

Application No: 09/01659/REM	Ward: Launton	Date Valid: 18.11.2009
Applicant:	The Oxford Diocesan Board of Finance	
Site Address:	Land North West Of Launton Road Roundabout Adjoining Skimmingdish Lane Caversfield	

Proposal: Reserved Matters (Ref: Outline 05/01563/OUT) B1 Office development with associated parking, turning and landscaping areas

1. Site Description and Proposal

- 1.1 The application site is approximately 1.7 hectares in size and lies on the north side of Skimmingdish Lane (A4421), the north circular road around Bicester. When originally constructed, this road was designed with a series of roundabouts that provided access to parcels of land identified for future development including the current application site. As a result there is a roundabout fronting the site with a spur already available to provide access into it. Skimmingdish is also a heavily engineered road with wide carriageway, deep verges and footpath/cycle track along large parts of it.
- 1.2 The site is open and of an unkempt appearance, it previously having been used as allotments although that use ceased in approximately 2007 having been in decline for a number of years prior to that. A public footpath runs along the western boundary and there are cultivated fields to the north and west. To the east is a small strip of open land outside the application site, the eastern boundary of which contains a small brook lined by trees and other vegetation. The character and appearance of the immediate area to the north of Skimmingdish Lane is one of rural openness although beyond the adjacent fields lies RAF Bicester, a designated conservation area.
- 1.3 South of Skimmingdish Lane is the Launton Lane Industrial Estate. Although buildings on it are primarily industrial there is an increasing mix of uses including recent retail units having been constructed, petrol filling stations and car sales, etc. The buildings are generally two storeys in height and mainly built in a modern, utilitarian style with simple materials, metal cladding is pre-dominant opposite the site.
- 1.4 The current application seeks approval for all matters reserved on the outline permission. A new entrance spur is created off the existing roundabout with nine separate buildings, all to be in Business Use (Class B1) and providing 5857 sq m of floorspace, laid out fronting new internal access roads off which are a series of parking spaces. Large swathes of landscaping are proposed around the edge of the site but particularly on the eastern boundary which includes a large area of open space, all part of the flood risk action plan, as explained in the detailed assessment below. A toucan crossing is proposed to improve connectivity for pedestrians and cyclists across Skimmingdish Lane.

- 1.5 The application includes a Design and Access Statement (DAS), Arboricultural Survey, Landscape Statement (LS), Flood Risk Assessment and Drainage Strategy (FRA), and Transport Statement. The layout has been amended during the processing of the application and addenda have been received for the DAS, LS and FRA

2. Planning History

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| 2.1 | This application seeks approval of reserved matters for an outline planning permission granted at appeal in 2007. The permission was for: "Outline - B1 Office development with associated parking, turning and landscaping areas (as supported by additional information received 14/10/05)" (ref: 05/01563/OUT). This permission is also subject of a separate application for renewal although it has been redescribed as: "Erection of 5857 sqm of B1 Office development with associated parking, turning and landscaping areas (renewal of 05/01563/OUT)" (ref: 10/00324/OUT). |
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3. Application Publicity

- 3.1 The application was advertised in the press and by site on receipt and again following submission of amended plans. Following re-advertisement it was clear for a decision on 14th February. No individual public comments have been received.

4. Consultations (Comments based on the amended plans unless otherwise stated):

4.1 Launton Parish Council

- Considered the above application and resolved that it had no objection to make and no comment to offer.

Bicester Town Council (on the original submission, no comments on the revised submission):

- Welcomes the application
- Concerned that infrastructure cannot service the site
- Concerned about impact on RAF Bicester, visually and flight paths

Head of Building Control and Engineering, CDC:

- Whilst revised details still depart from PPS25 what has been submitted is acceptable for drainage.

Arboricultural Officer, CDC:

- In comparison to the superseded drawing, the amended site layout provides no additional impacts upon the trees and vegetation
- The arboricultural survey emphasises the ecological benefits and screening value of the hedgerow along the south-east edge of the site and provides adequate protective measures for this feature and the trees (T20-T37) within in section 4.0 and on the drawing MFE105-09/1B.
- The remaining trees within the site are not considered worthy of retention and should not be considered a constraint to the development.
- Pre-development treeworks recommended within the report should be

undertaken as specified with protective measures for all retained trees put in place prior to the commencement of any construction activity.

Landscape Officer, CDC

- Revised details acceptable

Oxfordshire County Drainage Engineer:

- Makes comments on some of the details of the scheme (and lack of them or clarity)

Oxfordshire County Council (Highways):

- “The proposed site was granted outline planning permission after an appeal hearing (APP/C3105/A/06/2010115) in March 2007. I understand the only matter determined at this stage was for access; although other details such as the site’s location i.e. sustainability and the provision of a pedestrian crossing facility and new links was agreed in a Statement of Common Ground between the developer and the Local Highway Authority. Consideration has to be given to the site’s history and the existing planning permission; therefore I will only provide comments/a recommendation for the site’s proposed layout and the agreed infrastructure requirements.”
- Access arrangements – the principal of the access into the site from Skimmingdish Lane has already been approved. However the actual construction details have not. The arrangements shown on drawing 2354-1 are acceptable in principal, but will require a separate permission from the Local Highway Authority (LHA) to be constructed on the public highway (S278 legal Agreement). The 7.5m width of the road into the site is acceptable, as is its reduction to 6m into the site (area to be adopted by LHA).
- New footway/cycle links into the site are being provided and will join up with the existing network which is essential and acceptable (may require minor improvements to existing infrastructure to accommodate new footway/cycle links, such as tactile paving).
- A new toucan crossing facility is to be provided by the developer (as shown on drawing 2354-1 & Stuart Michael Associates drawing 2006.2281.006) as part of the highway works for this site (to be included within S278 Agreement).
- Layout & Parking Levels – the proposed layout in terms of vehicle use is acceptable i.e. adequate areas for vehicle turning. The manoeuvring areas behind the proposed parking areas are also acceptable (around 6m). The parking levels proposed for the development are to an acceptable standard.
- Cycle parking should be to the appropriate standard i.e. 1 space (Sheffield stand style) per 150m² as well as being secure and sheltered. Ideally shower facilities etc should be provided within the offices to encourage cycling.
- Travel Plan – this will be required

Environment Agency:

- “We are able to withdraw our objection on flood risk grounds subject to conditions. We understand that Cherwell District Council (CDC) would find a layout with all of the buildings located towards the North West of the site, outside of the functional floodplain, unacceptable due to other planning constraints. Provided that CDC maintain this stance, we will accept that some of the buildings may remain in the functional floodplain as shown in the amended layout drawings, subject to extensive mitigation measures.
- As discussed in previous correspondence, our new modelling shows a large

part of this site to be within the functional floodplain, defined by PPS25 as land where water flows or is stored during times of flood. In these areas PPS25 guides developers and Local Planning Authorities (LPAs) to reduce flood risk through the layout and form of development and to relocate existing development elsewhere. We would therefore request in responding to the council that planning officers record our concerns and that these are included in any planning report.”

Relevant Planning Policies

5.1 National Guidance:

- Planning Policy Statement 1 Delivering Sustainable Development (PPS1)
- Planning Policy Statement 4 Planning for Sustainable Economic Growth (PPS4)
- Planning Policy Guidance 13 Transport (PPG13)
- Planning Policy Statement 25 Development and Flood Risk (PPS 25)
- Planning Policy Statement 5 Planning for the Historic Environment (PPS5)

5.2 Regional Spatial Strategy for the South East (The South East Plan) 2009

- Policy RE3: Employment and Land Provision
- Policy CC6: Sustainable Communities and Character of the Environment
- Policy CC7: Infrastructure and Implementation
- Policy BE1: Management for an Urban Renaissance
- Policy BE4: Role of Small Market Towns
- Policy CO1: Core Strategy
- Policy CO2: Economy
- Policy CO5: Transport

5.3 Adopted Cherwell Local Plan November 1996 (ACLPL 1996)

- Policy EMP1: Employment development
- Policy C28: Layout, design and external appearance of new development
- Policy C14: Trees and Landscaping
- Policy TR5: Parking
- Policy TR20-Road Improvements-Skimmingdish Lane

5.4 Non-Statutory Cherwell Local Plan 2011 (NSCLP 2011)

- Policy D1: Urban Design Objectives
- Policy D3: Local Distinctiveness
- Policy D4: Quality of Architecture
- Policy TR11: Parking
- Policy EN1: Conserve/Enhance the Environment
- Policies EN34, EN35: Landscape Character
- Policy EN36: Landscape Enhancement
- Policies EN13/EN14/EN15: Watercourses/Flooding

5.5 The following policy documents are also relevant to the consideration of the application;

- RAF Bicester Conservation Appraisal 2008

- 6.2 The Council had refused permission for four main reasons: flood risk (although this was later withdrawn), loss of allotments, speculative employment on an unallocated development site and unsustainable development outside of the built up limits of Bicester. At the Public Inquiry the Inspector considered the main issue to be whether the proposed employment use outweighed planning policies, adopted and emerging, the need for the development and the loss of allotment land.
- 6.3 The allotment argument quickly fell as they were not protected, and the Inspector considered there to be sufficient provision in the area with no real demand for such use.
- 6.4 The main arguments therefore centred, firstly, on policy; the Inspector felt there was a planning vacuum and that there was no prospect of a comprehensive development, as envisaged in the ACLP 1996, following the designation of RAF Bicester as a Conservation Area, the change in a location of the NSCLP 2011, the move towards developing SW Bicester and an appeal decision to allow residential development at Gavray Drive, a large allocated employment site.
- 6.5 Secondly, with regard to landscape, the Inspector carefully argued that despite the proposal being “an isolated and sporadic form of development” its effect would be “localised and limited”. He felt there was adequate separation to the airfield and its open setting, character and appearance preserved.
- 6.6 And thirdly, on “need”, the opportunity for employment development was severely constrained yet there was a poor ratio between jobs and employment with significant commuting out of Bicester as a result. It was also agreed that the site was a relatively sustainable location.
- 6.7 The Inspector concluded that the proposal, whilst contrary to the countryside protection policies of the ACLP 1996, was acceptable because there was a pressing need for B1 employment land which outweighed all other considerations. Permission was granted subject to a limited number of conditions the most significant of which limited buildings to two storeys and restricted development in the flood zone area. A toucan crossing and travel plan were also required.

Main Issues

- 6.8 As stated above, the site is regarded as a sustainable location and acceptable for B1 development. The main issues are therefore whether the details of the scheme, in particular its design and layout, are acceptable and in compliance with the terms and conditions of the appeal decision.

Layout and Floodplain

- 6.9 An illustrative scheme was submitted with the outline application and formed the basis of the current submission. However, following consultation with the Environment Agency (EA) and a re-modelling exercise, there was a radical shift in position arising from changes to the functional floodplain. In fact, the EA requested all new buildings be relocated to the north-west corner of the site, outside of the functional floodplain, a move resisted by the your officers and the applicant due to the likely impact on RAF Bicester, and an inefficient and unsatisfactory visual form

of development. It was also a view challenged by the applicant's drainage engineers.

- 6.10 A compromise position was sought in which the majority of the new buildings were to be located outside of the functional floodplain together with extensive mitigation measures. Flood storage compensation would be provided by lowering land and creating floodable voids beneath buildings.
- 6.11 As a result, whilst the layout remains very much in line with the outline illustrative scheme, the developable footprint has moved west and north. One building has been completely removed from the eastern part of the site and that land is now set aside to be a landscaped swale and in reality will serve as floodplain.
- 6.12 The architect in the revised scheme has achieved a layout where the proposed office buildings still form an active frontage to Skimmingdish Lane and to the new internal road network, with mirrored buildings tight to the entrance forming visual "gateposts". Parking is provided directly off the internal roads together with cycle/refuse stores, all in accessible locations from the roads and to each of the nine buildings. Cellular storage tanks will be provided under the parking spaces in the functional flood plain.
- 6.13 The buildings will all be designed and laid out in large, individual, landscaped plots. Notwithstanding the site being considered a sustainable location at the appeal, the scheme is clearly heavily designed with car borne traffic in mind. However, a new cycle/footway will be created along the frontage to Skimmingdish Lane which will penetrate the site, with two separate segregated routes into the site for pedestrians and cyclists. The internal roads are shared surfaces.
- 6.14 A deep belt of open space available for landscaping surrounds the site. To the rear it is almost 15 metres deep and to the front almost 20 metres.

Design, Appearance and Scale

- 6.15 The nine buildings have been (re)designed following pre application discussions in which advice given was to keep the form of the building simple, reduce the number of different building's designs, limit the palette of materials, and create strong frontage development particularly at the site entrance where a pair of buildings of the same design reflect each other to create a pair of "gateposts". Overall, as a result, the architect has created a scheme in which the individual buildings are laid out internally to create a courtyard feel although fronting Skimmingdish Lane and the main internal road, in a heavily landscaped setting.
- 6.16 There is a consistency that runs through the buildings arising from their scale, appearance, design themes and facing materials:
- 6.17 In compliance with the outline planning permission the nine B1 buildings are all two storeys in height (approximately 7.5m), albeit with projection for lift housing and roof plant. The latter all have the same curved U shaped roof which is replicated on the cycle/refuse stores and creates an attractive feature. The roofs are all flat save for the roof projection. Each building has a similar main entrance and most have a rotunda to act as a focal feature on the elevations. The buildings at the front also reflect a curved form which aims to respond to the gentle bend of Skimmingdish

Lane.

- 6.18 During the processing of the application and following objection from EA, the scheme has been redesigned, in particular the layout, but also elevationally as the buildings are raised 300mm above the predicted flood level and now have voids beneath for flood water storage. Visually the buildings remain largely of the same appearance although adjustments have been made to the entrances as a result. It is not considered they will have any additional impact on the nearby conservation area, which is approximately 300metres distant to the nearest point and over 1 kilometre to the technical area, and of course, they are still two storeys thus compliant with the condition imposed at appeal.
- 6.19 At the pre-application stage the architect was encouraged to use end stops at the end of vistas. Although this has not really been incorporated into the design, at the centre of the development and highly visible from the entrance is a pole mounted sign with dish which is intended to stop the eye.
- 6.20 The number of facing materials has been reduced and now each building has an elevation with large elements of glazing and either render or terracotta tiling for the walls.
- 6.21 At the appeal Inquiry there was criticism that the development of this site was isolated and sporadic. However, the lack of reference or need to relate to surrounding development has given the architect an opportunity to design a scheme that is reflective of its time and with a flexible internal layout internally and externally for the proposed use.

Other Issues

Highways, Access and Parking

- 6.22 The entrance to the site was created with the construction of Skimmingdish Lane and probably in anticipation of a much larger and more comprehensive development including part of the RAF Bicester flying field in line with the CLP 1996. The access road is 7.5 metres wide but this is scaled down as you enter the site. 2 metre cycle/footways also run alongside the road off the main roundabout spur. The internal access roads are 6 metres wide shared surfaced with strategically placed rumble strips.
- 6.23 Two separate routes for cyclists and pedestrians are created into the site, the one linking to a proposed toucan crossing which the applicant is obligated to provide under condition 9 of the appeal decision.
- 6.24 Parking is broken into groups directly accessed off the internal road network. A total of 189 spaces are provided at a ratio of 1:31 sq m, so slightly below the adopted standard, although this site was considered to be a sustainable location at the appeal. Of these, 18 are designed for use by pwd, 9.5% of the total.
- 6.25 Individual cycle sheds are designed for each unit for use by staff and with entrances from buildings to them. In total, provision is made for 72 bicycles of which 54 are safe, secure and sheltered in the sheds with 18 sheffield stands for visitors.

Landscaping

- 6.26 A comprehensive scheme has been produced, amended during processing of the application, which seeks to screen the development and reduce its visual impact both in general and to RAF Bicester and the conservation area. Comprehensive planting is provided on all boundaries and through the site. Outdoor areas will be created within the landscaped areas for staff.

Conclusion

- 6.27 The principle of development and other major issues such as access were all resolved at appeal. The main obstacle to the approval of reserved matters has been the increased flood risk as a result of the EA remodelling the floodplain during the course of this application. The revised layout and design have overcome their concerns, subject to imposition of conditions. The design, scale, appearance and landscaping of the development is considered acceptable. Parking is at an appropriate level. The character and appearance of the conservation area will be preserved.

7. Recommendation

Approve the reserved matters subject to the following conditions:

- 1 Except where otherwise stipulated by conditions attached to this permission, the development shall be carried out strictly in accordance with the following approved plans:

Location Plan	Drawing no-2354-25
Site Plan	Drawing no-2354-12B
Elevations/Floor Plans-Unit A	Drawing no-2354-13B
Elevations/Floor Plans-Unit B	Drawing no-2354-14B
Elevations/Floor Plans-Unit C1	Drawing no-2354-15B
Elevations/Floor Plans-Unit C2	Drawing no-2354-26
Elevations/Floor Plans-Unit D	Drawing no-2354-16B
Elevations/Floor Plans-Unit E	Drawing no-2354-17B
Elevations/Floor Plans-Unit F	Drawing no-2354-18B
Elevations/Floor Plans-Unit H	Drawing no-2354-27
Elevations/Floor Plans-Unit I	Drawing no-2354-21B

Cycle and Refuse Store	Drawing no-2354-22
Pole Sign	Drawing no-2354-23

Landscape Framework Proposals	0385.1.3
Soft Landscape Proposals	0385.1.4

Schematic Surface Water Drainage Strategy-Drawing 3284.410 Rev B
Floodplain compensation (option 2)-Drawing 3284.502 Rev A

Reason - For the avoidance of doubt, to ensure that the development is carried out

only as approved by the Local Planning Authority, to comply with Policy BE1 of the South East Plan 2009 and to comply with Central Government guidance contained in PPS1: Delivering Sustainable Development.

- 2 That the external walls and roof(s) of the proposed individual buildings shall be constructed in accordance with a schedule of materials and finishes which, together with samples of all facing materials, shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the works hereby approved.

Reason - To ensure the satisfactory appearance of the completed development and to comply with Policy BE1 of the South East Plan 2009 and Policy C28 of the adopted Cherwell Local Plan.

- 3 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 amenity and to comply with policy C28 of the adopted Cherwell Local Plan

- 4 That all planting, seeding or turfing comprised in the approved details of landscaping shall be carried out 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; and that any trees 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 next planting season with others of similar size and species, unless the Local Planning Authority gives written consent for any variation.

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 C4 of the South East Plan 2009 and Policy C28 of the adopted Cherwell Local Plan.

- 5 That, before any part of the development is first occupied the vehicle access via the Skimmingdish Lane Roundabout and the complete internal roads and footpaths network shall be constructed, surfaced, laid and marked out, drained, lit and completed in accordance with specification details to be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development.

Reason - In the interests of highway safety, to ensure a satisfactory standard of construction and layout for the development and to comply with Government advice in PPG13: Transport.

- 6 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 specification details to be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development, 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 PPG13: Transport.

- 7 (i) Before the use commences screened provision for the storage of refuse and recycling facilities shall be made in accordance with details as shown on the approved plans. 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.

(ii) Before the use commences screened provision for the storage of cycles shall be made in accordance with details as shown on the approved plans. Thereafter the facilities shall be retained solely for their intended purpose and cycles shall be placed and stored only in this storage area.

Reason: To protect the amenities of the area, in the interests of sustainability and to encourage the use of cycles, and to accord with policies T5 of the South East Plan 2009 and ENV1 of the adopted Cherwell Local Plan.

- 8 The development permitted by this planning permission shall only be carried out in accordance with the approved Flood Risk Assessment (FRA) comprising:

(i) FRA dated Nov 2009 ref 3284.FRA&DS produced by Stuart Michael Assoc.

(ii) Letter dated 11 Aug from RME Hewitt at Stuart Michael Assoc.

(iii) Letter dated 12 Nov from RME Hewitt at Stuart Michael Associates providing

- micro drainage calculations dated Nov 2010
- drawings: 3284.410 Rev B dated 12 Nov 2010 'Schematic Surface water Drainage Strategy'
- SUDS checklist

(iv) Letter dated 17 Dec from Tim Wood at Stuart Michael Associates providing:

- Drawing 3284.502 Rev A dated 12 Nov 2010 'floodplain compensation (option 2)'
- Floodplain compensation calculations

and the following mitigation measures detailed within the FRA:

1. Limiting the surface water run-off following development to less than greenfield rates as set out in the letter from Stuart Michael Associates dated 11 Aug 2010
2. floodable voids will be utilised under the buildings to ensure that flood flows are not obstructed and Provision of compensatory flood storage on / or in the vicinity of the site to a 1 in 100 year plus climate change standard as set out in the letter from Stuart Michael Associates dated 17 Dec 2010

3. Finished floor levels are set no lower than 70.075 m above Ordnance Datum (AOD) as set out in the letter dated 11 August 2010

Reasons: To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site, to prevent flooding elsewhere by ensuring that compensatory storage of flood water is provided and to reduce the risk of flooding to the proposed development and future occupants.

- 9 No development approved by this planning permission shall take place until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details.

The scheme shall also include:

- Details of how the scheme shall be maintained and managed after completion
- Greenroofs on all buildings, use of porous paving as shown on drainage plan 3284.410 Rev B
- Limiting the surface water run-off following development to less than greenfield rates as set out in the letter from Stuart Michael Associates dated 11 Aug 2010

Reason: To prevent the increased risk of flooding, to improve and protect water quality, improve habitat and amenity, and ensure future maintenance.

PLANNING NOTES

Attention is drawn to the conditions imposed on the "outline" permission 05/01563/OUT granted on appeal by letter dated 19th March 2007 which should be read together with this approval. Any outstanding requirement of the conditions to submit details for approval by the Local Planning Authority should be particularly noted.

Highways:

The highway works within the site to be adopted by the Local Highway Authority (LHA) will require a S38 Legal Agreement between the developer & the LHA, off site highway works will be within a S278 Agreement.

If the permission hereby given requires work within the public highway, the applicant is advised that he/she should not commence such work before formal consent is secured from the Highway Authority by way of either (a) a Section 184 Highways Act 1980 notice, or (b) the completion of a formal agreement between the applicant and the Highway Authority. Details of the form of both a) and b) above may be obtained direct from Oxfordshire County Council, the Highway Authority on Tel. (01865) 844300.

Informative on behalf of the Environment Agency:

"Our new modelling shows a large part of this site to be within the functional floodplain, defined by PPS25 as land where water flows or is stored during times of flood. In these areas PPS25 guides developers and Local Planning Authorities (LPAs) to reduce flood risk through the layout and form of development and to relocate existing development elsewhere.

With the above in mind and considering the outline planning permission for this development, our initial minimum requirement for the layout submitted with reserved matters application was for all of the buildings to be located outside the functional floodplain. From the outset we acknowledged that a large proportion of the built footprint would remain within the 1 in 100 year flood extent with an allowance for climate change (the design flood event).

In a meeting dated 15 July 2010, we agreed that flood storage compensation would be provided for losses of open flood storage by lowering available land on the site or near to it. This is to ensure that the buildings do not displace flood waters onto other areas during flood events, worsening flood risk to others.

In addition to flood storage compensation, we agreed that floodable voids would be provided beneath the buildings to minimise the any obstruction of flood flows. We do not find floodable voids alone to be sufficient to mitigate for lost flood storage due to the tendency for voids to become blocked over the lifetime of developments and cease to function as designed."

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 principle of development and other major issues such as access were all resolved at appeal. The revised layout and design have overcome issues of flood risk, subject to imposition of conditions. The design, scale, appearance and landscaping of the development is considered acceptable. Parking is at an appropriate level. The character and appearance of the conservation area will be preserved.

As such the proposal is in accordance with Policies RE3, BE1, CO1, CO2 and CO5 of the South East Plan 2009, EMP1 and C28 of the adopted Cherwell Local Plan and policies D1, D3, D4, TR11, EN1, EN34, EN35, EN36, EN13, EN14 and EN15 the non-statutory Cherwell Local Plan.

For the reasons given above and having regard to all other matters raised, the Council considers that the application should be approved and planning permission granted subject to appropriate conditions, as set out above.

CONTACT OFFICER: Andrew Lewis

TELEPHONE NO: 01295 221813