

Planning Statement

Location: The Innovation Quarter, Bicester Heritage,
Buckingham Road, Bicester OX26 5HA

Proposal: Reserved matters application for appearance,
landscaping, layout and scale pursuant to outline
permission 23/01941/F for a mixed-use HQ
building (Classes E(g), B2 and B8)

Prepared for: Bicester Motion

Date: February 2024

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Appendix 1: Application 23/01941/F – Decision Notice



1 Introduction

- 1.1 This Planning Statement has been prepared by Edgars on behalf of Bicester Motion (the 'applicant'), in support of a reserved matters application for the *appearance, landscaping, layout and scale pursuant to outline permission 23/01941/F for a mixed-use HQ building (Classes E(g), B2 and B8)* at The Innovation Quarter, Bicester Motion, Buckingham Road, Bicester OX26 5HA (the 'site').
- 1.2 This submission follows the approval of applications 19/02708/OUT and 23/01941/F.
- 1.3 Outline planning permission was approved under application 19/02708/OUT for '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' on the 27th August 2021.
- 1.4 Subsequently, planning permission was approved under Section 73 application 23/01941/F for the 'variation of Condition 3 (plans) of 19/02708/OUT - To vary the approved parameter plans' on the 12th October 2023.
- 1.5 This application provides the details of the layout, scale, appearance and landscaping (hereafter referred to as the 'reserved matters') as required by condition 2 attached to application 23/01941/F and specifically relates to the western half of the Innovation Quarter site.
- 1.6 Please note, applications have already been submitted for the approval of reserved matters and discharge of pre-commencement conditions relating to application 23/01941/F (applications 23/03438/REM and 23/03606/DISC respectively). Revised documents are being submitted for these applications in due course to account for the changes proposed in this application.
- 1.7 While not necessary for the purposes of determining this application, this statement refers to the information submitted as part of discharge of conditions application 23/03606/DISC for information purposes and signposts the reader as necessary.

Application Rationale

- 1.8 Bicester Motion has been approached by a confidential automotive technology company to create a UK Headquarters building to capture and develop their growth requirements.
- 1.9 The opportunity brings forward significant direct and indirect training and employment opportunities, as well as the continued growth of the Oxfordshire Innovation Engine and major economic benefit through GVA in construction and business operations.
- 1.10 The proposed occupier requires a bespoke headquarters building of 88,000sqft / 8,220sqm for research and development at the cutting edge automotive engineering technologies.
- 1.11 The successful delivery of the Innovation Quarter relies on securing high quality occupiers that share the values and ethos of Bicester Motion. Securing this consent will instil confidence from Bicester Motion's investors to enable further speculative development to be created supporting the growing market demand in Oxfordshire.
- 1.12 Please note, for submission purposes the proposed development is referred to as the 'SPY' scheme.



1.13 The SPY scheme has been designed to align with the high-quality, cohesive and heritage-led approach and landscape principles of the reserved matters application (ref. 23/03438/REM) and the Design Code of the discharge of conditions application (ref. 23/03606/DISC). In this capacity, it successfully integrates into its distinctive and historic setting, respects the historic military aviation function of the site and harmonises with its unique landscape character while reflecting Bicester Motion's ambitious vision for The Innovation Quarter to become the hub of excellence for the mobility industry, to be an exemplar of constructive conservation and to achieve a low carbon future for the UK's leading destination for the past, present and future of mobility technology.

Document Structure

1.14 The document is structured as follows:

- Section 2 introduces the site context (in relation to the constraints and character of the site and its surroundings);
- Section 3 describes the proposed development;
- Section 4 establishes the relevant planning history;
- Section 5 establishes the relevant planning policy;
- Section 6 assesses the key planning considerations; and
- Section 7 concludes the statement and summarises how the proposal accords with the development plan and national policy.

Supporting Information

1.15 This application is accompanied by a Cover Letter which sets out the documents submitted as part of this application. Those documents should be read in conjunction with this statement and are referenced where relevant in this statement.



2 Site Context

- 2.1 The site comprises part the southwest quarter of the former RAF Bicester airfield that forms the northeast periphery of Bicester and lies approximately 1.5 miles northeast of the town centre. The site runs along the northern side of Skimmingdish Lane and is outlined at **figure 1**.

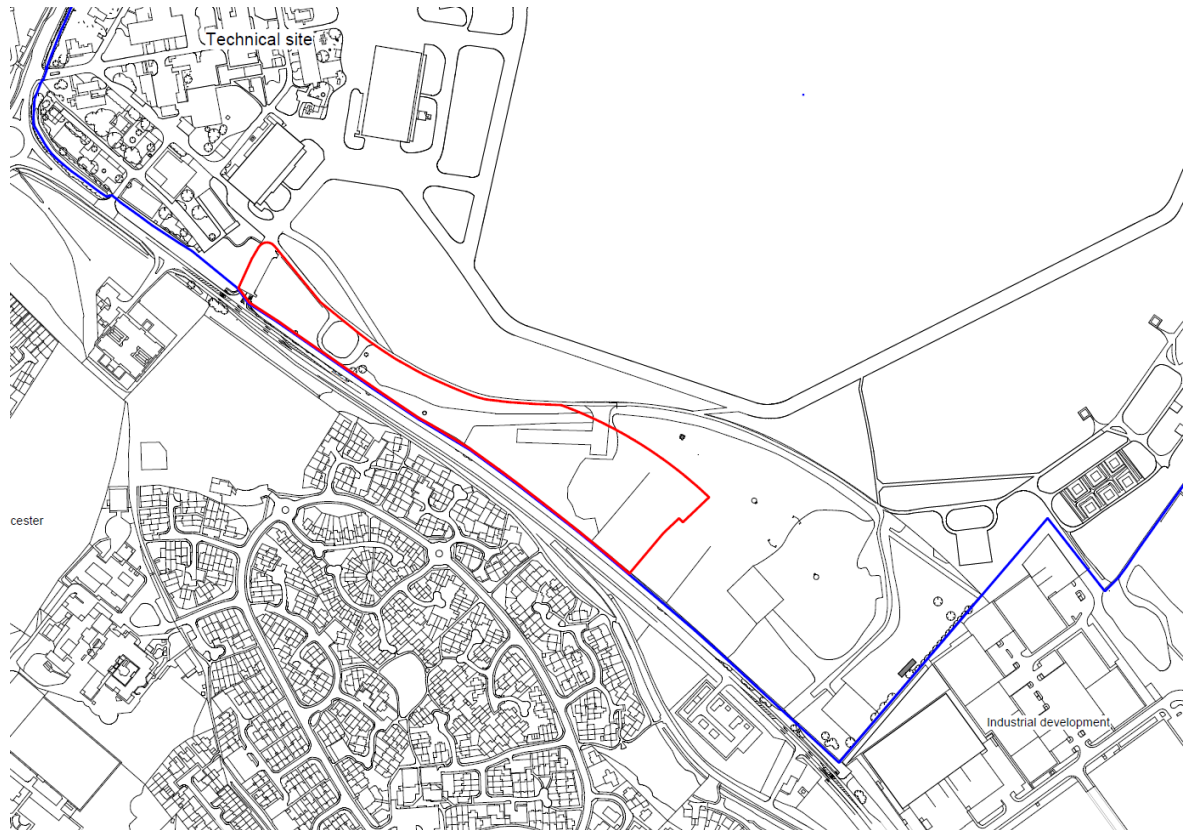


Figure 1: The application site, outlined in red, and the Innovation Quarter, outlined in blue.

Settlement and Wider Area Context

- 2.2 Bicester is a market town and is one of two main towns in the District. It is identified in the 2021 Census as having a population of 37,020 (up from 32,642 recorded in the 2011 Census), showing the town's sustained growth. Bicester is identified as being less sensitive in landscape terms than other towns in the district and has a focus for housing supply and economic growth.
- 2.3 The adopted Local Plan states that Bicester's economy is focused on storage and distribution, retail, food processing, technology and automotive engineering. Most of the employment in Bicester is in the distribution and manufacturing sectors. Previously, before closure, MoD activities at former RAF Bicester also contributed to the economy of the town.
- 2.4 The town is well-connected by road and rail. It has good infrastructure and significant investment is either being delivered or planned to enhance this infrastructure. Bicester is approximately 14 miles of Oxford. The good connectivity, close-proximity and relationship with Oxford helps Bicester by creating opportunities for economic development. Bicester is also well-connected to and influenced by the M25 corridor and London markets.



- 2.5 The Local Plan 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.
- 2.6 Furthermore, Policy Bicester 8 (RAF Bicester) and draft Core Policy 75 of the emerging Local Plan relates to the wider Bicester Motion site and outlines the Council's objective to support heritage tourism, leisure, recreation, employment and community uses.
- 2.7 Cherwell District Council (CDC) have been in consultation and are developing their Industrial Strategy, they have identified Bicester Motion as a key delivery site for leisure, tourism and employment that support economic recovery and growth and prosperity in the region as well as social, health and well-being benefits.

Bicester Motion

- 2.8 Bicester Motion is the UK's Leading Destination for the Past, Present and Future of Mobility Technology, located in the heart of Motorsport Valley in Oxfordshire it is home to more than 50 businesses specialising in past, present and future technologies. Their aim is to create a home for mobility pioneers and to forge a generational legacy and generate unforgettable experiences.
- 2.9 Bicester Motion operates the former RAF Bicester which is located in the heart of the 'Motorsport Valley' and the Oxfordshire Tourism Cluster. The Motorsport Valley is a triangular concentration of automotive technology and research enterprises that stretches between Cambridge, Oxford and Silverstone whilst the latter include attractions such as Blenheim Palace, Bicester Village, Waddesdon Manor and the Cotswolds receiving around 30 million tourism visits each year. It is situated on the outskirts of the market town of Bicester in the Cherwell district of North Oxfordshire, about halfway between London and Birmingham.
- 2.10 Experience Oxfordshire recognises the opportunity for Bicester Motion to become the most diverse employment, leisure and tourism offer in Oxfordshire and this is essential to supporting the regional recovery and growth of these sectors.
- 2.11 In the last ten years Bicester Motion have restored an award-winning asset of national historic importance, reactivated fifty early 20th Century buildings, nurtured national and international events and revolutionised classic vehicle ownership by creating a focal point for an £18 billion industry.
- 2.12 Founded in 2013, Bicester Motion are proud to have created a home to such businesses as NEOM McLaren Electric Racing, Motorsport UK, the governing body of British motorsport, Polestar's UK headquarters, record-breaking fuel pioneers Zero and many more.

The Site – Project SPY, Innovation Quarter

- 2.13 The Innovation Quarter, comprises a 10.1-hectare parcel of land in the southwest corner of the wider Bicester Motion site. The application site forms part of this parcel.
- 2.14 The site is subject to extant permissions 19/02708/OUT and 23/01941/F under which permission was granted for '*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*' and subsequently for '*variation of Condition 3 (plans) of 19/02708/OUT*



- *To vary the approved parameter plans*'. Please refer to section 4 for more information on the site planning history.

- 2.15 The wider Innovation Quarter site comprises previously developed land and features several historic 'defence structures' (Mushroom Pillboxes and Seagull Trenches), areas of poor-quality hard surfacing (the former dispersal tracks and 'panhandle' standings), grassland, scrubland and ruderal species. The SPY element largely reflects this character, but is offset from the historic structures. The site topography is flat and low lying. Generally speaking, views into the site from Skimmingdish Lane are screened by mature tree and hedgerow planting that runs along much of the site frontage.
- 2.16 The site is bounded by the flying field to the north, the remainder of the Innovation Quarter parcel and a large industrial development to the east, Skimmingdish Lane to the south (with the built-up area of Bicester beyond) and the Commands Works / wider technical site to the west.

Access

- 2.17 The application site access is formed of two access points; the Main Gate on the Buckingham Road and the South Gate onto the A4421 Skimmingdish Lane (located c.285m southeast of the Buckingham Road / Skimmingdish Lane roundabout). A new vehicular access onto Skimmingdish Lane located towards the southern corner of the site (opposite the former telephone exchange) was approved under applications 19/02708/OUT and 23/01941/F.
- 2.18 The A4421 is a marked two-way main road that forms part of the Bicester ring road. It is subject to a 40mph speed limit. The site is accessible by walking and cycling and is well connected to public transport and the local highway network.

Planning Designations

Historic Environment

- 2.19 The site falls within the RAF Bicester Conservation Area, which was originally designated in July 2002 and reviewed in November 2008. The site forms the southern periphery of the Flying Field character area; it is situated to the south of the perimeter track and the historic bomb stores. It adjoins the technical site character area to the west.
- 2.20 It is outlined within the RAF Bicester Conservation Area Appraisal that, at the outbreak of World War II, the flying field was considerably enlarged to the north and south with tracks, and 41 panhandle standings to enable the dispersed parking of aircraft. The part of the wider site to which the application relates was likely constructed during this period.
- 2.21 The wider Bicester Motion site contains 22 Grade II listed buildings, with many of the remaining structures being labelled as 'buildings making a positive contribution' or 'defence structures'. These structures are understood to be non-designated heritage assets. The wider site also contains multiple scheduled monuments, most of which are concentrated in the technical site.
- 2.22 The northeastern aspect of the wider Innovation Quarter site contains a scheduled monument which features the Mushroom Pillboxes and Seagull Trenches defence structures. A Fusing Point building previously existed in this area but has been removed (building 229). This aspect of the site also



adjoins the bomb stores area which contains several buildings that make a positive contribution, the closest being the Incendiary Bomb Store (building 223) and Fusing Point building (building 226).

- 2.23 The western aspect of the site once contained structures 148 and 149. These structures have since been removed and the CA Appraisal does not identify what these structures were. This aspect of the site adjoins the technical site and forms the setting of the listed and non-designated heritage assets in visual proximity, notably including the Grade II listed buildings 113 (Type C Hangar) and 137 (Type A Hangar).
- 2.24 The site lies within an area of archaeological interest.

Ecology

- 2.25 The Stratton Audley Quarry Site of Special Scientific Interest (SSSI) lies approximately 1km north of the site. The site forms part of the Bicester Airfield Local Wildlife Site and an area of NERC ACT S41 Habitat. It is understood this relates to the Calcareous Grassland identified in previously submitted ecological reporting.

Flooding

- 2.26 For the avoidance of doubt, the site falls within Flood Zone 1 and is predominantly at very low and low risk of flooding from surface water sources. It is otherwise at very low risk of flooding from all other sources.



3 Proposed Development

- 3.1 This proposal relates to the *appearance, landscaping, layout and scale pursuant to outline permission 23/01941/F for a mixed-use HQ building (Classes E(g), B2 and B8).*
- 3.2 This application is supported by a Design and Access Statement (DAS) prepared by 3D Reid which describes the proposal in terms of its context, evolution and detailed design response. This section summarises the DAS and should be read in conjunction with it.
- 3.3 The rationale underpinning the design solution is informed by the occupier's operational requirement for a headquarters building providing circa 88,000sqft / 8,820sqm of mixed-use employment floorspace and the design requirement to align with the approved parameter plans and Design Code submitted as part of application 23/03606/DISC (in order to maintain a cohesive design approach and to successfully integrate the scheme into its highly distinctive and historic setting).
- 3.4 These factors have been carefully considered through the iterative design process (illustrated at section 3 of the DAS) which concluded that the most considered and appropriate solution involves reconfiguring the three indicative western units (401-403) as a HQ building formed of two elongated units, connected by a subservient link, that maintains the quality, aesthetic, heritage-led approach and landscape principles of the parameter plans and Design Code.
- 3.5 In this capacity, the proposal reflects the approved masterplan layout of several buildings, arrayed in a soft arc, which sensitively integrates with the landscape setting and gently winds around the scheduled monument to the north. The proposed site layout is illustrated at **figure 2**.



Figure 2: The proposed site layout.

- 3.6 The proposal is guided by the following core design principles:
- Aligning with the soft arc masterplan layout to improve the connection and relationship of the scheme with its historic context, enhance its landscape integration and reduces its impact on proximate heritage assets;



- Breaking up the built form massing and widening the gap between the proposed building and unit 404 to better enable long views between buildings to the wider site;
- Orientating the building elements to address and show reverence for the site;
- Curving the developable area around the site and locating the servicing and parking to the side and rear of the building and away from the scheduled monument;
- Setting the building back from the site frontage along Skimmingdish Lane, behind significant blue and green infrastructure provision (i.e. natural water and vegetation features);
- Adhering to the cohesive design approach of the Design Code to ensure the HQ building and its access and landscape proposals work collectively with the wider Innovation Quarter;
- Respecting the historic legacy of the site's architecture while bringing it into the future with hangar-inspired forms, distinctive geometry and a contemporary high-quality aesthetic;
- Creating distinct character areas to reflect the heritage, landscape and ecology of the site;
- Introducing highly sustainable buildings and low-carbon technologies in order to achieve a BREEAM 'Very Good' rating;
- Facilitating the provision of the 2.87-hectare Ecology Enhancement Area; and
- Softening the scheme and integrating it into the landscape with extensive planting, green amenity spaces and a landscape-integrated Sustainable Drainage System (SuDS).

3.7 The two primary units of the HQ building are 39.5m by 56.3m and the link is 21.4m by 43.1m. The building is double-height in scale. The primary units have 8m eaves on the front elevation, 8.8m eaves on the rear elevation and a 10.5m ridge, in accordance with the Heights and Massing parameter plan – this is also consistent with IQ units 404-407. The link is mono-pitched and is 9.8m high on the front elevation and 8.8m on the rear elevation, due to its significant 8.5-10m set back, it reads as clearly secondary and subservient in scale. An enclosed service area adjoins the eastern elevation and contains the building's plant and bin storage. The proposed buildings are shown at **figure 3**.



Figure 3: Artist render of the Innovation Quarter viewed from the perimeter track.



- 3.8 In accordance with the Design Code, the appearance of building is inspired by the historic aviation legacy of the site. In this capacity, the mixed-use floorspace is encased within a shell structure and reads as two large double-height structures, rather than a more typical two-storey office building.
- 3.9 At the same time, the elegant and sleek appearance of the buildings signifies Bicester Motion's ambitious vision for The Innovation Quarter as the hub of excellence for mobility technology; this is reflected by the distinctive geometry, contemporary high-quality aesthetic and modern materials (including a standing seam system, patterned metal sheeting and metal-framed glazing).
- 3.10 The appearance of the building also reflects its sustainable design and construction. For example, the geometry and overhang provides solar shading to regulate heating, while framing views towards the wider site. As shown at **figure 4**, the building form also lends itself to the application of solar PV panels. In addition, the materials, energy efficient specifications and internal layout together influence the external appearance while achieving a highly energy efficient build – as demonstrated by the revised Energy Statement submitted as part of application 23/03606/DISC.

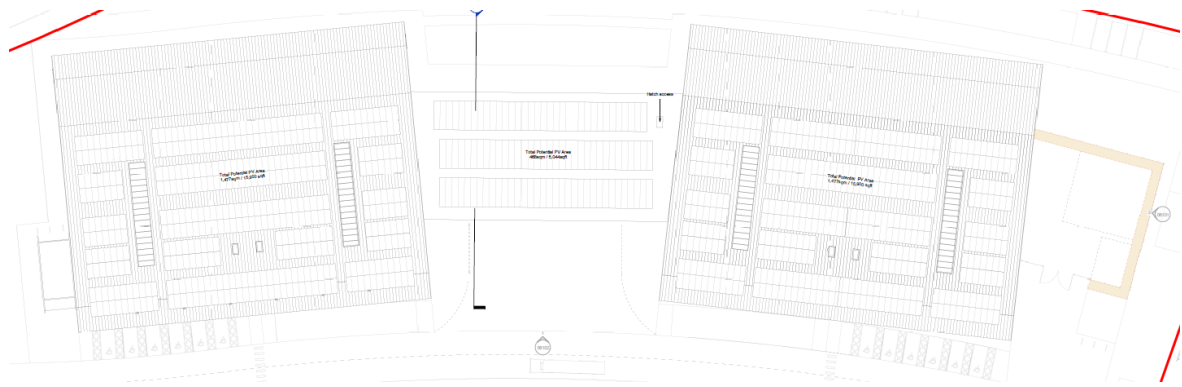


Figure 4: Proposed Roof Plan, showing the space for solar PV panels.

- 3.11 The development is set within a comprehensive Landscape Masterplan (contained within the DAS) which has been designed by MacGregor Smith. The Masterplan reinforces the vision for site, celebrating its historic legacy, reintroducing nature and a multi-functional landscape and creating a green environment to foster creativity. It achieves this through adherence to a series of principles which include defining landscape character areas, routes and connections, SuDS integration, outdoor amenity spaces, heritage features and multi-functional spaces.
- 3.12 The Landscape Masterplan is shown at **figure 5** and it comprises three landscape character areas:
- The SAM grassland which embraces the character of the site with its sweeping open nature, long views and grassland planting;
 - Innovation area which reflects the functionality and industry of the proposed built form, integrating it into the landscape and separating the adjacent units with planting and other landscape features; and the
 - Skimmingdish Lane boundary which draws on the wider natural landscape and softens the proposed development with extensive planting proposals and green and blue SuDS infrastructure features, including the swales and attenuation basins.



Figure 5: Extract from the DAS showing the Landscape Masterplan.

- 3.13 The Landscape Masterplan has been designed in tandem with the Landscape Ecology Management Plan (LEMP), which has been submitted under the concurrent discharge of conditions application as required by condition 23 of application 23/01941/F.
- 3.14 The access to the public highway is to remain as approved under the outline consent. The internal site access arrangements are essentially to remain as per the parameter plans. The level of parking being provided is reflective of the size of the parcel within the Innovation Quarter, with a total of 136 car parking spaces (of which 34 (25%) will have Electric Vehicle (EV) charging points) and 96 cycle parking spaces being delivered for this part of the Innovation Quarter.
- 3.15 The DAS also sets out the lighting strategy and surface water management plan. For the avoidance of doubt, the surface water management and development phasing details align with the revised plans and reporting to submitted under the ongoing discharge of conditions planning application (ref. 23/03606/DISC) as required by conditions 4 and 16.



4 Planning History

- 4.1 The planning records of relevance to this application include those relating to the Innovation Quarter (set out at **table 1**) and the key projects relating to the wider Bicester Motion site (set out at **table 2**).

Table 1: Planning records relating to the Innovation Quarter site.			
Reference	Description	Decision	Date
23/03606/DISC	<i>Discharge of Conditions 4 (Phasing Plan), 5 (Design Code), 6 (finished floor levels), 11 (Construction Travel Management Plan), 12 (turning area details), 13 (parking provision), 16 (surface water drainage), 17 (foul water), 18 (contamination), 19 (remediation scheme), 23 (Landscape and Ecology Management Plan), 24 (ecology check) and 27 (EV charging) of 23/01941/F and Partial discharge of condition 30 (energy strategy) of 23/01941/F</i>	-	Ongoing
23/03438/REM	<i>Reserved Matters application to 23/01941/F requesting consideration of layout, scale, appearance and landscaping</i>	-	Ongoing
23/01941/F	<i>Variation of Condition 3 (plans) of 19/02708/OUT - To vary the approved parameter plans.</i>	Approved	12/10/2023
19/02708/OUT	<i>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.</i>	Approved	27/08/2021

Application 19/02708/OUT

- 4.2 The application was considered at Planning Committee on the 16th July 2020 and Members resolved that authority be delegated to the Assistant Director of Planning and Development to grant permission, subject to conditions. The key comments of the Committee Report are not repeated here as they are largely updated by the officer assessment of application 23/01941/F.

Application 23/01941/F

- 4.3 The application was determined under delegated powers. The key comments of the Delegated Report that are pertinent to the consideration of this application are set out below:

- **Principle of development:** “The principle of development has been established under application 19/02708/OUT.”



- **Parameters – heights, scale, massing and design:** *“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.”*
- *“...the proposed changes do offer the potential to improve the visual appearance of the development when viewed from the airfield.”*
- *“...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.”*
- *“...a cohesive design approach is 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.”*
- **Heritage:** *“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.”*
- *“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.”*
- *“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.”*
- *“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.”*
- *“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.”*
- *“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.”*



- *“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.”*
- **Landscape:** *“In terms of landscape and visual impact, the proposed amendments do not significantly alter the scheme.”*
- *The Council’s Landscape Officer has raised no objection to the amended proposal in terms of landscape and visual impact.”*
- *“It is considered that the development can be designed to sit sensitively within its setting and design can be used to mitigate landscape impacts.”*
- **Ecology:** *“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.”*
- **Transport:** *“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.”*
- *“The amended indicative layout plan shows a form of development that would accommodate parking and internal access roads to the south of the buildings... This alteration is acceptable in principle.”*

“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... 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.”

[The level of car and cycle parking has been revised to the provision made under application 19/02708/OUT which was supported by the LHA.]

- **Residential amenity:** *“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 (flooding and drainage):** *“The amendments [now approved] 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.”*
- **Other matters (environmental protection):** *“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 [now approved] do not alter the nature of the development proposed and therefore... Previously imposed conditions relating to potentially contaminated land will be reimposed on this consent.”

- **Other matters (energy efficiency/sustainability):** “Application 19/20708/OUT considered energy efficiency... 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:** “Application 19/02708/OUT was subject to a Section 106 agreement with respect of highways obligations... the legal agreement would be linked to this consent and a further legal agreement is not required”.

Table 2: Planning records relating to other key projects at the Bicester Motion site.			
Reference	Description	Decision	Date
21/01224/OUT (Experience Quarter)	Outline planning application for Automotive Experience Quarter comprising Commercial, Business and Services uses (Class E), Light Industrial (Class B2), Local Community and Learning Uses (Class F) and vehicle circuits (Sui Generis) with all matters reserved aside from that of access).	Approved	31/03/2023
18/01333/F (Command Works)	Extension to existing Technical Site to provide new employment units comprising flexible B11 light industrial, B2 (general industrial), B8 (storage or distribution) uses with ancillary offices, storage, display and sales, together with associated access, parking and landscaping	Approved	03/09/2019
18/01253/F (Hotel)	Erection of hotel and conference facility with associated access, parking, and landscaping.	Approved	11/03/2019

4.4 The above site history represents the four major developments that have been permitted on the wider Bicester Motion site; the Hotel, Command Works, the Innovation Quarter and the Experience Quarter. In addition, the historic Technical Site has a detailed planning history with several planning applications and listed building consent applications associated with individual buildings including a site wider consent for commercial uses.

4.5 As noted in the Committee Report of application 19/02708/OUT: “The general approach taken on the Technical Site has been to allow changes of use that fit with the commercial nature of the site and minor physical changes to the buildings to ensure their long-term use and viability with an aim of conserving the heritage assets on the site.”



5 Planning Policy

- 5.1 Section 38(5) of the Levelling-Up and Regeneration Bill requires that planning applications be determined in accordance with the development plan and any national development management policies, taken together, unless material considerations strongly indicate otherwise. Subsection (5C) clarifies that where the development plan conflicts with a national development management policy, the conflict must be resolved in favour of the national development management policy.
- 5.2 Section 66 of the Town and Country Planning (Listed Building and Conservation Areas) Act 1990 directs that, in considering a proposal, special regard is given to the desirability of preserving a listed building or its setting.
- 5.3 Section 72 (of the same Act) directs that special regard is given to the desirability of preserving or enhancing the character and appearance of Conservation Areas.
- 5.4 For the purposes of assessing this application, the development plan comprises the following documents:
- The Cherwell Local Plan 2011 – 2031 (adopted July 2015); and
 - The saved policies of the Cherwell Local Plan 1996 (adopted November 1996).
- 5.5 The following documents are material considerations relevant to this application:
- National Planning Policy Framework (NPPF) (published December 2023);
 - National Planning Practice Guidance (NPPG) (published July 2019);
 - Cherwell Local Plan 2040 (emerging);
 - RAF Bicester Planning Brief and Draft Development Principles (2009); and
 - RAF Bicester Conservation Area Appraisal (2008).
- 5.6 The relevant sections and policies of the development plan documents and material considerations are listed below and detailed further in the Planning Assessment section of this statement.

National Planning Policy Framework

Table 3: National Planning Policy Framework	
Sections	Paragraphs
2. Achieving sustainable development	8, 10 and 11
4. Decision making	38
6. Building a strong, competitive economy	85 and 87
8. Promoting healthy and safe communities	96
9. Promoting sustainable transport	109, 114, 115, 116 and 117



11. Making effective use of land	123 and 124
12. Achieving well-designed places	131, 135 and 137
15. Conserving and enhancing the natural environment	180 and 186
16. Conserving and enhancing the historic environment	195, 200, 205, 208, 209 and 212

Cherwell Local Plan 2011 – 2031: Part 1

Table 4: Local Plan Policies	
Policy	Title
PSD1	Presumption in Favour of Sustainable Development
Bicester 8	RAF Bicester
SLE1	Employment Development
SLE4	Improved Transport and 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	Protection and Enhancement of Biodiversity and the Natural Environment
ESD13	Local Landscape Protection and Enhancement
ESD15	The Character of the Built and Historic Environment



Cherwell Local Plan 1996

Table 5: Saved Local Plan Policies	
Policy	Title
C23	Retention of features contributing to 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

Cherwell Local Plan 2040

- 5.7 The Council is currently undertaking a review of the Cherwell Local Plan 2011 – 2031, with the most recent stage of consultation being a consultation draft (regulation 18) that ran between the 22nd September to 3rd November 2023.
- 5.8 Policy Bicester 8, the allocation which the site falls within, is proposed to be updated to Core Policy 75: Former RAF Bicester. The draft wording of this policy (from the consultation draft (regulation 18) September 2023 version) is copied below:

Core Policy 75: Former RAF Bicester: *Conservation-led proposals for the former RAF Bicester site will be encouraged that help to secure a long-lasting, economically viable future for the technical site and flying field.*

Proposals for heritage tourism uses, leisure, recreation, employment and community uses will be particularly encouraged. The development of hotel and conference facilities will also be supported as part of a wider package of employment uses.

All proposals will be required to accord with the latest Conservation Area Appraisal for the site and the 2009 Planning Brief.

Any proposals for the former RAF Bicester site should demonstrate how they will 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. The biodiversity of the site should be protected and enhanced and habitats and species surveys (including a great Crested Newt survey) should be undertaken.

The continuation of flying use will be supported at the site and opportunities for improving access to the countryside will also be encouraged.

RAF Bicester Planning Brief and Draft Development Principles (2009)

- 5.9 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. Having regard to the above and the planning history of the site, the planning brief is of limited weight in the consideration of this application.

- 5.10 In their pre-application written response to pre-application 19/02092/PREAPP, officers highlighted that the Planning Brief was out of date. This position reflects that presented to Planning Committee in respect of application 19/02708/OUT. Nonetheless, officers invited the outline application to identify the weight that is attributed to the Planning Brief and to address any conflict the proposed development may have with the Planning Brief. The technical/in principle conflict was resolved in application 19/02708/OUT and is not revisited by this submission.

RAF Bicester Conservation Area Appraisal (2008)

- 5.11 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 Hugh Trenchard's 1920s Home Defence Expansion Scheme.”

- 5.12 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.



6 Planning Assessment

6.1 Having regard to the established planning context and the nature of the proposed development, the following key matters are of relevance to the planning assessment and are addressed in turn:

- Principle of development
- Design (layout, scale, appearance and landscaping)
- Heritage
- Landscape
- Transport
- Ecology
- Other matters (aviation, residential amenity, flooding, environmental protection, energy sustainability and planning obligations)

Principle of Development

- 6.2 Policy PSD 1 (Presumption in Favour of Sustainable Development) states that when considering development proposals the Council will take a proactive approach to reflect the presumption in favour of sustainable development contained within the National Planning Policy Framework.
- 6.3 Policy SLE 1 (Employment Development) supports employment development on allocated sites within the plan, including RAF Bicester. The policy further states that existing employment sites should be retained for employment uses, employment development will be focused on existing employment sites and employment development, including intensification will be permitted subject to compliance with other policies in the development plan and material considerations.
- 6.4 Policy Bicester 8 (Former RAF Bicester) supports conservation-led proposals to secure a long-lasting, economically viable future for the Former RAF Bicester technical site and flying field. It supports heritage, tourism, leisure, recreation, employment and community uses.
- 6.5 Emerging Core Policy 75 (Former RAF Bicester) echoes the Policy Bicester 8 wording whilst adding that the continuation of aviation use will be supported at the site.
- 6.6 The principle of providing a mix of business, industrial and storage uses with an education component (Classes B1 / now E(g), B2, B8 and D1 / F1(a)) in the form of several mixed-use units has been established by the granting of outline planning permission under application 19/02708/OUT. In this regard, the SPY scheme would deliver 8,820sqm of mixed-use employment space at an allocated former RAF Bicester site.
- 6.7 This consent also established parameters for the reserved matters, albeit these parameters were revised under the application 23/01941/F, which established updated parameters in respect to the following design elements:
- Indicative layout
 - Developable area
 - Land uses
 - Open space / landscaping
 - Heights and massing



- 6.8 As such, this application seeks to demonstrate that the submitted layout, scale, appearance and landscaping (reserved matters) proposals for the SPY scheme are consistent with the parameters and principles established by the outline permission. In this regard, the submitted proposals reflect the type and quantity of development approved at outline and, as demonstrated in the design subsection below, the proposed design solution complies with the abovementioned parameters and is therefore considered acceptable.
- 6.9 While the above demonstrates that the proposal complies with the relevant policies and is acceptable in principle, it is important to highlight the substantial contribution the SPY scheme would unlock for the economy and the sustainability benefits it would deliver.
- 6.10 As mentioned in the introduction, the success of the Innovation Quarter relies upon securing high quality and synergetic occupiers. In this capacity, the proposal would spearhead the delivery of the IQ by introducing a world-leading pioneer in automotive technology innovation as an anchor brand for the IQ and a catalyst for the Bicester Motion technology cluster, including the delivery of the wider masterplan vision projects such as the hotel and Experience Quarter.
- 6.11 The construction of the IQ is estimated to cost over £50m and, as such, the proposal would unlock a significant GVA boost to the local economy through its construction alone, in addition to the significant GVA growth created by the occupier operations and indirect supply chain opportunities.
- 6.12 In terms of employment, the scheme would generate a significant number of permanent, on-site, high skilled full-time jobs and training opportunities in the EV technology sector, plus many supportive administrative, logistical and supply chain positions, as well as supporting over 500 construction jobs.
- 6.13 The scheme also provides educational outreach and spinout business opportunities by forging links with the Oxford universities, schools, colleges and generating spinout businesses, such as the record-breaking fuel pioneers 'Zero' and many more.
- 6.14 In summary, the proposed development would strengthen the community of innovators at Bicester Motion, attract significant investment and most importantly, would facilitate the market-leading research and development of sustainable, low-carbon technologies that have the capacity to become increasingly accessible, scalable and affordable, thereby unlocking substantial economic and environmental sustainability benefits for current and future modes of transport.
- 6.15 In light of the above, the proposal continues to support heritage, employment and community uses and thereby continues to secure a long-lasting economically viable future for the Bicester Motion site in a manner that complies with the other relevant plan policies. As such, the proposal continues to accord with Policies PSD 1, SLE 1 and Bicester 8, emerging Core Policy 75 and NPPF section 6.

Design

- 6.16 Policy ESD 15 expects development to complement and enhance the character of its context through sensitive siting, layout and high-quality design. All development is required to meet high standards and should respect the historic environment including conservation areas and listed buildings.
- 6.17 Policy Bicester 8 reinforces this requirement and clarifies that development at former RAF Bicester is to be conservation-led, meaning that it is what is appropriate for the site in terms of heritage related issues that must be at the forefront at all times.



- 6.18 Saved Policy C28 similarly requires all development to ensure that standards of layout, design and external appearance are sympathetic to the character of the context.
- 6.19 The above policies are supported by NPPF sections 12, 15 and 16 which seek to foster good design that is visually attractive, sympathetic to the local character and optimises the potential of the site in a manner that conserves and enhances the natural and historic environment. (Please note that the heritage and landscape impacts of the proposal are addressed under the respective subsections).
- 6.20 In accordance with the above policies, the application package demonstrates how the proposed development has been informed by a detailed analysis of the site context in order to form the conservation and landscape-led principles that underpin the reserved matters design solution. The reserved matters (layout, scale, appearance and landscaping) are addressed in turn below.

Layout

- 6.21 In terms of compliance with the parameter plans, the proposed site layout broadly accords with the approved parameter plans; the built form footprint and orientation aligns with the soft arc masterplan of the indicative layout and the developable area parameters, the proposed mixed-employment use reflects the land use parameters and the proposed landscaping character areas reflects the open space / landscaping parameters.
- 6.22 As mentioned in section 3, the proposed occupier has an operational requirement for a headquarters building providing circa 88,000sqft / 8,820sqm of mixed-use employment floorspace. In order to meet this need in a manner that aligns with the approved parameter plans and submitted Design Code, the proposal involves reconfiguring the three indicative western units as a HQ building formed of two elongated units, connected by a subservient link.
- 6.23 It is considered that, by maintaining the soft arc layout and relative uniformity of built form rhythm/spacing and unit design, the SPY scheme complies with the established layout parameters. Furthermore and with specific regard to the proposed link element, it should be noted that the approved indicative layout and height parameters of the 2019 outline consent (ref. 19/02708/OUT) featured link elements connecting each building. The proposed link element therefore reflects the earlier approved parameters in this regard.
- 6.24 In the case of the parking and soft landscape provision, the proposal reflects the submitted reserved matters scheme (ref. 23/03438/REM) and, like that scheme, is considered to represent an improvement over the parameter plans. The parking provision has been reconfigured and now closely follows the access road, allowing for more soft landscaping along the site frontage. This represents a clear enhancement as the proposed development would be better softened and the site frontage landscaping would be unbroken (which is beneficial in terms of ecology).
- 6.25 Given the above, the proposal delivers on the benefits over the original consent as highlighted by Officers in the Delegated Report of application 23/01941/F. This includes introducing a “*more fluid approach to the layout*” that would “*allow for the parking and servicing to be located to the south of the buildings away from the edge of the flying field*”. These benefits are further built upon by the scale, appearance and landscaping proposals.
- 6.26 Turning to the design justification, the proposed HQ building, together with the eastern four modular buildings of the approved indicative layout / concurrent reserved matters application (ref.



23/03438/REM), represents the outline masterplan layout, with the proposed built form arrayed in a soft arc which addresses the wider site, winds around the scheduled monument to the northeast and curves away from the site frontage to the south (as illustrated at **figure 6**).

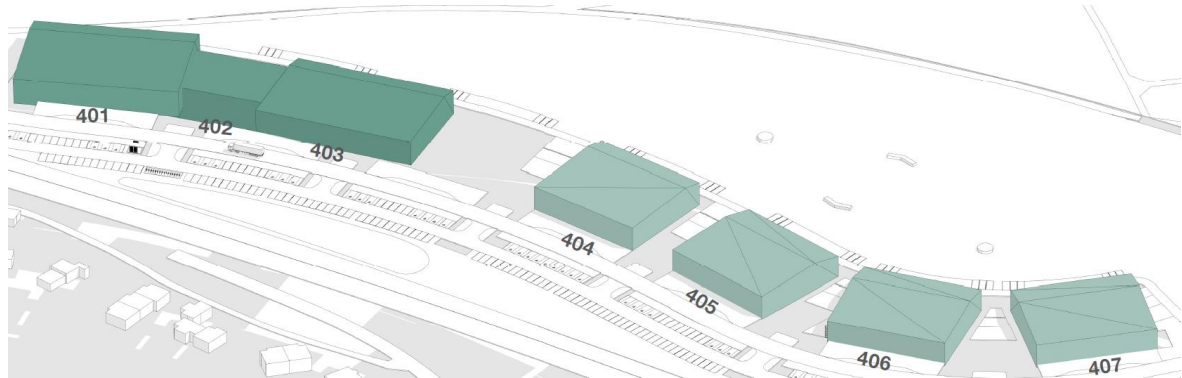


Figure 6: Visualisation of the proposed layout.

- 6.27 This layout loosely reflects the alignment of the perimeter track and dispersal tracks and harmonises with the curving historic railway line route forming the northern site periphery. The soft arc masterplan, together with the significant gap between the HQ building and unit 404 also maximises long views over the site, has appropriate reverence for the scheduled monument and wider site and improves the connection and relationship of the scheme with its historic context.
- 6.28 In addition, the proposed layout facilitates significant blue and green infrastructure provision along the site frontage in the form of an unbroken landscape buffer. This buffer features attenuation basins, swales, wet woodland and other tree planting, plus species rich grassland. Collectively, this infrastructure softens the proposed layout and integrates it into the landscape.
- 6.29 Overall, the proposed layout accords with the parameter plans, improves the connection and relationship of the scheme with its historic context, enhances its landscape integration and reduces its impact on proximate heritage assets and is therefore considered acceptable.

Scale

- 6.30 The proposed development accords with the 10.5m building height set by the approved building height parameters. In this respect, the built form sits at a notably lower height than the neighbouring commercial units and historic hangar structures within the technical site.
- 6.31 Through the detailed design process of the first reserved matters application (ref. 23/03438/REM), the building heights of the modular units have been further downscaled and feature 8m eaves on the front elevations and 8.8m eaves on the rear elevations – the HQ building mirrors these proportions. Resultantly, the HQ building, together with units 404-407, presents a reduced scale towards Skimmingdish Lane.
- 6.32 Although the width and, to a lesser degree, the length of the two primary units has increased to a modest degree in comparison to units 404-407, the variation of built form scale would harmonise with the wider Innovation Quarter buildings, owing to the wider gap between the HQ building and unit 404, in addition to the uniformity of the building heights, form and aesthetic.



- 6.33 In addition, the geometric building forms, together with the secondary and subservient scale (both in terms of its lower height and the 8.5-10m set back) and lighter patterned materiality of the proposed link element also break ups the massing of the development. This is illustrated by **figure 3** (section 3) and **figure 7**.

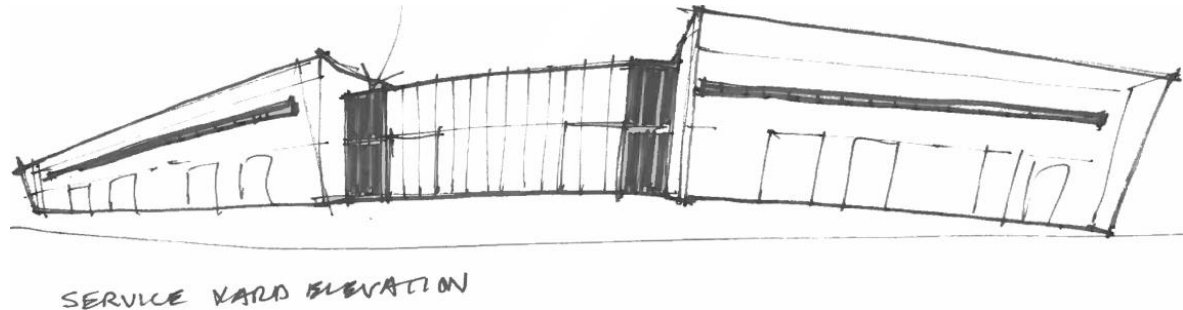


Figure 7: Materials concept sketch of the link extension.

- 6.34 It is also important to have due regard to baseline established by the approved parameter plans; three modular buildings of similar footprint and identical building heights. In comparison to this baseline, the HQ building represents an overall smaller and more consolidated form of development. Furthermore and as mentioned above, the proposed link element reflects links present on the approved parameter plans of the 2019 outline consent (ref. 19/02708/OUT).
- 6.35 As such, the proposed built form scale and massing accords with the approved parameter plans and has been further downscaled and broken up to better respond to its context.

Appearance

- 6.36 Visualisations of the modular buildings were provided in the DAS Addendum submitted at outline and the proposed appearance of the buildings aligns with these visualisations.
- 6.37 In order to ensure a cohesive design approach at the reserved matters stage, Officers recommended that the built form be guided by a Design Code. This code has been submitted as part of discharge of conditions application 23/03606/DISC and, as recommended by Officers, has been applied to the proposed development. Resultantly, the HQ building shares a common architectural language and thus works collectively with the wider IQ proposals in this regard.
- 6.38 As explained in section 3, the proposed architectural language is the product of three components, addressed in turn:
- Having reverence for and taking inspiration from the military aviation forms;
 - Reflecting the ambitious vision of The Innovation Quarter as the hub of excellence for the past, present and future of mobility technology; and
 - Reflecting the sustainable design and construction of the buildings, their adaptability and the wider low-carbon future for the site.

- 6.39 In this capacity, the proposal is inspired by the existing hangar forms; the two primary units are rectilinear and substantive shell structures with overhangs and an open frontage (rather than



traditional office buildings). The future vision for The Innovation Quarter is reflected in its elegant and sleek appearance which is the result of the distinctive geometry, contemporary high-quality aesthetic and modern materials palette proposed (shown at **figure 8**). In addition, the sustainable design and construction is also reflected in the contemporary design features and materials palette.

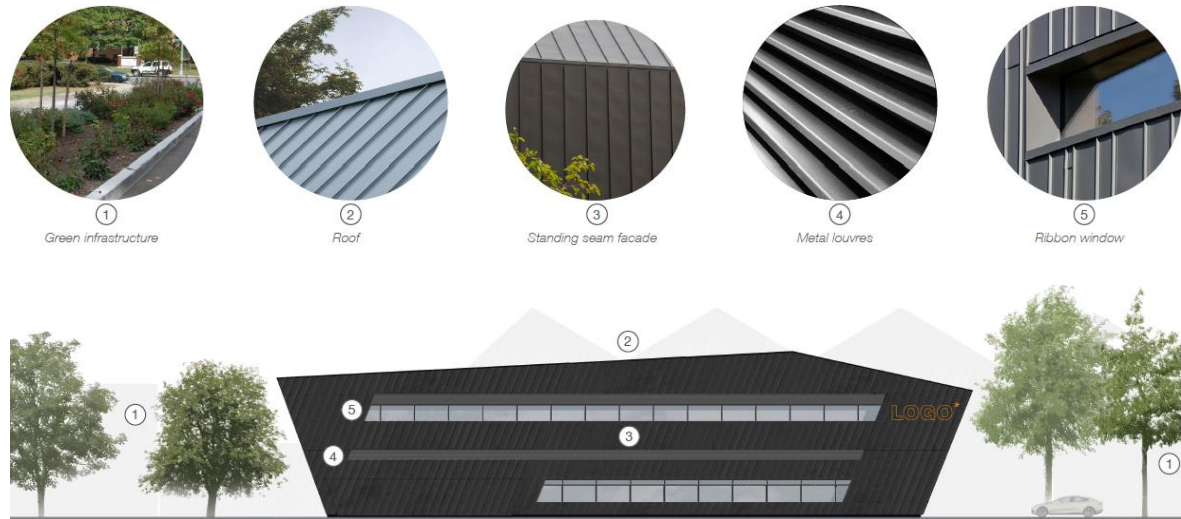
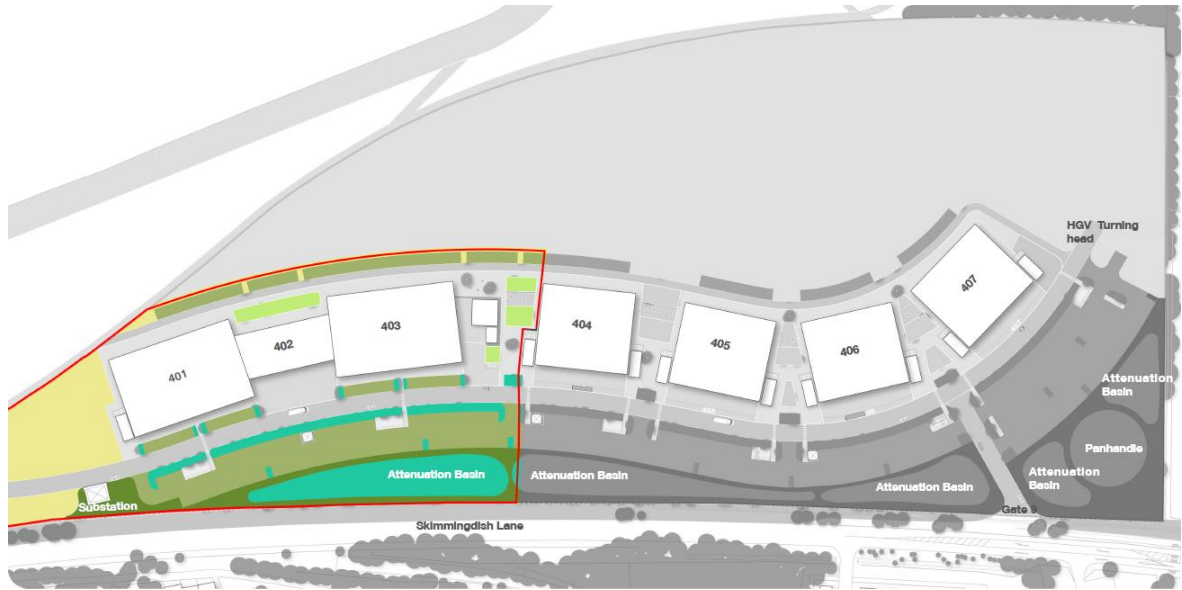


Figure 8: Extract from the DAS showing the side elevation with the proposed materials palette.

- 6.40 In the Delegated Report of application 23/01941/F, Officers acknowledged that the approved parameter plans “do offer the potential to improve the visual appearance of the development when viewed from the airfield” and it is considered that, as a result of the above, the proposed built form appearance realises this potential. Moreover, by virtue of adhering to the Design Code, the proposed built form appearance also reflects a cohesive design approach and is therefore acceptable.

Landscaping

- 6.41 The proposed Landscape Masterplan broadly accords with the open space / landscape parameters, with minor changes being the aforementioned altered built form footprint and parking area, which allows for a wider gap between the HQ building and unit 404, an area of landscaping to the north of the link element and greater landscape buffer along the site frontage with Skimmingdish Lane.
- 6.42 As set out section 3, the Masterplan celebrates the site’s historic legacy, reintroduces nature and a multi-functional landscape and creates a green environment to foster creativity. The Masterplan is informed by six principles relating to character areas, connections, SuDS, amenity spaces, heritage and multi-functional spaces and it comprises three character areas; the ‘SAM’ grassland, innovation area and Skimmingdish Lane boundary.
- 6.43 The Landscape Masterplan includes extensive planting proposals, in addition to blue and green drainage infrastructure (see **figure 9**). The tree specimens have also been specifically selected with regard to their environment and function (see **figure 10**). The proposed Masterplan aligns with the corresponding plan submitted in respect of reserved matters application 23/03438/REM and, in this capacity, seamlessly integrates with the Ecological Enhancement Area to the north and the Innovation Area and Skimmingdish Lane Boundary character areas to the east and west.



- KEY**
- Existing retained grassland to be enhanced
 - Grass seeding to grass concrete paving
 - Amenity lawns
 - Wetland planting to SuDS features
 - Woodland edge planting

Figure 9: Extract from the DAS showing the proposed planting strategy and SuDS features.



- KEY**
- Street trees to amenity space
 - Trees in linear swales
 - Trees in attenuation basins
 - Trees to the woodland edge

Figure 10: Extract from the DAS showing the proposed tree types by character area.



- 6.44 The landscaping proposed for the 'SAM' grassland involves the retention and enhancement of the grassland to the west. It would also facilitate the provision of the Ecological Enhancement Area and mown footpath connections linking the defence structures as part of the concurrent reserved matters application (ref. 23/03438/REM). In this capacity, the proposal respects the sweeping open nature, long views and grassland character.
- 6.45 The landscaping for the innovation area involves introducing amenity grassland and street trees in the gaps between the HQ building's primary units (north of the link element) and the HQ building and unit 404. This landscaping helps to soften and separate the built form.
- 6.46 The landscaping for the Skimmingdish Lane Boundary area adopts a more natural landscape; it reinforces the existing planting along the site frontage with woodland planting and accommodates the blue and green SuDS infrastructure (including the attenuation basins and swales), which is interplanted by more water-suited specimens. The landscaping for this area forms a significant and natural landscape buffer which has been dramatically enhanced since the original 2019 consent.
- 6.47 Overall, the proposed landscaping softens the scheme, integrates it into the landscape and introduces extensive planting, green amenity spaces and a landscape-integrated Sustainable Drainage System, in addition to facilitating the provision of the 2.87-hectare Ecology Enhancement Area to the northeast.

Summary

- 6.48 Having regard to the soft arc masterplan layout, appropriate built form scale, the distinctive, yet characteristic built form appearance and the substantive landscaping proposed, the reserved matters proposals are considered to embody a high quality standard of design. Resultantly, the proposed development is considered to respect the character of the site and its surroundings in accordance with Policies ESD 15 and Bicester 8, Saved Policy 28 and NPPF sections 12, 15 and 16 (the latter two of which are addressed in the following sections).

Heritage

- 6.49 Policy ESD 15 requires that development complement and enhance the character of its context through sensitive siting, layout and high quality design. Where development is in 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 further states that development should conserve, sustain and enhance designated and non-designated heritage assets including buildings, features, archaeology, conservation areas and their setting.
- 6.50 This policy broadly reflects the provisions of Saved Policies C23 and C25.
- 6.51 Additionally, Policy Bicester 8 states that conservation-led proposals to secure a long-lasting, economically viable future for the wider site will be encouraged by the Council. 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 site.
- 6.52 The site lies within the RAF Bicester Conservation Area and is within reasonable proximity of a scheduled monument which covers the Mushroom Pillboxes and Seagull Trenches defence



- structures (these features are treated as non-designated heritage assets (NDHAs)). The site is also within visual proximity of several buildings that make a positive contribution and defence structures to the northeast and the Grade II listed Type A and C Hangars on the periphery of the technical site.
- 6.53 This application is supported by a Heritage Impact Assessment Addendum prepared by Worledge Associates, which should be read in conjunction with this reporting. It provides a Statement of Significance, assessing the above-mentioned assets and remains relevant to this application.
- 6.54 The report notes that “*both Historic England and Council officers concluded with the previous applications for the IQ that the development of the site would result in ‘less than substantial harm’.*” and it is similarly considered that this scheme will cause less than substantial harm. The primary source of this harm derives from the impact on the ‘field of fire’ of the defensive structures on this part of the site.
- 6.55 The proposed development is consistent with the earlier approvals in creating two units linked by a double height element, cranked to maintain the ‘waterfront’ characteristic sited to create a significant improved sense of permeability at the east end of the Innovation Quarter. In achieving a slightly reduced quantum of development, any adverse impact that this development would have on the setting of the defensive monuments will be less.
- 6.56 It is important to note that, in their assessment of application ref. 23/01941/F, the Conservation Officer expressed support for the soft arc masterplan layout, stating “*...the new layout is considered to have some benefits over the previous layout*” with these benefits considered to include relocating the parking away from the scheduled monument and the [now approved] change to a less linear layout.
- 6.57 The SPY scheme maintains these benefits while moving the built form of the three approved indicative western units further away from the scheduled monument in a reconfigured, compact form that is more sensitive to the historic environment.
- 6.58 In addition, the Conservation Officer raised some concerns regarding the reconfiguration of the built form into more buildings separated by slightly smaller gaps than the original scheme, stating that the proposal “*reduced the open nature [of the site] 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*”. This is reflected in the comments made by Historic England who also raised concerns that unit 403 would be within the field of fire of the south-facing trench.
- 6.59 The SPY scheme would directly and positively address these concerns through the reconfigured compact layout, as stated by the Heritage Impact Assessment Addendum: “*...by locating the proposed new building at the eastern end of the IQ, the impact of the link between the two units on the setting of the scheduled ancient monuments is minimised and will help to secure a more significant gap (than approved) further west to allow views out.*”
- 6.60 It is outlined in paragraph 208 of the NPPF that where a proposed development 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.



6.61 This proposed development, within the context of the development of the Innovation Quarter, reduces the level of harm and introduces amendments to the layout and siting that provide greater opportunities to enhance the understanding and enjoyment of the historic site and how it functioned. The heritage and wider public benefits that will be delivered as part of the proposed scheme include:

Heritage Benefits:

- Sustaining the significance of the adjacent scheduled monuments by improving access, and repurposing and maintaining part of the site that is currently neglected and in poor condition;
- Introducing extensive landscaping enhancements to improve the setting of the defensive structures;
- Securing a long-term viable future for the site and its constituent elements;
- Ensuring that the heritage assets are not fragmented any further, focusing on the preservation and enhancement of the historical and visual interdependence;
- Improving access to the site (intellectual and physical);
- Improving opportunities for interpretation and enhancement of the embodied memories associated with 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 history of the place, 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.

Wider Public Benefits:

- Introducing a world-leading pioneer in automotive technology innovation to Bicester Motion; an anchor brand for the Innovation Quarter and a catalyst for the Bicester Motion motorsport technology cluster;
- Facilitating the research and development of sustainable, low-carbon technologies that have the capacity to unlock substantial environmental sustainability benefits for current and future modes of transport;
- Making a significant contribution towards the Council's sustainable economic growth objective for Bicester and the wider district through the provision of 8,820sqm of mixed-use employment space at an allocated site;
- Generating a substantial GVA boost to the local economy through the construction of the IQ (which is estimated to cost over £50m) and the occupier operations of the IQ;



- Providing a significant number of permanent, on-site, highly specialised full-time jobs and training opportunities in the automotive technology sector, plus supporting administrative, logistical and supply chain positions;
- Supporting over 500 construction jobs;
- Providing educational outreach opportunities for the Oxford universities, other educational institutions and generating spinout businesses;
- Facilitating a net gain in biodiversity in the form of the IQ Ecology Enhancement Area and extensive soft landscaping proposals;
- Promoting highly sustainable building design and low-carbon technologies in order to achieve a BREEAM 'Very Good' rating; and
- Achieving all the above through the revitalisation of poor-quality, underutilised previously developed land.

6.62 As this reserved matters application is consistent with the approved parameter plans, it is therefore considered to deliver the similar heritage and wider public benefits. Given that the level of harm is likely to be the same if not slightly less than the harm identified at the outline stage (due to the downscaling of the buildings and the high quality of the design solution), it therefore follows that the less than substantial harm identified would be outweighed by these extensive benefits.

6.63 Having regard to the above, the proposal is therefore considered to conserve and enhance the character and appearance of the Former RAF Bicester Conservation Area and the significance and setting of its listed buildings, scheduled monuments and other important buildings and features. As such, the proposal conserves and enhances the historic environment in accordance with Policies Bicester 8 and ESD 15, Saved Policies C23 and C25 and NPPF section 16.

Landscape

6.64 Policy ESD 13 states that opportunities will be sought to secure the enhancement of the character and appearance of the landscape, particularly in urban fringe locations, through the restoration, management or enhancement of existing landscapes, features or habitats and, where appropriate, the creation of new ones. Development will be expected to respect and enhance local landscape character.

6.65 By way of background, application 23/01941/F was accompanied by a Landscape and Visual Impact Assessment (LVIA) prepared by ASA Landscape Architects. The LVIA came to the following conclusions relevant to the wider site:

- The key characteristics of the local landscape have been significantly eroded through, over time, the established development of the site and bomber base, the local roads and urban edge of Bicester, but positive characteristics remain in terms of the historic attributes of the site and the evolution of the site into a sustainable business.
- The granting of permission for a new contemporary hotel recognises the positive influence that appropriate new development will have on this landscape, providing, as it will be, a



stimulus for the continuing use of the site as a commercial going concern while at the same time preserving its place in history and the community. The completion of the Command Works further underlines the recognition that this site has opportunities for development of an appropriate form, scale and massing in close proximity to the historic Technical Site and its listed buildings and scheduled monuments.

- The landscape would benefit significantly from the introduction of new ways for people to interact with it and further promote a strong sense of place. There is a considerable capacity to absorb appropriate change within this site. The character of the former airfield and its associated buildings and structures can still be appreciated for what they were and still are, while being used within an appropriate context that celebrates this character.
- The challenges and opportunities have led to the development of the concept form, massing and scale of the IQ development in the location within land parcel 3f. The landscape and heritage specialists have explored, with the architects, options in terms of orientation, massing and layout, numbers of buildings and building heights.
- The buildings form a cohesive grouping, with consistent heights, footprints and design. The building as 10.5m high, below the height of buildings on the technical site and also below those of the neighbouring industrial units. The sinuous layout sets the buildings back from the road and is sympathetic to the form of this part of the site.

6.66 Overall, the earlier 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 Innovation Quarter buildings would not dominate the rest of the site or change the underlying open character of the site and setting of the technical site.

6.67 In considering the above assessment, the Cherwell District Council Landscape Officer commented that “...*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*”.

6.68 Turning to the specific assessment of the SPY scheme, this application is supported an LVIA Addendum prepared by Macgregor Smith. The LVIA Addendum concludes that the impacts on the landscape receptors of the SPY development are considered to be negligible to low/medium on the basis of the following:

- The landscape effects of the SPY proposals on the various landscape receptors is considered overall to be negligible to low.
- The scheme of 2 linked buildings, is a very minor variation on the previously approved scheme of 7 separate pavilions arranged in an organic and sinuous line facing the SAM and wider site, with parking areas and the Skimmingdish Lane hedge behind.
- The 3 linked buildings follow the same alignment as the previous 3 separate buildings, with the same height and materiality as that previously approved.
- The scale of the linked buildings is complimentary to the scale of the technical site, and it could be considered that new buildings in this location, helps to transition from the wider site



to the large-scale buildings of the Longlands Road industrial estate to the southeast boundary of the IQ site.

- the provision of extensive buffer planting to the Skimmingdish Lane boundary is considered to be a positive contribution to the setting of the road, and to be valuable in integrating the wider site with its immediately adjacent land uses, and boundary vegetation.

6.69 The LVIA Addendum identifies that the visual receptors most likely to be affected will be:

- Local views from the SAM, views from the south eastern edge of the technical site and Command Works.
- Views from Skimmingdish Lane, views from the A4421 Buckingham Road looking over the Experience Quarter.
- Views across the wider site site looking from the northern edges, and Remote Viewpoint 2.
- In the short term, the SPY scheme may be perceived as having impact, while it sits in isolation along the Skimmingdish Lane boundary, although equally it could be perceived as an outlying ancillary building which relates to the heritage of the RAF Bicester site.

6.70 The LVIA Addendum recognises that, in the short term, the SPY scheme may be perceived as having impact, while it sits in isolation along the Skimmingdish Lane boundary, although equally it could be perceived as an outlying ancillary building which relates to the heritage of the RAF Bicester site. The Addendum also notes that, as the SPY scheme and wider IQ proposals are aligned on a curve in front of the Longlands Road industrial estate, the development would screen the larger commercial buildings beyond the eastern boundary, and serve to 'bookend' the wider site in this location.

6.71 In summary, the LVIA Addendum concludes that the visual impacts of the SPY development are considered to be negligible to low on the basis of the visual relationship with adjacent commercial development, the character and built form of the existing technical site and the Command Works, and the limited locations where the visual effects will incur.

6.72 Having regard to the above, the proposed development is considered to respect and enhance the local landscape and especially the openness and views of the site, including its landmark features. As such, the proposed development complies with Policy ESD 13 and NPPF section 15.

Transport

6.73 Policy SLE 4 (Improved Transport Connections) outlines 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. Encouragement will be given to solutions which support reductions in greenhouse gas emissions and reduce congestion.

6.74 This application is supported by a Transport Statement, prepared by Motion transport consultants. The key findings of this statement are summarised below.



- 6.75 In terms of sustainable transport, the proposed development is well located in relation to transport infrastructure provision, public transport connections and a wide range of local amenities. The site is accessible by several sustainable modes of travel, including:
- The X5 and S5 bus services, with stops on Buckingham Road within a short walk of the site;
 - Pedestrian and cycle links which surround the site and provide good connections with neighbouring residential areas and links to Bicester Town Centre; and
 - The Bicester North Railway Station.
- 6.76 The proposed development would be supported by and would in turn support these services, including through the proposed cycle parking provision. In addition, the electric vehicle (EV) charging points proposed as part of this submission would further promote sustainable vehicular movements.
- 6.77 In terms of access, the site access to the public highway shall remain as approved under application 19/02708/OUT (as the site access was approved in detail). The internal site access arrangements comply with the parameter plans approved under application 23/01941/F.
- 6.78 Revised construction, layout, surface finish and drainage details are being submitted under application 23/03606/DISC to satisfy condition 12 (turning area details) of application 23/01941/F. These details are designed to accommodate the SPY scheme. The Transport Statement also provides swept path analysis that demonstrates the scheme can accommodate the turning requirements of a 16.5m articulated vehicle.
- 6.79 These documents therefore demonstrate that the Innovation Quarter makes adequate provision for the two-way movement and turning of motor vehicles, including HGVs, refuse vehicles and fire tenders. Given the SPY scheme aligns with the access arrangements to be submitted to discharge condition 12, it is considered that the proposed internal access arrangements are acceptable.
- 6.80 The Transport Statement also presents Personal Injury Collision data which confirms that there are no significant safety issues on the local highway network.
- 6.81 The SPY scheme provides a total of 136 car parking spaces (including 8 Blue Badge spaces and 34 EV charging point spaces) and 96 cycle parking spaces in accordance with Oxfordshire County Council parking standards.
- 6.82 A revised vehicle parking plan and EV charging point details are being submitted under application 23/03606/DISC to satisfy conditions 13 (parking provision) and 27 (EV charging) of application 23/01941/F. The plan and details are designed to accommodate the SPY scheme. Given the SPY scheme aligns with the updated information to be submitted to discharge conditions 13 and 27, it is considered that the proposed parking is acceptable in this regard.
- 6.83 In terms of highway impacts, the proposal would generate a net reduction in vehicle movements compared to the outline scheme for this part of the site as the total floor area provision has been reduced proportionally. It is therefore considered that the transport impacts in terms of trip generation would have a negligible impact on the local highway network and would overall remain consistent with the approved outline development.



6.84 Having regard to the above, it is considered that the proposed development promotes sustainable transport modes, provides safe, suitable and convenient access and would have an acceptable impact on the highway network. As such, the proposal is considered to accord with policy SLE 4 and the provisions of NPPF section 9.

Ecology

6.85 Policy ESD 10 (Protection and Enhancement of Biodiversity and the Natural Environment) outlines that the protection and enhancement of biodiversity and the natural environment will be achieved by a variety of criteria.

6.86 Policy Bicester 8 requires the protection and enhancement of biodiversity of the allocation 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.

6.87 Application 19/02708/OUT demonstrated that a biodiversity net gain could be achieved on the wider Bicester Motion site, with the following being stated:

“The [Innovation Quarter] specific calculator indicated that those proposals would result in net loss, with a score of -6.2. However, an indicative site-wide calculator (including for the [Innovation Quarter] site) indicates that any losses may be mitigated within the masterplan as a whole, with a small positive score of +8.93 achievable.”

6.88 This application is supported by an Ecology Briefing Note, prepared by Ecology Solutions, which provides an updated ecological assessment of the SPY scheme. The note concluded that:

- The proposal seeks to secure a comparable scale of development, albeit with a minor increase in built form relative to semi-natural habitat provision (i.e. amenity lawn);
- The ecological implications of the proposal are assessed as positive but non-significant, noting the minor increases in habitat provision; and
- On the basis of the ecological safeguards previously secured through the Ecological Assessment (November 2019) and ecological planning conditions associated with the consented scheme (all of which remain relevant and should remain), it is considered the amended Proposals remain equally appropriate in ecology terms. The amended Proposals can therefore be safely granted, in accordance with relevant planning policy and legislation.

6.89 The Delegated Report of application 23/01941/F commented that *“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.”*

6.90 On the basis that it was concluded that, and agreed by the Delegated Report, that the revised parameter plans, which this reserved matters application is consistent with, would not alter the approach to ecology at the site, it is therefore considered that the proposed development would deliver a net gain in biodiversity as concluded by application 19/02708/OUT.

6.91 As such, it is considered that the proposed development is consistent with Policies ESD 10 and Bicester 8. It should be noted that the discharge of conditions application (ref. 23/03606/DISC)



includes the Landscape and Ecology Management Plan for the Innovation Quarter, which provides further details on how the site will be managed for the next 25 years. The SPY scheme would remain consistent with the provisions of the LEMP.

Other Matters

Aviation

- 6.92 As the land uses, scale and siting of the proposed development remains broadly similar to the original outline scheme, it is considered that the proposal would not result in any significant additional impact upon gliding activities.
- 6.93 It therefore follows that the conclusions of the 19/02708/OUT Committee Report that “...*the independent advice is clear that gliding activities and general aviation could continue on site if this development is permitted*” remains applicable and that “...*with regard to gliding/aviation, the proposals are considered to fully accord with Policy Bicester 8*”.
- 6.94 As such, it is considered that the proposed development would not have an impact upon the gliding / aviation activities occurring at Bicester Motion in accordance with Policy Bicester 8.

Residential Amenity

- 6.95 Given the proposed land uses, siting and scale of development remains as approved and having regard to the site context (specifically the significant separation of the proposed units from any residential development), it is considered that the assessment of application 23/01941/F, as set out in the Delegated Report, adequately assesses the likely impact of the reserved matters proposals:

“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”

- 6.96 As such, the proposed development is considered to comply with Policy ESD 15 and section 12 of the NPPF as the development would not result in any detrimental impacts to residential amenity.

Flooding And Drainage

- 6.97 A revised Drainage Strategy is being submitted under application 23/03606/DISC to satisfy condition 16 (surface water drainage) of application 23/01941/F. This revised strategy is designed to accommodate the SPY scheme. It largely reflects the original strategy (which, as highlighted in section 4 of this statement, is supported by both Oxfordshire County Council and Thames Water). The only changes are limited to the re-routing of drainage channels and reconfiguration of soft and hard landscaping within the ‘Innovation Buildings’ landscape character area to accommodate for the SPY building footprint.
- 6.98 The revised scheme adopts the same surface water disposal method of the earlier submitted scheme; a below ground surface drainage system that connects all new rainwater pipes, channels, and gullies at ground floor level and discharges firstly through permeable paving, into conveyance



pipework which runs along the periphery of the car park into a series of attenuation basins. The run-off is then be discharged into the adjacent existing watercourse at the suitable Qbar rate.

- 6.99 The site is split into two areas to account for levels and increased SuDS methods. Permeable paving will be specified to all areas around the buildings as well as the car parks and bays. Open graded crushed rock will act as storage, while also conveying to the various basins, south of the site. Pipework will be kept at a minimal with only conveyance pipes used to discharge the run-off towards the basins. It will be a gravity system without the need for pumping.
- 6.100 In summary, the updated drainage report maintains the conclusion that the revised strategy disposes to the next hierarchical approach, in accordance with the SuDS hierarchy.
- 6.101 On the basis that the revised Drainage Strategy to be submitted to discharge condition 16 is considered acceptable and as reserved matters details align with this strategy, the proposed development is considered to be acceptable in terms of flooding and drainage. As such, the proposal complies with Policy ESD 6 and section 14 of the NPPF.

Environmental Protection

- 6.102 The Delegated Report of application ref. 23/01941/F commented that:

“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 [now approved] do not alter the nature of the development proposed and therefore... Previously imposed conditions relating to potentially contaminated land will be reimposed on this consent.”

- 6.103 On the basis that the SPY scheme aligns with of the overarching Innovation Quarter masterplan, it is considered that the aforementioned Phase 1 Contaminated Land and Ground Condition Report remains applicable. In this capacity, the proposal would not have any significant environmental protection implications in comparison to the outline consent. Resultantly, the proposal remains complaint with Saved Policy ENV 12 and section 15 of the NPPF.
- 6.104 The SPY scheme would also not have any significant environmental protection implications in respect of the Phase 2 Site Investigation and a Scheme of Remediation submitted under application 23/03606/DISC to satisfy conditions 18 (contamination) and 19 (remediation scheme). It should be noted that a benefit of the SPY scheme is that the proposed building footprint has been moved away from the identified contaminated land at the centre of the site which may lessen the remedial works required.

Energy Sustainability

- 6.105 The Committee Report of application ref. 23/01941/F states that: *“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.”*



- 6.106 A revised Energy Strategy is being submitted under application 23/03606/DISC in order to partially discharge condition 30 (energy strategy) of application 23/01941/F. It addresses the energy strategy for the project and demonstrates how the scheme is compliant with local and regional planning policy.
- 6.107 The revised strategy demonstrates that the scheme is policy compliant, by achieving a BREEAM score of 'Very Good' and demonstrating that the buildings have been designed from inception to reduce carbon emissions and provide a comfortable, sustainable environment for the users.
- 6.108 On the basis that the revised Energy Strategy to be submitted to discharge condition 30 is considered acceptable and as reserved matters details align with the submitted strategy, the proposed development is considered to be acceptable in terms of ensuring sustainable development. As such, the proposal complies with Policies ESD 1 and ESD 3.

Planning Obligations

- 6.109 The revised scheme would not have any implications in terms of the planning obligations agreed under application 19/02708/OUT (which also apply to 23/01941/F, as noted in the Delegated Report of 23/01941/F).



7 Conclusion

- 7.1 This Planning Statement has been prepared by Edgars on behalf of Bicester Motion, in support of a reserved matters application for the *appearance, landscaping, layout and scale pursuant to outline permission 23/01941/F for a mixed-use HQ building (Classes E(g), B2 and B8)* at The Innovation Quarter, Bicester Motion, Buckingham Road, Bicester OX26 5HA.
- 7.2 Bicester Motion has been approached by a world-leading pioneer in automotive technology innovation who are seeking to establish a UK headquarters at the Innovation Quarter – a new state-of-the-art knowledge economy, located at the heart of the ‘Motorsport Valley’.
- 7.3 The proposed headquarters scheme would turbocharge the delivery of the IQ by introducing an anchor brand for the IQ and a catalyst for the Bicester Motion motorsport technology cluster, including the delivery of the wider masterplan vision projects such as the hotel and Experience Quarter.
- 7.4 The proposed occupier is the perfect organisation to join and strengthen the community of innovators at Bicester Motion, attracting significant investment and most importantly, facilitating the market-leading research and development of sustainable, low-carbon technologies that have the capacity to become increasingly accessible, scalable and affordable, thereby unlocking substantial economic and environmental sustainability benefits for current and future modes of transport.
- 7.5 The proposed design solution builds upon the approval of applications 19/02708/OUT and 23/01941/F and seeks to deliver the HQ building in the form of two linked high-quality modular buildings, designed to align with the cohesive aesthetic, heritage-led approach and landscape principles of the reserved matters application and the Design Code. In this capacity, it successfully integrates into its distinctive and historic setting, respects the historic military aviation function of the site and harmonises with its unique landscape character while reflecting Bicester Motion’s ambitious vision for The Innovation Quarter to become the hub of excellence for the mobility industry, to be an exemplar of constructive conservation and to achieve a low carbon future for the UK’s leading destination for the past, present and future of mobility technology.
- 7.6 The proposed development would deliver the following significant heritage and wider public benefits:

Heritage Benefits:

- Sustaining the significance of the adjacent scheduled monuments by improving access, and repurposing and maintaining part of the site that is currently neglected and in poor condition;
- Introducing extensive landscaping enhancements to improve the setting of the defensive structures;
- Securing a long-term viable future for the site and its constituent elements;
- Ensuring that the heritage assets are not fragmented any further, focusing on the preservation and enhancement of the historical and visual interdependence;
- Improving access to the site (intellectual and physical);



- Improving opportunities for interpretation and enhancement of the embodied memories associated with 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 history of the place, 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.

Wider Public Benefits:

- Introducing a world-leading pioneer in automotive technology innovation to Bicester Motion; an anchor brand for the Innovation Quarter and a catalyst for the Bicester Motion motorsport technology cluster;
- Facilitating the research and development of sustainable, low-carbon technologies that have the capacity to unlock substantial environmental sustainability benefits;
- Making a significant contribution towards the Council's sustainable economic growth objective for Bicester and the wider district through the provision of 8,820sqm of mixed-use employment space at an allocated site;
- Generating a substantial GVA boost to the local economy through the construction of the IQ (which is estimated to cost over £50m) and the occupier operations of the IQ;
- Providing a significant number of permanent, on-site, highly specialised full-time jobs and training opportunities in the automotive technology sector, plus supporting administrative, logistical and supply chain positions;
- Supporting over 500 construction jobs;
- Providing educational outreach opportunities for the Oxford universities, other educational institutions and generating spinout businesses, such as the record-breaking fuel pioneers 'Zero' and many more;
- Facilitating a net gain in biodiversity in the form of the IQ Ecology Enhancement Area and extensive soft landscaping proposals;
- Promoting highly sustainable building design and low-carbon technologies in order to achieve a BREEAM 'Very Good' rating; and
- Achieving all the above through the revitalisation of poor-quality, underutilised previously developed land.

7.7 Overall and in light of the above, this statement concludes that:

- **Principle of development:** The principle of development has been established and the reserved matters proposals accord with the approved parameter plans.



- **Design:** The organic masterplan layout, appropriate built form scale, the distinctive, yet characteristic built form appearance and the substantive Landscape Masterplan proposals are considered to embody a high quality standard of design that respects the character of the site and its surroundings in accordance with Policies ESD 15 and Bicester 8, Saved Policy 28 and NPPF sections 12, 15 and 16.
- **Heritage:** The proposal is considered to generate a lower level of less than substantial harm. However, the level of harm has been reduced in comparison to the outline scheme by the reduced height and broken up massing of the HQ building, proposing a very high quality build and introducing the Landscape Masterplan which notably softens the built form, integrates it into the landscape. This reduced level of less than substantial harm is considered to be entirely outweighed by the significant heritage and wider benefits set out above. As such, the proposal is considered to conserve and enhance the significance, setting, character and appearance of all identified heritage assets and the wider historic environment in accordance with Policies Bicester 8 and ESD 15, Saved Policies C23 and C25 and NPPF section 16.
- **Landscape:** The proposal would generate some localised landscape impacts, however these would be comparable to, if not lesser than those of the outline consent (for the same reasons as those mentioned above in respect of heritage). As such, the proposal is considered to respect and enhance the local landscape and especially the openness and views of the site, including its landmark features in accordance with Policies ESD 13 and ESD 15 and NPPF section 15.
- **Transport:** By virtue of its convenient site location, effective integration with the transport network and the positive access and parking proposals, the SPY scheme promotes sustainable transport modes, provides safe, suitable and convenient access and would have an acceptable impact on the highway network in accordance with Policy SLE 4 and the provisions of NPPF section 9.
- **Ecology:** By virtue of its landscape-led principles and through its adherence to the recommendations of the ecological reporting, the proposal would safeguard protected species and habitats while facilitating a net gain in biodiversity in accordance with Policy ESD 10 and NPPF section 15.
- **Other matters:** The proposal is not considered to have any significant implications / is considered to be acceptable in respect of aviation, residential amenity, flooding and drainage, environmental protection, energy sustainability and/or planning obligations.

7.8 Having regard to the above, it is considered that the proposed development accords with the development plan and the other relevant material considerations. It is therefore respectfully requested that the application be considered favourably.



Appendices



Appendix 1. Application 23/01941/F – Decision Notice



Cherwell
DISTRICT COUNCIL
NORTH OXFORDSHIRE

NOTICE OF DECISION

TOWN AND COUNTRY PLANNING ACT 1990 (AS AMENDED)

Name and Address of Agent/Applicant:

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

Full Planning Determination

Date Registered: 13th July 2023

Proposal: Variation of Condition 3 (plans) of 19/02708/OUT - To vary the approved parameter plans

Location: Bicester Heritage, Buckingham Road, Bicester

Parish(es): Launton

PERMISSION FOR DEVELOPMENT SUBJECT TO CONDITIONS

Cherwell District Council, as Local Planning Authority, hereby **GRANTS** planning permission for the development described in the above-mentioned application, the accompanying plans and drawings and any clarifying or amending information, **SUBJECT TO THE CONDITIONS SET OUT IN THE ATTACHED SCHEDULE.**

The reason for the imposition of each of the conditions is also set out in the schedule.

Cherwell District Council
Bodicote House
Bodicote
BANBURY
OX15 4AA

David Peckford

Assistant Director – Planning and Development

Date of Decision: 12th October 2023

Checked by: Paul Ihringer

SCHEDULE OF 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 Worlledge 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.

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.

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.

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 bought 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 bought 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.

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.

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.

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.

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.

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.

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.

31. Notwithstanding the provision of the Town and County 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.

DEVELOPMENT MONITORING

The Council has identified the development hereby approved as one that it considers appropriate to monitor during construction. We would therefore be grateful if you could let us know of your intention to start the development at least 14 days prior to the commencement of work on site. You can do this by emailing the Council on: monitoring@cherwell-dc.gov.uk and providing us with the following information: application number; application address; and the date you intend to start the development. During the monitoring period, we will be assessing the development against the approved plans, and compliance with any conditions imposed on the permission. It is in your interest to comply with this request as it will help to avoid any unnecessary, and possibly expensive, corrective works.

PLANNING NOTES

1. **Conditions** – the applicant’s attention is drawn to the need to comply with all conditions imposed on this permission. Failure to do so could result in the council serving a breach of condition notice against which there is no right of appeal.

Under the Town and Country Planning (Fees for Applications, Deemed Application, Requests and Site Visits) (England) Regulation 2012 there is a fee payable each time you make a request to discharge any of the conditions attached to this permission. You can apply to discharge more than one condition at the same time. At the time of this decision the fee is £34 per request for householder development and £116 per request in all other cases. The fee may be more when you come to apply for the discharge of condition if the Regulations have been amended. The fee is payable when you submit the details to discharge the condition(s). The Council has ‘1app’ forms for such applications, but their use is not mandatory.

There is no fee for the discharge of conditions on listed building consents.

The Council has eight weeks to respond to applications to discharge conditions, so you will need to make your application in good time before commencing development.

2. **Material Samples** – please note that where any of the above conditions require the approval of materials, material samples are no longer accepted at the Council offices and should in the first instance be left on the application site for the relevant case officer to view and assess in context with its surroundings. Material samples and sample panels should be placed/erected on the site before an application to discharge that condition(s) is submitted.

Should leaving samples on site be impractical then arrangements should be made with the relevant case officer to view samples on site.

3. 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).
4. 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.
5. 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.

STATEMENT OF ENGAGEMENT

In accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended) and paragraph 38 of the National Planning Policy Framework, the Council has worked positively, creatively and proactively to determine this application within the agreed timescales, having worked with the applicant/agent where necessary and possible within the scope of the application (as set on in the case officer’s report) to resolve any concerns that have arisen, in the interests of achieving more appropriate and sustainable development proposals. Consent has been granted accordingly.

The case officer’s report and recommendation in respect of this application provides a detailed assessment of the merits of the application when considered against current planning policy and guidance, including consideration of the issues raised by the comments received from consultees and members of the public. This report is available to view online at: <http://www.cherwell.gov.uk/viewplanningapp>.



Cherwell
DISTRICT COUNCIL
NORTH OXFORDSHIRE

NOTICE OF DECISION

TOWN AND COUNTRY PLANNING ACT 1990
(AS AMENDED)

NOTES TO THE APPLICANT

TIME LIMITS FOR APPLICATIONS

By virtue of Sections 91-96 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004, planning permissions are subject to time limits. If a condition imposing a time limit has been expressly included as part of the permission, then that condition must be observed. Otherwise, one or other of the following time limits will apply:

Where planning permission is given in outline subject to a condition reserving certain matters for subsequent approval, application for approval of such matters reserved must be made not later than the expiration of 3 years beginning with the date of the outline planning permission and further the development to which the permission relates must be begun not later than the expiration of 2 years from the final approval of the reserved matters or, in the case of approval on different dates, the final approval of the last reserved matters to be approved.

Where the planning permission is complete and is not in outline, the development must be begun not later than the expiration of 3 years from the date on which permission was granted.

OTHER NECESSARY CONSENTS

This document only conveys permission or approval for the proposed development under Part III of the Town and Country Planning Act 1990 and you must also comply with all the bye-laws, regulations and statutory provisions in force in the District and secure such other approvals and permissions as may be necessary under other parts of the Town and Country Planning Act 1990 (as amended), or other legislation.

In particular you are reminded of the following matters:

- The need in appropriate cases to obtain approval under the Building Regulations. **The Building Regulations may be applicable to this proposal. The Building Regulations may be applicable to this proposal. You are therefore advised to contact the District Council's Building Control Manager before starting work on site - Telephone: 01295 227006. Email: Building.Control@Cherwell-dc.gov.uk**
- The need to obtain an appropriate Order if the proposal involves the stopping up or diversion of a public footpath.
- Data supplied by the National Radiological Protection Board (NRPB) and the British Geological Survey (BGS) suggests that the site of this application falls within an area which is potentially at risk from radon. This may require protective measures in order to comply with the Building Regulations if your consent relates to a new dwelling or house extension. Further advice on whether protective measures are required under the Building Regulations can be obtained by contacting the Building Control Manager on 01295 227006 or E-mail at building.control@cherwell-dc.gov.uk
- The need to obtain a separate "Listed Building Consent" for the demolition, alteration or extension of any listed building of architectural or historic interest from the Local Planning Authority.
- The need to make any appropriate arrangements under the Highways Act in respect of any works within the limits of a public highway. The address of the Highway Authority is Oxfordshire County Council, Speedwell House, Speedwell Street, Oxford, OX1 1NE.
- It is the responsibility of the applicant to ascertain whether their development affects any public right of way, highway or listed building.

APPEALS TO THE SECRETARY OF STATE

If you are aggrieved by the decision of the Local Planning Authority to refuse to grant planning permission or grant planning permission subject to conditions, you can appeal to the Secretary of State in accordance with Section 78(1) of the Town and Country Planning Act 1990.

If you wish to appeal, then;

- For **Householder** applications you must do so within **12 weeks** of the date of the decision
- For **Minor Commercial** applications you must do so within **12 weeks** of the date of the decision
- For **all other types** of planning applications, you must do so within **6 Months** of the date of the decision

Unless;

- The decision on the application relates to the same or substantially the same land and the development is already the **subject of an enforcement notice** then you must appeal within **28 days** of the date of the Local Planning Authority's decision on the planning application.
- If an **enforcement notice is served** relating to the same or substantially the same land and development as in your application and if you want to appeal the decision, then you must do so within **28 days** of the service of the enforcement notice, or 6 months (12 weeks for householder and minor commercial) of the date of this decision whichever is the sooner

Forms can be obtained from the **Planning Inspectorate, Temple Quay House, 2 The Square, Temple Quay, Bristol, BS1 6PN. Tel (0303 444 5000) Or online at www.planningportal.gov.uk/pcs**. The Secretary of State can allow a longer period for giving notice of an appeal, but he will not normally be prepared to use this power unless there are special circumstances which excuse the delay in giving notice of appeal.

The Secretary of State need not consider an appeal if it seems to them that permission or approval for the proposed development could not have been so granted otherwise than subject to the conditions imposed by the Local Planning Authority, having regard to the statutory requirements, to the provisions of the development order and to any directions given under the order.

In practice, the Secretary of State does not refuse to consider appeals solely because the Local Planning Authority based its decision on a direction given by them.

PURCHASE NOTICES

If either the Local Planning Authority or the First Secretary of State grants permission or approval for the development of land subject to conditions, the owner may claim that they can neither put the land to a reasonably beneficial use in its existing state nor render the land capable of a reasonably beneficial use by the carrying out of any development which has been or would be permitted.

In these circumstances the owner may serve a purchase notice on the District Council. This notice will require the District Council to purchase their interest in the land in accordance with the provisions of Part VI of the Town and Country Planning Act 1990.

COMPENSATION

In certain circumstances compensation may be claimed from the Local Planning Authority if permission is granted subject to conditions by the Secretary of State on appeal or on reference of the application to them.

These circumstances are set out in the Town and Country Planning Act 1990 as amended by the Planning and Compensation Act 1991.



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