



About CEG

- A property investment and development company, we manage some 5 million sq ft of space around the UK - home to 520 businesses
- We are also delivering new developments including:
 - EQ Bristol - the city's first new build office to target Carbon Net Zero in operation.
 - Temple Leeds - creation of a new quarter in the city including the Drapers Yard Life Science Centre of Excellence.
 - 1000 Aztec West - redeveloping & expanding existing office to save embodied carbon. Designed with energy reduction in mind.
- Our strategic land arm is also bringing forward 70 projects on 10,000 acres - with potential for 55,000 new homes, set within new, accessible green spaces with facilities for the local community, as well as almost 11m sq ft of employment space.
- We work closely with landowners, Local Authorities, stakeholders and the local community to deliver bespoke developments around the UK.

CEG

At CEG, we don't just build houses, shops, schools and offices; we build communities. We make space for lives to flourish, for neighbourhoods to grow and for businesses to develop.

We build the amenities that turn an area from somewhere many people simply live, into a vibrant neighbourhood. We give people a place to start their stories - or continue them.

We're not just property developers. We're place makers.



ceg.co.uk

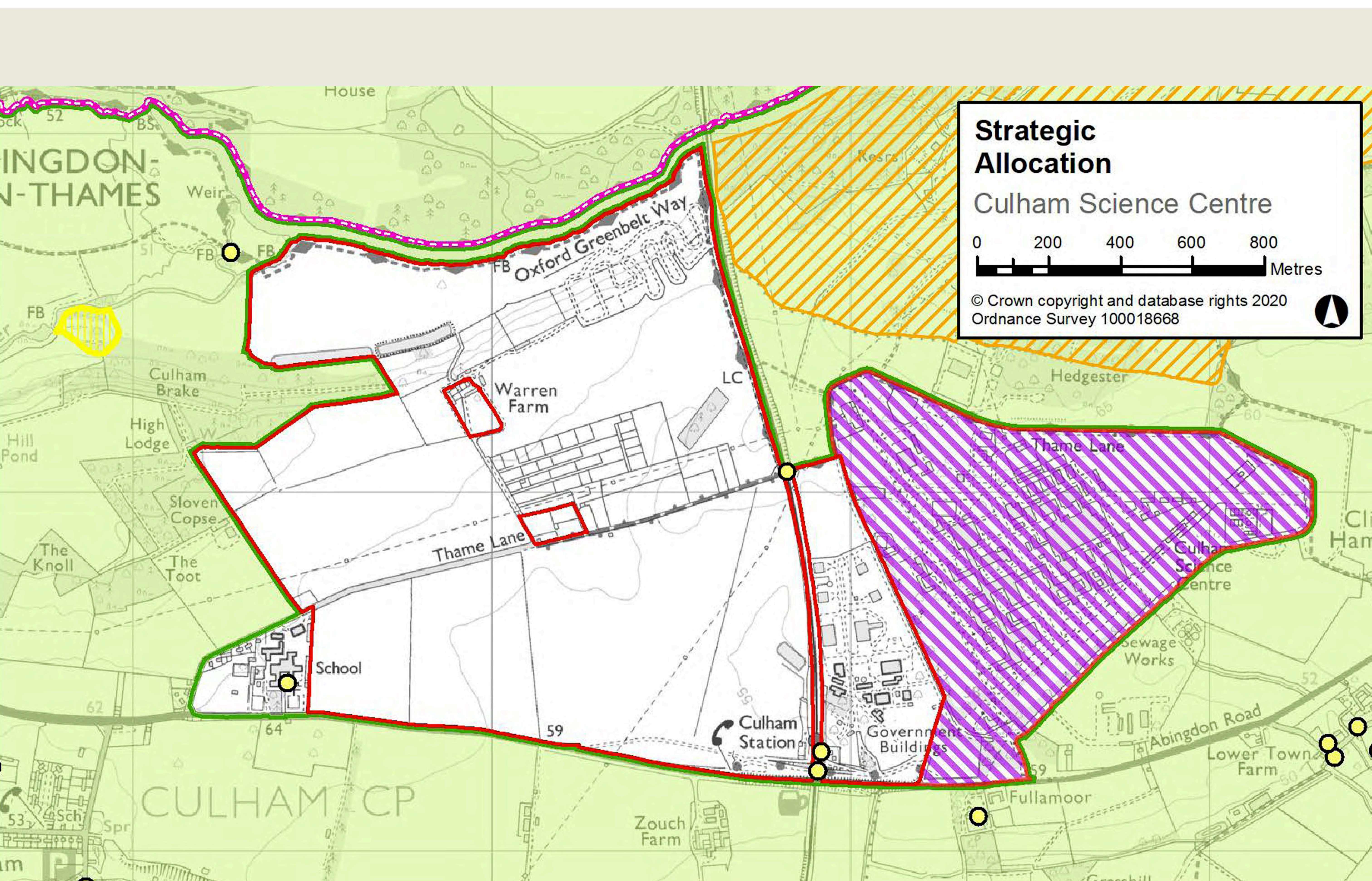
We don't just invest, we are invested.

Local Plan

The South Oxfordshire Local Plan, which was adopted in 2020, sets out the future for development across the district up to 2035.

The Plan identifies locations for housing, retail and employment land, as well as the infrastructure required to support this growth. The policies in the Local Plan are the starting point for making decisions on planning applications in the district.

The land at Culham forms part of strategic allocation 'STRAT9' which, in total, extends to 87 hectares (217 acres) and is expected to deliver approximately 3,500 new homes, a net increase of at least 7.3 hectares of employment land, in combination with the adjacent Culham Science Centre, along with supporting services and facilities.



- District Boundary
- Strategic Allocation
- Green Belt
- Employment Allocation
- Registered Parks and Gardens
- Site of Special Scientific Interest
- Listed Building

Our Proposals

Today's consultation relates to an employment-led mixed-use development at the 'No. 1' site (between Culham Science Centre and the railway line).

This will fast-track the delivery of high-quality jobs and align with the growth of the adjacent and world-leading Culham Science Centre.

The proposals are set in the context of the emerging masterplan for the wider STRAT9 allocation, which was extensively consulted upon during the preparation of the Local Plan.

A well-connected, green science village, the No.1 site will attract and retain research-focused tenants benefitting the wider Culham campus and the Oxford-Cambridge arc. The employment space will comprise office and laboratory / advanced manufacturing buildings, with the supporting uses providing facilities for future occupants of the No.1 site; existing and future workers at the adjacent Culham Science Centre; and the wider community.

A planning application will be submitted to South Oxfordshire District Council (SODC) seeking outline planning permission for up to 115,000 sq m of employment space, a c100-bed hotel, retail, health club, gym, creche and restaurant/pub.

Key themes include:

Well-connected

As well as sustainable transport initiatives, such as cycling and walking, improved railway station facilities and road infrastructure will attract R&D tenants.

Diverse mixed use

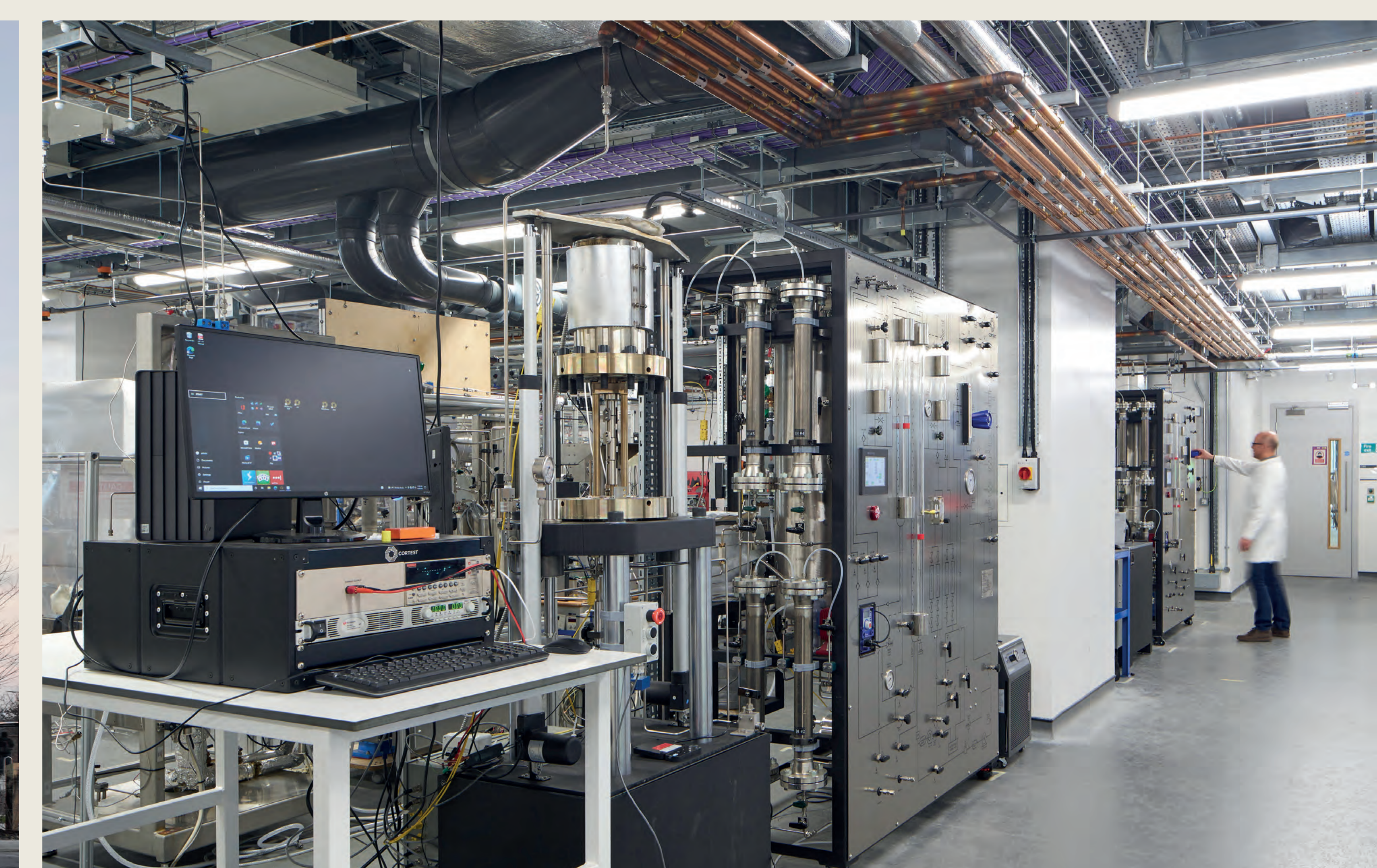
As well as world-class employment and research facilities, the site will also deliver supporting facilities to further activate the site.

Enhanced interaction with nature

Connecting tenants, future residents, and visitors to nature - promoting wellbeing and health benefits.



Illustrative No.1 Masterplan



Indicative examples of employment space

Transport & Access

Adjacent to a railway station, the No.1 site offers the opportunity to actively encourage travel by means other than the private car.

The planning application will be supported by a Transport Assessment that will be prepared by working closely with the Highway Authority. As well as prioritising sustainable travel modes, it will assess existing transport movements (associated with the No.1 site and the wider area) as well as future transport movements on local roads and junctions.

It will determine the mitigation measures needed and where further investment is required to ensure effective access is achieved.

The proposals will also be accompanied by a Travel Plan that will include measures to encourage the use of more sustainable modes of transport, such as walking, cycling and public transport.

Didcot and Surrounding Area Infrastructure Improvements

Following the successful grant of £218m of central government funding through the Housing Infrastructure Fund (HIF), the County Council has submitted a planning application for the following infrastructure:

- Clifton Hampden Bypass
- A4130 Widening
- Didcot Science Bridge
- Didcot to Culham River Crossing

Combined, these will support new housing, improve pedestrian and cycling connectivity, reduce congestion, and enable more reliable journey times. They will provide new direct walking and cycling links between the No 1 site and Didcot and help cater for future north-south bus routes that are currently impacted by congestion at the existing river crossings.

The proposed Clifton Hampden Bypass includes a new roundabout which, when complete, will provide a new main access into the No.1 site.

The County Council expect to start construction on the Didcot and Surrounding Area Infrastructure Improvements in 2024, with completion anticipated in 2026.

Vehicle Access

By utilising existing access arrangements, the first phase of the No 1 site development would be able to progress in the short-term, delivering usable floorspace and new jobs. As the HIF works to the front of the site complete, new access arrangements would be gradually integrated as further phases of the No 1 site development come forwards.

Detailed traffic models will be prepared to ensure that these junctions would provide sufficient capacity.



Sustainability

Active Travel

- Walking and cycling are the most sustainable modes of transport, and they encourage a healthy lifestyle.
- Facilities proposed for the No.1 site such as a creche, hotel and restaurant can be reached by walking.
- Cycle parking, changing facilities and showers to encourage cycling to work will be included.
- A network of safe, convenient and attractive walking/cycling routes will connect the No.1 site, Culham Railway Station, Culham Science Centre and existing routes. In addition we are exploring the potential for improved cycle links to Abingdon, Culham, Clifton Hampden and Berinsfield.
- The Didcot to Culham River Crossing includes new cycle paths and footpaths which will contribute towards a 'Cycle Premium Route' between Didcot and Culham.

Rail

- The station serves Culham, Oxford, Didcot and Banbury routes as well as the London and Birmingham routes.
- We are exploring improved service frequencies and station facilities as part of the No.1 development.

Bus

- The No.1 site is within 400m of existing bus stops on Abingdon Road (bus route 45 between Abingdon and Berinsfield runs hourly from 7am to 6pm.)
- We are looking to enhance the frequency of bus provision in consultation with bus operators and the County Council.



The Planning Submission

The planning submission will assess the conformity of the proposals in the context of all relevant Local Plan documents and policies. Part of the submission will include an Environmental Impact Assessment (EIA) to consider the likely effects of the proposals on the environment and aim to avoid, reduce or offset those effects. The scope of the EIA has been agreed with SODC and includes the following topics:



Landscape/Visual

The site today does not contribute positively to the existing local landscape character, but it does contain landscape features reflecting its past.

These features can form the start of a green framework to positively integrate the development with the surrounding landscape context.

- Enhanced Local Landscape Character - opportunity to improve landscape character along this stretch of the Abingdon Road. The entrance could include Sustainable Urban Drainage (SuDS) with an attenuation feature which will add to and enhance the existing landscape character.
- Screening potential of existing vegetation - existing scrub/tree planting along the western boundary provides screening of low-level movement and activity.
- Tree Preservation Order (TPO) trees are not only retained, but will become a celebrated feature of the landscape, with the potential for interpretation signage to be installed to educate others about the site's history.
- Acid Grassland – an existing area of valued acid grassland is being retained and relocated on site as part of the landscape strategy.
- Connectivity - various Public Rights of Way (PRoW) and cycle routes pass close by providing the opportunity to improve connectivity

Noise/air quality

- Use fabric and layout of buildings to minimise the impact of noise sources to and from the development.
- Maximise ability for occupiers to use improved public transport links (including adjacent train station) and enhanced routing for non-car travel, as well as car clubs, secure bike parking and discount vouchers for public transport to improve air quality.

Ecology

- New grassland created through the developed site will be species-rich, and the woodland parcels and individual site trees will be retained.
- Ecological studies have identified the species we will provide mitigation for including badgers, birds, bats, hedgehogs and grass snakes. As well as retaining woodland and peripheral scrub habitat, we are also proposing new planting. We are including nesting boxes, roosting habitat and a sensitive lighting strategy.
- SuDS provision will create an opportunity to enhance foraging for wildlife.

Built Heritage

- Sensitive design will respect the setting of the Grade II* listed Culham station, Grade II listed overbridges and Grade I Registered Nuneham Park.
- The land to the north of the Thame Lane footpath will be kept open to preserve the setting of Nuneham Park.
- There is potential to reinstate part of the historic tree lined avenue which once connected the station with Nuneham Park, and to connect with the existing footpath network.
- The heritage of the site will inform the design, so for example part of the WWII road structure will be retained and there is potential for the hangars to form design cues for the new buildings.

Archaeology

- Desk-based assessment, aerial imagery assessment and geophysical survey have identified that the northernmost part of the site has potential to contain Prehistoric and Roman features; this area is being retained as public open space so that the archaeology can remain undisturbed.
- Previous development within the centre of the site is likely to have truncated or removed archaeological features.
- There will be further investigative trial trenches in other areas.

Ground conditions/contamination

- Following extensive assessments, the risk is considered to be low and site redevelopment would follow standard protocols for the removal of any contamination.
- Given the former use of the site as an airfield, redevelopment offers the opportunity to re-purpose areas such as the concrete runways and tracks as either raw building materials or as existing platforms for new development.

Drainage

- The site sits in areas at little or no flood risk so are considered the most appropriate for new development.
- The surface water system for the new development will be integrated into the landscape design and feature as a treatment, management and recreational space while meeting strict guidelines on climate change targets.



Sustainability and Energy

The development proposals will enable the No.1 site to realise ambitious and progressive standards for sustainable development.

Driven by CEG's commitment to sustainability, the proposals will be underpinned by CEG's Sustainability Policy and Strategy. Sustainability and energy strategies are being developed to guide and drive the design process.

The key sustainability drivers for the No.1 site are as follows:

- Enable BREEAM Outstanding to be achieved with a minimum expectation that BREEAM Excellent ratings will be achieved for all plots.
- A sustainable procurement plan will guide the sourcing, manufacturing and construction strategies across the masterplan in alignment with the circular economy principles and practices required to make best use of natural resources. The plans will be integral to supporting the drive to limit embodied carbon through the construction of the development.
- The proposals will enable Net Zero Carbon in operation through initiatives such as:
 - Progressive energy performance standards achieved through low energy design and operating solutions.
 - An all-electric energy infrastructure will support both building operations and enable electric vehicle connectivity with the development.
 - Embracing heat pump technology to provide efficient energy.
 - Enabling solar based renewable energy generation on site.
- With no energy infrastructure emissions from the outset and the long term aim to realise a combustion free operation the development will provide high standards of air quality both externally and internally.
- This, coupled with the landscape-led approach will also provide biodiversity enhancements, which in turn will provide biophilic benefits further enhancing health and wellbeing and addressing climate change impacts through mitigating heat island impacts and sustainable urban drainage provision.

Economic benefits



£550m private sector investment



1.3m sq ft employment space



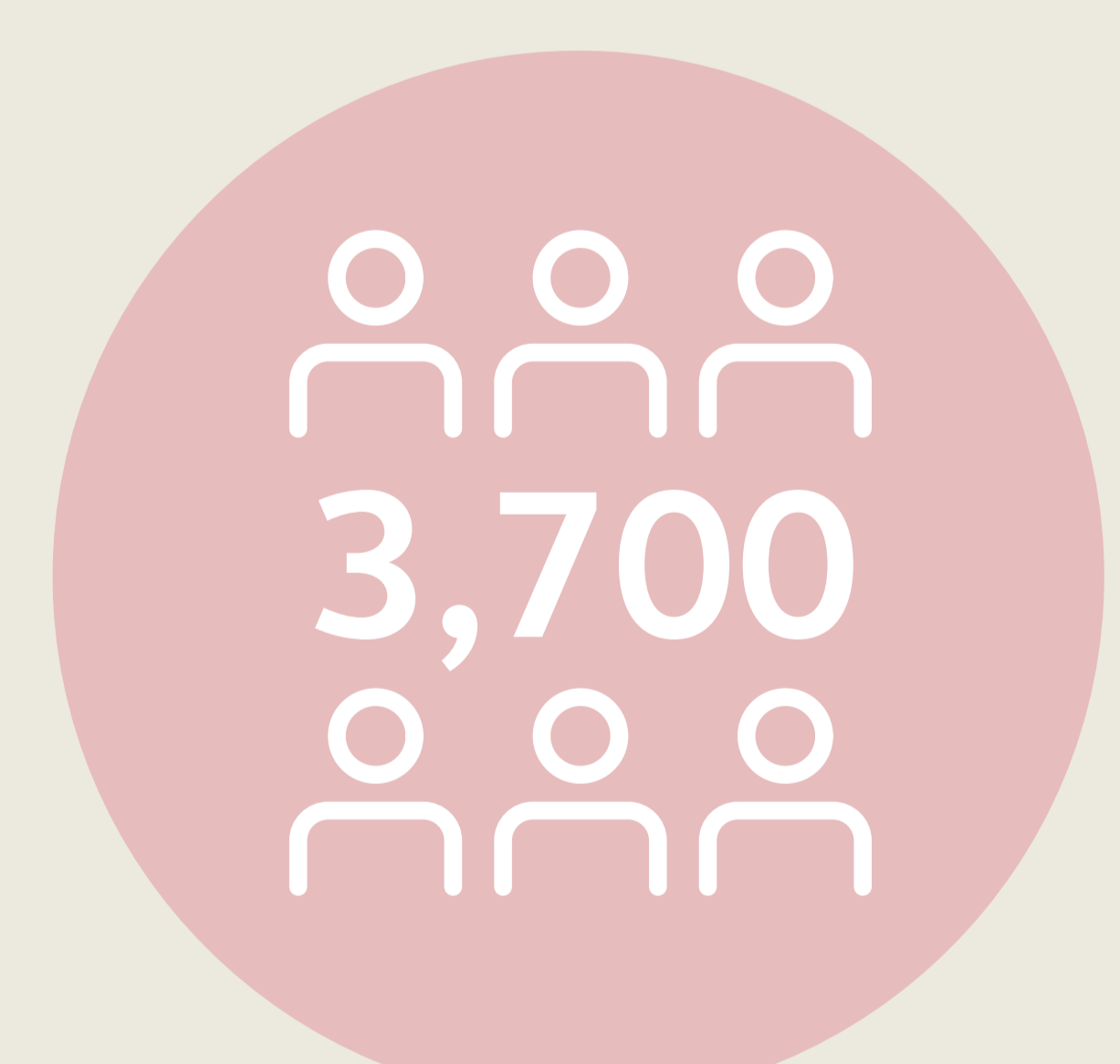
200 construction jobs created / year



Opportunities for apprenticeships



£300m Gross Value Added / year (economic productivity metric)



3,700 people may work on site once complete

The Wider Site

Although the focus of today's consultation is on the forthcoming application for the No.1 site, it is an important part of the wider strategic allocation. CEG and the team are working collaboratively with South Oxfordshire District Council, Oxfordshire County Council, and other key stakeholders to prepare an indicative masterplan for the wider site. To inform the preparation of the masterplan, a series of stakeholder workshops are planned. These will focus on technical, detailed matters and will build on previous rounds of stakeholder consultation and design review.

There would be further public consultation before the wider site is brought forward.



Draft Masterplan for Wider Site

How to Get Involved

Today's consultation provides further information about the design, landscaping, transport strategy and planning application for the No.1 site.

We are keen to engage with the local community early in the process, before the planning application is finalised. We hope you take the opportunity to discuss the proposals with the team.

Today's event shares the masterplanning process and enables you to input ideas and comments so we can respond to these as the proposals evolve. Over the coming month we will respond to the feedback via our website **www.culhamdevelopment.co.uk** where we will answer the Frequently Asked Questions raised during this consultation.

We aim to submit a planning application for the No.1 site during 2022, following which there will be a further consultation process led by the Local Planning Authority.

We welcome your feedback and would be grateful if you could complete a comment form and hand to a member of the team today or post it back. Your comments will help to inform the forthcoming planning application.

You can also email your comments to **culham@ceg.co.uk**

Further information is also available on our website **www.culhamdevelopment.co.uk**

