

Case Officer: Matthew Chadwick

Applicant: Morleys Stores Ltd

Proposal: Demolition of existing VOSA buildings and the erection of two new commercial buildings

Ward: Bicester East

Councillors: Cllr. Sean Gaul, Cllr. Richard Mould and Cllr. Tom Wallis

Reason for Referral: Major development

Expiry Date: 14 December 2020

Committee Date: 10 December 2020

EXECUTIVE SUMMARY OF PROPOSALS AND RECOMMENDATION

RECOMMENDATION: GRANT PERMISSION SUBJECT TO CONDITIONS

Proposal

Planning permission is sought to demolish the existing buildings on the site and erect two new commercial buildings on the site, along with making alterations to the access onto Launton Road

Consultations

The following consultees have raised **objections** to the application:

- OCC Drainage

The following consultees have raised **no objections** to the application:

- Bicester Town Council, CDC Building Control, CDC Environmental Protection, OCC Archaeology, OCC Highways

The following consultees have commented on the application:

- Bicester Bike User's Group

No letters of objection have been received.

Planning Policy and Constraints

The site is located in an area of potentially contaminated land.

The application has also been assessed against the relevant policies in the National Planning Policy Framework, the adopted Local Plan and other relevant guidance as listed in detail at Section 8 of the report.

Conclusion

The key issues arising from the application details are:

- Principle of Development
- Design and impact on the character of the area
- Residential amenity
- Highway safety
- Land contamination

The report considers the key planning issues in detail, and Officers conclude that the proposal is acceptable subject to conditions.

Members are advised that the above is a summary of the proposals and key issues contained in the main report below which provides full details of all consultation responses, planning policies, the Officer's assessment and recommendations, and Members are advised that this summary should be read in conjunction with the detailed report.

MAIN REPORT

1. APPLICATION SITE AND LOCALITY

1.1. The application site is located in the east of the town of Bicester and is accessed off Launton Road to the south-east. The site is currently occupied by the former vehicle testing buildings and hardstanding to the front of the site. The existing buildings on the site are externally faced in brickwork and corrugated metal. The site is located in an area of industrial uses, with retail further to the south-west and residential to the north.

2. CONSTRAINTS

2.1. The application site is within an area of potentially contaminated land. The site is not in a conservation area and there are no listed buildings in close proximity of the site.

3. DESCRIPTION OF PROPOSED DEVELOPMENT

3.1. Planning permission is sought for the demolition of the existing buildings on the site and their replacement with 2no, two-storey buildings, which would form seven commercial units. The total floorspace of these two buildings would be 2,320 sq m. The access for the site would be relocated from the south-west corner of the site to the centre of the frontage with Launton Road. Each unit would be provided with a parking and loading area for lorries. 49 car parking spaces would be provided and 15 cycle parking spaces. Block 1 would have a height to ridge of approximately 8.7m and the height of Block 2 to ridge would be approximately 8.9m. The buildings would be constructed from composite cladding, with metal sheet roofs.

3.2. The planning statement sets out that the intended use of the buildings would be B1, B2 or B8. The application was submitted before the changes to the Use Classes Order. Government guidance states that from 1 September 2020, for purposes of Use Class, A1/2/3 & B1 to be treated as Class E. However, for any planning applications submitted before 1 September 2020, the Use Classes in effect when the application was submitted will be used to determine the application. The current application was submitted on 6 August 2020.

4. RELEVANT PLANNING HISTORY

4.1. There is no planning history directly relevant to the proposal.

5. PRE-APPLICATION DISCUSSIONS

5.1. The following pre-application discussions have taken place with regard to this proposal:

19/02897/PREAPP - Re-development of this block of land with demolitions of existing buildings, erection of new units, and refurbishment of some existing units with B1, B2 and B8 use classes

- 5.2. The broad principle of development was considered to be acceptable but more information was required on the highway safety and environmental impacts of the development.

6. RESPONSE TO PUBLICITY

- 6.1. This application has been publicised by way of a site notice displayed near the site, by advertisement in the local newspaper, and by letters sent to all properties immediately adjoining the application site that the Council has been able to identify from its records. The final date for comments was **24 November 2020**, although comments received after this date and before finalising this report have also been taken into account.

- 6.2. The comments raised by third parties are summarised as follows:

- The development should not have an impact on electrical supply capacity.

- 6.3. The comments received can be viewed in full on the Council's website, via the online Planning Register.

7. RESPONSE TO CONSULTATION

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

TOWN COUNCIL AND NEIGHBOURHOOD FORUMS

- 7.2. BICESTER TOWN COUNCIL: Supports the application and the employment it will bring.

CONSULTEES

- 7.3. OCC ARCHAEOLOGY: **No objections.**
- 7.4. BICESTER BIKE USERS GROUP: Comments that the Launton Road is part of the adopted Bicester Local Walking and Cycling Infrastructure Plan network (LCWIP). The LCWIP deems this section of the Launton Road as a 'quickway' requiring the provision of a cycle track with priority across the mouth of this junction. The mouth of the planned junction needs to be reduced as far as possible (while accommodating motor vehicle movements) so as to facilitate walking and cycling. The Oxfordshire Cycle Design standards and LTN 1/20 require cycle paths, preferably on a raised table, with priority for cyclists along the frontage. Where space precludes this, a shared walking and cycle path is required.
- 7.5. CDC BUILDING CONTROL: A Building Regulations application would be required.
- 7.6. OCC DRAINAGE: **Objects**, as the submitted drainage strategy needs to be more detailed.
- 7.7. CDC ECOLOGY: No comments received at time of writing this report.

- 7.8. CDC ECONOMIC DEVELOPMENT: No comments received at time of writing this report.
- 7.9. CDC ENVIRONMENTAL PROTECTION: **No objections**, subject to conditions requiring a CEMP and a further contaminated land report being submitted if contamination is detected. A condition requiring electric vehicle charging infrastructure is also recommended.
- 7.10. OCC HIGHWAYS: **No objections** subject to conditions in respect of access, and turning and parking details. A Section 278 agreement would also be required to provide a number of highway mitigation and improvement works. These are:
- Blocking off the existing site entrance, with kerbs and a shared-use cycle track continued across
 - Construction of a new bellmouth junction access, including dropped kerbs and tactile paving. Design of the access to incorporate a priority cycle track crossing in accordance with the guidelines within LTN 1/20.
 - Relocation of the pedestrian refuge and associated dropped kerbs/tactile paving to a position to be agreed
 - Changes to the white lining as necessary, including the removal of the right turn lane into the current entrance and the creation of a new ghosted right turn.
 - Realignment of the kerbs on both sides of Launton Road, as shown indicatively in drawing no. 2020-F-018-008 Rev. A, to accommodate a full-width right turn lane
 - Reconstruction of the shared-use cycletrack, as shown indicatively in drawing no. 2020-F-018-008 Rev. A, to a width of 3.0m (absolute minimum 2.5m).
- 7.11. CDC LANDSCAPE SERVICES: No comments received at time of writing this report.
- 7.12. CDC PLANNING POLICY: No comments received at time of writing this report.
- 7.13. SOUTHERN GAS NETWORK: No comments received at time of writing this report.
- 7.14. THAMES WATER: No comments received at time of writing this report.

8. RELEVANT PLANNING POLICY AND GUIDANCE

- 8.1. Planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise.
- 8.2. The Cherwell Local Plan 2011-2031 - Part 1 (CLP 2015) was formally adopted by Cherwell District Council on 20th July 2015 and provides the strategic planning policy framework for the District to 2031. The CLP 2015 replaced a number of the 'saved' policies of the adopted Cherwell Local Plan 1996 (CLP 1996) though many of its policies are retained and remain part of the development plan. The relevant planning policies of Cherwell District's statutory Development Plan are set out below:

[CHERWELL LOCAL PLAN 2011 - 2031 PART 1 \(CLP 2015\)](#)

- PSD1: Presumption in Favour of Sustainable Development
- SLE1: Employment Development
- SLE4: Improved Transport and Connections
- BSC2: The Effective and Efficient and Efficient Use of Land
- 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 (SuDS)
- ESD10: Protection and Enhancement of Biodiversity and the Natural Environment
- ESD15: The Character of the Built and Historic Environment

CHERWELL LOCAL PLAN 1996 SAVED POLICIES (CLP 1996)

- C28: Layout, design and external appearance of new development
- C30: Design of new residential development
- ENV1: Environmental pollution
- ENV12: Development on contaminated land

8.3. Other Material Planning Considerations

- National Planning Policy Framework (NPPF)
- Planning Practice Guidance (PPG)
- Local Walking and Cycling Infrastructure Plan (LWCIP)

9. APPRAISAL

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

- Principle of development
- Design, and impact on the character of the area
- Heritage impact
- Residential amenity
- Highway safety
- Drainage
- Environmental protection and sustainability

Principle of Development

Policy Context

- 9.2. Policy SLE1 of the CLP 2015 states that employment development will be focussed on existing employment sites. On existing operational sites in Bicester, employment development (including intensification) will be permitted subject to compliance with other policies in the Plan and other material considerations. Policy SLE1 defines employment development, for the purpose of the policy, as B class uses.

Assessment

- 9.3. Policy SLE1 protects against the loss of B class uses and supports the intensification of existing employment sites. The proposed development would

involve intensification of the existing site. However, the site is in a commercial area with other B class uses. The site has been most recently used as a vehicle testing centre, which is 'sui generis' (outside of a use class) but the nature of the use is similar to many B class uses. The application site is brownfield land and the re-use of such land is supported by both local and national policy.

- 9.4. The loss of 'sui generis' uses are not covered by any specific policies in the Cherwell Local Plan. Therefore, the principle of the proposed development is considered acceptable, subject to the other considerations set out below.
- 9.5. As set out in the first section of this report, Government guidance states that from 1 September 2020, for purposes of Use Class, A1/2/3 & B1 to be treated as Class E, however for any planning applications submitted before 1 September 2020, the Use Classes in effect when the application was submitted will be used to determine the application. The current application was submitted on 6 August 2020 and therefore the proposed use of the buildings are B1/B2/B8. These uses are considered acceptable within this area and a condition would be included to ensure this use.

Conclusion

- 9.6. The principle of development is considered acceptable and complies with local and national policy in this regard.

Design and impact on the character of the area

Policy Context

- 9.7. Government guidance contained within the NPPF requiring good design states that good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people. Further, permission should be refused for development of poor design that fails to take the opportunities for improving the character and quality of an area and the way it functions.
- 9.8. Policy ESD15 of the CLP 2015 states that new development proposals should contribute positively to an area's character and identity by creating or reinforcing local distinctiveness. Development should respect the traditional pattern of spaces, blocks and plots and the form, scale and massing of buildings.
- 9.9. Saved Policy C28 of the CLP 1996 states that control will be exercised over all new development to ensure that the standards of layout, design and external appearance, including the choice of materials, are sympathetic to the character of the context of that development.

Assessment

- 9.10. The site is located in a commercial area of Bicester. The majority of the buildings are functional in their design and this is the case for the existing buildings on the site. There is a variety of building materials used in the area, with brick being the main material used and then secondary elements of render, blockwork and metal cladding. The site is not within an architecturally sensitive area of the town.
- 9.11. The layout of the development is that of two buildings running parallel to each on a perpendicular basis from Launton Road. The access to the development would be located centrally and then hardstanding would be created to the front of the units to provide parking and turning areas for the units. There would be some tree planting close to Launton Road and within the site. There is no established pattern of

development in the area and as a result the proposed layout would not appear incongruous.

9.12. The proposals would result in an increase of the built development on the site. The current site has a large area of hardstanding and the existing buildings are not of a significant scale. The proposed buildings would have a maximum height of 8.9m. The scale of commercial and industrial buildings in the area is relatively consistent and the proposed buildings would not be out of keeping with this scale.

9.13. The current buildings on the site are constructed from a mix of cladding and brick. The walls of the proposed buildings would be constructed from composite cladding with metal sheet roofs. Brick is the main material used in the area. However, as previously stated, there is a mix of materials, with no set building design or appearance. Given that the area is not particularly architecturally sensitive and is within a commercial area, it is considered that the proposed materials are acceptable.

Conclusion

9.14. The proposed development would not cause harm to the character and appearance of the area and therefore complies with Policy ESD15 of the CLP 2015, Policy C28 of the CLP 1996 and Government guidance contained within the NPPF.

Residential amenity

Policy Context

9.15. Policy ESD15 of the CLP 2015 states that new development proposals should consider the amenity of both existing and future development, including matters of privacy outlook, natural lighting, ventilation, and indoor and outdoor space.

Assessment

9.16. The site is located approximately 170 metres from the nearest dwellings, which are to the north of the site off Churchill Road. In between these dwellings and the site are a number of other commercial buildings and therefore it is considered that the development would not cause harm to the amenities of any dwellings.

Conclusion

9.17. The site is located a sufficient distance away the nearest residential properties and would not cause significant harm to the amenities of any neighbouring occupiers. The development would comply with Policy ESD15 of the CLP 2015 and Government guidance contained within the NPPF.

Highway safety

Policy Context

9.18. Policy SLE4 of CLP 2015 states that all development where reasonable to do so, should facilitate the use of sustainable modes of transport to make the fullest possible use of public transport, walking and cycling. Encouragement will be given to solutions which support reductions in greenhouse gas emissions and reduce congestion. Development which is not suitable for the roads that serve the development and which have a severe traffic impact will not be supported.

Assessment

- 9.19. The application seeks to move the access from the south-west corner of the site to be more centrally located and proposes a number of alterations to Launton Road, including the construction of a new bellmouth access, the relocation of the pedestrian refuge, changes to the existing white lines to create a ghosted right turn into the site and realignment of the existing kerbs.
- 9.20. The local highway authority (LHA) initially objected to the application but following the submission of swept path details and a Transport Statement, these objections were removed. The LHA has recommended conditions relating to full details of the access and parking and manoeuvring areas. These conditions are considered to be acceptable. The applicant would also need to enter into a Section 278 agreement with Oxfordshire County Council in order to secure highway mitigation and improvement works.
- 9.21. The proposals would result in an intensification of the use of the site. However, subject to conditions it is considered that sufficient cycle and car provision would be provided on site and a safe and suitable access would be provided to the development. It is therefore considered that the development would not cause harm to the safety of the local highway network.

Conclusion

- 9.22. Subject to conditions, the proposed development would not cause harm to the safety of the local highway network and thus complies with Policy SLE4 of CLP 2015 and Government guidance contained within the NPPF.

Drainage

Policy Context

- 9.23. Policy ESD6 of CLP 2015 states that the Council will manage and reduce flood risk in the District through using a sequential approach to development; locating vulnerable developments in areas at lower risk of flooding. Development proposals will be assessed according to the sequential approach and where necessary the exceptions test as set out in the NPPF and NPPG. Development will only be permitted in areas of flood risk when there are no reasonably available sites in areas of lower flood risk and the benefits of the development outweigh the risks from flooding.
- 9.24. Policy ESD7 of CLP 2015 requires the use of Sustainable Urban Drainage Systems to manage surface water drainage systems.

Assessment

- 9.25. The County Council Drainage Engineer has objected to the scheme due to a lack of information. A drainage strategy for the site has been submitted within the Design and Access Statement, which proposes to provide cellular water storage in shallow below ground combined tanks to attenuate the discharge rate from the whole site to no more than 60% of the existing flow. The site is a brownfield site that is currently approximately 100% hard surfaced. The applicant proposes to provide the detail of the volume of these cellular water tanks, and the size of the hydrobrake discharge from these tanks at a later stage.
- 9.26. The comments of the County Council Drainage Engineer are noted. However, the site is a brownfield site, with a significant amount of hardstanding and has existing surface water and foul water drainage connections. The principles of the surface water drainage strategy set out within the Design and Access Statement are

considered to be reasonable and an acceptable drainage scheme can be achieved on the site, subject to a condition that a surface water drainage scheme is submitted and approved by the Local Planning Authority.

Conclusion

- 9.27. Subject to a condition requiring a surface water drainage scheme, it is considered that the proposed development would not be at risk of flooding or increase the risk of flooding elsewhere and, subject to conditions, would comply with Policies ESD6 and ESD7 of CLP 2015 and Government guidance contained within the NPPF.

Environmental protection and sustainability

Policy Context

- 9.28. Saved Policy ENV1 of CLP 1996 states that development which is likely to cause materially detrimental levels of noise, vibration, smell, smoke, fumes or other type of environmental pollution will not normally be permitted.
- 9.29. Saved Policy ENV12 of CLP 1996 states that development on land which is known or suspected to be contaminated will only be permitted if: (i) adequate measures can be taken to remove any threat of contamination to future occupiers of the site (ii) the development is not likely to result in contamination of surface or underground water resources (iii) the proposed use does not conflict with the other policies in the plan.

Assessment

- 9.30. The site is located in an area of potentially contaminated land and in an industrial area. The Council's Environmental Protection Officer (EPO) has requested that a Construction Environment Management Plan is required by condition and this is considered to be reasonable and to meet the tests for conditions.
- 9.31. A contaminated land report has been submitted with the application. The EPO has offered no objections to this and agree with the recommendations for further investigation once the existing building has been demolished and when phase 2 may be developed. Should contamination be found in these areas then a report should be provided to the LPA along with a remediation scheme. No works should be undertaken until the remediation scheme has been agreed with the LPA. A condition will be included in this regard.
- 9.32. The EPO has stated that provision should be made for electrical vehicle charging infrastructure on the site. This condition is considered reasonable and would encourage sustainable forms of transport.
- 9.33. The Design and Access Statement sets out there is an opportunity for the use of photovoltaic panels and air source heat pumps at the site. The use of these measures would comply with Policies ESD4 and ESD5 of CLP 2015 and a condition shall be included in this regard to ensure that these measures are included in the completed development.

Conclusion

- 9.34. Subject to conditions, it is considered that the proposed development would comply with Policies ESD4 and ESD5 of CLP 2015, Saved Policies ENV1 and ENV12 of CLP 1996 and Government guidance contained within the NPPF in this regard.

10. PLANNING BALANCE AND CONCLUSION

- 10.1. The principle of development is considered to be acceptable, given that the existing use on the site is sui generis, which is not protected by any local or national policy and the proposed use is B1/B2/B8, which is acceptable for the commercial area in which the site is located. The area is not architecturally sensitive, and it is considered that the proposals would not cause harm to the character and appearance of the area. The site is located a sufficient distance away from residential properties as to not cause harm to the amenities of any residents. Subject to conditions, the development would not cause harm to highway safety and would not increase flood risk elsewhere. It is therefore considered that the development is acceptable, subject to the conditions set out below.

11. RECOMMENDATION

12. RECOMMENDATION

RECOMMENDATION – DELEGATE TO THE ASSISTANT DIRECTOR FOR PLANNING AND DEVELOPMENT TO **GRANT PERMISSION, SUBJECT TO THE CONDITIONS SET OUT BELOW** (AND ANY AMENDMENTS TO THOSE CONDITIONS AS DEEMED NECESSARY)

CONDITIONS

Time Limit

1. The development to which this permission relates shall be begun not later than the expiration of three years beginning with the date of this permission.

Reason - To comply with the provisions of Section 91 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

Compliance with Plans

2. 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: Site Location Plan (210,34-40 rev A); Proposals for Block 1 – plans (210,34 – 41 rev A); Proposals for Block 2 – plans (210,34 – 43 rev A); Site Utilities with proposed new buildings (210,34 – 50 rev A); Site Layout plan as proposed (210,34 – 51 rev B); Proposals for Block 1 – elevations (210,34 – 42 rev B); Proposals for Block 2 – elevations (210,34 – 44 rev B); Preliminary planting layout plan (BD 0216.3 SD 003 R02); Proposed Access Arrangements and Swept Path Analysis (2020-F-018-004); Proposed Access Arrangements and Swept Path Analysis (2020-F-018-005); Proposed Access Arrangements and Swept Path Analysis (2020-F-018-006); Proposed Access Arrangements and Swept Path Analysis (2020-F-018-007); Proposed Access Arrangements (Ghost RTL) (2020-F-018-008I REV B) and Proposed Access Arrangements (Ghost RTL) (2020-F-018-008II 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 comply with Government guidance contained within the National Planning Policy Framework.

3. The premises shall be used only for purposes falling within Classes B1, B2 and B8 as specified in Schedule 1 to the Town and Country Planning (Use Classes) Order 1987 (as amended) and for no other purpose(s) whatsoever, including any other purpose(s) within Class E of Schedule 2 to the Town and Country Planning (Use Classes) Order 1987 (as amended).

Reason - In order to safeguard the character of the area and safeguard the amenities of the occupants of the adjoining premises and in the interests of highway safety and in accordance with Policy ESD15 of the Cherwell Local Plan 2011 – 2031 Part 1, Saved Policies C28 and C31 of the Cherwell Local Plan 1996 and Government guidance contained within the National Planning Policy Framework.

4. No development shall commence unless and until full details of the means of access between the land and the highway, including, position, layout, construction, drainage and vision splays have been submitted to and approved in writing by the Local Planning Authority. The means of access shall be constructed in strict accordance with the approved details and shall be retained and maintained as such thereafter.

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

5. No development shall commence unless and until full specification details (including construction, layout, surfacing and drainage) of the turning area and 49 parking spaces within the curtilage of the site, arranged so that motor vehicles may enter, turn round and leave in a forward direction and vehicles may park off the highway, have been submitted to and approved in writing by the Local Planning Authority. The turning area and car parking spaces shall be constructed in accordance with the approved details prior to the first occupation of the development shall be retained as such for the parking and manoeuvring of vehicles at all times thereafter.
6. No development shall commence unless and until a detailed scheme for the surface water and foul sewage drainage of the development has been submitted to and approved in writing by the Local Planning Authority. The approved surface water drainage scheme shall be fully carried out prior to the commencement of any building works on the site, and the approved foul sewage drainage scheme shall be implemented prior to the first occupation of any building to which the scheme relates. All drainage works shall be laid out and constructed in accordance with the Water Authorities Association's current edition "Sewers for Adoption".

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 Policy ESD6 of the Cherwell Local Plan 2011 – 2031 Part 1, Saved Policy ENV1 of the Cherwell Local Plan 1996 and Government guidance contained within the National Planning Policy Framework.

7. If contamination is found by undertaking the development hereby permitted, 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 risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development

can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Saved Policy ENV12 of the Cherwell Local Plan 1996 and Government guidance contained within the National Planning Policy Framework.

8. If remedial works have been identified in condition 7, the development shall not be occupied until the remedial works have been carried out in accordance with the scheme approved under condition 7. 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 risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Saved Policy ENV12 of the Cherwell Local Plan 1996 and Government guidance contained within the National Planning Policy Framework.

9. No development shall commence unless and until a Construction Environment Management Plan (CEMP), which shall include details of the measures to be taken to ensure construction works do not adversely affect residential properties on, adjacent to or surrounding the site together with details of the consultation and communication to be carried out with local residents, has been submitted to and approved in writing by the Local Planning Authority. The development shall not be carried out other than in accordance with approved CEMP.

Reason - To ensure the environment is protected during construction in accordance with Saved Policy ENV1 of the Cherwell Local Plan 1996 and Government guidance contained within the National Planning Policy Framework.

10. Prior to the first occupation of the development, a scheme for the provision of vehicular electric charging points to serve the development shall be submitted to and approved in writing by the Local Planning Authority. The vehicular electric charging points shall be provided in accordance with the approved details prior to the first occupation of the unit they serve, and retained as such thereafter.

Reason - To comply with Policies SLE 4, ESD 1, ESD 3 and ESD 5 of the adopted Cherwell Local Plan 2011-2031 Part 1 and to maximise opportunities for sustainable transport modes in accordance with paragraph 110(e) of the National Planning Policy Framework.

11. Prior to the first occupation of the development, a scheme for the provision of solar PV to serve the development shall be submitted to and approved in writing by the Local Planning Authority. The solar PV shall be provided in accordance with the approved details prior to the first occupation of the unit they serve, and retained as such thereafter.

Reason - To support the delivery of renewable and low carbon energy in accordance with Government guidance contained within the National Planning Policy Framework.

12. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in accordance with BS 4428:1989 Code of Practice for general landscape operations (excluding hard surfaces), or the most up to date and current British Standard, in the first planting and seeding seasons following the occupation of the building(s) or on the completion of the development, whichever is the sooner. Any trees, herbaceous planting and shrubs which,

within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the current/next planting season with others of similar size and species.

Reason - In the interests of the visual amenities of the area, to ensure the creation of a pleasant environment for the development, to encourage the use of sustainable modes of transport and to comply with Policies ESD1 and 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.

13. No goods, materials, plant or machinery shall be stored, repaired, operated or displayed in the open without the prior express planning consent of the Local Planning Authority.

Reason - In order to safeguard the visual amenities of the area in accordance 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

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