

<b>Application No:</b> <b>10/00134/F</b>	<b>Ward:</b> Wroxton	<b>Date Valid:</b> <b>03/02/2010</b>
<b>Applicant:</b>	Apollo Business Parks LLP, Unit 6 Apollo Office Court, Radcliffe Road, Gawcott, Bucks, MK18 4DF	
<b>Site Address:</b>	Phase 2 Apollo Office Park, Ironstone Lane, Wroxton, Oxfordshire, OX15 6AY	

**Proposal:** Proposed erection of 3 no. B1 units set within and below earth moundings; improvements and enhancement to railway line, car parking and associated landscaping on existing derelict brownfield site to form extension to existing phase 1 development

## 1. Site Description and Proposal

- 1.1 This application relates to a 1.29 ha. brownfield site located NW of Wroxton village and is part of a business park site formerly known as the Wroxton Ironstone works that is located on Ironstone Lane, accessed from Stratford Road (A422). The site is within an Area of High Landscape Value.
- 1.2 The site is currently vacant and overgrown and relatively level ground, bounded by the existing part of the business park (phase 1) in the north-east, a playing field to the north, conifer woodland to the west, with the surrounding landscape one of farmland.
- 1.3 Formerly part of the wider Horley Local Wildlife site, the application site comprises mainly rough grassland and scrub with neglected hedgerows and one mature tree to the north. There are also the remnants of the existing concrete hardstanding to the original no. 1 Locomotive shed.
- 1.4 Phase 1 to the north of the business park was completed in August 2006 and comprises 3 no. B1 office buildings, with one of the buildings being occupied by Bentley Drivers Club as a corporate office space and the other two units each split into four business starter units.
- 1.5 Planning permission is sought for the development of phase 2 to the west of the business park in the form of 3 no. B1 units with associated car parking, landscaping and enhancement to the length of remaining former railway line. As part of the proposal and through negotiations with Oxfordshire County Council the applicants also intend to widen the existing Ironstone Lane leading to the site from the Stratford Road.
- 1.6 The application has been submitted with a Transport Assessment (May 2009), Interim Travel Plan (May 2009) and forming part of the previous phase of development a Ground Investigation Report (February 2004). An Ecological Appraisal has also just been undertaken (March 2010)

## **2. Application Publicity**

2.1 The application has been advertised by way of site notice, neighbour letter and press notice. The final date for comment was 11 March 2010.

2.2 One letter has been received from adjacent business who have no objection in principle but raise the following serious concerns:

- Highway access – Currently Ironstone Lane is inadequate with sides of the highway breaking down, more units on the site will result in considerable increase in traffic movements. The proposal to widen the lane to 4.5m will be adequate for cars, but to preclude the need for service vehicles to leave the metalled surface, at least four marked passing places should also be provided.
- Lighting - Low level lighting should be used to keep light pollution to an absolute minimum and no variation allowed.
- Building materials – D&AS and drawings refer to use of ironstone, green roofs and extensive landscaping. The proposed treatment of the railway line also appears to be an interesting solution to its retention, but all materials be defined within an approval.

## **3. Consultations**

3.1 Wroxton Parish Council – Pleased to see the brownfield site being used, but disappointed at not being involved in the pre-submission discussions. Concerned that the lane is to be widened given the modest amount of traffic for such a small number of employees, lay-bys would suffice as turning a country lane into a two lane road is not welcome. Also concerned about light pollution and the design which is 'futuristic' and not in keeping with existing buildings.

3.2 Oxfordshire County Council Highways – No objection in principle subject to conditions and to the applicant/developer to entering into a S278 for the undertaking of works to the highway.

Whilst the site does not fall within the boundary of Banbury, a contribution towards Banbury ITS is requested but at a discounted rate. The contribution sought is £16,930 linked to Baxter Index September 09. The contribution could be secured via SPUR, a shortened S106 procedure which does not incur the legal expenses of a comprehensive S106 agreement.

3.3 Oxfordshire County Council Ecologist -This proposed development site is adjacent the Horley Local Wildlife site. According to the landscape design statement, the habitat on site is 'predominantly overgrown scrub comprising a wide range of species including hawthorn, blackthorn, field maple, birch and willow with some large deciduous trees scattered throughout the scrub. The central area is more open with grassland.' This sort of habitat is potentially of value to wildlife such as invertebrates, breeding birds and reptiles, notwithstanding the fact that it is within a local wildlife site.

Comments on the Ecology Report - The report recommends that a reptile survey is undertaken as there is suitable habitat on the site. This survey should be carried out before a decision is made regarding planning permission and cannot be conditioned, as protected species are a material consideration in the planning process. The other recommendations made by the ecologist can be dealt with by condition (should permission be granted).

**A further survey is being undertaken as required – details of which will be reported in the committee updates following further consultation with OCC's Ecologist.**

- 3.4 Environmental Protection Officer - reviewed the Ground Investigation Report for this site. The environmental recommendations with regard to the risk to human health include issues which will be covered by health and safety legislation and construction site working practices. Recommends applying informative ZZ in case there is any unsuspected contamination encountered during the development.
- 3.5 Arboricultural Officer – Following a desktop assessment there are trees on the site which will be affected by the proposed development. An initial tree survey should be carried out to identify those trees which are of suitable form and condition to be retained and subsequent method statement including tree protection plan as per BS5837.
- 3.6 Landscape Officer - The site appears to be obscured by existing conifer plantation immediately to the east, existing manmade landform around the periphery of the site and existing vegetation. There appears to be potential valuable scrub habitat and grassland on and around the site, which means that it is necessary for this vegetation to be protected during the construction, and the application of pesticides reduced in accordance with the EU's Directive on Sustainable use of Pesticides. Because of the existence of the defunct BBOWT Nature reserve and the ironstone workings it may be necessary to gain an ecological survey/implication/mitigation report. The translocation of existing grassland species may be required along with habitat enhancement measures.

The building footprints have not been drawn on the landscape proposals so it is difficult to see how the buildings are going to work with the landscape at present. It is encouraging to see earth walls/green roofs on the cross sectional drawings but the ground level appear to only be indicative. It will be necessary for existing and proposed levels to be shown in order to see if the development will work, especially in regard to the drainage of the site (a SUDS scheme would be advantageous, both aesthetically and for wildlife).

The sunny areas outside the buildings could be utilised as seating/lunch break areas for staff and visitors.

#### Proposed Planting

It is important to continue the food source for bird and insects in the ornamental planting scheme and long flowering/berrying species are required. Consider augmenting the proposed list with Buddleia, Cotoneaster, Pyracantha, Rosemary, etc.

### Groundcover Planting.

In order to reduce competitive weed growth and associated future maintenance it is appropriate to increase the planting densities of the following species to achieve good groundcover. The following shrubs must be increased: Ceanothus thys. Repens - 3 plants/m2, Cotoneaster microphyllus - 3m2, Hypericum 'Hidcote' - 3m2, Photinia 'Red Robin' - 1.5m2, Prunus 'Otto Luyken' - 3m2. Vinca minor - 7m2.

The spaces between the Cornus alba 'Siberica' are big. Either the space is covered by mulch or planted with a low groundcover; I recommend Hedera helix 'Hibernica' or Vinca minor.

### Bulb Planting

Native bulb planting is required to increase visual interest and wildlife food source for insects.

### Planting adjacent to Car parks.

Drivers and passengers access in and out of vehicles can be impeded by outgrowths from large shrubs. I recommend low growing robust groundcover shrubs adjacent to parking.

### Proposed Trees

The trees proposed are appropriate to the site. The applicant to confirm that the trees adjacent to buildings are appropriate in that their root systems will not damage the foundations of buildings; a qualified structural engineer must confirm this is so.

I look forward to a detailed landscape proposals that show the planting areas with species, their numbers, their planting densities, and their supplied sizes (the green buildings planting to be shown). The initial planting specification is comprehensive, but must include a more sustainable use for pesticide. Protection of the retained scrub and trees with robust fencing during the course of construction is to be shown on the drawing.

- 3.7 Head of Planning and Affordable Housing Policy (Urban Designer) – Considers the proposal acceptable as the design of the proposed buildings and landscaping to be a pleasing alternative to more standard office designs and given the site has little surrounding building context I consider it to be appropriate for the area. The reinstatement of the old railway line to meet up with the locomotive shed provides further context and history to the site, although care should be taken in its final appearance as it may appear slightly contrived. The materials are suitable to the style of the scheme and make reference to its location.
- 3.8 CPRE (Banbury District) – The proposal is an extension to Phase 1 already constructed and consider the principle acceptable, especially as the new buildings are of a lesser scale and massing compared to Phase 1 and involve the use of sympathetic and innovative materials and energy resources. Raise concerns over:
  - Widening of Ironstone Lane – should not urbanise character of area or affect hedgerows, would prefer passing places
  - Light pollution
  - Former locomotive stabling shed feature should be protected and preserved in accordance with a scheme to LPA approval
- 3.9 Natural England – comments awaited

## 4. Relevant Planning Policies

- 4.1 PPS1: Delivering Sustainable Development
- 4.2 PPS4: Planning for Sustainable Economic Growth
- 4.3 PPS5: Planning for the Historic Environment
- 4.4 PPS7: Sustainable Developments in Rural Areas
- 4.5 PPS9: Biodiversity and Geological Conservation
- 4.6 PPG13: Transport
- 4.7 South East Plan Policies: SP1, CC1, CC2, CC4, CC6, CC8, BE6, RE3, RE5, T4, T5, NRM4, NRM5, NRM11, C4 and CO2.
- 4.8 Adopted Cherwell Local Plan 1996 Saved Policies: EMP1, EMP4, TR1, C1, C2, C13, C14 and C28
- 4.9 Non-Statutory Cherwell Local Plan 2011 Policies: H1b, H3, H4, H7, H9, S25, TR1, TR4, TR5, TR11, R9, R10a, D1, D2, D3, D5, D6, D7, D9 and D10a

## 5. Appraisal

### 5.1 Site history

Historically the site has had a commercial use since around 1917 when it was used part of the Oxfordshire Ironstone industry with the site being used for the Locomotive Works and Stabling facility. On closure of the Ironstone works, the site and buildings have had a variety of uses.

- 5.2 In 2004 under application 04/01234/F planning permission was granted for the demolition of existing buildings and erection of 3 no. buildings for B1 and B2 use with associated parking and landscaping.
- 5.3 Then in 2005 under application 05/0045/F development of the site in the form of 3 no. B1 units was granted. This was an amendment to the 2004 consent and comprises Phase 1 of the business park.

### 5.4 Principle of development

The site as a whole is an allocated site and referred to within the adopted Cherwell Local Plan 1996 as a site proposed for employment generating development and as such Policy EMP1 is relevant which is generally supportive subject to other relevant policies in the plan. The supporting text relating specifically to the site in question, at paragraph 3.48 states that the site is considered suitable for small scale employment generating development that is compatible with the local road network and would improve the appearance of the site.

5.5 Furthermore, Policy EMP4 of the adopted Cherwell Local Plan states, *inter alia*, that “in rural areas, proposals for employment generating development of the following types will normally be permitted:

a) within an existing acceptable employment site, including redevelopment”. The existing business park is an acceptable existing employment site, and given the planning history of the site and it being historically a significant employment site, its redevelopment accords with the policy provisions of EMP4.

5.6 With regards to the Non-Statutory Cherwell Local Plan 2011, the site is not allocated for employment generating development as in the adopted Cherwell Local Plan Policy EMP1. However, Policy EMP4 of the NSCLP states that a balance needs to be achieved in relation to the following :

- i) the proposal and any associated employment activities can be carried out without undue detriment to the highway network and the appearance and character of the landscape.
- ii) the proposal for small firms (upto about 500 sq.m) or for firms whose source of supply, commercial linkages; labour supply and markets make a specific location necessary for them; and
- iii) the proposal will not give rise to excessive or inappropriate traffic and will wherever possible contribute to the general aim of reducing the need to travel by private car.

5.7 Whilst part of the site has already been developed as phase 1, its further expansion would be subject to assessment by Oxfordshire County Council, as local highway authority with regards to the impact on the local road network. Essentially, in negotiation with OCC the applicant proposes to widen Ironstone lane to a width of 4.5m and 6m where it meets the Stratford Road junction. The proposed gross internal floor area of the development amounts to 1671 sq.m (557 sq.m GIA per unit) and is expected to accommodate around 30 full time employees. Taking into account the proposed traffic generation, OCC have raised no objection to the proposal and consequently, the HDCMD considers that the principle of further development at this employment generating site is acceptable from a highway perspective and will add to the local economy by the provision of 3 no. small scale B1 units. The development therefore complies with Policies EMP1 and EMP4 of the adopted Cherwell Local Plan and EMP4 of the Non-Statutory Cherwell Local Plan 2011.

5.8 Design and layout

The innovative concept for the building design is to integrate the buildings into the landscape, assisted by the lower level of the site in comparison to the adjacent land. The 3 no. proposed units will be encompassed within landscaped earth moundings with planting and green roofs, screened by existing the hedgerow that is to be

further enhanced by additional planting.

- 5.9 Each building will be identical, but set at slightly different angles, thus reducing the visual impact. The main elevation to each unit comprises full height glazed curtain wall system, at a height of 7.2m, set at an angle off vertical, preventing reflections from a distance. The main façade is broken into three distinct elements by two solid columns faced with local ironstone. The end gables of each unit, which are constructed into the earth mounding are similarly cased within local ironstone and overplanted with climbing planting on a mesh system set slightly proud of the stonework, thus blending the stonework into the landscaping. The green roofs flow over the frontages which integrate the built form into the landscape.
- 5.10 Internally each unit will have a mezzanine first floor utilizing the section of the building at its highest, the remaining floor area towards the rear of the will be beneath the ground with minimum slit windows allowing some natural daylight to these areas. The width of each of the buildings is 21m and depth 16m.
- 5.11 It is proposed to reinstate the railway line on the existing locomotive shed concrete floor slab, and each unit will be accessed by a bridge enabling level access to each unit from the car park/roadway. Further design details to preserve this historic element of the scheme are to be conditioned.
- 5.12 In terms of car parking, this is proposed to be divided into three groups providing 20 spaces for each unit including disabled parking, with substantial landscaping between, and additional disabled/visitor parking and the inclusion of cycle parking for each unit. The existing cross roads within the business park is to be upgraded to a mini-roundabout which is to be painted onto the road only and does not involve any engineering works.
- 5.13 From a policy perspective PPS1, Delivering Sustainable Development states that “Planning Authorities should plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes. Good design should contribute positively to making places better for people. Design which is inappropriate in its context, or which fails to take the opportunities available for improving the character and quality of an area and the way it functions, should not be accepted” (paragraph 34).
- 5.14 Given that the site is located within an Area of High Landscape Value careful control of the scale and type of development is required to protect the character of the landscape and particular attention needs to be paid to the siting and design of the development in order to comply with Policy C13 of the adopted Cherwell Local Plan
- 5.15 The HDCMD considers that the height of the buildings at 7.2m is appropriate being about 3m lower than the existing buildings in phase 1 and together with an innovative design solution, ensures that the development as a whole is integrated into the landscape and along with the implementation of the comprehensive landscaping scheme, the character and appearance of the designated area is not

harmed and thus accords with Policy C13 of the adopted Cherwell Local Plan. Furthermore the HDC&MD considers that the proposal regenerates the site, making more efficient use of previously developed land and consequently accords with the provisions of national and local policy.

5.16 Protected Species

PPS9 places a duty upon Local Planning Authorities to ensure that a protected species survey be undertaken prior to determination of a planning application. The presence of a protected species is a material consideration when a planning authority is considering a development proposal. PPS9 states that "It is essential that the presence or otherwise of a protected species, and the extent to that they may be affected by the proposed development is established before the planning permission is granted, otherwise all relevant material considerations may not have been addressed in making the decision."

5.17 Local Planning Authorities must also have regards to the requirements of the EC Habitats Directive when determining a planning application, as prescribed by Regulation 3(4) of the Conservation (Natural Habitats etc) Regulations 1994 (as amended). Under art.12(1) of the EC Habitats Directive, Member States requires that a system of strict protection of animal species be established to prohibit the deterioration or destruction of their breeding sites or resting places. The result is that there is in practice two linked systems of regulation. First under reg. 39(1)(d) it is a criminal offence to damage or destroy a breeding site or resting place but under reg.44 this does not apply if a licence has been granted for such operations and Natural England being that licensing authority. Secondly where planning permission is required reg.3(4) provides that local planning authorities must have regard to the requirements of the Habitats Directive so far as they may be affected by the exercise of those functions and also the derogation requirements might be met.

5.18 Para. 98 of Circular 06/05 states that Local Planning Authorities should consult Natural England before granting planning permission and the views of Natural England would clearly have to be given substantial weight. The Circular at para 121 affords protection to specific species of animals listed in Schedule 5 (see Table 2, Annex A of this Circular) under Part I of the Wildlife and Countryside Act 1981 (as amended). The Circular at para 123 also advises that Natural England is responsible for issue licences under section 10(1)(d) of the Protection of Badgers Act 1992 where it is necessary to interfere with a badger sett in the course of development.

5.19 Given the derelict nature of the site and the amount of scrub land within it, an Ecological appraisal has been undertaken which has identified flora and fauna habitats, although none are considered to be of significant intrinsic value and no part of the site is subject to any statutory or non-statutory nature conservation value.

5.20 The site appeared to be within a badgers' territory, and trails, latrines and foraging have been observed, but no evidence of setts found. There was however potential for reptiles to occur within the site owing to the presence of suitable habitat and further survey work is required to establish whether reptiles were actually present and to inform any mitigation that may be required. At the time of report writing a reptile survey is being undertaken and reports regarding initial finds and method statement for the survey plus a comprehensive mitigation strategy in the unlikely event that reptiles should be discovered will be provided as a planning committee update and Officers will advise on any actions necessary if it is found the development may impact upon them, for example by undertaking their relocation in an agreed procedure.

5.21 Comments from Natural England are awaited, as they will only comment on surveys which include all the information necessary to make an assessment. However, ongoing comments from Oxfordshire County Council's Ecologist have helped form a view that in principle, and subject to a further reptile survey being undertaken along with any mitigation strategy if species are found and enhancement proposals, the development will be acceptable subject to conditions.

5.22 Consequently, the HDCMD considers that subject to there being no adverse comments from Natural England and OCC's Ecologist and together with mitigation measures recommended by the further Ecologist's Appraisal, the natural habitat of any identified protected species is thus protected and that the derogation is not detrimental to the maintenance of the population of the species. Condition would however be necessary to ensure that the scheme is undertaken in accordance with the Ecological appraisals and that if necessary further surveys are undertaken prior to the commencement of the development to ensure that up-to-date details and activity is known and dealt with accordingly.

5.23 It is considered that art.12(1) of the EC Habitats Directive has been duly considered in that the welfare of any protected species found to be present at the site and surrounding land will continue and be safeguarded notwithstanding the proposed development. The proposal therefore accords with PPS9 and policies C2 and C4 of the Adopted Cherwell Local Plan.

5.24 Traffic generation and Highway safety

As stated previously the proposed scheme has been subject to negotiation with OCC as local highway authority, and as a consequence no objection is raised in respect to the widening of the Ironstone Lane to 4.5m and 6m where the lane meets the main Stratford Road. The proposed works would be subject to a Section 278 agreement with Oxfordshire County Council.

5.25 The comments made by the Parish Council, CPRE and adjacent business are duly noted with regards to the change in character to the lane and that the lane should

either stay as it is with the lay-bys being retained or indeed further lay-bys being included in addition to the increase in width. However, in the role as a statutory consultee the Local Highway Authority assesses planning applications and takes into consideration the existing characteristics of a site, its surrounding area (such as the local highway network), design standards, government guidance and local policies and through the submission of a Transport Assessment it has been recognized that there will be a residual increase in car traffic and improvements to the length of the Ironstone Lane will be necessary to allow efficient 2 way traffic operation. Whilst being improved to allow the widening, the HDCMD considers that the character and appearance of the Lane will still retain its rural character and will not appear unduly urbanized.

5.26 The level of car parking is also acceptable, however the applicant also intends (in accordance with a Travel Plan), the implementation of alternative methods of transport to the site. This has been accepted by OCC, and whilst the site does not fall within the boundary of Banbury, the applicants have agreed to contribute £16,930 towards Banbury ITS.

5.27 Conclusion

Based on the assessments made above it is considered that this application is acceptable, makes more efficient use of previously developed land on an employment generating site, provides 3 no. small units of B1 use to contribute to the local economy and will not seriously harm any protected species or cause detriment to the character and appearance of the area or highway safety. The proposal therefore complies with the relevant development plan and national policy guidance.

## 6. Recommendation

**Approval subject to there being no adverse comments/objection from Natural England and the following conditions:**

1. 1.4A (RC2) – [Time: 3 years]
2. Except where otherwise stipulated by conditions attached to this permission, the development shall be carried out strictly in accordance with the schedule of drawings received 03.02.2010.

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 Policy BE1 of the South East Plan 2009.

3. 2.3CC (RC5B) – natural ironstone DEVELOPMENT
4. 5.5AA (RC4A) – full design details – glazing, balustrades, bridge, railway and locomotive shed feature and refuse and recycling areas.
5. Prior to the commencement of development a construction phase traffic management plan shall be submitted to and approved by the Local Planning Authority. 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 advice contained in PPG13: Transport

6. Prior to the commencement of development a scheme of drainage shall be submitted to and approved by the Local Planning Authority. The approved plan shall be implemented and operated in accordance with the approved details.

Reason – To ensure satisfactory drainage of the site in the interests of public health and highway safety and to avoid flooding of adjacent land and to comply with Government advice contained in PPS25 :Development and Floodrisk, PPG13: Transport, Policy NRM4 of the South East Plan 2009 and ENV1 of the adopted Cherwell Local Plan.

7. Prior to the first occupation of the development, the proposed widening of Ironstone Lane and associated access works shall be completed in accordance with the details provided within the Transport Assessment dated May 2009 or otherwise agreed with the Local Planning Authority. The works will require the applicant to enter into a Section 278 for the undertaking of works to the highway with the local highway authority.

Reason – In the interests of highway safety and to comply with Government advice contained in PPG13: Transport

8. Prior to the first occupation of the development the access road, parking and manoeuvring areas shall be provided in accordance with the plans hereby approved and shall be constructed, laid out, surfaced, drained (SUDS) and completed, and shall be retained unobstructed except for the parking and maneuvering of vehicles at all times. (RC15AA)
9. 4.14DD (RC66AA) – Green travel plan
10. That full design details of any lighting to be fixed on the buildings and on the ground shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development. The development shall be carried out in accordance with the details so approved. (RC95A)
11. 6.15AA (RC40AA) – that the buildings shall be used for the purposes falling within Class B1
12. 6.4AB (RC34AA) – commercial no extensions
13. 7.13 (RC50) – no outside storage or other operations
14. 3.0A (RC10A) – submit landscaping scheme
17. 3.1A (RC10A) – carryout landscaping

- 18. 3.7BB (RC10A) – submit boundary enclosure details
- 19. Prior to the commencement of development a management plan for semi-natural grass areas should be submitted to and approved by the Local Planning Authority DC prior to any works taking place. The management plan shall be carried out in accordance with those approved details. (RC85A)
- 20. No development approved by this planning permission shall be commenced unless and until all remediation requirements and working practices are carried out in accordance with the 'Environmental Recommendations' included in the ground investigation report ref: C9469 (February 2004).

Reason: In order to safeguard the amenities of the area and to minimise the risk of pollution of water courses and in accordance Policies ENV1 and ENV12 of the adopted Cherwell Local Plan.

- 21. 4.14CC (RC66A) – cycle parking
- 22. That notwithstanding Condition 4 above prior to commencement of development, details of the existing former mineral railway track on the site, identifying which lengths of track are proposed to be preserved shall be first submitted to and approved by the Local Planning Authority and that such agreed length of trackway shall thereafter be left in situ on the site.

Reason - To safeguard the preservation and retention of some of the existing historic features on the site to comply with Policy BE6 of the South East Plan 2009 and PPS5: Planning for the historic environment.

Any other ecological conditions as necessary

#### **Planning Notes**

- 1. ZZ – Unsuspected contamination

#### **SUMMARY OF REASONS FOR THE GRANT OF PLANNING PERMISSION AND RELEVANT DEVELOPMENT PLAN POLICIES**

The Council, as local planning authority, has determined this application in accordance with the development plan unless material considerations indicated otherwise. The development is considered to be acceptable on its planning merits as the proposal pays proper regard to the character and appearance of the site and surrounding area and makes more efficient use of previously developed land on an employment generating site, provides 3 no. small units of B1 use to contribute to the local economy and will not seriously harm any protected species or cause detriment to the character and appearance of the area or highway safety. As such

the proposal is in accordance with Policies SP1, CC1, CC2, CC4, CC6, CC8, BE6, RE3, RE5, T4, T5, NRM4, NRM5, NRM11, C4 and CO2 of the South East Plan 2009 and Policies EMP1, EMP4, TR1, C1, C2, C13, C14 and C28 of the adopted Cherwell Local Plan and Government guidance contained in PPS1, PPS4, PPS5, PPS7, PPS9 and PPG13 . For the reasons given above and having proper regard to all other matters raised the Council considered that the application should be approved and planning permission granted subject to appropriate conditions as set out above.

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