

103 & 315 Heyford Park
Camp Road
Upper Heyford
Bicester
OX25 5HA

16/01545/F

Case Officer: Andrew Lewis **Ward(s):** Fringford And Heyfords

Applicant: Heyford Park Estates Limited

Ward Member(s): Cllr Ian Corkin, Cllr James Macnamara, Cllr Barry Wood

Proposal: Change of use of Building 103 to A Heritage Centre (Use Class D1) and Building 315 for storage and distribution (Use Class B8) and associated works.

Committee Date: 29 September 2016 **Recommendation:** Approve

Reason for Committee Referral: Floorspace created over 1,000sqm

1. Site Description and Background

- 1.1 The application site for this proposal is part of the former RAF/USAF Upper Heyford base. In terms of the uses on site, the military use ceased in 1994. Since 1998 it has effectively been under the ownership first of the North Oxfordshire Consortium and for the last few years by the current applicants, the Dorchester Group. Over the last 15 years numerous applications have been made seeking permission to either develop the whole site or large parts of it and numerous of them have gone to appeal. The most significant was application ref 08/00716/OUT. Following a major public inquiry that commenced in September 2008 the Council received the appeal decision in January 2010 that allowed "A new settlement of 1075 dwellings, together with associated works and facilities including employment uses, community uses, school, playing fields and other physical and social infrastructure (as amended by plans and information received 26.06.08)." This permission included the flying field, and the uses and development permitted upon it at the appeal have been implemented under the appeal permission. Building 315 was consented for non-residential institutional use and in an accompanying unilateral undertaking specifically a Heritage centre. Building 103 was permitted for commercial use, Class A1-A5.
- 1.2 The development of the settlement and technical areas was delayed as the site was acquired by the new owners who decided to refine the approved scheme. As a result, a new masterplan was drawn up which, whilst similar to the one considered at appeal, has been modified. The main reason for a fresh application arose from the desire of the applicant to retain more buildings on site. Apart from that, the most significant changes are a new area of open space centred on the parade ground (the northern boundary to this site), the retention of a large number of dwellings including 253 bungalows, and more of the heritage buildings, the demolition of which was previously consented. The retention of these buildings at their existing low density has meant the masterplan has expanded the development area west on to the sports field.

- 1.2 The revised masterplan was submitted as part of the outline application for “Proposed new settlement for 1075 dwellings, together with associated works and facilities, including employment uses, a school, playing fields and other physical and social infrastructure” and was granted permission on 22nd December 2011 (ref 10/01642/OUT). The planning permission included a number of plans with which compliance was required including a masterplan, a retained buildings plans and other plans showing layouts all of which included the retention of Buildings 315 and 103, the latter still being proposed for a commercial use.
- 1.3 The base was designated a conservation area in 2006, its primary architectural and social historic interest being its role during the Cold War. The nature of the site is defined by the historic landscape character of the distinct zones within the base. The designation also acknowledges the special architectural interest, and as a conservation area, the character of which it is desirable to preserve or enhance and provides the context and framework to ensure the setting and appearance of sections of the Cold War landscape are preserved. This application is within the Technical Area and in the conservation appraisal; the character of the Technical Area is described as:

“... characterised by the ‘campus’ layout of deliberately sited, mix function buildings, in an open setting with organised tree planting. The variation in building type is both a function of their differing use and the fact that there has been continual construction within the site as part of the different phases of development within the airbase. The setting of the 1930s aircraft hangers in an arc on the northern edge of the site provides a visual and physical edge to the site. The access to the Technical Site is dominated by Guardroom (100) and Station Office (52). To the east of these is the impressive 1920s Officers’ Mess(74) set within its own lawns. The style of these 1920s, red brick, RAF buildings is British Military.”
- 1.4 Building 315 is one of the A-frame hangers dating from about 1926 that circle the technical area and border the flying field. These were the first permanent end-opening aeroplane sheds for RAF stations in the interwar period. A total of 34 were built at 17 sites between 1925 and 1940. Upper Heyford is unique in having six, the largest collection of Type ‘A’ hangers in the country. These buildings were identified as contributing to the identified character areas of the proposed settlement that appear capable of re-use due to their nature and scale and could make a positive contribution to the character and appearance of the conservation area.
- 1.5 Building 103 is constructed of red brick under a gabled slated roof. Built in the late 1920’s it is one of the oldest remaining buildings on the base although its history is not as well documented as others. It has served as a power station and housed emergency vehicles. For several years it was used by a company who repair, upgrade and convert narrow boats who have now relocated to their main base at Enslow.
- 1.6 Neither building is statutorily protected; in fact only two buildings are in proximity to the site. They are buildings 126 and 129, the Battle Commend Centre and the Hardened Telephone Exchange and both are Scheduled Ancient Monuments. They are located in the Technical Area just outside the application site. Both are indirectly affected by this application which is explained below.
- 1.7 Within the technical area there are a number of established businesses undertaking a wide range of operations. The major A type aircraft hangers are used for general industrial and storage, primarily for car processing, but other buildings contain more modern high tech

offices with research and development. There are also a wide range of workshops in some of the smaller premises.

- 1.8 Under the planning permission for the development of Heyford for a new settlement granted at appeal in 2010 (ref 08/00716/OUT) Building 103 was permitted as a Public House (Class A4) and 315 as a Heritage Centre. In October 2011 planning permission was granted for different uses of a number of buildings at Heyford, 103 was to be general industrial, B2, which is its last authorised use although it has now been vacant for at least 3 years. It has operated under a number of temporary permissions to “fit out narrow-boats” although the last permission expired some time ago. In the latest application for a new settlement, Building 315, and 126 and 129, are proposed as a Heritage centre. Building 103 is proposed to be retail within the new commercial centre.
- 1.9 The current application is seeking permission to change Building 315 to storage and distribution (Class B8) and to make Building 103 the Heritage Centre. It is in fact a renewal of permission 11/01428/F granted in March 2012 which has lapsed before being implemented.

2. Relevant Planning History

<u>App Ref</u>	<u>Description</u>	<u>Status</u>
96/01145/F	Change of use building to be used to fit out new Narrowboats from bare hulls delivered to the premises.	PER
98/01676/F	Renewal of temporary Planning Permission 96/01145/F, to continue the use of the building to fit out new narrowboats from bare hulls delivered to the premises	PER
03/00503/F	Continued use of Building 103 for fitting out of new narrowboats	PER
06/02176/F	Continued use of Building 103 for fitting out of new narrowboats	PER
08/00716/OUT	OUTLINE application for new settlement of 1075 dwellings, together with associated works and facilities including employment uses, community uses, school, playing fields and other physical and social infrastructure (as amended by plans and information received 26.06.08).	Approved at appeal
08/01000/F	Continued use of Building 103 for fitting out of new narrowboats	REF

10/01642/OUT	Outline - Proposed new settlement of 1075 dwellings including the retention and change of use of 267 existing military dwellings to residential use Class C3 and the change of use of other specified buildings, together with associated works and facilities, including employment uses, a school, playing fields and other physical and social infrastructure	PER
10/01778/F	Change of use of former Military Buildings to Business (Class B1), Industrial (Class B2), Storage and Distribution (Class B8), Retail (Class A1), Nursery/Training Centre (Class D1) (as specified in the submitted Schedule of Potential Planning Uses	PER
11/01428/F	Change of use to heritage centre (Class D1) - Building 103. Change of use to storage and distribution (Class B8) - Building 315	PER

3. Response to Publicity

The application was publicised by way of neighbour notification letters and notices displayed on and near to the site. One comment was received and is summarised as follows:

Form needs correction to employment, hours of operation and floorspace of 103

This application cannot be approved as para 132 of NPPF says, "When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be." A proposal to reduce the heritage centre by nearly 90% would have to be based on an assessment of 'significance' which showed that the potential of a Cold War instructional monument had reduced by that amount in the last 8 years? In fact the centre and the management plan need to be based on the feasibility studies expected since the Structure Plan was approved in 2005. This is in the context of a potential World Heritage Site designation.

The justification suggesting that "Building 103 is of a more appropriate size to accommodate the scale of potential collection available for display;" is completely reliant on visitor and heritage feasibility studies having been carried out.

That the use can be implemented "readily" cannot be taken seriously given the inordinate delay which has, fortunately, provided the opportunity for the assessment to be carried out properly. Reliance on the HASs in the QRA implies that these SAMs are given D1 use and that access would be made readily available.

The heritage potential has not been reduced by 90%. Building 315 would not provide greater potential and a move to 103 would have to come with guarantees about expansion. In the US Cold War stories, just from that side, is included in at least ten Presidential Libraries.

315 is said to define the Cold War area and is well related to 126 (such that commercial traffic would affect its statutorily protected setting) and 103 is tucked away and makes no visible impact. This is not an proportionate way to treat the Cold War.

The application cannot be approved until the public access has been sorted out. If, as suggested, it comes from the west, some of the justifications fall away. The centre must be part of a comprehensive plan for the whole site. The staffing, hours of operation and the Cold War Park, all merit reassessment in the context of the studies of the heritage potential.

No weight can be given to claims being made about sustainability and viability without any financial appraisal. CDC would need to know the value and (negative) impacts of the developments approved since 2010 to assess whether in fact the conservation of the Cold War heritage should be increased or reduced.

4. Response to Consultation

Parish Council: No comment received Heyford PC. No objection from Middleton Stoney PC

Cherwell District Council:

Head of Strategic Planning and the Economy: No objection.

The Planning Policy Team's main observations are:

Appendix 7 of the Local Plan 2015 shows that policy Villages 5 replaces policy H2 of the Oxfordshire Structure Plan 2005 which was a saved policy. Considering the uses proposed in the application there are a number of references in policy Villages 5 which are particularly relevant:

- The development description in the policy allows for appropriate community, recreational and employment opportunities with approximately 1500 jobs on the site in classes B1, B2 and B8.
- The policy states that any additional employment opportunities further to the existing consent should be accommodated primarily within existing buildings within the overall site where appropriate or on limited greenfield land to the south of Camp Road.
- A neighbourhood centre or hub should be established at the heart of the settlement to comprise a community hall, place of worship, shops, public house, restaurant, and social and health facilities. Proposals should also provide for a heritage centre given the historic interest and Cold War associations of the site.
- New and retained employment buildings should make a positive contribution to the character and appearance of the area and should be located and laid out to integrate into the structure of the settlement.
- Proposals must demonstrate that the conservation of heritage resources, landscape, restoration, enhancement of biodiversity and other environmental improvements will be achieved across the whole of the site identified as policy Villages 5.

The policy requires a comprehensive integrated approach.

The planning application should be considered against all relevant policy criteria.

The map on page 358 of the Local Plan 2015 identifies the Former RAF Upper Heyford Airbase and Areas with potential for additional development identified under Policy Villages 5. Building 103 and building 315 are both located outside this area.

Previous application proposals for the wider airfield specified the location of particular uses. The Upper Heyford Assessment Interim final report (August 2014) identifies both buildings as non-listed buildings of local significance, building 315 as Heritage Class D1 and building 103 as a mixed use local centre. However policy Villages 5 is not prescriptive in terms of identifying specific buildings for the accommodation of employment or leisure uses.

The uses proposed for the conversion of the buildings in the application, and their impacts, close to the area with potential for additional development should be a consideration as this area will contain new homes. However as these buildings are outside this area and proposals are for conversion of existing buildings at a relatively small scale their development as proposed is unlikely to be inconsistent with the implementation of policy villages 5 in terms of achieving a comprehensive approach, a sustainable settlement and satisfactory living environment. The relatively small scale of the building proposed to be used as a heritage centre is noted but the suitability and potential of the building will be important.

Paragraph B.1 of the Local Plan states that the Plan aims to support sustainable economic growth in the District. Paragraph B.42 explains that very careful consideration should be given to locating employment and housing in close proximity. The proposals will contribute towards providing jobs at the former airbase and within existing buildings as the policy specifies.

Other relevant documents include:

- The Former RAF Upper Heyford Revised Comprehensive Planning Brief – SPD (March 2007)
- RAF Upper Heyford Conservation Area Appraisal (April 2006)
- RAF Upper Heyford Conservation Plan (September 2005)

These documents and the application should however be considered in the context of recent planning permissions at the former airbase, including the one relating to the application referred to above for the same buildings (11/01428/F), and Local Plan policy Villages 5 which is part of the adopted Development Plan.

Subject to consideration of the impact of proposals on the buildings and surroundings including on the historic and natural environment and traffic generation the proposals are considered generally consistent with policy Villages 5.

Oxfordshire County Council (Transport):

At present insufficient information is received. If CDC grants permission conditions are requested to secure satisfactory parking and a construction travel plan (although no construction is proposed)

Transport Strategy:

The principle of development has been permitted for this site through planning application 10/01642/OUT and in the approved Heyford Park Design Code. However, it is not clear why this application has been submitted as a full application, as opposed to a reserved matters application. If it is a departure from 10/01642/OUT, I would have expected a Transport Statement to accompany the application, assessing the proposal against the granted outline permission and the emerging development framework.

Assuming that this is not the case and that it is effectively a reserved matters application, Transport Strategy has no comment relating to this application, subject to it complying with the transport conditions contained within the Decision Notice, transport obligations contained

within the agreed Section 106 and compliance with the approved Heyford Park Design Code, relating to application 10/01642/OUT.

However, the application does not appear to provide a sufficient level of detail for Transport Development Control and Road Agreements colleagues to be able to fully assess the application (no vehicle tracking for emergency vehicles from Camp Road, for example). Clause 14 in the legal agreement for 10/01642/OUT dated 22/12/11 sets a ceiling of 1075 dwellings (or 1,135 as varied by the agreement for 13/01811/OUT). Any development over and above this ceiling will be expected to contribute to a transport mitigation package for allocation covered by Policy Villages 5. Moreover, a comprehensive masterplan that sets out the transport mitigation package required to mitigate the additional growth should be in place prior to the determination of applications that will exceed the ceiling.

Access

Vehicular access is proposed via the main entrance to Heyford Park via Camp Road. However Drawings **HEYF-5-SK280**, **HEYF-5-SK281** and **D.0341_107** accompanying this application appear to suggest an access off Camp Road west of the Heritage site. The application suggests that a further access may be available in the future to the west of the Heritage Centre as development of Heyford Park evolves. Whilst this is not yet implemented, all proposals herein should refer to the existing road network including accesses.

This ambiguity needs to be addressed by showing that the link road west of Building 103 is currently a no-through road in the layout drawings.

Pedestrian access will also be available utilising this route. Considering the fact that a bus stop is in existence along Camp Road south of the Heritage Centre, it would be unattractive getting pedestrians to walk further east along Camp Road to access the site through the Heyford Park main entrance. I would suggest that the applicant considers a pedestrian access across to what is currently a closed gate to make walking and/cycling more attractive. Layout The layout plan for the heritage centre and car parking area is inconsistent with future plans for the village centre, on which Highways has been consulted informally. There is a need for the northern part of the village centre (north of Camp Road) to be considered as a whole, taking into account all types of movements and parking needs. The layout as shown could prejudice the comprehensive planning of the village centre from a transport perspective.

The Heritage Management Plan submitted in support of this application has made reference to the site's suitability to accommodate school children. Besides a show of lecture/presentation rooms, no other information has been provided on how the site would accommodate large groups such as school children. I would have expected to see on the layout plans provision for bus/coach parking for occasional group visits.

The proposed parking layout is unacceptable. The perpendicular parking bays behind footways is not considered safe in terms of pedestrian safety and a risk of conflict with other road users. These are denoted by H9-H17 to the west of the Heritage Centre. Perpendicular parking north of the Heritage Centre is also deemed unsafe as it is assumed that parking related movements here would interfere with the movement of traffic along these roads as well as safety of road users. It should also be borne in mind that the roads surrounding the site will be heavily trafficked and shall also be used by buses serving the wider Heyford Park.

Parking Provision

The application proposes 20 car parking spaces for Building 103 (Heritage Centre) and 18 parking spaces for Building 315. Parking associated with Building 315 has been indicated to lie west of the building but the precise details have not been provided. It is a requirement for the applicant to provide these details.

I have noticed that the 9 parking spaces south of Building 315 and the 12 spaces north of the Heritage Centre as shown by drawing no **HEYF-5-SK280** are outside of the application site area. The parking that lies outside of the redline application area shall not be taken into account in this assessment until such a time that the applicant demonstrates ownership of this area.

From the same drawing it can also be seen that some parking spaces provided are of insufficient dimensions. Some bays along the access road are shown to have 2.3m widths which is below the required OCC parking standards. The minimum standard dimensions for a parking space as required by OCC are 2.4 x 4.8m.

Tracking

Drawing No.**HEYF-5-SK280** shows the site layout and tracking in relation to building 103 for a car and building 315 for a 16.5m articulate lorry. Tracking for a car appears very tight in some parking bays which shall not be acceptable particularly those areas along the access road.

It is unclear whether the area marked for vehicle manoeuvring associated with Building 315 is sufficient for HGV's. This needs to be demonstrated with scaled plans that track the swept path of a HGV lorry entering, turning around and exiting the site in forward gear.

Trip Generation

It is likely that the proposal could be an intensification of use on site compared to the where the number of visitors may exceed the provisions outlined within the approved Outline application 10/01642/OUT. In traffic generation terms, it is felt that the proposed development would have a detrimental impact on the link roads in terms of traffic flow and congestion.

The developer will be required to demonstrate through a transport statement that the expected trips can all be accommodated safely on site without risk of visitors having to park on link roads within the wider Heyford Park designation.

Refuse Servicing

No servicing details have been submitted – which is required to be shown. Tracking for a refuse wagon shall also be required.

Drainage

Surface water run-off is proposed to discharge into the main sewer. In line with SUDS principles, any new areas of hard-standing must be SUDS compliant and there must no increase in surface water discharged from the site compared to the current levels.

5. Relevant National and Local Planning Policy and Guidance

5.1 Development Plan Policies:

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

Cherwell Local Plan 2011 - 2031 Part 1

ESD15 - The Character of the Built and Historic Environment

VIL5 - Former RAF Upper Heyford

ESD15 - The Character of the Built Environment

ESD13 - Local Landscape Protection and Enhancement

ESD10 - Protection and Enhancement of Biodiversity and the Natural Environment

ESD1 - Mitigating and Adapting to Climate Change

ESD2 - Energy Hierarchy

ESD3 - Sustainable Construction

ESD4 - Decentralised Energy Systems
ESD5 - Renewable Energy
ESD6 - Sustainable Flood Risk Management
ESD7 - Sustainable Drainage Systems (SuDS)
ESD8 - Water Resources
SLE1 - Employment Development
SLE4 - Improved Transport and Connections

Cherwell Local Plan 1996 (Saved Policies)

C28 - Layout, design and external appearance of new development
C30 - Design of new residential development
C25 - Development affecting the site or setting of a schedule ancient monument
C23 - Retention of features contributing to character or appearance of a conservation area

5.2 Other Material Planning Considerations:

National Planning Policy Framework (The Framework) - National Planning Policy Framework sets out the Government's planning policies for England and how these are expected to be applied.

Planning Practice Guidance (NPPG) – This sets out regularly updated guidance from central Government to provide assistance in interpreting national planning policy and relevant legislation.

RAF Upper Heyford Conservation Appraisal 2006 (UHCA)

Adopted Supplementary Planning Document the Revised Comprehensive Planning Brief 2007 (RCPB)

6. Appraisal

- 6.1 The proposed development raises a number of issues but in particular heritage and conservation, employment, access and compliance with the masterplan.
- 6.2 Whilst neither building is nationally listed they are both of local importance. Building 315 is well documented in the RCDB and the UHCA Appraisal. However Building 103 is possibly of more significance because of its age and construction providing a window back to the early part of Heyford's history as a military base. No physical changes are proposed to 315. Those proposed to 103 are minimal, for example, inserting full height glazing into the existing end wall openings.
- 6.3 In broader heritage terms, the importance of the site stems from the preservation of many of the Cold War buildings and the layout that evolved from the development of the military base. To help interpret the importance of the site and to comply with Policy H2 of the Oxfordshire Structure Plan (now replaced by Policy Villages 5 of the CLP 2031) the appellant at the public inquiry offered to provide a Heritage Centre and a Management Plan to go with it. This was secured by means of a unilateral undertaking. The Heritage Centre Management Plan set out that Building 315 would be "the centre" although other buildings would also be incorporated into its use to explain and show the history of the base. Doubts at the Inquiry surfaced about the suitability of 315 as the main centre because of its size and problems with its conversion. As a result the UU does allow for other buildings to be used as such.

- 6.4 Building 103 has been inspected by the County Council's Museums Development Officer accompanied by the Director of Banbury Museum, Conservation Officers and the proposed operators of the Centre. All consider the building eminently better suited than 315 for the proposed use. This is to include displays, archive facilities, areas to study, lecture room, refreshments and toilets. It is also in close proximity to the other Scheduled Buildings, 126 and 129, that will form the main hub of the public facility for visitors. It is also a higher profile, more accessible building both in terms of the site fronting Camp Road and linking into the proposed commercial centre of the proposed Heyford Park settlement. It therefore varies the masterplan slightly but in the Officer's opinion is an improvement. It is a requirement of Policy Villages 5 that a Heritage centre is provided.
- 6.5 In terms of the uses and their compliance with the masterplan for Heyford, Building 103 has permission for commercial use as part of its ancillary connection to the retail centre of Heyford Park. The proposed hybrid nature of the proposed community/museum/café/display use is entirely in keeping with its location and juxtaposition to other heritage and commercial buildings. Although there is technically a loss of employment use that is not particularly significant in the wider scheme to develop the base.
- 6.6 The use of Building 315 would be an effective and efficient use of the buildings and in line with the thrust of economic strategy nationally and at a local level, Policy Villages 5 expects the site to provide an additional 1500 jobs. It is eminently suitable for warehouse and distribution use and precedents have been allowed at appeal of the other A frame hangers.
- 6.7 It not considered to conflict with, as its use as a warehouse should not generate a high level of traffic. Policy Villages 5 does refer to re-using existing buildings identified as contributing to the identified character areas of the proposed settlement area that appear capable of re-use due to their nature and scale and could make a positive contribution to the character and appearance of the conservation area which reflects the Council's previous policy set out in Development Guidelines for Heyford. The application is for change of use so minimal details are included but necessary details can be secured by condition e.g. car parking.
- 6.8 Warehouse use of Building 315 will generate little traffic in its own right. Use will be made of the existing access and entrances and circulatory route, as will existing hard surfaces for parking. Further requirements or conditions are appropriate to impose a travel plan and routing agreement, and require a parking layout. When the masterplan is implemented Building 103 becomes highly accessible in terms of fronting the new access road through the settlement.
- 6.9 In terms of the settlement masterplan, both approved schemes retain Buildings 315 and 103. There would be a modest change of use if this scheme is granted permission but it will not significantly depart from the land use parameter plans.

Engagement

- 6.10 With regard to the duty set out in paragraphs 186 and 187 of the Framework, problems or issues that have arisen during the application have been largely resolved. It is considered that the duty to be positive and proactive has been discharged through the efficient and timely determination of the application and the pre-application engagement that preceded it. It does need to be recorded that the applicant has followed our normal procedures and protocols and engaged in pre-application discussions.

7. Conclusion

- 7.1 The buildings seem entirely appropriate for warehouse and Heritage use respectively and to keep them will preserve the character and appearance of this part of the conservation area. This seems to be the view of the Inspector who did not authorise their demolition and saw them in a balanced light where the conservation of heritage and environmental improvements had to be weighed against economic benefits, as required at the time by OSP H2 and now by Policy Villages 5. The appeal decision in this case has to be given significant weight. To permit this application will contribute significantly towards resolving the issue of a lasting arrangement at Heyford. It will also provide a base for the study and interpretation of heritage at Heyford in Line with the existing UU.

8 Recommendation

Approve, subject to the following Conditions

- 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.
- 2 Except where otherwise stipulated by condition, the application shall be carried out strictly in accordance with the following plans and documents: Application forms, Design and Access Statement and drawings numbered:
D0341 -107 Site Location Plan
6002.02.D Proposed Arrangement(Building 103)
UPP/85/315/AB1 Floor Plan (Building 315)
- 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.
- 3 That prior to the commencement of the development hereby approved, an access phasing strategy shall be submitted to and approved in writing by the Local Planning Authority, showing the transition of the access to the site in accordance with the long term strategy for the site.
- Reason - In the interests of highway safety and to comply with Government guidance contained within the National Planning Policy Framework
- 4 Unless otherwise previously agreed in writing, the development shall be undertaken in accordance with the routing agreement approved under schedule 20 of the Unilateral Undertaking dated 23rd January 2009.
- Reason. To limit the number of journeys by private motor car and reduce the pressure for car parking in the locality.
- 5 No part of the development shall be commenced until a detailed green travel plan, prepared in accordance with the Department of Transport's Best Practice Guidance Note "Using the

planning process to secure travel plans" and the emerging Oxfordshire County Council guidance on Developer Travel Plans, including an HGV routeing agreement, has been submitted to and approved in writing by the Local Planning Authority.

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

- 6 This permission shall exclude the details of parking layout shown on the submitted drawings and development shall not commence until a revised plan showing car parking provision for vehicles to be accommodated within the site of each building together with any areas for manoeuvring, has been submitted to and approved in writing by the Local Planning and such parking and manoeuvring facilities shall be laid out, surfaced, drained and completed in accordance with the approved plan before either building is brought into use.. The car parking spaces shall be retained for the parking of vehicles at all times thereafter.

Reason - In the interests of highway safety, to ensure the provision of satisfactory car parking, to ensure the development is in keeping with and conserves the special character of this part of the Conservation Area in accordance with Policy C23 and C28 of the adopted Cherwell Local Plan, and to comply with Government guidance contained within the National Planning Policy Framework

- 7 Prior to the first use or occupation of the development hereby permitted, covered cycle parking facilities shall be provided on the site in accordance with details to be first submitted to and approved in writing by the Local Planning Authority. The covered cycle parking facilities so provided shall thereafter be permanently retained and maintained for the parking of cycles in connection with the development.

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

- 8 All new works and works of making good to Building 103 shall be carried out in materials and detailed to match the adjoining original fabric except where shown otherwise on the approved drawings.

Reason - To ensure that the completed development is in keeping with and conserves the special character of the existing historic building and to comply with Policy C18 of the adopted Cherwell Local Plan and Government guidance contained within the National Planning Policy Framework.

- 9 All plant, machinery, mechanical ventilation equipment and ducting, other than that shown on the approved plans, shall be installed internally. No other plant, machinery, mechanical ventilation equipment, flues or ducting shall be placed on the outside of the building without the prior written permission of the Local Planning Authority.

Reason: In the interest of visual and residential amenity.

- 10 Prior to Building 315 being brought into use, a scheme shall be submitted to and approved in writing by the Local Planning Authority which specifies the provisions to be made for the control of noise emanating from the building or its adjacent service area.

Reason - Due to the proximity of building 315 to residential development, to ensure the creation of a satisfactory environment free from intrusive levels of noise and to comply with Policy ENV1 of the adopted Cherwell Local Plan and Government guidance contained within

the National Planning Policy Framework.

- 11 That 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, character and appearance of the conservation area in accordance with Policy C23 and C28 of the adopted Cherwell Local Plan.

- 12 Neither of the buildings shall be occupied until screened provision for the storage of refuse and recycling facilities has been made in accordance with details as submitted to and approved in writing by the Local Planning Authority. Thereafter the facilities shall be retained solely for their intended purpose and refuse and recycling items shall be placed and stored only in this storage area.

Reason - In order to safeguard the visual amenities, character and appearance of the conservation area in accordance with Policy C23 and C28 of the adopted Cherwell Local Plan.

- 13 Details of any proposed external lighting shall be provided before it is erected on either building. The development shall be undertaken in accordance with the details as approved

Reason - In order to safeguard the visual amenities, character and appearance of the conservation area in accordance with Policy C23 and C28 of the adopted Cherwell Local Plan.

- 14 No signs or advertisements shall be erected on either building unless a signage strategy has previously been submitted to and agreed in writing with the Local Planning Authority. Any proposed signage shall comply with the terms of the signage strategy

Reason - In order to safeguard the visual amenities, character and appearance of the conservation area in accordance with Policy C23 and C28 of the adopted Cherwell Local Plan.

- 15 Prior to the occupation of Building 103, a landscaping scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme for landscaping the site shall include:-

(a) details of the proposed tree and shrub planting including their species, number, sizes and positions, together with grass seeded/turfed areas,

(b) details of the existing trees and hedgerows to be retained as well as those to be felled, including existing and proposed soil levels at the base of each tree/hedgerow and the minimum distance between the base of the tree and the nearest edge of any excavation,

(c) details of the hard surface areas, including pavements, pedestrian areas, reduced-dig areas, crossing points and steps.

Reason - In the interests of the visual amenities of the area, to ensure the creation of a pleasant environment for the development and to comply with Policy C28 of the adopted Cherwell Local Plan and Government guidance contained within the National Planning Policy Framework.

- 16 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 and to comply with Policy C28 of the adopted Cherwell Local Plan and Government guidance contained within the National Planning Policy Framework.

PLANNING NOTES

- 1 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.
- 2 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.

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 within the agreed timescales, having worked with the applicant/agent where necessary and possible within the scope of the application (as set on in the case officer's report) to resolve any concerns that have arisen, in the interests of achieving more appropriate and sustainable development proposals. Consent has been granted accordingly.

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

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