

Case Officer: Rebekah Morgan**Recommendation:** Approve**Applicant:** Bicester Motion**Proposal:** Variation of Condition 3 (plans) of 19/02708/OUT - To vary the approved parameter plans**Expiry Date:** 12 October 2023

1. APPLICATION SITE AND LOCALITY

- 1.1. For the purposes of this application, the site area and redline relates to a parcel of land situated on the south-eastern edge of the existing flying field totalling 10.08 hectares. This site is bounded by the airfield to the north and west, a large industrial development to the east and Skimmingdish Lane to the south with residential areas beyond.
- 1.2. The site is part of the wider former RAF Bicester Airfield which is located to the north of Bicester on the outskirts of the town. The site is now occupied by Bicester Motion, a company specialising in historic motoring and aviation. The site occupied by Bicester Motion comprises the main 'technical site' area (where most of the buildings are located) and the flying field which extends to the north and east of the main technical site area, totalling around 141.5 hectares.
- 1.3. The whole of the site (including the flying field) is designated as a conservation area and most of the buildings within the main technical area are listed (Grade II). The remaining buildings are considered to 'make a positive contribution' to the area in the Conservation Area Appraisal and would therefore be considered as nondesignated heritage assets. Existing vehicular and pedestrian access to the technical site is gained just north of the roundabout on Buckingham Road. A second access off Skimmingdish Lane serves as the gliding club access and provides access to the application site. There are residential properties located to the west and southwest of the site. There are also several Scheduled Monuments located on the edges of the flying field and within the main technical area, including two within the application site.
- 1.4. The following constraints apply to the site:
 - The site is located within the Conservation Area of RAF Bicester;
 - The wider Bicester Motion site contains 22 Grade II Listed Buildings with the remaining buildings making a positive contribution to the character and appearance of the conservation area and are therefore considered to be non-designated heritage assets;
 - The site lies within the setting of Scheduled Monuments;
 - There is a Site of Special Scientific Interest (SSSI) within 2km of the site (the quarry to the north);

- The site is within a designated Local Wildlife Site which extends around the perimeter of the airfield;
- There is an electricity distribution site to the south, beyond Skimmingdish Lane;
- The site lies within an area of archaeological interest;
- The Bicester Motion site is bordered to the south by the A4421 Skimmingdish Lane and to the west by the Buckingham Road;
- There are residential properties to the south, south-west and west of the Bicester Motion site (opposite sides of the road);
- The site is allocated in the Cherwell Local Plan for mixed use development including employment uses (Policy Bicester 8).

2. DESCRIPTION OF PROPOSED DEVELOPMENT

- 2.1. Application 19/02708/OUT previously granted consent to '*provide new employment units comprising B1 (Business), B2 (General Industrial), B8 (Storage) and D1 (Education) uses with ancillary offices, storage, display and sales, with all matters reserved except for access*'. Outline consent was granted with all matters reserved except for access.
- 2.2. This application seeks to amend the consent under Section 73 of the Town and Country Planning Act 1990 (as amended). The previous application was subject to a planning condition requiring the development to be carried out in accordance with a list of documents and plans. This included parameter plans which set out the developable area, use of each building and heights/massing.
- 2.3. This application seeks to amend the parameter plans to allow flexibility in the design approach when bringing forward reserved matters applications. The proposed changes include amendments to the indicative layout, developable areas, building height/massing and use of each building.

3. RELEVANT PLANNING HISTORY

- 3.1. The following planning history is considered relevant to the current proposal:

19/02708/OUT: Outline:- Provide new employment units comprising B1 (Business), B2 (General Industrial), B8 (Storage) and D1 (Education) uses with ancillary offices, storage, display and sales, with all matters reserved except for access. APPROVED

- 3.2. The above is details of planning history directly relevant to the current proposal. The wider for RAF Bicester site has a wider planning history relating to the restoration and development of the site.

4. PRE-APPLICATION DISCUSSIONS

- 4.1. No pre-application discussions have taken place with regard to this proposal.

5. RESPONSE TO PUBLICITY

- 5.1. This application has been publicised by way of a Site Notice displayed near the site, expiring **24 August 2023**, by advertisement in the local newspaper expiring **17 August 2023** and by letters sent to properties adjoining the application site that the

Council has been able to identify from its records. The overall final date for comments was **6 September 2023**.

5.2. No comments have been raised by third parties.

6. RESPONSE TO CONSULTATION

6.1. Below is a summary of the consultation responses received at the time of writing this report. Responses are available to view in full on the Council's website, via the online Planning Register.

PARISH/TOWN COUNCIL AND NEIGHBOURHOOD FORUMS

6.2. LAUNTON PARISH COUNCIL: **Objects**, the continuous frontage of the proposed units (due to the width and increase in number) no longer provides any vision gaps from the road to the scheduled ancient monument and airfield. This was considered important as Historic England was keen to preserve the airfield and the views to keep the context of the site.

The Council also wished to raise the access to the site and the requirement that a condition of approval must be that vehicles exiting the site should only be able to turn left and not cross traffic.

CONSULTEES

6.3. HISTORIC ENGLAND: Raise concerns.

The proposed development is adjacent to the scheduled group of structures composed of two 'seagull' trenches arranged back-to-back and two flanking mushroom pillboxes, forming a self-contained defensive complex which would have protected RAF Bicester from an attack by paratroopers. The north-east facing trench would have covered the airfield, while the south-west facing seagull trench was evidently intended to provide fire over the (then) open countryside in that direction.

This application seeks to amend the layout of the proposed buildings permitted by your authority (19/02708/OUT). In our advice on that application, we advised:

'The location and spacing of the new buildings might be arranged in such a way as to allow an understanding of the original south-west aspect'.

This was based on an assumption that location, as a reserved matter, was open to further design development beyond that shown as indicative in the original application, and that our views would be sought at that stage. In the Officer Report relating to the permitted development it was stated:

9.69. It is noted that at the reserved matters stage, the application will need to take great care in the design and layout of the buildings; reducing harm to the Scheduled Monument should be at the forefront of the design process. There will be an expectation for gaps between the buildings to be carefully sited to ensure they allow the original 'field of fire' to be understood and this important view through the development to be retained.

Our understanding, however, is that location has been effectively fixed by Condition 3 on the existing permission which requires the development to be carried out in accordance with the indicative layout plan then submitted.

The previous layout, as shown on 5002854-RDG-Z05-ST-PL-A-0094 (Rev.K) submitted with the application indicated a row of buildings with gaps between them,

with the option of connecting the buildings with ground floor structures or first-floor 'bridges'. This might have allowed some understanding of the open area that would have existed when the south-west facing seagull trench was constructed, through a gap between two buildings. In contrast, this current proposal reduces the spaces between buildings. This effectively removes all sightlines from the seagull trench towards the south-west, placing a building directly in the field of fire of the south-west seagull trench.

The current proposal does remove the area of car parking which was originally proposed which would have been located between the scheduled monument and the neighbouring scheduled bomb stores, and that does represent some benefit. But in our view, the current proposal could represent an increased level of harm compared with the previous, established, layout, through the removal of any potential appreciation of the south-west aspect.

This application will need to be determined in accordance with the policies set out in the heritage chapter of the National Planning Policy Framework. These require clear and convincing justification for any harm to the significance of a designated heritage asset and that this harm should be weighed against the public benefits of the scheme (paragraphs 199-202).

The impact of the scheme needs to be clarified before harm can be weighed against benefits. While it is possible that the proposals represent an increased level of harm when compared with the consented layout this is not certain. This issue is not addressed at all in the Heritage Impact Assessment Report, and in our view the local authority should seek further information of the level of harm represented by this proposal compared with the permitted scheme, specifically with reference to the impact upon the south-west aspect of the scheduled monument, before any decision is taken on the application.

In our response to the previous application, we also recommended that a condition should be attached requiring the submission of a management plan for the scheduled monument and the surrounding area, setting out proposals for any necessary repairs and subsequent long-term management. In view of the weight given to ongoing management of the historic assets as a public benefit, it is surprising that opportunity has not been taken to secure that benefit by condition.

6.4. ACTIVE TRAVEL ENGLAND: No comment.

6.5. OCC HIGHWAYS: **Object**, for the following reasons:

- The potential level of parking set out in the revised parameters plan (401 spaces) exceeds that which was approved under ref 19/02708/OUT (348 spaces) as well as the county council's adopted standards. This increase in parking has not been justified nor its impact assessed.
- The level of cycle parking proposed on the revised plan (88 spaces) is significantly less than previously approved under planning ref 19/02708/OUT (108 stands / 216 spaces).
- The increase in car parking provision and reduction in cycle parking does not encourage sustainable travel to the site and is contrary to policy.

I do not object to the revised parameters plan in principle, however I note that the planning statement sets out that the revised masterplan can accommodate up to 401 car parking spaces. This is an increase on the 348 spaces set out under the approved application 19/02708/OUT and is significantly above the level set out in

the county council's recently adopted car parking standards. No justification or analysis has been provided to support the increase in car parking provision on the site. A greater level of car parking would increase car dependency and does not encourage the use of sustainable transport to the site.

The level of cycle parking proposed on the revised plan is also significantly less than approved under ref 19/02708/OUT and significantly less than the level set out in the recently adopted Parking Standards document. This would also lead to greater car dependency. The previous permission set out the provision for 216 spaces.

Noting that permission has been granted for a development with 348 car parking and 216 cycle parking spaces, which was in accordance with parking standards at the time, I would not object to a revised plan which aligned with that level.

6.6. LEAD LOCAL FLOOD AUTHORITY (OCC): No comments

6.7. OCC ARCHAEOLOGY: These proposals would not appear to affect any known archaeological remains.

6.8. OCC BUILDING CONTROL LIASON MANAGER AND FIRE SAFETY INSPECTOR:
Comment:

- It is taken that where required these works will be subject to a Building Regulations application and subsequent statutory consultation with the fire service, to ensure compliance with the functional requirements of The Building Regulations 2010.
- It is taken that hydrants will be installed to ensure provision of water for firefighting operations is available.

6.9. CDC CONSERVATION:

The Listed Buildings of the technical site, the Scheduled Monuments, and the flying field together all make up the character of the conservation area.

The previously approved outline application was for development to the southeast of the conservation area within the Flying Field character zone on land that is adjacent to Skimmingdish Lane and the existing large industrial/storage buildings that sit outside of the conservation area. This application proposes changes to the previous indicative layout which includes an increase in the number of buildings.

As with the approved scheme the location on the southeast edge of the conservation area is considered to result in a limited impact on the technical site with its Listed hangers and other buildings. Therefore it is considered that there would be limited harm to the technical site character area and the historic assets located within it as a result of the development within their setting.

The impact to the Scheduled Monument is still a point of concern. As previously stated, assessing the impact of development on a Scheduled Monument falls primarily within the remit of Historic England. However, because of its significance and contribution to the RAF Bicester conservation area development that potentially affects the Scheduled Monument should in this instance also be considered as impacts to the conservation area. These defensive structures that form part of the Scheduled Monument were designed to have high visibility outwards and therefore the land around them was open in nature. As with the previous indicative layout it is considered that this new layout which still locates buildings close to the mushroom

pillboxes and seagull trenches, will inevitably result in some harm due to the changes to their setting.

It is however accepted that development here has been approved previously and overall the benefits have been weighed against the harm in terms of principle. The new layout is considered to have some benefits over the previous layout. The parking has been moved to a more discrete location further from the Scheduled Monument and bomb stores and the proposed changes to create a less linear layout are considered to be acceptable. However the addition of extra buildings and moving them closer together has reduced the open nature and therefore there are concerns that the visibility through from the scheduled monument and its appreciation in an open setting will be further reduced or lost, resulting in a greater impact than that from the previous scheme. Historic England have raised this concern in their response, and this is agreed with.

In addition the previous layout included the retention of the pan handle in the southeast corner, this will be lost as part of this proposal. This is regrettable and it is suggested that the applicant seek to retain this and work it into the final landscaping scheme. Creating more space and gaps between the buildings and planting and screening will be crucial to how the development sits within the landscape. These aspects will need to be carefully considered if the proposals progress to reserved matters to reduce harm.

Due to the impact to the Scheduled Monument through development within its setting the proposal is considered to result in less than substantial harm to the RAF Bicester Conservation Area. The NPPF paragraph 202 states that harm should be weighed against the public benefit, and it is acknowledged that the wider benefit of the restoration and the continued viable use of the RAF Bicester site may outweigh the harm.

6.10. CDC LANDSCAPE OFFICER: Comment:

- The DAS: I agree and accept the improvement to the overall design (I understand the reasoning behind it).
- The LVIA: the description of the positive changes that result from this revised design are convincing. The overall methodology, the base line study and the conclusions in respect of landscape and visual impacts and effects are acceptable.

6.11. CDC ENVIRONMENTAL PROTECTION: No comment on noise, contaminated land. Air quality, odour or light.

6.12. CDC BUILDING CONTROL: No comment.

7. RELEVANT PLANNING POLICY AND GUIDANCE

7.1. Planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise.

7.2. The Cherwell Local Plan 2011-2031 - Part 1 (CLP 2015) was formally adopted by Cherwell District Council on 20th July 2015 and provides the strategic planning policy framework for the District to 2031. The CLP 2015 replaced a number of the 'saved' policies of the adopted Cherwell Local Plan 1996 though many of its policies are retained and remain part of the development plan. The relevant planning policies of Cherwell District's statutory Development Plan are set out below:

CHERWELL LOCAL PLAN 2011 - 2031 PART 1 (CLP 2015)

- BICESTER 8: Former RAF Bicester
- BSC7: Education
- PSD1: Presumption in favour of Sustainable Development
- SLE1: Employment Development
- SLE4: Improved Transport Connections
- ESD1: Mitigating and Adapting to Climate Change
- ESD2: Energy Hierarchy and Allowable Solutions
- ESD3: Sustainable Construction
- ESD4: Decentralised Energy Systems
- ESD5: Renewable Energy
- ESD6: Sustainable Flood Risk Management
- ESD7: Sustainable Drainage Systems
- ESD10: Biodiversity and the Natural Environment
- ESD13: Local Landscape Protection and Enhancement
- ESD15: The Character of the Built and Historic Environment
- INF1: Infrastructure

CHERWELL LOCAL PLAN 1996 SAVED POLICIES (CLP 1996)

- TR1: Transport Funding
- C23: Retention of features contributing to the character or appearance of a Conservation Area
- C25: Development affecting the Site or Setting of a Scheduled Ancient Monument
- C28: Layout, design and external appearance of new development
- ENV12: Development on Contaminated Land

7.3. Other Material Planning Considerations

- National Planning Policy Framework (NPPF)
- Planning Practice Guidance (PPG)
- RAF Bicester Conservation Area Appraisal – November 2008
- RAF Bicester Planning Brief 2009
- The Planning (Listed Buildings and Conservation Areas) Act 1990
- EU Habitats Directive
- Natural Environment and Rural Communities Act 2006
- Conservation of Habitats and Species Regulations 2017
- Circular 06/2005 (Biodiversity and Geological Conservation)

8. APPRAISAL

8.1. The key issues for consideration in this case are:

- Principle of development
- Parameters – Heights, scale, massing and design
- Heritage impact
- Landscape and visual impact
- Ecology impact
- Highway safety – connectivity and access
- Residential amenity
- Other matters
- Planning obligations

Principle of development

- 8.2. The principle of development has been established under application 19/02708/OUT. The current application seeks to amend that approved scheme as set out in Section 2 of this report. The Planning Practice Guidance advises:

In deciding an application under section 73, the local planning authority must only consider the disputed condition/s that are the subject of the application – it is not a complete re-consideration of the application’.

- 8.3. Therefore, the main issue to consider is whether the alterations now proposed raise any other material considerations which would result in unacceptable impacts – or make the principle of development unacceptable.
- 8.4. The proposal seeks to alter the parameter plans for the development which would allow more flexibility with the design when submitting the reserved matters applications. The consent remains an outline consent with all matters reserved except for access, therefore the precise detail of the layout, appearance, scale and landscaping are yet to be determined.

Parameter – heights, scale, massing and design

- 8.5. The application seeks to amend the parameter plans for the proposal. These plans set out the maximum parameters that any reserved matters application would need to conform with. The changes seek a more fluid approach to the layout by altering the developable areas to allow for the buildings to be positioned in a curve rather than a linear approach. The changes would also allow for the parking and servicing to be located to the south of the buildings away from the edge of the flying field.
- 8.6. The application is subject to an assessment on heritage impact below, but the proposed changes do offer the potential to improve the visual appearance of the development when viewed from the airfield.
- 8.7. The proposed changes to the heights of the building are minimal with the tallest potentially building being reduced in height. Overall, the proposed buildings will still sit at a lower height than the neighbouring commercial units and a lower height than the larger aircraft hangars situated within the historic technical site.
- 8.8. As stated on the approved outline application, the parameters should not be taken as a blueprint for the buildings. Design will be an important consideration at the reserved matters stage; architectural style can affect the feel of a building in terms of its bulk and massing. Therefore, the design, layout and scale will need to be considered as a whole.
- 8.9. Given the proposal shows the potential for a series of buildings on the site, there is a risk that proposals for each building could come forward separately, especially if individual occupiers have the opportunity to influence their building. Therefore, a cohesive design approach is going to be essential to ensure the buildings work collectively whilst potentially allowing some individuality or variation. On this basis, a condition has been recommended to require the approval of a design code for the whole site prior to the submission of any reserved matters application. The design code will need to be detailed, dealing with potential design features, materials palette, boundary treatment, hard and soft landscaping, building frontages and servicing arrangements.

Heritage impact

- 8.10. The proposed amendments do not significantly alter the potential relationship between the proposed development and the wider former RAF Bicester site. The principle and indicative scale of the development has been previously accepted.

- 8.11. Concerns have been raised by Historic England regarding the relationship between the Schedule Monuments (mainly the sea gull trenches – defence features) and the indicative layout of the proposed development. In particular concerns relate to impact on the ‘field of vision’ from the seagull trenches. Although the previous indicative layout showed some gaps between potential buildings, it also showed the option for the buildings to be linked at ground floor level. The amended indicative layout suggests an approach of detached buildings.
- 8.12. The submitted plans are indicative layouts to demonstrate the proposed level of development can be achieved on the site. They do not bind the applicant to those particular locations, and it has always been clear that the final design, position and scale of the buildings will need to be justified in terms of heritage impact.
- 8.13. The details comments from both Historic England and the Council’s Conservation Officer are set out in full earlier in the report.
- 8.14. When considering ‘harm’ to an historic asset, the NPPF provides different approaches for considering ‘substantial harm’ and ‘less than substantial harm’. On this matter Historic England previously advised ‘The proposed development will cause harm to the significance of the Scheduled Monument. That harm will be less than substantial, but as a nationally important asset, great weight should be attached to the need to avoid harm’.
- 8.15. Paragraph 202 of the NPPF 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, where appropriate, securing its optimum viable use’.
- 8.16. Paragraph 206 of the NPPF states ‘Local planning authorities should look for opportunities for new development within Conservation Areas and World Heritage Sites, and within the setting of heritage assets, to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to the asset (or which better reveal its significance) should be treated favourably’.
- 8.17. As part of the proposal, the better management of the area around the Scheduled Monument, in terms of landscape management is offered as one of the benefits of the scheme.
- 8.18. The design of the buildings (at the reserved matters stage) can be negotiated to reduce the harm caused to the setting of the Scheduled Monument. The parameter plans set out maximum areas for development, which have the flexibility to be adjusted with particular consideration to the Scheduled Monument, but which also show scope to provide gaps between some of the buildings to protect key views. Furthermore, the architectural style of the buildings can be carefully considered to ensure they are understood as a new yet complementary addition to the site rather than confusing the historic context; in this location the site would be capable of adopting a modern architectural style that takes references from the historic architecture rather than trying to replicate it.
- 8.19. The proposal offers the opportunity to ensure appropriate landscape management is agreed for the land surrounding the Scheduled Monument. This would better reveal the structures and their relationship with other structures around the site, therefore improving the understanding of the defence structures as a whole. Whilst this could theoretically be achieved without a development proposal, the application does offer the opportunity to secure this via condition and provide the Council with control over

the detail of the landscape management plan. Furthermore, the development of this area of the site has the potential to provide access to the Scheduled Monument for staff/visitors at the site.

- 8.20. It was previously concluded that the proposal also offers other significant public benefits from an economic point of view. The proposal will provide business uses creating jobs and supporting the local economy. The site owners have a track record of supporting high quality apprenticeship schemes on the site and this proposal includes educational facilities to support further schemes.
- 8.21. When considering the revised proposal against the test set out in paragraph 202 of the NPPF, it is considered that the public benefits of the scheme would outweigh the 'less than substantial harm' caused by the proposal. Conditions can be imposed to secure the long-term landscape management of the area to ensure the Scheduled Monument is appropriately revealed and understood in the wider context.

Landscape and visual impact

- 8.22. In terms of landscape and visual impact, the proposed amendments do not significantly alter the scheme. The changes to the indicative layout and the developable area are marginal in the context of the longer distance views of the site. The amendments to the height parameters would reduce the maximum height of the building at eastern side of the development and slightly increase the height of the building at the western side of the site.
- 8.23. The Council's Landscape Officer has raised no objection to the amended proposal in terms of landscape and visual impact.
- 8.24. As with the previous application, these are just maximum parameters and the precise scale and massing of the buildings will be determined at the reserved matters stage.
- 8.25. It is considered that the development can be designed to sit sensitively within its setting and design can be used to mitigate landscape impacts. To ensure this is adequately considered, a condition was previously imposed requiring a further Landscape and Visual Impact Assessment to be submitted with each reserved matters application. In conjunction with a design code requirement, this will ensure the site is developed in a cohesive way and provides high quality design.

Ecology impact

- 8.26. The application has been accompanied by an Ecology Briefing Note prepared by Ecology Solutions. The note explains how the amended proposal would adhere to the ecological principles set out on the original ecological appraisal. The applicant has also stated that the development is still capable of being carried out in accordance with previously conditions Ecological Statement (dated November 2019), therefore the condition can be re-imposed.
- 8.27. The amended scheme would not alter the approach to ecology at the site. When reserved matters are submitted, the applicant will still be required to demonstrate that the required biodiversity net gain can be provided.

Highway safety – connectivity and access

- 8.28. The proposed amendments do not alter the position/size of the proposed access which is the only 'matter' considered in detail on the original outline planning permission.
- 8.29. The amended indicative layout plan shows a form of development that would accommodate parking and internal access roads to the south of the buildings

(between the buildings and Skimmingdish Lane). This alteration is acceptable in principle as there is sufficient space to accommodate the necessary infrastructure.

- 8.30. The Local Highway Authority has raised an objection to the application because the supporting documents show an increased level of parking provision could be accommodated on the site and suggests a reduced provision of cycle parking.
- 8.31. Matters relating to layout will be the subject of a reserved matters application. At that stage the precise nature of the use for each building will be known and the correct level of parking and cycle parking provision can be secured. The details shown on the indicative layout do not bind the applicant into providing a set level of parking provision or the Local Highway Authority into accepting it.
- 8.32. I would not consider the Local Highway Authority's objection to warrant a reason for refusal because these matters would be addressed at the reserved matters stage.

Residential amenity

- 8.33. The proposed amendments to the parameter plans do not significantly alter the relationship with residential properties. The nearest residential properties are situated to the south side of Skimmingdish Lane and in some instances the amendments would potentially move buildings slightly further away from the residential properties.
- 8.34. As previously concluded the type of development proposed is not expected to result in harmful levels of noise and would have a similar relationship with residential properties as the existing commercial development on Skimmingdish Lane. The proposed amendments would not alter the proposal in a way that resulted in a harmful impact on residential amenity.

Other matters

- 8.35. Matters relating to flood risk and drainage were considered under application 19/02708/OUT and relevant planning conditions were imposed. The amendments proposed in this application would not alter the approach to drainage on the site and the Lead Local Flood Authority have raised no objections to the proposal. The previously imposed conditions relating to flood risk and drainage will be re-imposed on this consent.
- 8.36. The previous application was submitted with a Phase 1 Contaminated Land and ground Condition report which concluded the application site is of low risk from contaminants and it is unlikely that ground conditions or potential pollutant sources would have a significant impact on industrial or commercial development and the associated receptors identified. The amendments sought do not alter the nature of the development proposed and therefore this conclusion is still applicable. Previously imposed conditions relating to potentially contaminated land will be re-imposed on this consent.
- 8.37. Application 19/20708/OUT considered energy efficiency and the requirements of Policies ESD 1-5 of the CLP 2015. It was concluded that these matters would be dealt with at the reserved matters stage when full design details were being considered. Energy efficiency measures will need to be carefully balanced against heritage considerations at the design stage.

Planning Obligations

- 8.38. Application 19/02708/OUT was subject to a Section 106 agreement with respect of highways obligations. Paragraph 8.10 of the legal agreement includes a provision to bind the agreement to any subsequent qualifying application that is granted consent

by the District Council. Therefore, the legal agreement would be linked to this consent and a further legal agreement is not required.

9. PLANNING BALANCE AND CONCLUSION

- 9.1. Achieving sustainable development comprises of three objectives; an economic objective, a social objective and an environmental objective. The objectives need to be balanced to ensure they can be pursued in a mutual supportive way.
- 9.2. The application proposes the provision of additional employment development that will support the local economy and create additional jobs, providing an economic benefit thereby meeting the economic objective. It is anticipated that the development will create a well designed and safe place for employees and visitors, allowing some access to this part of the historic site and the scheduled monuments. The creation of employment development contributes to creating vibrant communities thereby meeting the social objective. The buildings can be designed to ensure they meet the required energy efficiency standard. The proposal would respect the historic and natural environmental context of the site, providing mitigation and enhancement where required thereby meeting the environmental objective. Therefore, the development is considered to constitute 'sustainable development'.
- 9.3. Whilst it is acknowledged that the proposal is considered to cause less than substantial harm to the heritage assets at the site, this is considered to be outweighed by the public benefits derived from the proposal in terms of finding an economically viable use for this part of the site, providing many economic benefits to Bicester and the District and improving the historic relationship between the Scheduled Monument and the wider site to enable the defence structures to be appreciated in a collective manner and securing their long-term future.
- 9.4. The application site is an allocated site under Policy Bicester 8 of the Cherwell Local Plan. The proposal, including the uses applied for, complies with the details of the allocation.
- 9.5. As set out in the assessment above, the proposal is not considered to cause harm to residential amenity, highway safety (subject to infrastructure works and financial contributions), the wider landscape setting of the site, ecology, contaminated land or flood risk and drainage.
- 9.6. The proposal is therefore considered to comply with the relevant policies of the Development Plan set out in the report, specifically Policy Bicester 8 and the National Planning Policy Framework, and permission should be granted.

10. RECOMMENDATION

That permission is granted, subject to the following conditions:

1. Application for approval of all the reserved matters shall be made to the Local Planning Authority before 27th August and the development hereby permitted shall be begun either before 27th August 2026 or before the expiration of two years from the date of approval of the last of the reserved matters to be approved whichever is the later.

Reason: To comply with the provisions of Section 92 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004, and Article 5(1) of the Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended).

2. Details of the layout, scale, appearance and landscaping (hereafter referred to as 'the reserved matters') shall be submitted to and approved in writing by the Local Planning Authority before any development takes place and the development shall be carried out as approved.

Reason: To comply with the provisions of Section 92 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004, and Article 6 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended).

3. Except where otherwise stipulated by conditions attached to this permission, the development shall be carried out strictly in accordance with the following plans and documents:

Plans

- 220127-3DR-XX-00-DR-A-08001 Rev P1 – Existing Site Location Plan
- 220127-3DR-XX-00-DR-A-08000 Rev P1 – Existing Wider Site Location Plan
- 220127-3DR-XX-00-DR-A-08003 Rev P1 – Indicative Layout Plan
- 220127-3DR-XX-00-DR-A-08002 Rev P1 – Parameter Plan: Proposed Land Use
- 220127-3DR-XX-00-R-A-08004 Rev P1 – Parameter Plan: Proposed Developable Area
- 22-127-3DR-XX-00-DR-A-08006 Rev P1 – Parameter Plan: Existing and Proposed Heights and Massing
- 220127-3DR-XX-00-DR-A-08005 Rev P1 – Parameter Plan: Proposed Open Space/Landscape
- 5002854-RDG-XX-ST-PL-C-0503 Rev B – Surface Water Drainage Strategy

Documents

- Planning Statement prepared by Edgars dated November 2019
- Design and Access Statement prepared by Ridge and Edgars dated June 2019
- Heritage Report prepared by Worledge Associates dated November 2019
- Archaeological Desk Based Assessment prepared by Oxford Archaeology dated September 2018
- Landscape Character and Visual Impact Assessment prepared by Anthony Stiff Associates Ltd dated November 2019
- Arboricultural Implications Assessment prepared by Brian Higginson (On Centre Surveys Ltd) dated April 2019
- Flood Risk and Drainage Assessment prepared by Ridge dated November 2019
- Phase 1 Land Contamination and Ground Condition Report prepared by Crestwood Environmental Ltd dated July 2018

Reason: For the avoidance of doubt, to ensure that the development is carried out only as approved by the Local Planning Authority and comply with Government guidance contained within the National Planning Policy Framework.

4. No development shall take place until a phasing plan covering the entire application site has been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be carried out in accordance with the approved phasing plan and each reserved matters application shall only be submitted in accordance with the terms of the approved phasing plan and refer to the phase (or phases) it relates to as set out in the approved phasing plan.

Reason: To ensure the proper phased implementation of the development and associated

infrastructure in the interests of well-planned development, in accordance with Policies ESD15, Bicester 8 and INF1 of the Cherwell Local Plan 2011-2031 Part 1 and Government guidance contained within the National Planning Policy Framework. This information is required prior to commencement of the development as it is fundamental to the acceptability of the scheme.

Design

5. Prior to the submission of any reserved matter application, a Design Code shall be submitted to and approved in writing by the Local Planning Authority covering at least such matters as the distribution of land uses, forms of buildings, identification of building frontages, materials, boundary treatment positions and types, strategic landscape, servicing, parking and sustainability features. Thereafter the reserved matters shall be made in accordance with the agreed Design Code.

Reason: To ensure high quality development in accordance with Policies ESD13, ESD15 and Bicester 8 of the Cherwell Local Plan 2011-2031 Part 1 and Government guidance contained within the National Planning Policy Framework.

6. No development shall take place until details of all finished floor levels in relation to existing and proposed site levels and to the adjacent buildings have been submitted to and approved in writing by the Local Planning Authority. The development hereby permitted shall be constructed in accordance with the approved levels.

Reason: In order to safeguard the visual amenities of the area in accordance with Policies ESD13, ESD15 and Bicester 8 of the Cherwell Local Plan 2011-2031 Part 1 and advice within Section 12 of the National Planning Policy Framework. This information is required prior to commencement of the development as it is fundamental to the acceptability of the scheme.

7. All services serving the proposed development shall be provided underground unless details of any necessary above ground service infrastructure, whether or not permitted by the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), have first been submitted to and approved in writing by the Local Planning Authority. Thereafter, and prior to the first occupation of the development that they serve, the above ground services shall be provided on site in accordance with the approved details.

Reason: To ensure the satisfactory appearance of the completed development and to comply with Policy ESD15 of the Cherwell Local Plan 2011 – 2031 Part 1, Saved Policy C28 of the Cherwell Local Plan 1996 and Government guidance contained within the National Planning Policy Framework.

8. A Signage Strategy for the application site shall be submitted to and approved in writing by the Local Planning Authority prior to the installation of any permanent external signage (either free-standing or on buildings). The signage shall be installed in accordance with the approved scheme thereafter.

Reason: In the interests of visual amenity, to preserve the character and appearance of the conservation area and to comply with Policy ESD15 and Bicester 8 of the Cherwell Local Plan 2011 – 2031 Part 1, Saved Policies C18, C28 and C30 of the Cherwell Local Plan 1996 and Government advice in The National Planning Policy Framework.

9. Full details of the refuse/recycling bin storage for the site, including location and compound enclosure details, shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of that work. Thereafter and prior to the first occupation of the development, the refuse/recycling bin storage area(s) shall be provided in accordance with the approved details and retained unobstructed except for the

storage of refuse/recycling bins.

Reason: To ensure the satisfactory appearance of the completed development and to comply with Policy ESD 15 of the Cherwell Local Plan 2011-2031 Part 1, saved Policy C28 of the Cherwell Local Plan 1996 and Government guidance contained within the National Planning Policy Framework.

Landscaping

10.A schedule of landscape maintenance for a minimum period of 10 years starting from first occupation or completion of the development (whichever is sooner) shall be submitted to and approved in writing by the Local Planning Authority prior to first occupation of the development. Thereafter the approved landscaping shall be maintained in accordance with the approved schedule.

Reason: To ensure that the agreed landscaping scheme is maintained over a reasonable period that will permit its establishment in the interests of visual amenity and to accord with Policy ESD15 of the Cherwell Local Plan 2011 – 2031 Part 1, Saved Policy C28 of the Cherwell Local Plan 1996 and Government guidance contained within the National Planning Policy Framework.

11.No development shall take place until a Construction Travel Management Plan (CTMP) has been submitted to and approved in writing by the Local Planning Authority. The CTMP shall include the following:

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

- Any temporary access arrangements to be agreed with and approved by Highways Depot.
- Details of times for construction traffic and delivery vehicles, which must be outside network peak and school peak hours.

Reason: In the interests of highway safety and to mitigate the impact of construction vehicles on the surrounding network, road infrastructure and local residents, particularly at peak traffic times, in accordance with guidance contained in the National Planning Policy Framework. This information is required prior to commencement of the development as it is fundamental to the acceptability of the scheme.

12.No development shall take place until full specification details (including construction, layout, surface finish and drainage) of the turning areas which shall be provided within the curtilage of the site so that motor vehicles, including HGVs, refuse vehicles and fire tenders may enter, can turn and leave the site in a forward direction, have been submitted to and approved in writing by the Local Planning Authority. Thereafter, and prior to the first occupation of the development, the turning area shall be constructed in accordance with the approved details and shall always be retained for the manoeuvring of motor vehicles thereafter.

Reason: In the interest of highway safety and in accordance with Policy ESD15 of the Cherwell Local Plan 2011-2031 Part 1 and the Government guidance contained within the National Planning Policy Framework. This information is required prior to commencement of the development as it is fundamental to the acceptability of the scheme.

13.No development shall take place until a plan showing car parking provision for an agreed number of spaces to be accommodated within each phase of the development as identified by condition 4 above, to include layout, surface details, and drainage, has been submitted to and approved in writing by the Local Planning Authority. The number of spaces to be provide shall be based on an indicative breakdown of the Gross Internal Area (GIA) between the proposed land uses and in line with the County Council's car parking standards. Thereafter, and prior to the first occupation of the development, the parking spaces shall be laid out, surfaced, drained and completed in accordance with the approved details and shall be retained for the parking of vehicles at all times thereafter.

Reason: In the interest of highway safety and in accordance with Policy ESD15 of the Cherwell Local Plan 2011-2031 Part 1 and the Government guidance contained within the National Planning Policy Framework. This information is required prior to commencement of the development as it is fundamental to the acceptability of the scheme.

14.Prior to occupation of any building within a phase (as identified by condition 4 above) of the development hereby permitted, covered cycle parking facilities for that phase shall be provided on the site in accordance with details to be first submitted to and approved in writing by the Local Planning Authority. The covered cycle parking facilities so provided shall thereafter be permanently retained and maintained for the parking of cycles in connection with the development.

Reason: In the interests of promoting sustainable transport modes in accordance with Policy SLE4 of the Cherwell Local Plan 2011-2031 Part 1 and the Government guidance contained within the National Planning Policy Framework.

15.Prior to the first occupation of the development, the submitted Framework Travel Plan shall be revised and resubmitted for approval in writing by the Local Planning Authority. Thereafter the development shall be carried out and operated in accordance with the measures and recommendations contained in the approved Framework Travel Plan.

Reason: In the interests of sustainability and to ensure a satisfactory form of development, in accordance with Policy SLE4 of the Cherwell Local Plan 2011-2031 Part 1 and the Government guidance contained within the National Planning Policy Framework.

Drainage

16.No development shall take place until a detailed design and associated management and maintenance plan of surface water drainage for the site using sustainable drainage methods, to include a fully detailed list of all SuDS features to be used on site, has been submitted to and approved in writing by the Local Planning Authority.

The detailed design shall be based on the principles as set out in: Ridge Flood Risk and Drainage Assessment, 12th November 2019. 5002854-RDG-XX-ST-PL-C-0503-B-F.A.S.T. - Surface Water Drainage DRAWING 5002854-RDG-XX-XX-DOC-C-0552 App D SW Drainage Strategy 5002854-RDG-XX-XX-DOC-C-0552 App E Source Control Calc 5002854-RDG-XX-XX-DOC-C-0552-3.0-F.A.S.T. - Flood Risk and Drain REPORT and shall include:

- a) Information about the design storm period and intensity (1 in 30 & 1 in 100 (+40% allowance for climate change), discharge rates and volumes (both pre and post development), temporary storage facilities, means of access for maintenance, the methods employed to delay and control surface water discharged from the site, and the measures taken to prevent flooding and pollution of the receiving groundwater and/or surface waters;
- b) Any works required off-site to ensure adequate discharge of surface water without causing flooding or pollution (which should include refurbishment of existing culverts and headwalls or removal of unused culverts where relevant);
- c) Flood water exceedance routes, both on and off site;
- d) A timetable for implementation;
- e) Site investigation and test results to confirm infiltrations rates.

The surface water drainage scheme shall be implemented in accordance with the approved detailed design prior to the first use of any building commencing and shall be managed and maintained thereafter in accordance with the agreed management and maintenance plan.

Reason: To ensure that the development is served by sustainable arrangements for the disposal of surface water, to comply with Policy ESD6 of the Cherwell Local Plan 2011 – 2031 Part 1, Saved Policy ENV1 of the Cherwell Local Plan 1996 and Government advice in the National Planning Policy Framework. This information is required prior to commencement of the development as it is fundamental to the acceptability of the scheme.

17.No buildings hereby permitted shall be brought into use until confirmation has been provided in advance and in writing to the Local Planning Authority that either:

- a) all water and wastewater network upgrades required to accommodate the additional flows from the development have been completed; or
- b) an infrastructure phasing plan has been agreed with Thames Water to allow additional business units to first be brought into use. Where an infrastructure phasing plan is agreed no use of the buildings shall take place other than in accordance with the agreed infrastructure phasing plan.

Thereafter, the approved water infrastructure improvement works shall be implemented in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

Reason: The development may lead to sewage flooding and network reinforcement works

are anticipated to be necessary to ensure that sufficient capacity is made available to accommodate additional flows anticipated from the new development. Any necessary reinforcement works will be necessary in order to avoid sewer flooding and/or potential pollution incidents, to comply with Policy ESD8 of the Cherwell Local Plan 2011-2031 Part 1.

Contaminated Land

18. Prior to the commencement of the development hereby permitted, a comprehensive intrusive investigation (Stage 2 contaminated land report) in order to characterise the type, nature and extent of contamination present, the risks to receptors and to inform the remediation strategy proposals shall be documented as a report undertaken by a competent person and in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11' and submitted to and approved in writing by the Local Planning Authority. No development shall take place unless the Local Planning Authority has given its written approval that it is satisfied that the risk from contamination has been adequately characterised as required by this condition.

Reason: To ensure that any ground and water contamination is adequately addressed to ensure the safety of the development, the environment and to ensure the site is suitable for the proposed use, to comply with Saved Policy ENV12 of the Cherwell Local Plan 1996 and Section 15 of the National Planning Policy Framework. This information is required prior to commencement of the development as it is fundamental to the acceptability of the scheme.

19. If contamination is found by undertaking the work carried out under condition 18, prior to the commencement of the development hereby permitted, a scheme of remediation and/or monitoring to ensure the site is suitable for its proposed use shall be prepared by a competent person and in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11' and submitted to and approved in writing by the Local Planning Authority. No development shall take place until the Local Planning Authority has given its written approval of the scheme of remediation and/or monitoring required by this condition.

Reason: To ensure that any ground and water contamination is adequately addressed to ensure the safety of the development, the environment and to ensure the site is suitable for the proposed use, to comply with Saved Policy ENV12 of the Cherwell Local Plan 1996 and Section 15 of the National Planning Policy Framework. This information is required prior to commencement of the development as it is fundamental to the acceptability of the scheme.

20. If remedial works have been identified in condition 19, the development shall not be occupied until the remedial works have been carried out in accordance with the scheme approved under condition 19. A verification report that demonstrates the effectiveness of the remediation carried out must be submitted to and approved in writing by the Local Planning Authority

Reason: To ensure that any ground and water contamination is adequately addressed to ensure the safety of the development, the environment and to ensure the site is suitable for the proposed use, to comply with Saved Policy ENV12 of the Cherwell Local Plan 1996 and Section 15 of the National Planning Policy Framework. This information is required prior to commencement of the development as it is fundamental to the acceptability of the scheme.

21. If, during development, contamination not previously identified is found to be present at the site, no further development shall be carried out until full details of a remediation strategy detailing how the unsuspected contamination shall be dealt with has been

submitted to and approved in writing by the Local Planning Authority. Thereafter the remediation strategy shall be carried out in accordance with the approved details.

Reason: To ensure that any ground and water contamination is identified and adequately addressed to ensure the safety of the development, the environment and to ensure the site is suitable for the proposed use, to comply with Saved Policy ENV12 of the Cherwell Local Plan 1996 and Section 15 of the National Planning Policy Framework.

Ecology

22.The development hereby approved shall be carried out in accordance with the recommendations set out in the Ecological Assessment carried out by Ecology Solution dated November 2019.

Reason: To protect habitats of importance to biodiversity conservation from any loss or damage in accordance with Policy ESD10 of the Cherwell Local Plan 2011 – 2031 Part 1 and Government guidance contained within Section 15 of the National Planning Policy Framework.

23.No development shall take place until a Landscape and Ecology Management Plan (LEMP) including a timetable for its implementation has been submitted to and approved in writing by the Local Planning Authority. Thereafter, the LEMP shall be carried out in accordance with the approved details.

Reason: To protect habitats of importance to biodiversity conservation from any loss or damage in accordance with Policy ESD10 of the Cherwell Local Plan 2011 – 2031 Part 1 and Government guidance contained within Section 15 of the National Planning Policy Framework. This information is required prior to commencement of the development as it is fundamental to the acceptability of the scheme.

24.Prior to, and within two months of, the commencement of the development, the site shall be thoroughly checked by a suitably qualified ecologist to ensure that no protected species, which could be harmed by the development, have moved on to the site since the previous surveys were carried out. Should any protected species be found during this check, full details of mitigation measures to prevent their harm shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be carried out in accordance with the approved mitigation scheme.

Reason: To ensure that the development does not cause harm to any protected species or their habitats in accordance with Policy ESD10 of the Cherwell Local Plan 2011-2031 Part 1 and Government guidance contained within the National Planning Policy Framework. This information is required prior to commencement of the development as it is fundamental to the acceptability of the scheme.

25.All site clearance (including the removal of any vegetation or works to hedgerows) should be timed so as to avoid the bird nesting season, this being during the months of March until July inclusive unless alternative provisions have been previously agreed in writing by the Local Planning Authority.

Reason: To ensure that the development will conserve and enhance the natural environment and will not cause significant harm to any protected species or its habitat in accordance with the Government's aim to achieve sustainable development as set out in Section 15 of the National Planning Policy Framework.

Noise

26.Prior to the first use of any building hereby permitted, all mechanical plant or machinery to be installed within the relevant building shall be identified and assessed in

accordance with BS4142:2014 and the report, along with any mitigation or acoustic enclosure required, submitted to and approved in writing by the Local Planning Authority. Where the approved assessment identifies the need for any mitigation or acoustic enclosure, these measures shall be put in place prior to the first occupation of any building.

Reason: To ensure the creation of a satisfactory environment free from intrusive levels of noise in accordance with Saved Policy ENV1 of the Cherwell Local Plan 1996 and Government guidance contained in the National Planning Policy Framework.

Electric Vehicle Charging

27. Prior to the commencement of the development of any phase, full details of Electric Vehicle Charging (EVC) points and EVC infrastructure to be provided in that phase shall be submitted to and approved in writing by the Local Planning Authority. The Electric Vehicle Charging (EVC) points and EVC infrastructure shall be installed and operational prior to the first use or occupation of any building within that phase of the development hereby permitted and retained thereafter, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure energy and resource efficiency practices are incorporated into the development and sustainable modes of transport encouraged in accordance with Policies SLE4 and ESD 1 - 5 of the Cherwell Local Plan 2011-2031 Part 1 and the Government's aim to achieve sustainable development as set out within the National Planning Policy Framework.

28. Details of all external lighting including the design, position, orientation, illumination and its intensity together with any screening of the lighting shall be submitted in accordance with the phasing plan (as identified by condition 4 above) to and approved in writing by the Local Planning Authority prior to commencement of those works. The lighting shall be installed, operated and retained in accordance with the approved scheme at all times thereafter.

Reason: In the interests of visual amenity, to preserve the character and appearance of the conservation area, to accord with the findings of the ecological survey and to comply with Policy ESD10 and ESD15 of the Cherwell Local Plan 2011 – 2031 Part 1, Saved Policies C18, C28 and C30 of the Cherwell Local Plan 1996 and Government advice in The National Planning Policy Framework.

BREEAM

29. The development hereby approved shall be constructed to achieve at least a BREEAM 'Very Good' standard.

Reason: To ensure sustainable construction, reduce carbon emissions and to ensure energy and resource efficiency practices are incorporated into the development in accordance with the Government's aim to achieve sustainable development as set out in the National Planning Policy Framework and to accord with Policy ESD3 of the Cherwell Local Plan 2011-2031.

Energy Strategy

30. No development shall take place until a shell only building fabric Energy Strategy has been submitted to and approved in writing by the Local Planning Authority. This should include proposals to minimise energy demand, maximise energy efficiency, and generate energy from renewable energy sources. It should also propose ways in which carbon emissions will be minimised and low carbon measures be embodied into the proposals. Prior to the occupation of any phase of the development (as set out in condition 4 above) a more detailed energy strategy shall be submitted and approved in writing by the Local

Planning Authority. The development shall be completed and maintained in accordance with the approved strategy unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure sustainable construction and reduce carbon emissions in accordance with Government guidance contained within the National Planning Policy Framework and to ensure energy and resource efficiency practices are incorporated into the development in accordance with the Government's aim to achieve sustainable development as set out in the National Planning Policy Framework and to accord with Policies ESD1 and ESD3 of the Cherwell Local Plan 2011-2031. This information is required prior to commencement of the development as it is fundamental to the acceptability of the scheme.

Use

31. Notwithstanding the provision of the Town and Country Planning (General Permitted Development) (England) Order 2015 and subsequent amendments, the buildings hereby approved shall be used only for purposes falling within Class B1, B2, B8 and/or D1 as specified in the Schedule to the Town and Country Planning (Use Classes) Order 1987 (or their equivalent in subsequent enactments or re-enactments). For the avoidance of doubt, in accordance with the Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020, from the 01 September 2020, Use Class B1 (c) is now part of Class E, specifically Class E (g) and Use Class D1 (Education) is now part of Class F, specifically Class F1 (a).

Reason: In accordance with Policy Bicester 8 of the Cherwell Local Plan 2011 – 2031 Part 1.

Planning Notes

1. **Condition 8** - In respect of condition 8 above, the requirement for a Signage Strategy does not replace or avoid the need for separate advertisement consent under The Town and Country Planning (Control of Advertisements) (England) Regulations 2007 (as amended).
2. **Condition 23** – In respect of condition 23 above, the LEMP will be expected to clearly demonstrate net biodiversity gain for the site in accordance with local and national policy requirements.
3. **Condition 26** - In respect of condition 26 above, all mechanical plant or machinery should be assessed to ensure noise is not a problem at nearby noise sensitive receptors. Ideally there should be no increase on existing background levels when assessed as a rating level.

Case Officer: Rebekah Morgan

DATE: 12/10/2023

Checked By: Paul Ihringer

DATE: 12/10/23
