

SUPPLEMENTARY INFORMATION

Planning Committee

28 February 2013

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Agenda Item 26

CHERWELL DISTRICT COUNCIL PLANNING COMMITTEE

28 February 2013

WRITTEN UPDATES

Agenda Item 8

12/00849/F

Higham Way, Banbury

- **Amended wording to conditions**

5) That before the development is first occupied, the parking and manoeuvring areas shall be provided in accordance with the plan hereby approved and shall be constructed, laid out, surfaced, drained and completed in accordance with the specification submitted 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 advice contained in the National Planning Policy Framework.

7) A Station Travel Plan, prepared in accordance with the Department of Transport's Best Practice Guidance Note "Using the planning process to secure travel plans", shall be submitted to and approved in writing by the Local Planning Authority prior to the first use or occupation of the development hereby permitted. The approved Station Travel Plan shall thereafter be implemented and operated in accordance with the approved details.

Reason - In the interests of sustainability and to ensure a satisfactory form of development, in accordance Policy T5 of the South East Plan 2009.

12) Prior to each phase of development approved by this planning permission no development (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), shall take place until a scheme that includes the following components to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:

1) A site investigation scheme, based on (Phase 1 Desk study and Land Contamination Assessment, LBH Wembley, LBH4034a, April 2012) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.

2) The results of the site investigation and detailed risk assessment referred to in (1) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

3) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (2) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the express written consent of the local planning authority. The scheme shall be implemented as approved.

Reason - The submitted Phase 1 Desk study and contamination assessment concluded that there is a potential risk to controlled waters and advised further investigation. Previous activities at this site may have resulted in contamination. Potentially contaminating activities on this site include (but may not be limited to) the previous uses as coal yard and Railway land. Alluvium which are classed as a secondary aquifer is shown to be present adjacent to the site. There are also surface watercourses in the vicinity of the site (River Cherwell). These are controlled water receptors which could be impacted by any contamination present on this site. Further investigation would be required to determine the extent of any contamination present and to what extent it pose a risk to controlled waters. Any risk identified would need to be adequately resolved to ensure that site does not impacted on controlled water receptors. This may include remedial works to resolve contamination issues. National Planning Policy Framework (NPPF) paragraph 109 states that the planning system should contribute to and enhance the natural and local environment by preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of water pollution. Government policy also states that planning policies and decisions should ensure that adequate site investigation information, prepared by a competent person, is presented (NPPF, paragraph 121). The Thames river basin management plan requires the restoration and enhancement of water bodies to prevent deterioration and promote recovery of water bodies.

- Cllr Bonner has circulated to all Committee Members a document of objections from a local resident

Agenda Item 10

12/01580/F

Paradise Lane, Milcombe

- 30 no. letters received in addition to those already received voicing same objections
- In respect to Great Crested Newts

Applicant is not be able, at this stage, to produce a report that makes a firm conclusion as to whether there are any great crested newts within the site.

Great crested newt surveys of ponds can be undertaken March-June (3 of these surveys must be undertaken between mid-April and mid-May) and only following these surveys could a report be produced with a more definitive answer and to be conclusive.
- OCC , as local highway authority has had extensive written correspondence with local objectors which has culminated in comments to one of them as below

The whole of the area required for the improved turning facility is shown within the red line area of the proposal. You will be aware of the consequences if land has been included which the developer does not control and on which the required notice has not been issued.

I consider the improvements to the turning facility to be a significant feature of the planning submission. However even with these improvements the largest vehicles visiting the lane will not be able to turn, as is the case now. It will however offer better provision for motor cars to negotiate a turn with ease and for some modest sized delivery vehicles to turn where they may not be able to now. The passing place will also contribute to an improvement of the lane in safety and convenience terms.

As regards the parking area, plans show the provision of a forecourt area beyond the more formal layout of parking provision much of which can be used for visitor parking.

I have revisited the plans with specific regard to your comments and have concluded that there is, as I had originally assessed, ample provision for the units. All we can reasonably do is to accept the provision of the garages as part of the parking facility and to condition that they remain available for that purpose.

Finally it ought to be remembered that the improvements are being provided on a proposal which is for just one additional dwelling. Whilst I accept that the proposed dwellings are larger I remain of the opinion that on balance the improvements will not just enable the development but will also constitute an improvement of the lane as regards highway safety and convenience for all who use it in the future.

I understand that the application was deferred for further consideration by the planning committee. I am confident that they will consider equably each of the submissions made with respect to the application.

Agenda Item 11

12/01588/F

Land W of Stourwell Barn, Swalcliffe

- The following comments have been received from **Oxfordshire County Council** Highways:

‘When constructed the proposal will have negligible traffic impact; the submitted transport statement demonstrates the development would result in a reduction in vehicular movements to/from the site. Greater activity would be apparent during construction, however, subject to an appropriate construction phase traffic movement plan, I do not consider associated vehicles would have any significant adverse impact upon the safety or convenience of local highway users.’

A condition has been added to the officer recommendation for the application (see below)

- The following comments have been received from the Council’s Landscape Officer:

‘It is encouraging to see the southern site boundary improved with a wider woodland belt to mitigate the visual impact of the site from View point 1. The 4m landscape buffer to the north-eastern boundary would benefit from planting of larger native trees to provide improved mitigation of views of the development from the public footpath to the east.

As part of the planning consent a landscape condition is necessary to ensure that plant species/locations, supplied sizes and planting densities are acceptable. I would also recommend a landscape maintenance condition to ensure that the scheme is maintained appropriately to ensure its successful establishment’.

The relevant landscaping conditions are set out in the officer recommendation. Condition 3 relates to the requirement for a full landscaping scheme and Condition 4 relates to its implementation and maintenance. No further conditions are required.

- The agent has submitted information relating to an agreement/licence from the Forestry Commission relating to the original tree planting. The document shows that consent has been granted to fell the trees required to enable this

development and that replacement planting will take place. The agent argues that Condition 7 is not required because of the agreement that is in place with the Forestry Commission and has requested that it is not included in the recommendation.

Condition 7 of the recommendation relates to 'retained trees' to ensure that any trees intended to be retained are replaced if they are cut down, uprooted, destroyed or die with 5 years of the completion of the development.

In your officer's opinion the condition is still necessary as the landscaping and retained trees are an important feature of the development. The condition allows the Local Planning Authority to enforce against any loss of trees and to retain control over the landscaping features on the site.

The condition only relates to trees that have been identified to be 'retained' as part of the proposal and therefore does not prejudice the implementation of the scheme. Its intention is to protect 'retained' trees from being inadvertently damaged by the implementation of the development. Furthermore, the condition only relates to a period of five years following the completion of the development and will only come into force if one or more of the retained trees are lost.

The condition meets the tests set out in Circular 11/95: The Use of Planning Conditions; therefore it remains part of the recommendation.

- Paragraph 5.20 of the case officers report set out a concern regarding potential noise from the proposed CHP engine.

The agent has provided information of the typical noise levels associated with this type of development. Furthermore, the agent has advised that the faint noise observed by the officers during their visit to the site at Stuchbury Manor was due to an incorrectly set valve; an issue that has been easily resolved.

The Council's Anti-Social Behaviour Manager is satisfied with the information provided and has advised that the concerns raised can be easily overcome with an appropriately worded condition (see below).

Additional conditions to form part of the recommendation:

12. Prior to the commencement of development, a Construction Phase Traffic Management Plan shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the approved plan shall be implemented and operated 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

13. That the rated level of noise emitted from the on-farm anaerobic digestion equipment hereby permitted, shall not exceed background levels when measured in accordance with British Standard BS4142:1997 Method for rating industrial noise affecting mixed residential and industrial areas, at the nearest residential property, that being Stourwell Barn.

Reason - To ensure the creation of a satisfactory environment free from

intrusive levels of noise and to comply with Policy NRM10 of the South East Plan 2009, Policy ENV1 of the adopted Cherwell Local Plan and Government guidance contained within the National Planning Policy Framework.

Agenda Items 12

12/01612/F

Bicester Town Centre Development

- With regards to car parking demand the applicants highways consultant has commented as follows

Changes in car parking accumulation associated with a supermarket extension will typically be drawn from an increase in duration of stay (longer browsing time) and an increase in attraction to the store more generally (more people shopping at the store). Overall demand for the car park could be described as being comprised of three groups:

- *Those people visiting the store only;*
- *Those people visiting the store and the town centre, some of whom will already be part of existing town centre demand; and*
- *Those people only visiting the town centre, who will be part of the existing town centre demand*

A store of the size consented, in an out of centre location, would be expected to attract some 320 and 370 cars on a Friday and Saturday respectively. When a store of this size is located in a Town Centre location some proportion of this attraction would comprise 'people visiting the store and the town centre' (perhaps some 50% of the total number of people visiting the store based on research from other centres), and some of those linking will already be in the town centre (before the store is opened). The increase in demand arising from the store would therefore be less than 320 and 370 respectively.

The number of 'people only visiting the town centre' who will be part of the existing town centre demand have a choice in where they park, having no need to carry bulk convenience food goods to their car. Choosing to use this car park versus others is therefore discretionary.

The level of demand that would be expected to arise at a store of the size now proposed (with larger Mezzanine), would be expected to attract some 350 and 390 cars on a Friday and Saturday respectively; this is some 20 to 30 additional cars compared to the consented scheme. This level of demand can be calculated either by applying the level of change in traffic attraction referred to in the covering letter to the planning application (which stated some 7% increase) or from looking at total attraction similar sized stores in other locations, and is therefore considered to be a robust estimate of future demand.

The level of increased demand that can be expected is not material in the wider context of the size of the consented car park (566 spaces), in the context of the Development Brief requirement for the car park (480 spaces), or in the context of the overall car parking provision in Bicester Town Centre.

Agenda Items 13 and 14 12/01710/F and 12/01711/F Heyford Park

Additional comments have been received from:

1. Recreation and Health Improvement Manager, Community Services
 1. I have concerns that the outdoor sports areas fall outside of the red line and do not show any pavilion/changing facility. When will this come forward as it needs to be coordinated with the public use of the indoor sports provision (access, car parking, etc.)
 2. Consideration of the community centre/hall needs to be considered in line with this shared use so that weekday daytime activities can be accommodated there.

2. Design & Conservation Officer: No justification as to why this site has been chosen over the approved site. No analysis of the level of harm caused to the conservation area. Harm would occur if this was implemented as it completely changes the atmosphere of the northern side of Camp Road at that point, and removes the 'community' aspect of the entire development - the school and sports facilities are now 'shoved' to either end of the development, preventing them from being integrated into the site, thereby eroding the character of the area. No justification/explanation for why the masterplan is to be changed so drastically at such a late stage in the process. If implemented, this would have massive knock-on effects to the remainder of the site, none of which has been clarified or justified. The site needs a primary school, which it has approval for on the south side of Camp Road in the middle of the residential area, thereby encouraging community involvement. The site also needs a care home/residential home, which this building would be ideal for. I see no justification for such a dramatic disruption of the masterplan for so little benefit.

3. Transport Development Control, Strategy and Infrastructure Planning, Oxfordshire County Council

The future traffic scenarios for the proposed 'Free School' will likely see the following car trips generated by the 'school run':

2013 - 52 cars
2014 - 100 cars
2015 - 140 cars
2016 - 188 cars
2017 - 237 cars
2018 - 291 cars
2019 - 347 cars

These figures are estimates, based on a number of assumptions, but they clearly indicate a future/growing problem with traffic generation and likely parking/congestion issues in the vicinity of the school. Fundamentally, an extremely robust Travel Plan will be required and monitored/ reviewed on an annual basis to ensure that appropriate mitigation measures (e.g. car-sharing, school bus provision, 'park and stride' sites and auditing of safe routes to school amongst other numerous options) are being identified and implemented. Also, the school's admissions policy, where local children will be given preference for places at the 'Free School' over children from outside the local area, will be crucial in keeping vehicular trips and journey distances low and I wonder whether this can be conditioned?

Draft conditions 6 and 9 require “tweaking”. Additional conditions will be required on surface water drainage, provision of fire hydrants and an informative that approval of the County Council is required for alterations to public highway.

A deed of variation or supplemental agreement is required to the existing legal agreement to reset the triggers for when contributions are required including:

- a) To Complete Section 278 agreement for Camp Road Works, Chilgrove Drive and Middleton Stoney Works (ref. Para. 15 Schedule 11)
- b) To Pay Travel Plan Monitoring Fee (ref. Para. 13 Schedule 11)
- c) To Pay Traffic Calming Contribution First Instalment of £10,000 Baxter Index Linked (ref. Para. 18 Schedule 11)
- d) To Pay the Bus Stop Contribution £20,000 Baxter Index Linked (ref. Para. 14 Schedule 11)
- e) To Pay the Traffic Counter Contribution £2,600 Baxter Index Linked (ref. Para. 20 Schedule 11)
- f) To Install Traffic Counter in Camp Road Works (ref Para. 16.1 Schedule 11)
- g) To Complete Camp Road works (ref. Para.16.2 Schedule 11)
- h) To Complete Chilgrove Drive works and Middleton Stoney Works (ref. Para. 17 Schedule 11)
- i) To Pay Bus Services Contributions (ref Paras. 3.1.1, 3.1.2 and 3.1.2.5 Schedule 11)

Details that have previously requested (specifically a plan of the proposed access/es, parking areas, school coach drop off and manoeuvring areas) have not been provided. It is only due to the fact that the entire Heyford Park site is under the control of the applicant (Dorchester Group) and therefore land should be available to provide school-related parking and drop-off areas that it is accepted that these matters can be covered by Grampian conditions. Subject to the above, the Local Highway Authority’s **holding objection** is reluctantly **withdrawn**.

- 4 There has also been one additional public comment expressing concern at the proposed development from:

West Grange, Grange Park, Steeple Aston:

- If the Council is minded to approve the principal of change of use, surely they can only do so if they are reasonably sure that the existing buildings are suitable for the use proposed?
- Lack of proper plans
- Details are sketchy
- no statutory oversight of the way in which the building is to be used or

converted, such that good school design will be entirely in the hands of the applicants (who have never before been clients for a school) and their designers.

- Any other important public building would normally be open to the scrutiny of external experts and advisers.
- I can tell you from long experience that planning authorities and education advisers have often in the past been able to hugely influence for the better designs for educational premises emanating even from apparently experienced clients and celebrated design offices.
- Use of ballroom as school hall is unsatisfactory as it is hemmed in, has no natural light or ventilation
- There are other potential issues too, such as the narrowness of some corridors (known to encourage bullying) that may be unavoidable.
- Much has been learned over recent years about the impact of the environment on teaching and learning. Overheated or cold rooms have been proven to affect education standards. A lack of daylight and/or poor ventilation is also proven to be a factor in poor outcomes at schools. All these things are avoidable if enough care is taken in their design. Unfortunately, the current Government has chosen to replace the previous School Premises Regulations with much lower standards, which as of January 2013 also apply to Free Schools. There is therefore very little to stop the applicants from delivering a sub-optimal school, unless Cherwell District Council chooses to insist on vetting the designs through either the planning process or through Building Control, which has limited powers in a case such as this.

Agenda Item 16

12/01752/F

19 Meadowsweet Way, Banbury

- [Additional correspondence has been received from the neighbouring property. Although the letter was received prior to the writing of the committee report, it was not made available on the Council's Public Access system. A copy of the letter is attached in full for members to read.](#)

17 Meadowsweet Way
Banbury
Oxon
OX16 1WE

Rebekah Morgan
Planning Department
Cherwell District Council
Bodicote House
Bodicote
OX15 4AA

4th February 2013

Dear Rebekah

I know that the application 12/01752/F is to be placed before the Chairman and members of the Planning Committee, however I realise that you still have to make a recommendation

Please forgive this additional intrusion into your time, however I hope that you can appreciate the high level of anxiety this matter is causing me

I was startled when you showed me that you had measured the re-submitted application as being only marginally too long using the 45 degree rule to measure light issues

Clr Ilott's understanding is that the original application had been withdrawn on advice and he understood the original extension had been only 50 cm too long to meet the 45 degree rule used to measure light

I find no mention of this "advice" in the documents sent to me by Mr Duxbury and I have been somewhat puzzled as to why the re-submitted application has been shortened by a mere 50 cm Perhaps this was the advice given I do not know, but if such advice were given, I cannot reconcile it with the annotations made showing the 45-degree rule I have therefore carefully re-examined the plans, which I enclose

For the purposes of the annotations I have made, I have used a graphics pen with a 0.1mm nib in order to be as accurate as possible

The original application was 3.9m in length, (not the 3.8, annotated)

My measurements are as follows

Measuring the length of the extension taken from the intersection of the 45-degree angle to the rear elevation. It is 12mm. At a scale of 1:200 this is an actual length of 2.4 metres

Measuring from the intersection of the 45 degree angle to the end of the original extension, is 7mm equating to an actual measurement of 1.4m

The annotation by the previous planning officer gives measurements of 2.5 and 1.3, so there is not a great difference between the two sets of measurements

However, these measurements show that the proposed original extension as being at the *very least* 1.3 metres too long, possibly 1.4. The point at which the 45-degree angle intersects would remain at 2.5 m on *both the original and re-submitted application*. I do not believe that moving the extension further away by 10cm would significantly affect this. Therefore the original proposed extension should be, using this rule, a *maximum* of 2.5 m

Placed above this intersection is a thick vertical pencil line. I have no idea of its significance and can only guess

The re-submitted application is 3.4m in length. It is very important to note that it has only been fractionally moved by a mere 10cm further away from the boundary. This cannot have any significant effect on the use of the 45-degree rule. In fact using a scale of 1:200 it will scarcely be evident (0.5mm) on the re-submitted siteplan/block layout

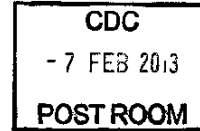
I very carefully, using high-transparency art paper traced the new application plan. When placed over the original, using a scale rule the intersection of the 45-degree angle remains at between 12 and 13 mm representing a length of between 2.3 and 2.4m from the rear elevation of No 19

However, despite all of the above I think an extremely important point to make is that it is the first 2.5 m of the proposed extension which, being opposite to the windows of my kitchen/family room will have the worst effect on my home

Following the site visit, fragments of conversation that worry me keep arising in my mind and I refer to them below

You told me that the 45-degree rule was used for two storey extensions. I can find no mention of this in any of the CDC documents I have researched. The rule is described without stipulating that it is to be used only for two storey extensions. Does this mean that this rule is to be disregarded in relation to application 12/01752/F?

I think I also have to add that I will suffer loss of light/sunlight into my kitchen/family room and onto my patio, which is not measurable by using the 45-degree rule. Nonetheless, loss of both sky light and sunlight is inevitable if this application is permitted



I was concerned that when I quoted the Design Guidance produced by Cherwell District Council when I was referring to loss of amenity you said that this had not been adopted. My understanding is that whilst it may not be formally adopted, the Design Guide "can also be used as a material consideration in the determination of a planning application". I believe it to be an excellent document and I hope that it will be used.

However, I have also referred to the Adopted Local Plan, specifically Section C30 and particularly point u) which has been adopted and does refer to neighbouring amenity.

It is very important to me to reiterate the point that PDR were removed by the Council to give the authority control over any such extensions, specifically to protect neighbouring properties from any loss of amenity. Indeed Cllr Turner told me he thought that I had under-estimated the effect it would have on my living room. I had been so focused on my kitchen that I think he is quite correct.

I contacted the friend who took the measurement from the DPC. He works in the construction industry and he re-affirmed that all measurements must be taken from the DPC, as ground levels may be uneven.

In a reply to Cllr Turner, you advised that permission had been granted for several flat roofed extensions. However, since it was also explained to me that each case is regarded individually, I hope that the fact that other flat roofed extensions have been allowed would not necessarily affect this particular application. The fact that the design is flat roofed is a concern, because of the visual impact it will have and incongruity with the neighbourhood. My main and pressing concern however is the negative effect that the proposed application will have on my home in terms of loss of light/sunlight and overbearing/overshadowing.

I believe this situation to be different, both because of the shape of my house and because the rear of the neighbouring property tilts towards my own.

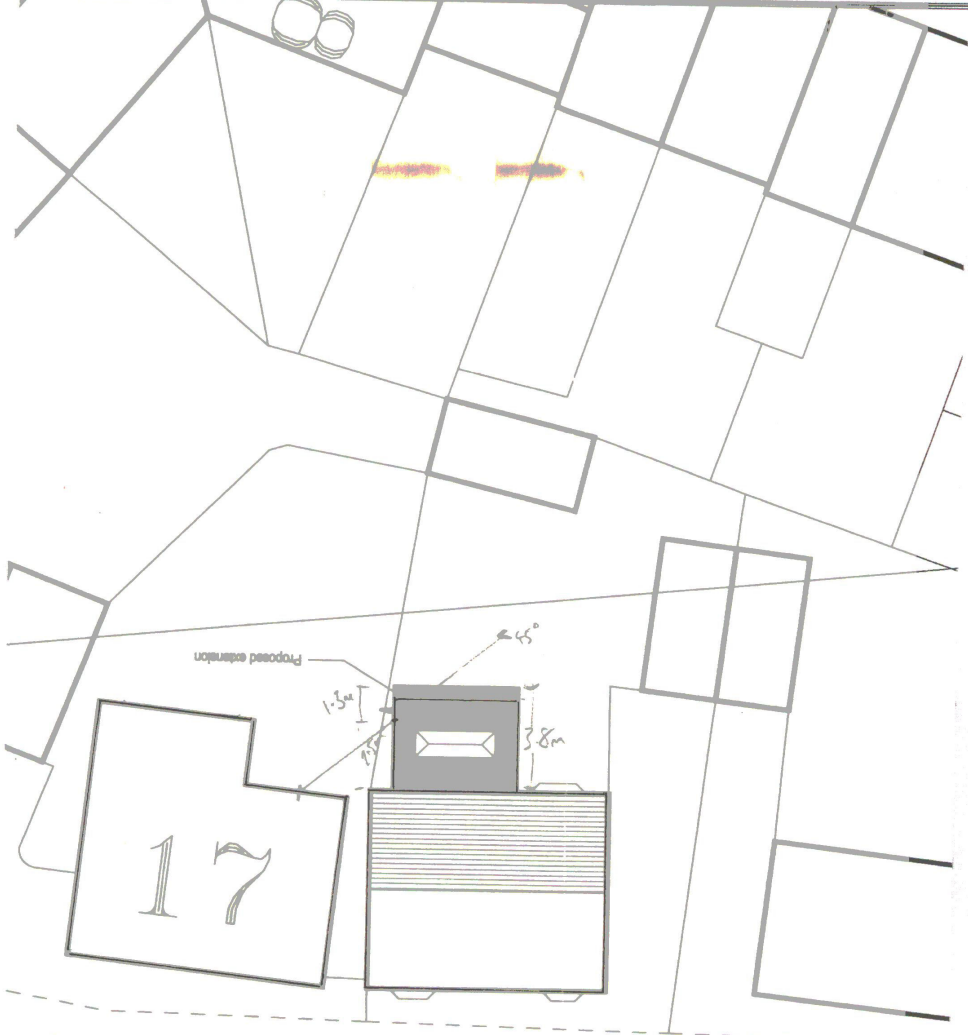
My home will be very badly affected by the proposed extension and I have to try to protect it. I remain of the belief that this application should be refused for all of the reasons contained in my original submitted objection.

Once again, thank you for your time. No response is required to this, but I felt I had to make my concerns known, post site visit.

Yours sincerely

A large, irregular black redaction mark covering the signature area.

Moura McCormick



MEADOWSWEET WAY

APPLICATION
12/017521F

Agenda Item 19 **12/01811/F** **Land W of Hornton Hall, Hornton**

Application WITHDRAWN

Agenda Item 20 **13/00049/F** **52 Grange Rd. Bambury**

- Banbury Town Council raise no objections
- Revised conditions
- 3. Prior to the first use of the extension hereby approved, the proposed means of access between the land and the highway shall be improved in accordance with drawing number 009A and formed, laid out and constructed strictly in accordance with Oxfordshire County Council's guidance available at <http://www.oxfordshire.gov.uk/cms/content/dropped-kerbs>

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

4. Prior to the first occupation of the development hereby approved, the parking and manoeuvring areas shall be provided in accordance with the plan approved and shall be constructed from porous materials or provision shall be made to direct run-off water from the hard surface to a permeable or porous area or surface within the curtilage of the site. Thereafter, the parking and manoeuvring area shall be retained in accordance with this condition and shall be unobstructed except for the parking and manoeuvring of vehicles at all times.

Reason - In the interests of highway safety and flood prevention and to comply with Policy NRM4 of the South East Plan and Government guidance contained within the National Planning Policy Framework.

Agenda Item 21 **13/00054/F** **Foresters Lodge, Springhill Rd. Begbroke**

- The recommendation should be subject to a further caveat that no adverse comments are received from BBOWT before 12 March 2013 as they have been given 21 days to comment ending on that date (no response received to date).
- In terms of Ecology and the query raised by the Council's Ecologist the following response was received:

The ecologist's role will comply with the Code for Sustainable Homes requirements for the Ecology credits. The ecologist will be brought in to visit the site and determine its ecological value. Based on the identification of all features of ecological value, a plan for their maintenance and protection during preparation and construction will be developed.

Following that, the ecologist will produce recommendations to enhance the ecological value of the site. The recommendations – which may include the planting of native species, the adoption of horticultural good practice, the installation of bird, bat or insect boxes, the development of a biodiversity management plan, and the development of sustainable drainage systems – will be classified as either key or additional recommendations based on their significance to the site. All key recommendations and a minimum of 30% of additional recommendations will be adopted by the project team.

Finally, the ecologist will assess the number of species on site before and after the

development, with a view to increase that number based on the adopted recommendations.

All of the above will be part of an independent report produced by the ecologist.

- The Council's Ecologist comments further as follows with the additional condition as set out below:

The production of the ecologists report will need to be conditioned carefully such that we can see and approve the contents, any mitigation proposed, all measures which will be taken to protect biodiversity during works (though this should be dealt with in the CEMP which I think I recommended was conditioned before) and enhancements to be made *before any works including clearance* commence on site. Potentially the ecologists report may identify nationally protected (such as reptiles) or BAP species which we then have an obligation to ensure are protected, maintained and enhanced to our satisfaction.

As I do not think it is likely that there will be any EPS on site or major ecological impacts I am not adverse to this approach in this case although it isn't best practice in my opinion.

A condition along the lines of below should be included to deal with this

14. Prior to the commencement of any works on site, including any site clearance, a report from a suitably qualified ecologist outlining in detail all habitat and species surveys carried out on site, the methodology, results and any resulting mitigation or working methodologies required, along with the details of all biodiversity enhancements to be included on site, which shall include a management plan for all retained and enhanced biodiversity on the site shall be submitted to and approved in writing by the Local Planning Authority. 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 NRM5 of the South east Plan 2009, Policy C2 of the adopted Cherwell Local Plan and Government guidance contained within the National Planning Policy Framework.

- Additionally reason for Condition 11 to be amended to:

Reason: To ensure and retain the satisfactory appearance of the completed development and to enable the Local Planning Authority to retain planning control over the development of this site to protect the character of the wider landscape and countryside and to comply with Policy BE1 of the South East Plan 2009, Policy C28 of the adopted Cherwell Local Plan and Government guidance contained within the National Planning Policy Framework.