

# PLACE AND GROWTH

## INTERNAL MEMORANDUM

**From:** Planning Policy, Conservation and Design Team

**To:** Senior Manager – Development Management (FAO David Lowin)

**Our Ref:** Application Response

**Your Ref:** 22/01829/OUT

**Ask for:** Chris Cherry

**Ext:** 1851

**Date:** 10 October 2022

---

### APPLICATION FOR PLANNING PERMISSION PLANNING POLICY CONSULTATION RESPONSE

This response raises the key planning policy issues only.  
All material planning policies and associated considerations will need to be taken into account.

<b>Planning Application No.</b>	22/01829/OUT
<b>Address / Location</b>	Unit D1 Graven Hill, Circular Road, Ambrosden
<b>Proposal</b>	'Outline (fixing 'Access' only) – redevelopment of Graven Hill D1 Site, including demolition of existing buildings, development of B8 'Storage or Distribution' use comprising up to 104,008 sq. m (GIA), creation of open space and associated highway works, ground works, sustainable drainage systems, services infrastructure and associated works.'
<b>Key Policies / Guidance</b>	<b>Adopted Cherwell Local Plan</b> Policy Bicester 2: Graven Hill Policy SLE 1: Employment Development Policy SLE 4: Improved Transport & Connections Policies ESD 1 – 8 relating to climate change and sustainable development Policy ESD 10: Protection and Enhancement of Biodiversity and the Natural Environment
<b>Key Policy Observations</b>	<p>The application site extends to approx. 31.1 hectares. This former MOD site was formerly used for storage and distribution purposes. It currently comprises five large vacant warehouses which total approximately 41,831 sqm. Access to the site is via Pioneer Road. The Bicester – Oxford railway line runs along the southern boundary of the site.</p> <p>The adopted Plan focuses strategic growth in the District's main settlements.</p> <p>Policy SLE1 helps to deliver the Plan's strategy by supporting employment proposals at Banbury, Bicester and Kidlington and helps address Bicester's imbalance between homes and jobs and the Plan's aim to reduce out commuting.</p> <p>Policy SLE1 supports employment growth within Bicester's built-up limits and allocated sites to guide the sustainable growth of its main settlements.</p> <p>The application site lies wholly within the Policy Bicester 2 (Graven Hill) allocation in the 2015 adopted Cherwell Local Plan. The requirements of this policy are therefore the principal consideration when assessing this application.</p> <p>The Policy Bicester 2 site allocation extends to approximately 241 hectares of</p>

which just 26 hectares are proposed for employment development. (mixed B1, B2 and B8 uses).

The policy does not specify the employment use split but anticipates that approximately 2,000 jobs will be created on the site.

The policy, inter alia, requires the maximisation of the transport connectivity in and around the site, including the use of the rail tracks on site to serve commercial logistics and distribution uses, subject to consideration of noise mitigation if proximate to sensitive receptors.

Supporting paragraph C.58 states that the proposal will also support local economic growth including the warehousing and logistics sector in a location that lends itself to both national and regional distribution.

Outline Planning Permission (ref: 11/01494/OUT & ref: 19/00937/OUT) has previously been granted at the site for approx. 92,040 sq. m of employment floorspace.

The proposal site, at 31.1 hectares, is some 5.1 hectares larger than the 26 hectares of employment land proposed by Policy Bicester 2. This additional site area however, does not materially conflict with the delivery of the overall objectives of Policy Bicester 2.

Policy Bicester 2 anticipates that the site will deliver a mixed-use employment development to include former B1 and B2 uses. It is, however, noted that the supporting paragraphs to the policy indicate that the expectation is that the site will deliver mainly B8 units. It is also noted that the existing use is for B8. The application is supported by a detailed justification for the use proposed, and the views of the Council's Economic Development Team should therefore be sought.

It is regrettable that the existing rail infrastructure on the site will not be utilised by the proposals as there is the potential to reduce road-based freight movements. The maximisation of the transport connectivity in and around the site, including the use of the rail tracks on the site to serve commercial logistics and distribution uses is a requirement of Policy Bicester 2. It is however, noted that the application provides a justification as to why this is not feasible, and this will need to be considered.

The submitted Energy and Sustainability Statement will need to be considered in detail to ensure that the requirements of Policies ESD1 – 5 are met.

The requirements of Policy Bicester 2 and Policy ESD 10 for biodiversity net gain should be met, and the views of the Council's Ecologist sought.

In conclusion, the principle of the proposals is generally consistent with the adopted development plan. However, detailed consideration of matters relating, inter alia, to climate change, sustainable construction, renewable energy, biodiversity net gain, and sustainable transport will be required.

<b>Policy Recommendation</b>	No objection
------------------------------	--------------