

Agenda

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East Area Planning Committee

Date: **Wednesday 6 December 2017**

Time: **6.00 pm**

Place: **Council Chamber, Town Hall**

For any further information please contact the Committee Services Officer:

Jennifer Thompson, Committee and Member Services Officer

Telephone: 01865 252275

Email: democraticservices@oxford.gov.uk

If you intend to record the meeting, it would be helpful if you speak to the Committee Services Officer before the start of the meeting.

East Area Planning Committee

Membership

Chair	Councillor Sian Taylor	Northfield Brook;
Vice-Chair	Councillor David Henwood	Cowley;
	Councillor Nigel Chapman	Headington Hill and Northway;
	Councillor Mary Clarkson	Marston;
	Councillor Ben Lloyd-Shogbesan	Lye Valley;
	Councillor Sajjad Malik	Cowley Marsh;
	Councillor John Tanner	Littlemore;
	Councillor Ruth Wilkinson	Headington;
	Councillor Dick Wolff	St. Mary's;

The quorum for this meeting is five members. Substitutes are permitted.

Copies of this agenda

Reference copies are available to consult in the Town Hall Reception. Agendas are published 6 working days before the meeting and the draft minutes a few days after.

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AGENDA

Pages

- 1 **Apologies for absence and substitutions**
- 2 **Declarations of interest**
- 3 **17/02140/FUL: British Telecom, James Wolfe Road, Oxford, OX4 2PY**

15 - 64

Site address: British Telecom, James Wolfe Road, OX4 2PY

Proposal: Demolition of existing buildings. Erection of new student accommodation comprising of 885 student rooms (of which 46 would be fully accessible), communal areas and amenity provision, associated cafe and shop, laundrettes, plant room and electricity substation, new vehicular and pedestrian access to James Wolfe Road and closure of existing, cycle parking, landscaping and new enclosures. Use of student accommodation outside term time by cultural and academic visitors and by conference and summer school delegates.

Recommendation:

The East Area Planning Committee is recommended to:

(a) Approve the application for the reasons given in the report and subject to the required planning conditions set out in section 12 of this report and grant planning permission subject to:

1. The satisfactory completion of a legal agreement under Section 106 of the Town and Country Planning Act 1990 and other enabling powers to secure the planning obligations set out in the recommended heads of terms which are set out in this report; and

(b) Agree to delegate authority to the Head of Planning, Sustainable Development and Regulatory Services to:

1. Finalise the recommended conditions as set out in this report including such refinements, amendments, additions and/or deletions as the Head of Planning, Sustainable Development and Regulatory Services considers reasonably necessary;
2. Finalise the recommended legal agreement under Section 106 of the Town and Country Planning Act 1990 and other enabling powers as set out in this report, including refining, adding to, amending and/or deleting the obligations detailed in the heads of terms set out in this report (including to dovetail with and where appropriate, reinforce the final conditions and informatives to be attached to the planning permission) as the Head of Planning, Sustainable Development and Regulatory Services considers

reasonably necessary; and

3. Complete the Section 106 legal agreement referred to above and issue the planning permission.

4 17/02010/FUL: John Radcliffe Hospital, Headley Way, Oxford, OX3 9DU

65 - 86

Site address: John Radcliffe Hospital

Proposal: Erection of a Neuroscience research building.

Recommendation:

The East Area Planning Committee is recommended to:

- (a) Approve the application for the reasons given in the report and subject to the required planning conditions set out in section 11 of this report.
- (b) Agree to delegate authority to the Head of Planning, Sustainable Development and Regulatory Services to:
 1. Finalise the recommended conditions as set out in this report including such refinements, amendments, additions and/or deletions as the Head of Planning, Sustainable Development and Regulatory Services considers reasonably necessary;

5 17/02494/CT3: Land At Priory Road and Minchery Road, Oxford

87 - 100

Site address: Land At Priory Road and Minchery Road, Oxford

Proposal: Formation of 53 resident parking spaces using existing grass verges. (Amended plans)

Recommendation:

The East Area Planning Committee is recommended to:

- (a) Approve the application for the reasons given in the report and subject to the required planning conditions set out in section 10 of this report and grant planning permission.
- (b) Agree to delegate authority to the Head of Planning, Sustainable Development and Regulatory Services to:
 - 1. Finalise the recommended conditions as set out in this report including such refinements, amendments, additions and/or deletions as the Head of Planning, Sustainable Development and Regulatory Services considers reasonably necessary;

6 17/02460/FUL: 10 Hardings Close, Oxford, OX4 4NT

101 -
108

Site address: 10 Hardings Close, Oxford, OX4 4NT

Proposal: Demolition of existing rear extension. Erection of single storey rear extension (part retrospective) (Amended plans)

Recommendation:

The East Area Planning Committee is recommended to:

- (a) Approve the application for the reasons given in the report and subject to the required planning conditions set out in section 12 of this report and grant planning permission.
- (b) Agree to delegate authority to the Head of Planning, Sustainable Development and Regulatory Services to:
 - 1. Finalise the recommended conditions as set out in this report including such refinements, amendments, additions and/or deletions as the Head of Planning, Sustainable Development and Regulatory Services considers reasonably necessary;

7 17/02486/FUL: 22 Cardinal Close, Oxford, OX4 3UE

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Site address: 22 Cardinal Close, Oxford, Oxfordshire, OX4 3UE

Proposal: Erection of single storey rear extension. Erection of single storey front extension. Alterations to window and door on west elevation. (Amended plans)

Recommendation:

The East Area Planning Committee is recommended to:

- (a) Approve the application for the reasons given in the report and subject to the required planning conditions set out in section 12 of this report and grant planning permission.
- (b) Agree to delegate authority to the Head of Planning, Sustainable Development and Regulatory Services to:
 - 1. Finalise the recommended conditions as set out in this report including such refinements, amendments, additions and/or deletions as the Head of Planning, Sustainable Development and Regulatory Services considers reasonably necessary;

8 17/02655/FUL: 8 Hunsdon Road, Oxford, OX4 4JE

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Site address: 8 Hunsdon Road, Oxford, OX4 4JE

Proposal: Erection of a single storey rear extension.

Recommendation:

The East Area Planning Committee is recommended to:

- (a) Approve the application for the reasons given in the report and subject to the required planning conditions set out in section 12 of this report and grant planning permission.

- (b) Agree to delegate authority to the Head of Planning, Sustainable Development and Regulatory Services to:

- 1. Finalise the recommended conditions as set out in this report including such refinements, amendments, additions and/or deletions as the Head of Planning, Sustainable Development and Regulatory Services considers reasonably necessary;

9 17/02947/CPU - 26 Badger's Walk, Oxford, OX4 2GW

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Site address: 17/02947/CPU - 26 Badger's Walk, Oxford, OX4 2GW

Proposal: Application to certify that the proposed insertion of 1No. rooflight to front roofslope and 1 No. rooflight to rear roofslope in association with loft conversion is lawful development.

Recommendation:

The East Area Planning Committee is recommended to:

- (a) **Approve the application for the reasons given in the report and grant a certificate of lawful development.**
- (b) **Agree to delegate authority to the Head of Planning, Sustainable Development and Regulatory Services to:**
 - 1. Issue the Certificate of Lawful Development.

10 Minutes

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Minutes from the meetings of 8 November 2017

Recommendation: That the minutes of the meeting held on 8 November 2017 are approved as a true and accurate record.

11 Forthcoming applications

Items currently expected to be for consideration by the committee at future meetings are listed for information. This is not a definitive list and applications may be added or removed at any point. These are not for discussion at this meeting.

Barton Park: reserved matters and further applications relating to 13/01383/OUT	
17/01338/OUT: 23 And Land To The Rear Of 25 Spring Lane, Littlemore, OX4 6LE	Called in by Cllrs Tanner, Price, Fry, Rowley, Lygo, Pegg and Azad
17/01519/FUL: 55 Collinwood Road Oxford OX3 8HN	Called in by Cllrs Sinclair, Munkonge, Taylor, Turner, Tanner, Clarkson, Simm, Chapman and Anwar.
17/02930/CT3: Briar Way, Oxford	Council application
17/03064/CT3: Land On The East Side Of Field Avenue, Oxford	Council application: conservation area
16/02549/FUL: Land Adjacent 4 Wychwood Lane, OX3 8HG	Non-delegated application (as at July, still awaiting additional information)
17/02387/FUL - Ruskin Hall, Dunstan Road, OX3 9BZ	Committee application
17/02923/FUL: Headington School, Headington Road, Oxford, OX3 7TD	Major development: conservation area
17/02386/FUL: Stoke House, 7 Stoke Place, Oxford, OX3 9BX	
17/00991/OUT: Former Workshop At Lanham Way	Major application
17/02068/VAR: 70 Glebelands, Oxford, OX3 7EN	Committee decision
17/02960/CT3: Rose Hill Community Centre, Carole's Way, OX4 4HF	Council application
17/02657/VAR: Royal Mail, 7000 Alec Issigonis Way, Oxford, OX4 2JZ	
17/01480/FUL: 4 Lime Walk	Called in by Cllrs Wilkinson, Cllr Goff, Cllr Wade, Cllr

Oxford OX3 7AE	Goddard, Cllr Altaf-Khan
17/02437/FUL: Land West Of 75 Town Furze Oxford Oxfordshire OX3 7EW	called in by Cllrs Kennedy, Fry, Brown, Price, Chapman and Lloyd-Shogbesan
17/02889/CT3: Site Of 21-55 Birchfield Close, Oxford	Council application
17/02813/FUL: 2 Rymers Lane, Oxford, OX4 3LA	Major application

12 Dates of future meetings

The dates of future meetings are:

17 January 2018

7 February 2018

7 March 2018

4 April 2018

23 May 2018

Councillors declaring interests

General duty

You must declare any disclosable pecuniary interests when the meeting reaches the item on the agenda headed "Declarations of Interest" or as soon as it becomes apparent to you.

What is a disclosable pecuniary interest?

Disclosable pecuniary interests relate to your* employment; sponsorship (ie payment for expenses incurred by you in carrying out your duties as a councillor or towards your election expenses); contracts; land in the Council's area; licenses for land in the Council's area; corporate tenancies; and securities. These declarations must be recorded in each councillor's Register of Interests which is publicly available on the Council's website.

Declaring an interest

Where any matter disclosed in your Register of Interests is being considered at a meeting, you must declare that you have an interest. You should also disclose the nature as well as the existence of the interest.

If you have a disclosable pecuniary interest, after having declared it at the meeting you must not participate in discussion or voting on the item and must withdraw from the meeting whilst the matter is discussed.

Members' Code of Conduct and public perception

Even if you do not have a disclosable pecuniary interest in a matter, the Members' Code of Conduct says that a member "must serve only the public interest and must never improperly confer an advantage or disadvantage on any person including yourself" and that "you must not place yourself in situations where your honesty and integrity may be questioned". What this means is that the matter of interests must be viewed within the context of the Code as a whole and regard should continue to be paid to the perception of the public.

*Disclosable pecuniary interests that must be declared are not only those of the member her or himself but also those member's spouse, civil partner or person they are living with as husband or wife or as if they were civil partners.

Code of practice for dealing with planning applications at area planning committees and planning review committee

Planning controls the development and use of land in the public interest. Applications must be determined in accordance with the Council's adopted policies, unless material planning considerations indicate otherwise. The Committee must be conducted in an orderly, fair and impartial manner. Advice on bias, predetermination and declarations of interest is available from the Monitoring Officer.

The following minimum standards of practice will be followed.

At the meeting

1. All Members will have pre-read the officers' report. Members are also encouraged to view any supporting material and to visit the site if they feel that would be helpful (in accordance with the rules contained in the Planning Code of Practice contained in the Council's Constitution).
2. At the meeting the Chair may draw attention to this code of practice. The Chair will also explain who is entitled to vote.
3. The sequence for each application discussed at Committee shall be as follows:-
 - (a) the Planning Officer will introduce it with a short presentation;
 - (b) any objectors may speak for up to 5 minutes in total;
 - (c) any supporters may speak for up to 5 minutes in total;
 - (d) speaking times may be extended by the Chair, provided that equal time is given to both sides. Any non-voting City Councillors and/or Parish and County Councillors who may wish to speak for or against the application will have to do so as part of the two 5-minute slots mentioned above;
 - (e) voting members of the Committee may raise questions (which shall be directed via the Chair to the lead officer presenting the application, who may pass them to other relevant Officers and/or other speakers); and
 - (f) voting members will debate and determine the application.

Preparation of Planning Policy documents – Public Meetings

4. At public meetings Councillors should be careful to be neutral and to listen to all points of view. They should take care to express themselves with respect to all present including officers. They should never say anything that could be taken to mean they have already made up their mind before an application is determined.

Public requests to speak

5. Members of the public wishing to speak must notify the Democratic Services Officer by noon on the working day before the meeting, giving their name, the application/agenda item they wish to speak on and whether they are objecting to or supporting the application. Notifications can be made in person, via e-mail or telephone, to the Democratic Services Officer (whose details are on the front of the Committee agenda).

Written statements from the public

6. Any written statements that members of the public and Councillors wish to be considered should be sent to the planning officer by noon two working days before the day of the meeting. The planning officer will report these at the meeting. Material received from the public at the meeting will not be accepted or circulated, as Councillors are unable to view give proper consideration to the new information and officers may not be able to check for accuracy or provide considered advice on any material consideration arising. Any such material will not be displayed or shown at the meeting.

Exhibiting model and displays at the meeting

7. Applicants or members of the public can exhibit models or displays at the meeting as long as they notify the Democratic Services Officer of their intention by noon, two working days before the start of the meeting so that members can be notified.

Recording meetings

8. Members of the public and press can record the proceedings of any public meeting of the Council. If you do wish to record the meeting, please notify the Committee clerk prior to the meeting so that they can inform the Chair and direct you to the best place to record. You are not allowed to disturb the meeting and the chair will stop the meeting if they feel a recording is disruptive.
9. The Council asks those recording the meeting:
 - Not to edit the recording in a way that could lead to misinterpretation of the proceedings. This includes not editing an image or views expressed in a way that may ridicule, or show a lack of respect towards those being recorded.
 - To avoid recording members of the public present unless they are addressing the meeting.

Meeting Etiquette

10. All representations should be heard in silence and without interruption. The Chair will not permit disruptive behaviour. Members of the public are reminded that if the meeting is not allowed to proceed in an orderly manner then the Chair will withdraw the opportunity to address the Committee. The Committee is a meeting held in public, not a public meeting.
11. Members should not:
 - (a) rely on considerations which are not material planning considerations in law;
 - (b) question the personal integrity or professionalism of officers in public;
 - (c) proceed to a vote if minded to determine an application against officer's recommendation until the reasons for that decision have been formulated; or
 - (d) seek to re-design, or negotiate amendments to, an application. The Committee must determine applications as they stand and may impose appropriate conditions.

Code updated to reflect Constitution changes agreed at Council in April 2017.

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EAST AREA PLANNING COMMITTEE

6th December 2017

Application Number: 17/02140/FUL

Decision Due by: 13th November 2017

Extension of Time: 29th December 2017

Proposal: Demolition of existing buildings. Erection of new student accommodation comprising of 885 student rooms (of which 46 would be fully accessible), communal areas and amenity provision, associated cafe and shop, laundrettes, plant room and electricity substation, new vehicular and pedestrian access to James Wolfe Road and closure of existing, cycle parking, landscaping and new enclosures. Use of student accommodation outside term time by cultural and academic visitors and by conference and summer school delegates.

Site Address: British Telecom, James Wolfe Road (see **Appendix 1**)

Ward: Lye Valley Ward

Case Officer: Nadia Robinson

Agent: Mr Simon Sharp **Applicant:** Unite Students

Reason at Committee: Major application

1. RECOMMENDATION

1.1. East Area Planning Committee is recommended to:

(a) Approve the application for the reasons given in the report and subject to the required planning conditions set out in section 12 of this report and grant planning permission subject to:

1. The satisfactory completion of a legal agreement under Section 106 of the Town and Country Planning Act 1990 and other enabling powers to secure the planning obligations set out in the recommended heads of terms which are set out in this report; and

(b) Agree to delegate authority to the Head of Planning, Sustainable Development and Regulatory Services to:

1. Finalise the recommended conditions as set out in this report including such refinements, amendments, additions and/or deletions as the Head of Planning, Sustainable Development and Regulatory Services considers reasonably necessary;

2. Finalise the recommended legal agreement under Section 106 of the Town and Country Planning Act 1990 and other enabling powers as set out in this report, including refining, adding to, amending and/or deleting the obligations detailed in the heads of terms set out in this report (including to dovetail with and where appropriate, reinforce the final conditions and informatives to be attached to the planning permission) as the Head of Planning, Sustainable Development and Regulatory Services considers reasonably necessary; and

3. Complete the Section 106 legal agreement referred to above and issue the planning permission.

2. EXECUTIVE SUMMARY

2.1. This report considers an application for the redevelopment of previously developed land for student accommodation of 885 study bedrooms.

2.2. The key matters for assessment set out in this report include the following:

- Principle of development
- Design
- Neighbouring amenity
- Transport
- Arboricultural issues
- Flood risk and drainage
- Ecology and biodiversity
- Energy and sustainability
- Air quality
- Land quality

2.3. The report concludes that the development complies with national and local planning policy and recommends approval, subject to conditions and legal agreement.

3. LEGAL AGREEMENT

3.1. This application is subject to a legal agreement to restrict occupancy to students in full-time education on courses of an academic year or more, to secure payment of an affordable housing contribution if Oxford Brookes University is unable to renew the nominations agreement to the development for a further 10 years at the end of the current nominations agreement, to ensure the developer makes best endeavours to provide the accommodation for full occupation in September 2019, and for a travel plan monitoring fee.

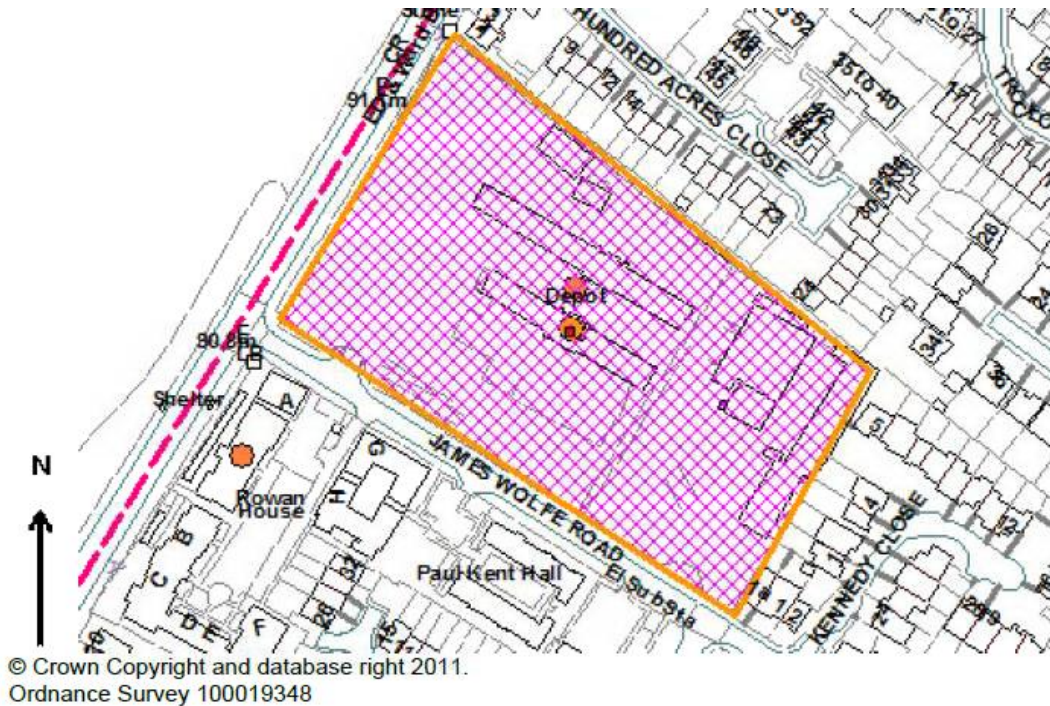
3.2. The agreement would also require the developer to enter into a Section 278 legal agreement with Oxfordshire County Council to secure the relocation of the northbound bus stop outside the application site, and highways work in connection with access changes on James Wolfe Road.

4. COMMUNITY INFRASTRUCTURE LEVY (CIL)

4.1. The proposal is liable for a £2,342,100.17 CIL payment.

5. SITE AND SURROUNDINGS

- 5.1. The application site, the BT engineering depot, lies on the south-eastern side of Hollow Way at its junction with James Wolfe Road. The site is bordered by residential development to the north-east and south-east. On the south-western side of James Wolfe Way lies the driving test centre and the four to five storey Paul Kent Hall student accommodation for Oxford Brookes students. To the north-west lies Hollow Way with the Southfield Golf Course beyond, behind a strong tree screen. The Lye Valley Site of Special Scientific Interest (SSSI) is located some 600 metres to the north-west of the site.
- 5.2. The largely flat site covers an area of 1.58 hectares and is accessed from entrances on James Wolfe Road. The western two-thirds of the site are empty, having been occupied until 2016 by the surviving, mid-nineteenth century buildings of the former army barracks. These buildings have now been demolished. The eastern third of the site is currently occupied by a number of metal sheds and open yards that have been occupied as a service yard for BT vehicles. The entirety of the western, Hollow Way boundary of the site is formed from an approximately two-metre-high, coursed, rubble-stone wall that originally bounded the entire barracks site. Until the 1970s an imposing 'keep' building in similar stone facing to the surviving boundary wall, sat at the south-western corner of the site.
- 5.3. There are bus and cycle routes from the site with connections to the city centre, Headington and the Oxford Brookes University (OBU) Headington campus at Gipsy Lane. There is a small retail park at the junction of Horspath Driftway and Eastern Bypass to the east which has a supermarket, and there are a few small local shops on Hollow Way. Crescent Hall student accommodation for Brookes students lies less than 600 metres from the site, to the south-west of the application site.
- 5.4. See site plan below:



6. PROPOSAL

- 6.1. The application proposes the demolition of the remaining BT buildings on site and the erection of a number of buildings of varying size, height and mass to provide 885 student rooms in clusters of five to ten, plus communal areas, facilities such as launderettes, student collaboration spaces and outdoor amenity space. A retail unit, café, one of the student collaboration spaces and management suite are proposed around a small public square with outdoor seating off James Wolfe Road, allowing for public access to these facilities. The site would also accommodate a plant room, various stores and, in the south-west corner, an electricity substation.
- 6.2. Nine disabled and seven staff parking bays are proposed, with the landscaping organised to allow for 30 additional spaces at the start and end of term for student arrival and departures. Parking for 668 cycles is proposed for the use of residents, staff and visitors.
- 6.3. The two vehicular access points on James Wolfe Road are proposed to be replaced with a single new access point lining up with the layout of Paul Kent Hall. The newer wall along James Wolfe Road is to be removed, as is a small portion of the historic wall close to the junction with James Wolfe Road. A pedestrian access from the site onto Hollow Way is proposed through the wall.
- 6.4. The accommodation is proposed to be occupied by Oxford Brookes students during term-time with use outside of term-time for academic visitors, conference and summer school delegates.
- 6.5. The application follows a pre-application process with the Council that began in early 2016. A number of pre-application meetings have taken place, and the

scheme has been reviewed by the Oxford Design Review Panel (ODRP) on two occasions (see **Appendix 2** for ODRP letters). A public consultation event was held in October 2016.

6.6. The main points in the scheme’s evolution from the original proposal are:

- Increase in study bedroom numbers through rationalisation of layouts, reduction in room sizes, and alterations to the communal areas, café, retail unit, and community space (supported by OBU because smaller rooms encourage student interaction and increase affordability);
- Alterations to massing to create better symmetry around the ‘parade’ and clearer hierarchy across the site;
- Change to roof form – from flat to pitched with gable ends;
- Refinements to the form and design of the ‘keep’ building;
- Alignment of the ‘parade’ with the layout of Paul Kent Hall;
- Smaller retail unit, café introduced, public access introduced to some facilities;
- Landscaping proposal developments, particularly along James Wolfe Road, and the north-eastern strip within the wall.

7. RELEVANT PLANNING HISTORY

7.1. The table below sets out the relevant planning history for the application site:

05/02369/CEU - Application to certify existing use of the site for the following purposes: Covered and open storage, parking of motor vehicles, collection and storage of motor vehicles, open air vehicle wash, workshops, motor transport workshop, offices, training skills workshop, engineering workshop for repair and maintenance of telephone equipment as lawful. Approved 30th January 2006.
15/02797/DEM - Application to determine whether prior approval is required for the method of demolition. Prior approval required and granted 9th November 2015.

8. RELEVANT PLANNING POLICY

8.1. The following policies are relevant to the application:

Topic	National Planning Policy Framework (NPPF)	Local Plan	Core Strategy	Sites and Housing Plan	Other Planning Documents
Design	7, 56, 57, 61, 62, 64, 125	CP1, CP8, CP9, CP10,	CS18,	HP9,	Technical Advice Note – Waste and Bins Storage

Housing	6, 174	CP6,	CS25,	SP6, HP5, HP6,	Affordable housing and planning obligations SPD
Commercial	1, 2		CS1,		
Natural Environment	9, 11, 13, 99, 103	CP11, NE12, NE13, NE14, NE15,	CS11, CS12,		
Social and community	8	CP13, CP19,	CS19,	HP14,	
Transport	4, 35, 36	TR1, TR2,	CS13,	HP15, HP16,	Parking Standards SPD
Environmental	10, 97, 109, 118, 121, 124	CP17, CP18, CP21, CP22, CP23,	CS9, CS10,	HP11,	Energy Statement TAN Natural Resource Impact Assessment (NRIA) SPD
Misc	5	CP.13, CP.24, CP.25		MP1	

9. CONSULTATION RESPONSES

- 9.1. Site notices were displayed around the application site on 5th September 2017 and an advertisement was published in The Oxford Times newspaper on 31st August 2017.

Statutory Consultees

Oxfordshire County Council (Highways)

- 9.2. No objection, subject to conditions and legal agreement:
- 9.3. A Section 278 Agreement must be entered into between the applicant and Oxfordshire County Council in order to secure funding of £46,500 towards the implementation of on-street parking controls in the vicinity of the development site. This Section 278 Agreement must be entered into prior to final planning permission being granted and cannot be secured through a planning condition.
- 9.4. A Section 106 Agreement will be required to secure the following:

- Travel Plan monitoring fees of £2,040
- The following highway works to be completed under Section 278 of the Highways Act 1980 (secured through the Section 106 Agreement);
 - The site access from James Wolfe Road and the reinstatement of the redundant site access points.
 - The relocation of the northbound bus stop on Hollow Way (currently located in front of Paul Kent Hall) and associated highway works.

9.5. Conditions requested in relation to:

- increased frequency of bus services to Brookes Headington Campus
- travel plan
- travel information packs
- detailed plans showing cycle parking
- a construction travel management plan
- student accommodation, servicing and delivery management plan

Oxfordshire County Council (Drainage)

- 9.6. No objection, subject to sustainable drainage condition. The site appears to be an existing impermeable area that could result in betterment for the new development i.e. a reduction in impermeable area from 1.6 to 1.2 hectares. We would like to see as much infiltration as is possible on the site and this will require infiltration testing.

Thames Water

- 9.7. No objection, subject to conditions. Following initial investigation, Thames Water has identified an inability of the existing waste water infrastructure to accommodate the needs of this application. Condition recommended to ensure that sufficient capacity is made available to cope with the new development. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Informative recommended for groundwater discharges. The existing water supply infrastructure has insufficient capacity to meet the additional demands for the proposed development. Thames Water therefore recommend a condition to ensure that the water supply infrastructure has sufficient capacity to cope with the additional demand.

Environment Agency

- 9.8. No objection, subject to conditions. We have reviewed the submitted Phase 2 Site Investigation and, from the information provided, it would indicate that the levels of risk to controlled waters is generally small. Further work is proposed, which we would support. We have no objections to the proposed development providing conditions are applied to any planning permission granted.

Natural England

- 9.9. No objection (initial objection withdrawn). Following receipt of further information on 11/09/2017 (regarding disposal of surface and foul water, including whether

there will be discharges into the Lye Brook), Natural England is satisfied that the specific issues we have raised in previous correspondence relating to this development have been resolved. We therefore consider that there will be no significant adverse impacts on designated site(s)/landscapes and withdraw our objection. The further information provided has clarified that neither surface or foul water will be discharged at a location that would impact upon the Lye Valley SSSI.

Public representations

- 9.10. Letters of comment have been received from addresses within Dene Road, Horspath Road, Eastfield Close, Salegate Lane, Kennedy Close, Hunter Close, Hundred Acres Close, and Dorchester Court Kidlington. Seven opposed the development, two supported and two neither supported nor opposed.
- 9.11. The Oxford Civic Society and Oxford Bus Company have also commented. A petition signed by 96 local residents was submitted by the Bullingdon Community Association. Bullingdon Community Association also sent a detailed representation.
- 9.12. In summary, the main points of objection were:
- On-street student parking taking place in the area, not enforced by the university
 - Controlled parking zone needed
 - Increased traffic, especially at drop off and pick up times each term
 - James Wolfe Road already congested – access should be from Hollow Way
 - Too much student accommodation in the area, changing the character
 - Accommodation for students should be on Brookes sites, e.g. Wheatley
 - Noise and disturbance from students
 - Potential for overlooking to neighbouring properties
 - Unreasonably high number of students proposed for the site
 - Amount of development on site, massing
 - Housing should be provided, not student accommodation
 - No evidence that providing more student accommodation results in HMOs being converted back into family housing
 - Safe routes should be provided for pedestrians and cyclists moving between the site and the main Brookes campus on Gypsy Lane
 - More direct pedestrian route could be provided to the retail park
 - More cycle parking needed for staff and visitors
 - Local and vacation use of bus services needs to be considered
 - Superior facilities for bus stops should be required
 - Impact of construction traffic and disturbance, construction management plan needed
 - Increased pressure on local services with minimal provision of amenities for the local community
 - Development should contribute to local facilities which are being lost
 - Air quality deterioration

- Query whether this is Environmental Impact Assessment (EIA) development
- Drainage concerns – attenuation tanks not the right solution, sewerage capacity not adequate for quantum of development

9.13. In summary, the main points of support were:

- Accommodation is to be welcomed and should help relieve pressure on the general housing market
- Well-designed scheme
- Better use of land than housing as there is less car use with student accommodation
- Student collaboration space for community hire is welcome
- Sustainable transport can be secured through the developer being required to procure additional bus journeys directly from the bus operator
- Improved bus shelters and stops can be provided close to the site

Officer response

9.14. The Highways Authority raises the issue of a contribution to on-street parking controls (a Controlled Parking Zone (CPZ)). However, the mechanism for raising such funds is through the Community Infrastructure Levy and so no additional contribution can be required towards the implementation of a CPZ as part of this planning application.

9.15. The issue of how Oxford Brookes enforces its no-car policy for students in a broader context beyond this planning application has come through strongly from the public consultation. Transport, parking and management for this development are assessed in later sections of this report; some of the issues raised are beyond the control of the application under consideration. The applicant has submitted a note outlining Oxford Brookes's strategy for dealing with the issue of on-street car parking. This includes a focus on high levels of active and public transport modal shares for travel to the university, incentives such a cycle and shower facilities, subsidised or free BROOKESbus travel passes, and stringent sanctions for breaching Hall regulations if residents keep a car in Oxford. It is noted that local residents may also be part-time students and therefore their parking cannot be fully controlled, only more sustainable travel behaviour encouraged.

9.16. An EIA screening opinion was provided by Oxford City Council, dated 6 January 2016, which determined that the proposal was not EIA development. The screening opinion was provided for a slightly smaller scheme in terms of number of study bedrooms, but the overall layout and massing of the scheme had not altered significantly from this previous proposal, and therefore the screening opinion still stands.

10. PLANNING MATERIAL CONSIDERATIONS

10.1. Officers consider the determining issues to be:

- i. Principle of development
- ii. Design
- iii. Neighbouring amenity
- iv. Transport
- v. Arboricultural issues
- vi. Flood risk and drainage
- vii. Ecology and biodiversity
- viii. Energy and sustainability
- ix. Air quality
- x. Land quality

i. Principle of development

- 10.2. The National Planning Policy Framework (NPPF) and Core Strategy Policy CS2 encourage the effective use of land by re-using land that has been previously developed. This development would seek to make an efficient use of this type of land. Policy CP6 of the Oxford Local Plan requires that development proposals make maximum and appropriate use of land and the best use of a site's capacity in a manner both compatible with the site itself as well as the surrounding area.
- 10.3. The site has been allocated for development through the Sites and Housing Plan Policy SP6. This states that planning permission will only be granted for residential or student accommodation or a mix of both uses. It makes clear that permission will not be granted for any other uses.
- 10.4. The allocation policy SP6 goes on to state that:
- permission will only be granted if it can be proven that there would be no adverse impact upon surface and groundwater flow to the Lye Valley SSSI,
 - proposals should reduce surface water run-off in the area and should be accompanied by an assessment of groundwater and surface water, and,
 - sustainable drainage with an acceptable management plan must be incorporated into the scheme.
- 10.5. Subject to these matters, which are discussed later in this report, the proposed student accommodation use is consistent with the site allocation. Representations were received favouring housing over student accommodation and resisting student accommodation in this area but the site allocation policy is clear that such a use is acceptable in policy terms.

Student accommodation

- 10.6. Policy CS25 of the Core Strategy states that student accommodation will be restricted in occupation to students in full-time education on courses of an academic year or more. This restriction does not apply outside the semester or term-time, provided that during term-time the development is occupied only by university students. This ensures opportunity for efficient use of the buildings for short-stay visitors, such as conference delegates or summer language school

students, whilst providing permanent university student accommodation when needed.

- 10.7. The development is proposed by Unite, a specialist student accommodation provider, with a nominations agreement to be entered into with Oxford Brookes. On this basis the accommodation will be occupied in accordance with the policy, and this occupation is recommended to be secured by condition.
- 10.8. Policy CS25 makes specific reference to management controls, including those to ensure that students do not bring cars to Oxford. These matters are discussed later in this report.
- 10.9. Policy HP5 of the Sites and Housing Plan identifies locations where planning permission may be granted for student accommodation. This site complies with the policy by being located adjacent to a main thoroughfare (Hollow Way) and by being allocated in the development plan to potentially include student accommodation.
- 10.10. Policy HP5 also states that for student accommodation of 20 or more bedrooms the design will need to include some indoor and outdoor communal space, a management regime will need to be agreed, and the residents prevented from bringing cars into Oxford. These matters are discussed later in this report.

Affordable Housing

- 10.11. Sites and Housing Plan Policy HP6 states that new student accommodation of 20 or more bedrooms will be required to make a financial contribution towards delivering affordable housing elsewhere in Oxford. The proposed development would therefore be a qualifying site for affordable housing. The policy lists five criteria where exceptions to this requirement can be made.
- 10.12. In seeking to encourage the universities to provide accommodation for their students, an exception (d) to the Affordable Housing contribution applies where the proposed student accommodation is necessary to enable either university to achieve or maintain its 3,000 student numbers threshold referred to in Core Strategy Policy CS25.
- 10.13. Officers understand from both parties that the agreement to enter into a nominations agreement for a 10 year period for this development has been signed. It is also understood that a 10 year term is the longest OBU has signed, with their nominations agreements usually only running to five or seven years. The development is a key part of OBU's estate strategy and should be considered student accommodation for Oxford Brookes students, built and managed by Unite.
- 10.14. The current annual monitoring report has recorded the number of OBU students living outside university-provided accommodation at 4,180. While the 885 student rooms will not bring the number of students living out of university-provided accommodation below the 3,000 threshold, the development would make a significant step in achieving this target. Officers recognise that the

development is for use by Oxford Brookes students, and so the affordable housing contribution exemption (d) of policy HP6 would apply.

- 10.15. Affordable Housing is clearly a significant issue in the city given current housing needs and so, the nominations agreement between Brookes and Unite of 10 years is not a sufficient period to give the Council security in respect of this policy exemption. Officers recognise the financial and practical difficulties for Brookes in agreeing to more than 10 years and so it is proposed that the Council deals positively with this situation via legal agreement such that, were Brookes unable to renew the lease for a further 10 years, the affordable housing contribution, index-linked from the date of the permission, would be payable by the developer. This is considered to strike a reasonable balance in terms of policy compliance. The legal agreement would also require the developer to make best endeavours to provide the accommodation for full occupation in September 2019.
- 10.16. With such an agreement in place, it is considered that the development would comply with policy HP6 of the Sites and Housing Plan.

Retail and café use

- 10.17. While the site allocation policy SP6 does not include retail or café use, and the site is not within a district or neighbourhood centre as defined by the retail hierarchy in the Oxford Core Strategy, it is recognised that a scheme of this size would need some ancillary facilities. The floor area proposed for these two elements (337 square metres) is minor compared with the predominant student accommodation use and ancillary facilities on the site. The total new floor space for the development is 20,755 square metres. These uses would bring community benefits by being open to the public. This element of the scheme is therefore considered acceptable in the overall context of the development. A condition to control opening hours is recommended.

ii. Design

- 10.18. Policy CS18 of the Oxford Core Strategy 2026 requires development to demonstrate high-quality urban design that responds appropriately to the site and surroundings; creates a strong sense of place; attractive public realm; and high quality architecture. The Oxford Local Plan 2001-2016 requires development to enhance the quality of the environment, with Policy CP1 central to this purpose. Policy CP6 emphasises the need to make an efficient use of land, in a manner where the built form and site layout suits the sites capacity and surrounding area. Policy CP8 states that the siting, massing, and design of new development should create an appropriate visual relationship with the built form of the surrounding area.
- 10.19. The massing and arrangement of buildings has been in part designed to reflect the pattern of individual, detached, monumental buildings set in generous open spaces, like the barracks buildings that previously occupied the site, and in part to respond to the surrounding, overtly domestic context to the site and to reflect the fundamentally residential function of the proposed buildings.

- 10.20. The mass (section) of the proposed buildings is fundamentally driven by the double pile with central corridor plan form which has been applied to all buildings with the ubiquitous central flat roof section resulting from an apparent desire to minimise overall building heights.
- 10.21. The proposed building heights have been designed to reflect those of the existing Paul Kent Hall student housing as opposed to the two-storey heights of surrounding housing, and there is clearly a precedent for the proposed heights that derives from the barracks buildings that previously occupied this site. Heights vary from three storey, domestic scale buildings along the boundaries of the site closest to residential areas, to two parallel ranges of five storeys running from the intended entrance to the site on James Wolfe Road across the middle of the site. The remaining buildings facing onto Hollow Way and James Wolfe Road are four storeys. The 'keep' building at the road junction between Hollow Way and James Wolfe Road rises to five storeys with a recessed additional storey.
- 10.22. The design and access statement identifies the relevant constraints and the site's historical interest and officers consider that the resulting scale and massing responds appropriately to the surrounding built form and site's context, while making efficient use of land, in compliance with policy CP6 of the Oxford Local Plan.
- 10.23. The similarity in the nature of accommodation to occupy the proposed and former site uses is reflected in a similarity of building facade appearance with the strongly repetitive patterns and aligned arrangement of windows that adorn the buildings' facades.
- 10.24. On the matter of architectural detailing, officers consider that there has been some design development in response to ODRP advice. However, there still remains a concern that the lack of detail and the application of materials across the buildings' façades does not convince that the design will be of the required quality. A condition requiring details of a number of elements, in addition to the more standard condition for material samples to be approved, is therefore suggested to ensure appropriate control over the detailed elements of the design that will secure good overall design.
- 10.25. Similarly, while the principles of the lighting strategy are included in the design and access statement, illumination is important to the quality and impact of the development and wider context, including longer views out of the city. Officers recommend a condition to control this to ensure that no or minimal harm would result and that the design has considered the impact and mitigated this through the design of lighting.
- 10.26. The landscaping scheme is full of interest with a variety of different character areas, creating thoughtfully designed multi-functional outdoor communal spaces, fulfilling the outdoor requirements of policy HP5 of the Sites and Housing Plan. The application includes a detailed soft landscaping plan which is appropriate given the site layout proposed. A condition is recommended to ensure implementation of the landscape plan.

10.27. The design of the development has developed in response to the recommendations of officers and the ODRP. Subject to the conditions discussed, it is considered to respond well to the site context and surrounding development, resulting in a development of an appropriate quality that complies with local plan policies.

iii. Neighbouring amenity

Residential amenity

10.28. Policy HP14 of the Sites and Housing Plan states that development should provide reasonable privacy and daylight for the occupants of both existing and new dwellings. This is supported by Oxford Local Plan Policy CP10.

10.29. Distances between Paul Kent Hall and the buildings proposed along James Wolfe Road, as well as the fact that both are student accommodation, results in a comfortable relationship in terms of amenity for occupants of both the existing and proposed development.

10.30. Residential development is located to the north-east of the site in Hundred Acres Close and to the south-east of the site in Kennedy Close. There are also a small number of houses in East Field Close that lie close to the eastern corner of the development. The buildings sited closest to these boundaries are of a more domestic, three-storey scale compared with the remaining buildings on site. A back-to-back distance of at least 20 metres is maintained between the proposed development and habitable rooms of neighbouring houses, in compliance with guidance in the Sites and Housing Plan. Such a separation distance is not maintained between 5 Kennedy Close and the accommodation block in the eastern corner of the site. Oriel windows have therefore been proposed so that there is no unreasonably harmful overlooking caused by the development. 1a James Wolfe Road and 1 Hundred Acres Close lie within 10 metres of the nearest student block, but has neither has windows serving habitable rooms on the elevation facing the development.

10.31. Due to the distances between the proposed development and the scale, at three storeys, of the buildings closest to residential dwellings, the proposal is not considered to result in an overbearing or overshadowing impact on surrounding properties. The existing built form (BT sheds) abuts the south-eastern boundary, albeit at a lower height than the proposed. The increased separation proposed is considered to result in a more comfortable relationship in terms of overbearing impact for residents of 1 to 5 Kennedy Close. Mutual overlooking between gardens and outdoor amenity areas is considered compatible given that both uses are residential.

Management of student accommodation

10.32. A management plan has been submitted with the application covering matters including pick-ups and drop-offs at the end and start of term, on-site management, deliveries and collections, community liaison and dealing with any

problems with residents' behaviour. Some amendments are required to this plan to manage deliveries on site and it is recommended that the plan is amended and secured via condition in order to safeguard residential amenity for future occupants and local residents.

- 10.33. It is concluded that no significant adverse effects on residential amenity will arise from the proposed development and residential amenity would be satisfactorily safeguarded in compliance with policy.

iv. Transport

Car parking

- 10.34. A transport assessment and draft travel plan have been submitted with the application. Policy CS25 and HP5 state that, for student accommodation, the Council will secure an undertaking to ensure that students do not bring cars to Oxford. Policy HP16 and Appendix 8 of the Sites and Housing Plan state that no student parking spaces are permitted for new student accommodation other than some limited operational and disabled parking space. The development is proposed to have very low levels of car parking, with nine disabled and seven staff parking bays. The site layout allows for 30 additional spaces for use at the start and end of term when students are dropped off and collected. The largely car-free nature of the development is proposed to be controlled through the use of tenancy agreements to prevent students from bringing cars into the city.
- 10.35. The County Council as Highway Authority considers that the only effective way to ensure that students do not bring and park vehicles in the locality of the development is by installing a CPZ and ensuring that the development is not eligible for residents' or visitors' parking permits within that CPZ.
- 10.36. It is understood that the applicant has offered a contribution of £46,500 towards on-street parking controls in the immediate vicinity of the site, which is acceptable to the County Council and would enable suitable on-street parking controls to be implemented within the vicinity of the site in time for the anticipated occupation of the development.
- 10.37. Although the applicant has agreed to enter into such an agreement with the Highway Authority, officers would advise members that this is a matter between the applicant and the Highway Authority and is not a matter for members to consider as part of the recommendation. No such contribution can be required towards the implementation of a CPZ as part of this planning permission because the mechanism for raising such funds is through the Community Infrastructure Levy (CIL). Members must determine the application based on the merits of the proposal and in the absence of a CPZ in the site's immediate area.
- 10.38. Car parking for residents is to be controlled and enforced, as it is on other similar developments, through tenancy agreements and the student management plan. While not within the control of this planning application, officers note that Oxford Brookes is making best endeavours to control on-street parking through the mechanisms available to them, as set out in paragraph 9.16. In assessing car

parking proposals for this development, the proposals comply with Oxford City Council policies for student accommodation, subject to recommended conditions for management controls, including those to ensure that students do not bring cars to Oxford.

Transport sustainability

- 10.39. In terms of trip generation, the majority of trips associated with the site are likely to be related to the delivery and servicing requirements of the development, along with a small number of trips generated by staff and students eligible for one of the few disabled parking spaces. It is not considered likely that the proposed retail unit or café would attract a significant number of trips in their own right and are likely to primarily be used by students and visitors staying at the student accommodation. Access from James Wolfe Road is considered appropriate.
- 10.40. The site is in a sustainable location close to frequent bus services and a supermarket within the nearby retail park. It is within reasonable cycling distance of the city centre and Brookes Headington campus. Public transport and cycling are likely to be the most attractive options for students travelling to and from Oxford Brookes University's campuses and other destinations such as the city centre. While some poorly surfaced areas of the cycle route between the development site and the Headington campus have been identified, as well as bus shelters in a poor state, no contribution can be sought for these works in connection with this planning application these items are funded by CIL. It is understood that the developer is in discussion with Oxfordshire County Council regarding some cycle lane improvements in the vicinity, to be carried out as a separate arrangement.
- 10.41. The County Council considers that the proposed development has the potential to generate a significant increase in public transport trips. A condition has been requested by County for an uplift in peak time BROOKESbus services between 8am and 9am. However, officers consider that this condition would not meet the relevant tests on the basis that it would not be reasonable given this is not the peak time for students and is more likely to serve commuters. It is also unenforceable because Unite as applicant does not have control over timetabling. The BROOKESbus service is regularly reviewed by Oxford Brookes to ensure it meets student demands.
- 10.42. A Section 278 legal agreement, as required by County, will be secured to cover access alterations on James Wolfe Road, and for the relocation of the northbound bus stop on Hollow Way to avoid obstructions to traffic that may result from the current arrangement (two bus stops sited directly opposite each other).

Cycle parking

- 10.43. Policy HP15 of the Sites and Housing Plan requires cycle parking provision for student accommodation of three spaces per four rooms. Provision of 668 cycle parking spaces is proposed in the application, although the plans indicate a

higher number of 678 spaces. Both figures would comply with this ratio although 22 of the spaces are provided for visitor parking located close to the proposed retail and café units, and accessible to the public.

- 10.44. The Highways Authority has requested a condition requiring further details of the cycle parking to ensure the two-tier parking proposed will be fit for purpose. These details should demonstrate that a minimum of 664 spaces are provided for residents, plus the additional 22 proposed for visitors.

Travel plan

- 10.45. The draft travel plan submitted with the application has been assessed by the Travel Plan team at the County Council and a number of areas need correcting or adding to meet the County's criteria contained within 'Guidance for new development - Transport Assessments and Travel Plans' March 2014. Therefore, in the interests of sustainable transport, a condition is recommended to revise the document for approval.

Servicing arrangements

- 10.46. The submitted management plan states that students will be allocated time slots for moving into and out of the student accommodation typically over the course of a weekend at the start and end of term. Specific areas are set aside for temporary car parking during these times for this purpose.
- 10.47. The use of allocated time slots and the provision of temporary car parking spaces, along with monitoring of movements from management staff will help to minimise the potential traffic impacts of students arriving at the beginning and end of term. The measures set out for controlling these movements within the management plan submitted are recommended to be fully implemented and secured through a planning condition.
- 10.48. The applicant submitted further information in response to County concerns regarding kerbside deliveries and this was considered acceptable. All servicing and delivery requirements related to the development will be carried out on site. This is recommended to be secured through the management plan.
- 10.49. A construction travel management plan is also recommended to be secured by condition to mitigate the impact of construction vehicles on the surrounding network, road infrastructure and local residents.

v. Arboricultural issues

- 10.50. Proposals include the removal of two horse chestnut and a lime tree that are protected under a Tree Protection Order. While the loss of these trees is regrettable, it appears to be justified in this case because it allows a more coherent site layout and the inclusion of many new trees within the design, including two rows of small-leaved lime trees planting along the boundary with James Wolfe Road and a group of red-leaved sycamores at the entrance from James Wolfe Road (all of which are large growing trees). This will ultimately

increase tree canopy cover in the area and will mitigate the impact on visual amenity in the area. The proposal would therefore accord with policies NE15 and NE16 of the Oxford Local Plan.

vi. Flood risk and drainage

10.51. Due to the location of the site close to the Lye Valley, the site allocation policy SP6 states that:

- permission will only be granted if it can be proven that there would be no adverse impact upon surface and groundwater flow to the Lye Valley SSSI,
- proposals should reduce surface water run-off in the area and should be accompanied by an assessment of groundwater and surface water, and,
- sustainable drainage with an acceptable management plan must be incorporated into the scheme.

10.52. These issues are discussed in this and the following section of the report.

10.53. The site currently has a combination of both hardstanding and buildings, with the greater amount of space being hardstanding. The newly proposed buildings would occupy a greater proportion of the site than the previous buildings, although the impermeable areas on site would decrease from approximately 1.6 to 1.2 hectares.

10.54. The site is within Flood Zone 1 according to the Environment Agency's Flood Maps. The Flood Risk Assessment submitted with the application considers flooding from other sources and concludes that the proposed development does not pose increased flood risk to downstream receptors.

10.55. The proposal has briefly outlined a surface water drainage strategy in which it is proposed a 50 per cent betterment will be achieved by the proposal. An attenuation system is proposed for surface water drainage. However, it is noted that geotechnical infiltration and soakage testing has not been provided. The application has not provided sufficient information to eliminate infiltration as a method of surface water disposal, which lies at the top of the sustainable drainage hierarchy. Conditions are therefore recommended requiring further investigation including soakage/infiltration testing, an assessment of the hydrological and hydro-geological context of the development and the provision of a drainage strategy that follows the sustainable drainage hierarchy.

10.56. Thames Water has requested two conditions to ensure there is sufficient infrastructure capacity for the development for water supply and to deal with foul sewage.

10.57. Officers consider that, with appropriate conditions applied, drainage for the development will deal adequately with water supply, foul and surface water and would therefore accord with policy CS11 of the Core Strategy and policy NE14 of the Oxford Local Plan.

vii. Ecology and biodiversity

- 10.58. Policy CS12 of the Core Strategy states that development will not be permitted that results in a net loss of sites and species of ecological value. Where there is opportunity, development will be expected to enhance Oxford's biodiversity. Sites and species important for biodiversity will be protected.
- 10.59. The site lies some 600m from the Lye Valley (the designated Site of Special Scientific Interest (SSSI), the Cowley Marsh Local Wildlife Site (LWS) and associated habitats). Officers and Natural England have therefore robustly reviewed the submitted Biodiversity and Geodiversity Assessment as well as the Flood Risk Assessment (FRA), mindful of the potential hydrological effects that the development may have on the Lye Valley.
- 10.60. Further information was requested from the applicants regarding disposal of surface and foul water, including whether there will be discharges into the Lye Brook in order to safeguard the SSSI and LWS. The further information provided clarified that neither surface or foul water will be discharged at a location that would impact upon the Lye Valley SSSI.
- 10.61. Topographically, surface water flows across the site area to the south east (away from the LWS), as explained in the FRA. Surface water drainage from the site is reduced overall as a result of the attenuation designed into the development – as such the development reduces the potential for surface water overflows. Groundwater flow is away from the LWS (again to the south east). Overall, the majority of site drainage to sewer and foul drainage is directed away from the LWS – to the south east.
- 10.62. Officers therefore consider that there is no identified pathway for hydrological effects directly from the site to impact the LWS or the SSSI, and so do not consider there to be a significant risk.
- 10.63. Natural England is also satisfied with the further information provided which it considers clarifies that neither surface or foul water will be discharged at a location that would impact upon the Lye Valley SSSI.
- 10.64. A number of conditions are recommended in respect of biodiversity and ecology matters, including requirements for further ecological surveys depending on the date of commencement of works, a construction environmental management plan and biodiversity enhancements. Subject to these conditions, the development is considered to be compliant with policy CS12 of the Core Strategy.
- 10.65. Taking the matters of ecology and biodiversity with those relating to drainage, discussed above, the development is considered to comply with the requirements of site allocation policy SP6 of the Sites and Housing Plan.

viii. Energy and sustainability

- 10.66. An Energy Strategy report was submitted with the application, and officers requested an addendum to this report to demonstrate that at least 20 per cent of the development's energy needs can be provided from on-site renewable or low carbon technologies, as required by policy HP11 of the Sites and Housing Plan. It was requested that the applicants demonstrate this by comparing the carbon emissions from the simulation and calculations on the design case with a base case that is compliant with Building Regulations Part L (i.e. to the minimum energy standards).
- 10.67. Photovoltaics and combined heat and power are proposed for pre-heating the domestic hot water, with air source heat pumps for space heating and cooling of the communal and commercial areas. All cluster flats will be provided with a mechanical ventilation heat recovery unit, providing supply ventilation to all bedrooms and extract from all bathrooms. The predicted CO₂ emissions reduction (including unregulated emissions) is approximately 22.5% when compared to a Building Regulations Part L compliant scheme.
- 10.68. A condition to implement in accordance with the approaches detailed in the addendum is recommended to ensure compliance with the requirements of policy HP11. Photovoltaic panels are proposed in the energy strategy and detailed drawings of their locations are recommended to be required by condition to ensure a satisfactory visual appearance.

ix. Air quality

- 10.69. An Air Quality Statement and later Air Quality Modelling statement have been submitted which, together, consider the potential air quality impacts from the construction phase of the development, and the operational phase.
- 10.70. The overall risk of dust impacts during construction phase in the absence of mitigation has been assessed as being High Risk. It is therefore recommended that a construction management plan is put in place, taking into consideration the conclusions and mitigation measures recommended to be applied on site, and that are presented in Annex A of the submitted Air Quality Statement.
- 10.71. For the operational phase, there are no concerns in terms of air quality impact resulting from traffic increase as the predicted vehicle increase is not so great as to consider the impact significant, according to Institute of Air Quality Management guidelines. The Air Quality Modelling statement addresses officers' concerns regarding possible emission impacts from the centralised energy centre. An assessment of potential air quality impacts from the development's energy centre has been made; officers agree that the development will cause no significant impacts on the air quality of the surrounding area or its occupants. The development is therefore compliant with policy CP23 of the Oxford Local Plan 2001-2016.

x. Land quality

- 10.72. The records indicate that the site has a former potentially contaminative land use (Military Barracks and British Telecommunications Depot site). The development

involves the creation of residential dwellings, which are considered to be sensitive uses. The risk of any significant contamination being present on the site is low. A Phase II Environmental Site Investigation was carried out and officers are satisfied with the contents and scope of the investigation together with the conclusions of the submitted report. It is recommended that conditions, including a requirement for a remediation strategy and validation plan, are placed on any planning permission to ensure the site is suitable for the proposed use in accordance with the requirements of policy CP22 of the Oxford Local Plan 2001-2016.

10.73. The Environment Agency (EA) has also reviewed the Phase II Environmental Site Investigation report and notes that the levels of risk to controlled waters are generally small, and they support the further work proposed in the report. The EA recommended similar conditions to officers and has approved the conditions that officers have drafted.

xi. Other matters

10.74. A number of issues were raised through the public consultation, which have not already been explicitly addressed in the report.

10.75. Concerns were raised about the high number of students proposed for the site and the increased pressure on local services. No concerns have been raised by statutory consultees about local services and officers consider the quantum of development and outdoor amenity space to be appropriate for the site and the quality of the accommodation to be good. Therefore the number of students on site is considered acceptable. Officers do not envisage any undue pressure on local services since many services that students will use are available through OBU. An increased number of customers would support local shops. Although not a requirement, the development would provide facilities for the local community in the form of a café and retail unit available for the local community, as well as use of the student collaboration space. It is not considered reasonable nor relevant to this application for the development to contribute to facilities that are being lost in the local area.

10.76. It was queried whether providing more student accommodation results in HMOs being converted back into family housing. The Council's local plan recognises that students who live outside purpose-built accommodation tend to house-share in the private rental market. This affects the availability of larger houses in the general market; therefore, increasing the amount of purpose-built student accommodation will be beneficial to the wider market. It is beyond the scope of this application and the developer to control the use of existing HMOs; this is a matter which is covered by separate planning policies.

10.77. It is suggested that a more direct pedestrian route could be provided to the retail park. This would depend on the applicant having control over the land to make such a connection, and is beyond the red line of the development. The pedestrian route available is an acceptable distance and route.

xii. Planning obligations

10.78. It is considered that the following matters should be secured through a Section 106 legal agreement:

- Occupancy restricted to students in full-time education on courses of an academic year or more;
- Payment of affordable housing contribution, index-linked from the date of permission, if Oxford Brookes University is unable to renew the nominations agreement for a further 10 years at the end of the current nominations agreement of 10 years. The contribution, based on the calculation contained in Appendix 4 of the Sites and Housing Plan would be £162.79 x 19,361sqm GIA = £3,151,777.19;
- The developer to make best endeavours to provide the accommodation for full occupation in September 2019;
- Travel Plan monitoring fee of £2,040.

10.79. The agreement would also require the developer to enter into a Section 278 legal agreement with Oxfordshire County Council to secure:

- The relocation of the northbound bus stop outside the application site;
- Access changes on James Wolfe Road.

11. CONCLUSION

11.1. The development would be an efficient use of previously developed land, allocated for student accommodation that would make a significant contribution to the number of university-provided rooms in the city. The massing, form, site layout, architecture and landscaping have developed through an iterative pre-application design process to respond appropriately to the context of the site and surroundings, and contributing positively to the public realm. The proposal complies with local plan policies for parking for student accommodation which is proposed to be controlled in an established, policy-compliant way via tenancy agreements. Drainage matters on this sensitive site can be satisfactorily dealt with in order to safeguard the Lye Valley SSSI, the Cowley Marsh LWS and associated habitats. The relationship between the neighbouring residential properties and the new development has been carefully considered and deemed acceptable in terms of safeguarding amenity.

11.2. As such, the development represents sustainable development that wholly complies with the NPPF and the relevant policies of the local plan.

11.3. It is recommended that the Committee resolve to grant planning permission for the development proposed subject to the satisfactory completion (under authority delegated to the Head of Development Management) of a legal agreement under section 106 of the Town and Country Planning Act 1990.

12. CONDITIONS

1 The development to which this permission relates must be begun not later than the expiration of three years from the date of this permission.

Reason: In accordance with Section 91(1) of the Town and Country Planning Act 1990 as amended by the Planning Compulsory Purchase Act 2004.

- 2 The development permitted shall be constructed in complete accordance with the specifications in the application and approved plans listed below, unless otherwise agreed in writing by the local planning authority.

Reason: To avoid doubt and to ensure an acceptable development as indicated on the submitted drawings in accordance with policy CP1 of the Oxford Local Plan 2001-2016.

- 3 The student accommodation hereby permitted shall only be occupied during term time by students in full time education on courses of an academic year or more. Outside term time the permitted use may be extended to include accommodation for cultural and academic visitors and for conference and summer school delegates.

The buildings shall be used for no other purpose without the prior written approval of the local planning authority.

Reason: In order to maintain the availability of appropriate student accommodation in accordance with policy CS25 of the Adopted Oxford Core Strategy 2026.

- 4 The student study bedrooms comprised in the development shall not be occupied until the wording of a clause in the tenancy agreement under which the study bedrooms are to be occupied restricting students resident at the premises (other than those registered disabled) from bringing or keeping a motor vehicle in the city has been submitted to and approved by the local planning authority; and the study bedrooms shall only be let on tenancies which include that clause or any alternative approved by the local planning authority.

Reason: To ensure that the development does not generate a level of vehicular parking which would be prejudicial to highway safety, or cause parking stress in the immediate locality, in accordance with policies CS25 of the Adopted Oxford Core Strategy 2026, Policy HP5 of the Sites and Housing Plan, and Policies CP1 and TR12 of the Oxford Local Plan 2001-2016.

- 5 The development shall not be occupied until a Student Management Plan has been submitted to and approved in writing by the Local Planning Authority.

This should set out:

- control measures for ensuring that the movement of vehicles associated with the transport of student belongings at the start and end of term are appropriately staggered to prevent any adverse impacts on the operation of the highway;
- the management controls applying to the accommodation;
- landscape management plan;

- that all delivery and servicing requirements related to the site must take place from within the site. (The only potential exception to this requirement may be refuse collections for the café and retail units.)

The management plan shall be implemented upon first occupation of the development and remain in place at all times thereafter unless otherwise agreed in writing beforehand by the Local Planning Authority.

Reason: To avoid doubt and in order to ensure the development is appropriately managed so as to protect the amenities of neighbouring occupiers, in accordance with policy CS25 of the Oxford Core Strategy 2026.

6 Notwithstanding the provisions of Schedule 2 Part 3 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended):

- the retail unit hereby permitted shall only be used within use class A1
- the café hereby permitted shall only be used within use class A3

of the Schedule to the Town and Country Planning (Use Classes) Order 1987 and for no other purposes.

Reason: To ensure that the local planning authority can properly consider any alternative use of the units and its impact on local residential amenity in accordance with the relevant policies of the Adopted Oxford Local Plan 2001-2016.

7 Prior to the commencement of construction works above ground level (excluding the demolition of the existing structures and site clearance), samples of the exterior materials and sample panels of brickwork and brick course to be used shall be submitted to, and approved in writing by, the local planning authority and only the approved materials and details shall be used.

Reason: In the interests of visual amenity in accordance with policies CP1 and CP8 of the Oxford Local Plan 2001-2016 and policy CS18 of the Oxford Core Strategy 2026.

8 Details of the following elements shall be submitted to, and approved in writing by, the local planning authority prior to the commencement of construction works above ground level (excluding the demolition of the existing structures and site clearance), and the works shall be carried out in accordance with the approved details:

- all openings in facades - including windows, window setbacks and reveals, shopfronts and other larger scale ground floor openings;
- construction and finish of dormers;
- gates onto James Wolfe Road and Hollow Way;
- rainwater goods; and
- junctions between buildings and ground adjacent.

Reason: To ensure a satisfactory quality of design, for the avoidance of doubt and so that the local planning authority can agree these details in accordance with policies CP1, of the Oxford Local Plan 2001-2016 and policy CS18 of the Oxford Core Strategy 2026.

- 9 Notwithstanding the approved plans, elevation drawings, roof plans and sections showing the location of the photovoltaic panels, as well as details of the panels and their mounting system, shall be submitted and approved in writing by the local planning authority prior to the commencement of construction works above ground level (excluding the demolition of the existing structures and site clearance). The development shall be carried out in accordance with the approved details.

Reason: In the interests of visual amenity in accordance with policy CP1 and CP8 of the Oxford Local Plan 2001-2016 and CS18 of the Oxford Core Strategy 2026.

- 10 Details of the external illumination for the development demonstrating the impact of illumination on facades and light spill shall be submitted and approved in writing prior to the installation such lighting. The development shall be carried out in accordance with the approved details unless otherwise agreed in writing by the local planning authority.

Reason: In the interests of visual amenity and the visual impact of the development in a wider context, including longer views out of the city, in accordance with policy CP1 and CP8 of the Oxford Local Plan 2001-2016 and CS18 of the Oxford Core Strategy 2026.

- 11 Details of all external signage for the development including the retail unit and café shall be submitted to and approved in writing by the local planning authority prior to the installation of the signage. The approved signage shall be installed and thereafter unless otherwise agreed in writing by the local planning authority.

Reason: In the interests of visual amenity in accordance with policy CP1 and CP8 of the Oxford Local Plan 2001-2016 and CS18 of the Oxford Core Strategy 2026.

- 12 Prior to the commencement of construction works above ground level of the development, details of the measures to be incorporated into the development to demonstrate how 'Secured by Design (SBD)' accreditation will be achieved 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, and shall not be occupied or used until the Council has acknowledged in writing that it has received written confirmation of SBD accreditation.

Reason: In the interests of community safety in accordance with Policy CS19 of the Core Strategy and HP9 of the Sites and Housing Plan.

- 13 The boundary treatment along the north-west, north-east and south-east site boundaries as shown on the approved plans shall be retained in perpetuity unless otherwise agreed in writing by the local planning authority.

Reason: In the interests of visual and residential amenity in accordance with policy CP1 and CP8 of the Oxford Local Plan 2001-2016 and CS18 of the Oxford Core Strategy 2026.

- 14 Prior to the first use of the retail unit and café, the opening hours of these units shall be submitted to the local planning authority and approved in writing. The units shall operate within the approved opening hours thereafter unless otherwise agreed in writing by the local planning authority.

Reason: In the interests of the amenity of nearby residents, in accordance with policies CP1, CP19 and CP21 of the Oxford Local Plan 2001-2016.

- 15 Details of all extraction equipment required to serve the development shall be submitted to and approved in writing by the local planning authority. The measures as approved shall be installed and available for use upon first occupation of the development and retained at all times thereafter.

Reason: In the interests of the amenity of nearby residents, in accordance with policy CP19 of the Adopted Oxford Local Plan 2001-2016.

- 16 The submitted travel plan shall be revised in accordance with guidance contained within the document 'Guidance for new development - Transport Assessments and Travel Plans' March 2014, and resubmitted to and approved by the local planning authority before first occupation. The accommodation shall be operated in accordance with the approved details.

Reason: In order to encourage the use of sustainable modes of transport, in accordance with policies CP1, TR2 and TR12 of the Adopted Oxford Local Plan 2001-2016.

- 17 Prior to first occupation, a Travel Information Pack shall be submitted to and approved by the local planning authority. The approved Travel Information Pack shall be provided to every resident either electronically or in paper format prior to taking up their residency and updated as appropriate thereafter.

Reason: To encourage the use of sustainable modes of transport and prevent the generation of additional car parking demand on surrounding streets in accordance with Policies CP1, TR1 and TR2 of the Adopted Oxford Local Plan 2001-2016 and the NPPF.

- 18 Prior to the commencement of construction works above ground level (excluding the demolition of the existing structures and site clearance), details of all cycle parking areas, including dimensions and means of enclosure, shall be submitted to, and approved in writing by, the local planning authority. Secure, covered cycle spaces for a minimum of 664 cycles shall be provided and 22 additional visitor cycle parking spaces as proposed in the application hereby approved. The

development shall not be brought into use until the cycle parking areas and means of enclosure have been provided within the site in accordance with the approved details and thereafter the areas shall be retained solely for the purpose of the parking of cycles.

Reason: To encourage the use of sustainable modes of transport in line with policy HP15 of the Sites and Housing Plan.

- 19 A Construction Traffic Management Plan (CTMP) shall be submitted to the local planning authority and agreed prior to commencement of demolition and construction and should follow Oxfordshire County Council's template if possible. This should identify:

- The routing of construction vehicles and management of their movement into and out of the site by a qualified and certificated banksman,
- Access arrangements and times of movement of construction vehicles (to minimise the impact on the surrounding highway network),
- Details of wheel cleaning / wash facilities to prevent mud, etc from migrating on to the adjacent highway,
- Contact details for the Site Supervisor responsible for on-site works,
- Travel initiatives for site related worker vehicles,
- Parking provision for site related worker vehicles,
- Details of times for construction traffic and delivery vehicles, which must be outside network peak and school peak hours,
- Engagement with local residents

Reason: In the interests of highway safety and to mitigate the impact of construction vehicles on the surrounding network, road infrastructure and local residents, particularly at peak traffic times in accordance with policies CP1, CP19, CP21 and TR2 of the Adopted Oxford Local Plan 2001-2016.

- 20 The landscaping proposals as approved by the local planning authority shall be carried out upon substantial completion of the development and be completed not later than the first planting season after substantial completion.

Reason: In the interests of visual amenity in accordance with policies CP1 and CP11 of the Adopted Local Plan 2001-2016.

- 21 Prior to the commencement of construction works above ground level (excluding the demolition of the existing structures and site clearance), a drainage strategy detailing any on and/or off site drainage works, shall be submitted to and approved in writing by, the local planning authority in consultation with the sewerage undertaker. No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed.

Reason: The development may lead to sewage flooding; to ensure that sufficient capacity is made available to cope with the new development; and in order to avoid adverse environmental impact upon the community in accordance with

policies CS11 of the Core Strategy 2026 and NE14 of the Oxford Local Plan 2001-2016.

- 22 Prior to the commencement of construction works above ground level (excluding the demolition of the existing structures and site clearance), impact studies of the existing water supply infrastructure shall be submitted to, and approved in writing by, the local planning authority (in consultation with Thames Water). The studies should determine the magnitude of any new additional capacity required in the system and a suitable connection point.

Reason: To ensure that the water supply infrastructure has sufficient capacity to cope with the/this additional demand in accordance with policy NE14 of the Oxford Local Plan 2001-2016.

- 23 Prior to the commencement of construction works above ground level (excluding the demolition of the existing structures and site clearance), details of a sustainable drainage strategy shall be submitted and approved in writing by the local planning authority. The proposed development is located within the Lye Valley SSSI catchment area. Given this, the proposed building and associated hardstand area must be drained using Sustainable Drainage measures. The drainage infrastructure is to be designed by a person suitably qualified and experienced in the field of hydrology and hydraulics and include:

- The use of porous pavements for all new (or newly replaced hardstand).
- The proposal is to utilise infiltration as a first method of disposal (subject to acceptable infiltration testing).
- Water from the building or any other impermeable surface is to be infiltrated or attenuated (onsite), and provide no less than a 50% betterment on runoff rates for all events up to and including the 1 in 100 year event plus climate change, by appropriate SuDs technique, following the SuDs hierarchy.

Onsite infiltration tests, to determine the infiltration rates are to be completed and utilised within any design/strategy. Attenuation is only to be considered once site specific infiltration rates have been obtained by onsite geotechnical testing and shown to be unsuitable. Infiltration rates and associated testing documents are to be supplied for assessment, BRE365 or British Standard infiltration/soakaway testing methods/measures are to be adhered to.

Reason: To avoid increasing surface water run-off and volumes to prevent an increase in flood risk in accordance with policies CS11 of the Oxford Core Strategy.

- 24 Prior to the commencement of development, a Sustainable Drainage (SUDs) Maintenance Plan shall be submitted to and approved in writing by the local planning authority. The Sustainable Drainage (SUDs) Maintenance Plan will be required to be completed by a suitably qualified and experienced person in the field of hydrology and hydraulics. The Sustainable Drainage Maintenance Plan will be required to provide details of the frequency and types of maintenance for each individual sustainable drainage structure proposed and ensure the sustainable drainage system will continue to function in perpetuity.

Reason: To ensure that the proposed development is maintained in perpetuity and to avoid increasing surface water run-off and thereby attenuating flood risk in accordance with Policy CS11 of the Oxford Core Strategy 2011-2026.

- 25 Prior to the occupation of the development the drainage infrastructure shall be constructed in accordance with the approved details and thereafter retained. The development is to be maintained in accordance with the approved Sustainable Drainage (SUDs) Maintenance Plan.

Reason: To ensure compliance with Policy CS11 of the Oxford Core Strategy 2011-2026.

- 26 Inert gravel materials are to be used in any Sustainable Drainage system.

Reason: To ensure groundwater chemistry upstream of the Lye Valley Site of Special Scientific Interest (SSSI) is maintained, in accordance with policy CS12 of the Core Strategy 2026.

- 27 If the development hereby approved does not commence before April 2018 (or, having commenced, is suspended for more than 12 months, further ecological surveys shall be commissioned to:

- i) establish if there have been any changes in the presence and/or abundance of bat species and
- ii) identify any likely new ecological impacts that might arise from any changes.

Where the survey results indicate that changes have occurred that will result in ecological impacts not previously addressed in the approved scheme, the original approved ecological measures will be revised and new or amended measures, and a timetable for their implementation, will be submitted to and approved in writing by the local planning authority prior to the commencement (or recommencement if development is suspended) of development. Works will then be carried out in accordance with the proposed new approved ecological measures and timetable.

Reason: In the interests of protecting species and habitats of importance for biodiversity from harm, in accordance with policy CS12 of the Oxford Core Strategy 2026.

- 28 Prior to the commencement of construction works above ground level (excluding the demolition of the existing structures and site clearance), details of biodiversity enhancement measures including at least 30 x bird nesting and 15 x bat roosting devices shall be submitted to and approved in writing by the local planning authority. The approved measures shall be incorporated into the scheme and be fully constructed prior to occupation of the approved dwellings and retained as such thereafter.

Reason: In the interests of improving the biodiversity of the City in accordance with NPPF and policy CS12 of the Oxford Core Strategy 2026.

- 29 The development shall be carried out in accordance with the measures detailed in the submitted Addendum to the Energy Strategy, dated October 2017, unless otherwise agreed in writing by the local planning authority.

Reason: In the interests of sustainable energy use in accordance with policy HP11 of the Sites and Housing Plan 2013.

- 30 No development shall take place (including demolition, ground works, vegetation clearance) until a construction environmental management plan (CEMP) has been submitted to and approved in writing by the local planning authority. The CEMP shall include the following.

- a dust assessment, developed following IAQM Guidance on the Assessment of Mineral Dust Impacts for Planning (May 2016);
- signage for construction traffic, pedestrians and other users of the site;
- controls on arrival and departure times for construction vehicles;
- piling methods (if employed);
- earthworks;
- hoardings to the site, including to future adjacent development plots;
- noise limits;
- hours of working;
- vibration;
- control of emissions including dust, odours and dirt;
- waste management and disposal, and material re use;
- prevention of mud / debris being deposited on public highway;
- materials storage; and
- hazardous material storage and removal
- risk assessment of potentially damaging construction activities;
- identification of "biodiversity protection zones";
- 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);
- the location and timing of sensitive works to avoid harm to biodiversity features;
- the times during construction when specialist ecologists need to be present on site to oversee works;
- responsible persons and lines of communication;
- the role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person;
- use of protective fences, exclusion barriers and warning signs.

The approved CEMP 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: In the interests of the amenities of neighbouring occupiers and of protecting species and habitats of importance for biodiversity from harm, in

accordance with policies CP1, CP19 and CP21, CP23 of the Oxford Local Plan 2001-2016 and policy CS12 of the Oxford Core Strategy 2026.

- 31 Prior to the commencement of construction works above ground level (excluding the demolition of the existing structures and site clearance), details of the Electric Vehicle charging infrastructure shall be submitted to and approved in writing by the local planning authority. The details shall include the following provision:
- The amount of electric car charging points should cover at least 10 per cent of the amount of parking to be re-provisioned (30 parking places), i.e. 3 places
 - Appropriate cable provision to prepare for increased demand in future years.

The electric vehicle infrastructure shall be formed, and laid out in accordance with these details before the development is first in operation and shall remain in place thereafter.

Reason: To contribute to improving local air quality in accordance with CP23 of the Oxford Local Plan 2001- 2016 and enable the provision of low emission vehicle infrastructure.

- 32 Prior to the commencement of the development a phased risk assessment shall be carried out by a competent person in accordance with relevant British Standards and the Environment Agency's Model Procedures for the Management of Land Contamination (CLR11) (or equivalent British Standards and Model Procedures if replaced). Each phase shall be submitted in writing and approved by the local planning authority.

Phase 1 shall incorporate a desk study and site walk over to identify all potential contaminative uses on site, and to inform the conceptual site model and preliminary risk assessment. If potential contamination is identified in Phase 1 then a Phase 2 investigation shall be undertaken.

Phase 2 shall include 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.

Phase 3 requires that a remediation strategy, validation plan, and/or monitoring plan be submitted to and approved by the local planning authority to ensure the site will be suitable for its proposed use.

Reason: To ensure that any ground and water contamination is identified and adequately addressed to ensure the site is suitable for the proposed use in accordance with the requirements of policy CP22 of the Oxford Local Plan 2001- 2016.

- 33 The development shall not be occupied until any approved remedial works have been carried out and a full validation report has been submitted to and approved by the local planning authority.

Any contamination that is found during the course of construction of the approved development that was not previously identified shall be reported immediately to the local planning authority. Development on that part of the site affected shall be suspended and a risk assessment carried out by a competent person and submitted to and approved in writing by the local planning authority. Where unacceptable risks are found remediation and verification schemes shall be submitted to and approved in writing by the local planning authority. These approved schemes shall be carried out before the development (or relevant phase of development) is resumed or continued.

Reason: To ensure that any ground and water contamination is identified and adequately addressed to ensure the site is suitable for the proposed use in accordance with the requirements of policy CP22 of the Oxford Local Plan 2001-2016.

Informatives

- 1 The development hereby permitted is liable to pay the Community Infrastructure Levy. The Liability Notice issued by Oxford City Council will state the current chargeable amount. A revised Liability Notice will be issued if this amount changes. Anyone can formally assume liability to pay, but if no one does so then liability will rest with the landowner. There are certain legal requirements that must be complied with. For instance, whoever will pay the levy must submit an Assumption of Liability form and a Commencement Notice to Oxford City Council prior to commencement of development. For more information see: www.oxford.gov.uk/CIL
- 2 With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. The contact number is 0800 009 3921.
- 3 A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwqriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality

- 4 If any protected species are identified in the new ecological surveys that were not previously known to be on site, and are likely to be harmed by the development, then a protected species licence might be required before works can commence.
- 5 Boxes should be of durable construction (wood/concrete composite for bat boxes) and similar or building grade plastic for bird boxes. These should be installed on buildings according to best practice or manufacturer's guidance. Ideally, at least 15 of the bird boxes should be swift boxes to contribute to the Oxford Swift City initiative.
- 6 The development is located within the Lye Valley catchment area and contributes water drainage (by either surface and/or infiltration) to the Lye Valley SSSI. The Lye Valley SSSI is particularly sensitive to changes in water contribution to the underlying ground water. Given this any increase in impermeable surfaces within this area is likely to have a detrimental effect on the SSSI. Any increases in impermeable surfaces on the site should be mitigated by the use of soakaway and infiltration measures

13. APPENDICES

Appendix 1 – Site location plan

Appendix 2 – Oxford Design Review Panel letters

14. HUMAN RIGHTS ACT 1998

- 14.1. Officers have considered the implications of the Human Rights Act 1998 in reaching a recommendation to refuse this application. They consider that the interference with the human rights of the applicant under Article 8/Article 1 of Protocol 1 is justifiable and proportionate for the protection of the rights and freedom of others or the control of his/her property in this way is in accordance with the general interest.

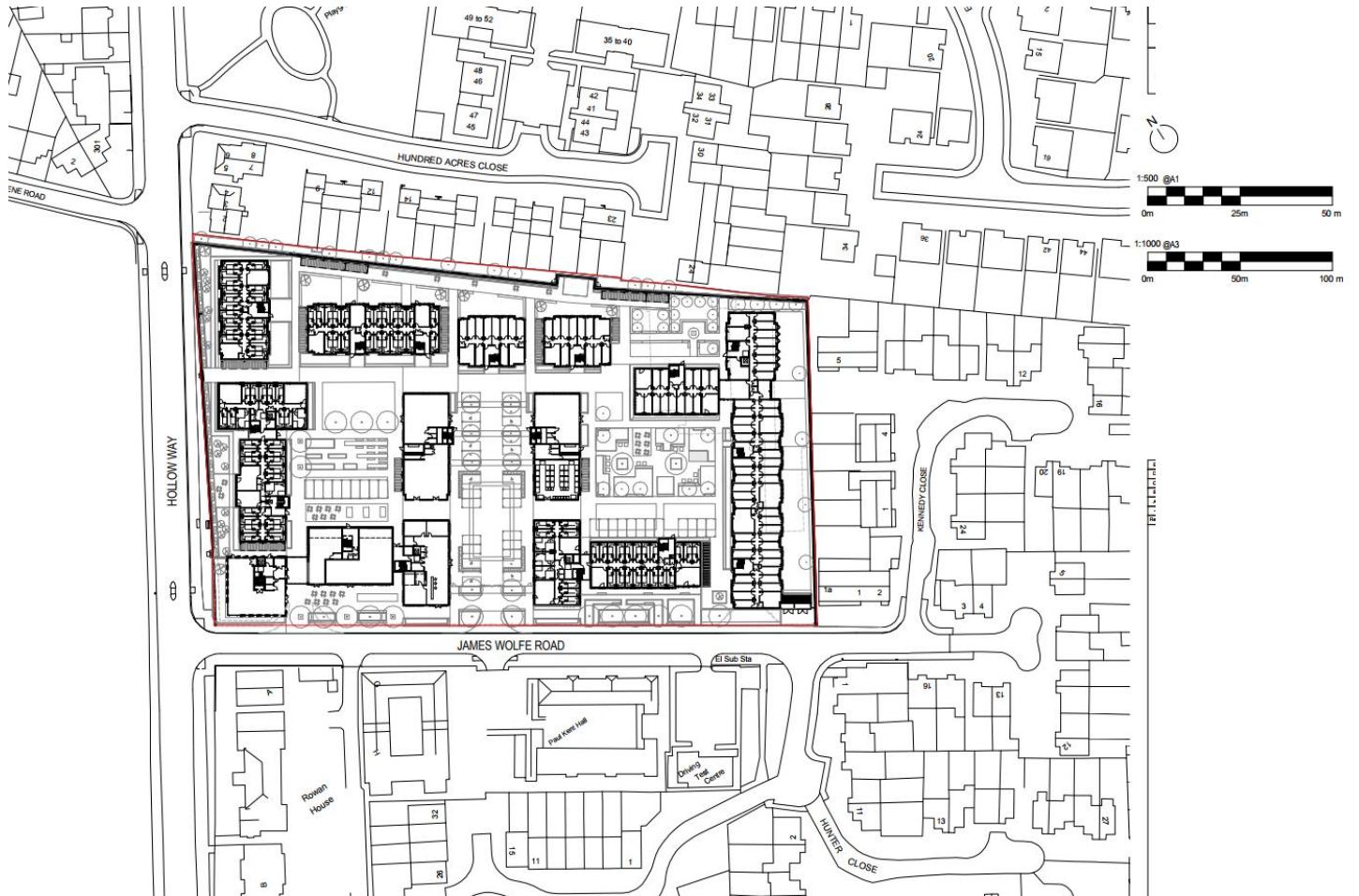
15. SECTION 17 OF THE CRIME AND DISORDER ACT 1998

- 15.1. Officers have considered, with due regard, the likely effect of the proposal on the need to reduce crime and disorder as part of the determination of this application, in accordance with section 17 of the Crime and Disorder Act 1998. In reaching a recommendation to grant planning permission, officers consider that the proposal will not undermine crime prevention or the promotion of community.

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Appendix 1

17/02140/FUL - British Telecom



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Appendix 2

17/02140/FUL - British Telecom

Oxford Design Review Panel letters

- 8 August 2016
- 24 November 2016



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8 August 2016

Nik Lyzba
JPPC
Bagley Croft/Hinksey Hill
Oxford
OX1 5BS

Our reference: DCC/0787

Oxford City Council: BT Site, Hollow Way and James Woolf Road, Oxford

Dear Nik Lyzba,

Thank you for providing the Oxford Design Review Panel (ODRP) with the opportunity to review the BT Hollow Way scheme in Oxford on Thursday 14 July 2016.

Summary

In general, the proposals for building layout and heights are progressing in the right direction. The principle of creating the "Keep" as a focal point at the corner of Hollow Way and James Woolfe Road works well as does its proposed height. The proposed amount of accommodation appears reasonable in principle, but the team may wish to explore reducing the number of student rooms in order to help address a number of design issues that require attention.

To ensure that the development takes advantage of its key location and provides a successful mixed use environment for all users, a stronger relationship between the scheme and its history, wider context and local community is needed. At this stage we recommend:

- Relating the development more clearly to its neighbourhood
- Establishing what the benefits of the scheme will be to the local community in the brief, which will shape the outcomes expected of the design, for example in shared uses and/or open spaces
- Using the site layout, the massing of the new buildings and the design of their elevations to respond better to the existing neighbouring buildings, particularly the Paul Kent Hall student accommodation
- Carrying out detailed analysis of daylight and sun-paths, and of the health and life expectancy of existing trees on the site
- Embedding military references in the design in a meaningful way, to achieve readable architectural and historical resonance
- Taking a more coherent approach to the design of the external spaces and the main site entrance, including the design of the parade and the location of plant, refuse and car parking



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To help ensure the above issues are successfully addressed, a follow-up ODRP review of this proposal before the submission of the planning application is recommended.

Brief

The current brief for this scheme appears to be over-simplistic, resulting in buildings and spaces that lack character and sense of place. It is worth discussing opportunities to strengthen the relationship between the existing area and proposed student with Oxford Brookes University, BT and Oxford City Council, particularly in terms of:

1. The massing of each cluster of rooms
2. Shared amenities for students and the local community, such as:
 - Publicly accessible spaces
 - A convenience store, café or sports facilities, which could help to reduce the need to travel to the town centre and/or
3. Allowing local people to use the proposed collaborative space, or parts of this facility.

Wider context and heritage

To ensure a strong sense of place, the configuration of the new buildings and open spaces should relate more closely to the surroundings. Further work is needed to map and compare the layout, scale and grain of the surrounding character areas that provide the wider context, specifically the golf course to the west, Paul Kent Hall to the south and existing housing to the north and east.

Using historic military references in the design approach could help to embed the scheme in its setting. However, the way in which these references are being integrated into the design appear somewhat superficial or feel removed from the actual historic references. For example, chevron patterning in tiles could be easily overlooked by pedestrians. In addition, lining up the proposed trees on the site with the existing trees on the Paul Kent Hall site needs careful thought, as does the relationship between the two sites that originally formed the military barracks, given that the historical map of the military barracks shows different landscape treatments across the site.

Boundary treatment

The existing walls surrounding the site greatly add to the townscape and historic value of the street and the site. The wall also protects the proposed buildings and open spaces from noise and pollution along Hollow Way. The retention of the wall along Hollow Way is therefore a particularly positive move.

In terms of the street edge along James Woolfe Road, we suggest the boundary treatment should respond more closely to the uses within the site and reflect the existing residential character of the street. Lower hedges, walls or fences that provide privacy to the rooms and open spaces on the ground floor could be incorporated at strategic points along James Woolfe Road, for example.



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To enhance the character of the development within the site for users, we suggest enhancing views of the wall from the proposed buildings and open spaces, and where possible, providing more space between the wall and the proposed buildings.

Strip of land to the north of the site

The strip of open space that is currently overgrown and inaccessible on the north side of the site poses a risk to the scheme and the existing adjacent houses in terms of safety, management and maintenance. There is a clear risk of antisocial behaviour taking place along the strip, as it is not properly overlooked and therefore has no natural surveillance or sense of immediate and apparent stewardship. We suggest investigating three options:

- Whether it is possible to redesign the strip of land to create a usable, well-lit and accessible space for students
- Exploring whether the owners of the adjacent houses would be interested in purchasing portions of the space to add to the demise of each property
- A combination of both

If the strip of land is retained as part of this site, it must be incorporated into the on-going landscape maintenance and management strategy.

Trees and landscape

The existing lime tree on the site is of townscape significance and its retention appears sound; providing open space around it gives a strong green feel in this part of the site. However, the remaining two Horse Chestnut trees along James Woolfe Road are less valuable as they are stressed, have a low life expectancy, appear too large for their location and constrain the benefits that could be released from this site. We recommend removing these trees to help free up space, allow a different layout of blocks that would create a stronger edge to the street, particularly by locating the amenity block closer to the street edge along James Woolfe Road.

The strategy to provide outdoor spaces with different characters and roles for social and solitary uses works well, creating an active and attractive landscape. We encourage the team to continue developing the landscape design to create a more natural and calming environment that promotes biodiversity where appropriate. In this regard it is worth assessing the tree species on the site and considering where specimen trees can be located as features. We would also suggest exploring the use of swales (in keeping with the requirements of the SSSI) to help to manage surface water run-off.

Entrance strategy

The proposed parade is a strong feature of the scheme which sets a clearly defined, central axis that informs the layout and movement routes across the site. However, the main entrance courtyard, perpendicular to James Woolfe Road, seems to compete with the role and character of the parade, and therefore further investigation of the strategy for the main entrance for vehicles and pedestrians is required at this stage. To create a more distinct entrance space with more green space, we suggest exploring a more efficient layout of buildings and external spaces



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in this location. For example, the courtyard and parade could be combined and the collaboration space moved to first floor level over the retail space.

To create a more attractive entrance area, we suggest relocating the substation and refuse store away from the front of the site. Any plant that is needed, such as a combined heat and power unit, should be planned for at this stage.

Massing

Currently the proposed blocks appear overly long and bulky for this suburban location, creating the appearance of a fortress, particularly along James Woolfe Road. To help break up the scale of the blocks it is worth concentrating more development at the street corner and replacing the large blocks with other building typologies, for example by breaking up or staggering the blocks as proposed to the north. As a result, more views and routes through the site from the street, gable frontages, and shorter roof spaces could be created, which could help enhance the neighbourhood feel. This might also help reduce the length of internal corridors.

While the correlation between the existing quads in Oxford and the proposed site is helpful in understanding the scale of the site and buildings, those inner city precedents are less suitable for application in this suburban location. To ensure that design influences are justified, we suggest clearly setting out which cues are taken from other sources and how they are applied to the scheme.

Elevations

Applying the same materials and elevational treatment across the long building facades gives the appearance of a rather monotonous and uninspiring student housing scheme. The choice of materials, the arrangement and proportions of the windows, and the type and orientation of the roof should respond more closely to character of the buildings immediately around them and create more interest across the site. To enhance identity of the scheme, we suggest using a different material in the design of the "Keep" at the corner of Hollow Way and James Woolfe Road. It is also worth investigating how the internal plans could be varied to create more interesting elevations. Rotating the layout of the bedrooms could alter the location, rhythm and types of windows on each façade, as could the inclusion of more dual aspect rooms. Locating the collaborative rooms next to the more public areas and the bedrooms next to the quieter spaces may also help.

A detailed daylight analysis is needed as a priority, particularly in relation to the single aspect north-facing rooms, and the west-facing rooms that might be susceptible to overheating. Long corridors should be shortened where possible, and natural light provided along these internal routes.

Sustainability

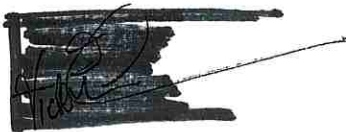
The issue of CHP and other aspects of energy resource efficiency remain to be considered, especially the location of any CHP plant and how the renewables will be handled. However

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further exploration in future-proofing the scheme is required to ensure that the buildings are flexible enough to accommodate market change.

Thank you for consulting us and please keep us informed of the progress of the scheme. If there is any point that requires clarification, please telephone us.

Yours sincerely,



Victoria Lee

Design Council Cabe Senior Advisor
Email Victoria.Lee@designcouncil.org.uk
Tel +44(0)20 7420 5244

cc (by email only)

Rob Maund	BT PLC
Sally Leonard	BT PLC
David Anderson	Broadway Malyan
Matthew Cattell	Broadway Malyan
Dafydd Warburton	LDA Design
Andrew Murdoch	Oxford City Council

Review process

Following a site visit, and discussions with the design team and local authority, the scheme was reviewed on 21 July 2016 by Jon Rowland (chair), Paul Appleby, Jessica Byrne-Daniel and Dan Jones. These comments supersede any views we may have expressed previously.

Confidentiality

Since the scheme is not yet the subject of a planning application, the advice contained in this letter is offered in confidence, on condition that we are kept informed of the progress of the project, including when it becomes the subject of a planning application. We reserve the right to make our views known should the views contained in this letter be made public in whole or in part (either accurately or inaccurately). If you do not require our views to be kept confidential, please write to cabe@designcouncil.org.uk.





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24 November 2016

Nik Lyzba
JPPC
Bagley Croft/Hinksey Hill
Oxford
OX1 5BS

Our reference: DCC/0787

Oxford City Council: BT Site, Hollow Way and James Wolfe Road, Oxford

Dear Nik Lyzba,

Thank you for providing the Oxford Design Review Panel (ODRP) with the opportunity to review the BT Hollow Way scheme in Oxford on 10 November 2016.

Summary

Following on from the workshop held on 14 July 2016, a number of steps have been taken to address the panel's comments and build on the potential of the site. The landscape design and treatment of the northern strip is much improved, and the creation of a community hub to provide an opportunity for students and members of the public to interact is positive.

However, there are a number of key issues to address before an application is submitted. The proposed amount of accommodation appears reasonable in principle, but the team should further explore the distribution of height and massing along Hollow Way and James Wolfe Road to improve the site's relationship to the wider context, and create a stronger hierarchy of buildings across the site.

The approach to the south-west corner of the site would benefit from further work as a priority, specifically the design of the Keep Building and the configuration of the ground floor. The building articulation, particularly along James Wolfe Road, requires further work and the long term management of the landscape and planting should also be considered in more detail as the scheme progresses.

While further engagement with the Oxford Design Review Panel is not essential given the progress since the previous review, for the scheme to be successful the City Council should ensure the points raised in the letter are addressed and key issues resolved prior to a planning application.



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Wider Context

A project of this scale will make a strong contribution to the existing townscape and a successful level of integration with the street and wider context is key.

We encourage the team to enhance the relationship between the Oxford Brookes student housing at Paul Kent Hall and the proposed site. The true alignment of the proposed parade with Paul Kent Hall could create a stronger relationship between the two sites and help the occupants of Paul Kent Hall to feel welcomed and included. . In cooperation with the local authority, you are encouraged to include James Wolfe Road as part of the project.

The boundary enclosing the Paul Kent Hall along James Wolfe Road appears rather austere in terms of its height and appearance. Adopting a similar approach when the BT site comes into use would make the site feel segregated, and the combined impact of railings on both sides of James Wolfe Road would also make this street feel unwelcoming, especially at night time

Externally, the juxtaposition of the refuse store with the community/public uses within the James Wolfe Front Garden is unwelcoming and creates ambiguity over where external visitors can go. Re-locating the refuse store would make the hub feel more friendly and pleasant. We would recommend making the entrances to the ground floor commercial/community uses more prominent to create a sense of identity, assist with way-finding and generate a sense of inclusivity for external visitors/users of the site. It is worth carrying out further work on the configuration of the ground floor in general, and considering swapping the community hub and the retail unit. We welcome the café in its position next to the site entrance, but we note that its related south-facing external space needs to be more generous, in order for it to feel welcoming to surrounding residents, including those of Paul Kent Hall.

Landscape

The bold landscape concept can create a stimulating and attractive place. The creation of a series of discrete spaces that have their own identity and sense of character is positive.

More consideration should be given to the hierarchy of open spaces as the site appears to be primarily hard-paved and it would also be beneficial to incorporate a SUDS system, with more porosity to assist with surface water drainage. We advise giving thought to management, the longevity of the plant and tree species in general, and how the planting within the parade will be affected by the surface treatment, and its proximity to car parking. It is essential that any planning permission is conditional upon there being a landscape management plan, and an undertaking to maintain it.

The northern end of the parade is likely to be regularly used as a turning circle for vehicles and it may be better to locate street furniture in quieter locations where there is less likely to be conflict between pedestrians and vehicles. A strong visual termination could help to indicate the end of the formal vehicular movement route. We recommend investigating whether the two spaces at



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either end of the Parade could be amalgamated to make one larger one at the entrance to the site.

We think some further work is required to indicate how the site will be used by members of the public. As an example, the rear windows of the public community centre provide a view of a private, internal courtyard which is solely for the use of students. It may be worth investigating whether this space could be accessible to the public during day time. Privacy for the bedrooms at ground floor level facing the outdoor amenity space site to the north is likely to be compromised. This could be addressed through the landscape design.

Strip of land to the north of the site

The current design approach to the strip of land to the north of the site is positive. The existing arboriculture will be complemented by the planting of additional trees which will provide a valuable resource for local wildlife, in addition to privacy screening for both the students and the houses opposite the site. The creation of access points through the boundary wall for landscape maintenance only is positive. The long term maintenance, security, supervision and upkeep of this strip of land will still require careful planning.

Heights and massing

We appreciate efforts have been made to incorporate a greater differentiation in heights and massing within the scheme. However, the stark contrast in building heights on either side of the parade along James Wolfe Road appears awkward and competes with the symmetry of the site plan. This further exaggerated by the differences in floor to ceiling heights of the ground floor of these blocks.

Furthermore, whilst the height of the Keep Building is acceptable, its current close relationship in terms of height to the adjacent blocks gives the impression of an overpowering and dense environment. We recommend stepping down the heights of the buildings on either side of the Keep in the elevations along James Wolfe Road and Hollow Way. A taller building on this corner is a possibility to differentiate the Keep.

We would strongly advise carrying out a volumetric/massing analysis to further inform the heights and massing of the scheme.

Keep building

The concept of the Keep having a radically different architectural expression, despite the building use being student housing, is a difficult one. A more distinct identity for the Keep Building is needed to build on the heritage, narrative and location of the building on the site. In terms of the architecture, we think this building should be better differentiated with a stronger and more defined presence. We would advise continuing to explore alternative typologies and architectural expressions for the Keep.

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The positioning of this building at the junction between Hollow Way and James Wolfe Road creates a narrow tightly enclosed garden on two sides. This will be noisy and under-used. To avoid redundant space, the re-positioning of the building to the edge of corner could be investigated.

We note that the units within this block are reliant on one lift and do not have access to other lifts within the site. This may hinder the movement of disabled users in the event this lift breaks down.

Building design

As a whole, the elevational treatment across the site appears bland and unsympathetic to the surrounding environment in the fenestration, detailing and choice and application of materials.

We recommend developing and adopting a stronger rationale for the design of the blocks to create high quality architecture that is more sensitive to its context. For example, the rationale for the mixed placement of dormers within the roofscape and the distinct variation in material colours along James Wolfe Road is unclear. Expressing the internal layout and uses in the patterns and sizing of glazing or reflecting the form of the internal stairwells within the elevations should be explored. Fresh thought should be given to the advisability of full height glazing in student rooms.

In the next iteration of the scheme, elevational drawings that show the appearance of the streets and buildings and how they relate to the context will be required by the local authority as part of a planning application.

Sustainability

The environmental and sustainability strategy should be developed in conjunction with the building design, for example the location of any required plant, ventilation and service runs and, the water requirements how water will be managed in general should be established, and assessed as to how this might affect the building form and elevational treatment. The large glazed areas may be subject to solar radiation/heat gain and may require shading and/or a cooling system. We recommend establishing if mitigation measures are required early in the design process.

The proposal to incorporate a Combined Heat and Power Plant (CHP) is sensible, but locating bedrooms above this installation will impact the quality of the sleeping areas unless significant mitigation systems are incorporated. We advise investigating alternative internal configurations. Moving sleeping areas away from rooms where plant will be stored will reduce the cost and level of any required noise attenuation measures.

Thank you for consulting us and please keep us informed of the progress of the scheme. If there is any point that requires clarification, please telephone us.



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Yours sincerely,

Annabel Osborne

Design Council Cabe Advisor
Email Annabel.Osborne@designcouncil.org.uk
Tel +44(0)20 7420 5238

cc (by email only)

Rob Maund	BT PLC
Sally Leonard	BT PLC
David Anderson	Broadway Malyan
Matthew Cattell	Broadway Malyan
Dafydd Warburton	LDA Design
Nik Lyzba	JPPC
Andrew Murdoch	Oxford City Council

Review process

Following a site visit, and discussions with the design team and local authority, the scheme was reviewed on 10 November 2016 by Jo van Heyningen – Chair, Paul Appleby, Jessica Bryne-Daniel, Sophia de Sousa, Dan Jones and Pauline Nee. These comments supersede any views we may have expressed previously.

Confidentiality

Since the scheme is not yet the subject of a planning application, the advice contained in this letter is offered in confidence, on condition that we are kept informed of the progress of the project, including when it becomes the subject of a planning application. We reserve the right to make our views known should the views contained in this letter be made public in whole or in part (either accurately or inaccurately). If you do not require our views to be kept confidential, please write to cabe@designcouncil.org.uk.

EAST AREA PLANNING COMMITTEE

6th December 2017

Application Number: 17/02010/FUL

Decision Due by: 1st November 2017

Extension of Time: 15th December 2017

Proposal: Erection of a Neuroscience research building.

Site Address: John Radcliffe Hospital, Headley Way, Oxford, OX3 9DU

Ward: Headington Ward

Case Officer: Natalie Dobraszcyk

Agent: Mr Simon Sharp

Applicant: The Chancellor, Masters
And Scholars In The
University of Oxford.

Reason at Committee: Major Development

1. RECOMMENDATION

1.1. East Area Planning Committee is recommended to:

(a) Approve the application for the reasons given in the report and subject to the required planning conditions set out in section 11 of this report.

(b) Agree to delegate authority to the Head of Planning, Sustainable Development and Regulatory Services to:

1. Finalise the recommended conditions as set out in this report including such refinements, amendments, additions and/or deletions as the Head of Planning, Sustainable Development and Regulatory Services considers reasonably necessary;

2. EXECUTIVE SUMMARY

2.1. This report considers the erection of a three storey building to provide 1,921m² of B1 (b) (Research and Development) floor space, including plant. If approved, the proposal would provide the UK's largest dedicated centre for stroke and dementia research and would increase the number of employees on the John Radcliffe Hospital site by 157 over 5 years.

2.2. Included in the proposal would be the creation of a new, fully accessible, pedestrian route from the entrance of the proposed building to the existing hospital buildings.

2.3. 74 additional cycle spaces are proposed and there would be no net loss of car

parking resulting from the proposed development.

2.4. The key matters for assessment set out in this report include the following:

- Principle of development;
- Impact on the Character of the Surrounding Area – Heritage/ Design;
- Landscaping;
- Transport Impacts;
- Energy/ Sustainability;
- Other Matters – Land contamination, flooding, archaeology, air quality, ecology and trees.

2.5. Officers consider the proposals to accord with the relevant policies set out in the national and local development framework and therefore recommend approval subject to the conditions and informatives set out in section 11 of this report.

3. COMMUNITY INFRASTRUCTURE LEVY (CIL)

3.1. The proposal is liable for a total CIL contribution of approximately £46,468.99.

4. SITE AND SURROUNDINGS

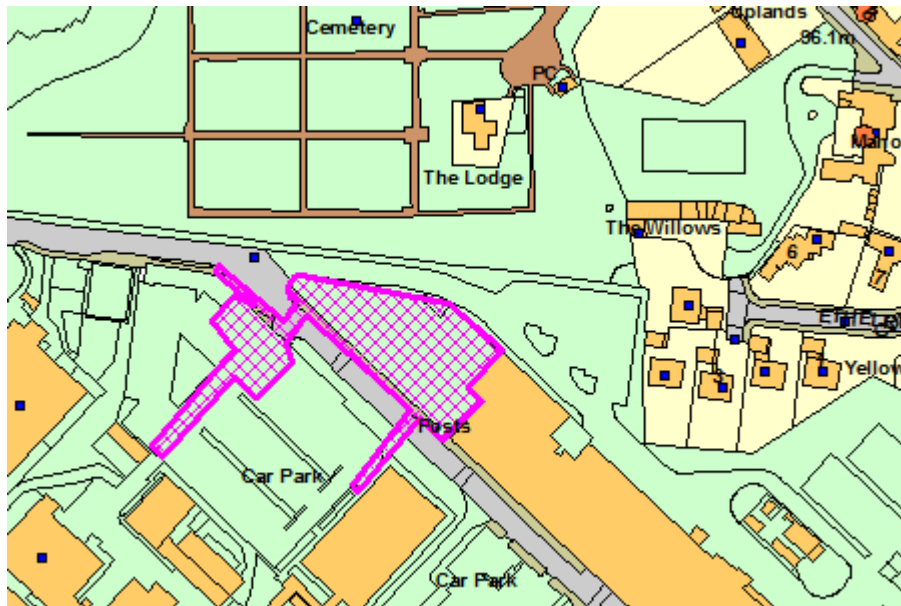
4.1. The site is a roughly triangular-shaped plot of land measuring approximately 0.2 hectares in size sited within the John Radcliffe Hospital (JRH) campus located off Headley Way in Headington. The application site is located to the north of the hospital grounds to the rear of the West Wing.

4.2. To the north of the site, separated by a large boundary hedge, is Old Headington Cemetery and the Old Headington Conservation Area. To the east of the site is the hospital's industrial block and further east, outside of the JRH campus boundary, are residential dwellings on Ethelred Court and Dunstan Road. To the south of the site is Car Park1 and the existing Oxford Centre for Functional MRI of the Brain (FMRIB), now known as the Wellcome Centre for Integrative Neuroimaging (WIN).

4.3. Currently the application site is occupied by contractors' cabins and a car park which accommodates late-starter hospital staff parking providing 42 car parking spaces. There is currently no direct access to the application site from the main hospital buildings to the FMRIB facility other than across Car Park 1.

4.4. There are significant changes in ground level from the south-east to the north-west and from the north-east to the south-west. The application site would be located within Flood Zone 1.

4.5. A site location plan is shown below:



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Ordnance Survey 100019348

5. PROPOSAL

- 5.1. The application proposes the erection of a three storey building to provide 1,921m² of B1(b) (Research and Development) floor space, including plant. The development would provide purpose built facilities for the Centre for the Prevention of Stroke and Dementia (CPSD) and additional research and desk space for WIN. Both WIN and CPSD are components of the Nuffield Department of Clinical Neurosciences, part of the University of Oxford's Medical Sciences Division. If approved, the proposal would provide the UK's largest dedicated centre for stroke and dementia research.
- 5.2. Due to the fall of the site from south-east to north-west, the ground floor of the building is proposed to be a partial basement level, with some laboratory space towards the southern end of the building where it is set into the ground, as well as research spaces and interview rooms. The first and second floors of the building would comprise research stations, interview space and seminar space with toilets and shower rooms at the core of the building.
- 5.3. The proposed centre would conduct research on members of the public who would be research participants, rather than patients at the JRH. The proposed hours of operation would be 08:00 – 18:00 Monday to Friday. The proposed building would accommodate 110 members of staff upon opening who would be relocated from existing departments within the JRH. This figure would increase to 181 staff after 5 years. The proposal would result in up to 157 new staff working on the JRH site after 5 years due to backfilling of the existing positions which would relocate to the proposed building. For clarity the proposed staff figures are shown in the table below:

Year	Research Building New Staff			Back Fill New Staff			Staff Change
	CPSD	WIN	Total	West Wing	FMRIB	Total	
Current to be Relocated	65	45	110	-	-	-	-
1 (New)	6	-	6	26	-	26	+32
2 (New)	8	6	14	10	10	20	+34
3 (New)	10	6	16	10	5	15	+31
4 (New)	10	7	17	10	5	15	+32
5 (New)	11	7	18	5	5	10	+28
Total	110	71	181	25	25	86	+157

5.4. The proposed building would result in the loss of the 42 existing late-starter car parking spaces on the site. 16 general JRH staff car parking spaces are proposed to be re-provided on the site. 4 car parking spaces will also be lost as a result of the proposed pedestrian route improvements through Car Park 1. Therefore 30 car parking spaces will be lost as a result of the proposal although the applicant proposes to re-provide these elsewhere on the JRH site. A total of 74 cycle parking spaces are proposed on the site.

5.5. Included in the proposal would be the creation of a new, fully accessible, pedestrian route from the entrance of the proposed building to the existing FMRIB building. This route would utilise the existing footway located on the southern side of the access road (to the south of the application site), create a new zebra crossing and drop kerb, and create a new footpath through Car Park 1.

6. RELEVANT PLANNING HISTORY

6.1. The table below sets out the relevant planning history for the application site:

Application Reference	Description of Development	Decision
92/00002/NF	Single storey extension and alteration of an existing department for the purpose of Biomedical research	Approved 16 th March 1992.

6.2. On 15th April 2016 following a screening request, the Local Planning Authority issued confirmation that the proposed development would be classed as an “urban development project” under paragraph 10 (b) of Schedule 2 of the Environmental Impact Assessment (EIA) Regulations (2015). The site was not found to be within a “sensitive area” and the site area is below the 1ha threshold for this type of development. As such, Officers concluded that the development would not constitute Schedule 2 development which required screening as to whether an EIA should be required.

7. RELEVANT PLANNING POLICY

7.1. The following policies are relevant to the application:

Topic	National Planning Policy Framework (NPPF)	Local Plan	Core Strategy	Sites and Housing Plan	Headington Neighbourhood Plan	Other Planning Documents
Design	Section 7 Paragraphs 7-9, 17, 56-66, 95-96, 125	CP.1, CP5, CP6, CP8, CP.9, CP10	CS18		GSP4, CIP1, CIP2, CIP3	
Conservation/ Heritage	Section 12 Paragraphs 7-9, 14, 17, 58, 61, 126-141, 169-170,	HE.7			CIP4	
Commercial	Section 1 Paragraphs 7, 17, 18-22, 70, 160-161	EC.1				
Natural Environment	Sections 11, 13 Paragraphs 7-9, 14, 17, 109-125, 165-167, 170	CP.11	CS2, CS9, CS11, CS12	HP11	GSP3	Natural Resource Impact Analysis SPD
Social and community	Section 8 Paragraphs 69 - 71	HH.2	CS19, CS30			Community Pubs TAN
Transport	Section 4 Paragraphs 9, 17, 29-32, 34-41, 58, 162	TR.1, TR.2, TR.3, TR.4, TR.14	CS13, CS14		TRP1, TRP3, TRP5, TRP2, TRP4,	Parking Standards SPD
Environmental	Section 10 Paragraphs 93 -94, 96-104	CP19, CP.20, CP.21, CP.22, CP.23	CS10			Energy Statement TAN
Misc.	Paragraphs 11-13	CP.13	CS17	MP1, SP23		

8. CONSULTATION RESPONSES

8.1. Site notices were displayed around the application site on 25th August 2017 and an advertisement was published in the Oxford Times newspaper on 31st August

2017.

Statutory and Non-Statutory Consultees

Oxfordshire County Council (Highways)

- 8.2. No objections subject to conditions relating to Travel Plan monitoring, the submission of a Construction Traffic Management Plan and details of cycle parking.

Heritage/ Urban Design Officer

- 8.3. No objections subject to conditions securing material details and fenestration details.

Tree Officer

- 8.4. No objections subject to conditions securing the submission of a planting plan and schedule.

Land Contamination Officer

- 8.5. No objections subject to an informative relating to unexpected contamination.

Flood Mitigation Officer

- 8.6. No objections subject to conditions requiring the submission of further details relating to Sustainable Urban Drainage (SUDS), a SUDS Maintenance Plan and retention of the approved SUDS.

Air Quality Officer

- 8.7. No objections subject to conditions requiring the submission of a Dust Assessment and electric vehicle charging infrastructure.

Biodiversity Officer

- 8.8. No objections subject to a condition requiring a minimum of 4 bird nesting devices to be incorporated into the proposed development and an informative reminding the applicant about the protection of nesting birds.

Environmental Health (Noise)

- 8.9. No objections subject to conditions requiring plant levels to comply with the submitted acoustic report and the submission of a Construction Environmental Management Plan.

- 8.10. The following consultees responded with no objections:
- Archaeological Officer

- 8.11. The following consultees did not respond:
- Environment Agency;
 - Headington Action
 - Barton Community Association
 - Central North Headington Residents Association

Public representations

- 8.12. No representations from members of the public were received.

Officer Response

- 8.13. Officers note that the applicant is currently in the process of addressing some of the required pre-commencement conditions.

9. PLANNING MATERIAL CONSIDERATIONS

- 9.1. Officers consider the determining issues to be:

- i. Principle of development;
- ii. Impact on the Character of the Surrounding Area – Heritage/ Design;
- iii. Landscaping;
- iv. Transport Impacts;
- v. Energy/ Sustainability;
- vi. Other Matters – Land contamination, flooding archaeology, air quality, ecology and trees.

i. Principle of Development

- 9.2. The National Planning Policy Framework (NPPF) sets out a presumption in favour of sustainable development (paragraph 14) and the Core Principles (paragraph 17) include support for strategies which would improve health, social and cultural wellbeing for all, as well as the importance of high quality design.
- 9.3. The application site falls within the John Radcliffe Hospital Site which is allocated in the Sites and Housing Plan under policy SP23. This policy sets out that new development on the site will be acceptable including primary academic institutional facilities.
- 9.4. Likewise, Core Strategy Policy CS30 (Hospitals and Medical Research) states that permission will be granted for healthcare facilities and medical research associated with the universities and hospitals on the existing JRH campus.
- 9.5. Both of these policies also state that developments will be expected to minimise car parking spaces on the site and will need to demonstrate how the development mitigates against traffic impacts and maximises access to alternative means of transport.
- 9.6. The proposed development would be intrinsically linked to the existing hospital neuroscience clinic, the Nuffield Department of Clinical Neurosciences, and

would provide additional space for the WIN who are currently located on the hospital site.

- 9.7. As such, Officers consider that the proposed development would accord with the NPPF, Sites and Housing Plan Policy SP23 and Core Strategy Policy CS30 and therefore find the principle of development to be acceptable.

ii. **Design and Impact on Character of Surrounding Area**

- 9.8. The NPPF requires that local authorities seek high quality design and a good standard of amenity for all existing and future occupants of land and buildings. It suggests that opportunities should be taken through the design of new development to improve the character and quality of an area and the way it functions. Policies CP1, CP6 and CP8 of the Oxford Local Plan, together with Policy CS18 of the Core Strategy and Policies HP9, HP13 and HP14 of the Sites and Housing Plan and Policies CIP1, CIP2, CIP3 and CIP4 of the Headington Neighbourhood Plan in combination require that development proposals incorporate high standards of design and respect local character.

Heritage/Design

- 9.9. Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended) states that:

“In the exercise, with respect to any buildings or other land in a conservation area, of any [functions under or by virtue of] of the provisions mentioned in subsection (2), special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.”

- 9.10. For development within Conservation Areas, the NPPF requires special attention to be paid towards the preservation or enhancement of the Conservation Area’s architectural or historic significance. This does not mean that no harm must ever be done to a Conservation Area but instead that consideration must be given to the balance of public benefits against harm.

- 9.11. Section 12 paragraph 134 of the NPPF also states that:

“where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.”

- 9.12. The application site lies within the setting of Old Headington Conservation Area (to the north east) and Headington Cemetery directly to the north. The Moor Farmhouse, No. 8 Dunstan Road and Ruskin College (all grade II listed buildings) lie to the north west within the conservation area. The closest listed building is approximately 100m away. The site forms part of the north, eastern edge of the hospital campus which has a distinct character from the Old Headington Conservation Area. Headington Cemetery provides the open setting for the conservation area and campus. The site is well screened from the cemetery and Conservation Area.

- 9.13. The proposed building would be 3 storeys in height with the parapet level sitting approximately 13 metres above ground at its highest point and 8 metres at the lowest point. Due to this, the ground floor would become a partial basement at the south-eastern end of the site. The built form would comprise two staggered rectangular conjoined blocks with a varied rectangular window arrangement on the north eastern and south western elevations. A large feature element of glazing would be inserted into the main entrance on the south eastern elevation
- 9.14. The proposal has been supported by a heritage statement. This provides an explanation of the heritage significance of the heritage assets potentially affected by the proposal and then provides an assessment of what impact the proposal would have on that significance.
- 9.15. Officers consider that the impact of the proposal on the adjacent heritage assets and their setting and the cemetery would be limited. The outlook from the cemetery would change with views of the new building visible but Officers consider that the impact of this would not result in an unacceptable level of harm. An assessment of the impact of the building on views has been provided and it is considered that the proposal would not result in unacceptable harm in this respect either.
- 9.16. The proposal has been supported by a clearly set out design and access statement which explains the design rationale and design evolution and how the scheme has responded to the feedback from the Oxford Design Review Panel (ODRP).
- 9.17. The limited size of the site and the need to maximise floor space has created a relatively constrained development site and the setting of the building, specifically the potential for public realm has been undermined because the opportunity for it is limited. Officers acknowledge that without a JRH site wide masterplan scope to achieve wider changes is limited and outside of the applicant's control.
- 9.18. Notwithstanding this, the height, form and massing of the building is acceptable in this context, taking into consideration the setting of the conservation area, heritage assets and non-designated heritage assets and the existing campus context. In addition, the public benefits arising from the proposed development - including increased employment on the JRH site and the development of a research building of national significance – are considered to have significant weight in justifying any limited harm resulting from the development.
- 9.19. The proposed material palette includes dark grey metalwork and window frames, a warm grey terracotta façade cladding and feature elements of the façade, such as entrances, in a timber finish. The materials would be different but complementary to the wider JRH site which includes development that is varied in its mass, scale and materiality. Likewise, the proposed finishes would not appear incongruous when considered in relation to the surrounding residential properties.

9.20. The proposed materials are, therefore, considered to be acceptable subject to a condition securing the submission of samples of all materials (for buildings and landscape) in order to ensure that these will be appropriate and allow the new buildings to sit comfortably in the setting of the various heritage assets on this site. Additionally, a condition has been included to secure details of the proposed fenestration in the interests of visual amenity.

Landscape

9.21. A Landscape and Visual Impact Assessment (LVIA) has been submitted in support of the proposal. The LVIA concludes that:

- the impact of the proposal upon landscape/townscape character would be slight, and there will no discernible change to any of key characteristics of the area;
- The overall impact upon the JRH Site will be positive in visual terms, given the loss of the car parking and the temporary contractors' compound;
- The building would be in keeping with the surrounding built form;
- The effect upon the surrounding area would be neutral, due to the limited number of locations outside of the hospital site from which the new building would be visible;
- Views of the proposed development substantially screened by intervening features and with the new building perceived in the context of the existing JRH Site;
- From within the JRH Site, where the proposed development is visible at close range, the effect would also be positive overall, with the creation of a new building that is in scale with the surrounding built form and which would incorporate muted tones to complement the existing Hospital buildings;
- From within Headington Cemetery the effect would be neutral. While the proposed development will be visible, it will be partly screened by the intervening hedgerow (which screens lower level views of buildings, roads, car parks and traffic) and will not change the existing context of large-scale Hospital buildings adjoining the Cemetery site.

9.22. Officers agree with the findings of the LVIA and are satisfied that the proposal will not result in harm to the character of the surrounding area or to views, both into and out of, the site.

9.23. In terms of the soft landscaping of the site the application proposes a range of tree and shrub species which would help to soften the edges of the site and improve the area of public realm surrounding the building. The proposed species selection has been informed by Officers and comments made by the Oxford Design Review Panel (ODRP).

9.24. The landscaping proposals are found to be acceptable subject to conditions to secure the delivery of the proposed soft landscaping.

iii. Impact on Neighbouring Amenity

- 9.25. The proposed building is located within the JRH campus and would be surrounded to the south east, south and west by hospital buildings including the existing industrial block. To the north, separated by a substantial boundary hedge, lies the Old Headington Cemetery.
- 9.26. The nearest residential properties are located on Ethelred Court, approximately 80 metres to the east and Dunstan Road, approximately 140 metres to the north east. Residential properties on Ingle Close to the north are sited approximately 170 metres from the application site.
- 9.27. Due to the siting of the proposed building, its modest height and screening provided from the existing boundary hedge, and the significant separation distances between the building and the nearest neighbouring buildings, Officers are satisfied that the proposal will not result in harmful overlooking, overbearing or loss of light.

Noise

- 9.28. The applicant has submitted an acoustic report in support of the application. The closest noise sensitive receptors have been identified as the Department of Pharmacology at approximately 50 metres to the north, and residential dwellings in Mansfield Road at approximately 90 metres to the west of the development boundary.
- 9.29. Officers consider that due to the nature of the proposed use of the building and the significant separation distance from residential properties there will not be any harmful noise impacts arising from the proposed development. A condition has been included to ensure that there are appropriate controls in place in relation to mechanical plant noise.

iv. Transport

Car Parking

- 9.30. The development site is located to the northwest side of the JRH site within an area that is currently used for parking for 42 cars and houses some temporary structures and storage units. The existing on-site parking spaces are reserved for 'late starter' staff, which means those arriving after 11:30am. The existing car park is gated in order to control its use and is opened only during the hours of 11:45 - 15:00 and 19:00 and 23:00.
- 9.31. The proposed building would result in the loss of the 42 existing late-starter car parking spaces on the site. 4 car parking spaces will also be lost as a result of the proposed pedestrian route improvements through Car Park 1. 16 general JRH staff car parking spaces are proposed to be re-provided on the site and a further 30 spaces will be re-provided within the JRH site to the north west of the application site and north west of the existing hospital helipad. A condition has been included to secure the re-provision of these spaces within a suitable

timescale.

- 9.32. As the existing car parking spaces will be re-provided either on the application site or within the JRH site Officers consider the redevelopment of the application site to be acceptable.
- 9.33. The proposal will result in an increase of 157 members of staff over 5 years and therefore to ensure that the proposed development will not have a detrimental impact on parking or the wider highway network discussions have been undertaken by Officers, the Local Highway Authority and the Applicant. The Applicant has submitted a Transport Assessment and a Travel Plan document which set out the measures by which the Applicant will promote sustainable transport and monitor travel modes for staff working at the proposed building.
- 9.34. The applicant has submitted a Travel Plan in support of the application which is compliant with Headington Neighbourhood Plan Policy TRP3 (Travel Plans). Officers acknowledge that the Applicant has limited influence over the wider transport policies for the JRH site and the implementation of these, however, notwithstanding these limitations, Officers consider that the measures set out in the proposed Travel Plan document would be able to reduce any harmful impacts arising from the increased staff numbers travelling to the proposed building. Likewise, the submitted documents target a 9% reduction in staff car journeys over 5 years as well as a 3% increase in Park and Ride usage, cycle use and bus use, which are considered to be acceptable targets.
- 9.35. Conditions have been included to ensure that robust monitoring of transport modes used by staff at the application site are undertaken on a yearly basis with opportunities for revised measures at yearly intervals should there be concerns that the objectives of the Travel Plan are not being met.
- 9.36. In addition to staff trips there will be visitors accessing the proposed development as part of the proposed research. Approximately half of the patients/ research participants visiting the site would already be attending clinics on the JRH site as patients. The other half would represent the research participants (i.e. not current NHS patients) however this group also already travel to the JRH site for assessment in existing buildings. As such, there would not be an increase in visitor numbers to the site when compared to the existing situation, although the length of the visits undertaken could expect to be increased.
- 9.37. Headington Neighbourhood Plan Policy TRP1 (Parking Provision at Major Employment Sites) is not considered to be relevant to this application as it relates to proposals for any net additional car parking spaces on major employment sites. This application would not result in the net increase of car parking spaces.

Cycle Parking

- 9.38. 74 cycle parking spaces (including 18 for visitors) are proposed as part of the development. This equates to a ratio of 1 space per 2.4 staff which is at a much

higher rate than the adopted cycle standard, which is welcomed by Officers and complies with the aims of Headington Neighbourhood Plan Policy TRP5 (Promotion of Cycling).

- 9.39. Locations of the proposed cycle parking spaces have been indicated on the proposed block plan however additional details are required by way of condition to ensure the type of cycle parking is acceptable.

Refuse, Delivery and Servicing Arrangements

- 9.40. There is a proposed servicing and drop-off layby to the northwest of the proposed building, with the 16 car parking spaces to the northeast of the site. Entry and exit to the car park will be one-way, with cars entering via the northeast access and exiting via the northwest one. Officers consider the servicing and access arrangements to be acceptable.

Pedestrian Access Improvements

- 9.41. To improve the pedestrian connectivity with the development site and the rest of the John Radcliffe Hospital complex, it is proposed to create a DDA compliant pedestrian route from the entrance of the new building, southwest of the site, through Public Car Park 1, joining with the pedestrian area outside of the FMRIB building. Two new disabled bays would be provided in Car Park 1, within easy reach of the main entrance to the proposed building.
- 9.42. The route will also include a zebra crossing from the site across the access road to Car Park 1 and another within the car park itself to provide pedestrians with priority whilst walking across a circulation aisle.
- 9.43. An additional zebra crossing is proposed to be provided from the south-eastern corner of the development site, across the access road to a new stepped access down to Car Park 1. This route will join to the existing footpath which runs along the northwest of the trauma building.
- 9.44. Officers welcome these improvements to pedestrian accessibility and access which comply with Local Plan Policy TR.4 (Pedestrian and Cycle Facilities), Core Strategy Policy CS13 and Headington Neighbourhood Plan Policy TRP2 (Connectedness).

v. Sustainability and Energy

- 9.45. Core Strategy Policy CS9 (Energy and Natural Resources) states that all developments should seek to minimise their carbon emissions and should demonstrate sustainable design and construction methods and energy efficiency through design, layout, orientation, landscaping and materials. The proposal would deliver less than 2000m² of new floorspace and therefore does not meet the definition of a “Qualifying Development” where additional measures are required.
- 9.46. The applicant has submitted an Energy Statement in support of the application.

Despite the fact that the development is not classed as a “Qualifying Development” under Policy CS9 the applicant has committed to complying with Part L2A of Building Regulations 2013 and achieving BREEAM Excellent status.

- 9.47. The proposed development would achieve an improvement on Part L of 9% through passive and active measures and 67% with the use of Low and Zero Carbon technologies in the form of PV panels.
- 9.48. The proposed design would maximise opportunities for passive control of the internal environment through the use of operable louvres and exposed concrete soffits which would help to maintain comfortable internal temperatures and natural ventilation. The building would utilise high performance glazing and solid walls with integrated sun shading to prevent excessive solar gains to improve thermal comfort in the summer. The fabric of the building would be of a high specification and levels of air-tightness in excess of legislative compliance to minimise heat loss.
- 9.49. Officers consider that the proposal would minimise the carbon emissions resulting from the development and does demonstrate sustainable design and construction methods and energy efficiency through design and materials. As such, the proposal would comply with Core Strategy Policy CS9.

vi. Other

- 9.50. Officers have considered land contamination, flooding, air quality, biodiversity impacts and impact on trees and have found the proposal to be acceptable subject to the conditions set out in section 11 of this report.

10. CONCLUSION

- 10.1. The proposal would result in the creation of a new neuroscience building at the JRH campus. As the proposal would be located on the existing JRH site, and would constitute a medical research use, Officers consider that the proposed development would accord with the NPPF, Sites and Housing Plan Policy SP23 and Core Strategy Policy CS30 and therefore find the principle of development to be acceptable.
- 10.2. The proposal would not be detrimental to the character of the surrounding Conservation Area and Listed Buildings and is considered to comply with Policies CP1, CP6, CP8 and HE7 of the Oxford Local Plan, Policy CS18 of the Core Strategy and Headington Neighbourhood Plan Policies GSP4, CIP1, CIP2, CIP3 and CIP4.
- 10.3. Due to the significant separation distance between the proposed buildings and the neighbouring properties the proposal is considered to be acceptable in terms of its impact on neighbouring amenity.
- 10.4. Highways, flooding, land contamination, air quality, archaeology and biodiversity impacts and the impact on existing trees is found to be acceptable subject to the conditions set out in section 11 of this report.

- 10.5. Therefore, it is recommended that the East Area Planning Committee resolve to grant planning permission for the development proposed subject to conditions set out in section 11 of this report.

11. CONDITIONS

1. The development to which this permission relates must be begun not later than the expiration of three years from the date of this permission.

Reason: In accordance with Section 91(1) of the Town and Country Planning Act 1990 as amended by the Planning Compulsory Purchase Act 2004.

2. The development permitted shall be constructed in complete accordance with the specifications in the application and approved plans listed below, unless otherwise agreed in writing by the local planning authority.

Reason: To avoid doubt and to ensure an acceptable development as indicated on the submitted drawings in accordance with policy CP1 of the Oxford Local Plan 2001-2016.

3. The approved Travel Plan (dated November 2017 – IMA-16-212) as submitted with the planning application must be implemented upon occupation of the development. The following shall also be undertaken by the applicant:

Prior to occupation of the approved development a Travel Survey shall be undertaken and submitted to and approved by the Local Planning Authority. The Travel Survey shall establish baseline figures for transport mode splits for all staff working within the approved building at the time of occupation.

Travel Plan Monitoring Reports commencing annually following the date of first occupation and continuing for a period of 5 years or until 2023 (whichever is later) must be submitted in writing to the Planning Authority for approval. The Travel Plan Monitoring Reports must be submitted to the Local Planning Authority for approval by no later than 30 days after the end of each annual review period following the date of first occupation. The Travel Plan Monitoring Reports shall include:

- a) Details of trip generation rates;
- b) Details of mode share and change in mode share over time
- c) Total number of car parking permits issued across the John Radcliffe Hospital site;
- d) Total number of car parking permits issued to University staff on the application site;
- e) Total number of car parking permits issued to staff working within the approved development;
- f) Details of how effectively the Travel Plan has operated within the previous period;

- g) Any data and information necessary for the purposes of determining whether or not the modal split targets set out in the approved Travel Plan have been achieved; and
- h) (Where the objectives and/or targets specified in the approved Travel Plan have not been met) a proposed revision to the Travel Plan for approval by the Local Planning Authority setting out additional and/ or enhanced measures to bridge any shortfall in achieving the objectives and targets of the approved Travel Plan together with a timetable for implementing such measures.

Reason: To encourage the use of sustainable modes as a means of transport and minimise the transport impact of the development in accordance with policies CP1, TR2 and TR12 of the Adopted Oxford Local Plan 2001-2016.

4. Within 3 months of the date of implementation no less than 30 car parking spaces shall be provided within the area marked in blue hatching on the approved plan marked 'Replacement Parking Location Plan , DWG 1MA-16-212 022'.

Reason: To ensure that the parking spaces are re-provided with a suitable timescale and to avoid creating a staff and patient parking deficit to the detriment of highway safety and convenience in accordance with policies CP1, CP10 and TR3 of the Oxford Local Plan.

5. A Construction Traffic Management Plan should be submitted to the Local Planning Authority and agreed prior to commencement of works. This should identify:
 - a) The routing of construction vehicles and management of their movement into and out of the site by a qualified and certificated banksman,
 - b) Access arrangements and times of movement of construction vehicles (to minimise the impact on the surrounding highway network),
 - c) Details of wheel cleaning / wash facilities to prevent mud, etc. from migrating on to the adjacent highway,
 - d) Contact details for the Site Supervisor responsible for on-site works,
 - e) Travel initiatives for site related worker vehicles,
 - f) Details of times for construction traffic and delivery vehicles, which must be outside network peak and school peak hours,
 - g) Engagement with local residents and neighbours.

Reason: In the interests of highway safety and to mitigate the impact of construction vehicles on the surrounding network, road infrastructure and local residents, particularly at peak traffic times.

6. Prior to use or occupation of the new development, covered and secure cycle parking for a minimum of 74 bicycles on-site shall be provided within the curtilage of each dwelling or at the entrance to each block of flats. The location and type of this provision should be submitted and agreed by the Local Planning Authority in writing.

Reason: To encourage the use of sustainable modes of transport.

7. A landscape plan shall be submitted to, and approved in writing by, the Local Planning Authority before any development above slab level. The plan shall include a survey of existing trees showing sizes and species, and indicate which (if any) it is requested should be removed, and shall show in detail all proposed tree and shrub planting, treatment of paved areas, and areas to be grassed or finished in a similar manner.

Reason: In the interests of visual amenity in accordance with policies CP1, CP11 and NE15 of the Adopted Local Plan 2001-2016.

8. Prior to the commencement of above ground works, plans, calculations and drainage details to show how surface water will be dealt with on-site through the use of sustainable drainage methods (SUDs) shall be submitted to and approved in writing by the Local Planning Authority. The plans, calculations and drainage details will be required to be completed by a suitably qualified and experienced person in the field of hydrology and hydraulics. The plans, calculations and drainage details shall be undertaken in accordance with the following document; Flood Risk Assessment prepared by Price and Myers, Job Number 25764, Version 1 – dated Feb 2017. The plans, calculations and drainage details submitted shall demonstrate that;
 - a) The drainage system must have been designed to control surface water runoff for all rainfall up to a 1 in 100 year storm event.
 - b) The rate at which surface water is discharged from the site may vary with the severity of the storm event but must not exceed the greenfield runoff rate for a given storm event.
 - c) Excess surface water runoff must be stored on site and released to receiving system at greenfield rates. Onsite infiltration tests, to determine the infiltration rates are to be completed and utilised within any design. Documentation of infiltration testing and rates are to be submitted with the any proposed drainage strategy.

Reason: To ensure compliance with Policy CS11 of the Oxford Core Strategy 2011- 2026.

9. Prior to the commencement of above ground works, a Sustainable Drainage (SUDs) Maintenance Plan shall be submitted to and approved in writing by the Local Planning Authority. The Sustainable Drainage (SUDs) Maintenance Plan will be required to be completed by a suitably qualified and experienced person in the field of hydrology and hydraulics. The Sustainable Drainage Maintenance Plan will be required to provide details of the frequency and types of maintenance for each individual sustainable drainage structure proposed and ensure the sustainable drainage system will continue to function in perpetuity.

Reason: To ensure that the proposed development is maintained in perpetuity and to avoid increasing surface water run-off and thereby attenuating flood risk in accordance with Policy CS11 of the Oxford Core Strategy 2011-2026.

10. The submission of a dust assessment, developed following IAQM Guidance on the Assessment of Mineral Dust Impacts for Planning (May 2016) is required by the local planning authority prior to the commencement of works. The outcomes of such assessment, should be the basis for the development of a Construction Environmental Management Plan. The approved Construction Environmental Management Plan shall be implemented accordingly throughout the construction phase of development.

Reason: In the interests of the amenities of neighbouring occupiers, in accordance with policies CP1, CP19 and CP21, CP23 of the Oxford Local Plan 2001-2016.

11. No development shall take place until a Construction Environmental Management Plan shall have first been submitted to and approved in writing by the Local Planning Authority.
The plan may refer, inter alia, to the following matters:

- a) signage for construction traffic, pedestrians and other users of the site;
- b) controls on arrival and departure times for construction vehicles;
- c) piling methods (if employed);
- d) earthworks;
- e) hoardings to the site, including to future adjacent development plots;
- f) noise limits;
- g) hours of working;
- h) vibration;
- i) control of emissions including dust, odours and dirt;
- j) waste management and disposal, and material re use;
- k) prevention of mud / debris being deposited on public highway;
- l) materials storage; and
- m) hazardous material storage and removal

The approved Construction Environmental Management Plan shall be implemented accordingly throughout the construction phase of development.

Reason: In the interests of the amenities of neighbouring occupiers, in accordance with policies CP1, CP19 and CP21, CP23 of the Oxford Local Plan 2001-2016.

12. Prior to the commencement of above ground works, details of the Electric Vehicle charging infrastructure shall be submitted to and approved in writing by the Local Planning Authority. The details shall include the following provision:
- a) The amount of electric car charging points should cover at least 10% (2 spaces) of the amount of permitted parking
 - b) Appropriate cable provision to prepare for increased demand in future years.

The electric vehicle infrastructure shall be formed, and laid out in accordance with these details before the development is first in operation and shall remain in place thereafter.

Reason: To contribute to improving local air quality in accordance with CP23 of the Oxford Local Plan 2001- 2016 and enable the provision of low emission vehicle infrastructure.

13. Prior to the commencement of above ground works, details of biodiversity enhancement measures including at least 4 x bird nesting devices shall be submitted to and approved in writing by the local planning authority. The approved measures shall be incorporated into the scheme and be fully constructed prior to occupation of the approved dwellings and retained as such thereafter.

Reason: In the interests of improving the biodiversity of the City in accordance with NPPF and policy CS12 of the Oxford Core Strategy 2026.

14. Samples of the exterior materials to be used shall be submitted to, and approved in writing by, the Local Planning Authority prior to the commencement of above ground works and only the approved materials shall be used.

Reason: In the interests of visual amenity in accordance with policies CP1 and CP8 of the Adopted Oxford Local Plan 2001-2016.

15. Prior to the commencement of above ground works, window details at scales of 1:20/1:50 must be submitted to, and approved in writing by, the Local Planning Authority.

Reason: In the interests of visual amenity in accordance with policies CP1 and CP8 of the Adopted Oxford Local Plan 2001-2016.

16. In respect of any proposed air conditioning, mechanical ventilation or associated plant, the applicant shall ensure that the plant to be installed will meet the noise limit calculated for this purpose by Hoare Lee in their Report Planning Stage Acoustic Assessment Report of 21/02/2017. A noise control scheme, to include this confirmation and appropriate measures for noise management of the potential impact of staff arrival and departure and deliveries and collections, shall be submitted for approval before the development is brought into operation

Reason: In order to maintain the existing noise climate and prevent ambient noise creep in the interests of the residential amenities in accordance with policies CP1, CP10, CP19 and CP21 Oxford Local Plan 2001-2016.

Informatives

1. In accordance with guidance set out in the National Planning Policy Framework, the Council tries to work positively and proactively with applicants towards achieving sustainable development that accords with the Development Plan and national planning policy objectives. This includes the offer of pre-application advice and, where reasonable and appropriate, the opportunity to submit amended proposals as well as time for constructive discussions during the course of the determination of an application. However, development that is not sustainable and that fails to accord with the requirements of the Development

Plan and/or relevant national policy guidance will normally be refused. The Council expects applicants and their agents to adopt a similarly proactive approach in pursuit of sustainable development.

2. The development hereby permitted is liable to pay the Community Infrastructure Levy. The Liability Notice issued by Oxford City Council will state the current chargeable amount. A revised Liability Notice will be issued if this amount changes. Anyone can formally assume liability to pay, but if no one does so then liability will rest with the landowner. There are certain legal requirements that must be complied with. For instance, whoever will pay the levy must submit an Assumption of Liability form and a Commencement Notice to Oxford City Council prior to commencement of development. For more information see: www.oxford.gov.uk/CIL
3. Removal of vegetation and demolition of buildings shall be undertaken outside of bird nesting season. This is weather dependent but generally extends between March and August inclusive. If this is not possible then a suitably qualified ecologist shall check the areas concerned immediately prior to the clearance works to ensure that no nesting or nest-building birds are present. If any nesting birds are present then the vegetation or buildings shall not be removed until the fledglings have left the nest.

APPENDICES

Appendix 1 – Proposed Plan

HUMAN RIGHTS ACT 1998

Officers have considered the implications of the Human Rights Act 1998 in reaching a recommendation to grant this application. They consider that the interference with the human rights of the applicant under Article 8/Article 1 of Protocol 1 is justifiable and proportionate for the protection of the rights and freedom of others or the control of his/her property in this way is in accordance with the general interest.

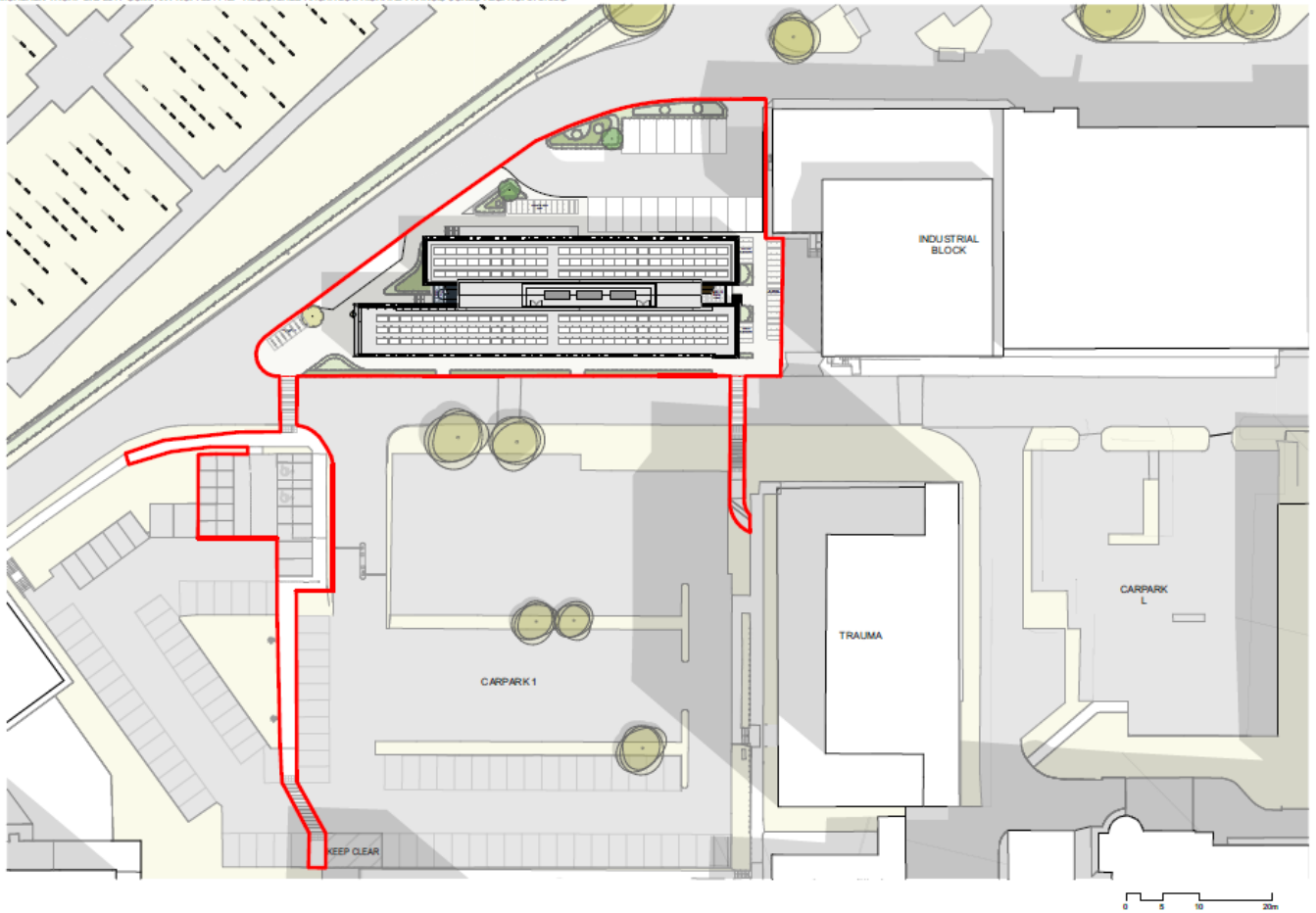
SECTION 17 OF THE CRIME AND DISORDER ACT 1998

Officers have considered, with due regard, the likely effect of the proposal on the need to reduce crime and disorder as part of the determination of this application, in accordance with section 17 of the Crime and Disorder Act 1998. In reaching a recommendation to grant planning permission, officers consider that the proposal will not undermine crime prevention or the promotion of community

Appendix 1

17/02010/FUL - John Radcliffe Hospital

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EAST AREA PLANNING COMMITTEE

6th December 2017

Application Number: 17/02494/CT3

Decision Due by: 28th November 2017

Extension of Time: 15th December 2017

Proposal: Formation of 53 resident parking spaces using existing grass verges. (Amended plans)

Site Address: Land At Priory Road And, Minchery Road, Oxford, Oxfordshire

Ward: Littlemore Ward

Case Officer Sarah Orchard

Agent: James Axford **Applicant:** Oxford City Council

Reason at Committee: The applicant is Oxford City Council

1. RECOMMENDATION

1.1. East Area Planning Committee is recommended to:

(a) Approve the application for the reasons given in the report and subject to the required planning conditions set out in section 10 of this report and grant planning permission.

(b) Agree to delegate authority to the Head of Planning, Sustainable Development and Regulatory Services to:

1. Finalise the recommended conditions as set out in this report including such refinements, amendments, additions and/or deletions as the Head of Planning, Sustainable Development and Regulatory Services considers reasonably necessary;

2. EXECUTIVE SUMMARY

2.1. This report considers the formation of 53 resident parking spaces using existing grass verges.

2.2. The key matters for assessment set out in this report include the following:

- Design
- Impact on amenity
- Parking Standards
- Trees and Landscaping

- Drainage
- Air Quality

3. SITE AND SURROUNDINGS

3.1. The site is located in Minchery Farm within the Littlemore Ward of Oxford to the south east of the city centre. The areas proposed for parking are 9 locations off Priory Road and a location off Minchery Road (opposite the junction with St. Nicholas Road).

3.2.



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4. PROPOSAL

4.1. The application proposes the formation of 53 resident parking spaces using existing grass verges. 7 spaces, including one accessible space, would be provided to the front of 13-35 Prior Road between the front access paths to the block. 8 spaces, including one accessible space, would be provided to the front of 37-59 Prior Road. These new parking area would require the relocation of a bin store which would remain to the front of the building. 12 parking spaces, including one accessible space, would be provided in total to the front of 61-83 Priory Road. There would be one area of 2 spaces and a larger area for 10 more spaces. Both would be provided around existing access paths. 5 spaces, in a block of 3 and another of 2, would be provided to the front of 85-95 Priory Road.

4.2. A total of 13 spaces, including one accessible space, would be provided to the front of 109 – 131 Priory Road. There would be two smaller areas of 2 spaces each and one larger area of 9 spaces, including the accessible space. The larger space would require the existing path and bin store to be relocated. A pedestrian walkway through this area would be shown by a different surface.

- 4.3. A total of 8 spaces would be provided to the front of 58-80 Minchery Road. There would be two areas, one of 5 spaces and the other of three. All of the new parking areas would require the relocation and partial removal of existing fencing, the removal of some existing trees and the relocation of signposts.

5. RELEVANT PLANNING HISTORY

- 5.1. The table below sets out the relevant planning history for the application site:

51/00511/M_H - Site for housing and ancillary purposes. PER 5th March 1952.
54/00163/M_H - Housing Estate, 72 Flats in six 3 storey blocks and 204 - 2 storey houses in pairs and terraces. PER 6th May 1954.
55/00155/M_H - Land at Minchery Farm Housing Estate - Three pairs of four bedroom houses (one pair at each of three sites). PER 6th December 1955.
53/00417/M_H - Development of part of housing estate involving diversion of public footpath. PER 19th August 1953.

6. RELEVANT PLANNING POLICY

- 6.1. The following policies are relevant to the application:

Topic	National Planning Policy Framework (NPPF)	Local Plan	Core Strategy	Sites and Housing Plan	Other Planning Documents
Design	Paras 56 -68	CP1, CP6, CP8	CS18, CS19		
Natural Environment	17, 109-125, 152	CP11, NE15			
Transport	9, 29-41			HP16	Parking Standards SPD
Environmental	7-10, 14, 17, 94, 99-108 109-125	CP10, CP19, CP21, CP23	CS11,		NPPF Technical Guidance
Misc				MP1	

7. CONSULTATION RESPONSES

- 7.1. Site notices were displayed around the application site on 9th October 2017 and

an advertisement was published in The Oxford Times newspaper on 12th October 2017.

Statutory and Non-Statutory Consultees

Oxfordshire County Council (Highways)

- 7.2. No objection subject to provision of visibility splays by condition, adequate reversing room being provided behind spaces and spaces being provided in line with minimum space standards.

Public representations

- 7.3. 1no. third party comments was received from an address in Priory Road. Comments from local residents were also collated by the applicant (Oxford City Council).

In summary, the main points of objection were:

- Loss of green space.
- No traffic survey has been carried out.
- No parking restrictions will be added to the area.
- Public consultation was not carried with all residents prior to the application being submitted.
- The parking provided is not sufficient for one space per flat.
- It is unclear whether the proposal will introduce more parking into the area or result in a loss of spaces.
- The parking will cause highway safety issues and not improve them.
- The survey drawing shows trees which have been removed and omits a driveway which exists.
- Residents have found the plans hard to read.
- Fences should be either be totally removed or entirely replaced.
- Loss of trees.
- Relocation of a bin store to in front of a flat window.
- Proximity of parking to properties resulting in amenity issues.
- Lack of details of paving. Will this be SuDs.
- Lack of playing area for children. Request for concrete areas to rear of flats to be grassed.
- Money should be spent on improvement of public transport.
- More disabled bays are required.
- Visitor spaces are required for parents.

Officer Response

- 7.4. The development seeks to maintain a balance between parking need and green space. A traffic survey is not considered necessary as the level of parking demand is not considered to change. If the Local Highway Authority considered necessary they could introduce double yellow lines to the streets. Public consultation by the applicant is not a necessary requirement for this application. There are maximum parking standards for residential parking spaces under

policy HP16 rather than minimum. Excessive parking is considered to encourage car ownership.

- 7.5. The Local Highway Authority has been consulted on the application and have not raised any concerns with highway safety subject to condition. If the Local Highway Authority considered necessary they could introduce road safety measures such as double yellow lines to the streets. The information available at the time of the application does not show that additional measures are required to comply with planning policy. The inaccuracies in the survey drawing have been noted and it is not considered that this would affect the determination of the application. Parking bays opposite a driveway would remove on-street parking opposite a driveway improving the access. Other issues are addressed under the material considerations below.

8. PLANNING MATERIAL CONSIDERATIONS

- 8.1. Officers consider the determining issues to be:

- i. Design;
- ii. Residential Amenity;
- iii. Parking/Highways;
- iv. Trees and landscaping;
- v. Drainage
- vi. Air Quality

i. Design

- 8.2. The proposed development would be acceptable in design terms. Large parts of the existing grass area would be retained and parking has been spread out throughout the area which would ensure that the pleasant and verdant appearance of the area would be preserved and not dominated by car parking. The use of materials is considered to be visually appropriate and responds to other parking areas in the area which have already been implemented.

ii. Impact on amenity

- 8.3. The proposed development would be in an area where there is existing on-street parking and it is well lit. Therefore the impact of noise and activity associated with car parking would not be materially different from the existing situation for residents. The parking spaces are not directly against the buildings and separation between parking and the flats has been retained. The applicant has also advised that additional planting could be provided as request if further screening between flats and parking areas is felt necessary.
- 8.4. The sites experience a sense of overlooking and the proposal would not form an enclosed parking court. The proposal is therefore considered to comply with the principles of policy CS19 of the Core Strategy.
- 8.5. The relocation of bin stores is not immediately in front of flats and is no closer than other bin stores to buildings already in the area. Green space is still

retained and the applicant has stated that they intend to improve the green space to the rear of properties.

iii. Parking/Highways

- 8.6. The area experiences a high level of on-street parking. The application seeks to alleviate on-street parking and create formalised parking spaces with good visibility and which comply with highway safety requirements to ease movements on the street. The Local Highway Authority has requested pedestrian and vehicular visibility splays by condition as there is no indication that these could not be achieved. If the Local Highway Authority is minded to, restriction of parking on street could be achieved by double yellow lines if considered necessary.
- 8.7. The spaces are adequately sized and meet the standard size required. Provision has been made for the provision of disabled parking spaces and following discussion with local residents an additional space has been added on an amended plan.
- 8.8. The Local Highway Authority has requested that an on-street disabled parking bay is relocated at the cost of the applicant. Given that a greater number of disabled parking bays are being provided within the development, this request is not considered reasonable.

iv. Trees and Landscaping

- 8.9. The proposals require include removal of a small tree and this will not be significantly detrimental to public amenity.
- 8.10. To avoid damage to retained trees they will need to be protected from physical damage during the construction phase and new hard surfaces will need to be 'no-dig' in design and construction where they encroach within Root Protection Areas (as defined by BS5837:2012). Details of this and tree protection plan and an arboricultural method statement are requested by condition to protect retained trees during construction.

v. Drainage

- 8.11. The site is not at significant flood risk from any sources of flooding. Given the overall increase in impermeable area on what is currently grass verges, details of the drainage infrastructure will be required prior to commencement, as well as details on how this is to be maintained in order to ensure the systems remains safe and functional for the lifetime of the development. In line with Policy CS11 of the Oxford Core Strategy, it is expected that Sustainable Drainage systems (SuDS) would be used unless shown not to be feasible.

vi. Air Quality

- 8.12. Policy CP23 of the Core Strategy puts emphasis on improving air quality in the city. In order to improve air quality electric car usage is increasing. Future

parking places that will be built in the city should have the necessary ducting to allow EV charging infrastructure. This will also align with OCC's ZEZ proposal. Therefore a condition is recommended to ensure that the infrastructure for electric charging points is installed to meet future demand in the interests of air quality.

9. CONCLUSION

- 9.1. The proposed development is considered to make a more efficient use of the land, reduce on street parking and provide safe SuDs compliant parking spaces whilst retaining green verges and existing trees.
- 9.2. It is recommended that the Committee resolve to grant planning permission for the development proposed subject to the approval of satisfactory conditions.

10. CONDITIONS

- 1 The development to which this permission relates must be begun not later than the expiration of three years from the date of this permission.

Reason: In accordance with Section 91(1) of the Town and Country Planning Act 1990 as amended by the Planning Compulsory Purchase Act 2004.

- 2 The development permitted shall be constructed in complete accordance with the specifications in the application and approved plans listed below, unless otherwise agreed in writing by the local planning authority.

Reason: To avoid doubt and to ensure an acceptable development as indicated on the submitted drawings in accordance with policy CP1 of the Oxford Local Plan 2001-2016.

- 3 The materials used in the external construction of the approved development shall be those specified in the submitted application form and approved plans unless agreed otherwise in writing by the Local Planning Authority.

Reason: To ensure that the development is visually satisfactory as required by Policy CP1 of the Oxford Local Plan 2001-2016.

- 4 Prior to the start of any work on site including site clearance, details of the design of all new hard surfaces and a method statement for their construction shall be submitted to and approved in writing by the Local Planning Authority. Details shall take into account the need to avoid any excavation within the rooting area of any retained tree and where appropriate the Local Planning Authority will expect "no-dig" techniques to be used, which might require hard surfaces to be constructed on top of existing soil levels using treated timber edging and pegs to retain the built up material.

Reason: To avoid damage to the roots of retained trees. In accordance with policies CP1, CP11 and NE16 of the Adopted Local Plan 2001-2016.

- 5 Detailed measures for the protection of trees to be retained during the development shall be submitted to, and approved in writing by, the Local Planning Authority (LPA) before any works on site begin. Such measures shall include scale plans indicating the positions of barrier fencing and/or ground protection materials to protect Root Protection Areas (RPAs) of retained trees and/or create Construction Exclusion Zones (CEZ) around retained trees. Unless otherwise agreed in writing by the LPA the approved measures shall be in accordance with relevant sections of BS 5837:2012 Trees in Relation to Design, Demolition and Construction- Recommendations. The approved measures shall be in place before the start of any work on site and shall be retained for the duration of construction unless otherwise agreed in writing by the LPA. Prior to the commencement of any works on site the LPA shall be informed in writing when the approved measures are in place in order to allow Officers to make an inspection. No works or other activities including storage of materials shall take place within CEZs unless otherwise agreed in writing by the LPA.

Reason: To protect retained trees during construction. In accordance with policies CP1, CP11 and NE16 of the Adopted Local Plan 2001-2016.

- 6 A detailed statement setting out the methods of working within the Root Protection Areas of retained trees shall be submitted to and approved in writing by the Local Planning Authority (LPA) before any works on site begin. Such details shall take account of the need to avoid damage to tree roots through excavation, ground skimming, vehicle compaction and chemical spillages including lime and cement. The development shall be carried out in strict accordance with of the approved AMS unless otherwise agreed in writing by the LPA.

Reason: To protect retained trees during construction. In accordance with policies CP1,CP11 and NE16 of the Adopted Local Plan 2001-2016.

- 7 Prior to the commencement of development, plans, calculations and drainage details to show how surface water will be dealt with on-site through the use of sustainable drainage methods (SuDS) shall be submitted to and approved in writing by the Local Planning Authority. The plans, calculations and drainage details will be required to be completed by a suitably qualified and experienced person in the field of hydrology and hydraulics.

The plans, calculations and drainage details submitted shall demonstrate that;

- I. The drainage system is to be designed to control surface water runoff for all rainfall up to a 1 in 100 year storm event with an allowance for climate change.
- II. The rate at which surface water is discharged from the site may vary with the severity of the storm event but must not exceed the greenfield runoff rate for a given storm event.
- III. Excess surface water runoff must be stored on site and released to receiving system at greenfield rates.

Any proposal which relies on Infiltration will need to be based on on-site infiltration testing in accordance with BRE365 or alternative suitable methodology, details of which are to be submitted to and approved by the LPA.

Details of a Sustainable Drainage (SuDS) Maintenance Plan shall also be submitted to and approved in writing by the Local Planning Authority, and adhered to for the lifetime of the development. The Sustainable Drainage (SuDS) Maintenance Plan will be required to be completed by a suitably qualified and experienced person in the field of hydrology and hydraulics, and will be required to provide details of the frequency and types of maintenance for each individual sustainable drainage structure proposed and ensure the sustainable drainage system will continue to function in perpetuity.

Reason: To ensure compliance with Policy CS11 of the Oxford Core Strategy 2011-2026.

- 8 Prior to the commencement of development, provision of ducting to allow for future installation of Electronic Vehicle charging infrastructure will be required, in order to make resident parking places EV ready for future demand. The details and location of such provision should take into consideration the availability of electrical supply and should therefore be designed making reference to information held by the local distribution network operator. Subsequently, these details and designs should be submitted to and approved in writing by the Local Planning Authority.

Such provision shall be formed, and laid out in accordance with these details before usage of the parking spaces commences and shall remain in place thereafter.

Reason: To contribute to improving local air quality in accordance with CP23 of the Oxford Local Plan 2001- 2016 and enable the provision of low emission vehicle infrastructure.

- 9 Prior to the use of the new parking bays, pedestrian vision splays measuring 2m by 2m shall be provided to each side of the access. This vision splays shall not be obstructed by any object, structure, planting or other material with a height exceeding or growing above 0.6m as measured from carriageway level.

Reason: To provide and maintain adequate visibility in the interest of highway safety in accordance with policy.

- 10 Prior to the use of the new parking bays, vehicle visibility splays shall be provided in both directions in accordance with a scheme which shall first have been submitted to and approved in writing by the Local Planning Authority. Splays measuring 2.4m by 25m shall be provided to each side of the access. This vision splays shall not be obstructed by any object, structure, planting or other material with a height exceeding or growing above 0.6m as measured

from carriageway level. Thereafter, the visibility splays shall be kept permanently free from obstruction to vision.

Reason: In the interest of highway safety.

11. APPENDICES

Appendix 1 – Proposed Plans

12. HUMAN RIGHTS ACT 1998

12.1. Officers have considered the implications of the Human Rights Act 1998 in reaching a recommendation to grant this application. They consider that the interference with the human rights of the applicant under Article 8/Article 1 of Protocol 1 is justifiable and proportionate for the protection of the rights and freedom of others or the control of his/her property in this way is in accordance with the general interest.

13. SECTION 17 OF THE CRIME AND DISORDER ACT 1998

13.1. Officers have considered, with due regard, the likely effect of the proposal on the need to reduce crime and disorder as part of the determination of this application, in accordance with section 17 of the Crime and Disorder Act 1998. In reaching a recommendation to grant planning permission, officers consider that the proposal will not undermine crime prevention or the promotion of community.

Appendix 1

17/02494/CT3 - Land At Priory Road And Minchery Road

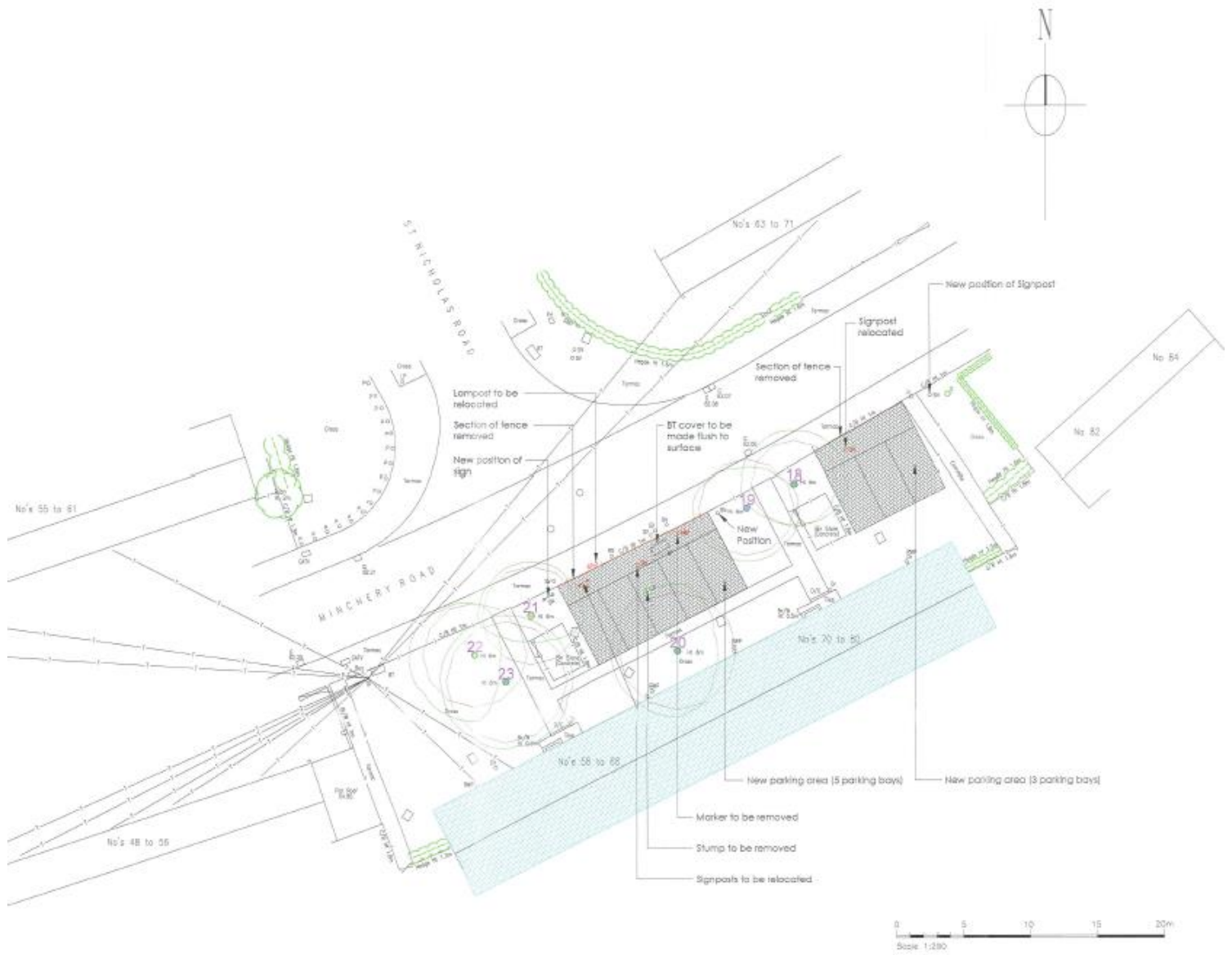
Priory Road North



Priory Road South



Minchery Road



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EAST AREA PLANNING COMMITTEE

Application Number: 17/02460/FUL

Decision Due by: 17th November 2017

Extension of Time: 15th December 2017

Proposal: Demolition of existing rear extension. Erection of single storey rear extension. (part retrospective) (Amended plans)

Site Address: 10 Hardings Close, Oxford, OX4 4NT,

Ward: Littlemore Ward

Case Officer Alice Watkins

Agent: Mr Benjamin Mainwood **Applicant:** Mr D Skenderaj

Reason at Committee: Called in by Councillors Tanner, Price, Fry, Rowley, Sanders and Azad because the application is controversial locally.

1. RECOMMENDATION

1.1. East Area Planning Committee is recommended to:

(a) Approve the application for the reasons given in the report and subject to the required planning conditions set out in section 12 of this report and grant planning permission.

(b) Agree to delegate authority to the Head of Planning, Sustainable Development and Regulatory Services to:

1. Finalise the recommended conditions as set out in this report including such refinements, amendments, additions and/or deletions as the Head of Planning, Sustainable Development and Regulatory Services considers reasonably necessary;

2. EXECUTIVE SUMMARY

2.1. This report considers the demolition of existing rear extension and the erection of a single storey rear extension.

2.2. The key matters for assessment set out in this report include the following:

- Design;
- Residential Amenity

2.3. The development is considered acceptable in design terms and will not have a detrimental impact to the residential amenity of the neighbouring property.

3. LEGAL AGREEMENT

3.1. This application is not subject to a legal agreement.

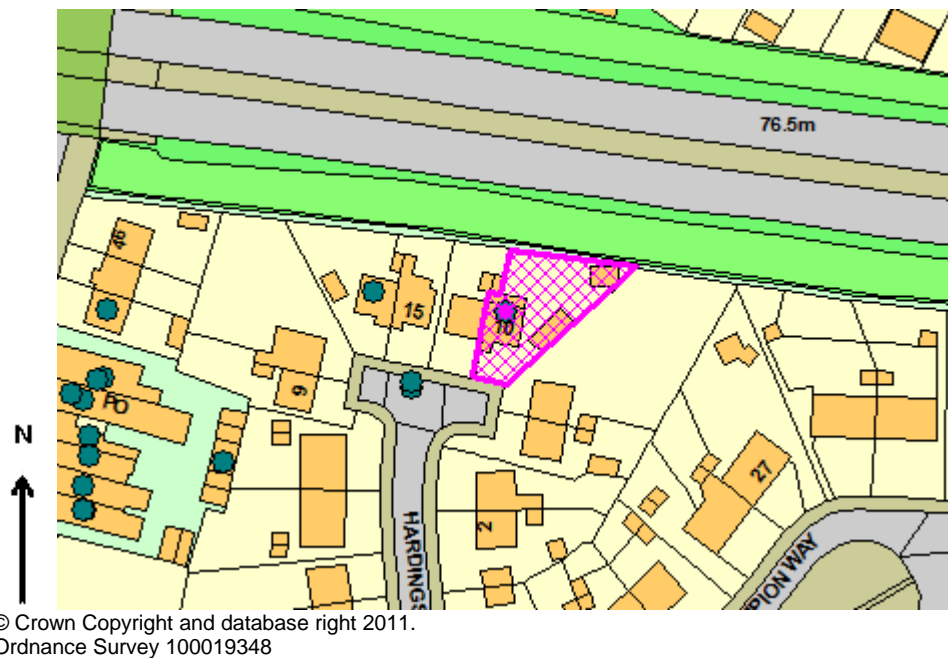
4. COMMUNITY INFRASTRUCTURE LEVY (CIL)

4.1. The proposal is not liable for CIL.

5. SITE AND SURROUNDINGS

5.1. The site is a terraced property and lies on the south side of Hardings Close.

5.2. A site location plan is set out below:



6. PROPOSAL

6.1. The application is seeking retrospective planning permission for the erection of the existing rear extension and erection of a single storey rear extension.

7. RELEVANT PLANNING HISTORY

7.1. The table below sets out the relevant planning history for the application site:

54/00291/M_H - College Farm Estate Giles Road - 12 Cornish unit dwellings: 8-3 bedroom houses and 4-2 bedroom flats. PER 8th June 1954.

95/01281/GF - 1/2/3/4/5A/5B/6/7A/7B/8/9/12/13 /15 Hardings Close - Refacing of existing properties in rendered finish. Replacement windows and doors.. PER 10th October 1995.

51/00470/M_H - Site for council housing.. PER 3rd November 1951.

16/02372/FUL - Erection of part single, part two storey side extension to provide 1 x 1-bed dwellinghouse (Use Class C3). Provision of car parking, private amenity space and bin and cycle store.. PER 3rd November 2016.

17/01740/FUL - Demolition of existing rear extension. Erection of single storey rear extension. (Part retrospective). WDN 22nd August 2017.

8. RELEVANT PLANNING POLICY

8.1. The following policies are relevant to the application:

Topic	National Planning Policy Framework (NPPF)	Local Plan	Core Strategy	Sites and Housing Plan	Other Planning Documents
Design	7	CP1, CP6, CP8,	CS18_,	HP9_,	
Housing	6	CP10,		HP14_,	
Misc		CP.13, CP.24, CP.25		MP1	

9. CONSULTATION RESPONSES

9.1. Site notices were displayed around the application site on 9th October 2017.

Statutory and Non-Statutory Consultees

Oxfordshire County Council (Highways)

9.2. No objection.

Public representations

12 Hardings Close:

- The height of the extension blocks light from dining room window.
- The extension has been built in breeze block. The report suggests this will be render, there has been no permission granted to enter land and permission will not be granted.
- The footings are in our land and have been built without permission.
- The damage to our property has not been address and further damage will be caused by the new plans. Our shed, garden and guttering has been damaged.
- The level of noise is having a major impact – the house is vibrating from 8am to 5pm seven days a week. The level of noise is above expected.
- Informed the owner’s son that permission to enter our land will not be granted at any point. Concerned this will be ignored and they will enter land illegally.

Officer Response

9.3. The impact on the light afforded to No. 12 is address in the report below. Land ownership and access to neighbouring properties is a civil matter and cannot be controlled by the planning process. Damage caused to neighbouring properties during the build is not a material planning consideration and is a civil matter to be resolved between the parties. The noise caused by the building work is not a material planning consideration and would have to be addressed through environmental health legislation.

10. PLANNING MATERIAL CONSIDERATIONS

10.1. Officers consider the determining issues to be:

- i. Design
- ii. Residential Amenity

i. Design and Impact on Character of Surrounding Area

10.2. The development is located wholly to the rear. The extension extends by 4.6m from the rear wall of the building. It features an element of pitched roof along the boundary shared with No. 10 and an element of flat roof. The extension has a maximum height of 4m with an eaves height of 2.2m. The dwellings in Hardings Close feature red brick at ground floor level whilst the first floor and roof are finished with concrete tiles. The extension forms an appropriate visual relationship with the host dwelling and will read as a subservient addition. The extension is to be constructed from materials to match the host dwelling. At the time of the site visit officers noted that the extension had been substantially completed and built from matching materials except for the east elevation (facing 12 Hardings Close) which has been finished in breezeblock. The extension which has been built is considered unacceptable and this application is seeking permission for a revised scheme. A condition has been recommended requiring materials matching the host dwelling to be used in the development.

10.3. The development is considered to comply with Policies CP1, CP6, CP8 and CP10 of the Local Plan, CS18 of the Core Strategy and HP9 of the Sites and

Housing Plan.

ii. Impact on Neighbouring Amenity

- 10.4. Appendix 7 of the Sites and Housing Plan sets out guidelines for assessing the loss of sunlight and daylight using the 45/25° code.
- 10.5. The application site is located between 10A and 12 Hardings Close.
- 10.6. There is a window at the rear of 12 Hardings Close which serves a habitable room. The 45° line has been applied in relation to this window and the extension contravenes it. The 25° uplift has been applied in relation to this window and the extension does not contravene it. The properties are north facing and due to the orientation of the site, the properties receive most of the sunlight at the front of their property. Any loss of light would be minimal and would occur in the early morning.
- 10.7. The extension is sited along the boundary shared with 12 Hardings Close. The eaves height along the boundary is 2.2m and it is not considered that the development will have an overbearing impact on this property. Concerns have been raised from the occupant of No. 12 Hardings Close because the pitched roof has increased the roof height of the extension. The pitched roof is sloping away from No. 12 and so there would be no material harm created by this additional height.
- 10.8. There is an existing extension at the rear of 10A Hardings Close. The extension at 10 Hardings Close extends by the same depth and will therefore not have any impact on the light afforded to this property and will not have an overbearing impact or result in a loss of outlook.
- 10.9. The development is considered to comply with Policies HP14 of the Sites and Housing Plan.

11. CONCLUSION

- 11.1. The development is considered acceptable in design terms and is not considered to have a detrimental impact on the neighbouring properties.
- 11.2. It is recommended that the Committee resolve to grant planning permission for the development proposed.

12. CONDITIONS

- 1 The development hereby permitted shall be commenced on site within three months of the date of this decision.

Reason: In accordance with Section 91(1) of the Town and Country Planning Act 1990 as amended by the Planning Compulsory Purchase Act 2004.

- 2 The development permitted shall be constructed in complete accordance with the specifications in the application and approved plans listed below, unless otherwise agreed in writing by the local planning authority.

Reason: To avoid doubt and to ensure an acceptable development as indicated on the submitted drawings in accordance with policy CP1 of the Oxford Local Plan 2001-2016.

- 3 The materials to be used in the external elevations of the new development shall be as specified in the application form.

Reason: To ensure that the new development is in keeping with existing building(s) in accordance with policies CP1 and CP8 of the Adopted Oxford Local Plan 2001-2016.

INFORMATIVES :-

- 1 In accordance with guidance set out in the National Planning Policy Framework, the Council tries to work positively and proactively with applicants towards achieving sustainable development that accords with the Development Plan and national planning policy objectives. This includes the offer of pre-application advice and, where reasonable and appropriate, the opportunity to submit amended proposals as well as time for constructive discussions during the course of the determination of an application. However, development that is not sustainable and that fails to accord with the requirements of the Development Plan and/or relevant national policy guidance will normally be refused. The Council expects applicants and their agents to adopt a similarly proactive approach in pursuit of sustainable development.

13. APPENDICES

Appendix 1 – Proposed plan

14. HUMAN RIGHTS ACT 1998

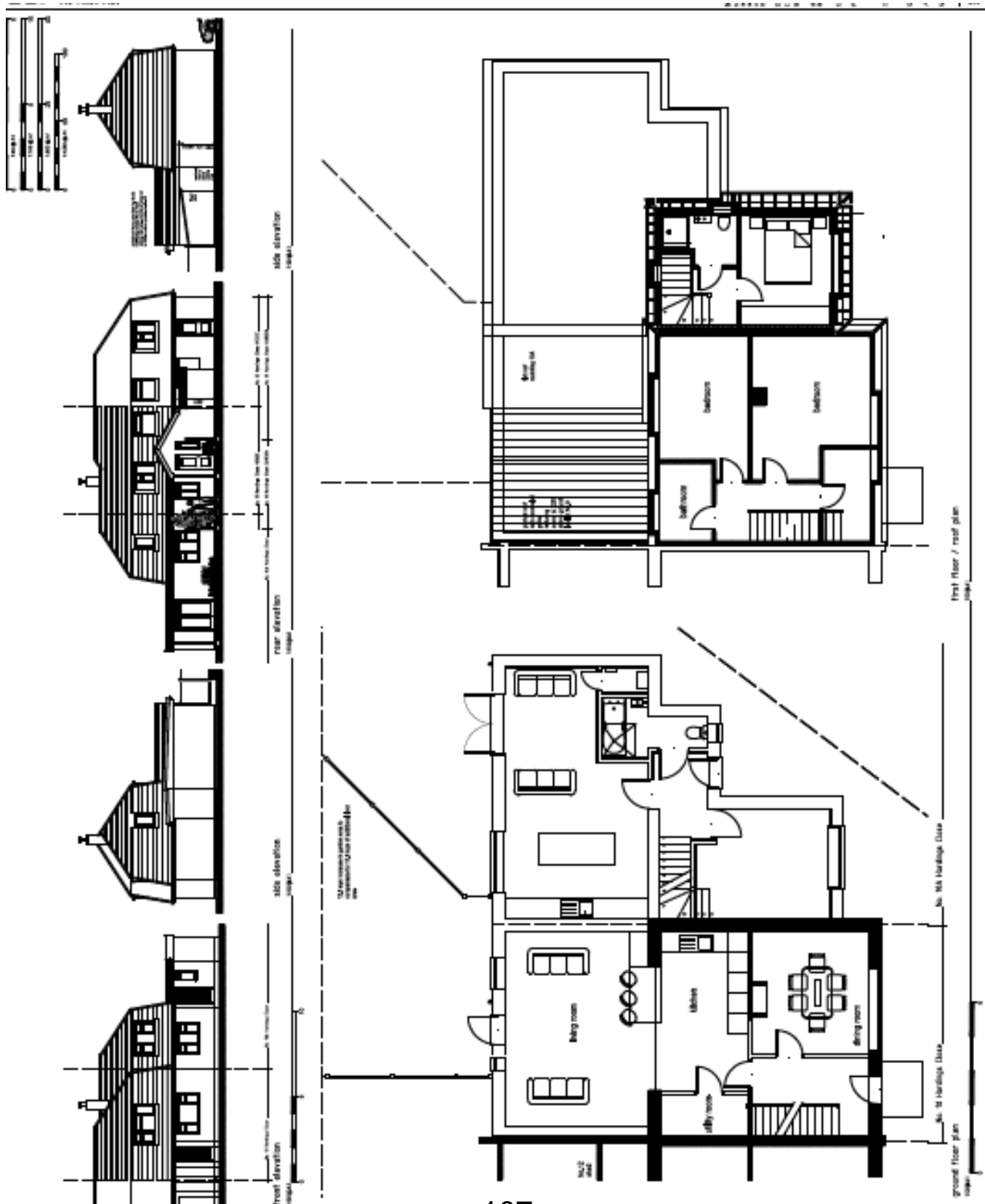
- 14.1. Officers have considered the implications of the Human Rights Act 1998 in reaching a recommendation to approve this application. They consider that the interference with the human rights of the applicant under Article 8/Article 1 of Protocol 1 is justifiable and proportionate for the protection of the rights and freedom of others or the control of his/her property in this way is in accordance with the general interest.

15. SECTION 17 OF THE CRIME AND DISORDER ACT 1998

- 15.1. Officers have considered, with due regard, the likely effect of the proposal on the need to reduce crime and disorder as part of the determination of this application, in accordance with section 17 of the Crime and Disorder Act 1998. In reaching a recommendation to grant planning permission, officers consider that the proposal will not undermine crime prevention or the promotion of community.

Appendix 1

17/02460/FUL - 10 Hardings Close



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EAST AREA PLANNING COMMITTEE

Application Number: 17/02486/CT3

Decision Due by: 30th November 2017

Extension of Time: 15th December 2017

Proposal: Erection of single storey rear extension. Erection of single storey front extension. Alterations to window and door on west elevation. (Amended plans)

Site Address: 22 Cardinal Close, Oxford, Oxfordshire, OX4 3UE

Ward: Littlemore Ward

Case Officer: Alice Watkins

Agent: Mr Gary Long **Applicant:** Mr Gary Long

Reason at Committee: The application is submitted by Oxford City Council.

1. RECOMMENDATION

1.1. East Area Planning Committee is recommended to:

(a) Approve the application for the reasons given in the report and subject to the required planning conditions set out in section 12 of this report and grant planning permission.

(b) Agree to delegate authority to the Head of Planning, Sustainable Development and Regulatory Services to:

1. Finalise the recommended conditions as set out in this report including such refinements, amendments, additions and/or deletions as the Head of Planning, Sustainable Development and Regulatory Services considers reasonably necessary;

2. EXECUTIVE SUMMARY

2.1. This report considers the erection of single storey front and rear extensions.

2.2. The key matters for assessment set out in this report include the following:

- Design;
- Residential Amenity

2.3. The development is considered acceptable in design terms and will not have a

detrimental impact on neighbouring amenity.

3. LEGAL AGREEMENT

3.1. This application is not subject to a legal agreement.

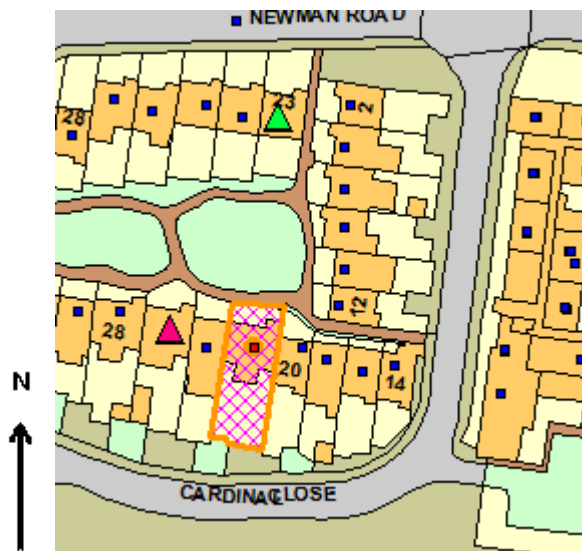
4. COMMUNITY INFRASTRUCTURE LEVY (CIL)

4.1. The proposal is not liable for CIL.

5. SITE AND SURROUNDINGS

5.1. The site is a terraced property which lies on the south side of Cardinal Close.

5.2. A site location plan is set out below:



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Ordnance Survey 100019348

6. PROPOSAL

6.1. The application proposes the erection of single storey front and rear extensions. The proposed front extension extends by 3.2m. It features a lean to roof with a maximum height of 2.9m and an eaves height of 2.1m. The proposed rear extension extends from an existing outrigger by 5.1m and features a flat roof with a maximum height of 2.6m. The extension has been designed to accommodate an additional bedroom and bathroom to meet the occupants specialist requirements.

7. RELEVANT PLANNING HISTORY

7.1. The table below sets out the relevant planning history for the application site:

56/00879/M_H - Site for private dwelling houses and accesses.. REF 8th November 1956.

73/01002/M_H - Construction of residential units and hotel. REF 5th November 1974.

75/00107/SON_H - Local authority housing with accesses. PER 9th June 1975.

76/00639/SON_H - Land at Newman Road - Erection of 32 old peoples flats, wardens flat and commercial rooms, four 7-person dwellings, 16, 5-person dwellings and 14, 4-person dwellings with accesses. PER 31st January 1977.

88/00041/PN - Erection of antenna for 28-29.7 MHz to side of house, maximum height 40 feet above ground and associated structures (retrospective). PER 23rd March 1988.

8. RELEVANT PLANNING POLICY

8.1. The following policies are relevant to the application:

Topic	National Planning Policy Framework (NPPF)	Local Plan	Core Strategy	Sites and Housing Plan	Other Planning Documents
Design	7	CP1 CP6 CP8 CP10	CS18	HP9	
Housing	6	HP14			
Misc				MP1	

9. CONSULTATION RESPONSES

9.1. Site notices were displayed around the application site on 18th October 2017 and an advertisement was published in The Oxford Times newspaper on 12th October 2017.

Statutory and Non-Statutory Consultees

Oxfordshire County Council (Highways)

9.2. No comments

Public representations

9.3. The Council did not receive any public representations.

10. PLANNING MATERIAL CONSIDERATIONS

10.1. Officers consider the determining issues to be:

- i. Design;
- ii. Neighbouring amenity

i. Design and Impact on Character of Surrounding Area

10.2. The proposed front extension extends by 3.2m. It features a lean to roof with a maximum height of 2.9m and an eaves height of 2.1m. The rear extension extends by 5.1m from the rear and features a flat roof with a maximum height of 2.6m. The extensions form an appropriate visual relationship with the host dwelling and will read as a subservient additions. It is not considered that the front extension appear as a dominant feature in the street scene. The extensions will be constructed from materials to match the host dwelling.

10.3. The development is considered to comply with Policies CP1, CP6, CP8 and CP10 of the Local Plan, CS18 of the Core Strategy and HP9 of the Sites and Housing Plan.

ii. Impact on Neighbouring Amenity

10.4. Appendix 7 of the Sites and Housing Plan sets out guidelines for assessing the loss of sunlight and daylight using the 45/25° code.

10.5. The site is located between 20 and 24 Cardinal Close. There is a window to the rear of No. 20 which serves a habitable room. The 45° line has been applied in relation to this window and the proposed extension contravenes it. The 25° uplift has been applied and the extension does not contravene it. The properties are south facing and receive the majority of their sunlight at the rear. Any loss of light would be minimal and would occur in the evening.

10.6. There is a window to the rear of No. 24 which serves a habitable room. The 45° line has been applied in relation to this window and the proposed extension does not contravene it. The development will not have a harmful impact on the light afforded to the neighbouring properties.

10.7. Due to the single storey height and distance from the boundaries, the proposed extension will not result in an overbearing impact or result in a loss of outlook afforded to the neighbouring properties.

10.8. The front extension will not have any impact on the light afforded to the neighbouring properties and will not have an overbearing impact or result in a loss of outlook.

10.9. The development is considered to comply with Policy HP14 of the Sites and Housing Plan.

11. CONCLUSION

11.1. The development is considered acceptable in design terms and is not considered to have a detrimental impact on the neighbouring properties.

11.2. It is recommended that the Committee resolve to grant planning permission for the development proposed.

12. CONDITIONS

- 1 The development to which this permission relates must be begun not later than the expiration of three years from the date of this permission.

Reason: In accordance with Section 91(1) of the Town and Country Planning Act 1990 as amended by the Planning Compulsory Purchase Act 2004.

- 2 The development permitted shall be constructed in complete accordance with the specifications in the application and approved plans listed below, unless otherwise agreed in writing by the local planning authority.

Reason: To avoid doubt and to ensure an acceptable development as indicated on the submitted drawings in accordance with policy CP1 of the Oxford Local Plan 2001-2016.

- 3 The materials to be used in the external elevations of the new development shall match those of the existing building.

Reason: To ensure that the new development is in keeping with existing building(s) in accordance with policies CP1 and CP8 of the Adopted Oxford Local Plan 2001-2016.

INFORMATIVES :-

- 1 In accordance with guidance set out in the National Planning Policy Framework, the Council tries to work positively and proactively with applicants towards achieving sustainable development that accords with the Development Plan and national planning policy objectives. This includes the offer of pre-application advice and, where reasonable and appropriate, the opportunity to submit amended proposals as well as time for constructive discussions during the course of the determination of an application. However, development that is not sustainable and that fails to accord with the requirements of the Development Plan and/or relevant national policy guidance will normally be refused. The Council expects applicants and their agents to adopt a similarly proactive approach in pursuit of sustainable development.

13. APPENDICES

Appendix 1 – Proposed Plan

14. HUMAN RIGHTS ACT 1998

14.1. Officers have considered the implications of the Human Rights Act 1998 in

reaching a recommendation to grant this application. They consider that the interference with the human rights of the applicant under Article 8/Article 1 of Protocol 1 is justifiable and proportionate for the protection of the rights and freedom of others or the control of his/her property in this way is in accordance with the general interest.

15. SECTION 17 OF THE CRIME AND DISORDER ACT 1998

- 15.1. Officers have considered, with due regard, the likely effect of the proposal on the need to reduce crime and disorder as part of the determination of this application, in accordance with section 17 of the Crime and Disorder Act 1998. In reaching a recommendation to grant planning permission, officers consider that the proposal will not undermine crime prevention or the promotion of community.

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EAST AREA PLANNING COMMITTEE

Application Number: 17/02655/FUL

Decision Due by: 1st December 2017

Extension of Time: 15th December 2017

Proposal: Erection of a single storey rear extension.

Site Address: 8 Hunsdon Road, Oxford, Oxfordshire, OX4 4JE

Ward: Rose Hill And Iffley Ward

Case Officer: Alice Watkins

Agent: Mrs Christine Smith **Applicant:** Mr Joe Unia

Reason at Committee: The applicant is a member of staff.

1. RECOMMENDATION

1.1. East Area Planning Committee is recommended to:

(a) Approve the application for the reasons given in the report and subject to the required planning conditions set out in section 12 of this report and grant planning permission.

(b) Agree to delegate authority to the Head of Planning, Sustainable Development and Regulatory Services to:

1. Finalise the recommended conditions as set out in this report including such refinements, amendments, additions and/or deletions as the Head of Planning, Sustainable Development and Regulatory Services considers reasonably necessary;

2. EXECUTIVE SUMMARY

2.1. This report considers the demolition of existing outrigger and the erection of a single storey rear extension.

2.2. The key matters for assessment set out in this report include the following:

- Design;
- Residential Amenity

2.3. The development is considered acceptable in design terms and will not have a

detrimental impact on neighbouring amenity.

3. LEGAL AGREEMENT

3.1. This application is not subject to a legal agreement.

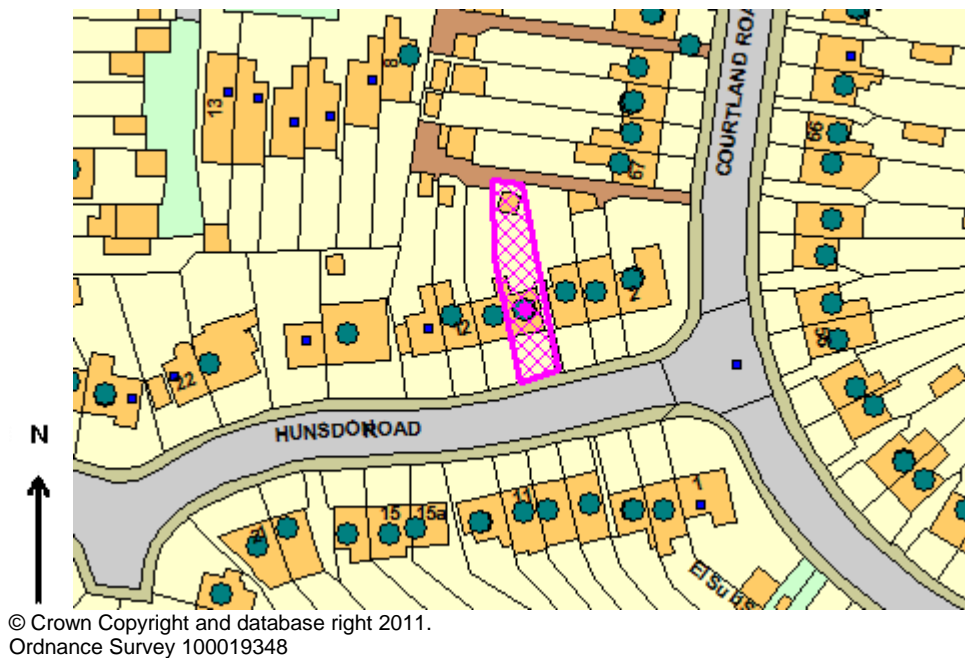
4. COMMUNITY INFRASTRUCTURE LEVY (CIL)

4.1. The proposal is not liable for CIL.

5. SITE AND SURROUNDINGS

5.1. The site is a semi-detached property which lies on the north side of Hunsdon Road in Rose Hill.

5.2. A site location plan is set out below:



6. PROPOSAL

6.1. The application proposes the erection of a single storey rear extension following demolition of the existing outrigger.

7. RELEVANT PLANNING HISTORY

7.1. The table below sets out the relevant planning history for the application site:

54/03487/A_H - Private garage. PDV 12th March 1954.

05/00602/PDC - PERMITTED DEVELOPMENT CHECK - Demolition of rear garage and possible construction of structure. PNR 20th June 2005.

17/02284/H42 - Application for prior approval for the erection of a single storey rear extension, which would extend beyond the rear wall of the original house by 3.4m, for which the maximum height would be 3.6m, and for which the height of the eaves would be 3.6m.. PRQ 28th September 2017.

8. RELEVANT PLANNING POLICY

8.1. The following policies are relevant to the application:

Topic	National Planning Policy Framework (NPPF)	Local Plan	Core Strategy	Sites and Housing Plan	Other Planning Documents
Design	7	CP1, CP6, CP8	CS18_	HP9_	
Housing	6	CP10		HP14_	
Misc				MP1	

9. CONSULTATION RESPONSES

9.1. Site notices were displayed around the application site on 23rd October 2017.

Statutory and Non-Statutory Consultees

Oxfordshire County Council (Highways)

9.2. No comment

Public representations

9.3. The Council did not receive any public representations.

10. PLANNING MATERIAL CONSIDERATIONS

10.1. Officers consider the determining issues to be:

- i. Design;
- ii. Neighbouring amenity

i. **Design and Impact on Character of Surrounding Area**

10.2. The proposed development is located wholly to the rear. The extension extends by 3.4m from the rear. It features a flat roof with a maximum height of 3.5m and an eaves height of 3.3m. The extension forms a good visual relationship with the host dwelling and will read as a subservient addition. It will be constructed from materials to match the host dwelling. The development is considered to comply with Policies CP1, CP6, CP8 and CP10 of the Local Plan, CS18 of the Core Strategy and HP9 of the Sites and Housing Plan.

ii. **Impact on Neighbouring Amenity**

10.3. The site is located between 6 and 10 Hunsdon Road. There is an existing extension at the rear of No. 6. The proposed extension will not extend further than the extension at No. 6 and the development will not have any impact on the light afforded to this property. It is not considered that the proposed extension will have an overbearing impact or result in a loss of outlook afforded to this property.

10.4. There is an existing outrigger at the rear of No. 10. The proposed extension will not extend beyond the outrigger and the development will not have any impact on the light afforded to this property. It is not considered that the proposed extension will have an overbearing impact or result in a loss of outlook afforded to this property.

10.5. The development is considered to comply with Policy HP14 of the Sites and Housing Plan.

11. CONCLUSION

11.1. The development is considered acceptable in design terms and will not have a detrimental impact on the neighbouring properties.

11.2. It is recommended that the Committee resolve to grant planning permission for the development proposed.

12. CONDITIONS

- 1 The development to which this permission relates must be begun not later than the expiration of three years from the date of this permission.

Reason: In accordance with Section 91(1) of the Town and Country Planning Act 1990 as amended by the Planning Compulsory Purchase Act 2004.

- 2 The development permitted shall be constructed in complete accordance with the specifications in the application and approved plans listed below, unless otherwise agreed in writing by the local planning authority.

Reason: To avoid doubt and to ensure an acceptable development as indicated on the submitted drawings in accordance with policy CP1 of the Oxford Local Plan 2001-2016.

- 3 The materials to be used in the external elevations of the new development shall match those of the existing building.

Reason: To ensure that the new development is in keeping with existing building(s) in accordance with policies CP1 and CP8 of the Adopted Oxford Local Plan 2001-2016.

13. APPENDICES

Appendix 1 – Proposed Plan

14. HUMAN RIGHTS ACT 1998

- 14.1. Officers have considered the implications of the Human Rights Act 1998 in reaching a recommendation to approve this application. They consider that the interference with the human rights of the applicant under Article 8/Article 1 of Protocol 1 is justifiable and proportionate for the protection of the rights and freedom of others or the control of his/her property in this way is in accordance with the general interest.

15. SECTION 17 OF THE CRIME AND DISORDER ACT 1998

- 15.1. Officers have considered, with due regard, the likely effect of the proposal on the need to reduce crime and disorder as part of the determination of this application, in accordance with section 17 of the Crime and Disorder Act 1998. In reaching a recommendation to grant planning permission, officers consider that the proposal will not undermine crime prevention or the promotion of community.

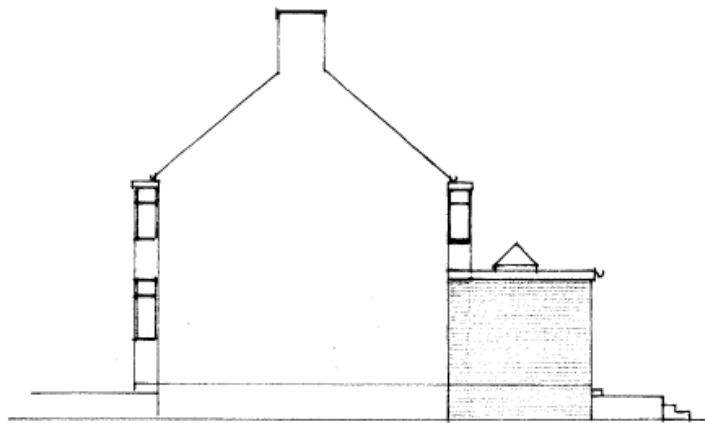
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Appendix 1

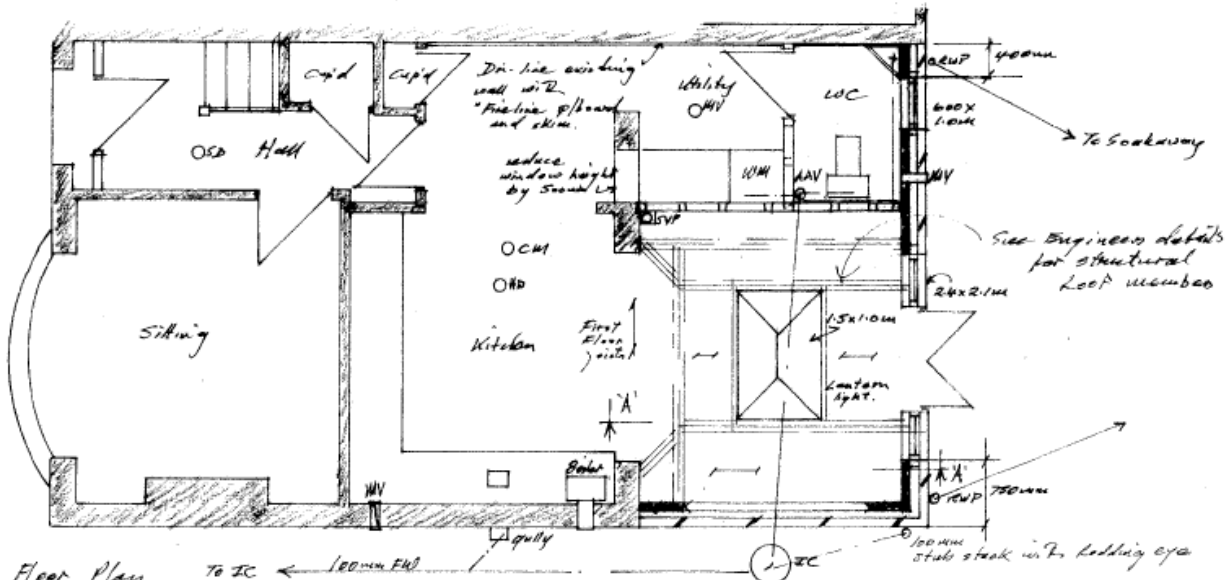
17/02655/FUL - 8 Hunsdon Road



Rear Elevation



Side Elevation



Ground Floor Plan

TO IC ← 100mm FWD

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EAST AREA PLANNING COMMITTEE

Application Number: 17/02947/CPU

Decision Due by: 1st January 2018

Extension of Time:

Proposal: Application to certify that the proposed insertion of 1No. rooflight to front roofslope and 1No. rooflight to rear roofslope in association with loft conversion is lawful development.

Site Address: 26 Badger's Walk, Oxford, Oxfordshire, OX4 2GW

Ward: Cowley Marsh Ward

Case Officer Alice Watkins

Agent: N/A **Applicant:** Mrs Laura Fowler

Reason at Committee: The applicant is related to a member of staff.

1. RECOMMENDATION

1.1. East Area Planning Committee is recommended to:

(a) Approve the application for the reasons given in the report and grant a certificate of lawful development.

(b) Agree to delegate authority to the Head of Planning, Sustainable Development and Regulatory Services to:

1. Issue the Certificate of Lawful Development.

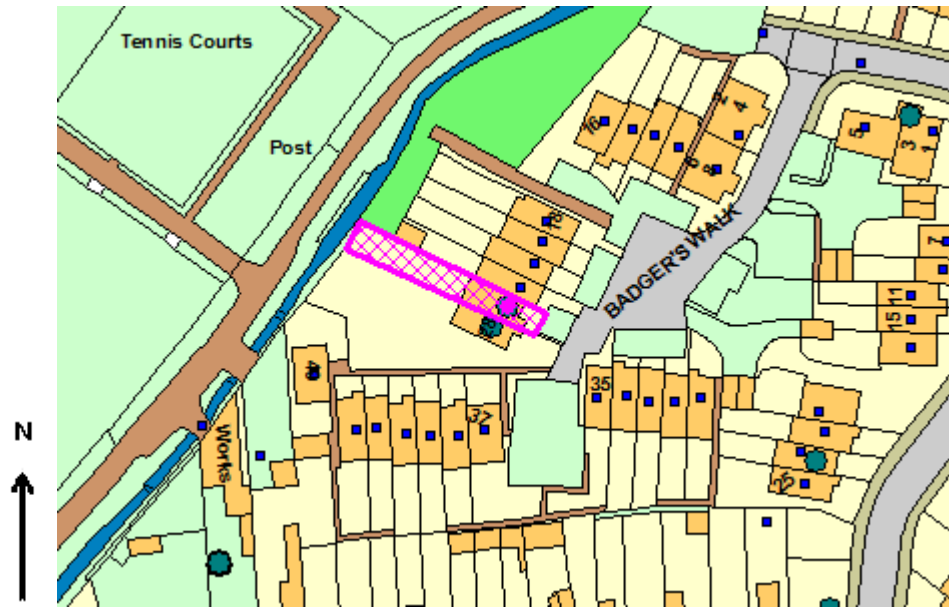
2. EXECUTIVE SUMMARY

2.1. This report considers whether the proposed insertion of 2no. rooflights meets the relevant criteria of the General Permitted Development Order.

3. SITE AND SURROUNDINGS

3.1. The site is a terraced house located on the east side of Badgers Walk.

3.2. A plan of the site is shown below:



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 Ordnance Survey 100019348

4. PROPOSAL

- 4.1. The application proposes the insertion of 1no. rooflight to front roofslope and 1no. rooflight to rear roofslope.

5. RELEVANT PLANNING HISTORY

- 5.1. The table below sets out the relevant planning history for the application site:

<p>00/02124/NFY - Erection of 38 dwellings (20 x 2 bed & 14 x 3 bed houses and 4 x 2 bed flats) in a mix of 6 terraced blocks of two and three storey houses, 2 x two storey detached houses and 1 x 2 storey block of flats, with associated parking spaces accessed from block of flats, with associated parking spaces accessed from new vehicular access off Leafield Rd. Provision of footpath link from Leafield Rd to Cowley Marsh recreation ground.. REF 1st March 2001.</p>
<p>01/01690/NFY - Erection of 38 dwellings (16x2, 15x3, bed houses 7x1 bed flats) in a mix of 2 and 3 storey terraced blocks with associated grouped parking spaces accessed via new vehicular access from Leafield Road. Provision of footpath line from Leafield Road to Cowley Marsh Recreation Ground.(Amended plans). NDA 16th January 2002.</p>
<p>03/00288/FUL - Erection of 38 dwellings (31 houses: 12 x 3 bed, 19 x 2 bed, 7 x 2 bed flats) with new access to Leafield Road, associated car parking and garaging for 10 cars. Footpath link to Cowley Marsh Recreation Ground.. REF 18th July 2003.</p>
<p>03/02253/FUL - Erection of 38 dwellings (7x2 bed flats, 12x3 bed, 19x2 bed houses). New access to Leafield Road. Garaging for 10 cars and associated car parking. Footpath link to Cowley Marsh (Scheme A).. NDA 29th January</p>

2004.

03/02254/FUL - Erection of 38 dwellings (7x2 bed flats, 12x3 bed, 19x2 bed houses). New access to Leaffield Road. Garaging for 5 cars and associated car parking. Footpath link to Cowley Marsh (Scheme. REF 7th May 2004.

07/00796/TPO - Reduce lateral branches of oak tree to give 3 m clearance to adjacent buildings. Reduce canopy of plum by 15%. Light reduction work to canopies of two thorn trees standing within Area 1 of Oxford City Council - Leaffield Road (No. 1) TPO 2000 and as specified in Boward works detail, ref: MB/EB/6577. PER 30th April 2007.

08/01026/CND - Compliance with conditions on permission 03/02253/FUL.. PER 7th August 2008.

6. Officers Assessment

6.1. The Town and Country Planning (General Permitted Development) (England) Order 2015 sets out developments that can be carried out without requiring an express grant of planning permission from the Local Planning Authority. Class C relates to works alterations to the roof, other than additions. This is the relevant class of the Order to assess this application against as it relates to the insertion of rooflights. To benefit from planning permission under Class C Schedule 2 Part 1 of the Town and Country Planning (General Permitted Development) (England) Order 2015, the proposal needs to meet the relevant restrictions of the class. The assessment below assess the proposed development against each of these restrictions.

Class C

Development not permitted

(a) permission to use the dwellinghouse as a dwellinghouse has been granted only by virtue of Class M, N, P or Q of Part 3 of this Schedule (changes of use);

This is not the case.

(b) the alteration would protrude more than 0.15 metres beyond the plane of the slope of the original roof when measured from the perpendicular with the external surface of the original roof;

This is not the case.

(c) it would result in the highest part of the alteration being higher than the highest part of the original roof; or

This is not the case.

(d) it would consist of or include—

- (i) the installation, alteration or replacement of a chimney, flue or soil and vent pipe, or
- (ii) the installation, alteration or replacement of solar photovoltaics or solar thermal equipment.

This is not the case.

7. CONCLUSION

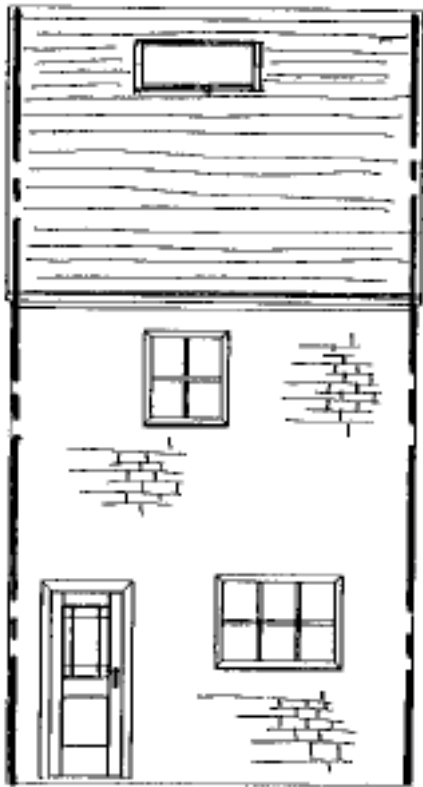
- 7.1. The proposal meets the relevant restrictions of Class C, Schedule 2 Part 1 of the Town and Country Planning (General Permitted Development) (England) Order 2015.
- 7.2. It is recommended that the Committee resolve to grant a Certificate of Lawful Development.

8. APPENDICES

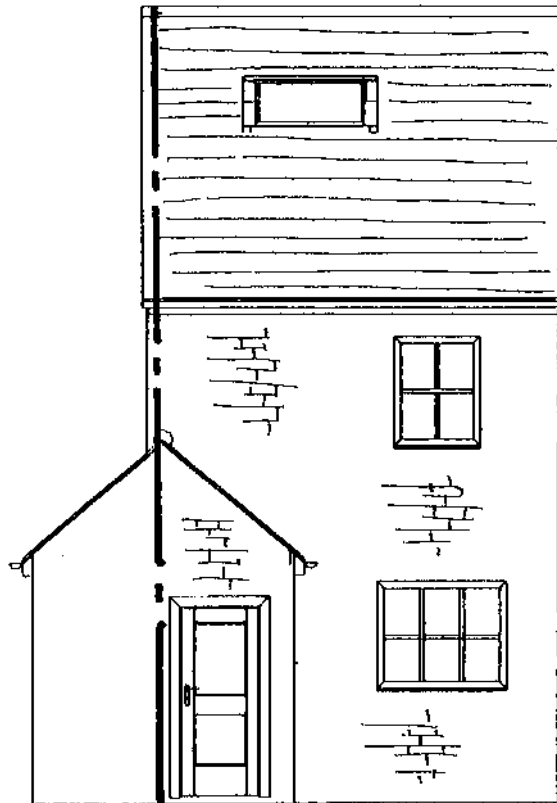
Appendix 1 – Proposed Plans

Appendix 1

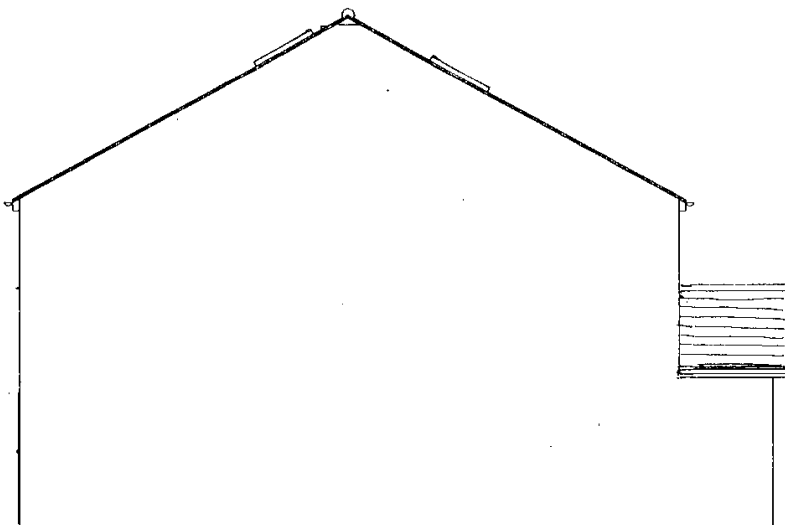
17/02947/CPU - 26 Badger's Walk



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Minutes of a meeting of the EAST AREA PLANNING COMMITTEE on Wednesday 8 November 2017

www.oxford.gov.uk



Committee members:

Councillor Taylor (Chair)

Councillor Henwood (Vice-Chair)

Councillor Chapman

Councillor Clarkson

Councillor Lloyd-Shogbesan

Councillor Malik

Councillor Tanner

Councillor Wade

Councillor Wolff

Officers:

Adrian Arnold, Development Management Service Manager

Laura James, Planning Lawyer

Sian Saadeh, Development Management Team Leader

Jennifer Thompson, Committee and Members Services Officer

Apologies:

Councillors Wilkinson sent apologies.

47. Declarations of interest

There were no declarations of disclosable pecuniary interest.

48. 17/00584/FUL: Cotuit Hall Old House, Pullens Lane, OX3 0DA

Councillor Malik stated that although reference was made in the report to taxi drivers, he did not consider that he had a disclosable interest in this application nor did this predetermine or affect his decision.

The Committee considered an application for planning permission for the demolition of a single storey lecture hall and refectory buildings; change of use from Student Accommodation (Sui Generis) to Residential Institution (Use Class C2); erection of connecting buildings, a new accommodation block at the western end of the site; reconfiguration of the retained buildings; and provision of associated car parking and cycle parking spaces, landscaping, plant, and associated works (Amended description) at Cotuit Hall Old House, Pullens Lane, Oxford, OX3 0DA.

The Planning Officer tabled an addendum to the report setting out the relevant paragraphs of the Headington Neighbourhood Plan (HNP) considered in preparing the report and amendments to the report to state these explicitly; the application of policy GSP2 and paragraphs 128-134 of the National Planning Policy Framework.

Hans Andreae, of the Headington Hill Umbrella Group and residents of Harberton Mead, spoke against the application. Michael Crofton-Briggs, representing the Feilden Grove Resident's Association, spoke against the application.

Chris Goddard and Paul Ellis, representing the applicant, spoke in support of the application. Jenny Hepworth and Tony Fretton, also representing the applicant were available to answer questions.

In reaching its decision, the Committee considered all the information put before it including the officer's report and presentation and the addendum tabled and the answers to questions given by officers and the public speakers.

In answer to questions the Committee noted in particular:

- The conservation area in this location was characterised by a green, open aspect with low density development.
- The HNP policies had been taken into account in coming to the recommendation. The conflict with policy HP5, designed to protect residential housing from pressure from student numbers, was mitigated by the agreed affordable housing contribution.
- Those speaking against the application considered that the detrimental impact of intensification of the use and loss of open aspects of the site outweighed any benefits from reduced numbers of movements of students between the EF school sites. The hardstanding and new buildings increased the footprint and the extension to the rear of the site reduced the open space. The size and intensification of what was a large commercial educational site was out of keeping and detrimental to this section of the conservation area.
- The site was considered a valuable green space but no accessible public space was lost. Enhancements to public open space off-site could be secured from the required CIL contribution from the development in the normal way.
- Officers had assessed the proposed loss of 24 specific trees as acceptable given their value to the conservation area and planned replacements.
- The applicants were of the view that their proposal enhanced the existing buildings and reduced nuisance from students moving between sites, thus improving the conservation area. The proposals would create about 10 teaching jobs plus onsite cleaning, catering and gardening work.
- The development did not contravene the policy of no further educational development near Cuckoo Lane as this prevented new uses not changes to existing uses. Use as an educational establishment only would be secured by condition.
- There were no plans to significantly increase the numbers of students on this site but to increase the level of activity and consolidate teaching and living accommodation in one place. The site would also be used for summer language school students.
- A proposed condition set a new restriction of an absolute cap on the number of enrolments at the school across the two sites and a legal agreement was proposed to set a cap on enrolments at the Plater College site. Numbers on-site across both sites at any one time would generally be lower than the number enrolled.

- Students were instructed that taxis were to drop off and pick up from the end of the lane not coming on -site: however councillors considered it was potentially unsafe for young people to be walking along this dark secluded lane. The school catered for sixth-form age groups ie under-18s.

The Committee in debate noted:

- The design, green roof, living walls and low aspects of the buildings were commended. There was a small change in the overall total activity of students across the two school sites. The school should continue and enhance their supervision and security for students to improve both safety and traffic management on Pullens Lane.
- However the relationships of the new buildings with existing and with surrounding buildings compromised the openness of the area. The intensification of use and increased footprint was detrimental.
- The overall impact did not preserve or enhance the special character of this part of the conservation area but caused harm to the character of the conservation area. While this harm was 'less than substantial' as defined in the NPPF, it was detrimental to the conservation area.
- They were unconvinced that the conflict with policy HP5 was adequately addressed. They were unconvinced that the development adequately complied with the intention of the policies in the HNP relating to the loss of open space, greening the area and maintaining zones of use.
- There was marginal overall benefit to the public from this scheme.

A proposal to accept the officer's recommendation to grant planning permissions with the conditions and legal agreements as set out in the report was declared lost on being put to the vote.

The Committee concluded that the overall impact of the application before them resulted in harm, albeit less than substantial, to the character of the Headington Hill Conservation Area and that there was insufficient public benefit to outweigh this.

Notwithstanding the officer recommendation for approval and taking into account the comments above, on being put to the vote the Committee agreed to refuse planning permission for the reasons set out below.

The Committee resolved to refuse planning permission for application 17/00584/FUL for the following reason:

The proposed development, because of the change of use, associated activities and increased footprint of building on the site, would result in less than substantial harm to the open, quiet, residential character of the Headington Hill Conservation Area. The proposed development would result in less than substantial harm to a heritage asset but it is not considered that the public benefits would outweigh this harm.

The proposal is contrary to the Council's development plan, in particular Local Plan policies HE7, CP1, CP8, Core Strategy policy CS18 and Headington Neighbourhood Plan policies GSP2, GSP4, CIP1, CIP4.

The proposal is also contrary to the guidance set out in paragraphs 128-134 of the National Planning Policy Framework, the Planning Practice Guidance and the Council's Headington Hill Conservation Area Appraisal.

49. 17/02011/FUL: 109 Rose Hill, Oxford, OX4 4HT

The Chair varied the order of the agenda to take this item next.

The Committee considered an application for planning permission for the demolition of the existing dwellinghouse; erection of a three storey building to create 1 x 2-bed flat and 4 x 3-bed flats (Use Class C3); erection of 2 x 4-bed dwellinghouses (Use Class C3); and provision of vehicle access from Rose Hill, car parking, private amenity space, and bin and cycle store. (Amended plans) at 109 Rose Hill, Oxford, OX4 4HT

Tereza Domabylova, agent for the applicant, spoke in support of the application. In her presentation she explained how the changes made in the amended plans addressed the concerns raised in the report and that the applicant would be open to providing affordable housing on-site.

The Committee noted in discussion that the verbal commitment to affordable housing (on or off site) could not be taken into account. The Committee discussed the application and saw no reason to depart from the recommendation in the report.

The Committee resolved to refuse application 17/02011/FUL for the following reasons as given in the report:

1. The proposals due to the amount of development and the scale, layout and detailed design would be wholly out of keeping with the surroundings and result in a cramped and overdeveloped form. The proposals would significantly detract from the character and appearance of the locality, contrary to policies CP1, CP6 and CP8 of the Oxford Local Plan, CS2 and CS18 of the Core Strategy and HP9 of the Sites and Housing Plan.
2. The proposed development would have a significant adverse impact upon the amenities of neighbouring properties. The proposals would unacceptably overlook and reduce the privacy of nos. 105 and 111 Rose Hill, be overbearing, overshadow and create undue noise and disturbance. The proposals would therefore be contrary to policies CP19 and CP21 of the Oxford Local Plan and HP14 of the Sites and Housing Plan.
3. The application has not shown that adequate car parking could be provided on site in terms of the number of spaces as well as the dimensions of those spaces proposed. The proposals have therefore failed to demonstrate that additional pressure for on street car parking would not be created, in a locality which consists of a main radial route where on street parking would be unacceptable and cannot be controlled on nearby side roads either. The proposals would therefore have the potential to cause obstruction, danger and inconvenience to other highway users, contrary to policy HP16 of the Sites and Housing Plan.
4. The application has not shown that sufficient cycle parking/storage can be provided on site, contrary to policy TR4 of the Oxford Local Plan and HP15 of the Sites and Housing Plan.
5. The proposals have failed to demonstrate that there is adequate space for a fire vehicle to safely enter and exit the site in a forward gear or that adequate

pedestrian and vehicle visibility splays can be provided, contrary to policy TR4, CP1 and CP10 of the Oxford Local Plan.

6. The application fails to provide any contribution to affordable housing and no evidence has been provided to indicate that a financial contribution towards affordable housing would make the scheme unviable. As a result, the development fails to provide an appropriate mix of housing nor contribute to the wider housing needs of the City, and is contrary to Policy HP4 of the Sites and Housing Plan (2013) and Policy CS24 of the Core Strategy (2011).

50. 17/01834/FUL: Land Adjacent Barton Manor, 7 Barton Village Road, Oxford

The Chair varied the order of the agenda to take this item next.

Councillor Tanner left the meeting at the start of this item.

The Committee considered an application for planning permission for the erection of 2 x 2-bed dwellinghouses (Use Class C3) and provision of private amenity space, bin and cycle storage and car parking at land adjacent to Barton Manor, 7 Barton Village Road, Oxford.

The Committee resolved to:

1. Approve application 17/01834/FUL for the reasons given in the report and subject to the 10 required planning conditions set out in section 12 of the report and grant planning permission.
2. Agree to delegate authority to the Head of Planning, Sustainable Development and Regulatory Services to finalise the recommended conditions as set out in this report including such refinements, amendments, additions and/or deletions as the Head of Planning, Sustainable Development and Regulatory Services considers reasonably necessary.

51. Minutes

The Committee deferred consideration of the minutes of the last meeting to allow correction of a technical issue with the printed pack.

52. Forthcoming applications

The Committee noted these.

53. Dates of future meetings

The Committee noted these.

The meeting started at 6.00 pm and ended at 8.25 pm

Chair

Date: Wednesday 6 December 2017

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