

# EDGARS

## Planning Statement

Outline Application: F.A.S.T. Development Parcel, Bicester  
Motion, Buckingham Road, Bicester, OX26 5HA

Prepared for: Bicester Motion

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### Appendix 1 – Site Wide Planning History



# 1 Introduction

- 1.1 This planning statement has been prepared by Edgars on behalf of Bicester Motion Limited for the F.A.S.T. development parcel at Bicester Motion, Buckingham Road, Bicester, OX27 5HA.
- 1.2 The description of the proposed development is an *outline application to provide new employment units comprising B1 (Business), B2 (General Industrial), and B8 (Storage) uses with ancillary offices, storage, display and sales, with all matters reserved except for access* at the F.A.S.T. development parcel, Bicester Motion, Bicester, OX26 5HA.
- 1.3 The planning application comprises the following documents:
- Application forms;
  - Site Location Plan;
  - Planning Statement (this document);
  - Design and Access Statement;
  - Design Code;
  - Parameters plan: developable areas;
  - Parameters plan: height, scale and massing;
  - Parameters plan: access and movement
  - Parameters plan: open space and landscape;
  - Parameters plan: land use;
  - Landscape and Visual Impact Assessment (LVIA);
  - Phase 1 Ecological Assessment;
  - Arboricultural Report;
  - Transport Assessment and Travel Plan;
  - Heritage Statement;
  - Archaeology assessment;
  - Flood Risk Assessment and Drainage Strategy;
  - Ground conditions and geology report;
  - Sustainability Report;
  - Aviation Report; and
  - Economic Impact.
- 1.4 The following sections of this planning statement consider:
- The site and surrounding area;
  - Relevant planning policy including the Development Plan, NPPF, and other key documents;
  - Pre-application discussions between Cherwell District Council and Bicester Heritage;
  - Key planning considerations including the principle of development, design, landscape, heritage and access.
- 1.5 Within that context, the statement concludes that the proposed development is acceptable in planning terms in accordance with the Development Plan and wider presumption in favour of sustainable development.



## 2 Site and Surrounding Area

- 2.1 The proposed development site is approximately 2.4km (1.5miles) north/north east of the centre of the market town of Bicester at Bicester Motion (formerly known as former RAF Bicester). The total site area is 24.9 acres (10.076HA).

Figure 1 – Approximate Site Location



### Application Site

- 2.2 The proposed development site is located adjacent to the A4421 (Skimmingdish Lane) at the south west corner of Bicester Motion. The proposed F.A.S.T. development site forms one development parcel within the wider Bicester Motion site and builds upon the success of Bicester Heritage. The land is flat and low lying.
- 2.3 Included in the red line boundary are historic monuments associated with the site's former use as a military airfield and the perimeter track of the Flying Field. The site comprises Previously Developed Land featuring grassland, scrub and ruderal species. There are also areas of poor quality hard surfacing.



- 2.4 To the north of the site is the flying field of the former RAF Bicester which is now used in a private capacity. Immediately adjacent to the north there is an area of scrub and the route of a historic railway line to the north of the site.
- 2.5 To the south of the site is the A4421 (Skimmingdish Lane). To the west of the site is an area of previously developed but now open land. To the east of the site is existing built development comprising large grey distribution warehouses at approximately 4 storeys.
- 2.6 The site is in Fluvial Flood Zone 1 (Low) with a low probability of flooding. The site is partially within Bicester Airfield Local Wildlife Site. There is a Site of Special Scientific Interest (SSSI) approximately 1km to the north. The site is not in Green Belt. The site is not in an Area of Outstanding Natural Beauty (AONB).
- 2.7 Existing access to the site is by 4x4 from the existing Bicester Heritage Technical Site from the A4421 and there is a historical access to the site from the south from the A4421. Internal access is achieved from the Technical Site by poor quality tracks and areas of hard surfacing.

### **Bicester**

- 2.8 Bicester is approximately 14 miles from Oxford. The good connectivity, close-proximity and relationship with Oxford helps Bicester by creating opportunities for economic development.
- 2.9 Bicester is identified in the 2011 Census as having a population of 32,642 having grown rapidly during the previous 50 years. The town is identified in the adopted Development Plan as being less sensitive in landscape terms than other towns in the district and is a focus for economic growth.
- 2.10 Bicester is well-connected to and influenced by the Chilterns, M25 corridor and London. The town is well-connected by road and rail. It has good infrastructure and significant investment is either being delivered or planned.
- 2.11 Bicester's economy includes storage and distribution, retail, food processing, technology and motorsport engineering. Most of the employment in Bicester is in the distribution and manufacturing sectors.
- 2.12 Bicester is located at the focal point of a corridor of motorsport engineering expertise with 7 Formula 1 teams, and 7 tier 1 motorsport teams and suppliers located within 30 miles. Approximately 15 centres of motor manufacturing excellence are also located within 40 miles.
- 2.13 The Economic Development Strategy for Cherwell identifies opportunities for Bicester to develop a knowledge economy around existing and new employers, sectors and clusters to create a centre of expertise and competitive advantage.
- 2.14 Cherwell District Council have been in consultation and are developing their Industrial Strategy. CDC have identified Bicester Motion as a key delivery site for leisure, tourism and employment that support economic growth and prosperity in the region as well as social, health and well-being benefits.
- 2.15 The Oxfordshire Local Industrial Strategy identifies Bicester as a location for providing opportunities for new, well-connected world-leading innovation employment space. The strategy aims to position the county as one of the top-three global innovation ecosystems, highlighting the world-leading science



and technology cluster and to be a pioneer for the UK and emerging transformative technologies and sectors in Oxfordshire.

- 2.16 Bicester is designated a Healthy New Town, having been awarded this status in 2016. The Healthy New Town concept is a multi-agency programme, which will include maximising the use of Bicester's green spaces, supporting the creation of a healthy environment and creating a community which promotes walking and cycling.
- 2.17 Bicester Heritage has made a significant contribution to the economy of the town and wider district since its inception in 2013. As part of Bicester Motion, the substantial economic benefits that the current proposal will bring to Bicester are discussed later in this document.

### **Bicester Heritage**

- 2.18 Bicester Heritage now forms part of Bicester Motion. It is a business park dedicated to historic motoring excellence (the United Kingdom's 1st) comprising a hub of highly specialist business.
- 2.19 Bicester Heritage Ltd purchased the technical site and flying field in 2013 and since then have embarked on and largely completed a meticulous, detailed and carefully considered redevelopment of the site. This is reflected in the planning history for the site.
- 2.20 A combination of careful management and development of the historic site and an 8-figure investment has led to the success of the site to date that has attracted national and local media interest.
- 2.21 The change of use and conversion of the existing technical site has been successful in planning terms, which has attracted more than 30 historic motoring specialists – including Porsche Classic Life, Autoclassics, Hero Events, Kingsbury Racing Shop, and Heritage Skills Academy.
- 2.22 Many of the buildings at Bicester Heritage are now being reused for their original purposes, with vintage Bentley specialist Kingsbury Racing Shop fitting engines to Bentley's in the former Engine Fitting Shop and Classic Oils – Aylesbury and Bicester storing and selling heritage oils from the RAFs Lubricant store.
- 2.23 Development has been delivered through a collaborative planning approach with Cherwell District Council, Oxfordshire County Council and Historic England. This relationship has advanced, and the parties worked together to create the second only Heritage Partnership Agreement in the UK. Development delivered through the HPA at Bicester Heritage has been consistently of high quality and the site was removed from the Heritage at Risk Register in 2015.
- 2.24 Beyond the success identified above, Bicester Heritage also attracts thousands of people that regularly attend the events held each year. In 2017, for example, 22,500 visitors attended five days of events at the site, including Land Rover Legends, Flywheel Wings and Wheels, and Sunday Scrambles.
- 2.25 The unique and beautiful site makes the perfect venue for relaxed, informal motoring events, creating a time-warp atmosphere unlike any other location. Sunday Scrambles regularly attract 6,000 guests to each event which have a community feel and showcase the successful specialist businesses on





the site. In planning terms, the site has successfully created a community, sense of place and engine room of economic activity.

### **Former RAF Bicester, Flying Field and Technical Site**

- 2.26 The F.A.S.T. development forms one development within the wider Bicester Motion concept, which represents a positive vision for the future of the Former RAF Bicester. The layout of Former RAF Bicester was based on General Sir Hugh Trenchard's principle of separation between the technical and domestic sites and dispersal of built elements within them.
- 2.27 The wider site comprises the former domestic site to the west of the A421 (which is redeveloped and in 3rd party ownership), the former Technical Site (which is almost completely restored to a high standard), and the former Flying Field in private aviation use).
- 2.28 The airbase at RAF Bicester principally dates from 1925 (when the original Great War Flying Corps aerodrome site was prepared and was largely in use until 1994 when the office and military hospital in use by the United States Air Force were closed.
- 2.29 Military operations had ceased by 1994 but the MOD continued to own the land and buildings until a strategy of disposal took effect in 1997 for the Domestic Site. The strategy of disposal was in place until 2013 when the site was sold to Bicester Heritage Ltd. By the time the site was purchased by Bicester Heritage Ltd., the land and buildings were in an extremely poor state of repair.
- 2.30 The buildings were in such a poor state of repair, this was to the extent the site was included in the Historic England Heritage at Risk Register from 2009, meaning Historic England considered the site was in danger of being lost. By 2015, under the custodianship and through the work of Bicester Heritage Ltd., the site was removed from the heritage at risk register.
- 2.31 The Flying Field is a well-drained short-mown grass airfield with three unmarked runways, approximately 1,000m in length, remaining in use by civilian aircraft. The Flying Field is separated from the proposed development site by the former perimeter track.
- 2.32 In December 2017, 96% of the historic buildings within the technical site were restored and occupied by class-leading businesses and educational facilities. The historic layout has been conserved and enhanced, and the site continues to be well-maintained.
- 2.33 A Scheduled Ancient Monument (SAM) containing 16 areas covers part of the bomb stores and the Mushroom Pill Boxes and Seagull Trenches in the south east of the flying field, together with a dozen defensive structures within and adjacent to the Technical site.

### **New Technical Site and Hotel**

- 2.34 Beyond the successful restoration of the existing Technical Site, two developments of larger scale have come forward on the site recently. The New Technical Site received planning approval in 2019 and the new Hotel received a unanimous resolution to grant permission at planning committee in 2018. Further information relating to these proposals is outlined in the planning history section of this Planning Statement.



- 2.35 The New Technical site extends the existing Technical Site further south and also into the 21st Century. Through high quality new buildings, it creates new business opportunities and extends the number of highly skilled specialists on the site. The proposed development integrates the old and new, providing a sense of continuity – not mimicking the past but taking design cues and references that mean the new buildings assimilate with the surroundings. The sensitive design means the heritage assets on the site and their setting are preserved.
- 2.36 The hotel development provides a modern luxury hotel, leisure and conference building within the same footprint as one of the existing Grade II listed 1936 C-Type hangars. The design responds in a contemporary manner to the site's rich and unique story, drawing inspiration from its historic position at the forefront of aviation, engineering, and innovation while complementing the existing period buildings. The building will incorporate aluminium and mesh elements reminiscent of the camouflage nets used during the site's war-time past.
- 2.37 The high quality of the design and construction of these new developments will be taken forward into the next chapter of the site, which will be known as Bicester Motion. The New Technical Site and hotel are now constituent parts of the vision for the wider site.





### 3 Bicester Motion Vision



#### **Bicester Motion**

- 3.1 The next chapter for the site is outlined in the Bicester Motion vision for the site, which proposes a shared masterplan vision for the site as a whole. It will provide a showcase for motoring of the past, present and future providing a range of opportunities for businesses, skilled employment opportunities and education.
- 3.2 The vision is to establish one of the world's leading automotive destinations by creating an international centre of excellence for automobiles, past, present and future. It will be a destination for leisure and skills, automotive innovation and technology, exhibitions, cultural events, and experiences all firmly embedded within the UK's 'motorsport valley'.
- 3.3 The vision is to create the UK's first immersive experiential resort celebrating the past, present and future of automotive culture and technology, offering leisure, culture and tourism experiences within one unique destination. Visitors can become fully immersed in the breadth of automotive culture, from existing on-site historic vehicle specialists (at Bicester Heritage) through to future electric and autonomous technology.
- 3.4 RAF Bicester to its former glory as a place of cutting-edge technology, architecture and design, true of its past. The vision builds on the successes of the site, which is established as an economically important centre for the local community, a national destination for families and enthusiasts and a global centre of excellence for automotive conservation, engineering and development. These successes will continue into a sustainable future for the site.

#### **F.A.S.T. Development Proposals Vision**

- 3.5 As a component part of Bicester Motion, the vision for the Future Automotive Speed and Technology (F.A.S.T.) development is to create a world leading technology cluster in the heart of Bicester.
- 3.6 It will become home to leading international innovation and technology businesses, inspire and excite the next generation and create skilled apprenticeship and employment opportunities in technology. It will also provide Bicester with international exposure as a leading innovation and technology centre.
- 3.7 These businesses necessitate high quality development proposals. The vision is to provide high quality new buildings and provide new opportunities to attract and retain exciting businesses.



3.8 It is anticipated opportunities will be created which attracts business such as the following:

- **Electric Performance Car Brand – International**

An electric performance car brand harnessing refined performance and cutting-edge technology. Determined to improve the society we live in and guiding the automotive industry forward through pure, progressive, performance.

- **Electric Motorsport Technology Teams – International**

Formula E is the world's first electric street racing series, defined by real street rivalries, raw electric performance, and renewable energy within reach.

- **Self-driving Technology Teams – International**

World's first competition for human and machine teams, using both self-driving and manually controlled cars. It is a new platform for brands, organizations and individuals to test the development of their automated driving systems.

- **Automotive and Motorsport Technology Academy**

An automotive technology education and apprenticeship academy in collaboration with a leading UK educational institute and training centres.

- **High Performance Design and Engineering**

Delivering cutting-edge, on-demand design and engineering services to solve engineering challenges through horizontal innovation. Core innovation activities.

- **Business Innovation Incubator**

Provision of incubation space for innovative start-up technology businesses within an active cluster of like-minded organisations.

3.9 The F.A.S.T. concept was created to cater for increasing identified demand from automotive technology business seeking premises in 'Motorsport Valley', which is at the centre of a global high-performance technology, motorsport and advanced engineering sector.

3.10 The F.A.S.T. Zone will provide a unique opportunity to engage with and experience new technologies that are envisaged to be on demonstration at the site.



## 4 Relevant Planning History

- 4.1 Having reviewed the online records held by Cherwell District Council, the most relevant planning history to the development proposal is outlined in the table below.
- 4.2 A table providing a summary of all the planning permissions covering the wider site is attached in Appendix 1.

Figure 2 – Relevant Planning History

Reference	Description	Decision	Date
19/01014/F 19/01015/LB	Change of use of Building 89 to offices (B1).	Permitted	26/07/19
18/01333/F	Extension to existing Technical Site to provide new employment units comprising flexible B1(c) light industrial, B2 (general industrial), B8 (storage or distribution) uses with ancillary offices, storage, display and sales, together with associated access, parking and landscaping.	Permitted	03/09/19
18/01253/F	Erection of hotel and conference facility with associated access, parking, and landscaping.	Resolution to Grant	-
16/01805/F	Change of use of buildings from sui generis MOD use to various commercial uses as detailed in accompanying Planning Statement with associated physical works and demolition of buildings 101 and 104 and erection of replacement structures.	Permitted	26/09/17

- 4.3 The approved permissions that have been implemented have been delivered to a high standard. It is noted that the site has an extensive planning history since disposal from military use and ownership took effect.
- 4.4 Most recently, this is demonstrated by the New Technical Site development which is currently under construction. It will be a high-quality development comprising new employment units adjacent to the existing Technical Site. The proposal ensures that the site's heritage assets are conserved and enhanced.



## 5 Pre-application Consultation

- 5.1 The proposed development has been progressed through fruitful pre-application discussions with officers of Cherwell District Council (CDC) and Oxfordshire County Council (OCC).
- 5.2 The pre-application process, a summary of the discussions and the evolution of the proposal in response to those discussions are discussed below.

### Summary of the Pre-application Process

- 5.3 A slightly amended and more proactive approach to the pre-application discussions was requested by the client on the basis that this would provide scope for discussion and meaningful engagement with officers. This was subsequently agreed with officers at CDC and OCC.
- 5.4 In summary, the process involved the following:
1. The submission of a package of information to CDC and OCC;
  2. A site visit and a meeting attended by CDC/OCC officers and the client's project team. This involved the presentation of the development proposals, followed by questions of clarification from CDC and OCC.
  3. Phase 1 written response from CDC and pre-application written response from OCC;
  4. The submission of additional or refined information in support of the proposed development;
  5. A further meeting which involve more detailed discussion of the proposals, including its impact on landscape and heritage, and other matters such as ecology and access.
  6. A final officer written response from CDC.
- 5.5 The disciplines involved were as follows:
- **Cherwell District Council:** Clare O'Hanlon (planning), Rebekah Morgan (planning), Tim Screen (landscape), Charlotte Watkins (ecologist) (workshop 1 only), Emma Harrison (heritage), Jennifer Ballinger (heritage) (Workshop 2 only). **Oxfordshire County Council:** Tim Peart (highways);
  - **Applicants:** Jonty Ashworth (Bicester Motion), Dan Geoghegan (Bicester Motion), Jon Westerman (Edgars), William Sparling (Edgars), Annelkje Hacquebord (architect) (Ridge), Anthony Stiff (landscape) (Anthony Stiff Associates), Nick Worlledge (heritage) (Worlledge Associates), Adrian Forte (transport) (Mode Transport).



### **Pre-application Discussions**

- 5.6 A summary of the pre-application discussions is provided below, which summarises the key comments of CDC and OCC, and how the proposals have addressed those comments.
- 5.7 The principle points raised by CDC during the first pre-app meeting were addressed through the submission of additional information.
- 5.8 The pre-application phase 1 response from CDC and the applicants' response can be summarised as follows:
- Officers requested clarity in respect of the proposed design, including height, scale and massing, materials and colours and external appearance. Updated parameters plans were shared with officers which provided the further detail including heights and scale and massing. Mood boards were provided for comment by officers which showed examples of the aspirations for the design.
  - Officers requested further information regarding the developable area and the overall siting of where new buildings would be considered appropriate. The parameters plans were updated to refine the developable area, the proposed land use and an open space and landscape parameters plan were submitted to provide the requested detail.
  - Officers requested further assessment of the proposed development in the heritage impact report. In addition to the updated parameter plans, further detail of the heritage impact was provided in meeting 2 and the heritage report has been updated for the planning application. The mood boards shared for discussion were also relevant to the heritage impact.
- 5.9 The officers' final pre-application written response is considered further below to outline the evolution of the development proposal.

### *Principle of Development*

- 5.10 Officers did not raise any objection to the principle of development through the pre-application discussions and referred to Policy Bicester 8 which allocates the wider site for development and noted this seeks to secure a long-lasting, economically viable future for the site and flying field.
- 5.11 Officers considered Policy Bicester 8 identifies employment uses as appropriate and refers to a Planning Brief for the site. Indeed, it is stated in the pre-application written responses that there are material considerations which must be considered against any apparent conflict with the Planning Brief for the site.
- 5.12 Officers stated the relevant materials considerations include the following: the issuing of a new national planning policy framework and planning practice guidance; the sale of Bicester Heritage by the MOD and its acquisition, investment and re-use by the applicant; the recent resolutions to grant permission for an extension to the technical site and a new hotel; the granting of planning permission for development within the environs of Bicester Heritage (most notably Link 9); the contribution that development at Bicester Heritage makes to the local economy and the employment and recreational offer now available at the site.



- 5.13 In response, as requested by officers this planning statement has addressed how it is considered the proposals comply with Policy Bicester 8 and the Planning Brief and the specifies the weight that should be applied to any conflict with these. It also demonstrates that the proposals have had regard to the other relevant policies of the Development Plan.

#### *Economic Benefits*

- 5.14 Officers consider the proposed development – in principle terms – will provide jobs and secure economic growth which is consistent with strategic objective 1 of the Cherwell Local Plan 2011-2031: Part 1 and which would overall be consistent with Local Plan Part 1, subject to other planning policy.
- 5.15 Officers consider the intensification of employment uses on the site is in accordance with Policy SLE1 (Employment Development). It is also stated the proposed development is also in accordance with other parts of the Local Plan Part 1 including paragraphs 1.09, 1.11, 1.13 and B.6, B.7 and B.33.
- 5.16 The economic growth officer commented that they are highly supportive of the proposal and as such is the latest in a series of plans to enhance this key heritage asset which was for many years abandoned. The officer also stated the site is now becoming an iconic example of high-quality development sensitively combining the best of the past whilst projecting forwards innovative and ambitious plans.
- 5.17 Furthermore, the economic growth officer stated the proposals now collectively form the basis of a potential exemplar site to create the facilities to underpin key elements of Cherwell's ambitions to enable high-value employment opportunities based upon the 'clustering' nature of high technology activity and links with the growing 'experiential' visitor economy.
- 5.18 In the written pre-application response, planning officers conclude and accept that there are clear and significant economic benefits resulting from the application proposals. Officers accepted the overview of the likely economic benefits provided for pre-application discussions and stated this would carry weight in the determination of the planning application.

#### *Land Use*

- 5.19 Officers discussed the proposed B8 uses and requested further information on the need for such uses on this site and how they would be controlled, and how they relate to the wider masterplan for Bicester Motion and the Council's aspirations for achieving a high value economy. The applicant noted that this is within the context that officers consider the principle of development is accepted, the economic benefits are substantial, and the proposal would result in less than substantial harm to heritage assets.
- 5.20 The applicant has sought to address these comments and to provide reassurance that unrestricted B8 uses are not being sought on this site. Indeed, it was discussed during the meetings that the B8 uses would be aligned to the use of the site in accordance with the Bicester Motion vision. The applicant is not seeking unrestricted B8 uses on this site. Furthermore, the parameters plans have been updated to reflect officer comments to show the proposed B8 use.

#### *Heritage*

- 5.21 Officers primarily commented on the impact of the proposal on the Scheduled Ancient Monument (SAM), which principally involved discussion of the setting of the pillboxes and seagull trench which



contributes to their significance. Officers accepted that an argument can be made that by maintaining and providing access to the SAM that there is a public benefit.

- 5.22 Officers sought further information on how public benefits of the proposed development could be secured and a number of mechanisms were discussed (including the use of a legal agreement to secure the public benefits). Officers sought that the applicant included the SAM within the application boundary. This planning application has included the SAM within the application site boundary in response to those comments.
- 5.23 Officers accepted that the development of the F.A.S.T. development parcel will result in less than substantial harm to the SAM as a result of the impact on its setting. Officers stated weight should be given to the conservation of the heritage assets irrespective of harm – in accordance with paragraph 193. Indeed, this was provided for pre-application discussions but has provided further information in response to this comment. Therefore, as requested the planning application submission includes such an assessment that addresses officer comments.
- 5.24 Furthermore, officers commented that glazed links between the buildings, set back from the building frontages could be set back from the principal elevations. The parameters plans show how glazed linkages could be incorporated into the proposal, set back from the principal elevations of the buildings, to address this comment.

#### *Design, Parameters Plans and Design Code*

- 5.25 Officers commented that the proposed new buildings should face into the airfield, which was the subject of more detailed discussions during the meetings. The applicant proposes to create buildings which front the airfield but do not ‘turn their back’ onto other parts of the site.
- 5.26 Indeed, the applicant responded during the meeting that being sensitive to the flying field is part of what will make the approach to the proposed development successful. Further information on a design response to the frontages comment is provided as part of the planning application in the Design and Access Statement and parameters plans.
- 5.27 In response, the applicant provided design mood boards providing indicative design features such as massing, shape, materials and colours. Officers stated they are supportive of taking a very contemporary approach to the design in this location and welcome a high quality and innovative approach to design. Officers were overall supportive of the approach taken in the mood boards including darker recessive colours and glazed infill buildings being included (subject to heritage justification).
- 5.28 Officers commented on a need to provide certainty due to the sensitivities of the site through the pre-application discussions. Officers stated they would accept parameters plans and a design code to accompany an outline application would be acceptable. The applicant has prepared a Design Code which will be submitted in support of the planning application to address this comment.

#### *Visual and Landscape Impact*

- 5.29 Officers did not raise any objections to the impact of the proposed new buildings on the landscape. Officers requested that the parameters plan in combination with a Design Code provide further information in respect of the structural landscaping proposals. At the pre-application workshop it was





confirmed by the applicant that the landscape buffer along Skimmingdish Lane would be retained and reinforced with structural planting.

- 5.30 The requested additional information cumulative impact has been provided in the LVIA. An initial assessment of cumulative impacts, assessing at a high level the effects of multiple developments within the site is contained within the LVIA report. The masterplan proposals are aspirational and as such it is not possible to assess cumulative impact in further detail, which is aligned to the principles of LVIA.

#### *Ecology*

- 5.31 In the phase 1 response, the CDC ecologist commented that the ecological documents are all appropriate in terms of scope and depth and appropriate surveys have been carried out. The additional survey information requested by the ecologist is provided in support of the outline planning application and appropriate mitigation is proposed in the ecology information submitted with the application.

#### *Access*

- 5.32 The proposed access to the site from Skimmingdish Lane was discussed during the pre-application consultation. It was explained by the applicant that to address other sensitivities, the parts of the site closest to the flying field will be utilised in a less intensive way, with necessary servicing and other facilities located away from this area. Therefore, this access is necessary to facilitate the proposed development. In the pre-application written response, CDC officers state that the applicant articulated well and provided comfort on the design evolution and why access will be required from Skimmingdish Lane.

#### *Aviation*

- 5.33 Officers requested the application to be accompanied by an Aviation Assessment which demonstrates that no such adverse impact will result from the proposals. Evidence is provided with the application to demonstrate there are no adverse impacts on aviation and this is considered later in this planning statement.



## 6 Relevant Planning Policy

- 6.1 Section 38(6) of the Planning and Compulsory Purchase Act (2004) requires that planning applications be determined in accordance with the Development Plan unless material considerations indicate otherwise.
- 6.2 The relevant documents of the Cherwell Development Plan are identified as follows:
- Cherwell Local Plan 2011-2031: Part 1; and
  - Saved Policies of the Cherwell Local Plan 1996.
- 6.3 A number of documents are identified as material considerations as follows:
- National Planning Policy Framework (NPPF);
  - National Planning Practice Guidance (NPPG);
  - Bicester Heritage – Heritage Partnership Agreement;
  - Draft Bicester Masterplan (August 2012);
  - RAF Bicester Planning Brief and Draft Development Principles (2009); and
  - RAF Bicester Conservation Area Appraisal (November 2008).

### **Cherwell Local Plan 2011-2031: Part 1**

- 6.4 **The Cherwell Local Plan 2011-2031: Part 1** aims to link three themes together; the economy, communities, and sustainable development and seeks provide a proactive, positive set of policies to help places thrive, to deliver essential and longer-term infrastructure and achieve development that will improve the quality of life in the District.
- 6.5 The plan states the Council is seeking to achieve sustainable economic growth and aim to create jobs; to significantly boost housing supply in targeted, sustainable locations. The most relevant policies to this application are identified and summarised below.
- 6.6 **Policy PSD1 (Presumption in Favour of Sustainable Development)** is a continuation of the NPPF and outlines a presumption in favour of sustainable development.
- 6.7 **Policy Bicester 8 (Former RAF Bicester)** allocates the former RAF Bicester (including the Technical Site, Flying Field and Domestic Site). The Council will encourage conservation-led proposals to secure a long-lasting, economically viable future for the site.
- 6.8 **Policy Bicester 8** supports proposals for heritage tourism, leisure, recreation, employment and community uses. It states that proposals will be required to accord with the approved Planning Brief for the site and take in to account the Bicester Masterplan.
- 6.9 **Policy Bicester 8** also states that proposals must maintain and enhance the character and appearance of the conservation area, protect listed, scheduled and other important buildings, their setting, and protect the sensitive historic fabric of the buildings and preserve the openness of the airfield. Biodiversity should be protected and enhanced. The continuation of gliding use will be supported. Opportunities for improving access to the countryside will be encouraged.



- 6.10 **Policy Bicester 8** aims to establish uses that will be complementary to, and help enhance, the character and appearance of the conservation area and the nationally important heritage value of the site. It seeks to encourage a mix of uses that will best preserve the sensitive historic fabric and layout of the buildings and the openness of the grass airfield. However, the need to allow some flexibility in the interests of securing an economically viable future for the site is recognised.
- 6.11 **Policy SLE1 (Employment Development)** focuses employment development on sites at Banbury, Bicester, Kidlington. It also outlines a set of criteria to support employment proposals. Support shall be given to proposals that make efficient use of previously developed land wherever possible, make efficient use of existing and underused sites and premises, increase the intensity of use on the site and meet high design standards, use sustainable construction and are of an appropriate scale and respect the character of its surroundings.
- 6.12 **Policy SLE2 (Securing Dynamic Town Centres)** states retail and other ‘Main Town Centre Uses’ will be directed to the town centres of Banbury and Bicester and the village centre of Kidlington. When considering edge of centre and out of centre proposals, preference will be given to accessible sites that are well connected to the town centres.
- 6.13 **Policy SLE3 (Supporting Tourism Growth)** states that the Council will support proposals for new or improved tourist facilities in sustainable locations, where they accord with other policies in the plan, to increase overnight stays and visitor numbers within the District.
- 6.14 **Policy SLE4 (Improved Transport Connections)** states that all development where reasonable to do so, should facilitate the use of sustainable modes of transport to make the fullest possible use of public transport, walking and cycling.
- 6.15 **Policy BSC7 (Meeting Education Needs)** states that the Council will work with partners to ensure the provision of educational facilities which provide for education and the development of skills.
- 6.16 **Policy ESD 1 (Mitigating and Adapting to Climate Change)** states that growth will be directed to the most sustainable locations as defined in this Local Plan. The supporting text explains that Bicester is considered to be one of the most sustainable locations.
- 6.17 **Policy ESD 2 (Energy Hierarchy and Allowable Solutions)** seeks to promote an energy hierarchy that reduces energy use through sustainable design and construction and makes use of renewable energy.
- 6.18 **Policy ESD3 (Sustainable Construction)** states that all new development should incorporate sustainable design.
- 6.19 **Policy ESD4 (Decentralised Energy Systems)** encourages the use of decentralised energy systems.
- 6.20 **Policy ESD5 (Renewable Energy)** states that Council supports renewable and low carbon energy provision.
- 6.21 **Policy ESD6 (Sustainable Flood Risk Management)** states that the Council will manage and reduce flood risk in the District through using a sequential approach to development; locating vulnerable developments in areas at lower risk of flooding.



- 6.22 **Policy ESD6** states that flood risk assessment will be required for proposals located in flood zones 2 or 3, are 1 hectare or more in flood zone 1 or in areas that have experienced flooding.
- 6.23 **Policy ESD6** also states that development should be safe and remain operational (where necessary) and proposals should demonstrate that surface water will be managed effectively on site and that the development will not increase flood risk elsewhere, including sewer flooding.
- 6.24 **Policy ESD7 (Sustainable Drainage Systems (SuDS))** states all development will be required to use sustainable drainage systems for the management of surface water run-off.
- 6.25 **Policy ESD8 (Water Resources)** states that the Council will seek to maintain water quality by avoiding adverse effects of development on the water environment.
- 6.26 **Policy ESD10 (Biodiversity and the Natural Environment)** outlines an approach to protect and enhance biodiversity and the natural environment. These include; seeking proposals that provide a net gain in biodiversity, proposals that do not provide appropriate mitigation or compensate for any significant harm from development will not be permitted, seek proposals that incorporate features to encourage biodiversity, and retain and where possible enhance features of nature conservation value within the site.
- 6.27 **Policy ESD 13 (Local Landscape Protection and Enhancement)** seeks to secure the enhancement of the character and appearance of the landscape particularly in urban fringe locations. Proposals would not be permitted if they would: be inconsistent with local character, harm the setting of settlements, buildings, structures or other landmark features or harm the historic value of the landscape.
- 6.28 **Policy ESD15 (The Character of the Built and Historic Environment)** states that, within the vicinity of any of the district's distinctive natural or historic assets, delivering high quality design that complements the asset will be essential. It goes on to outline criteria for proposals to meet.
- 6.29 **Policy ESD17 (Green Infrastructure)** highlights the importance of maintaining and improving the green infrastructure network, with reference made to its contribution to biodiversity and nature conservation.
- 6.30 **Policy INF 1 (Infrastructure)** states that the Council will identify required infrastructure and work with partners to ensure delivery.

#### **Saved Policies of the Cherwell Local Plan 1996**

- 6.31 The relevant saved policies that remain part of the Development Plan for the District are outlined below. Appendix 7 of the Local Plan Part 1 has been reviewed in the preparation of this section.
- 6.32 **Saved Policy TR1 (Transportation Funding)** requires highway infrastructure that may be required by the proposed development to be provided.
- 6.33 **Saved Policy C5 (Protection of Ecological Value)** states that the Council will seek to protect the ecological and rural character of areas in the district.



- 6.34 **Saved Policy C23 (Retention of Features Contributing to the Character or Appearance of a Conservation Area)** states that there will be a presumption in favour of retaining buildings, walls, trees or other features which make a positive contribution to the character or appearance of a Conservation Area.
- 6.35 **Saved Policy C25 (Development Affecting the Site or Setting of a Scheduled Ancient Monument)** states that in considering proposals for development which would affect the site or setting of a Scheduled Ancient Monument, other nationally important archaeological sites and monuments of special local importance, the Council will have regard to the desirability of maintaining its overall historic character, including its protection, enhancement and preservation where appropriate.
- 6.36 **Saved Policy C28 (Layout, Design and External Appearance of New Development)** states that control will be exercised over all new development, including conversions and extensions, to ensure that the standards of layout, design and external appearance, including the choice of external-finish materials, are sympathetic to the character of the urban or rural context of that development. in sensitive areas such as Conservation Areas.
- 6.37 **Policy ENV12 (Development on Contaminated Land)** states that development on land which is known to be contaminated will only be permitted if adequate measures can be taken to remove any threat of contamination to future occupiers of the site and the development is not likely to result in contamination of surface or underground water resources.

#### **Non-statutory Cherwell Local Plan 2011 (December 2004)**

- 6.38 The Non-Statutory Cherwell Local Plan 2011 is not part of the statutory development plan but was approved as interim planning policy for development control purposes in December 2004.

#### **Bicester Heritage – Heritage Partnership Agreement**

- 6.39 The document provided a blanket vision for the Technical Site acquired by Bicester Heritage. It did not extend to elsewhere in the wider site. The HPA sets out Specifically Agreed Refurbishment Works, Specifically Agreed External Works, and more detailed requirements such as paint colours, materials and construction methods.
- 6.40 The document identifies that Bicester Heritage is the most appropriate user possible and the combination of a historic site and historic vehicles is a natural fit. New development is not covered by the HPA and would need independent planning, listed building and/or Conservation Area consents. The HPA provides an indication of how the existing Technical Site has been restored and brought back into use sympathetically.

#### **RAF Bicester Planning Brief (September 2008)**

- 6.41 Notwithstanding that the brief is not a Supplementary Planning Document (SPD), the document is identified as a material planning consideration. The Planning Brief contains informal development principles drafted prior to disposal of the site by the MOD. The site was considered to be in a poor state of repair and the planning brief was drafted within that context. The planning brief has been addressed later in this planning statement as a material planning consideration.



### **RAF Bicester Conservation Area Appraisal (October 2008)**

- 6.42 The RAF Bicester Conservation Area was designated in 2002 and reviewed in 2008. The 2008 review led to the boundary being extended. The Appraisal identifies that an English Heritage study published in 2000 concluded that

*“RAF Bicester retains, better than any other military airbase in Britain, the layout and fabric relating to pre-1930s military aviation...With West Rainham in Norfolk it comprises the best-preserved bomber airfield dating from the period up to 1945...It also comprises the best preserved and most strongly representative of the bomber stations built as part of Sir High Trenchard’s 1920s Home Defence Expansion Scheme”.*

- 6.43 The document states that designation ensures consideration is given to the special qualities of the area when proposals for new development are being considered; it should not be seen as a means of preventing development, but rather of ensuring that these areas remain responsive to change.



## 7 Relevant Material Planning Considerations

- 7.1 The description of the proposed development is an *outline application to provide new employment units comprising B1 (Business), B2 (General Industrial), and B8 (Storage) uses with ancillary offices, storage, display and sales, with all matters reserved except for access at the F.A.S.T. development parcel, Bicester Motion, Bicester, OX26 5HA.*
- 7.2 Having regard to the Development Plan, NPPF and planning history of the application and wider site, the key planning considerations in respect of this application are considered to be:
- Principle of development
  - Economic benefits
  - Social benefits and healthy places
  - Design parameters
  - Height scale and massing
  - Impact on heritage assets
  - Impact on landscape
  - Ecology
  - Access, transport and parking
  - Impact on archaeology
  - Trees
  - Flooding and drainage
  - Land contamination
  - Aviation

### **Principle of Development**

- 7.3 The F.A.S.T. development site is located at the Former RAF Bicester within the Policy Bicester 8 strategic allocation in the Local Plan 2011-2031 Part 1. The proposed development comprises the F.A.S.T. development parcel within the Bicester Motion concept which provides a vision for the future of the wider site.
- 7.4 The proposed land use incorporates flexible B1, B2, and B8 associated with the current and future use of the site outlined in the Bicester Motion Vision document. Any B8 uses will be linked to the use of the site as an automotive and engineering centre of excellence for the past, present and future. It will be aligned to the concept of the Future Automotive Speed Technology Hub proposal. The buildings will also be of high-quality design in contrast to that often associated with buildings in B8 use.
- 7.5 Policy Bicester 8 (Former RAF Bicester) allocates the wider site for development in seeking to secure an economically viable future for the former RAF Bicester Technical Site and Flying Field. Policy Bicester 8 is a permissive policy supporting employment, tourism and leisure uses.
- 7.6 The proposed development is in accordance with the allocation by delivering new employment units, including B1 (business), B2 (general industrial), and B8 (storage)uses supported by ancillary offices, storage, display and sales. The proposal will complement the success of the existing Technical Site, New Technical Site and Hotel development proposals.





- 7.7 Policy Bicester 8 seeks to encourage a mix of uses aligned to the constraints and sensitivities of the site whilst also recognising the need for flexibility to secure the commercially viable future for the allocation site. The F.A.S.T. development proposal will provide opportunities for businesses and employment, with ancillary storage and sales, that will support the repurposing of the wider site whilst being sensitively designed in recognition of the historic and landscape qualities of the site.
- 7.8 In accordance with Policy Bicester 8, the F.A.S.T. development proposal will maintain and enhance the character of the Conservation Area by improving a poor-quality and degraded area influenced by the residential and industrial development. The appearance of the Conservation Area will be maintained and enhanced whilst protecting other buildings identified as being important – including Listed Buildings and Scheduled Ancient Monuments.
- 7.9 Officers considered Policy Bicester 8 identifies employment uses as appropriate and refers to a Planning Brief for the site. The Planning Brief remains partially in draft form. Indeed, as outlined in the pre-application section of this Planning Statement, officers stated in the pre-application written responses that there are material considerations which must be considered against any apparent conflict with the Planning Brief for the site.
- 7.10 Other material considerations mean only limited weight can be attached to the Planning Brief which relates to the site. These are as follows:
- The issuing of a new national planning policy framework and planning practice guidance;
  - The sale of Bicester Heritage by the MOD and its acquisition, investment and re-use by the applicant;
  - The recent resolutions to grant permission for an extension to the technical site and a new hotel;
  - The granting of planning permission for development within the environs of Bicester Heritage (most notably Link 9);
  - The contribution that development at Bicester Heritage makes to the local economy and the employment and recreational offer now available at the site.
- 7.11 Under the custodianship of the applicant the application site and wider site is being positively managed in a way not envisaged by the planning brief for the site. The site has been removed from the 'Heritage at Risk' register, development proposals have been delivered to an exceptional standard and the current proposal continues the site's journey towards a successful and long-term sustainable future.
- 7.12 A Heritage Impact Assessment prepared by Worledge Associates is submitted in support of this application. The report concludes the proposals will result in less than substantial harm to the heritage assets and the public benefits will outweigh that harm. The level of harm is identified as being at the lower end of the less than substantial category. The impact on heritage is considered later in this planning statement as a material planning consideration.
- 7.13 The development proposal will make efficient use of an underused site and will make efficient use of Previously Developed Land as defined by the NPPF. The site has been occupied by permanent built structures, which research (including aerial images) indicate included a railway line, with associated hard surfacing. Furthermore, aerial images indicate a number of large permanent buildings and structures associated with the former use of the site were present on the site.



- 7.14 The remains of the structures, including foundations of buildings and associated areas of hard surfacing remain on the site and it is considered there is likely to be more than currently visible. Furthermore, the development site included permanent hard surfacing used to store and manoeuvre aircraft around a much wider site than remains today. Some areas of this hard surfacing remain on the site which is reflected in the proposed design of the scheme.
- 7.15 The proposed development will deliver substantial economic benefits for the area associated to the employment uses to be delivered and as such is in accordance with Policy SLE1 (Employment Development). The impact on the economy of the proposed F.A.S.T development proposal has been analysed by Oxford Brookes University and extracts are provided later in this planning statement, where the economic impact is addressed further as a material planning consideration.
- 7.16 The proposed development will complement and enhance the character of the site through sensitive siting, layout and high-quality design and as such is in accordance with Policy ESD15 (Character of the Built and Historic Environment). The proposed development will be of high-quality design and appropriate scale and will respect the existing character of the area. The design of the proposal is considered later in this planning statement as a material planning consideration.
- 7.17 Policy Bicester 8 seeks to protect the biodiversity of allocation site. Ecological surveys have been undertaken for the wider site and are submitted in support of this proposal. The ecology surveys indicate there is no impact on protected habitats and species and on-site ecological mitigation is appropriate where other habitats are affected.
- 7.18 In summary, the principle of development is considered to be acceptable for the following reasons:
- The proposed development site is part of a wider site which is allocated for development by Policy Bicester 8 (Former RAF Bicester);
  - The proposed development is in accordance with Policy Bicester 8; and
  - The proposed development will make effective use of Previously Development land.

### **Economic Benefits**

- 7.19 The positive economic impact of the proposed development is considerable. There will be connections to local supply chains and links to other commercial development occurring in Bicester and the wider district of Cherwell. Having regard to paragraph 8 of the NPPF, the proposed development will help to build a strong, responsive and competitive economy. The proposed development will support growth, innovation and improved productivity. New employment space will be delivered, creating opportunities for highly skilled jobs, training and apprenticeships aligned with the identified priorities of the Development Plan.
- 7.20 The proposed development will deliver sustainable development in a positive way in accordance with the wider presumption in favour of sustainable development set out in paragraphs 10 and 11 of the NPPF. Economic conditions of the area will be improved in accordance with paragraph 38 of the NPPF. It will help to address the economic and societal challenges of the future.
- 7.21 Local business needs and wider opportunities have been considered through this proposal. It will create conditions in which both UK and international businesses can invest, expand and adapt, in



accordance with paragraph 80 of the NPPF. The proposed new buildings will facilitate the expansion of a knowledge driven, creative and high-technology industry.

- 7.22 The F.A.S.T. concept was created to cater for increasing identified demand from automotive technology business seeking premises in 'Motorsport Valley', which is at the centre of a global high-performance technology, motorsport and advanced engineering sector. The F.A.S.T. Zone will provide a unique opportunity for the public to engage with and experience new technologies that are envisaged to be on demonstration at the site.
- 7.23 The site location is well-connected to the University of Oxford, Oxford Brookes University and Banbury and Bicester College as well as the existing corridor of motorsport research and design, and motorsport engineering. The development will create a world-leading automotive technology cluster, home to leading international innovation and technology businesses.
- 7.24 It is anticipated the proposed development will cater for the following businesses who have expressed an interest in using space created by the proposal:
- Electric Performance Car Brand – International;
  - Electric Motorsport Technology Teams – International;
  - Self-driving Technology Teams – International;
  - High Performance Design and Engineering;
  - A Start-up Technology Business Innovation Incubator;
  - Centre for Automotive Technology Education.
- 7.25 It is clear, therefore, that the proposals will build on the strengths and success of Bicester Heritage, capitalise on its excellent location in Bicester to contribute to the economy of Cherwell District, south-east England and United Kingdom Oxfordshire, Cherwell district and Bicester itself will receive international exposure as a leading centre of innovation and technology.
- 7.26 To demonstrate the economic benefits that will be delivered by the scheme, an Economic Impact Study prepared by Oxford Brookes University is submitted in support of the proposed development. It provides a snapshot of the economic impact generated by Bicester Heritages activities, commitments and investments (current and future). This is revealed in the report by the following key economic facts:
- Over 100,000 people visited Bicester Heritage and they spend roughly £3.51 million. This expenditure generates £4.13 million in Gross Value Added (GVA) contributions with 79 jobs supported in the UK economy;
  - The direct economic and employment contribution of Bicester Heritage is £761,000 with 15 jobs supported;
  - The combined Gross Value Added (GVA) contribution of two selected existing tenants is over £2 million with 38 jobs supported in the UK economy; and
  - The proposed development is part of a wider vision for the site that has a projected construction spend (GVA) of over £200million with nearly 3000 jobs being supported and a recurrent visitor spend (GVA) of £100million with nearly 2000 jobs being supported.
  - Furthermore, the proposed development will contribute to the success of Oxfordshire, which is a globally renowned region with a strong and diverse economy. This is demonstrated by the following key economic facts:



- £22bn GVA is generated by Oxfordshire for the UK economy each year - having grown by 47% (£7.3bn) between 2006 and 2016;
- Oxford University is ranked 1st in the Times Higher Education global rankings – approximately 14 miles from the site;
- Oxfordshire is 1 of 3 net contributors to the UK exchequer;
- 1,500 high-technology firms are located in Oxfordshire;
- Oxfordshire includes one of the largest life sciences clusters in Europe and the highest concentration of science research facilities in western Europe;
- 7 million people visit Oxfordshire each year; and
- 40,000 new private sector jobs have been created in the wider LEP area since 2011.

7.27 This is also demonstrated by the strength of the tourism sector in the Oxfordshire economy. According to Experience Oxfordshire's Economic Impact (2017) report:

- 29.9 million trips were made to Oxfordshire in 2017;
- £2.17 billion is the value of tourism in Oxfordshire;
- 36,896 jobs are supported by tourism activity;
- 2.8 million overnight trips; and
- 9.7 million nights spent in County in total.

7.28 The Strategic Economic Plan for Oxfordshire aims to deliver a vibrant, sustainable, inclusive, world leading economy, driven by innovation, enterprise and research excellence. The proposed development will align with and strongly contribute to delivering that aim, capitalising on being sited in a key location within the Oxfordshire 'knowledge spine' and being in close proximity to Oxfordshire's Strategic Economic Assets.

7.29 Sitting underneath the Strategic Economic Plan (SEP) is the Creative, Cultural, Heritage and Tourism Investment Plan (CCHTIP) that will help to deliver economic growth in Oxfordshire up to 2030. The proposed development will support the delivery of the document's key priorities, including developing skills and talent, delivering business growth, representing creative place-making, and providing productive and engaging experiences.

7.30 Bicester itself is well-located to capitalise on Oxfordshire's success and other wider initiatives that will bring economic benefits to the town, including the following:

- Local infrastructure funding;
- The Cambridge – Milton Keynes – Oxford corridor and associated projects will increase the GVA of the area from £163bn to £250bn;
- The Economic Development Strategy for Cherwell recognises that Bicester is provided with the opportunity to become a location for high value and knowledge-based business;
- East-west rail will provide enhanced public transport connectivity for Bicester;
- Improvements have been made to rail connectivity and these continue;
- Bicester is identified as an eco-town; and
- Growth in the housing stock at Bicester and a need to provide highly skilled employment opportunities.



- 7.31 The proposed development site is well-positioned to take advantage of these economic opportunities, including in locational terms. It will build upon the achievements of Bicester Heritage to date and help to secure the economic successes for Bicester and Cherwell.
- 7.32 The proposed development seeks to deliver the economic ambitions and priorities of the Cherwell Local Plan Part 1, including those relating to Bicester in the following ways:
- Delivering knowledge-based employment;
  - Exploiting the site's location in the Cambridge-Milton Keynes-Oxford Arc;
  - Exploiting the good transport connectivity;
  - Utilising ex-MOD land;
  - Maintaining and increasing the role of the motorsport industry and performance engineering;
  - Encourage international brands and visitors to Bicester complementary to the town centre and Bicester Village;
  - Encouraging and delivering high-technology business;
  - Encouraging and delivering high value distribution companies; and
  - Improving the sustainability and self-sufficiency of Bicester.
- 7.33 The proposed development will create unique and diverse leisure and tourism opportunities that will support and strengthen the Oxfordshire tourism offer as part of the vision for the wider site, in accordance with Policy SLE3 (Sustainable Tourism Growth).
- 7.34 The Oxfordshire Growth Board is seeking to facilitate and enable joint working on economic development, strategic planning and growth across Oxfordshire. A project overseen by the Growth Board is the Oxfordshire housing deal, which requires the delivery of 100,000 homes by 2031 to be delivered through the district's Local Plans and an Oxfordshire-wide statutory joint local plan. This is supported by £215million of new funding for infrastructure.
- 7.35 It is also noted that Cherwell Industrial Strategy is under development. In it, Bicester Motion is recognised as a key component for the delivery of economic and social growth and sustainability. Furthermore, Bicester is part of the Government's Garden Communities Programme which supports places seeking to deliver high quality new development.
- 7.36 Having regard to paragraph 185 of the NPPF, the proposal will support a positive strategy for the conservation and enjoyment of the historic environment to help deliver the wider economic benefits conservation of the historic environment can bring.
- 7.37 In accordance with Policy Bicester 8 (Former RAF Bicester), the proposed development will help to secure an economically viable future for the wider site as a whole. The proposed uses will be complementary to the existing site.
- 7.38 In accordance, with Policy SLE1 (Employment Development), the proposed development will support existing businesses by meeting their needs thus allowing their expansion. The proposed development will also help to attract new international business to the site. The application site is allocated for employment uses, is outside of the Green Belt and will make efficient use of Previously Developed Land.



7.39 The proposed development will improve and encourage accessibility by sustainable transport, will be designed to high standards and use sustainable construction methods. The proposed development will not have an adverse effect on surrounding land uses, residents and the historic and natural environment.

### **Social Benefits and Healthy Places**

7.40 Bicester is part of the healthy towns network, which is a ground-breaking collaboration between NHS England, Public Health England, Housing Developers and Housing Associations. The aim for Bicester is to create a healthy community by making it easy, attractive and affordable for people of all ages to live healthy, sustainable lifestyles and to replicate the learning to elsewhere.

7.41 The vision for Cherwell district set out in the Local Plan 2011-2031: part 1 is for all residents to enjoy a good quality of life and those who live and work in the district will be happier, healthier and feel safer. Policy BSC 8 (Securing Health and Wellbeing) supports the provision of health facilities in sustainable locations which contribute towards health and well-being.

7.42 The design of the proposed development is part of the wider vision for Bicester Motion, which incorporates a series of health objectives have been developed by the applicant. These can be summarised as follows:

- Creation of leisure and recreational activities that promote physical, mental and social health and wellbeing.
- Creating a unique centre for lifestyle experience, business and culture.
- Sustainable, well-designed development and regeneration to support healthy and happy living.
- Provide a sense of place and identity to Bicester and Improve community cohesion.
- Create new employment opportunities for a wide-ranging workforce.
- Create training and apprenticeship opportunities.

7.43 The proposed development is in accordance with paragraph 92 and paragraph 95 of the NPPF which promote social, recreational and cultural facilities and promote safety and security within proposed new development.

### **Design Parameters**

7.44 In accordance with Policy ESD15 (Character of the Built and Historic Environment), the submitted Design and Access Statement prepared by Ridge and Partners demonstrates how the design of the development is informed by analysis of the context and explains and justifies the design principles underpinning the proposed development. This Planning Statement also demonstrates that the proposed design of the new buildings is in accordance with the relevant national and local planning policy and material considerations.



- 7.45 The indicative design of the proposed development is informed by heritage analysis of the site and surrounding area to form heritage-led design principles that underpin the scheme. Landscape analysis also informs the design of the proposals.
- 7.46 A heritage Report prepared by Nick Worlledge Associates and a Landscape and Visual Impact Appraisal prepared by ASA Landscape Architects are submitted in support of the proposal. To plot the heritage and landscape assessments spatially, a series of challenges and opportunities plans have been prepared, which highlight the sensitivities of the site from a landscape and heritage perspective.
- 7.47 From this spatial analysis, a suitable developable area has been arrived at. This has then been further refined by a series of plans that set parameters informing the overall design of the proposal. Whilst remaining indicative, the design has been informed by these plans to arrive at a sensitively designed scheme that responds to the site's characteristics and delivers a positive contribution to the area.
- 7.48 Furthermore, a Design Code requested by officers during pre-application discussions has been prepared by Ridge and Partners and is submitted in support of the application. The Design Code provides design parameters following a robust analysis of the site's context and character.
- 7.49 As requested by officers, the Design Code addresses the following matters:
- Contextual analysis
  - Principles and Design Vision
  - Developable Area and Land Use
  - Surfacing
  - Lighting
  - Building Height
  - Scale and Massing
  - Building Form
  - Roofscape
  - Elevational details
  - Building frontages
  - Materials and Colours
  - Signage
  - Access and Movement
  - Open Space and Landscape
  - Including hard and soft landscaping
- 7.50 The parameters plans establish the quantum of development that is appropriate for the site whilst a Design Code for the F.A.S.T. development parcel establishes design principles. The parameter plans provide certainty regarding the quantum of development whilst the design code provides certainty regarding the quality and caliber of the development proposals. Together they provide the flexibility required by the applicant to ensure commercial success.
- 7.51 The height, scale and massing of the proposed development are considered further below.

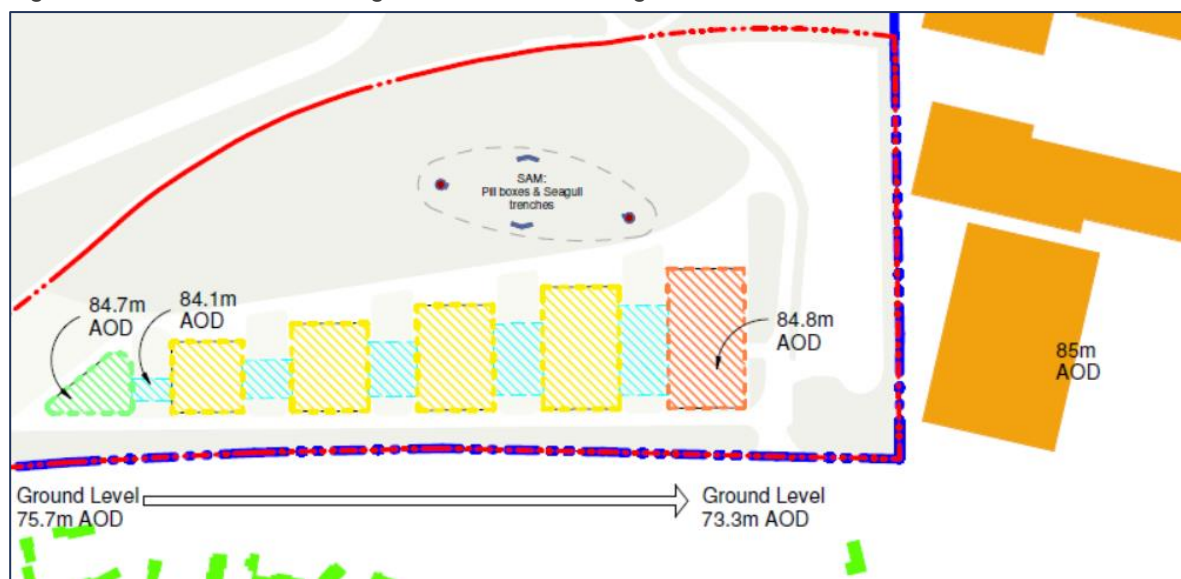




### Height, Scale and Massing

- 7.52 The proposed development will comprise a series of buildings anticipated to be set across 2 levels. Building heights will be around 9-13.5m from ground level up to a maximum height of 84.8m AOD. The buildings will be of sufficient size and scale to incorporate the proposed uses and deliver the identified economic benefits. The height scale and massing parameters plan demonstrates the way in which the overall quantum of development could be delivered on the site.
- 7.53 Adjacent to the proposed development site is a large commercial development of industrial warehouses approximately 14-16m in height (85m AOD). The buildings are between 7m and 18m from the proposed development site (which is also the boundary of the Conservation Area). Indeed, they are within the setting of the Conservation Area and were found to be acceptable.

Figure 3 – Extract from the Height, Scale and Massing Parameter Plan



- 7.54 The proposed new F.A.S.T. development is not seeking to utilise these buildings as a precedent, rather the proposed new development provides the opportunity to mitigate the impact of these large-scale buildings on the Conservation Area and surroundings. There is an opportunity to provide a sympathetic transition between the adjacent commercial units in 3rd party ownership and the existing Technical Site and recently permitted New Technical Site.
- 7.55 The new F.A.S.T. buildings will be of high-quality design, breaking up the massing of the adjacent buildings. They will be seen and appreciated against a backdrop of the commercial development to the east of the site, the Skimmingdish Lane highway immediately to the south, and hard urban edge of Bicester further to the south.
- 7.56 Having had regard to the parameters plans, the indicative layout demonstrates how the proposed new buildings could be incorporated into the developable area of the site without impacting on heritage assets or the landscape, in accordance with Policy Bicester 8.
- 7.57 The proposed development will be delivered to high standards of design and the new buildings will be of an appropriate form, scale, mass and will respect the character of their surroundings, in accordance with Policy SLE1 (Employment Development). The proposal will be in accordance with Policy ESD15 (Character of the Built and Historic Environment).



- 7.58 The scale of the buildings is much less than the existing very large scale of 'sheds'/factories that are adjacent to the south-east. The scale of the F.A.S.T. buildings reduces with distance away from this larger scale development which acts as a transition in terms of the massing and height of building form. It will soften the impact of the existing commercial development.
- 7.59 Having regard to the intended use of the buildings, the proposed development will be functional, and the new buildings will be designed in such a way to ensure longevity. A Sustainable Urban Drainage System will be incorporated, with adequate parking, space for waste and recycling and space to incorporate services and utilities. The site layout remains indicative at this stage but demonstrates how these will be incorporated.

### **Impact on heritage assets**

- 7.60 Paragraph 184 of the NPPF requires that heritage assets be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations. In accordance with paragraph 189 of the NPPF, a Heritage Report prepared by Worledge Associates considers the heritage significance, impact, management and benefits of the proposal.
- 7.61 Policy Bicester 8 (Former RAF Bicester) states that conservation-led proposals to secure a long-lasting, economically viable future for the wider site will be encouraged by the Council. Heritage has been a key consideration in the evolution of the proposed design, including from a position of informed understanding regarding the heritage significance the site holds with reference to the evidence base.
- 7.62 Paragraph 193 of the NPPF requires that great weight should be given to the asset's conservation, irrespective of the level of any potential harm. Paragraph 194 states that any harm to, or loss of, the significance of a heritage asset should require clear and convincing justification.
- 7.63 The Heritage Impact Report demonstrates that historic interest lies in the survival of the existing military buildings and other structures and it is considered the proposal will not have any direct adverse impact on existing buildings or structures. The proposed development will not detract from the understanding and experience of the history and aesthetics of the wider historic site.
- 7.64 The Heritage Report identifies that the significance of the F.A.S.T. site lies in the areas used for storage purposes with routes out to panhandle areas. Overall, the historic integrity of this part of the wider site has been undermined by the truncation of this part of the airfield with the loss of the panhandle areas to residential development and with the realignment of Skimmingdish Lane. Understanding of the later phases of development of the RAF base in this part of the site has been lost.
- 7.65 The Heritage Report states that post-war, without a military purpose, the wider site went into decline and this is probably the reason why the panhandle areas were given over to development. This was a consequence of redundancy rather than any planned or deliberate effort to retain the area open. This is reflected in the poor and unused condition of the proposed development site and such condition detracts from the setting of the scheduled monuments and the aesthetic of the site as a whole.



- 7.66 The Heritage Report considers the impact of the proposed development. It states that the proposed development will not have any direct adverse impact on any listed building but has the potential to affect the character and appearance of a conservation area and the setting of listed buildings.
- 7.67 The report states that the proposed development would have a low level of magnitude of impact to the significance of the designated heritage assets and, allowing for the different mitigation strategies across the site, would result in a negligible effect (i.e. that the development would erode to a negligible extent the heritage values of the site).
- 7.68 The Heritage Report concludes that the level of harm associated with the proposed development would be placed at neutral or at worst at the lower end of the less than substantial scale.
- 7.69 Paragraph 196 states where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including. Paragraph 197 states that a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the asset.
- 7.70 The public benefits associated with the proposal are as follows:
- The proposal will contribute to the delivery of the Council's objectives including sustainable economic growth as identified in this document;
  - Contribute to achieving a long-term commercially successful future for the wider site;
  - Deliver substantial economic benefits to the town of Bicester and wider district;
  - Provide public access to an otherwise closed and inaccessible site enabling understanding of this historic area;
  - Develop an underutilised Previously Developed Site; and
  - Deliver heritage benefits (which are public benefits) associated with the proposal.
- The heritage benefits set out in the Heritage Report can be summarised as follows:
- Enhance the wider setting of the defensive structures;
  - Securing a long-term future for the site and its constituent elements;
  - Ensuring that the heritage assets are not fragmented focusing on the preservation and enhancement of the historical and visual interdependencies;
  - Improved access to the site (intellectual and physical);
  - Opportunities for interpretation and enhancement of the embodied memories of the site;
  - Creating new experiences that derive from the site's history of innovation and experiment, with the potential to add new chapters to the site, which in turn will be valued by society; and
  - Making provision and long-term commitment and financial investment to ensure that present and future generations can learn from and enjoy this component of our historic environment.
- 7.71 The public benefits of the proposed development demonstrably outweigh the less than substantial harm to heritage assets, in accordance with paragraph 196 of the NPPF.
- 7.72 In accordance with paragraph 200 of the NPPF, the proposed development will provide the opportunity for scrub clearance that will better reveal the significance of the heritage assets of the wider site.
- 7.73 In accordance with Policy Bicester 8 the proposal will maintain and enhance the character and appearance of the Former RAF Bicester Conservation area, listed buildings, scheduled and other



important buildings, their setting and support the protection of the sensitive historic fabric of the buildings on the application site and across the wider site.

- 7.74 In accordance with Policy ESD15 (Character of the Built and Historic Environment) the proposal will complement and enhance the historic character of its context. The proposed development is in accordance with Saved Policy C23 (Retention of Features Contributing to Character or Appearance of a Conservation Area).

### **Impact on landscape**

- 7.75 A Landscape and Visual Appraisal prepared by ASA Landscape Architects is submitted in support of the proposed development. The report addresses the landscape and visual impact of the F.A.S.T. development on the site itself, its wider setting of the former RAF Bicester and of the wider landscape.
- 7.76 The report identifies that the development is located in an area of landscape character that is predominantly sub-urban with commercial/industrial influences and that the site lies on the extreme periphery of the airfield well outside the perimeter track (which is defined by its openness). The report concludes that the proposed development does not impinge on the openness of the flying field.
- 7.77 The indicative layout shows how the building footprints are reduced in size as the development extends along Skimmingdish Lane and the building heights reduce in size from 13.5m to 9m. The LVIA concludes that this will assist in creating a transition between the F.A.S.T. development and the open gap that will exist between the F.A.S.T. buildings and the Technical Site.
- 7.78 The LVIA considers that local views from Skimmingdish Lane will experience up to moderate visual impacts and would be mitigated in the longer term by the establishment of boundary planting breaking up the mass of any buildings and helping to screen and filter views.
- 7.79 The report identifies that a key feature of the site is the visual link between the wider Bicester site and the rural, distant landscape. The report concludes that these views are not affected by the F.A.S.T. proposals.
- 7.80 Furthermore, the report identifies that there are also important views from the existing technical site and Watchtower. It is concluded in the report that the view will change and F.A.S.T. will clearly be visible, but that it will not be dominant in the view and will be seen against a backdrop of existing commercial/industrial development.
- 7.81 Overall, the LVIA concludes that the proposed development will have localised impacts on one peripheral area of the site. When set within the context of the wider site, the indicative layout demonstrates that the proposed F.A.S.T. buildings will not dominate the rest of the site or change the underlying open character of the flying field and setting of the existing technical site. Any impacts will be mitigated over time as new planting establishes and matures.
- 7.82 In accordance with Policy ESD13, the proposed development will not result in harm to landmark features and in accordance with Saved Policy C7 (Landscape Conservation) the proposal will not cause demonstrable harm to the topography or character of the landscape.
- 7.83 In accordance with Policy ESD13 (Local Landscape Protection and Enhancement), the proposed development will not result in harm to the historic value of the landscape. The landscape has no



statutory designations. Good design will ensure that impacts of the proposed development are limited.

- 7.84 Having regard to NPPF, including paragraph 109, the proposal will not harm protected and valued landscapes.

### **Ecology**

- 7.85 Policy ESD10 (Protection and Enhancement of Biodiversity and the Natural Environment) requires relevant ecological surveys to be prepared. A Phase 1 Ecological Survey is submitted alongside this application prepared by Ecology Solutions which evaluates the importance of the habitats present in accordance with published guidance and best practice guidelines.
- 7.86 The Ecology Report has considered the wider site and states that the wider site primarily comprises an airfield largely supporting short mown grassland, associated historical defence structures and infrastructure, in addition to Stratton Audley Quarry, a partially restored quarry and inert landfill, which supports a number of waterbodies, grassland, scrub and young woodland.
- 7.87 The Report identifies that the F.A.S.T. site predominantly comprises semi-improved grassland, dense scrub, broad-leaved semi-natural woodland and areas of hardstanding and built form. Furthermore, the report states that no statutory designated sites were recorded within or immediately adjacent to the F.A.S.T. site. The F.A.S.T. site comprises a component of the Bicester Airfield LWS, albeit the vast majority of the LWS is located outside of the F.A.S.T. site boundary (within the wider site).
- 7.88 The report concludes the whilst the F.A.S.T. site, as a component of the wider site, provides a subset of the wider resource for the above faunal assemblages, the F.A.S.T. site itself only supports a relatively limited range of the habitat mosaic present within the wider site (with much of the biodiversity interest confined to the quarry area). Important opportunities nonetheless exist for common reptiles and a range of invertebrates within the F.A.S.T. site, with limited opportunities for foraging and commuting bats, breeding and wintering birds.
- 7.89 Policy ESD10 seeks the protection and enhancement of biodiversity, including by protecting, managing and enhancing resources. As part of the allocation for development, Policy Bicester 8 requires the protection and enhancement of biodiversity of the site. Appropriate mitigation where necessary is identified such that it will offset any negative impacts and where possible provide for the ecological enhancement of the application site.
- 7.90 The ecological survey work undertaken at the site has informed emerging masterplan proposals for the wider site, as well as the F.A.S.T. site. Appropriate principles and measures have been identified to avoid impacts where possible and otherwise to guide appropriate mitigation and enhancement opportunities which may be implemented at a detailed stage of planning.
- 7.91 The proposed development is in accordance with Policy ESD10 (Protection and Enhancement of Biodiversity and the Natural Environment).

### **Access, transport and parking**



- 7.92 Policy SLE4 (Improved Transport and Connections) supports the implementation of proposals in the local Movement Strategies and Local Transport Plan. A Transport Assessment prepared by Mode Transport Planning is submitted alongside this application.
- 7.93 The proposed vehicle access to the F.A.S.T. development will be from A4421 Skimmingdish Lane. The Transport Assessment indicates that the junction to the A4421 will be a ghost road hand turn.
- 7.94 The Transport Assessment indicates that 3.0m wide shared footway/cycleways will be provided at the proposed accesses and within the internal access road (excluding Bicester Road).
- 7.95 New dropped kerb crossing points (with tactile paving and central refuge islands) will also be provided for pedestrians and cyclists to connect with the existing provision and infrastructure within the local surrounding area. A pedestrian/cycle crossing adjacent to the F.A.S.T. zone on Skimmingdish Lane is proposed.
- 7.96 Parking will be provided at the required levels to be specified during the detailed design stage. Cycle parking will be provided through the site alongside individual land uses and buildings. EV charging points will be provided.
- 7.97 The Transport Assessment states that, for the wider Bicester Motion site, access junction capacity assessments have been undertaken and conclude that these will all operate with significant reserve capacity with zero vehicles queueing on both the major and minor (site access) roads. The TA concludes that the proposed access junctions are therefore considered sufficient and appropriate to serve the proposed wider masterplan development.
- 7.98 The Transport Assessment concludes that the proposed development can be accommodated within the local area, will not have a significant adverse impact on the operation of the surrounding highway network.
- 7.99 In accordance with Policy SLE4, the proposed development supports and facilitates the use of sustainable modes of transport to make the fullest use of public transport, walking and cycling. The site is adequately accessible by sustainable modes of travel; existing pedestrian and cycle links are located within close-proximity of the site and there are good connections with local facilities/amenities in the local area and towards Bicester Town Centre.
- 7.100 Therefore, in accordance with paragraphs 103, 104, 110, and 111 of the NPPF, the proposal is considered to be acceptable in transport terms.

### **Impact on archaeology**

- 7.101 In accordance with policy ESD15 (Character of the Built and Historic Environment) new development proposals should conserve, sustain and enhance designated and non-designated heritage assets including archaeology. An archaeological Desk Based Assessment prepared by Oxford Archaeology is submitted alongside this application incorporating a walkover survey of the site. No over-riding archaeological constraints which are likely to prohibit development have been identified.





### **Trees**

- 7.102 Policy ESD10 (Protection and Enhancement of Biodiversity and the Natural Environment) encourages the protection of trees and those trees within a Conservation Area are also afforded protection. The proposal seeks to protect trees, particularly those with arboriculture interest or merit and these will be retained where possible.
- 7.103 An Arboricultural Implications Assessment prepared by Crestwood Environmental is submitted with this application. The proposed development has been carefully designed to ensure a successful juxtaposition between the existing trees and the proposed development.
- 7.104 The proposed development will not fall within the root protection area of any retained tree and will not require any facilitation pruning to any retained trees. No category A or B trees are to be lost. Some category C trees are to be lost.

### **Flooding and drainage**

- 7.105 In accordance with Policy ESD3 (Sustainable Construction), ESD6 (Sustainable Flood Risk Management) and ESD7 (Sustainable Drainage Systems) the proposed development will incorporate a sustainable design.
- 7.106 A Flood Risk Assessment and Drainage Strategy prepared by Ridge and Partners is submitted in support of the application.
- 7.107 In accordance with Policy ESD8 (Water Resources) adverse effects on the water environment will be avoided and water quality will be maintained.
- 7.108 The development will include a Sustainable Drainage System that will effectively manage surface water on site and not increase flooding elsewhere – including sewer flooding.
- 7.109 The system to manage surface water drainage will be designed to agree with the National Standards for Sustainable Drainage.

### **Land contamination**

- 7.110 Saved policy ENV12 (Development on Contaminated Land) requires that adequate measures should be taken to remove any threat of contamination to future occupiers of the site. Having regard to the previous military use of the site there is a need to ensure that any contamination is addressed effectively through redevelopment.
- 7.111 A Phase 1 Land Contamination and Ground Condition Report is submitted alongside this application. The Report concludes that it is unlikely that ground conditions or potential pollutant sources identified would have any significant impact on the condition of the land or the receptors identified, including people. It is noted that appropriate construction methods to meet health and safety requirements, including the use of PPE, will be utilised.

### **Aviation**

- 7.112 Part of the wider site is used for aviation. A report prepared by Alan Stratford and Associates Limited has been prepared which assesses the proposals with regard to the aviation use.





- 7.113 The report identifies that the airfield consists of 348 acres (139 ha) of well-drained short-mown grass, with three nominal 'runways' or operating directions (not marked) of 06/24 (1,100m), 13/31 (1,000m), and 18/36 (1,000m).
- 7.114 The report has assessed the implications of the proposed development on operations at the airfield. The proposed development will not impact aviation use and will not preclude the use of the airfield for flying.

## 8 Conclusion

- 8.1 The description of the proposed development is an *outline application to provide new employment units comprising B1 (Business), B2 (General Industrial), and B8 (Storage) uses with ancillary offices, storage, display and sales, with all matters reserved except for access* at the F.A.S.T. development parcel, Bicester Motion, Bicester, OX26 5HA.
- 8.2 The F.A.S.T. concept was created to cater for increasing identified demand from automotive technology business seeking premises in 'Motorsport Valley', which is at the centre of a global high-performance technology, motorsport and advanced engineering sector.
- 8.3 The principle of development is considered to be acceptable as the proposal is in accordance with Policy Bicester 8 and makes effective use of Previously Developed Land that is not of particular environmental value.
- 8.4 In accordance, with Policy SLE1 (Employment Development), the proposed development will support existing businesses by meeting their needs thus allowing their expansion. The proposed development will also help to attract new international business to the site.
- 8.5 There are substantial economic benefits associated with the proposed development that will help to contribute to an economically successful future for the wider site as part of the vision for Bicester Motion.
- 8.6 The F.A.S.T. proposal will deliver significant economic benefits associated with the employment uses to be delivered by responding positively to identified opportunities for growth, particularly in the knowledge driven, creative and high-technology industries.
- 8.7 Local business needs and wider opportunities have been considered through this proposal. International businesses will be attracted to the site and those already on site will be able to expand, building on current success.
- 8.8 The Heritage Report concludes that the level of harm associated with the proposed development would be placed at neutral or at worst at the lower end of the less than substantial scale.
- 8.9 The public benefits of the proposed development demonstrably outweigh the less than substantial harm to heritage assets, in accordance with paragraph 196 of the NPPF.
- 8.10 Overall, the LVIA concludes that the proposed development will have localised impacts on one peripheral area of the site. When set within the context of the wider site, the indicative layout demonstrates that the proposed F.A.S.T. buildings will not dominate the rest of the site or change



the underlying open character of the flying field and setting of the existing technical site. Any impacts will be mitigated over time as new planting establishes and matures.

- 8.11 In accordance with Policy ESD13, the proposed development will not result in harm to landmark features and in accordance with Saved Policy C7 (Landscape Conservation) the proposal will not cause demonstrable harm to the topography or character of the landscape.
- 8.12 In accordance with Policy ESD13 (Local Landscape Protection and Enhancement), the proposed development will not result in harm the historic value of the landscape. The landscape has no statutory designations. Good design will ensure that impacts of the proposed development are limited.
- 8.13 The proposal is in accordance with Policy ESD15 (Character of the Built and Historic Environment). The proposed development will complement and enhance the character of the site through sensitive siting, layout and high-quality design.
- 8.14 The proposed development will be delivered to high standards of design and the new buildings will be of an appropriate form, scale, mass and will respect the character of their surroundings, in accordance with Policy SLE1 (Employment Development).
- 8.15 In accordance with Policy SLE4, the Transport Assessment concludes that the proposed development can be accommodated within the local area, will not have a significant adverse impact on the operation of the surrounding highway network. The proposed development will also support and facilitate the use of sustainable modes of transport to make the fullest use of public transport, walking and cycling.
- 8.16 The proposed development is in accordance with Policy ESD10 (Protection and Enhancement of Biodiversity and the Natural Environment).
- 8.17 Having regard to the key planning considerations the proposal is considered to be in accordance with the Development Plan for the district of Cherwell and national planning policy. Therefore, the proposal is considered to be in accordance with Policy PSD1 (Presumption in Favour of Sustainable Development) and paragraph 11 of the NPPF.

# Appendices





## Appendix 1. Site Wide Planning History



**Site Address: RAF Bicester, Launton, Bicester, OX26 5HA**

**Relevant Planning History:**

Reference	Description	Decision	Date
19/02431/DISC	Discharge of Condition 7 (training and employment plan) of 18/01333/F	Awaiting Decision	-
19/02275/F	Variation of condition 2 (plans) of 18/01333/F - A number of changes to approved plans are required to deliver the proposed buildings. The changes include minor alterations to the fenestration of the buildings.	Awaiting Decision	-
19/02050/F	Erection of a new substation	Awaiting Decision	-
19/01853/DISC	Discharge of condition 6 (surface water drainage) of 18/01333/F	Awaiting Decision	-
19/01147/F	Construction of a new timber framed car port within the existing car parking area	Awaiting Decision	-
19/01016/F 19/01017/LB	Change of use of Building 113 to mixed storage (B8) and assembly and leisure (D2).	Withdrawn	26/07/19
19/01014/F 19/01015/LB	Change of use of Building 89 to offices (B1).	Permitted	26/07/19
19/00145/F	Change of Use of Building 81 and 97 from Sui Generis MOD Use to workshops (B2) and/or light industrial (B1(c)) and/or motor sales showroom (Sui Generis) with associated external alterations to buildings. Addition of a brick enclosure adjacent to Building 146 for bin storage and alteration to existing door/window to create access to WC. Alteration to 2no former tank housing to create bin storage. Extension to car parking area; alteration to circulation routes and removal of 3no trees. Alteration of 2no. former tank housing to create additional bin storage.	Permitted	10/04/19
19/00146/LB	Addition of a new brick enclosure adjacent to Building 146 to create bin storage and alterations to existing door and window to create access to an accessible WC.	Permitted	10/04/19



19/00122/F	The repair, partial rebuild, extension and alteration of Building 144 (currently derelict) and change of use from Sui Generis MOD Use to Class A3 Use to create a new on-site cafe as part of the RAF Bicester Technical Site redevelopment	Permitted	04/04/19
19/00017/LB	Insertion of disabled access panic release fire escape doors within existing opening to the western elevation of Building 113.	Permitted	21/02/19
19/00004/F	External alterations and change of use of Building 103 (Link Trainer) for educational purposes (D1) in connection with the expansion of the heritage skills academy	Permitted	21/02/19
18/02191/LB	The removal of 2no windows for replacement with new doors for vehicle access, extension of the external hardstanding and removal of internal partition walls	Permitted	21/02/19
18/01333/F	Extension to existing Technical Site to provide new employment units comprising flexible B1(c) light industrial, B2 (general industrial), B8 (storage or distribution) uses with ancillary offices, storage, display and sales, together with associated access, parking and landscaping.	Permitted	03/09/19
18/01253/F	Erection of hotel and conference facility with associated access, parking, and landscaping	Awaiting Decision	-
18/01202/F	Application for planning permission for installation of a replacement LPG tank for Bicester Gliding Centre	Permitted	17/09/18
18/01127/LB	Internal works to form washing and changing facilities for Gliding Centre	Permitted	19/09/18
18/00140/NMA	Change of specification from metal to timber windows to match adjacent buildings (proposed as Non Material Amendment to 17/01847/F)	Permitted	11/12/18
18/00061/SO	Screening opinion to 18/01333/F - Extension to existing Technical Site to provide new employment units comprising flexible B1(c) light industrial, B2 (general industrial), B8 (storage or distribution) uses with ancillary offices, storage, display and sales, together with associated access, parking and landscaping.	Screening Opinion not requesting EIA	16/08/18



18/00044/SO	Request for a screening opinion for proposed erection of new building to provide a hotel and conference facility with associated parking and landscaping.	Screening Opinion not requesting EIA	25/06/18
17/02490/F	Variation of condition 8 (permitted uses) to include B1c (light industrial use), sui generis (showroom/workshop use) and ancillary A3 use to building 129 (retrospective); and variation of conditions 16 and 17 (to revise the timeframe for the installation of the new access) of planning permission 17/02312/F.	Permitted	04/05/18
17/02312/F	Variation of Condition 14 of 16/01805/F - For Buildings 131 and 135 only.	Permitted	09/02/18
17/00541/DISC	Discharge of Condition 4 (plans for buildings 129 and 131) of 16/01806/LB.	Permitted	21/12/17
17/00540/DISC	Discharge of Condition 4 (plans for buildings 129 and 131) of 16/01805/F	Permitted	21/12/17
16/01806/LB	Physical works to buildings 79, 108, 113, 123, 129, 130, 131, 135 and 137 to enable restoration and conversion to commercial use.	Permitted	25/09/17
16/01805/F	Change of use of buildings from sui generis MOD use to various commercial uses as detailed in accompanying Planning Statement with associated physical works and demolition of buildings 101 and 104 and erection of replacement structures	Permitted	26/09/17
07/00447/F	Alterations to entrance gate off Skimmingdish Lane to improve safety.	Permitted	14/05/07
05/00017/SO	Screening Opinion - Proposed Redevelopment	Screening Opinion – Proposed Redevelopment	10/06/05