

West Area Planning Committee	1 st December 2015
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Application Number:	13/01861/OUT
Decision Due by:	15th October 2013
Proposal:	Outline application (seeking means of access) for up to 190 residential units, employment space, community facilities, public open space and ancillary services and facilities.(Amended plans)(Additional information).
Site Address:	Wolvercote Paper Mill, Mill Road, Oxford (Appendix 1)
Ward:	Wolvercote Ward

Agent:	Mr Nik Lyzba, JPPC Planning	Applicant:	University Of Oxford
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Recommendation:

Committee is recommended to grant planning permission for this development subject to the planning conditions set out in this report and the completion of a S106 Legal Agreement and to delegate to officers the completion of that legal agreement and the issuing of the notice of planning permission.

Reasons for Approval:

1. The proposed redevelopment of the former Paper Mill site makes an efficient use of previous developed land and has been allocated for housing development in the Council's Sites and Housing Plan 2011-2026. The vacant former Paper Mill site and buildings detract considerably from the appearance of the locality and street-scene and its future redevelopment for housing will improve both the visual amenity of the locality and make an important contribution towards objectively assessed housing needs for the area, including much needed affordable housing. Whilst the overall layout, scale and design of the proposed buildings are to be determined at a later stage, the information submitted with the outline application indicates that development of the site can be facilitated whilst safeguarding the residential amenities of neighbouring properties, protecting and enhancing wildlife interests, having no unacceptable impacts on the local environment and providing an attractive environment for new residential occupants, community activities and

businesses. Future development also provides an opportunity to secure new community facilities and small-scale employment space as part of the overall development and new areas of open space of wildlife and recreational value. The principle of residential development is also acceptable in highways and transport terms, will be energy efficient and be designed to include some on-site renewable energy generation and does not create any flooding or other environmental impacts. The development would therefore accord with the National Planning Policy Framework and policies of the Oxford Core Strategy 2026, Oxford Local Plan 2001-2016 and the Sites and Housing Plan 2011-2026.

2. The Council considers that the proposal accords with the policies of the Development Plan as summarised in this report. It has considered all other material matters, including matters raised in response to consultation and publicity. Any material harm that might otherwise arise as a result of the proposal can be offset or mitigated by the conditions imposed.
3. Officers have considered carefully all objections to these proposals. Officers have come to the view, for the detailed reasons set out in the officers report, that the objections do not amount, individually or cumulatively, to a reason for refusal and that all the issues that have been raised have been adequately addressed and the relevant bodies consulted.

Conditions:

1. Development begun within 5 years year Outline PP or 2 years of Reserved Matters.
2. Approved Outline Matters (principle and means of access).
3. Reserved Matters (all matters other than means of access).
4. Specified Approved Plans (excluding illustrative masterplan and associated plans contained within the Design and Access Statement).
5. Submission of formal masterplan and design codes as part of reserved matters
6. Retention and management of trees in accordance with principles set out in Woodland Management Strategy including retention and appropriate management of existing tree belt adjacent Home Close.
7. Building height restrictions.
8. Housing Mix in accordance with BoDSPD.
9. All homes built to Lifetime Homes Standard
10. 5% of new dwellings fully accessible or easily adaptable to full wheelchair use.
11. Delivery of non-residential uses and community facilities.
12. Landscape and Open Space Strategy to be agreed and appropriate arrangements made for future management and maintenance of open space, before commencement of development.
13. All landscaping to be carried out within first planting season following completion.
14. Inclusion of public art on site.
15. Construction Traffic and Environmental Management Plan agreed before development commences.

16. Noise insulation for development built near Mill Stream Weir.
17. Details of any mechanical plant.
18. Details of proposals for dealing with cooking smells and odours arising from any non-residential use.
19. Development to meet the principle and physical security standards of Secured by Design.
20. Lighting Strategy to be agreed before commencement of development.
21. Construction of access in accordance with approved plans.
22. Travel Plan
23. Travel Plan to be implemented in full.
24. Visibility splays.
25. Location of bus stops.
26. Traffic Regulation Order for new parking restrictions in vicinity of new access.
27. Provision of allocated car parking for four cottages in Mill Road within the layout.
28. Development to take place in accordance with FRA – as recommended by Environment Agency.
29. Remediation Strategy to be agreed before development commences – as recommended by Environment Agency.
30. Completion of works in accordance with Remediation Strategy.
31. Watching brief for unexpected any unexpected contamination found and agreed of measures to remediate.
32. Details of Foul and Surface Water Drainage to be confirmed and agreed prior to commencement.
33. 8m buffer to be provided alongside Mill Stream and scheme of management submitted and agreed before commencement.
34. Requirement for repeat biological surveys.
35. Details of Biodiversity Method Statement to be agreed before commencement.
36. Ecological Management Plan to be agreed and appropriate arrangements made for future management and maintenance of open space and ecological habitat, before commencement of development.
37. Archaeological evaluation and scheme of mitigation to be agreed before commencement.
38. Detailed NRIA to be submitted with reserved matters application, including delivery of at least 20% renewable energy on site, in accordance with principles and proposals set out in the Renewable Energy Strategy.
39. Approval of any flues associated with renewable energy boilers to be agreed and limited in terms of emission levels.
40. Provision of Electric Vehicle Charging Points

Legal Agreement

To secure the delivery of on-site affordable housing provision, the doctor's surgery, community facilities, appropriate measures to secure adequate provision, management and maintenance of open space and biodiversity enhancements, bus service procurement, s278 and s38 agreement for highway works the applicant will need to provide an undertaking under the terms of Section 106 of the Town & Country Planning Act 1990.

Main Local Plan Policies:

Oxford Local Plan 2001-2016

- CP1** - Development Proposals
- CP6** - Efficient Use of Land & Density
- CP8** - Design Development to Relate to its Context
- CP9** - Creating Successful New Places
- CP10** - Siting Development to Meet Functional Needs
- CP11** - Landscape Design
- CP13** - Accessibility
- CP14** - Public Art
- CP17** - Recycled Materials
- CP18** - Natural Resource Impact Analysis
- CP19** - Nuisance
- CP20** - Lighting
- CP21** - Noise
- CP22** - Contaminated Land
- CP23** - Air Quality Management Areas
- TR1** - Transport Assessment
- TR2** - Travel Plans
- TR3** - Car Parking Standards
- TR4** - Pedestrian & Cycle Facilities
- NE3** - Safeguarded Land
- NE6** - Oxford's Watercourses
- NE11** - Land Drainage & River Engineering Works
- NE12** - Groundwater Flow
- NE13** - Water Quality
- NE14** - Water and Sewerage Infrastructure
- NE15** - Loss of Trees and Hedgerows
- NE20** - Wildlife Corridors
- NE21** - Species Protection
- NE22** - Independent Assessment
- NE23** - Habitat Creation in New Developments
- HE2** - Archaeology
- HE3** - Listed Buildings and Their Setting
- HE7** - Conservation Areas

Core Strategy

- CS1** - Hierarchy of centres
- CS2** - Previously developed and greenfield land
- CS4** - Green Belt
- CS9** - Energy and natural resources
- CS10** - Waste and recycling
- CS11** - Flooding

- CS12** - Biodiversity
- CS13** - Supporting access to new development
- CS15** - Primary healthcare
- CS16** - Access to education
- CS17** - Infrastructure and developer contributions
- CS18** - Urban design, town character, historic environment
- CS19** - Community safety
- CS20** - Cultural and community development
- CS21** - Green spaces, leisure and sport
- CS23** - Mix of housing
- CS24** - Affordable housing

Sites and Housing Plan

- MP1** - Model Policy
- HP3** - Affordable Homes from Large Housing Sites
- HP9** - Design, Character and Context
- HP11** - Low Carbon Homes
- HP12** - Indoor Space
- HP13** - Outdoor Space
- HP14** - Privacy and Daylight
- HP15** - Residential cycle parking
- HP16** - Residential car parking
- SP63** - Wolvercote Paper Mill, Mill Road

Other Planning Documents

National Planning Policy Framework
 Affordable Housing and Planning Obligations SPD
 Balance of Dwellings SPD
 Waste Bin Storage and Access Requirements for New and Change of Use
 Developments Technical Advice Note

Relevant Site History:

The site has had a number of planning applications submitted over the years, none of which are of particular relevance to the development proposal subject to this application.

Public Consultation:

Statutory Consultees:

Oxfordshire County Council Highways Authority:

Following the submission of additional information, including a revised Transport Assessment, access design etc., the Highways Authority raise no objection to the development or the means of access, subject to a S278 legal agreement which requires the construction of a new mini-roundabout in Godstow Road in accordance with the submitted plans and any planning permission being conditioned to require:

- an agreed Travel Plan, provision to update that Plan after partial occupation of the development and the payment of monitoring fees to enable the Highways Authority to monitor the effectiveness of the Plan;
- a Construction Traffic Management Plan;
- the provision and long-term safeguarding of satisfactory vision splays at the junction of Mill Road and the new access being created;
- the provision of replacement bus stops in Godstow Road (locations to be agreed following consultation with local stakeholders);
- the procurement of an enhanced capacity/frequency of Bus Service 6, between Wolvercote and Oxford after partial completion of the development and;
- the applicant to meet the costs of creating a new Traffic regulation Order which restricts on-street car parking in the vicinity of the new mini-roundabout being provided by the development.

Highways England

Highways England confirms that it has objection or comments to make.

Environment Agency:

Following the submission of additional information, including a revised Flood Risk Assessment, the Environment Agency raise no objections to the development proposed but suggests conditions to require:

- development to be undertaken in accordance with proposed plans and the Flood Risk Assessment submitted with the application
- the submission and agreement of a remediation strategy to deal with the risks associated with contamination of the site;
- completion of any remediation works before first occupation of the development;
- an agreed surface water drainage scheme which ensures soakaways are not constructed into contaminated land (still needed??);
- the provision of and an agreed scheme of management for an 8m buffer zone alongside the Mill Stream to protect an important wildlife corridor;
- the provision of a landscape management plan for all landscaped areas.

Thames Water:

Following the submission of additional information, Thames Water raise no objections to the development proposed but suggests a condition to ensure that surface water discharge arrangements and/or any site drainage connections to a public sewer are not detrimental to the existing sewerage system. It also recommends an informative note in respect of water supply connection.

Historic England

Historic England confirms that it has no comments to make on this application.

Oxford Civic Society

The Society recommends refusal of the application commenting that:

- the development will add to congestion, in particular at the Woodstock Road roundabout;
- the fact that the Paper Mill generated traffic movements in the past is irrelevant to the assessment of traffic impacts now;
- the application assesses the quantitative impacts of traffic arising from the development, but says nothing about the qualitative impacts on the communities likely to be affected, such as Godstow, Lower and Upper Wolvercote and Wytham and their distinctive character;
- the additional traffic on Godstow Road and the Woodstock Road roundabout would exacerbate already unacceptable levels of air quality in the locality and would run contrary to the Council's Air Quality Action Plan;
- the proposals contain no details of measures to make travel by cycling more attractive beyond the immediate boundaries of the site nor how cycling would become the preferred mode of transport for occupants of the development.

Berks, Bucks and Oxon Wildlife Trust (BBOWT)

The Wildlife Trust originally raised a holding objection to the development, but following the submission of additional information, including an Updated Biodiversity Report, it has removed that objection and comments as follows:

- the applicant has identified appropriate measures including the conservation management of Dukes Meadow to compensate for the loss of biodiversity on site as a result of development;
- if permission is granted, the delivery of the compensation measures should be secured through a S106 legal agreement, with sufficient funding and formal Management Plan required to be agreed and;
- Oxford Meadows SAC (particularly Pixey Mead) should be protected from any adverse impacts by conditions that secure reptile and bat mitigation measures and a sensitive lighting strategy as set out in the applicant's updated Biodiversity Report.

Oxford Preservation Trust

The Preservation Trust owns Wolvercote Lakes and comments that the development of the site offers an opportunity to work with the University to join the lakes site with the 'community areas' being created by as part of the application proposals by creating a new footpath between the two sites, across third party land.

CPRE

CPRE supports the use of a brownfield site for new housing and asks that development promotes easy access from the site into the countryside and provides a detailed plan to ensure that the open spaces suggested in the illustrative masterplan are safeguarded.

Cherwell District Council

Cherwell raises no objections to the proposal, subject to a thorough assessment being made to impacts on the highway/transport infrastructure and local ecology.

Wolvercote Commoners' Committee

The Commoner's Committee originally raised a number of concerns regarding the proposed development including:

- access from the site onto Mill Road;
- levels of car parking provision, which it considered to be inadequate;
- the need for greater measures to encourage use of public transport, walking and cycling, including new cycleways out of the village;
- the impact of additional traffic on the local highway network, including along Godstow Road, Mere Road and at the Wolvercote Roundabout and;
- a perceived lack of ambition within the submitted Energy Strategy in terms of making the development as sustainable and energy-efficient as possible.

Following the submission of additional information in 2015, the Commoner's Committee commented further. Whilst the Commoner's Committee does not object to the application it raises the following issues:

- It suggests this is a large development for a small community and should be restricted to 190 dwellings;
- The visual impact of the development on the village needs to be taken seriously. There should be a limit on the storeys of buildings with buildings being no more than 2-storey near Home Close and Godstow Road, with any 3-storey development located nearer the middle and northern edge of the site;
- Support the introduction of a mini-roundabout at the access point;
- Concerned that material submitted with the application under-estimates peak morning traffic flows and also suggests that the traffic survey information perhaps underestimates speeds of traffic emanating from the site, given that surveys were taken from near the slowest point in Godstow Road (near the new mini-roundabout);
- Also concerned about any increase in traffic along Mere Road, given the numbers of children using this road to get to school (both the junior school and Cherwell Secondary School);
- Asks whether the current zebra crossing in Godstow Road could be replaced with a pelican crossing;
- Asks whether the development should help provide a new bus service to Oxford Parkway station to help reduce traffic;
- Welcomes the possibility of new community facilities being provided as part of the development of this site and supports the idea of a new surgery, if it has the backing of the local GPs and the NHS, but suggests that any new surgery provided should be larger than the existing surgery in Godstow Road, to serve the additional population which will result from this development;
- Want the development to be as sustainable and as energy self-sufficient as possible and promotes an increased use of insulation and the use of solar panels as part of the development;
- Notes that soakaways are unsuitable for this site but queries whether the use of impermeable water storage tanks and water pumps to discharge surface

water is the best/most sustainable solution and is concerned to ensure that the drainage solution does not lead to a greater level of flood risk in the village.

Wolvercote Neighbourhood Forum

The Neighbourhood Forum originally raised a number of concerns related to the proposed development including:

- the development is too large, dense and would adversely affect the character of Lower Wolvercote;
- the means of access;
- the potential to increase the risk of flooding in Lower Wolvercote;
- additional pressure being added to an 'already deficient' foul drainage system;
- traffic impacts on the local road network;
- the risk of parking overspill into Lower Wolvercote;
- insufficient measures to encourage cycling;
- noise impacts from the A34;
- density of development compromising the quality of some open spaces;
- the lack of commitment towards a truly sustainable development;
- the need for further thought being given towards renewable energy generation, including hydro-electric;
- the need to consider the impacts of development along cumulatively, along with the impacts from other nearby developments, including the Northern Gateway.

Following the submission of additional information in 2015, the Forum has commented further. Whilst the Forum does not object to the application, it raises the following issues:

- Welcomes the development of 'this derelict brown-field site', but suggests that this is a large development for Wolvercote which will not be easily absorbed and that local residents remain uneasy about the scale of development proposed and in particular, the potential for an increase in traffic on local roads;
- Suggests there is local support for key worker housing and housing suitable for the elderly, as part of the affordable housing requirement;
- Welcomes the possibility of a new health centre on the development site, given the local population increase as a result of this development and that at the Northern Gateway, but suggests that if a new health centre isn't needed on the site, land and funding for other community provision should be secured to enable uses such as a nursery or crèche to be provided;
- Recommends that future developers take account of the HCA publication 'Urban Design Lessons – Housing Layout and Neighbourhood Quality', when drawing up detailed plans;
- Suggest that noise levels from the A34 will affect the northern part of the site and that mitigation should be considered as well as air quality levels monitored;
- Suggests conditions should be imposed to mitigate against any impacts on biodiversity;
- Broadly supports the access solution and prohibition of car parking around the new mini-roundabout;
- Concerned about traffic speeds in Godstow Road and asks whether traffic

- calming measures should be considered in Godstow Road/Mill Road;
- Supports the applicant's proposals to encourage the use of public transport, such as free bus tickets and free initial membership of a car club, but asks that these benefits should be made available to all local residents;
- Concerned that the foul sewerage system may not be able to cope with the development, in light of surface water leakage into the system;
- Concerned that some questions previously asked of the University in respect of flood risk and drainage of water into the river have not been answered;
- Like the Commoner's Committee, queries whether the use of impermeable water storage tanks and water pumps to discharge surface water is the best/most sustainable solution and is concerned to ensure that the drainage solution does not lead to a greater level of flood risk locally.

Oxford Flood Alliance

When the application was submitted in 2013, the Flood Alliance was concerned that the flood zone categorisation of the site appeared incorrect and that the site was at greater risk of flooding than its categorisation suggested. The categorisation of flood risk was subsequently confirmed and the applicant submitted a revised Flood Risk Assessment in July 2015 to support the application. The Flood Alliance has not commented on the revised information.

NHS Trust Development Authority

No comments received.

Natural England

Natural England raises no objections to the development proposed commenting that:

- If development is undertaken in accordance with the details submitted by the applicant, there is not likely to be any significant effect on the interest features for which Oxford Meadows SAC has been classified;
- In terms of air quality, the minor increases in nitrogen and acidification etc. which are assessed to arise as a result of development are not likely to have a significant effect on designated wildlife sites in the locality, including Oxford Meadows SAC;
- The continued groundwater flows from the site towards the Wolvercote Mill Stream, will ensure that in terms of hydrology, there isn't a significant impact on the Oxford Meadows SAC;
- If piling of foundations is proposed a piling risk assessment should be undertaken to ensure that should piling be required, groundwater flows are not affected;
- It would be concerned if proposals included a footpath link from the development site to Pixey and Yarnton Mead SSSI (which it does not);
- If development is undertaken in accordance with the details submitted by the applicant, development will not damage or have any significant effect on the interest features for which Wolvercote Meadows SSSI has been notified;
- It is satisfied that the proposed mitigation measures would maintain the bat population identified in the application material;
- A detailed mitigation and monitoring strategy for badgers should be required

- by condition on any consent;
- Further details of the reptile receptor area are needed;
- The development should be designed to enhance local distinctiveness and be guided by the Council's Landscape Character Assessment;
- The Council should also assess the impacts of development on local biodiversity, geo-diversity, landscape character and biodiversity priority habitats and species.

Sport England

No comments received.

Thames Valley Police

TV Police confirms it does not object to the principle of developing the site for housing, but suggests that the illustrative layout would need to be amended in due course to remove excessive permeability through the site; to design in defensible space; to ensure any necessary rear access to plots are designed to reduce the opportunity for crime; to provide natural surveillance of car parking courtyards/areas; to ensure adequate lighting of car parking and areas of public realm and; to meet the physical security standards of 'Secured by Design', such that it achieves Secured by Design accreditation. Indeed, it recommends that any planning permission given includes a condition to require the applicant to demonstrate the measures which will ensure Secured by Design accreditation is achieved.

In their original comments in 2013, TV Police also requested that any planning permission also secured financial contributions towards the purchase of two new dedicated bicycles to help PCSO's and PC's patrol the area and two ANPR cameras.

Individual Comments to Original Planning Application Documentation (2013):

More than 100 detailed representations were received from local residents and individuals in respect of original plans and documentation submitted with this application in 2013. The vast majority of representations raise objections and concerns regarding the development. Many are concerned regarding the scale of development proposed and its impacts on the locality. Many comments concern the traffic and highway implications of development, the assessment of flood risk, the impact on local foul sewer capacity and the ability of local community facilities, such as schools, to cope with the additional population arising from development of the site. Other comments reference the impacts of local wildlife, the relationship between the development site and neighbouring properties, noise and pollution concerns and the opportunities presented by the development to improve local facilities (ie. the doctor's surgery). Many respondents acknowledge the site is allocated for new housing and as a brownfield site, would like to see the site developed, but consider that a lower level of new homes is more appropriate because it would have lesser impacts on the village and locality. Many of the detailed points raised are listed below;

Principle of Development comments:

- Significant objection to the scale of development proposed on the site;
- Support for the use of brownfield land to deliver new housing;
- An acceptance by some of the need for new housing in the area;
- Not the infrastructure or space within the village to cope with the increase in people/households/traffic proposed;
- The character of Wolvercote will be completely transformed by this development;
- This is simply urbanisation;
- The development will change the character of Wolvercote ‘forever’ and ‘for the worst’;
- The scheme should have much less housing and more green space;
- The level of development proposed is far too great;
- Several suggestions that the scale of development should be reduced to 80, 100, or 120 homes, rather than the 190 homes proposed;
- The combined impacts of this development along with the Northern Gateway and other developments planned in Oxford need to be taken into account;
- Together with the Northern Gateway development, this will make Wolvercote a suburb of Oxford rather than a village;
- Not clear that this scheme should benefit from the presumption in favour of sustainable development given the level of car traffic in will generate and the failure to meet Sustainable Homes Code Level 6;
- The site should be given over to recreation and planting rather than development;
- A development of this scale would increase the size of the village by a third;
- Concern regarding the impacts of this development on the Conservation Area;
- The proposals do not conform to the NPPF in that they do not demonstrate that they will deliver any wider sustainability benefits.

Housing Need/Mix comments:

- This scheme offers the opportunity for a ‘Cohousing Scheme’ (a community-led self-build project) as promoted by Oxford Cohousing Group. This would have a lower impact on the environment than a conventional housing scheme and occupiers of the Cohousing Scheme would be keen to ensure that some of the sustainability aspects of the scheme (ie. the Car Club) have a greater chance of succeeding);
- Any planning permission should designate part of the site for self-build housing;
- The mix of larger households does not reflect the trend towards smaller households;
- There should be more 2-bed units on site;
- Like many locals we have been pushed out of Wolvercote by increased rents and house prices and welcome any opportunity for housing for people in Oxford;
- The area desperately needs more housing for teachers, nurses, other emergency services etc. The proportion of social housing is insufficient;
- Building plots should be made available individual and in small batches for small builders etc.

Biodiversity comments:

- An aspiration from some local residents to purchase the peninsula of land between the two Mill Streams to create a nature reserve;
- The development proposals should adequately care for local bats and breeding colonies on and near the site;
- The proposals do not include adequate facilities for temporary bat accommodation whilst development is under construction;
- Any nature reserves created should be properly maintained;
- Suggestion that the Oxford Preservation Trust might be asked to manage any nature reserves created as a result of the development;
- Concern regarding the impacts of the development on various species including otters, water voles, amphibians, reptiles, insects etc.
- More space needs to be left clear of development so as to reduce the impacts on wildlife;
- Areas of environmental interest must not suffer any damage as a result of development;
- Concerned about the impact on adjacent SSSIs;
- There is significant mammal activity on the site including badgers, foxes and deer.

Open space, landscaping and countryside access comments:

- The proposal would be greatly improved if it included pedestrian access onto Pixey Mead;
- There should be no access to Pixey Mead from the development site;
- There should be a clear plan for managing all existing landscaping to be retained and new open spaces/landscaping created;
- The tree belt, including leylandii adjacent home Close should be retained;
- The recreation area to be provided in the north of the site will suffer from air and noise pollution;
- There are insufficient details regarding how the public open space in the north of the site is to be used;
- The new recreation area being provided should be liked to Wolvercote Lakes;
- There should be a path linking the development with Airman's Bridge, alongside the Mill Stream;
- There is a tree group in the village who would like to be involved in any arboreal plans for the site;
- Concern regarding impacts on Port Meadow and Wolvercote Common.

Highways & transport comments:

- The access design is unacceptable;
- Concern that the new junction will become a bottleneck/accident black-spot in the village;
- A single access point to this development could pose a problem for emergency vehicles and for the level of traffic expected to be generated from the site;
- Sight lines are poor and car parking in the vicinity of the new access will force vehicles into the centre of the road;
- Significant concerns regarding the additional traffic/congestion generated by

the development both in the village, along Godstow Road, accessing the school in Mere Road and in particular, at the Wolvercote Roundabout,;

- Traffic calming measures should be considered in the village as a result of the development;
- Concerns that increased congestion and traffic will impact on highway safety for pedestrians, cyclists and other road users;
- Concerns regarding the safety of children and parents crossing Godstow Road to visit the children's play area and some suggestions that a new crossing is needed to ensure safety;
- The traffic information submitted is optimistic and under-estimates likely traffic from the development. Further traffic assessments are required;
- Rush hour traffic could be brought to a halt;
- Bus services are already overcrowded during rush hours and could not cope with increased demand;
- The current route of the bus service through Rosamund Road, Clifford Place and Home Close should be maintained;
- When there is snow on the road, buses cannot travel into the village;
- Thought should be given to an additional bus stop for the 300 bus along Woodstock Road;
- Additional traffic and more speeding cars would adversely impact on local highway safety, particularly along Godstow Road;
- There is insufficient car parking proposed in the development – parking will overflow into surrounding streets;
- It will lead to more car parking on-street in Wolvercote;
- It will lead to more car parking on Mill Road;
- The level of car parking must conform to the Council's standards;
- Concern that additional car parking on-street would eventually lead to the introduction of a resident parking permit scheme;
- There should be a direct feeder road from the development site onto the A34, rather than traffic routing through the village;
- The proposal for a Car Club with only two dedicated spaces is insufficient. More than two cars should be provided and a heavily discounted membership is needed to encourage people to use it;
- Some concern that a Car Club would encourage greater car use at a local level;
- Concern that irrespective of measures proposed to encourage sustainable travel, most people will travel to and from the site by car;
- The assessment of traffic impacts by the applicant is inadequate;
- Traffic surveys undertaken by local residents suggested to correlate reasonably to those submitted by the applicant, though some concern that not all issues have been taken into account and leads to some under-estimate of likely traffic generation;
- Several concerns raised regarding factual inaccuracies in the transport documentation submitted;
- Rat-running/ through-traffic through the village is already significant;
- There is also an increase in traffic at weekends, generated by the pub trade and access to Port Meadow;
- How can the Council countenance more development in the village when it is recognised that the bridge over the railway line is inadequate to cope with the volume of heavy traffic it receives now;

- The two 'blind bridges', Airman's Bridge and the one by The Trout Inn on Godstow Road should have traffic lights installed to help ease traffic congestion coming from the site;
- Could the disused part of Godstow Road be re-opened to make travel through the village safer?;
- The traffic lights on the railway bridge already lead to congestion;
- The developer should be asked to fund a replacement two-lane bridge over the railway;
- Further car parking surveys should be carried out before the development is allowed to progress;
- Any garages provided must be of sufficient size;
- Secure cycle parking is needed for the new homes built;
- A secure cycle compound should also be provided in Mill Road to offer secure storage and encourage cycle use by existing occupiers;
- Concern that residents of new properties to be built in Mill Road will park on-street rather than in allocated spaces within the site;
- Insufficient cycle parking is proposed for users of the surgery, community facilities and employment units;
- Better/safer/additional provision for cyclists and pedestrians need to be made along Godstow Road and Mere Road;
- Providing a new bus stop on Godstow Road to replace that on Home Close will result in the loss of on-street car parking for adjacent residents;
- A new traffic study is needed;
- Concern regarding the impact of heavy traffic during construction and the ability of the bridges to cope with it;
- Concern that any increase in on-street car parking may put the bus service at risk;
- Extra traffic will lead to pressure for extra car parking restrictions in the village.

Flood and Surface Water comments:

- References to the extreme flooding in 2007 and its impact on the village;
- Concern that this development would increase local flood risk in the village;
- Local watercourses, culverts and ditches need to be maintained properly to prevent future flooding of the site and adjacent properties in Home Close etc.;
- Any scheme permitted should include an adequate flood prevention strategy/ measures and make adequate arrangements for maintaining them;
- Any flood risk strategy should be for the whole village, not just this site;
- Concerned regarding any increased risk of flooding to properties in Home Close and Rosamund Road;
- The need for housing locally doesn't outweigh the flood risk;
- The use of Mill Stream to help drain floodwater away will have a significant impact on properties in Webbs Close;
- It is unclear whether Port Meadow can hold sufficient floodwater in major flooding events. In 2007, the worst flooding was caused by flowback from the Meadow;
- Uncertainty regarding the effectiveness of sustainable urban drainage systems;
- The Environment Agency needs to reassure the Planning Committee that this development will not increase flood risk locally;

- A site-specific flood-risk assessment is essential;
- The Flood-Risk Assessment does not reflect the requirements of the NPPF;
- The flood mitigation and surface water drainage measures suggested do not comply with the NPPF;
- Any surface water control and flood prevention measures requires 3rd party agreements which should be in place before detailed planning applications are considered;
- The Hydrology Survey is incomplete;
- Materials used in the development for roads and paths etc. should be permeable to allow surface water to be naturally absorbed into the ground;
- Concern that during a serious flood event it would not be possible to evacuate the site safely via the single access point onto Mill Road;
- The quality of groundwater is very important to the Oxford Meadows SAC - any flood storage on the site should be confined to 'made-up' land so as not to interfere with water running through gravels to the stream and river;
- The quality of groundwater should be monitored for a significant period of time after the development and the developer required to remedy any drop in quality;
- Concern that any surface water run-off into the Mill Stream may contain contamination – children often swim in the stream here.

Foul drainage comments:

- The sewer serving Godstow Road backs up during heavy rain and you can often smell sewage in the area;
- The outdated sewers and drains serving Webbs Close already back up regularly and render them temporarily unusable;
- There is a lack of sewerage capacity and the existing sewer needs to be upgraded to cope with this additional development;
- There needs to be definite proposals to upgrade the local sewers;
- A new sewage pumping station is needed;
- The applicant must fund an assessment of local sewerage capacity/survey of the condition of local sewers;
- Any permission should be subject to conditions that fully implement the recommendations of Thames Water.

Community facilities comments:

- Concern regarding the impact on local schools and their ability to cope with extra pupils along with a suggestion that an extension to the school is needed;
- There should be funding contributions towards local schools;
- Suggested that the local school is already over-subscribed;
- Support for a new surgery and concern that the existing doctor's surgery could not cope with the extra people resulting from this development;
- A new medical centre would attract people from significantly beyond Wolvercote and bring additional traffic;
- There is a recycling centre at the top end of Mill Road. Opportunity should be taken to incorporate a properly designed replacement into the development;
- More car parking will be needed for the proposed doctor's surgery and community centre, to serve patients/visitors and particularly older and mobility

- impaired people who are more likely to visit these facilities by car;
- There is a lack of local amenities and shops in the village. The development could provide an opportunity for additional local retail businesses;
- Suggestion for an on-site pharmacy with the doctor's surgery;
- Funding should be sought to help renovate the Baptist Chapel schoolroom and kitchen;
- More indoor meeting places, play spaces for children, crèche and nursery facilities are needed to cater for the increased population;
- New facilities are needed for sport such as sports courts, new pitches, possibly a swimming pool and additional community space for the arts;
- The new community facilities appear dispersed. They should be provided under a single roof;
- Local people should be involved in the management of any new community halls and open spaces;
- The community hall shown on the illustrative masterplan looks like an afterthought;
- Is the existing children's play area to be removed and replaced by a new one in the development?

Energy and Sustainability comments:

- Conditions should be imposed to ensure the highest levels of sustainable development (Code for Sustainable Homes Level 5 or 6);
- The development should be part of a lower carbon Wolvercote;
- The site should aim to be a net exporter of energy;
- Energy generation should be individually and community-owned;
- Why is there not the ambition to commit to anything more than the minimum renewable energy generation requirement?;
- The weir should be used to generate hydro-electricity;
- Energy efficient and non-polluting lighting should be provided;
- An air-quality assessment based on actual rather than modelled figures is needed;
- The air-quality assessment is not fit for purpose;
- Concern about the impact of additional vehicle emissions of local air quality;
- The development will add to air pollution levels that already exceed EC guidelines.

Design comments:

- Development should reflect local character of the village;
- The design of development appears to take no account of the character of the village;
- The development should be designed 'to restore some of the charm' to the northern side of Mill Road, which was lost when the paper mill was redeveloped in the 1950s;
- The development should be designed to reflect the heritage of the original Mill buildings;
- The height of any new buildings in Mill Road should complement/ not be any higher than the existing buildings in Mill Road;
- 3-storey development is too high for this site;

- 3-storey development would be contrary to the principles set out in the Council's Conservation Area Appraisal;
- No development should be allowed above 30ft high;
- Almost all development should be 2 storey in height;
- We need to see details before we can comment further;
- The width of the proposed buffer on the illustrative masterplan between the development and the properties in Home Close is inadequate;
- The density of development is completely inappropriate for the village;
- Not sure about 'the square';
- Much is said about the 'green gateway' into the site, but there are few practical suggestions to properly integrate the development into the village;
- The legacy of development here is something we should aim to be proud of;
- The plans don't show the architectural style proposed. That style shouldn't be 'brutal' or 'pastiche', but should be in keeping with the character of the village;
- The design appears to separate Mill Square from the rest of the site. If affordable housing is separated, will this foster 'mixed and balanced communities'?
- People need quality housing, not housing designed to meet minimum standards;
- The development will increase the opportunity for crime locally.

Loss of Privacy/Amenity comments:

- Concern regarding the loss of a 'green edge' and loss of privacy to properties in Home Close;
- Concern about loss of trees and screening they provide for properties in Home Close. Any trees cut down in this location should be replaced by semi-mature trees rather than whips;
- The new gardens proposed by this development are too small;
- Adequate bin storage for households needs to be provided;
- Concern regarding the additional noise and pollution created by the development and additional traffic;
- Concern regarding the adverse impacts during construction;
- Any construction traffic should be parked on the site and not on local streets;
- The quiet residential environment of Mill Road will be completely changed by this development;
- The development should include noise screening from the A34.

Contamination comments:

- Concern regarding historical contamination of the site;
- Where will the contamination from the site end up?
- Can any planning permission ensure adequate remediation is undertaken prior to occupation?;
- The details of contamination must be known and arrangements for its disposal agreed before any permission is granted;
- Concern that the disturbance of contaminated land will inevitably pollute the surrounding land and river;
- Concern that any affordable housing will be built on the most polluted areas of the site;

- Levels of pollution need to be investigated further.

Local Business Impacts and New Employment Use:

- Concern at the loss of car parking outside the White Hart Inn and the potential impact on business as well as its use by local residents;
- Difficulty in using the access to the White Hart Inn;
- There should be active encouragement of home-based and locally based enterprise and provision of workspace and support services for local businesses and start-ups;
- Not enough provision for new local employment is included in the proposals.

General/Other comments;

- Any infrastructure improvements should be at the developer's expense;
- The University's recent developments show it has little consideration to the community that surrounds them;
- Do not let the University spoil the village as they have the views across Port Meadow;
- Concern that the electricity and gas supply/networks cannot cope with additional development;
- The baseline assumptions in the EIA are wrong/ the EIA is not fit for purpose/ a new EIA is required;
- The absence of a Health Impact Assessment is disturbing;
- Before allowing development the Council should secure a bond from the developer which is only paid back to the developer if the development is satisfactorily completed;
- Local households should be given a reduction in Council Tax whilst this development is under construction;
- The Council should give substantial weight to the views of the Neighbourhood Forum.

Individual Comments of Further Documentation (2015)

In July 2015, further information was submitted by the applicant to help assessment of the application. This included further details on flood risk and surface water drainage proposals, a Sewer Impact Study by Thames Water, a Transport Statement and revised access proposals, a draft Travel Plan, a revised Illustrative Masterplan, a Biodiversity update report and a Statement of Community Involvement. The new information was published for public comment and further 17 individual representations were received. The main points made were:

- Objections maintained to the scale of development proposed, increased traffic implications, additional congestion and other impacts on village and the local area;
- Concern that the revised access for a mini-roundabout remains dangerous and unacceptable;
- Concern for the safety of people walking to the pub, given the proximity and design of the new access;
- The scheme won't include affordable homes for local people;

- Ability of the railway bridge to cope with increased traffic;
- Highway safety concerns around the new access and crossing Godstow Road;
- The Thames Water Sewer Impact Study is inadequate;
- Inadequate assessment of flood risk;
- Impact on the local schools;
- Assessment of traffic and transport implications inadequate;
- On-site car parking for new medical facilities are inadequate;
- Development doesn't appear to integrate well into the existing village;
- The design of the new development needs to fit with the character of the village;
- Height of development should be restricted;
- Development should be carbon neutral and be a net exporter of energy it generates;
- Support for redevelopment of this derelict site;
- Not enough car parking spaces proposed;
- The developer must be required to provide the community facilities they propose;
- The character of the White Hart, which is listed, will be adversely affected;
- New community facilities and better links to existing facilities are needed to cope with this development;
- S106 contributions should secure traffic management measures, local highway safety measures, sustainable travel and increased use of public transport, new community facilities, play-spaces and expansion of the school;
- Sensitive lighting needed;
- Additional studies are needed to assess environmental impacts;
- The landscaped buffer zone between the development and properties in Home Close needs to be retained and managed – it serves as an important buffer, a flood defence and protection against noise;
- Concern regarding impact on air quality;
- No confidence in modelling of impacts;
- As some on-street car parking is to be lost as a result of the new mini-roundabout, can replacement parking for existing residents be provided within the development?;
- Concern regarding noise levels and impacts on future occupiers;
- The site should be kept as a wildlife haven.

Pre-Application Consultation:

The applicant has undertaken significant pre-application consultation on its proposals for the paper mill site.

In January 2013, the applicant undertook a series of Community Design Workshops to help inform preparation of an illustrative masterplan and subsequent submission of a planning application. The workshops were held in the Red Lion PH, in Lower Wolvercote and were advertised through the distribution of 1700 leaflets locally. Over 150 people attended the workshops. Pre-workshop meetings were also held with a number of local stakeholders including the Wolvercote Neighbourhood Forum, representatives from the City Council, Oxford County Council the local PCT, doctor's practice and the Environment Agency. Feedback from these workshops and meetings informed the initial submission of this planning application in July 2013.

Further public events were held by the applicant in February 2015 in the White Hart PH to update local people, organisations and interested parties on the application proposals and to seek comments on the revised access proposals for a mini-roundabout. Over 100 individuals attended the update events and a wide range of comments received, reflecting similar issues to those raised in response to formal consultation on the planning application. Pre-event meetings were also held with officers and representatives of the Neighbourhood Forum to discuss access and transport issues in particular.

Key Determining Issues:

- The Principle of Development
- The Illustrative Masterplan
- Nature and Mix of Housing
- The Non-Residential Components of Development
- Open Space Provision
- Other Community Infrastructure Requirements
- Residential Amenity and Relationship to Surrounding Development
- Highway Safety and Sustainable Travel
- Flood Risk
- Foul Water Drainage
- Biodiversity
- Archaeology
- Contamination and Remediation
- Energy Strategy and Other Environmental Issues
- Economic Issues

Officers Assessment:

Site Location and Description

1. The application site comprises some 7.33 hectares of land in Lower Wolvercote.
2. Located on the north-western side of the village, this site borders the A34 to the north, Home Close to the east, the Wolvercote Mill Stream to the west and Mill Road to the south (**Appendix 1**).
3. The site was previously occupied by the Wolvercote Paper Mill. Most of the buildings which comprised the former Paper Mill have been demolished in recent years, but the office block fronting onto Mill Road still remains, along with one or two smaller ancillary buildings and significant areas of hardstanding and footings from the buildings previously demolished. At the height of its operation, the paper mill would have been a significant employer, but the site has been vacant and derelict for a number of years.
4. The site also includes several mature tree belts, woodland, a reservoir parallel to the Mill Stream and a significant area of open land in the northern part of the site, bordering the A34.

Proposal

5. The site was allocated for housing development in the Council's adopted Sites and Housing Plan 2011-2026 and this application seeks outline planning permission to further establish the planning principles and requirements against which detailed development proposals can subsequently be considered. The applicant, Oxford University is intending to market the site in due course.
6. Outline planning permission is sought, including agreement to the means of access for up to 190 residential units, along with the provision of new employment space, community facilities, public open space and ancillary services and facilities. The developable part of the site comprises some 4.87 hectares. The remaining 2.46 hectares is Green Belt.
7. Given that the application is in outline form, all other matters are reserved for future consideration, other than access. The applicant has confirmed however, that the development will include 50% affordable housing in accordance with the Council's policy. The means of access is also submitted in detail and following on from discussions and agreement in principle with the Highways Authority, proposes to introduce a new mini-roundabout at the junction of Mill Road and Godstow Road leading directly into the site.
8. In terms of non-residential space, the application proposes 303sq.m of space to accommodate a new doctor's surgery, if required, a new civic building of 110sq.m and some 108sq.m of B1(c) light industrial floorspace. The application suggests that this space could employ a small number of people on the site (at least 5).
9. The 2.46 hectares of Green Belt is to remain undeveloped, and managed as public open space.
10. The existing reservoir on the site is proposed to be retained and enhanced, and new open spaces are proposed to be created alongside the Mill Stream. The applicant also proposes to plan for the enhanced management of Dukes Meadow (the meadow located immediately north-east of the application site, and immediately north of Home Close and Rosamund Road), as mitigation for the impacts to wildlife habitats on the site that have been identified during consideration of the application.
11. The application is also accompanied by the following reports/documentation:
 - An Illustrative Masterplan;
 - A comprehensive Environmental Impact Assessment (EIA);
 - A Planning, Design and Access Statement;
 - An Arboricultural impact Assessment;
 - An Energy Strategy;
 - A Landscape Strategy;
 - A Woodland Management Report;
 - A revised Flood Risk Assessment including details of draft surface water drainage proposals;
 - A Sewer Impact Study (undertaken by Thames Water)

- A revised Transport Assessment;
- A draft Travel Plan;
- Biodiversity Update Report and Survey;
- A statement of Community Involvement.

The Principle of Development

12. The National Planning Policy Framework [NPPF] and Oxford Core Strategy Policy CS2 encourage the reuse/redevelopment of previously developed land.
13. The application site is previously developed land and is allocated for residential development by Policy SP62 of the Sites and Housing Plan. As such, the principle of residential development on the site is already accepted by the Council, subject to the details of development meeting the Council's more detailed planning requirements. The Paper Mill site is also one of the larger sites allocated for housing development in the Sites and Housing plan, and is therefore a crucial component in the Council's supply of new housing.

The Illustrative Masterplan

14. The NPPF considers that good design is a key aspect of sustainable development. This means that the level of development within any scheme should suit the site's capacity and respond appropriately and realistically to the site constraints and its surroundings. This is reflected in Oxford Local Plan Policy CP6, which requires development to make best use of the site's capacity in a manner compatible with the site and the surrounding area.
15. Policy CS18 of the Oxford Core Strategy 2026 requires development to demonstrate a high-quality urban design that responds to the site and its surroundings; creates a strong sense of place; attractive public realm; and provide high quality architecture. Policy CP8 of the Oxford Local Plan 2001-2016 also states that the siting, massing, and design of development should create an appropriate visual relationship with the form, grain, scale, materials, and details of the surrounding area. These principles are further supported by Policies HP9 and HP10 of the Sites and Housing Plan.
16. As part of the outline application, the applicant has submitted an illustrative masterplan. The illustrative masterplan is not intended to be formally agreed as part of any permission given, but is intended to help the Council assess the ability of the site to accommodate the level of housing and components of development in an acceptable manner. Following discussions between officers and the applicant, a revised illustrative masterplan was submitted in July 2015.
17. The revised illustrative masterplan suggests a variety of densities and character areas could be created within the development, providing an interesting and varied environment for incoming households. Suggested densities range from 22.3 units per hectare, up to 43.6 dwellings per hectare. Average density across the site is 39 units per hectare. This reflects the variety of densities within Lower Wolvercote, with the more traditional and/or flatted parts of the village reaching densities between 40-45 dwellings per hectare and some of the more suburban

streets, such as Home Close and Rosamund Road being built between 25-30 dwellings per hectare. In this context, officers are satisfied that the site can accommodate 190 new homes, whilst sensitively reflecting the character and density of development in the locality.

18. The illustrative masterplan indicates the intention to locate areas of lower density housing towards the Mill Stream and neighbouring the existing properties in Home Close. This idea is well conceived, as is the suggestion to deliver higher densities towards the centre of the site and around the entrance to the site in Mill Road, to reflect the tight-knit character of terraced cottages in that part of the village.
19. The development of a square within the site is also an interesting and valid idea, which brings both design legibility to the scheme, and a focus for the community facilities and low-level employment use and activity proposed.
20. In relation to layout, only point of real concern in respect of the illustrative masterplan, is the relationship between the 'Meadow Lane' character area and the properties in Home Close. The illustrative masterplan shows that the intention for this area is to create a lower density development of detached homes. In principle, this sits comfortably with the properties it backs onto in Home Close. However, the illustrative masterplan also indicates the potential for comparatively shallow back gardens of new properties backing onto Home Close. Even if acceptable 'back-to-back' distances between properties can be achieved here, due of the generous length of gardens in Home Close, the gardens of new properties in this part of the site will also need to take account of the shadowing effect of the very tall and mature tree planting along the boundary here, to ensure pleasant and useable garden spaces are provided to the new development being built. It is important that this tree belt be retained to help soften the edge of new development here, but also access will be needed to enable sound management of the tree belt. Both the formal masterplan to be submitted at reserved matters stage and planning conditions attached to any planning permission, will need to deal with these matters.
21. The detailed design of housing of course, is reserved as a matter for future consideration, but it is considered appropriate that the height of any new development should be restricted to buildings no more than 2.5 storey in height, except where it would be useful to create an individual 3-storey building or block, to create extra legibility within the design of development. The predominance of building heights should be two-storey, to reflect the predominant character of the existing village. A condition should be imposed on any planning permission to be clear on these restrictions.
22. As this is such an important development for Wolvercote, it is considered appropriate that the submission of any reserved matters application, is informed by a further local public consultation exercise to consider the formal masterplan and design codes, which will need to be submitted at the reserved matters stage.

Nature and Mix of Housing

23. Policy CS23 of the Core Strategy requires proposals for residential development to provide a mix of housing that complies with the mix prescribed within the Balance of Dwellings Supplementary Planning Document (BoDSPD). This site is recognized as a 'strategic' scale site in the BoDSPD and for a site of this size it suggests that the mix of housing unit sizes should be as follows:
- 1-bed: 6 to 16% of all units provided;
 - 2-bed: 20-30% of all units provided;
 - 3-bed: 20-30% of all units provided;
 - 4+bed: 6-17% of all units provided.
24. Whilst no housing mix is proposed in this outline application, officers consider that the mix suggested by the BoDSPD should be applied to this site, and would expect future reserved matters applications to conform to that mix. This requirement will be dealt with by condition.
25. Policies CS24 of the Core Strategy and HP3 of the Sites and Housing Plan are also clear that planning permission for new residential development on sites with a capacity to deliver 10 or more dwellings, must be provided with a minimum of 50% of homes as affordable dwellings. Policy HP3 further makes it clear that the mix of affordable housing tenure on sites of this scale, 80% of affordable homes provided should be social rented, with the remaining 20% as intermediate tenures. For the avoidance of doubt, the applicant has confirmed that the applicant is content to meet the Council's affordable housing requirements and has not submitted a viability assessment to argue otherwise. The requirement to provide 50% affordable housing and the 80/20 social rent/intermediate tenure mix will be secured through a S106 agreement in accordance with the Council's Affordable Housing and Planning Obligations SPD.
26. There have also been some suggestions from those who have commented on the application, that over and above the 50% affordable provision agreed, the development should also include some provision for self-build and perhaps key-worker housing. Neither of these components form part of the current planning application and the Council's policies do not require either to be part of this development. However, the applicant will no doubt release the site onto the open market in due course and self-builders and/or developers who come forward, may decide to include self-build opportunities or key worker housing at that stage. It is not considered reasonable for the Council to 'require' self-build or key worker housing as part of the development.
27. Policy HP2 of the Sites and Housing Plan also requires all new dwellings to meet Lifetime Homes standard and that at least 5% of all new dwellings provided should be either fully accessible or easily adapted to full wheelchair use. Officers consider that any planning permission should be conditioned to ensure the development meets these requirements.

The Non-Residential Components of Development

28. Three non-residential elements of development are proposed by the applicant to form part of this development:
- 303sq.m of space to accommodate a new local doctor's surgery;
 - 108sq.m of space for B1(c) light industrial/office employment use and;
 - 110sq.m civic building.
29. The illustrative masterplan shows that each of these components would be located within the 'Mill Square' to be created as part of the development concept.
30. When allocating this site for residential development, the Sites and Housing Plan encourages the possibility of exploring a level of employment close to the 50 jobs that were lost when the Paper Mill site closed and is particularly interested to see delivery of some small-scale employment units on the site. In relation to the light industrial use/office use proposed, the applicant estimates that only a small number of people might be employed (5+ employees) within the new B1(c) employment space to be developed. Whilst this a low number by comparison to the former Paper Mill use, the level of employment space being created reflects the balance that needs to be struck between the best use of this site for housing, for which there is an acute need locally and the aspiration to re-introduce an element of employment back onto the site. Officers consider that although relatively small-scale, the level of employment use proposed is acceptable. There may also be opportunity to create further employment from the site, as detailed below.
31. In respect of the doctor's surgery, whilst there has previously been interest in moving the existing 'satellite' surgery in Godstow Road onto the development site, at this stage, there is no clear indication that the surgery or health authority have concluded to take this forward. Further discussions will be needed between the developers who eventually purchase the site and the local doctor's practice and clinical groups to see whether this is the preferred option. However, in terms of any outline planning permission, a S106 should secure the development of surgery space. In the event that the doctor's practice chose not to relocate to the space provided, it is considered that the space should be used to create additional employment. The space could therefore be converted into further B1 (c) light industrial/office space, offering the potential for further local employment, or even into a small crèche. It is estimated that further B1(c) type businesses occupying this converted space, could employ in the region of a further 15-20 people, if the surgery does not come forward. Similarly, a crèche might employ 5-10 staff. The S106 can be used to secure this preference for conversion to B1(c) of crèche use of the surgery space provided, in the event that there is no occupation by a doctor's surgery within a set period of time, say 2 years from the completion of the surgery space.
32. If the surgery is relocated into the site, it will be a matter for the doctor's practice to fit out the surgery space to its requirements and at their costs.
33. In respect of the creation of new 'civic' meeting space, although there are already a number of existing community spaces, it is considered appropriate

that this site does include some space where local people can meet. It is equally clear however that there are already a number of local community buildings locally and discussions with the Neighbourhood Forum have indicated some uncertainty as to whether a new 'formal' civic building is needed. Officers consider therefore that whilst it is appropriate that a 'community' building is secured as part of this development, some flexibility should be enabled to cover its potential use, and that it may not necessarily need to be a formal community space in the accepted sense, so long as the building does function as a community 'meeting space'. In this sense, the building could for example, be used as a 'community café' serving both residents in Wolvercote and visitors to Port Meadow etc. If members are content with this type of 'community' use, the S106 can be written to enable this type of flexibility for an eventual 'community' use.

Open Space Provision

34. The illustrative masterplan indicates the potential to create several new areas of open space as part of the development including:
 - 2.46 hectares of new open space including land known as Duke's Meadow, immediately north of the development area, as informal recreation/play space and the creation of new wildlife habitats;
 - Creation of informal open space and a nature reserve along the Mill Stream frontage;
 - Creation of a new amenity green or 'green gateway' as you enter the site;
 - Retention of the existing water reservoir which runs parallel to the Mill Stream and the creation of a walk around it and;
 - Development of a new children's play area within the developed area.
35. Whilst the formal masterplan to be submitted at the reserved matters stage will need to confirm the open space elements to be provided with the final scheme, officers consider that the final masterplan should include each of the five key elements described above and suggest that the S106 agreement should be used to secure the incorporation of these elements in the final masterplan.
36. Because the final masterplan has yet to be decided, and notwithstanding the Landscape Strategy and Woodland Management Report submitted with the outline application, it is also considered appropriate that any planning permission is conditioned to require that an amended Landscape and Open Space Strategy accompany a final masterplan at reserved matters stage. That strategy should set out the detailed design and development of all open spaces including within the final masterplan and development.
37. In addition to the requirement to provide new open space on site, any open spaces must be properly maintained and therefore the S106 will need to secure an agreed management mechanism and/or adequate commuted sums.
38. Members should also note that the level of new greenspace proposed as part of this development, is significantly in excess of the expectations set out in Policy

CS21, which is to be commended.

39. Finally, some respondents have suggested that any open space created is linked to other open land or public open space locally such as Wolvercote Lakes and Pixey Mead (to the west of Mill Stream). In relation to Wolvercote Lakes, managed public access to Dukes Meadow, which will be facilitated by this development could reasonably include a permissive access into the Wolvercote Lakes site and this should be encouraged, through the final management plan agreed for the Dukes Meadow site. However, further public access to Pixey Mead is not supported by Natural England, due to the adverse impact further access could have on its habitat.

Other Community Infrastructure Requirements

40. A development of this size also brings implications for other community facilities and infrastructure. Many of the responses to consultation refer to these needs, in particular, additional transport requirements such as bus services, new cycleways, the need to extend local schools, the need for more shops and leisure facilities locally.
41. Clearly in respect of many of these issues, the development is required to pay the Community Infrastructure Levy (CIL) and many of those additional needs will be provided for with the help of that funding. The Reg. 123 list for example, indicates that CIL contributions will be spent on extensions to existing primary and secondary schools, for day centre care, new sports facilities strategic transport and infrastructure improvements, including the Wolvercote Roundabout improvements currently taking place and improved cycle routes and around the city centre. Further contributions towards these types of facilities cannot therefore be sought a 'second time' through S106.
42. Members may also wish to note that the expansion of Wolvercote Primary School is already underway, partly in expectation of the additional pupil numbers that will arise from this development.
43. However, there are some locally specific transport measures that are necessary as a result of this development which can and should be secured through S106. These issues are dealt with in the transport section below.
44. Some respondents have also suggested that this development should provide for additional local shops. Whilst this is not considered to be something the Council can require on a development of this size, it could be that a new community café, if developed within the 'community space' secured through S106, will provide an opportunity to add to 'retailing' facilities locally.
45. Officers also consider that the site should include some provision for public art.

Residential Amenity and Relationship to Surrounding Development

46. To be acceptable, new development must demonstrate that it can be developed in a manner that will safeguard the amenity of the local residents, the character

of the locality and provide an acceptable level of residential amenity for incoming occupiers.

47. In the case of the development proposed, the illustrative masterplan indicates a sensitive approach to development, with higher density development towards the centre of the site and lower density development towards the edges. This broad principle should be similarly reflected in the final masterplan.
48. In terms of the amenity of neighbouring occupiers, when designing the final scheme for this site at reserved matters stage, particular regard needs to be taken to the relationship of development with neighbouring occupiers in Home Close and Mill Road.
49. As set out earlier in this report, it will be necessary to ensure that adequate back-to-back distances are maintained between properties in Home Close and new properties that back onto them. Indeed a slightly greater back-to back distance may be required here taking account of the fact that development site is slightly higher than the properties in Home Close and if built too close, or too high, would appear overbearing. This matter can only be evaluated once a reserved matters application is submitted, but it is considered prudent for any planning permission to include an informative note to remind developers how important this issue will be when drafting their detailed plans.
50. Properties in Mill Road are mostly traditional 'tight-knit' cottages. The cottages create an intimate street scene, and along with the entrance to the site, are included within the Lower Wolvercote Conservation Area. It is therefore important that the design of development and access into the site plays special heed to reflecting and indeed enhancing the character of this part of the Conservation Area. It can do this not just in terms of design, but also by helping to remove some of the on street car parking which presently occurs in Mill Road where cottages have no off-street car parking at present. The terrace of four cottages on the northern side on Mill Road in particular, have no off-street car parking space, and if allocated their own space immediately rear of their cottage, within the site, this could make a significant improvement to the appearance of the Conservation Area.
51. Of course, the construction noise and disturbance which will occur for some time as a result of development taking place on the site, also needs to be carefully managed and a condition will need to be imposed requiring a Construction Traffic and Environmental Management Plan to be agreed, before any development commences.
52. In terms of residential amenity of incoming occupiers, while most issues need to be looked at when detailed plans are received at the reserved matters stage, it is important that a certain issues are considered at this stage, in particular the potential noise disturbance.
53. In terms of noise, and beyond any noise that might occur through construction, officers have also considered the impacts of noise being generated by the nearby A34 and the Mill Stream Weir.

54. In relation to the A34, there have been some suggestions that this development should contribute towards possible noise attenuation along the A34, to restrict noise levels towards the development and the village. However, neither the Environmental Health Officer, the County Council nor the Highways Agency have suggested that this is needed or appropriate, so there is no justification to seek such a requirement.
55. In relation to the Mill Stream Weir, while most people would consider the noise from water travelling through the weir to be pleasant and attractive, dwellings built close to the weir should be designed to enable this noise to be shut out if needs be. This issue can be covered by condition.
56. Equally, it will be necessary to condition the details of any mechanical plant and proposals for dealing with any cooking smells or odours arising from any non-residential elements of activity developed within the scheme.
57. The Police have also requested that the development should meet the principles and physical security standards of Secured by Design and that appropriate lighting is provided to ensure that any parking areas and areas of public realm are appropriately lit. These matters can be covered by conditions.

Highway Safety and Sustainable Travel

58. Whilst this is an outline planning application, the applicant is also seeking detailed approval for its means of access. The design of that access has been amended in response to comments received during public consultation and following discussions with the highway authority and a revised access arrangement was submitted as a formal amendment to the application in July 2015.
59. The revised access arrangement introduces a new mini-roundabout at the junction of Mill Road and Godstow Road and gives priority traffic movement entering the development site by creating Mill Road as a T-junction onto the new access road. New footways will run along either side of the new access and further footway widening and extensions are proposed along Godstow Road and Mill Road. As part of the design of the new access, 'sensory kerbing' is to be included at crossing points around the mini-roundabout, along with new bollards and car parking restrictions that will ensure safety and smooth travel about the access.
60. Having been fully involved in the design proposals for the revised access, the highway authority confirms it has no objections to the new design and will require the applicant to enter into a S278 Agreement to undertake the agreed works within the public highway.
61. The highway authority has also looked in detail at the applicant's original and updated transport assessment and confirms that it has no objections to the level of traffic likely to be generated from the site and its impact on the surrounding road network. In this respect, the highway authority has also considered

whether or not there is a need for further traffic calming measures to be delivered locally as a result of the development, but has concluded that no additional traffic calming measures are necessary, other than the calming that would be introduced by the new mini-roundabout. It also considers that the general speed of traffic in the village remains low, and that there is no evidence to suggest that speeds will be affected by this development. Indeed, it suggests that the introduction of any new traffic calming features could have an adverse impact on the bus service and would be difficult to introduce effectively without impacting on the existing space given over to on-street car parking, which itself helps to traffic calm the local road network.

62. In terms of sustainable travel from the site, the applicant has submitted a draft Travel Plan as part of their application which sets out challenging but achievable targets to reduce car journeys and significantly increase the share of potential journeys undertaken by public transport and cycling. The highways authority recognizes the draft Travel Plan as a sound starting point for increasing non-car modal share for journeys to and from the new development, but considers further refinement and detail is needed and wishes to see a final Travel Plan agreed before first occupation of the development. When agreed, the developer will be expected to implement the Plan for 5 years after full completion of development. In broad terms, the sustainable travel measures to be included in the final Travel Plan will be:

- Procurement by the applicant of additional capacity/frequency of Bus Service 6 between Wolvercote and Oxford, so that service increases from 4 to 6 buses an hour in the morning and evening peak periods (this to be in place before occupation of 50th dwelling);
- An amendment to the existing route of Bus Service 6, taking it into the site rather than looping around Rosamund Road and Home Close, providing a new bus stop within the site and a pair of replacement bus stops for residents of the Home Close area, on Godstow Road;
- Bus taster passes/trial bus tickets for new residents on first occupation;
- Funds towards a Car Club to serve the development, including one year membership for one resident per household and reserved car parking spaces for car club parking;
- The appointment of a dedicated Travel Plan Co-ordinator;
- The distribution of Travel Information Packs to all new households within the development along with the promotion of information to encourage sustainable travel locally;
- Co-ordination of measures in the Travel Plan with the Wolvercote Primary School Travel Plan;
- Personalized travel planning for incoming households;
- Physical measures within the internal street design to encourage cycling and pedestrian movement within the site and;
- Secured cycle parking in accordance with the Council's adopted standards.

63. Taken together, officers consider that the applicant is taking all reasonable measures to deliver a sustainable development in terms of travel to/from the new development. The agreement of a final Travel Plan and the measures

arising from it will need to be secured by condition and S106 agreement.

64. Members will also note that several respondents to consultation have made comments or further suggestions relating to highway or transport matters. Those suggestions include the potential of a new crossing in Godstow Road, a replacement bridge over the railway line, better provision for cyclists along Godstow Road and Mill Road, the possibility of the developer providing a secure cycle compound in Mill Road and an additional bus stop along Woodstock Road for the 300 bus service. However, the highways authority has not suggested that any of these measures would be required as a result of the development proposed and it would therefore be unreasonable of the Council to require them. Of course, CIL funds will in future be spent on securing wider improvements to Oxford's transport network and some of those funds will be delivered as a result of any planning permission given on this scheme.
65. A further respondent suggests that more than two car club car parking spaces should be put forward as part of this scheme. The need for additional dedicated spaces however, is something that can be considered in the final Travel Plan agreed on condition of any outline consent.
66. Finally, a number of respondents have suggested that the 399 car parking spaces nominally proposed as part of the development, is insufficient to serve the development and would lead to additional on-street car parking in the locality. Officers do not agree, however, the exact number of car parking spaces appropriate for this development will be dependent upon the details of development proposed at reserved matters stage. If for example, the development includes an element of sheltered housing, it may be appropriate that a lesser level of car parking is provided within the site. This matter is best left for determination at reserved matters stage and should not be conditioned at this stage.
67. Members may also wish to note that the applicant will be required to enter into a S38 agreement to enable adoption of that part of the road layout used for the new bus route into the site.

Flood Risk and Surface Water Drainage

68. The site has been allocated in the Sites & Housing Plan following a wider strategic flood risk assessment (SFRA) and it is therefore not necessary to test the appropriateness of developing the site for residential purposes. Government guidance in the NPPF also makes it clear that 'sequential' and 'exception' testing of sites when determining planning applications does not need to be applied to allocated sites where this approach will have already been undertaken in the SFRA.
69. In any event, the application is accompanied by a site-specific flood risk assessment. The assessment confirms that the site is mainly located within Flood Zone 1 'low probability' of flooding, and all new development is proposed within Flood Zone 1. When flooding has occurred on the site in the recent past, this has been as a result of the weir not being opened to the extent needed. To

address that issue, the Environment Agency is currently operating the weir on behalf of the landowner, until such time as a formal agreement is put in place to secure the Agency's responsibility.

70. In terms of surface water drainage, the proposals confirm that it is not feasible to use soakaway/infiltration drainage for the disposal of surface water run-off at the site due to shallow groundwater and potential contamination risk. They therefore propose to discharge surface water drainage run-off via an underground system, including attenuation storage, which will discharge at a rate no greater than the greenfield run-off rate to Wolvercote Mill Stream. The system being designed also has the potential to reduce current levels of flood risk to properties in Home Close.
71. The level of flood risk and the outline surface water drainage strategy have both been assessed by the Environment Agency who raise no objections to the outline planning proposals, subject to a number of conditions being imposed.
72. Given the Environment Agency's support, officers are content that the nature and scale of development proposed has been assessed and can be designed to be safe from flood risk, will not increase flood risk and indeed could reduce flood risk elsewhere. Subject to the imposition of conditions being suggested by the Environment Agency, the proposals are therefore judged to accord with Policy SP1 of the Sites & Housing Plan and Policy CS11 of the Core Strategy.

Foul Water Drainage and Water Supply

73. A number of local residents have raised concerns that the existing foul drainage system is already overloaded and could not easily cope with any further discharge from new development on this site. Having heard these concerns, Thames Water was asked to undertake a Sewer Impact Study to confirm whether or not sufficient capacity existed within the foul drainage system to deal with levels of discharge expected from this development. To study concludes that sufficient capacity exists to serve the development, but suggests that the developer should take measures to ensure that external groundwater and surface water cannot enter the foul drainage system. The applicant has confirmed that the new sewer system will be designed to ensure that is the case and this will be conditioned accordingly.
74. Thames Water also recommend an informative be placed on any planning permission setting out the principles to be adopted for surface water discharge and water supply.

Biodiversity

75. The application was submitted with a detailed ecological assessment as part of the EIA and has subsequently been updated by a Biodiversity Update Report dated May 2015, and further survey work specifically related to badger activity in the locality.

76. Much of the site contains habitat characteristic of vacant, previously developed land with fairly extensive areas of self-seeded, scrubby woodland and ephemeral/perennial vegetation covering the site. The woodland area includes a number of broadleaved tree species, including sycamore and ash and extends into the broadleaved plantation wood that occupies part of the A34 embankment.
77. The Mill Stream and reservoir support open water habitats and river margin vegetation, whilst Dukes Meadow in the northern part of the part (which is to remain undeveloped), comprises unimproved grassland representative of lowland meadow, which is a BAP priority habitat and is designated as a Site of Local Interest for Nature Conservation (SLINC).
78. The information submitted with the application indicates that the site is rich in a number of species, including breeding populations of slow-worm, common lizard and grass snake. It also contains an active badger sett and an artificial sett, in anticipation of previous redevelopment proposals, a maternal roost of common pipistrelle bats, supports a range of breeding birds and otters are known to use the waterways adjoining the site.
79. The application site is also within 200m of the Oxford Meadows SAC.
80. Development of the site will remove more than half of the existing habitats within the site. Most of those removed are of low ecological value and their loss has only minor adverse impact. The most important habitats including Mill Stream and the ecologically important areas of woodland are to be retained. It is proposed that badgers will be relocated to the artificial sett and access maintained to existing foraging areas to neutralize any impact on the group as a result of relocation. The pipistrelle bat roost would be closed, but replacement bat roost features would be incorporated into new buildings within the development, foraging routes maintained and lighting designed to be of minimal impact. Habitats lost within the site currently supporting the breeding populations of slow-worm, common lizard and grass snake would also need to be replaced.
81. Following detailed discussions between the Council and the applicant, it is proposed that the net loss of biodiversity from the site can be offset by the creation of new habitats and on-going management of those habitats within Dukes Meadow, immediately north of the development area. Dukes Meadow is an extensive area and lies partly beyond the application site. Some of those habitats needed (ie. for reptiles etc.), are to be created on land outside the application site, on immediately adjacent land, which is similarly within the control of the applicant. In principle this is an acceptable solution and one supported by Natural England, the Wildlife Trust and the Council's officers, however, further details and survey work needs to be undertaken to confirm the detailed solution and management arrangements (including commuted sums for ongoing management if necessary) for all new habitats being created. These matters can be dealt with by condition and/or S106 agreement.

82. The Environment Agency has also requested that a condition be imposed to maintain an open buffer of about 8 metres alongside the water course, to help protect access for wildlife.

Archaeology

83. A Heritage Assessment has been submitted to accompany the planning application. Whilst there are no designated archaeological assets within the site, the assessment identifies the potential for prehistoric remains, including Palaeolithic material, Bronze Age features, Iron Age settlement. The assessment also indicates the potential for medieval mill remains, denuded medieval 'ridge and furrow' and other features of local interest, including remains of the 20th Century Paper Mill associated with the Oxford University Press.
84. The National Planning Policy Framework is clear that the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. It is also clear that where appropriate, local planning authorities may require developers to record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) in a manner proportionate to their importance and the impact, and to make this evidence (and any archive generated) publicly accessible.
85. In this case, given the potential for varied archaeology to be present, it is recommended that any permission is subject to conditions requiring an archaeological evaluation to take place in accordance with a written scheme of investigation approved by the Council and the implementation of any scheme of mitigation to be similarly approved by the Council. That investigation will include trial-trenching, recording, analysis and publication of any findings.

Contamination and Remediation

86. The EIA identifies a number of contaminants present within the site that would need to be removed or remediated before development can take place. Officers consider that a detailed Remediation Strategy should be agreed with the Council and implemented as required, before any development takes place. A watching brief will also be needed during construction to deal with any unexpected contamination which may arise during the course of development. These matters can be adequately dealt with by condition.

Energy Strategy and Other Environmental Issues

87. At outline application stage, it is not feasible for the applicant to prepare a detailed Natural Resource Impact Analysis (NRIA) to confirm all measures to be used to ensure the development is built to be as environmentally sustainable as possible. However, as part of an Energy Strategy, an initial NRIA has been included with the outline application, and in particular, focuses on how the development might best plan to meet the Council's requirement to deliver part of its energy needs from on-site renewable or low carbon technologies.

88. The Council's policies look to require new development to provide for at least 20% of its energy needs from on-site renewable or low carbon technology. The Energy Strategy submitted with the application looks at a number of options for generating renewable energy on-site and concludes that the best options for generating renewable energy on site will be through a combination of methods, including a single district heating system or small scale biomass district heating system for apartment buildings, combined with either Solar PV or heat pumps for larger dwellings. Together, these technologies will be able to meet the 20% renewable energy generation requirement of the Council's policies.
89. Some respondents to the planning application have suggested that the scheme should seek to deliver higher levels of renewable energy generation, however, there is no basis in Council policy for a higher requirement. Others have suggested that hydro-electric renewable energy should also be considered by using the weir and mill race. This has been looked at by the applicant, but largely dismissed as a suitable option given the level of new infrastructure involved and the adverse impacts it could have on the likely masterplan for this sensitive part of the site.
90. A more detailed NRA will be required by condition to accompany a reserved matters application and confirm all measures to be used to ensure the development eventually built will be as sustainable as possible. Any planning permission should also be conditioned to deliver renewable energy on-site in line with the proposals set out in the submitted Energy Strategy.
91. In terms of other environmental considerations, the development must also consider the air quality implications that arise from the development or those that could impact on it. As part of the EIA, an Air Quality Impact Assessment has been included which concludes that the impact of the proposed development on local air quality is negligible and that air quality should not pose a constraint to redevelopment of the site. The Council's Air Quality Officer concurs with this view and raises no objection.
92. However, officers also consider that a separate assessment is required to ensure that any flues associated with renewable energy boilers are adequate to ensure against any local impact of air quality. This can be dealt with by condition.
93. The Council's Air Quality Action Plan 2013 also commits to ensure that new developments make appropriate provision for low emission vehicle infrastructure (i.e. electric vehicle charging points), and officers consider that such provision should be made within this development. The number of charging points sought will be determined at reserved matters stage, but it is recommended that provision is made at a level of 1 charging point per unit for houses with dedicated car parking and 1 charging point per 10 spaces of unallocated car parking (i.e. for flats/apartments). This matter can be dealt with by condition.

Economic Issues

94. The National Planning Policy Framework (NPPF) makes it clear that the ongoing delivery of sustainable development is a fundamental requirement of delivering economic growth and prosperity. The NPPF is also clear that the planning system should act to encourage new development and that new investment in development should not be over-burdened by excessive planning requirements.
95. The principle of development on this site is firmly established through the Council's development plan and, the details submitted at this outline stage of indicate the intention for future development to be sustainable and to comply with the Council's policies. The delivery of this site is also fundamentally important to the Council's ongoing supply of much needed housing including affordable housing, for many people who work locally.
96. Development itself will bring important construction jobs in trades etc. and there is likely to be additional local consumer spend in the economy both during construction and when occupied.
97. The development is also planned to provide new employment space for ongoing local employment, the potential for some additional employment within the community space and new doctors surgery and could lead to additional employment locally as a result of increased patronage on bus services or other facilities, such as local schools.
98. Finally, the development will deliver significant financial contributions to help provide new public services and infrastructure through the provision of CIL, investment in new affordable housing, contributions required through S106 requirements (highlighted earlier in this report) and through the use of New Homes Bonus receipts etc. that will arise as a consequence of this development being built in due course.
99. Whilst none of these factors are by themselves reasons to agree outline planning permission for this development, economic factors are legitimate planning considerations and also reflect the commitment to what will be a significant economic investment in the locality.

Conclusion:

100. The proposed redevelopment makes an efficient use of previous developed land and will facilitate the demolition of a vacant and underutilized site which has been allocated as an important site for new development in the Council's development plan.
101. The site and remaining buildings are of a poor appearance and condition and detract from the appearance of the locality and street-scene. Their removal and replacement to new development represents an important opportunity to improve the appearance of the area.
102. Whilst the detailed design of the scheme is largely reserved for future

consideration, it is clear that the development can be delivered in a sustainable manner without any unacceptable impacts to the locality.

103. The development will bring much needed new housing including affordable housing to the area, along with new employment, open space and improved local facilities.
104. It can also be designed to a high standard and to meet all the Council's adopted planning policies and requirements.
105. The proposal is acceptable in highways terms and energy efficiency and does not create any biodiversity, environmental or flooding impacts. The development therefore accords with the National Planning Policy Framework and policies of the Oxford Core Strategy 2026, Oxford Local Plan 2001-2016 and the Sites and Housing Plan 2011-2026.
106. It is recommended that outline planning permission be given subject to conditions and a S106 legal agreement to secure affordable housing and other planning requirements set out in this report.

Human Rights Act 1998

Officers have considered the Human Rights Act 1998 in reaching a recommendation to grant planning permission, subject to conditions and various requirements being secured through a S106 legal agreement. Officers have considered the potential interference with the rights of the owners/occupiers of surrounding properties under Article 8 and/or Article 1 of the First Protocol of the Act and consider that it is proportionate.

Officers have also considered the interference with the human rights of the applicant under Article 8 and/or Article 1 of the First Protocol caused by imposing conditions. Officers consider that the conditions are necessary to protect the rights and freedoms of others and to control the use of property in accordance with the general interest. The interference is therefore justifiable and proportionate.

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 safety.

Contact Officer: Trevor Saunders

Extension: n/a

Date: 18th November 2015