

**Case Officer:** Carlos Chikwamba

**Applicant:** Tritax Symmetry Bicester 3 Ltd

**Proposal:** The erection of two Use Class B8 floorspace units (with ancillary office floorspace (Use Class E(G(i))) with associated infrastructure including: a building for the use as an energy centre (details of the energy generation reserved for future approval); loading bays; service yards; external plant; bin stores, vehicle parking (HGV, lorry, car and motorcycle); cycle parking, amenity areas, landscaping including permanent landscaped mounds; sustainable drainage details. Demolition of three vacant agricultural building (and two smaller structures) to the northeast corner of the site. Access from the existing Symmetry Park estate road.

**Ward:** Launton And Otmoor

**Councillors:** Cllr Gemma Coton, Cllr Julian Nedelcu, Cllr Alisa Russell

**Reason for** Major development

**Referral:**

**Expiry Date:** 22 May 2025

**Committee Date:** 15 May 2025

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**SUMMARY RECOMMENDATION: GRANT PERMISSION SUBJECT TO  
CONDITIONS/AND SUBJECT TO A S106 LEGAL AGREEMENT**

**MAIN REPORT**

**1. APPLICATION SITE AND LOCALITY**

- 1.1. The application site is an undeveloped rectangular piece of open arable land measuring approximately 7ha in size. The site is predominantly flat with a gentle upward slope south to north. There are three vacant agricultural buildings and two smaller ancillary structures in the north-east corner of the site.
- 1.2. The site is located immediately north of the A41 main road to the southeast of Bicester town centre and due to its location along this main road, the site forms a gateway into Bicester.
- 1.3. The site's western boundary abuts with the Symmetry Park development, which is an employment site comprising B8 units which therefore relates to the proposed B8 use under this current proposal. Symmetry Park forms part of the wider residential led mixed use Southeast Bicester (Bicester 12) allocation in the currently adopted Cherwell Local Plan 2015.
- 1.4. The wider Bicester 12 development is located beyond Symmetry Park to the north-west of the application Site. As already mentioned Bicester 12 has a Local Plan allocation for a mixed-use development and it also has outline planning permission with all matters reserved apart from access for residential development including up

to 1,500 dwellings, up to 7ha of employment land for B1 and/ or B8 uses, a local centre with retail and community use to include A1 and/ or A2 and/ or A3 and/ or A4 and/ or A5 and/ or D1 and/ or D2 and/ or B1, up to a 3 Form Entry Primary School, drainage works including engineering operations to re-profile the land and primary access points from the A41 and A4421, pedestrian and cycle access, circulation routes, related highway works; car parking; public open space and green infrastructure and sustainable drainage systems (ref. 16/01268/OUT) approved on 20 May 2022.

- 1.5. To the east of the site is agricultural land and a number of small businesses, in particular Bicester Caravan and Leisure and L C Hughes Metal Recycling & Car Breakers which are both adjacent to the Site.
- 1.6. There are no residential properties in the site's immediate vicinity.

## **2. CONSTRAINTS**

- 2.1. The application site is within the red impact zone of great crested newts.
- 2.2. The nearest statutory ecological designated site is Arcott Bridge Meadows Site of Special Scientific Interest (SSSI) located just over 2.5km to the southeast of the Site.
- 2.3. There are 6 Local Wildlife Sites (LWS) and a single Woodland Trust Reserve (WTR) within 2km of the Site.
- 2.4. The nearest non-statutory designated wildlife site, Meadows NW of Blackthorn Hill Local Wildlife Site, is approximately 500m to the north. The River Ray Conservation Target Area is also located to the north.
- 2.5. There are no designated heritage assets on site, but the site is within proximity of several listed buildings (not within 100m of site) and the scheduled monument of Wretchwick deserted medieval village 0.5km to the northwest of the Site.
- 2.6. Blackthorn windmill which is listed is at least 450m southeast of the site.
- 2.7. There is a bridleway approximately 235m east of the site.

## **3. DESCRIPTION OF PROPOSED DEVELOPMENT**

- 3.1. The proposed development relates to the erection of two Use Class B8 units, with a total floorspace of 25,856sqm (GEA).
- 3.2. The proposal also includes ancillary office floorspace (Use Class E(G(i))) together with associated infrastructure.
- 3.3. The associated infrastructure includes a building/enclosure for the use as an energy centre, loading bays; service yards; external plant; bin stores, vehicle parking (HGV, lorry, car and motorcycle); cycle parking, amenity areas, landscaping including permanent landscaped mounds; sustainable drainage details.
- 3.4. The proposed also includes the demolition of three vacant agricultural building (and two smaller structures) to the northeast corner of the site.
- 3.5. Access to the site will be gained via the existing Symmetry Park estate road.
- 3.6. There is also an emergency access proposed along the Bicester Caravan and Leisure dealership access road for which entry is gained via A41.

- 3.7. It's also worth noting that the site is a proposed allocation in the Cherwell Local Plan Review 2042 (Reg 19) Proposed Submission Plan as an employment site and extension to existing Symmetry Park at Bicester. The allocation is for employment uses E(g)(i)/(ii)/(iii)/B2/B8 floorspace, which aligns with the proposed uses under the current development.

#### 4. RELEVANT PLANNING HISTORY

##### 4.1.

Application Ref.	Proposal	Decision
15/02316/OUT	Outline - Proposed development of up to 69,677sqm (750,000 sq feet) of logistics floorspace, within Class B8 of the Town and Country Planning use classes order of 1987, with ancillary Class B1(A) Offices, together with associated site infrastructure including lorry parking, landscaping and sustainable drainage with details of means of access included for approval.	Appeal lodged against non-determination but later withdrawn
16/00861/HYBRID	HYBRID – full planning permission for 18,394 sqm of logistics floor space within Class B*, access to A41 and outline planning permission for up to 44,314 sqm of logistics floor space within B8.	Application permitted
18/00091/F	Full planning permission for 14,200sqm of logistics floor space within class B8, including ancillary B1(a) offices (929sqm), erection of security gatehouse, security fence, sprinkler tank and pump house, with an access road and associated site infrastructure including external service yard, lorry parking, landscaping, amenity open space including 10m green corridor with 3m foot path and cycle link to wider Bicester 12 and storm water drainage infrastructure and private sewage treatment plant	Application permitted
19/00388/F	Full Planning Permission for 29,350 sqm of logistics floor space, within class B8 of the Town and Country Planning Use Classes Order 1987, including ancillary class B1 (a) offices (1,688 sqm), erection of security gatehouse (26 sqm), security fence, sprinkler tank and pump house, accessed from the existing Symmetry Park estate road, associated site infrastructure including external service yard, lorry parking, landscaping, amenity open space including	Application permitted

	10m green corridor with 3m foot path and cycle link to wider Bicester 12 and storm water drainage infrastructure and private sewage treatment plant.	
20/00530/F	Full planning application for 4,635sq. m of logistics floor space, within Class B8, including ancillary Class B1 (a) office, (592sq.m), a customer collection facility (112 sq.m), staff mess pod (142 sq.m), and associated infrastructure including external service yard, lorry, van and staff car parking, re-fuelling facility, fencing, landscaping, storm water drainage and private sewage treatment plant	Application permitted

## 5. PRE-APPLICATION DISCUSSIONS

- 5.1. No pre-application discussions have taken place with regard to this proposal. However, a pre-app was submitted to relating to a different scheme.

## 6. RESPONSE TO PUBLICITY

- 6.1. This application has been publicised by way of several site notices erected around the immediate surrounding areas around the site, on 23 December 2024. The final date for comments was **23 January 2025**, although comments received after this date and before finalising this report have also been considered.
- 6.2. No comments have been raised by third parties, except for a letter of support from a representative of the L C Hughes Metal Recycling & Car Breakers business adjacent to the site.

## 7. RESPONSE TO CONSULTATION

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

### 7.2. Bicester Town Council;

Concerns over;

- Impact of additional commercial vehicle access on A41
- Rodney House Roundabout
- Increase in acreage of PV panels

### 7.3. Ambrosden Parish Council;

Comments related to conditions for cycle path improvements between Symmetry Park and Rodney House roundabout. Appropriate mitigation for flood risk, inadequate information on the traffic generated by the scheme and conditions to ensure

Biodiversity is appropriately achieved. Lastly, conditions to ensure that noise, dust smells and debris are adequately mitigated during the scheme's construction phase and that works occur at the appropriate times were highlighted.

7.4. OCC Archaeology:

No objection subject to Archaeological Written Scheme of Investigation pre-commencement conditions

7.5. OCC LLFA:

Initial objection raised due to inadequate details related to surface water catchment and surface flood exceedance plans, management of SUDS, SUDS calculations and drainage infrastructure and consent from relevant party to discharge surface water.

The applicant provided the additional information required to address the LLFA's concerns. The LLFA were reconsulted to review the additional information provided and offered no objections subject to compliance and implementation conditions.

7.6. OCC Highways:

Initial objection due to the applicant's failure to demonstrate adequate visibility splays can be achieved from the Bicester Caravan and Leisure site access with the A41. Highways also requested that tactile dropped kerb crossing points should be provided throughout the site at appropriate crossing locations to enable pedestrians and cyclists to access the active travel infrastructure in and around the proposed units.

Further information was provided by the applicant in regard to the visibility splays and an amended layout was also submitted to show tactile dropped kerb crossings within the site. Upon re-consultation Highways offered no objections to the scheme subject to planning obligations to the following elements;

A41 Active Travel Corridor Improvement Scheme – £80,575.

Public Transport Services – £83,241.26.

Travel Plan Monitoring – £6,530.

Furthermore, conditions were recommended in regard to a Construction Traffic Management Plan (CTMP), Parking Scheme, Travel Plan and Last Mile Movements.

7.7. CDC Legal Right of Way Officer:

No objection.

7.8. TVP Designing out crime officer:

No objections. However, hostile vehicle measures were recommended to mitigate against unauthorised entry and raid exits.

7.9. CDC Environment Protection:

No objections subject to conditions related to lighting, contaminated land, noise and air quality.

7.10. CDC Planning Policy:

No objections

7.11. CDC Economic Growth;

No objections

7.12. Environment Agency;

No objections.

7.13. Thames Water;

No objections subject to a condition related to the development's construction details relative to the strategic water main in proximity of the site.

7.14. BBOWT;

Objection to the application based on the following;

- Application does not provide adequate evidence of a net gain in biodiversity
- The importance of a net gain in biodiversity being in perpetuity
- Potential impact on Meadow Northwest of Blackthorn Hill Local Wildlife Site
- Loss of ridge and furrow grassland
- Buffer zones and management of hedgerows in order to achieve biodiversity net gain
- Insufficient evidence that populations of farmland bird species will be maintained, contrary to the NPPF, Cherwell Local Plan, and the Conservation of Habitats and Species Regulations 2017 (as amended).
- The proposed development does not achieve the aims of the Ray Conservation Target area

7.15. CDC Ecology;

Initial objections were based on the lack of adequate information in relation to the development's impact to farmland birds and protected species (in particular Great Crested Newts (GCNs)). Loss of priority habitats and inadequate BNG provisions. Further information was also required on the proposal's impact to the adjacent Ray CTA and LWS. Lastly, issues raised due to loss of ridge and furrow grass land.

The applicant provided further information in to the form of an Ecology response and BNG note, metric and Ray CTA briefing note. They also outlined their intention to obtain a district licence from Nature Space to mitigate the development's harm to GCNs.

Ecology were reconsulted in regard to the latest additional supporting documents and clarity on GCN mitigation strategy. They offered no objections to the scheme subject to relevant conditions.

7.16. CDC Arboriculture

After clarity on several elements in regard to the development's encroachment into the RPA of the trees proposed for retention was provided, no objections were proposed subject to an Arboricultural Method Statement pre-commencement condition.

#### 7.17. CDC Landscape

No objections, however, concerns raised over the proposed landscaping's prospects of reaching full maturity to visually mitigate and screen the development. Conditions related to the maintenance and retention of proposed and existing planting recommended.

#### 7.18. Nature Space:

Objection initially based on the lack of adequate information to demonstrate that the development would not cause harm to GCNs. However, the applicant agreed to enter into a District Licence Scheme with Nature space to mitigate the development's potential harm on great crested newts and ensure that all measures necessary regarding great crested newt compensation have been appropriately dealt with.

Nature space has confirmed that a report and plan has been prepared for the applicant to submit to the local planning authority, therefore, removing their objection subject to several pre-commencement conditions, which will need to be recommended.

### **8. RELEVANT PLANNING POLICY AND GUIDANCE**

- 8.1. Planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise.
- 8.2. The Cherwell Local Plan 2011-2031 - Part 1 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. The relevant planning policies of Cherwell District's statutory Development Plan are set out below:

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

- SLE1 - Employment Development
- SLE2 - Securing Dynamic Town Centres
- SLE4 - Improved Transport and Connections
- 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
- ESD10 - Protection and Enhancement of Biodiversity and the Natural Environment
- ESD13 - Local Landscape Protection and Enhancement
- ESD15 - The Character of the Built Environment
- ESD17 - Green Infrastructure
- Bicester 12 - South East Bicester
- INF1 - Infrastructure

#### CHERWELL LOCAL PLAN 1996 SAVED POLICIES (CLP 1996)

- C8 - Sporadic development in the open countryside
- C28 - Layout, design and external appearance of new development
- ENV1 - Development likely to cause detrimental levels of pollution
- ENV12 - Development on contaminated land

#### Other material planning considerations

- National Planning Policy Framework (NPPF)
- Planning Practice Guidance (PPG)
- National Design Guide
- SPD Developer Contributions
- EU Habitats Directive
- Natural Environment and Rural Communities Act 2006
- Conservation of Habitats and Species Regulations 2017
- Circular 06/2005 (Biodiversity and Geological Conservation)
- Cherwell Design Guide (2018)
- Cherwell Local Plan Review 2042 – Proposed Submission (Regulation 19) version, particularly proposed policy BIC E5

## 9. APPRAISAL

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

- Principle of development
- Transport and Highways
- Landscape and Arboriculture
- Design, and impact on the character of the area
- Ecology and Biodiversity
- Energy Efficiency and Sustainability
- Flooding and Drainage
- Heritage impact
- Environmental impacts
- Other material considerations
- Planning Obligations
- Conclusion and planning balance

### Principle of Development

#### Policy Context

- 9.2. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that any application for planning permission must be determined in accordance with the Development Plan unless material considerations indicate otherwise.
- 9.3. The Development Plan for Cherwell includes the Cherwell Local Plan 2011-2031 (adopted in July 2015), the saved policies of the Cherwell Local Plan 1996 and a number of adopted Neighbourhood Plans.
- 9.4. As mentioned before, the development abuts the existing Symmetry Park employment site, which forms part of the existing Bicester 12 allocated site 'Southeast Bicester'. This is allocated as a mixed use site for employment and residential development to the east of the ring road, southeast of Bicester and it identifies an area of approximately 40ha for employment uses within use classes B1, B2 and B8 (primarily B8 uses).



- 9.5. The proposed development relates to a commercial development falling within use class B8 in accordance with the aspirations of Policy Bicester 12. However, whilst it is closely related to the Bicester 12 allocation, the application site lies outside of the boundary of the policy allocation and as such the proposed development is not consistent with local plan policy.
- 9.6. Officers note that the site is a proposed allocation within the Council's Regulation 19 Draft Local Plan (published for consultation in December 2024), identified as Policy BIC E5 - Land adjacent to Symmetry Park, allocated for a mix of B2 and B8 and E(g) i/ii/iii uses, which aligns with the B8 use under the current proposed development. Since the draft local plan is only at Reg 19 stage, it carries limited weight in determining proposals. However, it is clear that this site has been considered to be a natural extension to the adjacent Symmetry Park development by virtue of its proximity to this employment site and proposed uses.
- 9.7. Based on the above, the scheme will be assessed under Policy SLE1 of the CLP which seeks to focus employment development in the existing urban areas within the built-up limits of settlements or on allocated sites, to guide sustainable growth and reduce out commuting. Where sites are proposed within rural areas or on non-allocated sites, a set of criteria are provided for consideration.
- 9.8. Policy SLE1 states that

*'Unless exceptional circumstances are demonstrated, employment development in the rural areas should be located within or on the edge of those villages in Category A (see Policy Villages 1).*

*New employment proposals within rural areas on non-allocated sites will be supported if they meet the following criteria:*

- a. They will be outside of the Green Belt, unless very special circumstances can be demonstrated.*
- b. Sufficient justification is provided to demonstrate why the development should be located in the rural area on a non-allocated site.*
- c. They will be designed to very high standards using sustainable construction and be of an appropriate scale and respect the character of villages and the surroundings.*
- d. They will be small scale unless it can be demonstrated that there will be no significant adverse impacts on the character of a village or surrounding environment.*
- e. The proposal and any associated employment activities can be carried out without undue detriment to residential amenity, the highway network, village character and its setting, the appearance and character of the landscape and the environment generally including on any designated buildings or features (or on any non-designated buildings or features of local importance).*
- f. 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.*
- g. There are no suitable available plots or premises within existing nearby employment sites in the rural areas.'*

- 9.9. The proposed development is required to demonstrate exceptional circumstances together with an assessment against the criteria above. Parts a, b, and f will be considered under the '*principle of development*' section together with any other material considerations which contribute to the demonstration of exceptional circumstances.
- 9.10. The remaining parts of this part of the Policy SLE1 (c, d, e, and g) will be assessed in relevant considerations and sections they directly relate to later on in the report.

#### Assessment

- 9.11. The development site is not located within the Green Belt, therefore, meets part of (a) of the policy.
- 9.12. In terms of part (b) of the policy, the applicant has provided supporting information and evidence to demonstrate why the development should be located in the rural area on a non-allocated site, as detailed below;

#### *Need for Logistics Floorspace*

- 9.13. The submitted planning statement refers to several national policy and guidance extracts related to the need for land for logistics floorspace (proposed B8 use) in the interests of UK and regional growth. In particular paragraph 85 (b) of the NPPF (2024) outlines that;

*'Planning policies and decisions should recognise and address the specific locational requirements of different sectors. This includes making provision for... b) storage and distribution operations at a variety of scales and in suitably accessible locations, that allow for the efficient and reliable handling of goods, especially where this is needed to support the supply chain, transport innovation and decarbonisation.'*

- 9.14. Further to the above, paragraph 3.152 of the Reg 19 Draft Local Plan states that Cherwell's employment evidence outlines a need for around 280 ha of employment land over the plan period of 2021 to 2042. This figure accounts for the potential contribution existing allocated sites would make and the additional need within the Draft Local Plan period. Paragraph 3.153 recognises additional sites amounting to 97.5ha of employment land (between B2, B8 and E(g) use classes) informed by an employment land review (October 2022). The proposed development site forms part of the new sites recognised. Officers acknowledge that the Reg 19 plan is afforded limited weight at this stage however, the evidence above clearly outlines the need for employment land that aligns with the proposed use under the current development.

#### *Locational suitability of development*

- 9.15. In regard to the location of employment development, paragraph 5.13 of the draft local plan outlines that Cherwell's updated employment evidence identifies Bicester as one of the most suitable location for accommodating identified employment needs to 2042 and there is an intention to continue new sites in Bicester, including providing a high quality employment corridor into the town along the A41. The existing adjacent symmetry park development already provides accessibility of a high quality employment corridor into Bicester town centre, along the strategic A41 road network. Therefore, the proposed development's extension of Symmetry Park aligns with the consolidation of this existing high quality employment corridor into the town along the A41, which is echoed in the Reg 19 plan.
- 9.16. Symmetry Park itself is in close proximity to Bicester. Furthermore, the site will also be close to the future residential development that will come forward under the

approved Bicester 12 allocation and several other housing developments coming forward in areas of close proximity to the site i.e. Ambrosden, all which currently have or have future planned cycle/walking infrastructure and bus links to the site. Therefore, the new development will be easily accessed by its future employees and visitors by various modes of transportation.

- 9.17. Further to the above, the proposal will widen the modal scope of transportation to the site by virtue of the active travel contributions the development is due to secure which will enhance the substandard walking and cycling facilities along a stretch of the A41 directly related to the development. Lastly, the site is also served well by public transportation that link the site to Bicester and beyond and a further contribution is also due to be secured to maintain and improve the operation of bus services serving Bicester.
- 9.18. Therefore, the proposal will facilitate modal shifts away from an overreliance on private car use and contribute to a reduction in greenhouse gas emissions, in alignment with Policy SLE 1 (g) (this part will be further covered in the Transport and Highways Section) and SLE 4 of the CLP and paragraph 85 of the NPPF (2024), which encourages storage and distribution operations (B8 uses) in suitably accessible locations.

*Job creation and Economic benefits.*

- 9.19. At this stage the end user of the units is unknown. However, the proposed development's floorspace of 25,856 sqm is anticipated to generate between 272 (National distribution centre) – 355 jobs (Regional distribution centre) as per the employment density guide and matrix for B8 Storage and Distribution. Furthermore, the development will also contribute to the creation of jobs during the construction phase of the development, which are estimated at around 80 jobs over the phase of construction as indicated within the planning statement.
- 9.20. Further to the above, under approved application ref; 20/00530/F for the DPD development which was for an unallocated site which now forms part of Symmetry Park, Officers acknowledged that due to site constraints (flooding and heritage matters), the aspired 3000 jobs by the Policy Bicester 12 allocation for B1, B2 and B8, would be reduced by approximately 40%. Therefore, part of the justification in accepting the principle of this development on an unallocated site was its provision of further jobs to address this deficit in the job creation earmarked by Policy Bicester 12.
- 9.21. The DPD proposal was for about 4,635 sqm of primarily B8 use, therefore, the additional jobs created would have been a marginal contribution to plug the above deficit. In contrast, the current development proposes over 25,000 sqm of B8 use, which would equate to greater number of jobs created relative to the DPD development. Therefore, providing a significant number of jobs to make up for the 40% deficit of jobs intended for the Bicester 12 allocation (noting that the proposed BIC E1 policy does not specify target job creation numbers). Officers, consider this to be a significant benefit in meeting the Policy aspirations for the Bicester 12 allocation. Lastly, the planning statement outlines that the operational phase of the development will generate additional income to the economy, along with the business rates the use will generate.
- 9.22. In regard to part (g) of Policy SLE 1 and the unsuitability of available plots within existing nearby employment sites in the rural area, the applicant demonstrated this by considering allocated sites in the CLP 2015 in a table under paragraph 6.49 of the planning statement, the table extract is replicated below;

Policy	Site	Comment
Bicester (BIC1)	Bicester Planning Policy Northwest Bicester Eco-Town	<p>Marketing name: Axis 9, Bicester</p> <p>Developer: Albion Land</p> <p>Site area:10ha.</p> <p>The site is fully developed and let. There is no available land on this site.</p>
Bicester (BIC2)	Graven Hill	<p>The employment land extends to 26ha.</p> <p>There has been no marketing information produced to advertise any future development in the near term, and it is understood that there are no current development plans in the near term, and it is not currently available.</p>
Bicester (BIC4)	Bicester Business Park / Bicester Arc	<p>Site Area: 29.5ha.</p> <p>No available supply for B8.</p> <p>Now known as Bicester Office Park. The site is allocated for offices and therefore not allocated for B8 uses. The planning permission ref. 17/02534/OUT has secured 13. ha for development for B1a (offices) (now Use Class Eg)i)ii)iii)). However, subsequent discharging of condition permission ref. 24/00030/DISC confirms that a further 4ha of this has been used for landscape and ecological management to the east of the built form.</p> <p>Further to this, permission ref. 12/01193/F confirms that the circa 6.3ha parcel in the northwest corner of the allocation has been developed for Tesco superstore. Finally, permission ref. 15/00082/F confirms that the circa 3ha parcel in the northeast corner is a balancing pond, serving the Bicester Village development north of the site.</p> <p>Therefore, of the Bicester 4 allocation, just 0.9ha remains in the southwest corner of the site. This is not large enough to accommodate this proposal.</p>
Bicester (BIC10)	Bicester Gateway/Catalyst Bicester	<p>The site area is 18ha.</p> <p>Use class B1 Business Uses. High tech knowledge industries.</p> <p>No available supply of B8 space.</p> <p>The site is already the majority developed by Albion Land.</p>

Bicester (BIC11)	Employment Land at Northeast Bicester	The site is known as Link 9 and is fully built out with no available allocated employment land.
Bicester (BIC12)	Southeast Bicester	23.15ha of employment land - 6.66ha available as part of the consented Wretchwick Green site and 16.49ha that forms the Symmetry Park logistics park. Symmetry Park has now all been built out. The remaining employment undeveloped land within Wretchwick Green, comprises 7 ha consented B1 (now Use Class E.g.i)ii)iii)) or B8 land (ref. 16/01268/OUT) approved on 20 May 2022. The approved parameter plans show this employment land being accessed via a new road off the A41 which then goes through residential land which would not be ideal for the B8 uses proposed. There is also no confirmation/indication of the timing of the delivery of this scheme.
Banbury (BAN6)	Banbury 6: Employment Land West of the M40	Also known as CM40, the employment land has now been fully built and let to occupiers including Pro Drive and Arrival. The remaining 10.3ha of undeveloped land within the allocation is located within Flood Zone 3b where development is precluded. This land has been reserved for biodiversity mitigation for the adjoining development located within South Northamptonshire Council.
Banbury (BAN15)	Employment Land Northeast of Junction 11	<p>This strategic site to the east of the M40 extends to 13ha and is allocated for mixed employment use. Planning permission was approved in July 2020 for commercial development (19/00128/HYBRID) for up to 33,110sqm of flexible Use Class B2, B8 and ancillary office (Full for up to 2 units) and up to 16,890qm of flexible Use Class B2, B8 and ancillary B1 office (Outline Planning Permission for up to 2 units).</p> <p>3 units have now been completed (1 let, and strong interest in the remaining units of 217,000 sq ft and 180,000 sq ft which are both larger than the units proposed and cater for a Banbury rather than Bicester market). There is no available remaining land.</p>
Villages 5	Former RAF Upper Heyford	<p>Employment on the allocation will be provided by the retention of the existing buildings already in commercial use. These include buildings on the historic airfield that lies within a Conservation Area and would not be appropriate for re-use/demolition for the proposals in addition to being too small to accommodate the proposals.</p> <p>The allocation includes a further 13.4ha of employment land.</p> <p>New large B8 proposals would not be considered compatible with Heritage/Conservation Area.</p>

- 9.23. Officers are satisfied that the strategic sites outlined in the table above are not suitable for this development due to other uses already being committed on these sites, existing built development, inadequate site area to accommodate the development and site constraints. Furthermore, the development site as already mentioned constitutes a natural extension to the existing Symmetry Park development, extending an existing high quality employment along a strategic transport corridor - the A41 into Bicester. Therefore, providing a prime opportunity for the development's employment needs to be adequately met.

### *Conclusion*

- 9.24. Officers acknowledge that the proposed development falls outside of the Policy Bicester 12 allocation boundary. However, it is deemed that the proposed development at this site is well related to the Bicester 12 allocation and would assist in achieving the wider economic and employment objectives of the development plan. The application site forms a logical extension to the existing Symmetry Park development to accommodate this demand.
- 9.25. The site is located within a sustainable location close to Bicester town centre and other surrounding areas that have future development coming forward, it is also well linked to these nearby areas by various modes of sustainable transportation (existing and planned for) which the development will also enhance via financial contributions to be secured for the scheme.
- 9.26. The development also comes with benefits to the local and national economy during its operational phase. This includes that there will be a significant number of jobs created by the development, which will plug the deficit of jobs intended for the Policy Bicester 12 allocation, therefore, enhancing the current local plan's employment strategy and delivery of allocated employment sites within the district.
- 9.27. Satisfactory justification has been provided to discount the other allocated strategic sites and Officers consider that the development's location next to an existing employment site and within a corridor of high quality employment and transport strategic links weighs in favour of the development's location, which is further strengthened by the job creation to facilitate the aspirations of Policy Bicester 12 outlined above.
- 9.28. It is also worth noting that the planning history in relation to the immediate area includes permission for the DPD (Symmetry Park Phase 2) development under application ref; 20/00530/F. This permission was an extension to the Symmetry Park development for which the site did not form part of the Bicester 12 allocation, but the principle of this development was justified through the benefits arising from that scheme and material planning considerations. The identified benefits and material considerations were similar to the above assessment of the current proposed scheme.
- 9.29. Based on the above, Officers consider that the development accords with the relevant parts of Policy SLE1 and exceptional circumstances have been demonstrated such that the principle of the development is considered acceptable. Whilst the application site lies outside of the policy Bicester 12 allocation, it is considered that the proposal would achieve a cohesive development of this area in accordance with the wider objectives of the Local Plan
- 9.30. As already mentioned, the other parts of policy SLE1 will be addressed in the relevant sections of the report, together with all the other national and local plan policies relevant to the development to establish its overall acceptability and compliance with the development plan.

## **Transport and Highways**

### Policy Context

- 9.31. Policy SLE4 of the CLP 2031 Part 1 requires that new developments maximise opportunities for access to sustainable modes of travel and seeks improvements to the highway network to mitigate significant adverse impacts of traffic generation resulting from new development.
- 9.32. Policy Bicester 12 of the CLP 2031 Part 1 requires that development is well integrated, with improved sustainable connections between the existing development and new development on the site. It requires that new footpaths and cycleways should be provided for that link to existing networks in the wider area.

### Assessment

#### *Access and Parking*

- 9.33. The development will be accessed via the existing Symmetry Park junction onto the A41. This junction has been in operational use over the last several years since the occupation of the existing units at Symmetry Park, therefore, it is considered safe and suitable to serve the development proposed. The internal estate road within the park will provide access directly into the site's service yard and staff and customer car parking areas. There is also a secondary emergency vehicular access proposed onto a private road which serves the Bicester Caravan and Leisure site, which is accessed off the A41.
- 9.34. OCC Highways initially raised concerns about this secondary access as it falls outside the application site boundary. Therefore, it needed to be demonstrated that the applicant has a right of access to use this private road. Furthermore, Highways raised concerns over inadequate visibility splays along the Bicester Caravan and Leisure site access with the A41.
- 9.35. The applicant provided the title register for the site and a solicitor's letter which both confirm that the site has the benefit for the rights to connect into and use the adjacent access road. Furthermore, the applicant demonstrated via an additional plan that the required visibility splays of 2.4m x 160m in both directions from this junction with the A41 can be achieved relative to the secondary access.
- 9.36. It is important to note this access is not required to make the development acceptable in planning terms but it is instead an overprovision by the applicant to provide an additional access in the event of an emergency when the main access is not available/not in use.
- 9.37. In terms of pedestrian and cycle access, there are already existing shared pedestrian and cycle paths within Symmetry Park which link to the shared path on the northern side of the A41 to the west of the site. The development proposes to link the proposed units with this existing infrastructure in Symmetry Park via a path which is approximately 3m wide. Highways also requested that tactile dropped kerb crossing points should be provided throughout the site at appropriate crossing locations to enable pedestrians and cyclists to access the active travel infrastructure in and around the proposed units. An amended layout was submitted to show these tactile dropped kerb crossings.
- 9.38. A total of 169 parking spaces have been proposed for the development, including 10 disabled parking spaces. Furthermore, in line with the standards 25% of the car parking spaces (42) will be provided with an EV charging point.

- 9.39. The proposed provision is however an estimated 50% more spaces than required by the OCC parking standards. The applicant has justified this overprovision due to the unknown nature of the end user for the units, therefore, parking demands may vary depending on the nature of the operator/size of workforce/shift patterns. This overprovision has also been informed by a review of the parking ratio at the existing Symmetry Park units, which concludes that the proposed level of parking provision provides consistency with the existing units.
- 9.40. Within their consultation response Highways accepts the above rationale and the consistency with existing parking provisions for the units at Symmetry Park. They also note that this parking overprovision further necessitates the need for alternative sustainable modes of travel to the site. Therefore, the proposal will contribute to the improvement of existing sustainable travel modes to the site as touched on later on in this section, which to a great extent mitigates the overprovision of parking and overreliance on private car to travel to the resultant development site.
- 9.41. In terms of cycle parking, the submitted site layout plan outlines indicative locations for cycle storage spaces on site. OCC adopted cycle parking standards for a B8 use outline that 1 space is required per 250sqm for staff and 1 space per 500 sqm for visitors. The site layout plan illustrates that the proposed cycle parking spaces for both units will amount to 156 spaces (104 staff and 52 visitor spaces) which is line with the OCC cycle parking standards.
- 9.42. The site layout plan, however, only highlights one small area for cycle parking facilities for each unit. Officers are not confident that this will be enough to accommodate the number of spaces proposed. Therefore, this will be either conditioned for submission at a later date or more information will be requested for submission before the application is determined to highlight that the cycle parking facilities outlined in the site layout plan can accommodate the number of spaces proposed.

#### *Highway Impact and traffic generation*

- 9.43. The applicant submitted a transport statement to support the scheme. The traffic surveys undertaken were based on the trip rates for the existing Bentley Systems, Medline Services and DP World units within Symmetry Park, which were deemed to be the most representative of a typical B8 use, proposed under the current development.
- 9.44. The surveys concluded that the proposed development would generate approximately 30 vehicle movements (two-way) in the AM peak hour and 21 vehicle movements (two-way) in the PM peak. The resultant traffic generation was then distributed onto the network. An operational assessment of the Symmetry Park junction with the A41 was undertaken for the future year 2029 (5 years after opening). The assessment showed that the junction would continue to operate with minimal queueing and delay with the addition of the development traffic.
- 9.45. It is noted that the traffic impact assessment assumes that the site will operate as a typical B8 use and therefore the impact of frequent local deliveries from the site to nearby residential and business users has not been assessed. OCC Highways are however satisfied that the level of local deliveries can be restricted by condition to ensure any impact on the local highway network remains immaterial. An appropriately worded condition will be added to the planning permission to control the use and limit it primarily to a typical B8 use.
- 9.46. Based on the above OCC Highways offered no objections to the development in terms of its impact on the local highway network and its proposed generated traffic.



### *Active Travel*

- 9.47. The development is located within proximity of several bus services (Stagecoach Services 29 and H5) to and from Bicester and other areas of the district such as Ambrosden.
- 9.48. It is expected that employees and visitors will in part rely on these bus services to travel to the site. Therefore, a public services contribution of **£83,241.26** (October 2023 price base and RPI-x indexation) has been sought by OCC Highways to maintain and improve the operation of bus services serving Bicester which is the main built up urban area closest to the site. Officers consider this reasonable and necessary to make the development acceptable in planning terms and to mitigate the development's impact on the existing bus services to serve the site.
- 9.49. OCC Highways also sought a contribution to improve the cycling and walking facilities along the southern side of the A41, initially between the Ploughley Road junction and the Pioneer Road Roundabout. However, after a round of meetings between OCC Highways, CDC Officers and the applicant's team it was mutually decided that the stretch of works along the southern side of the A41 which required walking and cycling improvements directly related to the current development would be from the Ploughley Road junction to the Symmetry Park Bus Stop, just before the Pioneer Road Roundabout, amounting to a distance of 250m.
- 9.50. The above works will improve the substandard facilities along this part of the A41 to a shared cycle and walking path of at least 3 metres.
- 9.51. The proposed path will join onto a 3 metre path along the Symmetry Park Bus stop which currently heads towards the Pioneer Road roundabout and beyond this roundabout towards Bicester there are further planned improvements to cycle/walking infrastructure (subject to other sources of funding unrelated to this development) to link the development and Bicester in the future.
- 9.52. From the above bus stop, the improved works under the current development will stretch to the Ploughley Road junction which has an existing toucan crossing facility that will enable cyclists and pedestrians to cross from the southern side of the A41 onto the northern side of the A41 where there are already cycle and walking facilities which lead onto the existing cycle and walking path at Symmetry Park and the resultant infrastructure also proposed in and around the proposed units to support pedestrians and cyclists travelling to the site.
- 9.53. OCC Highways estimated the cost of works using a comparable scheme and highlighted that the cost per linear metre would amount to £914.30. Therefore, the total cost for the scheme would be **£228,575** (£914.3 x 250m), with a price base from March 2025 and Baxter indexation.
- 9.54. The previous DPD Phase 2 of the Symmetry Park development ref; 20/00530/F, had already contributed **£148,000** towards improving the cycle and walking facilities along the A41. Therefore, it was considered reasonable to utilise those funds towards the improvement scheme identified as part of this development which would also serve the existing units and occupants at Symmetry Park.
- 9.55. The total contribution therefore being sought from the current development towards walking and cycling infrastructure improvements works less the phase 2 contributions now amounts to **£80,575**. Officers consider this reasonable and necessary to make the development acceptable in planning terms and to mitigate the developments increased demand for cycling/walking infrastructure linked to the site.

- 9.56. The above together with the bus service contribution also mitigates the overprovision of car parking as already mentioned by providing sustainable modes of alternative transportation to the site beyond private cars.
- 9.57. A Framework Travel Plan is required for the development, and this is expected to set out how sustainable modes of transport will be promoted. Furthermore, in addition to the Framework Travel Plan, because of the sizes of the individual units a full Travel Plan will be also required for each unit. The Framework travel plan submitted was deemed inadequate by OCC Highways. However, Officers are content that a revised Framework Travel Plan and the individual ones for each unit can be secured via a pre-occupation planning condition.
- 9.58. Part (e) and (f) of Policy SLE1 as outlined in Section 9.8 of this report states the proposed development should not give rise to excessive or inappropriate traffic, therefore, impacting the local highway network. Furthermore, proposals will wherever possible contribute to the general aim of reducing the need to travel by private car. Based on the traffic generation and active travel assessments above, the proposal complies with parts (e) and (f) of Policy SLE1.
- 9.59. Overall, OCC Highways have raised no objections to the scheme and are satisfied that their concerns have been addressed. They have however recommended some planning conditions, some of which have already been referenced above, the rest of them are outlined in their consultation responses and they will be added to the planning permission.

### **Conclusion**

- 9.60. The site lies within a sustainable location adjacent to the Bicester 12 strategic policy allocation and would be within easy reach of bus services and walking and cycling routes, which are subject to improvements as a result of the relevant financial contributions secured by the development. Furthermore, the proposal will not have any impacts on the local highway network in terms of excessive traffic generations and any impacts can be mitigated by condition to limit the use to a typical B8 use.
- 9.61. Furthermore, adequate access arrangements will be in place for vehicles, cyclists and pedestrians. It is acknowledged that there is an overprovision of parking at the site, however, this is consistent with the ratios at the other Symmetry Park units and the improvement of active travel facilities related to the development will also mitigate the overreliance of private cars and promote other sustainable modes of travel to the site.
- 9.62. Overall, the proposed development is considered to comply with policies SLE1, SLE4 and Bicester 12 of the CLP 2031 Part 1 as well as national planning policy set out within the NPPF.

### **Landscape and Arboriculture**

#### **Policy Context**

- 9.63. Policy ESD13 of the CLP 2031 Part 1 relates to Local Landscape Protection and Enhancement. It requires development to respect and enhance local landscape character and not to cause visual intrusion into the open countryside or to cause harm to important landscape features and topography.
- 9.64. Policy Bicester 12 of the CLP 2031 Part 1 sets out the requirement for development proposals to ensure retention and enhancement of hedgerows and the introduction of new landscaping features that will ensure the preservation and enhancement of biodiversity.

- 9.65. The National Planning Policy Framework, as part of encouraging good design, identifies that development should be sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change.

#### Assessment

- 9.66. The applicant submitted a Landscape and Visual Impact Assessment (LVIA). The LVIA concludes that the site relates well both in landscape and visual terms to the existing context of the site set out in Section 1 of this report regarding the site and its surroundings. Furthermore, it concludes that the site represents a logical and easily assimilated development into the countryside. The LVIA also includes a sensitivity study of the development relative to the nearby visual receptors. Whilst it is acknowledged that some of the surrounding viewpoints looking into the development will have a high sensitivity in regard to visual impact due to the scale of the development, the level of visual landscape harm/impact is minimised to moderate to negligible when the comprehensive landscaping proposed to screen the development reaches maturity.
- 9.67. The landscape proposals include the provision of a bund along the east side boundary adjacent to the emergency access road leading to the Bicester Caravan and Leisure dealership and a further bund on the south side boundary of the site adjacent to the A41, both between 2-3 metres in height. These two respective boundaries are considered to be the most prominent when viewed from nearby public vantage points. There is also another landscape bund, within the same height range as the two above, proposed adjacent to the north site boundary line. Therefore, the landscaping proposed on top of the bunds when it reaches full maturity, together with the retention of existing mature tree planting along these boundaries will mitigate any perceived visual harm the development would have in the wider landscape to a significant degree as concluded within the LVIA, which Officers agree with.
- 9.68. As already mentioned, the site is included as an allocated employment site in the Reg 19 plan, which at this stage carries limited weight in determining this proposal. However, the supporting evidence for the Reg 19 included a useful landscape sensitivity assessment (2022) study. The development site is identified in this study and the assessment on Page 216 cites the site's proximity to the Symmetry Park development and concludes that a limited amount of logistics development of a similar scale, bulk and mass could be accommodated.
- 9.69. The proposed development will have a height of 18 metres for Unit E and 15.5 metres for Unit F. The proposed height parameters align with the height of several existing units at Symmetry Park which also stand at 18 metres (DP World and Ocado) and 15.5 metres (Medline).
- 9.70. Furthermore, the largest unit proposed under the current development is Unit E with floorspace of 14,646 sqm, with Unit F's floorspace amounting to 10,713 sqm. However, both units will not exceed the largest unit within the existing Symmetry Park development, which is the Ocado Unit that has a floorspace of over 25,000sqm which is significantly above Unit E's proposed floorspace.
- 9.71. Overall, it is considered that the proposed development would amount to a logistics development of a lesser scale, bulk and massing than some of the units within the existing Symmetry Park development. Furthermore, the development can be considered as limited in nature as it retains adequate spacing from the side, rear and front boundaries of the site with a great level of proposed and retained landscaping along these boundaries, therefore, mitigating a cramped and contrived appearance. As such, it is considered that the proposal aligns with the landscape sensitivity

assessment (2022) study in terms of the type of development that can be accommodated within the site relative to the adjacent built development and wider surrounding landscape.

- 9.72. As previously mentioned, Unit E is the largest and most prominent Unit proposed under the current development. However, this Unit would be sited a significant distance away from the A41 (at least 180 metres away), which is the main immediate public vantage point, especially for highway users going in and out of Bicester.
- 9.73. Despite the above, the unit is still viewed from the upward high slopes north-east, north and north-west of the site, looking into the site, in particular the by public users of the bridleway circa 235 metres north-west of the site. However, the unit will be viewed in the context and backdrop of the rest of the Symmetry Park development, which as previously mentioned above has units of a similar height and even a greater scale and massing than this unit. Therefore, this unit will not appear out of context and cause any greater perceived visual landscape harm than the existing units within the Symmetry Park development
- 9.74. Unit F will have a height of about 15.5 metres, and it will be sited close to the A41, within a corner plot location, where the A41 and access road for the Caravan dealership intersect. Therefore, it will be a visually prominent structure when viewed from the A41 but not as dominant as Unit E which has been intentionally set away from the A41.
- 9.75. Unit F's visual prominence at the height and scale it is proposed at is deemed by Officers to be acceptable within this corner location close to the A41, as this unit will now comprise of the gateway building into the wider Symmetry Park development and Bicester in general from Aylesbury along this strategic A41 road. Therefore, there is an expectation that any development within a gateway location has a level of visual prominence, well balanced by the retained and proposed planting along the unit's frontages adjacent to the A41 and the access road for the Caravan Dealership site, which will provide an appropriate degree of softening and screening.
- 9.76. The proposed layout plan also indicates an adequate amount of soft landscaping in and around the car parking areas, hard surfaces and also the built development resulting in a good balance between the hard and soft landscaping features within the site.
- 9.77. Overall, the development's height, scale and massing considering the immediate area's context and the proposed landscaping strategy is not considered to cause significant visual landscape harm to the area surrounding the site. Furthermore, adequate planting and soft landscaping is proposed within the site around the buildings and hard surfaces.
- 9.78. The CDC landscape officer made comments on the scheme and raised concerns about the proposed landscaping reaching the desired maturity to visually mitigate and screen the development's scale and prominence. These concerns are noted and Officers consider that it is reasonable and necessary to add a condition to the planning permission which will ensure that any of the planting/trees to be retained or proposed will be replaced if they are deemed to be dead, dying, severely damaged or diseased within ten years of the completion of the building works or ten years of the carrying out of the landscaping scheme (whichever is later).
- 9.79. The above condition will provide the proposed and approved landscaping planting a longer term (more than the 5 year period which is normally required for this type of condition) for significant establishment within the site to greater levels of maturity in the interests of mitigating the development's visual harm. The condition will also allow

scope for a more viable alternative tree/planting scheme to be proposed by the application if replacements are required within a 10 year period.

- 9.80. The proposed development was also accompanied by an Arboricultural Impact Assessment. This document outlines that only 1 tree will be removed to facilitate the development with several other hedges partially removed to accommodate the development. There will also be encroachment into some of the root areas of the trees to be retained. The CDC Arb Officer was consulted and raised no objections to the 1 tree and part hedges proposed for removal. However, upon receiving further information on the extent of the encroachment to the retained trees recommended that a pre commencement arboricultural method statement condition to ensure that adequate construction mitigation methods will be implemented to preserve the long term viability of the retained trees post development.

### Conclusion.

- 9.81. Based on the above, Officers consider that the landscape and visual impacts of this proposal are acceptable having regard to the context of the area. The proposal would involve visually prominent development designed to create a gateway and sense of arrival into the wider Symmetry Park and Bicester. The proposed landscaping scheme, subject to conditions to ensure its adequate establishment and retention, balances the visually prominent units and softens the rest of the development to mitigate significant visual landscape harm. There is also adequate retention of trees which will be safeguarded from damage during the construction phase by planning conditions. On this basis, the proposal is considered to comply with Policies ESD13 and Bicester 12 of the CLP 2031 Part 1 and the NPPF.

### ***Design, and impact on the character of the area***

#### Policy Context

- 9.82. Policy Bicester 12 requires commercial buildings to have a high quality design and finish with careful consideration given to layout, architecture, materials and building heights to reduce the overall visual impact of development. A well designed approach to the urban edge is also required.
- 9.83. Policy ESD15 of the CLP 2031 Part 1 requires new development to respect its context and take the opportunities available to improve the character and appearance of the area and the way its functions. These development plan policies are consistent with national planning policy in the NPPF which places great weight on the importance of good design achieving sustainable development.

#### Assessment

- 9.84. The landscape section above already outlines the acceptability of the development's scale, massing and height relative to the adjacent Symmetry Park development. Furthermore, the development is not considered to cause any significant harm to the surrounding landscape. Therefore, this section will assess the proposed design and resultant visual appearance of the proposed units and the general functionality and form of the proposed site layout.
- 9.85. The proposed units are characterised by a barrel-vaulted/shallow curved gabled roof design with therefore a shallow ridge and high eaves design to maximise the floor to ceiling height of the units.
- 9.86. The walls along the elevations of the proposed units will be primarily characterised by an upper level horizontal cladding and a lower level vertical cladding, both with a

varied grey appearance. Intersecting the walls at the intervals along the elevations will be 8 graduated vertically fitted cladding panels comprising of 4 colours from white to slate grey, with a vertical curtain walling glazing in the middle of the panels.

- 9.87. The vertically fitted panels are also found along the edges of each elevation but instead of 8, only 4 panels are along these edges, with no curtain wall glazing.
- 9.88. The office elevations are characterised by an entrance canopy framed by horizontal curtain walling and windows. There is a greater extent of glazing along the office elevations which are mainly viewed from the public vantage points, in particular for the corner plot Unit F, this unit's office elevation directly faces the A41. This activation along the office elevations provides a visual interest to the design of the units and differentiates it from the other elevations.
- 9.89. The above variation in the colour palettes, materials and elevations is considered to break up the massing of the high eaves units together with adding visual interest and distinctiveness, constituting a high quality design and appearance of the units.
- 9.90. The roof design, materials and external appearance of the proposed units mirrors the primary appearance and design language of the existing units within Symmetry Park. Therefore, the proposal is considered to be in keeping with the high quality approach to the existing Symmetry Park development.
- 9.91. Unit F's visually prominent location along the A41 will also provide an appropriate gateway building that accurately reflects the high quality design and appearance of the units within the wider Symmetry Park.
- 9.92. The materials proposed for the external and hard surfacing areas are considered to be appropriate as detailed in the submitted external finishes plans.
- 9.93. In terms of layout, Unit F is located south of the site closer to the A41. Appropriate separation distance of at least 20 metres is retained from this strategic highway road. This provides an adequate landscape buffer between this Unit and the edge of the site's boundary adjacent to the A41. Both Units E and F will also retain a separation distance of at least 20 metres from the private access road leading to the Caravan dealership site. Lastly appropriate distances have also been retained between the development and the adjacent Units with the Symmetry Park development, with planting and soft landscaping buffers incorporated within the gaps.
- 9.94. The staff and visitor car parking areas, together with the cycle storage areas are located adjacent to the office elevations to provide legible and direct access to the units' entrance points. The service yards and lorry parking spaces are located away from the public vantage points and designed in an enclosed nature. The service yard areas will be fenced off with a 2.4 metres green paladin fencing as outlined in the design and access statement and external finishes plan. No other boundary treatments are proposed along the site's perimeter beyond the existing and proposed landscaping planting.
- 9.95. There is also an external staff amenity area proposed for each unit. These areas are opposite/adjacent to the office elevations. The submission includes illustrative/indicative plan outlining the PV layout plan, but details of the exact locations will be submitted at a later date and secured via a planning condition.
- 9.96. The layout also includes an energy centre building related to the development's energy provisions. The submission includes details of this building, which highlight its modest height of 4 metres and materials which reflect the proposed units. The layout also includes other mechanical structures/infrastructure to support the development's

operational use such as pumping stations and houses, sprinkler tanks and PV invertors all within the enclosed service yard areas. The details of this supporting infrastructure have not been submitted. Therefore, Officers deem it necessary to include a planning condition which will secure the specifications and dimensions of the structures prior to their installation to ensure that they are of a scale and appearance which aligns with the rest of the proposed development and surrounding area.

### Conclusion

- 9.97. Overall, the layout, design, scale and appearance of the development is considered to reflect the character of the existing commercial units the development will be viewed in context with. Therefore, constituting a visually appropriate scheme which would align with the design aspirations for the site, as set out in policy Bicester 12 and the requirements of policy ESD15 of the CLP 2031 Part 1. Furthermore, based on the assessment in this section, the development also accords with part (c, d and e) of Policy SLE1 which requires employment development on unallocated sites in rural locations to be of an appropriate scale which respects the surrounding area and landscape.

### **Ecology and Biodiversity**

#### Legislative context

- 9.98. The Conservation of Habitats and Species Regulations 2017 consolidate the Conservation of Habitats and Species Regulations 2010 with subsequent amendments. The Regulations transpose European Council Directive 92/43/EEC, on the conservation of natural habitats and of wild fauna and flora (EC Habitats Directive), into national law. They also transpose elements of the EU Wild Birds Directive in England and Wales. The Regulations provide for the designation and protection of 'European sites', the protection of 'European protected species', and the adaptation of planning and other controls for the protection of European Sites.
- 9.99. Under the Regulations, competent authorities i.e. any Minister, government department, public body, or person holding public office, have a general duty, in the exercise of any of their functions, to have regard to the EC Habitats Directive and Wild Birds Directive.
- 9.100. A mandatory 10% net gain on-site would be required for this development in accordance with the requirements of Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021).

#### Policy Context

- 9.101. Paragraph 187 of the NPPF states that Planning policies and decisions should contribute to and enhance the natural and local environment by (amongst others): a protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils (in a manner commensurate with their statutory status or identified quality in the development plan); and d) minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures.
- 9.102. Paragraph 193 states that when determining planning applications, local planning authorities should apply the following principles: a) if significant harm to biodiversity resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused; d) development whose

primary objective is to conserve or enhance biodiversity should be supported; while opportunities to improve biodiversity in and around developments should be integrated as part of their design, especially where this can secure measurable net gains for biodiversity or enhance public access to nature where this is appropriate.

- 9.103. Paragraph 198 of the NPPF states that planning decisions should also ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development. In doing so they should (amongst others) limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation.
- 9.104. Policy ESD10 of the CLP 2031 Part 1 lists measures to ensure the protection and enhancement of biodiversity and the natural environment, including a requirement for relevant habitat and species surveys and associated reports to accompany planning applications which may affect a site, habitat or species of known ecological value.
- 9.105. Policy ESD11 is concerned with Conservation Target Areas (CTAs) and requires all development proposals within or adjacent CTAs to be accompanied by a biodiversity survey and a report identifying constraints and opportunities for biodiversity enhancement.
- 9.106. Policy Bicester 12 of the CLP 2031 Part 1 requires adequate investigation of, protection of, and management of protected species on the wider site. The policy requires that biodiversity be preserved and enhanced.

#### Assessment

- 9.107. The applicant submitted an Ecological Appraisal dated November 2024 prepared by EDP. The appraisal comprised of several surveys related to the development's impacts on protected species together with a biodiversity net gain assessment.
- 9.108. The Council's Ecologist was consulted in regard to the initially submitted ecology information. No objections were raised in regard to the development's impacts on bats as the trees which were identified to have potential for roosting will be retained as part of the development and with respect to buildings, a total of six buildings were identified within/adjacent to the site and all the buildings were found to be of negligible suitability for bats. A lighting plan condition will be added to the permission to ensure that foraging bats and other habitats will not be impacted by excessive light pollution.
- 9.109. CDC Ecology however, raised concerns in regard to the lack of adequate information related to the development's impact to farmland birds and protected species (in particular Great Crested Newts (GCNs) and loss of priority habitats and inadequate BNG provisions. Further information was also requested on the development's impact on the Ray CTA and LWS. Lastly, comments were made on the loss of ridge and furrow grass land.
- 9.110. The BBOWT objected to the scheme with similar concerns to the above.
- 9.111. The applicant provided further information in relation to an Ecology response and BNG note, metric and Ray CTA briefing note. They also outlined their intention to enter into a district licence scheme with Nature Space to mitigate the development's harm to GCNs prior to the determination of this application. Thereafter, the council's Ecologist was reconsulted and offered no objections to the scheme, in particular the scheme's harm to protected species and no concerns were also raised in regard to



the development's impact on the adjacent Ray CTA in terms of preserving and enhancing this area.

- 9.112. Officers have received formal confirmation from Nature Space in regard to a report and plan they sent to the applicant associated with a district licence scheme which has been entered into with Nature Space by the applicant, to mitigate the scheme's potential harm on GCN and ensure that all measures necessary regarding GCN compensation have been appropriately dealt with.
- 9.113. The applicant is expected to submit this Nature space report and plan to the local planning authority before the proposal's determination to ensure this forms part of the approved details. Nature space's initial objection has now been removed subject to pre-commencement conditions which will be added to the planning permission.
- 9.114. In regard to the BNG provisions, the submitted details outline that there will be a net gain of over 10% in regard to watercourse and hedgerow units. However, there will be an on-site net loss in habitats units of about 38.33 units which equates to 76.4%. The applicant outlined that there will be an agreement in place with the Environmental Trading Platform (ETP) to provide an off-site solution within the same National Character Area (Upper Thames Clay Vale) the habitats lost relate to.
- 9.115. The specification for habitats to be provided is outlined at Table EDP 3.1 of the BNG Review document dated April 2025. The table outlines that the off-set habitat units will provide like for like replacement with the same distinctiveness as the 38.33 units which will be lost to facilitate the development. The table also indicates that that 5.016 habitat units will be provided off-site in order for BNG habitat net gain of 10% to be achieved beyond the on-site baseline of 50.16 habitat units.
- 9.116. The offsetting scheme will be set out within the Biodiversity Gain Plan which is the statutory BNG condition and will need to be submitted to and approved by the Local Planning Authority pre-commencement of the development.
- 9.117. Several other conditions related to a Biodiversity Enhancement Management Plan (BEMP) and Habitat Management and Maintenance Plan will be added to the proposal to ensure the long-term management of the proposed on-site enhancements proposed. CDC Ecology also outlined that they do not object to the submitted LEMP.
- 9.118. Overall, officers are satisfied, on the basis of the advice from the Council's Ecologist and Nature space, and subject to conditions, the proposed development will not cause harm to any protected species. Furthermore, the on-site and off-site biodiversity enhancements will achieve the required legislative biodiversity net gain for a development of this scale. Therefore, the proposed development is considered to be compliant with the NPPF, the Habitats & Species Regulations and Policy ESD10 and Bicester 12 of the CLP 2031 Part 1.

### **Energy Efficiency and Sustainability**

#### **9.119. Policy Context**

- 9.120. The proposed development is expected to demonstrate climate change mitigation and adaptation measures including exemplary demonstration of compliance with the requirements of Policies ESD 1-5. Policy ESD 5 of the CLP 2031 Part 1 requires new commercial development of over 1000sqm floorspace to provide for significant on-site renewable energy provision unless robustly demonstrated to be undeliverable or unviable. Policy ESD 4 of the CLP 2031 Part 1 also requires a feasibility assessment to be carried out for such developments to determine whether Combined Heat and Power (CHP) could be incorporated.

9.121. Policy ESD 3 of the CLP 2031 Part 1 also requires that all new non-residential development shall meet at least BREEAM 'Very Good' standard. It also requires development to reflect high quality design and environmental standards and for water, it is expected that a higher level of water efficiency than required by the Building Regulations be sought to achieve a limit of 110 litres/ person/ per day.

#### Assessment

9.122. The application is accompanied by a Sustainability Statement and supporting appendices which highlights the potential sustainable design measures for the reduction of CO2 emissions. The statement utilises an adopted energy hierarchy in line with Policy ESD 2 of the Local Plan. The hierarchy incorporates 'Lean, Mean and Green' measures to demonstrate that intrinsically low energy buildings can be achieved and that carbon emissions can be reduced to the requirements of Building Regulations and the general requirements of Policies ESD 1-5.

9.123. The '*Lean*' element aims to reduce the energy demand and energy loss by designing efficiency into the thermal fabric of the building, focusing on air tightness, thermal mass and thermal bridging. Increase energy efficiency and controls of internal building services, such as lighting, heating, air-conditioning and ventilation. Section 4.1.1 – 4.1.4 of the submitted sustainability statement outlines that the passive measures to be incorporated into the development to reduce energy use and carbon emissions include;

- Energy efficient building fabric in line with 2021 Part L Building Regulations.
- Low air permeability target of 3m<sup>3</sup>/hr/m<sup>2</sup> @ 50Pa, which is above the standards outlined in the 2021 Part L Building Regulations, therefore, achieving a very low rate of air leakage.
- Optimisation of Solar Gain and Natural daylight, through the use of efficient glazing and rooflights

9.124. '*Mean*' element aims to ensure that building services efficiently use energy. For this development this will be through a metering strategy identifying where major opportunities to reduce energy consumption can be realised. More measures for more efficient use are identified in Section 4.2 of the sustainability statement.

9.125. The '*Green*' element aims for potential use of low carbon technologies to offset carbon emissions and energy usage, if feasible and required to comply with Building Regulations. Section 4.3 outlines that both units shall implement the relevant appropriate technologies derived from a feasibility study outlined in the supporting feasibility report appended to the sustainability statement.

9.126. As per Policy ESD 4, the study also considered the use of decentralised energy sources such as biofuel combined heat and power systems. This was discounted due to lack of space onsite to accommodate this and ongoing maintenance costs.

9.127. The study concluded that the most feasible sources of low carbon energy sources would be roof mounted PV panels and Air-Source Heat Pumps to be installed to office areas within the building for heating/cooling.

9.128. No total area of PV panels proposed for both Units has been proposed however, the proposal is accompanied by indicative roof layouts which highlight that both roofs can accommodate an extensive area of PV panels together with an allowance for rooflights and roof access provisions. No information has also been provided for the

location and specifications of the air source heat pumps. The specific details and locations of the air source heat pumps and PV solar panels will be secured via a planning condition.

- 9.129. The sustainability statement does however conclude that the PV solar panels can achieve an indicative reduction in carbon emissions of -117.3% for Unit E and -113.8% for Unit F (BER) compared to the notional building (TER). Furthermore, the statement outlines that the use of PV panels will reduce carbon emissions of both units by over 90%. The exact details of the energy generation and output will be secured via a planning condition when the quantum/area of PV panels is known.
- 9.130. The development aims to achieve a minimum BREEAM rating of very good. This would align with Policy ESD 3 and a condition will be added to the permission to ensure this can be achieved by the development as per the pre-assessment. In terms of water consumption, the report does not detail this in full, but details of the development's water consumption can be secured via a suitably worded planning condition.
- 9.131. Overall, subject to the imposition of suitable conditions requiring compliance with the submitted Sustainability Statement and further information in line with the statement, Officers are satisfied that the proposed development will achieve sustainability through construction, be energy efficient and utilise renewable energy and will therefore, align with Policies ESD 1-5 of the Local Plan. Furthermore, based on the assessment in this section, the development also accords with part (c) of Policy SLE1 which requires employment development on unallocated sites in rural locations to be designed to very high standards using sustainable construction methods.

### ***Flood Risk and Drainage***

#### **Policy Context**

- 9.132. The NPPF states at paragraph 181 that *when determining applications, Local Planning Authorities should ensure that flood risk is not increased elsewhere. Where appropriate, applications should be supported by a site-specific flood risk assessment.*
- 9.133. Policies ESD 6 and ESD 7 of the CLP 2031 Part 1 together resist new development where it would increase flood risk or be unduly vulnerable to flooding. They also seek to ensure that the proposals incorporate sustainable drainage systems in order to prevent increased risk of flooding.

#### **Assessment**

- 9.134. The site lies within Flood zone 1. A flood risk assessment (FRA) and drainage reports have been submitted with the application which addresses flood risk and drainage matters.
- 9.135. OCC LLFA initially objected to the scheme due to inadequate details related to surface water catchment and surface flood exceedance plans, management of SUDS, SUDS calculations and drainage infrastructure and consent from relevant party to discharge surface water. The applicant provided the additional information required to address the LLFA's concerns. The LLFA were reconsulted to review the additional information provided and offered no objections subject to compliance and implementation conditions.
- 9.136. The FRA outlines measures intended to manage and mitigate flood risk. Such measures include;

- No development in areas of the site modelled to have a higher flood risk
- The FFL of the proposed buildings and some external areas have been raised above design flood levels. The smallest freeboard would amount to 720mm for Unit F, with Unit E's freeboard amounting to 1100mm above the flood design level (mAOD) outlined in Section 5.3.1.2 of the FRA.
- Provision of a culvert to carry the ordinary watercourse beneath the proposed access road to accommodate flood design event flow.
- A lowered area to the southwest of the site that can accommodate a volume of 1,217 m<sup>3</sup>, which ensures that there is no increased risk of flooding offsite. A small reduction in flood risk to the service yard of the Bentley site is noted as a result.
- External ground levels have been designed to slope away from buildings, and to ensure, where applicable, overland surface water flow routes are directed away from and around buildings and entrances.
- Access and egress to the site is proposed via a new connection to Morell Way in the west. The connection route is raised above the design flood level following incorporation of the access road and culvert into the model. Therefore, safe access/egress can be achieved.

9.137. The submitted drainage report outlines that the proposed SUDS features for the development will include rain gardens and bio-retention features and below ground attenuation systems. The full SUDS strategy and further details are included in the appended documents related to the drainage report which were supplemented by a flooding technical response note submitted to address the LLFA's concerns.

9.138. In regard to foul water, both units will treat its foul water via dedicated treatment plants, for which the treated water will be discharged along with the surface water system discharging to the ditch. No objections were raised by the LLFA in regard to this discharge strategy as it would align with the surface water drainage provisions.

### Conclusion

9.139. Overall based on the submitted flood and drainage information submitted it is considered that the development is safe and appropriate and would not increase flood risk from fluvial, tidal, surface water, groundwater, sewer and artificial sources. Therefore, the proposals are considered to be satisfactory in this regard, in accordance with the requirements of policy ESD6 and ESD7 of the CLP 2031 Part 1.

### **Heritage impact**

#### Policy context

9.140. Paragraph 205 of the NPPF states that '*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 (and the more important the asset the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance*'. The NPPF also states that where a development proposal leads to harm to the significance of a designated heritage asset the harm should be weighed against the public benefits of the proposal.

9.141. Policy ESD15 of the CLP 2031 Part 1 sets out that new development proposals should conserve, sustain and enhance designated heritage assets and ensure that

new development is sensitively sited and integrated in accordance with the advice contained in the NPPF and NPPG.

### Assessment

- 9.142. The site lies in an area of archaeological interest and potential, in a landscape with recorded remains from the early Roman occupation. The site has been subject to a geophysical survey which recorded ditches, pits and other anomalies which may be an extension of a field system which was revealed during evaluation immediately to the west. Archaeological investigation of the remains to the west revealed a landscape dominated by Roman viticulture; this is an important example of early Roman largescale agriculture soon after the invasion. The spread of viticulture in this region is likely to reflect Roman forces asserting their ownership of the land after the establishment of Alchester.
- 9.143. OCC Archaeology were consulted and offered no objections subject to a further phase of archaeological mitigation in relation to an Archaeological Written Scheme of Investigation, relating to the application site area. Conditions are recommended to secure the mitigation, and these will be added to the planning permission.
- 9.144. The development site is also in proximity to other heritage asserts such as the Grade II listed 18th century Blackthorn Hill Windmill, located c.400m east of the Site, Grade II listed early 18th century Wretchwick Farmhouse, located c.660m west of the Site, and Grade II listed early 18th century barn approximately 50m south of Wretchwick Farmhouse, located c.660m west of the Site. However, there is adequate separation distance between the site and the heritage assets outlined above to mitigate the development's impact on the setting surrounding these heritage assets. Furthermore, as already mentioned the development will be well screened and softened by existing mature planting and proposed planting along the site's perimeter and its scale is also relatable to the adjacent Symmetry Park development it will be directly read/viewed alongside.

### Conclusion

- 9.145. Based on the above, officers are confident that that scheme will comply with Policy ESD15 of the CLP 2031 Part 1 and the NPPF, which relate to the preservation of archaeology remains and mitigation of any harm to such heritage assets, together with mitigating harm on other relevant heritage assets related to the historic built environment.

### ***Environmental impacts***

#### Policy context

- 9.146. Policy ENV1 of the Cherwell Local Plan 1996 states that development which is likely to cause materially detrimental levels of noise, vibration, smell, smoke, fumes or other types of environmental pollution will not normally be permitted. The policy states that the Council will seek to ensure that the amenities of the environment and in particular the amenities of residential properties are not unduly affected by development proposals which may cause environmental pollution including that caused by traffic generation. Policy ENV12 of the Cherwell Local Plan 1996 relates to contaminated land and states that development on land which is known or suspected to be contaminated will only be permitted if adequate measures can be taken to remove any threat of contamination to future occupiers of the site.

### Assessment

- 9.147. The Environmental Protection Team (EP) were consulted on the scheme. In regard to noise, disturbances and environmental pollution during the construction phase of the development, the submitted Construction Environment Management Plan (CEMP) was considered acceptable by them to mitigate any adverse impacts to residential properties adjacent to or surrounding the site. Furthermore, the submitted noise and air quality assessments are also considered acceptable. However, there is several plant machinery equipment proposed with no details on their air and noise emissions. Therefore, a supplementary air and noise assessment condition was recommended and will be added to the permission to ensure appropriate measures will be put in place to mitigate any additional noise and air pollution.
- 9.148. They also recommend the submission of a phase 2 ground investigation report, which will be secured via a planning condition. A further condition will also be added to ensure that if during development, contamination not previously identified is found to be present at the site, no further development shall be carried out until full details of a remediation strategy have been submitted for approval by the council.
- 9.149. Lastly, a condition to seek a detailed lighting scheme has also been recommended and this is considered a suitable condition to ensure the scheme does not cause harm in environmental terms, this condition will also cover the ecological consideration in relation to light pollution and spill.
- 9.150. Given the above assessment, it is considered that environmental risks can be adequately dealt with via the imposition of conditions. This will ensure compliance with Policies ENV1 and ENV12 and ensure that the amenities of the residential properties in the locality are not unduly affected by environmental pollution.

#### ***Other material considerations***

- 9.151. Given the proximity and potential ease of access to the A41 strategic road network and the resultant risk of the site potentially being at higher risk of targeted crime and ASB, Thames Valley Police recommended some hostile vehicle measures to mitigate against unauthorised entry and rapid exits.
- 9.152. Officers do not consider this to be necessary for this development as such measures are normally associated with crowded public spaces and critical infrastructure to mitigate against vehicle borne attacks as opposed to a commercial premises. Furthermore, the submitted details outline a fencing along the service yard areas where external elements of the scheme will be located such as plant machinery.
- 9.153. Officers are generally confident that the scheme in terms of its layout has been designed in way that does not have empty isolated/enclosed spaces with poor surveillance that encourage criminal activities. Lastly, it will be in the occupiers' interests to ensure that adequate surveillance and security measures are implemented within the units and the site in general to mitigate crime and disturbances. Therefore, Officers are confident that such measures will be implemented at the appropriate stages by the relevant occupiers of the units.
- 9.154. There will be no immediate residential properties close to the site. Therefore, it is not considered that the proposal will impact the amenities of any residential properties. Furthermore, the operational phase of the development will be in line with the current operations at the existing Symmetry Park development. As such, the development will not impact any residential amenities, and it will accord with part (e) of Policy SLE1 which requires employment development on unallocated sites in rural locations to be carried out without undue detriment to residential amenity.

9.155. The development would lead to the loss of Agricultural land, some of which is considered to be the best and most versatile land within part of the site. Whilst this loss cannot be mitigated for, the development's benefits as outlined in the planning balance section will outweigh any harm caused by the loss of this agricultural land.

### ***Planning Obligations***

9.156. A S.106 Legal agreement will be required to secure mitigation resulting from the impact of the development both on and off site. This would ensure that the requirements of Policy INF1 of the CLP 2031 Part 1 can be met, which seeks to ensure that the impacts of development upon infrastructure including transport etc. The Authority is also required to ensure that any contributions sought meet the following legislative tests, set out at Regulation 122 of the Community Infrastructure Regulations 2011 (as amended):

- Necessary to make the development acceptable in planning terms;
- Directly relate to the development; and
- Fairly and reasonable related in scale and kind to the development

9.157. Officers have had regard to the statutory tests in considering the application and recommend that the following items be secured, in the event that planning permission is granted, in order to mitigate the impact of the proposed development;

<b><i>Contribution</i></b>	<b><i>Amount £</i></b>	<b><i>Price base</i></b>	<b><i>Index</i></b>	<b><i>Towards (details)</i></b>
Public transport services	£83,241.26	October 2023	RPI-x	The continued / improved operation of bus services serving Bicester
Travel Plan Monitoring	£6,530	October 2024	RPI-x	To enable the Workplace Travel Plan to be monitored for a period of 5 years following occupation.
Walking and Cycling Improvements	£80,575	March 2025	Baxter	Improvements to cycle/walking facilities along the A41.

9.158. The District Council and County Council will require monitoring contributions to be secured to cover the cost of monitoring and enforcing the obligations within any S106 agreement and the District Council and County Council will also require an undertaking to cover their reasonable legal fees incurred.

### ***Planning Balance and conclusion***

9.159. Section 70(2) of the Town and Country Planning Act 1990 and Section 38(6) of the Planning and Compulsory Purchase Act 2004 require that planning applications be determined against the provisions of the development plan unless material considerations indicate otherwise. The NPPF supports the plan-led system and advises that planning applications which accord with an up to date development plan should be approved without delay.

9.160. The application proposes development on a site which is not allocated for development and would not be in accordance with the development plan. However, the site is proposed for development through the Council's Emerging Local Plan Review (2042). Furthermore, the development would also lead to the loss of Agricultural land, some of which is considered to be the best and most versatile land within part of the site. However, the scheme has several benefits outlined below;

*Environmental;*

9.161. Sustainable location, easily accessible by various transportation modes including buses, walking and cycling. Furthermore, development will provide contributions towards the improvement of active travel infrastructure, mitigating the overreliance of private cars travelling to the site.

9.162. Sustainable construction methods and the use of low carbon emissions technology beyond what is required by building regulations. Therefore, constituting a proposal that will mitigate against climate change.

*Socio-economic*

9.163. Provision of up to 300+ jobs, some of which will plug the deficit of the total jobs required by the Bicester 12 allocation which were left unmet, therefore, aligning with wider local plan employment creation aspirations and objectives.

- Creation of construction jobs during the construction phase of the development.
- Boost to local economy during operational phase of the development.
- Accommodate an identified demand for employment development.

9.164. The identified benefits above are considered to outweigh the potential harm arising from the proposal's development on an unallocated site and loss of agricultural land. Furthermore, the proposal was also assessed and considered compliant with Policy SLE1 which permits development on unallocated sites in rural areas subject to a specific criteria set out within this policy. Lastly, the land is not currently being utilised for this agricultural purpose, therefore, there are no current benefits arising from the land's existing use. Consideration has also been given to this proposal against the requirements of proposed policy BIC E5 and the proposal aligns with the intentions for this site as set out in that emerging policy, albeit this carries limited weight at this time.

9.165. Overall, based on the above and the assessment in this report as a whole it has been identified that there are other material considerations which on balance outweigh the harm arising from development on an unallocated site and loss of agricultural land. Therefore, the development is considered to be an acceptable development. Approval is thus recommended subject to conditions and planning obligations.



**10. RECOMMENDATION - DELEGATE TO THE ASSISTANT DIRECTOR FOR PLANNING AND DEVELOPMENT TO GRANT PERMISSION, SUBJECT TO:**

(i) THE CONDITIONS SET OUT BELOW (AND ANY AMENDMENTS TO THOSE CONDITIONS AS DEEMED NECESSARY); AND

(ii) THE COMPLETION OF A PLANNING OBLIGATION UNDER SECTION 106 OF THE TOWN AND COUNTRY PLANNING ACT 1990, AS SUBSTITUTED BY THE PLANNING AND COMPENSATION ACT 1991, TO SECURE THE FOLLOWING INFRASTRUCTURE PROVISIONS (AND ANY AMENDMENTS TO THOSE OBLIGATIONS AS DEEMED NECESSARY);

- a) Public Transport services - £83,241.26 (index linked)
- b) Walking and Cycling improvement - £80,575 (index linked)
- c) Travel Plan Monitoring - £6,530 (index linked)
- d) Payment of the District Council and County Council monitoring costs – TBC

***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. The development hereby permitted shall be used only for purposes falling within Class B8 of the Town and Country Planning (Use Classes) Order 1987 (as amended) or any provision equivalent to that class in any statutory instrument revoking, amending or re-enacting that order and for no other purpose(s) whatsoever.

Reason: In order to retain planning control over the use of the site and in accordance with Government guidance contained within the National Planning Policy Framework.

3. Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987 (as amended) or any statutory instrument revoking and re-enacting the Order, no more than 20% of the Use Class B8 floorspace hereby approved shall include occupation by any use for 'Last Mile Parcel Delivery Services'.

'Last Mile Parcel Deliver Services' means the movement of goods by parcels to residential and business users where product is moved from the warehouse shelf (or distribution center) to the customer's doorstep by Light Goods Vehicle (LGV), as distinct from a retail warehouse and distribution centre where goods are distributed on pallets by Heavy Goods Vehicle (HGV).

Reason: To ensure, taking account of the material difference in traffic generation and impacts of last mile parcel delivery by LGV as compared to more traditional Use Class B8 uses with delivery by HGV, the traffic impact of which (above 20% occupancy) has not been assessed on the surrounding road network, in accordance with saved Policy TR1 in the Cherwell Local Plan 1996.

4. Notwithstanding the provisions of Schedule 2, Part 7 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking or re-enacting or amending that order) no building hereby approved shall be extended without the grant of further specific planning permission from the Local Planning Authority.

Reason: To enable the Local Planning Authority to retain planning control over the development of this site in order to safeguard the amenities of the area and to sustain a satisfactory overall level of parking provision and servicing on the site in accordance with Policy ESD15 of the Cherwell Local Plan 2011-2031 Part 1, saved Policy C28 of the Cherwell Local Plan 1996 and Government guidance contained within the National Planning Policy Framework

5. Notwithstanding the provisions of section 55 (2A) of the Town and Country Planning Act 1990 (as amended by Section 49 of the 2004 Act), Part 10 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended) and Part 7, Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), no internal operations increasing the floor space available within any buildings permitted by this application shall be carried out without the prior planning permission of the Local Planning Authority.

Reason: To enable the Local Planning Authority to retain planning control over the provision of additional floorspace in order to maintain a satisfactory layout and sustain an adequate overall level of parking provision and servicing, and traffic generation on the site in accordance with Policy SLE4 of the Cherwell Local Plan 2011 – 2031 Part 1 and paragraph 116 of the NPPF.

6. The development shall not be carried out otherwise than in complete accordance with the approved plans;

Site Location Plan, ref; 4036-X3-101 PL01, dated; 22 October 2024

Proposed Site Plan, ref; 4036-X3-100 PL02, dated; 19 November 2024

Proposed Site Plan, ref; 4036-X3-SK030PL02, dated 10 March 2025

Proposed Elevations – Unit E, ref; BSP-PHP-06-EL-DR-A-4036-300-PL01, dated; 16 October 2024

Proposed Elevations – Unit F, ref; BSP-PHP-07-EL-DR-A-4036-300-PL01, dated; 16 October 2024

Proposed Ground Floor Unit E, ref; BSP-PHP-06-00-DR-A-4036-200-PL01, dated; 16 October 2024

Proposed Ground Floor Unit F, ref; BSP-PHP-07-00-DR-A-4036-200-PL01, dated; 16 October 2024

Proposed Office Plan – Unit E, ref; BSP- PHP- 06- ZZ-DR- A- 4036- 201

PL01, dated 16 October 2024

Proposed Office Plan – Unit F, ref; BSP- PHP- 07- ZZ-DR- A- 4036- 201  
PL01, dated 16 October 2024

Proposed Roof Plan – Unit E, ref; BSP-PHP-06-RL-DR-A-4036-202-PL01,  
dated; 22 October 2024

Proposed Roof Plan – Unit F, ref; BSP-PHP-07-RL-DR-A-4036-202-PL01,  
dated; 22 October 2024

Proposed Unit E External Finishes, ref; 4036-X3-105 PL02, dated; 19  
November 2024

Proposed Unit F External Finishes, ref; 4036-X3-106 PL02, dated; 19  
November 2024

Proposed Unit E Section, ref; BSP-PHP-06-SX-DR-A-4036-400-PL01, dated;  
16 October 2024

Proposed Unit F Section, ref; BSP-PHP-07-SX-DR-A-4036-400-PL01, dated;  
16 October 2024

Proposed Site Section, ref; 4036-X3-400 PL02, dated; 1 May 2025

Proposed Demolition Plan, ref; 4036-X3-SK040 PL01, dated; 19 November  
2024

Proposed Levels, ref; 22281-HYD-XX-XX-DR-C-0100 -P02, dated; 26  
September 2024

Proposed Levels, ref; 22281-HYD-XX-XX-DR-C-0101 -P02, dated; 26  
September 2024

Detailed Proposed Landscaping Proposals Sheet 1, ref; edp7480\_d021c,  
dated 28 November 2024

Detailed Proposed Landscaping Proposals Sheet 2, ref; edp7480\_d021c,  
dated 28 November 2024

Detailed Proposed Landscaping Proposals Sheet 3, ref; edp7480\_d021c,  
dated 28 November 2024

Proposed Site Access Visibility, ref; 22281-HYD-XX-XX-DR-TP-0010 P01,  
dated; 10 March 2025

Proposed Energy Centre, ref; 4036-X3-107 PL01, dated; 01 May 2025

Air Quality Assessment, ref; 22281-HYD-XX-ZZ-RP-Y-2001-P04, dated; 21  
November 2025

Arboricultural Impact Assessment, ref; edp7480\_r007, dated; November 2024

Phase 1 Desk Study (Part 1 to 8), ref; 22281-HYD-XX-XX-RP-GE-1003-S2-  
P01, dated; 18 September 2024

Drainage Strategy Report, ref; 22281-HYD-XX-XX-RP-C-0001, dated; 20  
November 2024, including appended;

- Appendix A - Greenfield Run-Off Calculations
- Appendix B - Microdrainage Data & Results
- Appendix C – Drainage Strategy Drawings
- Appendix D – Simple Index Approach

Flood Risk Assessment, ref; 22281-HYD-XX-XX-RP-WENV-0001 P03, dated; 21 November 2024

Drainage Technical Note, ref; 22281-HYD-XX-XX-TN-C-0003, dated 29 January 2025

Written Scheme of Investigation for an Archaeological and Heritage Assessment, ref; edp7480\_r002a, dated; November 2024

Noise Impact Assessment, ref; 22281-HYD-XX-ZZ-RP-Y-3001, dated; 21 November 2024

Transport Assessment (Part 1-5), ref; 22281-HYD-XX-RP-TP-4001-P04, dated; 20 November 2024

Sustainability Statement (Part 1-7), dated; 25 November 2024, including appendices;

- Appendix A – BREEAM Pre-assessment report
- Appendix B – Low and zero carbon feasibility report
- Appendix C – Passive design assessment report

Ecological Appraisal (Parts 1-3), ref; edp7480\_r004c, dated; November 2024

Ecology Response Note, ref; edp7480\_r011, dated; February 2025

Landscape and Ecological Management Plan, ref; edp7480\_r008d, dated; April 2025

Ray Conservation Target Area (CTA) Briefing Note, ref; edp7480\_r012a, dated; March 2025

Biodiversity Net Gain Review, ref; edp7480\_r013a, dated; April 2025

Waste Management and Servicing Strategy, dated; November 2024

Construction Environmental Management Plan, dated; November 2024

Planning Statement, ref; LS/JB/10689, dated; November 2024

Design and Access Statement, ref; PL01, dated; November 2014

Reason: For the avoidance of doubt, to ensure that the development is carried out only as approved by the Local Planning Authority and comply with Government guidance contained within the National Planning Policy Framework.

7. No goods, materials, plant or machinery shall be stored, repaired, operated or displayed outside the buildings (except in service yard areas) hereby approved unless otherwise approved in writing by the Local Planning Authority.

Reason: In order to safeguard the visual amenities of the area in accordance with Policy ESD15 of the Cherwell Local Plan 2011 – 2031 Part 1, Saved Policy C28 of the Cherwell Local Plan 1996

8. The development hereby permitted shall be carried out in accordance with the submitted Flood Risk Assessment, ref; 22281-HYD-XX-XX-RP-WENV-0001 P03, dated; 21 November 2024 and Drainage Strategy Report (including appendix A-D), ref; 22281-HYD-XX-XX-RP-C-0001, dated; 20 November 2024. The development shall thereafter be implemented in accordance with the approved surface and foul water drainage scheme (including flood mitigation measures) and shall not be occupied until the approved surface and foul water drainage scheme and flood mitigation measures have been full laid out and completed.

Reason: In accordance with paragraph 170 of the National Planning Policy Framework to reduce the risk of flooding on-site and elsewhere in accordance with Policy ESD6 and ESD7 of the Cherwell Local Plan 2011-2031 Part 1 and Government guidance in the National Planning Policy Framework.

9. Prior to first occupation, a record of the installed SuDS and site wide drainage scheme shall be submitted to and approved in writing by the Local Planning Authority for deposit with the Lead Local Flood Authority Asset Register to demonstrate the SuDS and site wide drainage scheme has been implemented in accordance with the approved plans referenced in Condition 8. The details shall comprise:

- (a) As built plans in both .pdf and .shp file format;
- (b) Photographs to document each key stage of the drainage system when installed on site;
- (c) Photographs to document the completed installation of the drainage structures on site;
- (d) The name and contact details of any appointed management company information.

Reasons: To ensure that the principles of sustainable drainage are incorporated into this proposal.

10. 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 ten 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, unless the Local Planning Authority gives written consent for any variation.

Reason: To ensure that the agreed landscaping scheme is maintained over a reasonable period that will permit its establishment in the interests of visual amenity and to accord with Policy ESD15 of the Cherwell Local Plan 2011 – 2031 Part 1, Saved Policy C28 of the Cherwell Local Plan 1996 and Government guidance contained within the National Planning Policy Framework.

11. No removal of hedgerows, trees or shrubs nor works to, or demolition of

buildings or structures that may be used by breeding birds, shall take place between the 1st March and 31st August inclusive, unless the Local Planning Authority has confirmed in writing that such works can proceed, based on health and safety reasons in the case of a dangerous tree, or the submission of a recent survey (no older than one month) that has been undertaken by a competent ecologist to assess the nesting bird activity on site, together with details of measures to protect the nesting bird interest on the site.

Reason: To ensure that the development does not cause harm to any protected species or their habitats in accordance with Policy ESD10 of the Cherwell Local Plan 2011-2031 and Government guidance contained within the National Planning Policy Framework.

12. Prior to the commencement of development, an arboricultural method statement, which includes tree protection measures shall be submitted to and improved in writing by the Local Planning Authority. The development shall be carried out in accordance with the statement's recommendations and shall be retained in place for the duration of the construction of the development.

Reason: In the interests of the visual amenities of the area and encouraging wildlife and biodiversity in accordance with Policies ESD10 and ESD13 of the Cherwell Local Plan Part 1 2011-2031 Part 1 and Government guidance within the National Planning Policy Framework.

13. As a potential risk from contamination was identified in the Phase 1 desk study, ref; 22281-HYD-XX-XX-RP-GE-1003-S2-P01, dated; 18 September 2024, prior to the commencement of the development hereby permitted, a comprehensive intrusive investigation in order to characterise the type, nature and extent of contamination present, the risks to receptors and to inform the remediation strategy proposals shall be documented as a report undertaken by a competent person and in accordance with DEFRA and the Environment Agency's "Land Contamination Risk Management (LCRM)" and submitted to and approved in writing by the Local Planning Authority. No development shall take place unless the Local Planning Authority has given its written approval that it is satisfied that the risk from contamination has been adequately characterised as required by this condition.

Reasons: To ensure that any ground and water contamination is adequately addressed to ensure the safety of the development, the environment and to ensure the site is suitable for the proposed use, to comply with Policy ENV12 of the Cherwell Local Plan 1996 and Government guidance contained within the National Planning Policy Framework.

14. If contamination is found by undertaking the work carried out under condition [13], prior to the commencement of the development hereby permitted, a scheme of remediation and/or monitoring to ensure the site is suitable for its proposed use shall be prepared by a competent person and in accordance with DEFRA and the Environment Agency's "Land Contamination Risk Management (LCRM)" and submitted to and approved in writing by the Local Planning Authority. No development shall take place until the Local Planning Authority has given its written approval of the scheme of remediation and/or monitoring required by this condition.

Reasons: To ensure that any ground and water contamination is adequately addressed to ensure the safety of the development, the environment and to ensure the site is suitable for the proposed use, to comply with Policy ENV12 of the Cherwell Local Plan 1996 and Government guidance contained within

the National Planning Policy Framework.

15. If remedial works have been identified in condition [13], the development shall not be occupied until the remedial works have been carried out in accordance with the scheme approved under condition [14]. A verification report that demonstrates the effectiveness of the remediation carried out shall be submitted to and approved in writing by the Local Planning Authority.

Reasons: To ensure that any ground and water contamination is adequately addressed to ensure the safety of the development, the environment and to ensure the site is suitable for the proposed use, to comply with Policy ENV12 of the Cherwell Local Plan 1996 and Government guidance contained within the National Planning Policy Framework.

16. If, during development, contamination not previously identified is found to be present at the site, no further development shall be carried out until full details of a remediation strategy detailing how the unsuspected contamination shall be dealt with has been submitted to and approved in writing by the Local Planning Authority. Thereafter the remediation strategy shall be carried out in accordance with the approved details.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy ENV12 of the adopted Cherwell Local Plan 1996 and Government guidance contained within the National Planning Policy Framework.

17. The development hereby permitted shall be carried out in strict accordance with the Construction Environmental Management Plan (CEMP), dated; November 2024.

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

18. No mechanical equipment (including energy generating equipment within the energy centre) shall be installed on the site unless and until supplementary air quality and noise impact assessments have been submitted to and approved in writing by the Local Planning Authority. The noise impact assessment shall be based upon the finalised and confirmed plant details and demonstrate, by calculation, compliance with the noise limits proposed in Table 9 of the approved Hydrock Noise Impact Assessment 22281-HYD-XX-ZZ-RP-Y-3001, dated; 21 November 2024. The air quality assessment shall take into consideration the impact of emissions on, and associated with, the proposed new energy centre on existing receptors. The energy generating equipment shall not be provided other than in accordance with the approved details.

The mechanical plant shall be installed and thereafter maintained in accordance with the approved details.

Reason: To ensure the appropriate control of noise and air emission levels during operational phase of the development in accordance with Policy ENV1 of the Cherwell Local Plan 1996 and Government guidance contained within the National Planning Policy Framework.

19. Prior to the installation of any external lighting, the design, position, orientation, any screening of the lighting and a full lighting strategy to include illustration of proposed light spill and which adheres to best practice guidance in relation to ecological impact, shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the development shall be carried out in accordance with the approved document.

Reason: To protect habitats of importance to biodiversity conservation from any loss or damage and harm to the environment from light pollution in accordance with Policy ESD10 of the Cherwell Local Plan 2011- 2031 Part 1, Policy ENV1 of the Cherwell Local Plan 1996 and Government guidance contained within the National Planning Policy Framework.

20. No development shall take place (including demolition, ground works, vegetation clearance) until a Construction Environmental Management Plan (CEMP: Biodiversity) based on the measures outlined in the Ecology Appraisal by. has been submitted to and approved in writing by the Local Planning Authority. The CEMP: Biodiversity shall include as a minimum:

- a) Risk assessment of potentially damaging construction activities;
- b) Identification of 'Biodiversity Protection Zones';
- c) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements);
- d) The location and timing of sensitive works to avoid harm to biodiversity features;
- e) The times during construction when specialist ecologists need to be present on site to oversee works;
- f) Responsible persons and lines of communication;
- g) The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person;
- h) Use of protective fences, exclusion barriers and warning signs

The approved CEMP: Biodiversity shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To protect habitats of importance to biodiversity conservation from any loss or damage in accordance with Policy ESD10 of the Cherwell Local Plan 2011 – 2031 Part 1 and Government guidance contained within Section 15 of the National Planning Policy Framework. This information is required prior to commencement of the development as it is fundamental to the acceptability of the scheme.

21. The development hereby permitted shall be carried out and maintained in strict accordance with the Landscape and Ecological Management Plan (LEMP), ref; edp7480\_r008d, dated; April 2025.

Reason: To protect habitats of importance to biodiversity conservation from any loss or damage in accordance with Policy ESD10 of the Cherwell Local Plan 2011 – 2031 Part 1 and Government guidance contained within Section 15 of the National Planning Policy Framework.

22. The development hereby approved shall not be first occupied or used until a Biodiversity Enhancement Management Plan (BEMP) for enhancing biodiversity on the site so that an overall net gain is achieved has been



submitted to and approved in writing by the local planning authority. This shall also include a timetable for provision of measures. Thereafter, the biodiversity enhancement scheme shall be carried out and retained in accordance with the approved details.

Reason: To protect habitats of importance to biodiversity conservation from any loss or damage in accordance with Policy ESD10 of the Cherwell Local Plan 2011-2031 Part 1 and Government guidance contained within the National Planning Policy Framework.

23. The development shall not commence until a Habitat Management and Monitoring Plan (HMMP), prepared in accordance with an approved Biodiversity Gain Plan, has been submitted to and approved in writing by the local planning authority. The HMMP shall include:

- a non-technical summary
- the roles and responsibilities of the people or organisation(s) delivering the HMMP
- the planned habitat creation and enhancement works to create or improve habitat to achieve the biodiversity net gain in accordance with the approved Biodiversity Gain Plan
- the management measures to maintain habitat in accordance with the approved Biodiversity Gain Plan for a period of 30 years from the approved completion date of the development
- the monitoring methodology and frequency in respect of the created or enhanced habitat

Notice in writing shall be given to the local planning authority when the:

- HMMP has been implemented
- habitat creation and enhancement work as set out in the HMMP have been completed.

The created and/or enhanced habitat specified in the approved HMMP shall be managed and maintained in accordance with the approved HMMP or such amendments as agreed in writing by the local planning authority.

Monitoring reports shall be submitted to the local planning authority in writing for approval in accordance with the methodology and frequency specified in the approved HMMP.

Reason: To ensure the development delivers a biodiversity net gain on site in accordance with Schedule 7A of the Town and Country Planning Act 1990.

24. No development hereby permitted shall take place except in accordance with the terms and conditions of the Council's Organisational Licence (WML-OR150, or a 'Further Licence') and with the proposals detailed on plan "Land Adjacent to Symmetry Park: Impact plan for great crested newt District Licensing (Version 2)", dated 24th April 2025.

Reason: In order to ensure that adverse impacts on great crested newts are adequately mitigated and to ensure that site works are delivered in full compliance with the Organisational Licence (WMLOR150, or a 'Further Licence'), section 15 of the National Planning Policy Framework, Circular 06/2005 and the Natural Environment and Rural Communities Act 2006.

25. No development hereby permitted shall take place unless and until a certificate

from the Delivery Partner (as set out in the District Licence WML-OR150, or a 'Further Licence'), confirming that all necessary measures regarding great crested newt compensation have been appropriately dealt with, has been submitted to and approved by the planning authority and the authority has provided authorisation for the development to proceed under the district newt licence. The delivery partner certificate must be submitted to this planning authority for approval prior to the commencement of the development hereby approved.

Reason: In order to adequately compensate for negative impacts to great crested newts, and in line with section 15 of the National Planning Policy Framework, Circular 06/2005 and the Natural Environment and Rural Communities Act 2006.

26. No development hereby permitted shall take place except in accordance with Part 1 of the Great Crested Newt Mitigation Principles, as set out in the District Licence (WML-OR150, or a 'Further Licence') and in addition in compliance with the following:

- Works which will affect likely newt hibernacula may only be undertaken during the active period for amphibians.

- Capture methods must be used at suitable habitat features prior to the commencement of the development (i.e., hand/destructive/night searches), which may include the use of temporary amphibian fencing, to prevent newts moving onto a development site from adjacent suitable habitat, installed for the period of the development (and removed upon completion of the development).

- Amphibian fencing and pitfall trapping must be undertaken at suitable habitats and features, prior to commencement of the development.

Reason: In order to ensure that adverse impacts on great crested newts are adequately mitigated and to ensure that site works are delivered in full compliance with the Organisational Licence (WML-OR150, or a 'Further Licence'), section 15 of the National Planning Policy Framework, Circular 06/2005 and the Natural Environment and Rural Communities Act 2006.

27. Prior to commencement of the development hereby approved, a Construction Traffic Management Plan (CTMP) shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the approved CTMP shall be implemented and operated in accordance with the approved details. The CTMP will need to incorporate the following in detail:

- Routing of construction traffic and delivery vehicles is required to be shown and signed appropriately to the necessary standards/requirements. This includes means of access into the site.
- Details of and approval of any road closures needed during construction.
- Details of and approval of any traffic management needed during construction.
- Details of wheel cleaning/wash facilities – to prevent mud etc, in vehicle tyres/wheels, from migrating onto adjacent highway.
- Details of appropriate signing, to accord with the necessary standards/requirements, for pedestrians during construction works,

including any footpath diversions. The erection and maintenance of security hoarding / scaffolding if required.

- Contact details of the Project Manager and Site Supervisor responsible for on-site works to be provided.
- The use of appropriately trained qualified and certificated banksmen for guiding vehicles/unloading etc.
- No unnecessary parking of site related vehicles (worker transport etc) in the vicinity – details of where these will be parked and occupiers transported to/from site to be submitted for consideration and approval.
- Layout plan of the site that shows structures, roads, site storage, compound, pedestrian routes etc.
- A before-work commencement highway condition survey and agreement with a representative of the Highways Depot – contact 0345 310 1111. Final correspondence is required to be submitted.
- Local residents to be kept informed of significant deliveries and liaised with through the project. Contact details for person to whom issues should be raised with in first instance to be provided and a record kept of these and subsequent resolution.
- Any temporary access arrangements to be agreed with and approved by Highways Depot.
- Details of times for construction traffic and delivery vehicles, which must be outside network peak and school peak hours.

Reason: In the interests of highway safety and to mitigate the impact of construction vehicles on the surrounding highway network.

28. Prior to the first occupation of the development hereby approved, a Framework Travel Plan, prepared in accordance with the Department of Transport's Best Practice Guidance Note "Using the Planning Process to Secure Travel Plans", shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the development shall be implemented and operated in accordance with the approved details.

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

29. Prior to the first occupation of the development hereby approved, individual Travel Plans for the three units, prepared in accordance with the Department of Transport's Best Practice Guidance Note "Using the Planning Process to Secure Travel Plans" and reflecting the measures set out in the Framework Travel Plan, shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the development shall be implemented and operated in accordance with the approved details.

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

30. The scheme for parking, manoeuvring and the loading and unloading of vehicles shown on the approved plans shall be laid out prior to the initial occupation of the development hereby permitted and that area shall not thereafter be used for any other purpose.

Reason: To enable vehicles to draw off, park and turn clear of the highway to minimise danger, obstruction and inconvenience to users of the adjoining highway.

31. No development shall commence above slab level unless and until a layout of the cycle parking spaces and details of the covered cycle parking facilities have been submitted to and approved in writing by the Local Planning Authority. Thereafter, the development shall be implemented and maintained in accordance with the approved details.

Reason – In the interests of promoting sustainable transport modes in accordance with Government advice in the National Planning Policy Framework.

32. The external surfaces of the development shall be constructed of the materials shown on the External Finishes Plan and Elevation Plans outlined in Condition 5.

Reason – To ensure that the materials are appropriate to the appearance of the locality and to ensure the satisfactory appearance of the completed development in accordance with Policy ESD15 of the Cherwell Local Plan 2011–2031 Part 1 and Government guidance contained within the National Planning Policy Framework

33. Prior to their installation details and specifications of the Pump Station, PV Inverter, Sprinkler Tanks and Pump House outlined in the approved Proposed Site Plan, ref; 4036-X3-SK030PL02, dated 10 March 2025, shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the development shall be implemented and operated in accordance with the approved details.

Reason – To ensure the scale of this ancillary infrastructure is appropriate to the appearance of the locality and to ensure the satisfactory appearance of the completed development in accordance with Policy ESD15 of the Cherwell Local Plan 2011–2031 Part 1 and Government guidance contained within the National Planning Policy Framework.

34. Prior to the construction of any building above slab level, details of the exact energy output, materials, specifications, location of the measures outlined in the submitted Sustainability Statement (Part 1-7), dated; 25 November 2024, (including appendix A-C) to increase energy efficiency and thermal performance and reduce carbon emissions including the provision of renewable energy measures shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved scheme of energy output, materials, specifications, and the provision of renewable energy measures shall be installed prior to the first occupation of the buildings.

Reason: To encourage the use of renewable and low carbon energy in accordance with Policy ESD1-5 of the Cherwell Local Plan 2011-2031 Part 1 and Government guidance contained within the National Planning Policy Framework.

35. No development shall commence above slab level unless and until a scheme for electric vehicle infrastructure to serve the development has been submitted and approved in writing by the Local Planning Authority. The approved electric vehicle charging infrastructure shall be provided in accordance with the approved details prior to the first occupation of the building it serves.

Reason - To comply with policies SLE 4, ESD 1, ESD 3 and ESD 5 of the adopted Cherwell Local Plan 2011-2031 Part 1 and to maximise opportunities for sustainable transport in accordance with Government guidance contained within the National Planning Policy Framework

36. The buildings hereby approved shall be constructed to at least BREEAM 'Very Good' standard.

Reason - To ensure energy and resource efficiency practices are incorporated into the development in accordance with Policies ESD 1 - 5 of the Cherwell Local Plan 2011-2031 Part 1 and the Government's aim to achieve sustainable development as set out within the National Planning Policy Framework.

37. Prior to the first occupation of each unit, details of the measures to be installed in that unit to minimise water consumption shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details. The measures shall thereafter be retained in an operational condition.

Reason - In the interests of sustainability in accordance with the requirements of Policy ESD3 of the Cherwell Local Plan 2011-2031 Part 1 and Government guidance contained within the National Planning Policy Framework.

38. Prior to any demolition and the commencement of the development a professional archaeological organisation acceptable to the Local Planning Authority shall prepare an Archaeological Written Scheme of Investigation, relating to the application site area, which shall be submitted to and approved in writing by the Local Planning Authority.

Reason; To safeguard the recording of archaeological matters within the site in accordance with the NPPF (2024).

39. Following the approval of the Written Scheme of Investigation referred to in condition [38] and prior to any demolition on the site and the commencement of the development (other than in accordance with the agreed Written Scheme of Investigation), a staged programme of archaeological evaluation and mitigation shall be carried out by the commissioned archaeological organisation in accordance with the approved Written Scheme of Investigation. The programme of work shall include all processing, research and analysis necessary to produce an accessible and useable archive and a full report for publication which shall be submitted to the Local Planning Authority within two years of the completion of the archaeological fieldwork.

Reason; To safeguard the identification, recording, analysis and archiving of heritage assets before they are lost and to advance understanding of the heritage assets in their wider context through publication and dissemination of the evidence in accordance with the NPPF (2024).

40. Prior to any demolition and the commencement of the development information

detailing how the developer intends to divert the asset / align the development, so as to prevent the potential for damage to subsurface potable water infrastructure, must be submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any construction must be undertaken in accordance with the terms of the approved information and no construction shall take place within 5m of the water main. Unrestricted access must be available at all times for the maintenance and repair of the asset during and after the construction works.

Reason: The proposed works will be in close proximity to underground strategic water main, utility infrastructure. The works has the potential to impact on local underground water utility infrastructure.