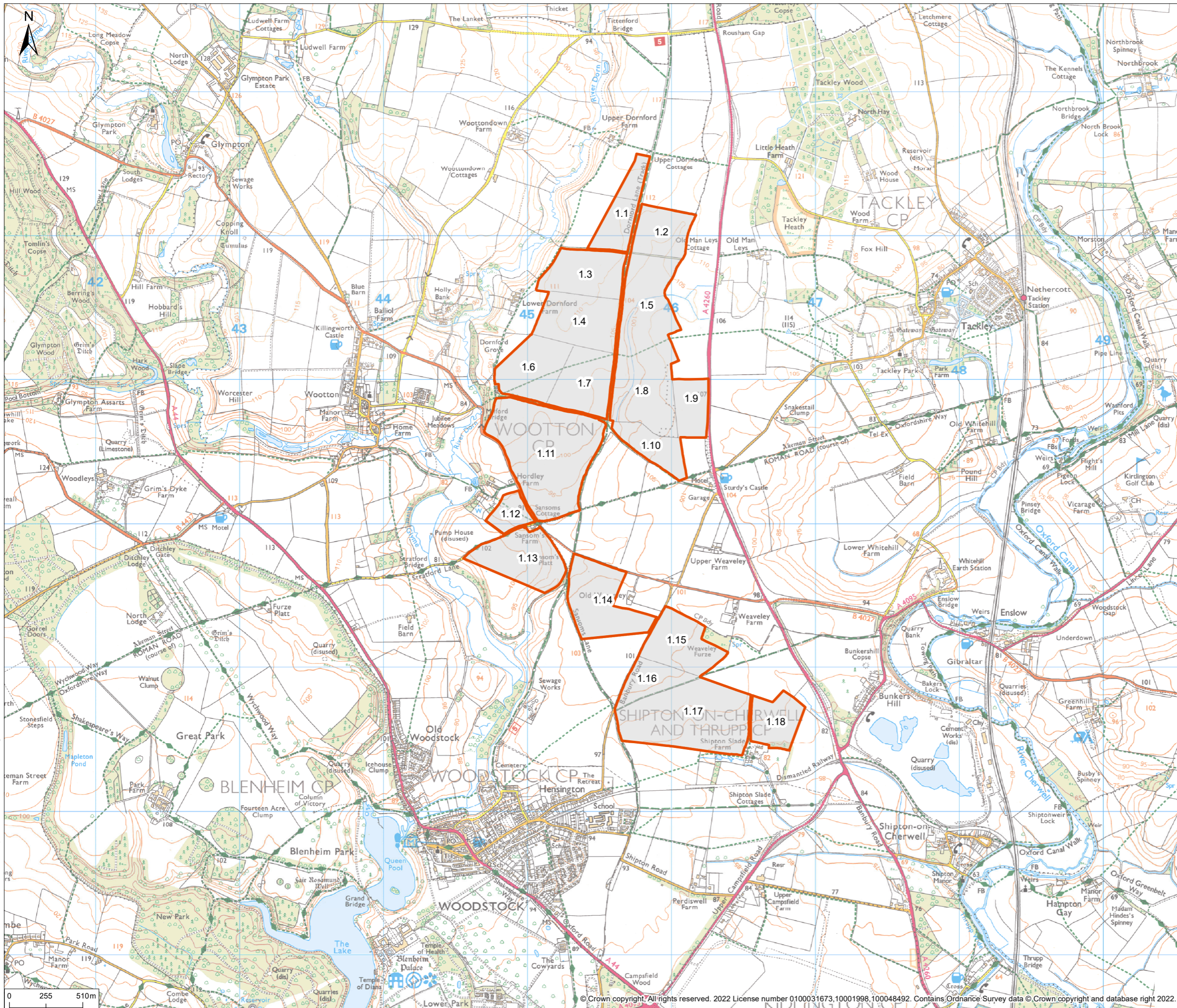
- 9.1 It is considered that the Botley West Solar Farm proposal will not have any differential negative impact on any group, with protected characteristics, in West Oxfordshire.

10. CLIMATE AND ECOLOGICAL EMERGENCIES IMPLICATIONS

- 10.1 The Botley West Solar Farm proposal has the potential to generate significant amount of renewable energy, contributing to the decarbonisation of the National Grid and helping to achieve net zero carbon targets by 2050.
- 10.2 The scale and location of the proposal would likely result in significant impacts on biodiversity and natural capital.
- 10.3 There is potential for the proposal to result in both positive and negative impacts, both in terms of addressing the causes and mitigating the impacts of climate change.

11. BACKGROUND PAPERS

- 11.1 None



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Legend

Site Location

Rev	Description	By	CB	Date



**PHOTOVOLT
DEVELOPMENT PARTNERS**

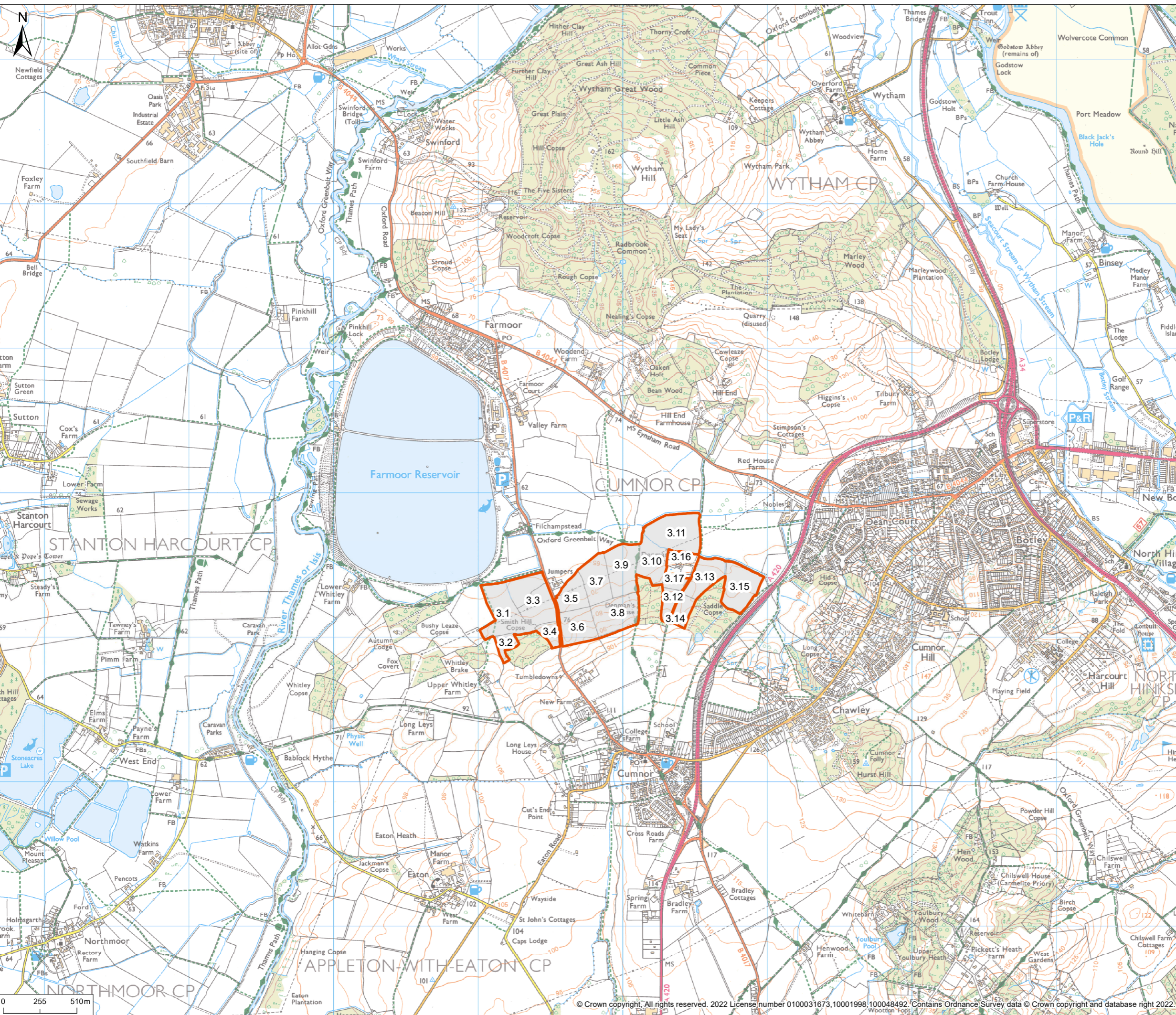
Client -
 Project **Botley West Solar Farm**

Title **Site Location Plan - North**

Status **DRAFT** Drawn By **JM** PM/Checked By **CD**

Project Number **OXF12426** Scale @ A3 **1:25,000** Date Created **NOV 2022**

Figure Number **1** Rev **-**



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Legend
 Site Location

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Rev	Description	By	CB	Date

PHOTOVOLT
 DEVELOPMENT PARTNERS

Client -
 Project Botley West Solar Farm
 Title Site Location Plan - South
 Status DRAFT
 Drawn By JM
 PM/Checked By CD
 Project Number OXF12426
 Scale @ A3 1:25,000
 Date Created NOV 2022
 Figure Number 1
 Rev -

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Planning Considerations for the Botley West Solar Farm Proposal

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Introduction

The Botley West Solar Farm proposal is for an 840MW Solar Farm within the districts of Cherwell, Vale of White Horse and West Oxfordshire covering an area of approximately 1,400 hectares.

The scale of the proposal means that it is considered to be a Nationally Significant Infrastructure Project (NSIP). The decision making process for NSIPs is different to a normal planning application and although Local Planning Authorities will have an important role to play, they are not the decision making authorities for this proposal.

For the development to be approved, the developer must apply for permission via the Development Consent Order (DCO) process, with the Secretary of State for Business, Energy and Industrial Strategy making the final decision on the scheme.

The Development Consent Order (DCO) process

The stages of the DCO process are clearly defined and there is useful guidance available as to how stakeholders can engage throughout the process available online¹.

Stage	Explanation
Pre-application stage	The applicant takes full responsibility at this stage – The proposed development has to be fully scoped and refined before submission to Planning Inspectorate. The pre-application stage requires formal consultation with statutory bodies, the local authority and community.
Acceptance stage	The Planning Inspectorate will take centre stage at this point. The application is formally submitted to the Planning Inspectorate, who have 28 days to determine whether an application can proceed to Examination. If refused, the applicant has 6 weeks to challenge the decision. If accepted, documentation will be published on the Planning Inspectorate website and we will proceed to the pre-examination stage.
Pre-examination	The applicant will publicise that application has been accepted by the Planning Inspectorate – They will explain how and when parties can get involved in the Examination process. An Inspector will be appointed and preliminary meetings take place.
Recommendation and Decision	
Post Decision	

¹ <https://infrastructure.planninginspectorate.gov.uk/legislation-and-advice/advice-notes/>

Planning considerations for decision making

The decision on whether to grant permission for the Development Consent Order will be made by the relevant Secretary of State (SoS) following a recommendation from the Planning Inspectorate (PINS), at the conclusion of the Examination process.

In making their recommendation to the SoS, PINS will assess the merits of the scheme through a formal Examination. There are a wide range of things that PINS will have to consider in order to make their recommendation for or against granting permission for the scheme.

For a proposal of this nature, it will involve balancing the positive and negative impacts of the scheme. Stakeholders will likely focus on particular types of impacts whether social, environmental or economic.

There are a wide range of considerations that will be relevant to the Planning Inspectorate and these are set out primarily in National Policy Statements.

Under the Planning Act 2008 the Secretary of State must also have regard to any local impact report submitted by a relevant local authority, any relevant matters prescribed in regulations, and any other matters which the Secretary of State thinks are both important and relevant to the decision.

Other matters that may be considered both important and relevant to decision-making may include Development Plan Documents or other documents in the Local Development Framework.

National Policy Statements

The suite of National Policy Statements will be a primary consideration for the Examining Authority (The Planning Inspector) when making a recommendation on whether to grant consent.

Examining Authorities make their recommendations within the framework provided by NPSs, as required by the Planning Act 2008. The Secretary of State must decide the DCO application in accordance with any relevant National Policy Statement.

The energy NPSs cover the overarching delivery of energy infrastructure in the UK and provide the legal framework for planning decisions.

Policies set out in NPSs, are for the most part, intended to make the process of consenting nationally significant energy infrastructure clearer and more transparent, rather than to change the underlying policies against which applications are assessed.

The National Policy Statements for energy and renewable energy set out national policy for energy infrastructure. These policies guide decisions by the Secretary of State on applications for energy development. For Nationally Significant Infrastructure projects NPS EN-1, when combined with NPS EN-3, provides the primary basis for decisions by the Secretary of State.

National Policy Statements are due to be updated in 2023

Assessment Principles

When considering proposals for development and in weighing up the benefits of a proposal against any adverse impacts, the Examining Authority should consider;

- Any potential benefits including contributions to meeting the need for energy infrastructure, job creation and any long-term or wider benefits; and
- Any potential adverse impacts, including any long-term and cumulative adverse impacts, as well as any measures to avoid, reduce or compensate for any adverse impacts.

The Examining Authority should take into account any environmental, social and economic benefits and adverse impacts, at national, regional and local levels.

The Examining Authority should satisfy itself that likely significant effects, including any significant residual effects that remain after any proposed mitigation measures have been adequately assessed.

An Environmental Statement (ES) should provide information on how the effects of the proposal would combine and interact with the effects of other development that is planned in the area.

It should consider how the accumulation of, and interrelationship between, effects might affect the environment, economy or community as a whole, even though they may be acceptable when considered on an individual basis with mitigation measures in place

The applicant should provide information proportionate to the scale of the project on the likely significant environmental, social and economic effects.

Environmental Statement

The Environmental Statement should cover all of the potential environmental impacts relating to the scheme.

In summary....

This should cover the effects on human beings, fauna and flora, soil, water, air, climate, landscape, material assets, and cultural heritage and the interactions between them. It should cover the direct effects of the proposal and any indirect, secondary, cumulative, short, medium and long-term, permanent and temporary, positive and negative effects at all stages of the project and also the measures envisaged for avoiding or mitigating significant adverse effects.

The Examining Authority will wish to consider the potential effects, including benefits, of a proposal and will find it helpful if the applicant sets out information on the likely significant social and economic effects of the development, and shows how any likely significant negative effects would be avoided or mitigated.

Habitat Regulations Assessment (HRA)

It must also be considered whether the project may have a significant effect on a European site, such as Oxford Meadows Special Area of Conservation (SAC). The applicant should seek the advice of Natural England and provide the Examining Authority with such information as it may reasonably require to determine whether a more detailed assessment is required. In the event that an Appropriate Assessment is required, the applicant must provide the Examining Authority with such information as may reasonably be required to conduct the assessment. This should include information about mitigation measures that are proposed to minimise or avoid likely effects.

Alternative Sites

Applicants are obliged to include in the Environmental Statement, as a matter of fact, information about the main alternatives they have studied. This should include an indication of the main reasons for the applicant's choice, taking into account the environmental, social and economic effects and including, where relevant, technical and commercial feasibility;

Good Design

Applying "good design" to energy projects should produce sustainable infrastructure that is sensitive to place, efficient in the use of natural resources matched by an appearance that demonstrates good aesthetic as far as possible. It is recognised however that the nature of many energy infrastructure developments will often limit the extent to which it can contribute to the enhancement of the quality of the area.

In the light of this, and given the importance of good design and sustainability, the Examining Authority needs to be satisfied that energy infrastructure developments are sustainable and, having regard to regulatory and other constraints, are as attractive, durable and adaptable as they can be. In so doing, the Examining Authority should satisfy itself that the applicant has taken into account both functionality and aesthetics as far as possible. Whilst the applicant may have limited choice in the physical appearance of energy infrastructure, there may be opportunities to demonstrate good design in terms of siting relative to existing landscape character, landform and vegetation.

Applicants should be able to demonstrate how the design process was conducted and how the proposed design evolved. In considering applications the Examining Authority should take into account the purpose of the infrastructure and bear in mind the operational, safety and security requirements which the design has to satisfy.

Climate Change

Climate change is likely to mean that the UK will experience hotter, drier summers and warmer, wetter winters. There is a likelihood of increased flooding, drought, heatwaves and intense rainfall events, as well as rising sea levels. Adaptation is therefore necessary to deal with the potential impacts of these changes that are already happening.

The Examining Authority should be satisfied that applicants for new energy infrastructure have taken climate change into account to ensure they have identified appropriate mitigation or adaptation measures. This should cover the estimated lifetime of the new infrastructure.

If any adaptation measures give rise to consequential impacts, e.g. on flooding or water resources, the Examining Authority should consider the impacts in relation to the application as a whole.

Grid Connection

The connection of a proposed electricity generation plant to the electricity network is an important consideration for applicants wanting to construct or extend generation plant. It is for the applicant to ensure that there will be necessary infrastructure and capacity within an existing or planned transmission or distribution network to accommodate the electricity generated.

Health

Energy production has the potential to impact on the health and well-being of the population. Access to energy is clearly beneficial to society and to our health as a whole. However, the production, distribution and use of energy may have negative impacts on some people's health.

The Environmental Statement should assess these effects for each element of the project, identifying any adverse health impacts, and identifying measures to avoid, reduce or compensate for these impacts as appropriate. The impacts of more than one development may affect people simultaneously, so the cumulative impact on health should be considered.

The direct impacts on health may include increased traffic, air or water pollution, dust, odour, hazardous waste and substances, noise, exposure to radiation, and increases in pests.

New energy infrastructure may also affect the composition, size and proximity of the local population, and in doing so have indirect health impacts, for example if it in some way affects access to key public services, transport or the use of open space for recreation and physical activity.

Generic Impacts

Air Quality and emissions

Infrastructure development can have adverse effects on air quality. The construction, operation and decommissioning phases can involve emissions to air which could lead to adverse impacts on health, on protected species and habitats, or on the wider countryside.

Where the project is likely to have adverse effects on air quality the applicant should undertake an assessment of the impacts of the proposed project as part of the Environmental Statement (ES).

Air quality considerations should be given substantial weight where a project would lead to a deterioration in air quality in an area, or leads to a new area where air quality breaches any national air quality limits.

Biodiversity and Geological Conservation

The Environmental Statement should clearly set out any effects on internationally, nationally and locally designated sites of ecological or geological conservation importance, on protected species and on habitats and other species identified as being of principal importance for the conservation of biodiversity.

This should take account of the context and challenge of climate change, as failure to address this challenge will result in significant adverse impacts to biodiversity.

Development should aim to avoid significant harm to biodiversity and geological conservation interests, including through mitigation and consideration of reasonable alternatives; where significant harm cannot be avoided, then appropriate compensation measures should be sought.

Development proposals provide many opportunities for the inclusion of beneficial biodiversity or geological features as part of good design. Such opportunities should be maximised in and around developments, using requirements or planning obligations where appropriate.

Civil and Military Aviation and defence interests

Civil and military aerodromes, aviation technical sites, and other types of defence interests can be affected by new energy development.

Where the proposed development may have an effect on civil or military aviation and/or other defence assets an assessment of potential effects should be set out in the ES.

The Examining Authority should be satisfied that the effects on civil and military aerodromes, aviation technical sites and other defence assets have been addressed by the applicant and that any necessary assessment of the proposal on aviation or defence interests has been carried out.

Flood Risk

Applications for energy projects of 1 hectare or greater in Flood Zone 1 and all proposals for energy projects located in Flood Zones 2 and 3 should be accompanied by a flood risk assessment (FRA). An FRA will also be required where an energy project less than 1 hectare may be subject to sources of flooding other than rivers (for example surface water), or where the EA or other body have indicated that there may be drainage problems. This should identify and assess the risks of all forms of flooding to and from the project and demonstrate how these flood risks will be managed, taking climate change into account.

Historic Environment

The historic environment includes all aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, landscaped and planted or managed flora. Those elements of the historic environment that hold value to this and future generations because of their historic, archaeological, architectural or artistic interest are called "heritage assets". A heritage asset may be any building, monument, site, place, area or landscape, or any combination of these. The sum of the heritage interests that a heritage asset holds is referred to as its significance.

Some heritage assets have a level of significance that justifies official designation. Categories of designated heritage assets are: a World Heritage Site; Scheduled Monument; Listed Building; Registered Park and Garden; Registered Battlefield and Conservation Area;

As part of the ES, the applicant should provide a description of the significance of the heritage assets affected by the proposed development and the contribution of their setting to that significance. The level of detail should be proportionate to the importance of the heritage assets and no more than is sufficient to understand the potential impact of the proposal on the significance of the heritage asset. As a minimum the applicant should have consulted the relevant Historic Environment Record

Any harmful impact on the significance of a designated heritage asset should be weighed against the public benefit of development, recognising that the greater the harm to the significance of the heritage asset the greater the justification will be needed for any loss

Landscape and Visual

The landscape and visual effects of energy projects will vary on a case by case basis according to the type of development, its location and the landscape setting of the proposed development. In this context, references to landscape should be taken as covering townscape where appropriate.

The applicant should carry out a landscape and visual assessment and report it in the ES. The landscape and visual assessment should include reference to any landscape character assessment and associated studies as a means of assessing landscape impacts relevant to the proposed project.

The applicant's assessment should include the effects during construction of the project and the effects of the completed development and its operation on landscape character.

The assessment should include the visibility and conspicuousness of the project during construction and of the presence and operation of the project and potential impacts on views and visual amenity. This should include light pollution effects, including on local amenity, and nature conservation.

Landscape effects depend on the existing character of the local landscape, its current quality, how highly it is valued and its capacity to accommodate change. All of these factors need to be considered in judging the impact of a project on landscape. Virtually all nationally significant energy infrastructure projects will have effects on the landscape. Projects need to be designed carefully, taking account of the potential impact on the landscape. Having regard to siting, operational and other relevant constraints the aim should be to minimise harm to the landscape, providing reasonable mitigation where possible and appropriate.

The scale of such projects means that they will often be visible within many miles of the site of the proposed infrastructure. A judgement should be made whether any adverse impact on the landscape would be so damaging that it is not offset by the benefits of the project.

All proposed energy infrastructure is likely to have visual effects for many receptors around proposed sites. A judgement should be made whether the visual effects on sensitive receptors, such as local residents, and other receptors, such as visitors to the local area, outweigh the benefits of the project.

Reducing the scale of a project can help to mitigate the visual and landscape effects of a proposed project. However, reducing the scale or otherwise amending the design of a proposed energy infrastructure project may result in a significant operational constraint and reduction in function, such as reduced energy output.

Within a defined site, adverse landscape and visual effects may be minimised through appropriate siting of infrastructure within that site, design including colours and materials, and landscaping schemes, depending on the size and type of the proposed project.

Depending on the topography of the surrounding terrain and areas of population it may be appropriate to undertake landscaping off site. For example, filling in gaps in existing tree and hedge lines would mitigate the impact when viewed from a more distant vista.

Land use impacts

Applicants should seek to minimise impacts on the best and most versatile agricultural land and preferably use land in areas of poorer quality (grades 3b, 4 and 5) except where this would be inconsistent with other sustainability considerations.

Applicants should also identify any effects and seek to minimise impacts on soil quality taking into account any mitigation measures proposed.

Minerals resources

Applicants should safeguard any mineral resources on the proposed site as far as possible, taking into account the long-term potential of the land use after any future decommissioning has taken place.

Where a proposed development has an impact upon a Mineral Safeguarding Area (MSA), it should be ensured that appropriate mitigation measures have been put in place to safeguard mineral resources.

Where a project has a sterilising effect on land use (for example in some cases under transmission lines) there may be scope for this to be mitigated through, for example, using or incorporating the land for nature conservation or wildlife corridors or for parking and storage in employment areas.

Open space impacts

Consent should not be given for development on existing open space, sports and recreational buildings and land unless an assessment has been undertaken either by the local authority or independently, which has shown the open space or land to be surplus to requirements or it is determined that the benefits of the project outweigh the potential loss of such facilities.

Green Belt Impacts

The general policies controlling development in the countryside apply with equal force in Green Belts but there is, in addition, a general presumption against inappropriate development within them. Such development should not be approved except in very special circumstances. Applicants should therefore determine whether their proposal, or any part of it, is within an established Green Belt and if it is, whether their proposal may be inappropriate development within the meaning of Green Belt policy

When located in the Green Belt, energy infrastructure projects are likely to comprise inappropriate development. Inappropriate development is by definition harmful to the Green Belt and the general planning policy presumption against it applies with equal force in relation to major energy infrastructure projects.

Consideration will need to be given to whether there are very special circumstances to justify inappropriate development. Very special circumstances will not exist unless the harm is outweighed by other considerations. In view of the presumption against inappropriate development, substantial weight will be given to the harm to the Green Belt when considering any application for such development.

Green Infrastructure

Where green infrastructure is affected, consideration should be given to how connectivity of the green infrastructure network is maintained and where possible improved, to mitigate any adverse impact.

Rights of way, National Trails and other rights of access to land are important recreational facilities for example for walkers, cyclists and horse riders. Applicants are expected to take appropriate mitigation measures to address adverse effects on National Trails and other rights of way.

Socio economic impacts

Where the project is likely to have socio-economic impacts at local or regional levels, the applicant should undertake and include in their application an assessment of these impacts as part of the ES.

This assessment should consider all relevant socio-economic impacts, which may include the creation of jobs and training opportunities, effects on tourism and the cumulative effects of other developments taking place.

Traffic and transport

The transport of materials, goods and personnel to and from a development during all project phases can have a variety of impacts on the surrounding transport infrastructure and potentially on connecting transport networks, for example through increased congestion. Impacts may include economic, social and environmental effects. Environmental impacts may result particularly from increases in noise and emissions from road transport. Disturbance caused by traffic and abnormal loads generated during the construction phase will depend on the scale and type of the proposal.

If a project is likely to have significant transport implications, the applicant's ES should include a transport assessment. Applicants should consult the Highways Authorities as appropriate on the assessment and mitigation.

Where appropriate, the applicant should prepare a travel plan including demand management measures to mitigate transport impacts. The applicant should also provide details of proposed measures to improve access by public transport, walking and cycling, to reduce the need for parking associated with the proposal and to mitigate transport impacts.

A new energy NSIP may give rise to substantial impacts on the surrounding transport infrastructure and these impacts should be mitigated, including during the construction phase of the development.

Water quality and resources

Where the project is likely to have effects on the water environment, the applicant should undertake an assessment of the existing status of, and impacts of the proposed project on, water quality, water resources and physical characteristics of the water environment as part of the Environmental Statement

The Environmental Statement should cover the existing quality of waters affected by the proposed project and the impacts of the proposed project on water quality, the physical characteristics of the water environment and implications for water availability.

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