



RESERVED MATTERS REPORT - PLOT 3

**LAND TO THE NORTH EAST OF
SKIMMINGDISH LANE, BICESTER**

ALBION LAND

June 2017

Our Ref: Q070224

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1	Outline Planning Consent (15/01012/OUT)
2	Parking Technical Note

1 INTRODUCTION

- 1.1 This Report supports an application for the approval of Reserved Matters pursuant to an outline planning consent for the development of ‘up to 48.308sqm of employment floorspace (Class B1c, B2, B8 and ancillary B1a uses), the siting of buildings to the south of the Site, servicing and circulation areas, vehicular and pedestrian access from Skimmingdish Lane and landscaping’ at Skimmingdish Lane, Bicester (‘the Site’).
- 1.2 The outline consent was granted in May 2016 (LPA Ref; 15/01012/OUT). A copy of the Decision Notice is included at **Document 1**. All matters were reserved apart from ‘Access’, with the future design stage controlled by a series of approved Parameter Plans (relating to building zones, access and circulation, height, the siting of Unit 1 and landscaping). These parameters were based on an illustrative masterplan for three large scale employment units (illustrated as Units 1-3).
- 1.3 The outline consent explicitly allows development at the Site to be brought forward in phases. A Phasing Plan (as required by Condition 2 of the outline consent) has been approved by the Local Planning Authority (‘LPA’) (LPA Ref: 16/00422/DISC) (see below).



Figure 1 – Approved Phasing Plan

- 1.4 Phase 1 comprises highway works and the formation of the access junction to Skimmingdish Lane. These works are underway and are anticipated to be complete in Autumn 2017.
- 1.5 This Reserved Matters submission relates to Phase 2a (which comprises a section of the internal spine road) and Phase 3a (in part) which has been split into 2 plots for the purposes of delivery (referred to as "Plots 2 and 3"). This application relates to Plot 3 and represents the first built form of the development to come forward.

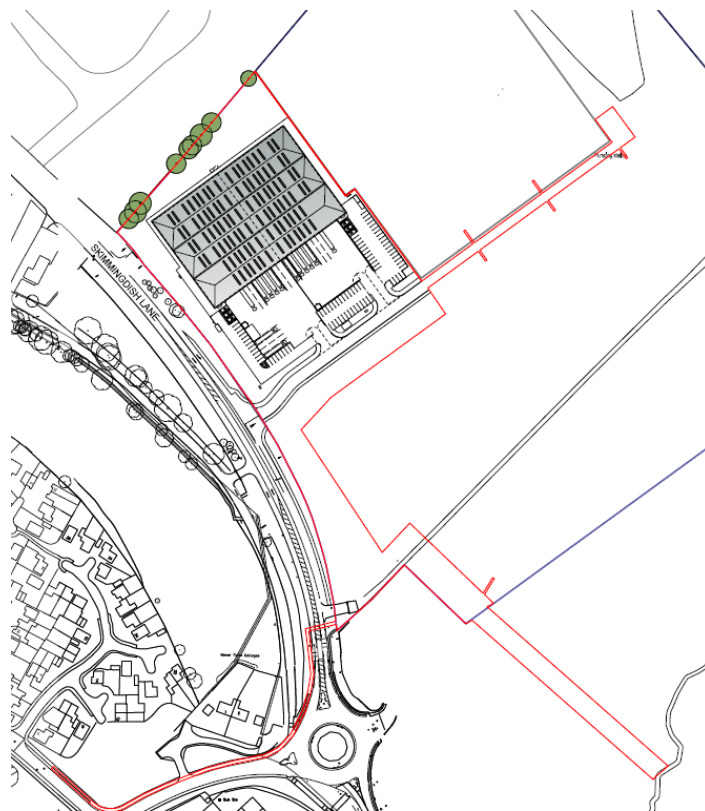


Figure 2 – Reserved Matters Site Location Plan

- 1.6 This submission is supported by a Design and Access Statement ('DAS') which demonstrates the proposals for this phase of development are compliant with the design requirements of the outline consent.
- 1.7 The development responds to a specific operator requirement (British Bakels) and additionally brings forward an element of speculative development (Unit 3a) for which there is strong market demand. The proposals will provide a high quality development and increase employment opportunity and

investment in the area. In doing so, it will act as a catalyst for development of the remainder of the Site, and the wider area.

1.8 British Bakels (who will occupy Unit 3b) were founded in 1947 and are currently based in Bicester (their existing premises are located on Granville Way, Chaucer Business Park). The primary operation of the business is in the manufacture and distribution of a wide range of baking ingredients to the foodservice sector, including major UK supermarkets.

1.9 The business presently has a specific requirement for distribution premises within Bicester (in addition to their existing manufacturing/distribution warehouse). This is as a result of recent and planned expansion of the business. Their requirement cannot be met elsewhere without disruption to the occupier's business model and their interest in the Site represents an important opportunity to retain and enhance one of Bicester's most successful businesses.

1.10 This Report goes on to provide:

- Details of the Site and relevant background to the reserved matters proposals (Section 2);
- Details of the proposals in the context of the outline consent (Section 3);
- An analysis of the relevant planning considerations for the proposals, including the significant material planning benefits of the scheme, the rationale for the building design and layout (with more detail provided in the Design and Access Statement) and the compliance of the proposals with the outline parameters (Section 4); and
- A summary of the relevant planning matters and conclusions (Section 5).

2 THE SITE AND PLANNING BACKGROUND

a) The Site

- 2.1 The Site occupies a key location to the north east of Bicester, bound to the east by agricultural land, to the north by a major tree belt and the former RAF Bicester Airfield beyond, and to the south by the Wyndham Hall Care Home and agricultural land. It is allocated for employment use by Policy Bicester 11 of the Cherwell Local Plan (2015).
- 2.2 Skimmingdish Lane forms the western boundary to the Site, from where vehicular, pedestrian and cycle access into the Site is approved to be taken.
- 2.3 The boundary to Phase 3a incorporates the Site and land to the north (Plots 2 and 3 respectively). This reserved matters application relates only to Plot 3 and therefore brings forward development on Phases 2a (which comprises the first section of the internal spine road, and will provide pedestrian and vehicular access to the Site from Skimmingdish Lane) and 3a in part (with the details relating to Plot 2 reserved for a later stage).
- 2.4 Plot 3 comprises a 3.4ha area of the Site to the north-western boundary of the wider Bicester 11 allocation, along its boundary with Skimmingdish Lane.

b) Planning Background

- 2.5 The outline consent was approved on the basis of a series of Parameter Plans which establish the layout for the scheme with certain tolerances in the building / hard standing footprint. The Plans also set maximum building heights as well as parameters for landscaping, the siting of Unit 1 (to the south of the Site) and access and circulation within the Site to be taken from a spine road running approximately west-east through the Site. Condition 5 of the outline consent requires reserved matters to be in accordance with those Plans. The proposed development is in full accordance with these plans and therefore with Condition 5 of the outline consent.
- 2.6 The design principles of the proposal are set out within the accompanying DAS. Together with this report, the DAS demonstrates that the development is in accordance with the key parameters specified by the consent.

- 2.7 As noted in at Section 1, Condition 2 of the outline consent required the approval of a phasing plan for the sequencing of the development prior to the submission of any reserved matters. These details were approved in November 2016 (LPA Ref: 16/00422/DISC) and established that the highway works and enabling works (i.e. Site clearance) would come forward ahead of any built development.
- 2.8 The outline consent is also subject to other conditions requiring details prior to the commencement of any development on Site (i.e. highway works and enabling works) and prior to the commencement of any building. The majority of these details have already been approved (LPA Refs: 16/00422/DISC & 16/00480/DISC) (to allow earlier phases to commence), however any outstanding pre-commencement or pre-occupation matters relating to the building the subject of this application will be progressed via separate condition discharge application(s).
- 2.9 By way of a summary, the following conditions have been discharged and/or still require details to be submitted:
- Discharged: **Conditions 2** (phasing plan), **6** (floodplain compensation), **8** (Langford Beck buffer), **9** (drainage), **10** (highways), **13** (access), **15** (archaeology), **16** (WSI), **17** (CEMP), **18** (LEMP), **20** (badger mitigation), **21** (reptile mitigation), and **22** (AMS) (all pre-commencement of development); and
 - Yet to be Discharged: **Conditions 9** (detailed drainage scheme) and **14** (parking) (pre-commencement of any building) and **Conditions 12** (Travel Plan), **23** (Acoustic Screening), **24** (Employment and Skills Plan) and **25** (Public Art Scheme) (pre-occupation of any building).

3 THE SCHEME

a) Proposed Development

- 3.1 This Reserved Matters application relates to the development of the first employment unit on the Site. The development comprises 1no. building split into 2 units (Unit 3a and Unit 3b).
- 3.2 Unit 3a will comprise 3,536sqm of flexible B2 and B8 employment floorspace at ground floor, with 294sqm of ancillary B1 office floorspace at first floor. The unit has been designed to respond directly to existing market requirements for such floorspace, but not directly to a specific operator need.
- 3.3 Unit 3b will comprise 3,536sqm of B8 employment floorspace at ground floor, with 180sqm of ancillary B1 office floorspace at first floor. The unit will be occupied by British Bakels, who presently have a requirement for a distribution warehouse in Bicester.
- 3.4 Market evidence from Colliers International has shown that Bicester is becoming a hive for new and existing businesses in the distribution and advanced manufacturing sectors who want to grow. There is strong market demand from existing Bicester businesses (as shown through this application) and significant interest from other companies looking to locate in the town.
- 3.5 British Bakels have however indicated a desire to expand into Unit 3a in the next 5-10 years, subject to their ongoing growth (they anticipate expanding their operations beyond Unit 3a). In the interim, a flexible B2/B8 mix is sought as part of this application for Unit 3a to allow Albion Land to respond to the current employment floorspace market in Bicester, and to allow British Bakels to expand their distribution operations at this site in the future if required.
- 3.6 Access into Plot 3 will be gained from 2no. access roads from the internal spine road, from which the connection from the Site with Skimmingdish Lane is made.

b) Planning Analysis

- 3.7 The principle of the proposed employment uses has been established through the outline planning consent. This Reserved Matters application is concerned with the detailed design and layout of the proposal.

3.8 The principles of the proposed development are largely reflective of the Illustrative Masterplan which formed part of the outline application. The scheme provides a unit of a similar scale to that shown on the illustrative masterplan in this location (see below) as well as similar levels of car parking (albeit the orientation is more sympathetic to the Skimmingdish Lane boundary).



Figure 3 – Illustrative Masterplan

i) Layout

3.9 The outline consent fixed the Development Areas and Building Zones at the Site through Parameter Plans (namely, drawing ref: 3830-25-24) (see below). The proposed building is located within the approved Building Zone, within the Development Area to the north of the internal access road which crosses the Site.



Figure 4 – Building and Hard Surface Zone Parameter Plan (Drawing Ref: 3830-25-23)

- 3.10 The building is orientated approximately east-west across the Site, with its main elevation fronting the internal access road. As considered further below, this provides an active frontage within the Site and to Skimmingdish Lane.
- 3.11 The layout makes provision for additional landscaping to the rear of the building, beyond that required by the approved Parameter Plans, which will aid in assimilating the development into the surrounding landscape.
- 3.12 A total of 86 car parking spaces (including 6 disabled spaces) are proposed as part of the development. Parking will be provided to the south of the unit, to its front elevation. The quantum of car parking has been developed to respond specifically to the parking requirements of British Bakels and to the flexible use of Unit 3a.
- 3.13 The number of parking spaces accords with the Council’s maximum parking standards. Further details and justification of the car parking can be found in the Parking Note prepared by David Tucker Associates (**Document 2**) which provides the following conclusions:
- The maxima car parking provision for Unit 3a (B8 operator) equates to 19 spaces;

- The maxima car parking provision for Unit 3b (B1(c)/B2 or B8 operator) ranges from 19 spaces (for a B8 operator) to 77 spaces (for a B2 operator);
- In combination, expressed as maxima, applying the standards across both units, car parking provision (in line with the Council's standards) ranges from 38 to 96 spaces;
- The proposed development provides a total of 86 car parking spaces (including 6 Blue Badge spaces) and therefore sits within the identified range;
- The HGV parking for the site equates to 1 loading space per 750sqm which although not set out in the Local Plan standards, is considered appropriate and consistent with other B8 developments; and
- Cycle parking is provided to approximately 1 space per 210sqm in order to encourage sustainable modes of transport.

3.14 The layout of the development enables a high degree of integration and connectivity with the remainder of the Site.

ii) Scale

3.15 The floorspace proposed by this application is within the parameters defined by the description of the outline consent.

3.16 The height of the development on the part of the Building Zone within which the building falls is controlled by the Site Levels and Building Heights Parameter Plan, and is restricted to 85.00m AOD maximum.

3.17 The finished floor level of the development is 71.5m. The proposed building has height to ridge of 13.5m, and as such the building would sit within the parameters agreed at the outline stage in this respect.

3.18 The Illustrative Masterplan submitted at the outline stage illustrated a building with a footprint of circa 8,500 sqm coming forward on the part of the development zone to the north of the internal

access within which the Site is located. The proposed development is therefore similar in scale to that indicated previously.

iii) Appearance

- 3.19 The development accords with, and gives due regard to, the Design Code submitted alongside the outline application, which sought to ensure a high quality of design throughout the Site.
- 3.20 Unit 3b provides first floor offices fronting on to Skimmingdish Lane which will activate the frontage of the building and add visual interest to the road-side elevation.
- 3.21 The orientation of the building has additionally been designed to provide a gateway feature to the Site when travelling north along Skimmingdish Lane.
- 3.22 The DAS considers the detailed appearance further, and outlines the proposed mix and palette of materials.

iv) Landscaping

- 3.23 The landscaping for the development of has been designed with regard to the policy requirement for an active frontage with Skimmingdish Lane. The landscaping parameters were developed at outline stage in order to limit the visual intrusion of the development on the wider landscape, with the need to conserve the open setting, character and appearance of the adjacent airfield.
- 3.24 The Site has already been deemed appropriate for development through its allocation and the granting of outline planning consent. The scheme respects the development and landscaping parameters set at outline stage.
- 3.25 The scheme includes the provision of a substantial number of new trees and hedgerows within the Landscape Zones in order to augment existing areas of vegetation and assist in screening, filtering and softening views of the proposed development (whilst maintain the building as a strong gateway to the Site, with active frontage to Skimmingdish Lane).

- 3.26 The landscaping proposals seek to assimilate the development into the landscape and provide only short range views of the development. The development will not have any detrimental impact on landscape character, but more so will complement the existing 'urban fringe' of Bicester.
- 3.27 The scheme will incorporate landscaping to the south west of the building, along its frontage with Skimmingdish Lane. Further landscaping is also provided within the Site and its frontage with Skimmingdish Lane to provide an attractive setting for the proposed development and further assimilate the development into the surrounding landscape.
- 3.28 This landscaping has been designed in accordance with the landscape parameters and strategy set by the outline consent and seeks to respect Officers and members views at the outline stage that this frontage should be "active".

4 PLANNING ANALYSIS

- 4.1 The Site has long been recognised by the Council as a strategic employment Site, integral to the delivery of this economic strategy. The development of the Site for the employment uses proposed is in full accordance with Policy SLE1, Employment Development of the Local Plan.
- 4.2 The principle that the Site is appropriate for employment development has been established through the outline consent.
- 4.3 The use and general arrangement of the building, landscaping and car parking delivered through this first built development is fully compliant with the approved 'parameter plans' and phasing plan for the Site. This reserved matters application demonstrates that the detailed design and layout of the proposal is acceptable.
- a) Unit 3b (British Bakels)**
- 4.4 British Bakels have operated in Bicester since 1947 and are one of key manufacturing and distribution businesses within the town. They have a present requirement for a distribution warehouse, having outgrown their existing premises at Chaucer Business Park.
- 4.5 British Bakels manufacture and distribute a wide range of baking ingredients to various retailers around the country, including major supermarkets. They have a longstanding presence in the Bicester market and are keen to remain operating from Bicester for the foreseeable future.
- 4.6 The company currently employ between 170-220 people, the majority of whom are local to Bicester. This development however marks an important milestone in British Bakels' plans for expansion. The company plan to retain their existing manufacturing warehouse at Chaucer Business Park and expand their distribution operations to the new premises at Skimmingdish Lane. The close proximity of the two warehouses is essential in order for British Bakels' business operations to be unaffected.
- 4.7 The new premises at the Link9 site will employ approximately 50 new staff from the local area and will provide for a range of employment opportunities to meet a variety of local social and economic needs.

b) Planning Benefits

4.8 The development of the Site will bring a vacant Site into beneficial use. It will create a high quality development comprising 2no. employment units, and is likely to act as a catalyst for development of the rest of the Site. A range of planning benefits will arise from the development, which include:

- The provision of modern B8 floorspace to meet an identified occupier's specific business need and ensure their retention within the local area;
- The provision of flexible B2/B8 floorspace to meet an identified local latent demand for employment floorspace. The floorspace will be capable of meeting the needs of modern businesses looking to locate in Bicester and will function as a strong economic attractor;
- The provision of modern business/industrial units will attract new investment in Bicester;
- The provision of approximately 126 jobs across the 2 employment units which will be available to local people;
- The proposed development is deliverable and capable of making an immediate contribution towards the Council's ambitious economic growth targets;
- The scheme will act as catalyst for further development at the Site and will function as a strong economic attractor for future occupiers;
- The development is situated in a sustainable location, which is accessible by a variety of modes of transport. The development provides opportunities for sustainable modes of transport;
- The development incorporates an active frontage to Skimmingdish Lane and will provide a high quality "gateway" feature for the Site;
- The development incorporates high quality landscape frontages to Skimmingdish Lane which will benefit biodiversity on the Site and assist in the scheme's assimilation into the surrounding landscape; and
- The development will be of a high quality design and materials which will protect the landscape and visual impact of the area.

5 RESERVED MATTERS SUMMARY

- 5.1 This reserved matters application relates to the first built phase of development of the Bicester 11 allocation. The proposals are compliant with the outline planning consent and the phasing details approved through Condition 2 of that consent.
- 5.2 The submission demonstrates that the detailed design satisfied all the matters reserved at outline stage and satisfy all relevant criteria of Policy Bicester 11.

Scale – The amount of floorspace and the maximum height of the building are all in line with the outline parameters and adheres to the requirement to minimise the impact of development on the adjacent airfield.

Layout – The orientation of the building delivers the principles established at the outline stage and seeks to comply with the policy requirement to deliver a strong gateway into the Site and active frontage along Skimmingdish Lane. The car parking layout has been designed with full regard to the requirements of the proposed occupiers and accords with the maxima car parking standards for the Site as well as the principles established by the outline Design Code.

Appearance – The design of the building, as presented in the DAS will be delivered to a high quality. It will attract a key local business to the Site, whilst respecting the surrounding landscape setting and setting of the adjacent airfield.

Landscaping – The scheme delivers a significant amount of landscaping to the boundaries of the Site. The landscaping for the remainder of the Site will come forward as part of subsequent reserved matters applications. All landscaping is to a high standard and seeks to assimilate the development into the surrounding landscape and introduce a strong gateway and active frontage with Skimmingdish Lane, as required by Policy Bicester 11.

- 5.3 In summary, the development will deliver high quality and deliverable employment units which have been designed to meet the requirements of a local business operator (British Bakels).



- 5.4 The development will act as a catalyst for further development at the Site, enabling the remainder of the Site to come forward for employment development and meet the aims and objectives of Policy Bicester 11.
- 5.5 The proposals deliver significant planning benefits and as such there is no sound planning reason why the detailed design cannot be approved without delay.



DOCUMENT 1



NOTICE OF DECISION
TOWN AND COUNTRY PLANNING ACT 1990
(AS AMENDED)

Name and Address of Agent/Applicant:

Albion Land Ltd
c/o Miss Hannah Smith
Quod Ltd
Park House
Park Square West
Leeds
West Yorkshire
LS1 2PW

Date Registered: 5th June 2015

Proposal: OUTLINE - Development of up to 48,308sqm of employment floorspace (Class B1c, B2, B8 and ancillary B1a uses), the siting of buildings to the south of the site, servicing and circulation areas, vehicular and pedestrian access from Skimmingdish Lane and landscaping

Location: Land North East Of, Skimmingdish Lane, Launton, Oxfordshire

Parish(es): Launton

OUTLINE PERMISSION FOR DEVELOPMENT SUBJECT TO CONDITIONS

The Cherwell District Council, as Local Planning Authority, hereby **GRANTS** outline 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
Oxon
OX15 4AA

Date of Decision: 6th May 2016

**Head of Public Protection
& Development Management**

SCHEDULE OF CONDITIONS

- 1 No development shall commence for any phase of development until full details of the layout, scale, appearance and landscaping (hereafter referred to as reserved matters) relevant to that phase of development (as approved under condition 3) have been submitted to and approved in writing by the Local Planning Authority.

Reason - This permission is in outline only and is granted 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 4 of the Town and Country Planning (General Development Procedure) Order 2010 (as amended).

- 2 Prior to the commencement of development hereby approved, a phasing plan covering the entire site shall be submitted to and approved in writing by the Local Planning Authority. Thereafter each reserved matters application shall refer to a phase, phases, or part thereof identified in the phasing plan.

Reason: To ensure the proper phased implementation of the development and associated infrastructure in accordance with Government guidance contained within the National Planning Policy Framework.

- 3 In the case of the reserved matters, application for approval shall be made not later than the expiration of three years beginning with the date of this permission.

Reason: This permission is in outline only and is granted 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 4 of the Town and Country Planning (General Development Procedure) Order 2010 (as amended).

- 4 The development to which this permission relates shall be begun not later than the expiration of two 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.

Reason - This permission is in outline only and is granted 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 4 of the Town and Country Planning (General Development Procedure) Order 2010 (as amended).

- 5 The reserved matters to be submitted under Condition 1 shall be in accordance with the following approved plans:

- Development Area and Building Zone 3830-25-23
- Access and Circulation 3830-28-09
- Siting Plan 3830-30-06
- Site Levels and Building Heights 3830-29-11
- Landscape Parameters Plan FR14-228L01F

The following matters are approved in detail as part of this outline permission:

- (i) The means of access to the new development

And except where otherwise stipulated by condition, the application shall be carried out strictly in accordance with the following drawings: 15230-07 Rev B or 15230-08 Rev B.

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

- 6 Prior to the commencement of any building works a scheme to provide level for level floodplain compensation up to and including the 1% annual probability (1 in 100) flood with an appropriate allowance for climate change shall first be submitted to, and approved in writing by, the local planning authority. The scheme shall be fully implemented and subsequently maintained, in accordance with the timing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

Reason: To avoid increasing flood risk to areas downstream on the Langford Brook.

- 7 Finished floor levels shall be set at a minimum of 71.00m AOD

Reason: To ensure that future occupants of the site are kept safe and the proposed buildings are not at unacceptable flood risk.

- 8 No development shall take place until a scheme for the provision and management of a 20 metre wide buffer zone in those areas where the application boundary adjoins the Langford Brook has been submitted to and agreed in writing by the local planning authority. Thereafter the development shall be carried out in accordance with the approved scheme and any subsequent amendments shall be agreed in writing with the local planning authority.

The scheme shall show the buffer zone as being free from above ground built development including lighting and formal landscaping.

The schemes shall include:

- plans showing the extent and layout of the buffer zone
- details of any proposed planting scheme (for example, native species)
- details demonstrating how the buffer zone will be protected during development and managed/maintained over the longer term including adequate financial provision and named body responsible for management plus production of detailed management plan
- details of any proposed footpaths, fencing, lighting etc.

Reason: Development that encroaches on watercourses has a potentially severe impact on their ecological value. Land alongside watercourses is particularly valuable for wildlife and it is essential this is protected.

- 9 The development hereby approved shall not be commenced until such time as a site wide strategy detailing surface water drainage arrangements, and allowing for its phased implementation, has been submitted to, and approved by, the Local Planning Authority. The strategy shall be fully implemented and subsequently maintained in accordance with the timing/phasing arrangements embodied within the strategy, or within any other period as may subsequently be agreed with the Local Planning Authority. A detailed drainage scheme relating to any phase of the development, in general accordance with the strategy hereby approved, shall subsequently be submitted to and approved in writing by the Local Planning Authority and shall be completed prior to the commencement of the relevant phase. The scheme shall include:

- Discharge Rates
- Discharge Volumes
- Maintenance and management of SUDS features
- Sizing of features - attenuation volume

- Infiltration tests to be undertaken in accordance with BRE365
- Detailed drainage layout with pipe numbers
- SUDS
- Network drainage calculations

Reason - To ensure satisfactory drainage of the site in the interests of public health, to avoid flooding of adjacent land and property and to comply with Government guidance contained within the National Planning Policy Framework.

- 10 Prior to the commencement of the development (except for any ground investigation or survey works), details of the required highway improvement works, listed below, shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority:

- New signalised pedestrian crossing on Skimmingdish Lane;
- Footway widening along Skimmingdish Lane;
- Provision of Bus stop laybys on Skimmingdish Lane between the site access and the adjacent roundabout to the south east; and
- Works to the Skimmingdish Lane / Launton Road Roundabout

The works shall be carried out prior to any building being brought into use.

Reason - In the interest of highway safety.

- 11 The development shall be undertaken in accordance with the framework travel plan dated 6th April 2016 by David Tucker Associates. The travel plan shall be implemented in accordance with the details approved.

Reason - In the interests of sustainability and to ensure a satisfactory form of development, in accordance with Government guidance contained within the National Planning Policy Framework.

- 12 Prior to the occupation of any relevant building a Travel Plan relating to that building and in general accordance with the Framework Travel Plan hereby approved shall be submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall be implemented prior to the occupation of the relevant building.

Reason - In the interests of sustainability and to ensure a satisfactory form of development, in accordance with Government guidance contained within the National Planning Policy Framework.

- 13 Prior to the commencement of any development hereby approved, full details of the means of access between the land and the highway and associated pedestrian and cycle access improvements including; position, layout, construction, drainage and vision splays shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the means of access shall be constructed and retained in accordance with the approved details.

Reason - In the interests of highway safety and to comply with Government guidance contained within the National Planning Policy Framework.

- 14 Prior to the commencement of any relevant building full specification details (including construction, layout, surfacing and drainage) of the parking, manoeuvring areas and access to the highway associated with that building shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, and prior to the first occupation of the relevant building the parking and manoeuvring areas for that building shall be provided on the site in accordance with the approved details and shall be retained unobstructed except for the parking and manoeuvring of vehicles at all times thereafter.

Reason - In the interests of highway safety and to comply with Government guidance contained within the National Planning Policy Framework.

- 15 Prior to the commencement of the development hereby approved, a professional archaeological organisation acceptable to the Local Planning Authority shall prepare an Archaeological Written Scheme of Investigation, relating to the application site area, which shall be submitted to and approved in writing by the Local Planning Authority.

Reason - To safeguard the recording and inspection of matters of archaeological importance on the site in accordance with Government guidance contained within the National Planning Policy Framework.

- 16 Following the approval of the Written Scheme of Investigation referred to in condition 14 and prior to the commencement of the development (other than in accordance with the agreed Written Scheme of Investigation), a staged programme of archaeological evaluation and mitigation shall be carried out by the commissioned archaeological organisation in accordance with the approved Written Scheme of Investigation. The programme of work shall include all processing, research and analysis necessary to produce an accessible and useable archive and a full report for publication which shall be submitted to the Local Planning Authority.

Reason - To safeguard the identification, recording, analysis and archiving of heritage assets before they are lost and to advance understanding of the heritage assets in their wider context through publication and dissemination of the evidence in accordance with the NPPF

- 17 Prior to the commencement of the development hereby approved or any works of site clearance, a Construction Environmental Management Plan (CEMP), which shall include details of the measures to be taken to ensure that construction works do not adversely affect biodiversity, 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 CEMP.

Reason -To protect habitats of importance to biodiversity conservation from any loss or damage in accordance with Policy C2 of the adopted Cherwell Local Plan and Government guidance contained within the National Planning Policy Framework.

- 18 Prior to the commencement of development hereby approved, a Landscape and Ecology Management Plan (LEMP) shall be 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 C2 of the adopted Cherwell Local Plan and Government guidance contained within the National Planning Policy Framework. and to conserve and enhance biodiversity and prevent the spread of non-native species in accordance with Government guidance contained within the National Planning Policy Framework.

- 19 No removal of hedgerows, trees or shrubs shall take place between the 1st March and 31st August inclusive, unless the Local Planning Authority has confirmed in writing that such works can proceed, based on health and safety reasons in the case of a dangerous tree, or the submission of a recent survey (no older than one month) that has been undertaken by a competent ecologist to assess the nesting bird activity on site, together with details of measures to protect the nesting bird interest on the site.

Reason - To ensure that the development does not cause harm to any protected species or their habitats in accordance with Policy C2 of the adopted Cherwell Local Plan and Government guidance contained within the National Planning Policy Framework.

- 20 Prior to the commencement of the development hereby approved or any works of site clearance, a mitigation strategy for badgers, which shall include details of a recent survey (no older than six months), whether a development licence is required and the location and timing of the provision of any protective fencing around setts/commuting routes, 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 details.

Reason - To ensure that the development does not cause harm to any protected species or their habitats in accordance with Policy C2 of the adopted Cherwell Local Plan and Government guidance contained within the National Planning Policy Framework.

- 21 Prior to the commencement of the development hereby approved or any works of site clearance, a reptile survey (which shall be in accordance with best practice guidelines) shall be carried out, and the findings, including a mitigation strategy if required, shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, all works of mitigation shall be carried out in accordance with the approved details.

Reason - To ensure that the development does not cause harm to any protected species or their habitats in accordance with Policy C2 of the adopted Cherwell Local Plan and Government guidance contained within the National Planning Policy Framework.

- 22 Prior to commencement of any phase of the development hereby approved, an Arboricultural Method Statement (AMS) for that relevant phase of the scheme shall be undertaken in accordance with BS:5837:2012 and all subsequent amendments and revisions. The relevant AMS shall be submitted to and approved by the Local Planning Authority (CDC) prior to the commencement of that part of the development. Thereafter, all works on site and in that specific phase shall be carried out in accordance with the approved AMS

Reason - To ensure the continued health of retained trees/hedges and to ensure that they are not adversely affected by the construction works, in the interests of the visual amenity of the area, to ensure the integration of the development into the existing landscape and to comply with Policy C28 of the adopted Cherwell Local Plan and Government guidance contained within the National Planning Policy Framework.

- 23 Prior to the occupation of the development hereby approved details of the acoustic screening to be provided between the development and the existing care home on the south western edge of the development site shall be first submitted and approved in writing with the Local Planning Authority. The approved scheme shall be implemented prior to the occupation of the development.

Reason - to protect the amenity of nearby receptors.

- 24 Prior to the occupation of any relevant building an Employment & Skills Plan (ESP) setting out measures to encourage training and employment opportunities for local people during the construction of the development shall first be submitted to and approved in writing with the Local Planning Authority. The ESP shall be implemented in accordance with the approved details.

Reason - to encourage the employment of local people and encourage sustainable patterns of commuting.

- 25 Prior to the occupation of any building hereby permitted, a scheme for the provision of public art 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 details.

Reason - In the interests of the visual amenity of the area and to comply with Policy Bicester 11 of the adopted Cherwell Local Plan and the Council's Policy on Public Art: http://www.cherwell.gov.uk/media/pdf/s/n/ADOPTED_PUBLIC_ART_POLICY.pdf

PLANNING NOTES

1 STATEMENT OF ENGAGEMENT

In accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2015 and paragraphs 186 and 187 of the National Planning Policy Framework (March 2012), the Council has worked positively and proactively to determine this application in an efficient manner having worked with the applicant/agent where necessary to resolve any concerns that have arisen during consideration of the application in the interests of achieving more appropriate and sustainable development proposals. Consent has been granted accordingly.

- 2 Under the terms of the Water Resources Act 1991, and the Thames Region Land Drainage Byelaws 1981, prior written consent of the Environment Agency is required for any proposed works or structures, in, under, over or within 8 metres of the top of the bank of the Langford Brook, designated a 'main river'.

- 3 Please note the Advance Payments Code (APC), Sections 219 -225 of the Highways Act, is in force in the county to ensure financial security from the developer to off-set the frontage owners' liability for private street works, typically in the form of a cash deposit or bond. Should a developer wish for a street or estate to remain private then to secure exemption from the APC procedure a 'Private Road Agreement' must be entered into with the County Council to protect the interests of prospective frontage owners. For guidance and information on road adoptions etc. please contact the County's Road Agreements Team on 01865 815700 or email roadagreements@oxfordshire.gov.uk

- 4 No development shall take place across any public footpath/right of way unless and until it has been legally stopped up or diverted.

- 5 In the submission of reserved matter details for approval, a particularly high standard of architectural design in the external appearance of the buildings is expected in view of the prominence of the site and its proximity to RAF Bicester Conservation Area

- 6 Attention is drawn to a Legal Agreement related to this development or land which has been made pursuant to Section 106 of the Town and Country Planning Act 1990, Sections 111 and 139 of the Local Government Act 1972 and/or other enabling powers.
- 7 The Applicant is reminded that the premises should be made accessible to all disabled people, not just wheelchair users, in accordance with the provisions contained within the Disability Discrimination Act 1995. This may be achieved by following recommendations set out in British Standard BS 8300: 2001 - "Design of buildings and their approaches to meet the needs of disabled people - Code of Practice", or where other codes may supersede or improve access provision. Where Building Regulations apply, provision of access for disabled people to the premises will be required in accordance with Approved Document M to the Building Regulations (2004) - "Access to and use of Buildings", or codes which contain provisions which are equal to or exceed those provisions contained within Approved Document M.
- 8 Your attention is drawn to the need to have regard to the requirements of UK and European legislation relating to the protection of certain wild plants and animals. Approval under that legislation will be required and a licence may be necessary if protected species or habitats are affected by the development. If protected species are discovered you must be aware that to proceed with the development without seeking advice from Natural England could result in prosecution. For further information or to obtain approval contact Natural England on 0300 060 2501.



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 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. You are therefore advised to contact the District Council's Building Control Manager before considering work on site.**
- 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 0300 0030 200 , fax 0300 0030 201 or E-mail at

building.control@cherwellandsouthnorthants.gov.uk

- The need to obtain an appropriate Order if the proposal involves the stopping up or diversion of a public footpath.
- The need to obtain a separate "Listed Building Consent" for the demolition, alteration or extension of any listed building of architectural or historic interest.
- 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 his/her 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 grant permission or approval subject to conditions, you can appeal to the First Secretary of State in accordance with Section 78(1) of the Town and Country Planning Act 1990.

If you wish to appeal then you must do so within six months of the date of this notice. Forms can be obtained from the **Planning Inspectorate, Temple Quay House, 2 The Square, Temple Quay, Bristol, BS1 6PN. Tel 0303 444 5000**. 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 him 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 him.

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 he/she 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 Council to purchase his/her 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 him.

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



DOCUMENT 2



1. This Parking Note is prepared on behalf of Albion Land to assist with their Reserved Matters (RM) application on land at Skimmingdish Lane, Bicester. The proposals form part of the land which was granted outline planning consent in 2016. The outline consent (Application No. 15/01012/OUT) was granted for up to 48,308sqm of B1(c)/B2/B8 floorspace with ancillary B1 office.
2. These RM proposals comprise 7,546sqm floorspace across two units. Unit 3a comprises 3,716sqm and Unit 3b comprises 3,830sqm. They are the first units to be subject to RM Application within the outline consent.
3. Unit 3b is proposed with a named occupier, operating under the B8 land use class with ancillary B1 office. Cherwell District Council Local Plan (CDCLP) car parking standards for B8 refer to 1 space per 200sqm, and are referred as maxima. This equates to a maximum of 19 spaces.
4. Unit 3a does not currently have a named occupier, and hence under the outline consent could be occupied by a B1(c)/B2 or B8 occupier. The CDCLP car parking standards for B2 are again expressed as maxima, at 1 space per 50sqm. B1(c) can reasonably be expected to be similarly considered, despite not being explicitly referred. The consequential range of parking provision maxima for Unit 3a floorspace is therefore 19 (for a B8 occupier) to 74 (for a B2 occupier).
5. In combination, therefore, expressed as maxima, applying the standards across the RM site gives rise to a range of 38 to 93 spaces.
6. In order to provide an appropriate level of car parking within the flexible outcomes that could result, a total of 86 car parking spaces are proposed (including 6 Blue Badge spaces). Sitting within the identified range, this achieves sufficient parking to serve a B2 occupier within Unit 3a should this occur.
7. The CDCLP defers to Oxfordshire County Council (OCC) guidance in terms of Blue Badge parking levels. OCC guidance requires that 6% of the total car park provision is delivered for non-residential development. The proposal incorporates 6 spaces, representing 7% of the total spaces, with the exceedance considered to represent



good practice. The Blue Badge spaces are conveniently located close to the entrances to each unit and are designed to OCC specifications.

8. CDCLP does not set out guidance on HGV parking standards. The proposal includes 10 loading/unloading bays and 4 additional parking spaces. The specification for servicing of Unit 3b (with 5 loading bays) is at the request of the named occupier. The provision across the units equates to 1 loading space per 750sqm with an additional parking space at a rate of just under 1 per 2000sqm. These levels are consistent with B8 developments.
9. CDCLP does not set out cycle parking standards, cross referring to OCC guidance. OCC does not present explicit standards for commercial development, but encourages cycling requiring that new development promote non-car modes with cycling to the fore. Cycle parking spaces are required to be conveniently located for access within new development and to represent safe and secure facilities. The proposal includes 36 secure spaces, each conveniently located to the front doors to each Unit. Twelve of the spaces are located close to Unit 3b, with 24 located close to Unit 3a. This equates to approximately 1 space per 210sqm. With the equivalent of 1 cycle for every 3.5 car parking spaces, encouragement for cyclists has been duly considered within the proposal.
10. In summary, the proposed development provides sufficient and adequate car, HGV and cycle parking when giving due regard to the CDCLP and the parking standards contained within.

SKP/15230-05A
5th June 2017