

East Area Planning Committee

12th October 2016

Application Number: 16/01578/RES

Decision Due by: 26th September 2016

Proposal: Erection of a detached office building for business use (Class B1), with associated access, landscaping and services infrastructure. Approval of reserved matters approved under planning permission 12/01424/EXT for access, appearance, landscaping, layout and scale.

Site Address: Plot 3130 John Smith Drive, Oxford Business Park (**site plan: appendix 1**)

Ward: Cowley Ward

Agent: N/A

Applicant: Mr Robin Moxon

Recommendation:

The East Area Planning Committee is recommended to grant planning permission for the following reasons:

Reasons for Approval

- 1 The proposed development has already been granted outline planning permission for business use (Class B1) under 91/01303/NO and 12/01424/EXT and the site already has an extant reserved matters permission for a three-storey (B1) office building, nevertheless it would make an appropriate and efficient use of an undeveloped site within the Oxford Business Park. In accordance with the reserved matters, the siting, layout, external appearance and landscaping of the proposed development would create an appropriate visual relationship with the surrounding area without having a significant impact upon adjoining properties. The proposed access and parking arrangements would accord with the relevant policies of the development plan and any impact upon the local highway could be mitigated by conditions seeking a parking strategy and travel plan for the site. The development would also not introduce any adverse impacts in terms of ecology, drainage, and energy efficiency. The proposal would therefore accord with the aims of the outline application and the relevant policies of the development plan.

- 2 In considering the application, officers have had specific regard to the comments of third parties and statutory bodies in relation to the application, however officers consider that these comments have not raised any material considerations that would warrant refusal of the applications, and any harm identified could be successfully mitigated by appropriately worded conditions
- 3 The Council considers that the proposal accords with the policies of the development plan as summarised below. It has taken into consideration all other material matters, including matters raised in response to consultation and publicity. Any material harm that the development would otherwise give rise to can be offset by the conditions imposed.

Conditions

- 1 Development begun within time limit
- 2 Develop in accordance with approved plans
- 3 Material Samples
- 4 Landscape plan required
- 5 Landscape carry out by completion
- 6 Landscape survey before site works
- 7 Tree Protection Plan (TPP) 1
- 8 Arboricultural Method Statement (AMS) 1
- 9 Construction Traffic Management Plan
- 10 Parking Strategy
- 11 Full Travel Plan
- 12 Restriction on use of car parking area
- 13 Parking and Access Layout Plan
- 14 Drainage Strategy
- 15 Recommendations of Ecological Assessment
- 16 Bat and Bird Boxes
- 17 Energy Strategy Recommendations
- 18 Details of Photovoltaic Array
- 19 Contaminated Land Risk Assessment
- 20 Unexpected Contamination Watching Brief
- 21 Details of cycle storage

Principal Planning 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

CP19 - Nuisance

CP20 - Lighting

CP21 - Noise

CP22 - Contaminated Land

TR1 - Transport Assessment
TR2 - Travel Plans
TR3 - Car Parking Standards
TR4 - Pedestrian & Cycle Facilities
TR14 - Servicing Arrangements
NE14 - Water and Sewerage Infrastructure
TA4 – Tourist Accommodation

Core Strategy

CS2_ - Previously developed and greenfield land
CS9_ - Energy and natural resources
CS11_ - Flooding
CS12_ - Biodiversity
CS13_ - Supporting access to new development
CS18_ - Urban design, town character, historic environment
CS27_ - Sustainable economy
CS28_ - Employment sites

Sites and Housing Plan - Submission

SP42_ - Oxford Business Park

Other Planning Documents

National Planning Policy Framework
Planning Practice Guidance

Planning History

91/01303/NO - Demolition of all buildings. Construction of buildings for B1 business use (125,023 square metres) & a hotel (10,451 square metres) incl. new roads, car parking, infrastructure & landscaping (Amended Plans) (Oxford Business Park, Garsington Road): Approved

99/01351/VF - Variation of condition 1 on permission NO/1303/91 to allow submission of reserved matters application until 26.11.2004: Approved

04/00215/VAR - Variation of condition 1 on permission 99/01351/VF to allow submission of reserved matters application until 30.11.2012: Approved

04/00360/RES - Extension of estate road. Erection of four 3 storey buildings (13,338 sq m) for business use (Class B1). Provision of 444 parking spaces, 208 cycle stands (112 covered, 96 uncovered), landscaping, Two substations (Approval of reserved matters approved under planning permission 91/1303/NO for siting, design, external appearance, means of access and landscaping. (Amended plans): Approved

12/01424/EXT - Extension to the outline planning permission 91/01303/NO for Class B1 business use, hotel, associated roads, car parking, infrastructure and landscaping: Approved

Public Consultation

Statutory Consultees

Oxfordshire County Council: No objection subject to conditions

Environment Agency Thames Region: No comment to make on the application

Natural England: No comment to make on the application

Third Parties

12 St Amand Drive, Abingdon; 41 Overmead, Abingdon; 34 Priory Road, Littlemore; Leigh cottage, Lacey Green; 2x Jubilee House, Oxford Business Park; Oxfordshire Clinical Commissioning Group, Oxford Business Park

Individual Comments:

The main points raised were:

- A new entrance / exit to the business park south is required otherwise it will be impossible to leave work in the afternoon.
- There is too much traffic using the access road on the park
- At 5pm it can take an hour to get from Jubilee House to Garsington Road
- Another building on this road will create additional traffic making this worse
- The traffic flow on the park needs to be resolved as there are already unacceptable levels of congestion
- Traffic lights on each exist to the roundabout would help
- The park is not a good place to work if you need a car
- The retention of staff on the park is already difficult and because of the nature of the work many people travel in cars from far afield
- There is not enough parking on the park for the existing businesses - employees and visitors are forced to park on the road and be fined as there are no other provisions for parking.
- Emergency Vehicle access is also restricted due to these access problems

Officers Assessment:

Background to the Proposal

1. The application site comprises an area of undeveloped land approximately 0.69ha within the south-eastern corner of Oxford Business Park. The park is bordered by the vacant parts of plot 3100 to the north-east; the slip road of the Eastern Bypass (A4142) to the south-east; residential properties of Kersington Crescent and Amory Close to the south-west; and 3140 Rowan Place to the north-west (**appendix 1**)
2. The site has vehicular access from western spur of the roundabout on John Smith Drive, and there is a combined footpath and cycleway on this road, and also running along the south-eastern boundary.
3. In November 1992 outline planning permission was granted for the development

of the Oxford Business Park and the construction of buildings for B1 Business Use (125,023m² floorspace); a hotel (10,451 m² floorspace); new roads; car parking; infrastructure and landscaping under reference 91/01303/NO. At the time outline permission was granted a number of matters were reserved for approval such as scale, layout, access, appearance and landscaping. The timeframe for these matters to be agreed has been extended to the 13th December 2022 under application 12/01424/EXT.

4. The site has already been partially developed with Rowan Place (Building 3140) completed in 2005, and the remainder of the plot, including the application site, having an extant reserved matters permission (04/00360/RES) for the development of three detached office buildings, associated car parking, and landscaping. This could be implemented at any time without the requirement for any further permission, and is a material consideration in the determination of this application.
5. The application is seeking approval of all the matters (scale, layout, access, appearance and landscaping) reserved under the original outline planning permission and extended under 12/01242/EXT for the erection of a detached office building for business use (Class B1) with associated access, landscaping and services infrastructure.
6. The office building will provide accommodation for A.C.Neilsen who are currently located in offices on the edge of the city in Risinghurst.
7. Officers consider the principal determining issues to be:
 - principle of development;
 - site layout and built forms;
 - transport;
 - landscaping
 - flood risk and drainage;
 - biodiversity;
 - sustainability
 - contaminated land

Principle of Development

8. The National Planning Policy Framework (NPPF) and Oxford Core Strategy Policy CS2 encourages development proposals to make an efficient and appropriate use of previously developed land in a manner that suits the sites capacity.
9. The NPPF also seeks to promote sustainable development and identifies three roles for the planning system to achieve this; economic, social, and environmental. The economic role is defined as 'contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation'.
10. The Oxford Core Strategy sets out Oxford's employment strategy to promote a

policy of 'managed economic growth'. This seeks to secure the long-term future of its key sectors, whilst taking account of land supply constraints, and the need to improve the balance between jobs and housing supply. Policy CS27 therefore promotes the support of Oxford's key employment sectors and clusters, whilst maintaining the necessary infrastructure in order to establish a sustainable economy. It requires proposals to show how they maintain, strengthen, modernise or diversify Oxford's economy. The existing supply of employment sites is safeguarded through the application of Policy CS28, which aims to resist the loss of key protected employment sites, such as the Oxford Business Park.

11. The undeveloped plots within Oxford Business Park are also specifically allocated for development within Sites and Housing Plan Policy SP42 which states that permission will only be granted for B1 and B2 employment uses.
12. Notwithstanding the clear policy support for the provision of a B1 employment use on the site within the above-mentioned policies, the principle of developing the Oxford Business Park for B1 business use (125,023m²) has already been established through original outline planning permission 93/01303/NO and the remaining undeveloped plots under 12/01242/EXT. To date the Oxford Business Park has developed approximately 98,875m² of B1 development within the park, leaving approximately 26,148m² on 6.35ha of land still available for development. There is also an extant reserved matters approval for approximately 10,487m² on the remaining parts of this plot (3100).
13. The proposed office building would provide approximately 5,050m² of floorspace on 0.69ha which would leave 21,098m² on 5.66ha of land. This would fall within the unfulfilled commitment of the outline planning permission (93/01303/NO & 12/01242/EXT)
14. Therefore this reserved matters application would fall within the scope of the outline planning permission and there would be no reason to object to the general principle of providing the office floorspace.

Site Layout and Built Forms

15. Policy CS18 of the Oxford Core Strategy 2026 requires development to demonstrate high-quality urban design responding appropriately to the site and surroundings; creating a strong sense of place; contributing to an attractive public realm; and providing high quality architecture.
16. The Oxford Local Plan 2001-2016 requires development to enhance the quality of the environment, with Policy CP1 central to this purpose. Policy CP6 emphasises the need to make an efficient use of land, in a manner where the built form and site layout suits the sites capacity and surrounding area. This is supported through Policy CP8, which states that the siting, massing, and design of new development should create an appropriate visual relationship with the built form of the surrounding area.
17. The proposal would provide a detached three-storey building measuring approximately 52.5m (l) x 48.5m (w) x 17m (h) and have compact footprint which

has been designed to reflect the previously approved scheme for the site.

18. Layout: The building is centrally located within the plot in a similar position to the building that has already been approved for the site. The central location allows a good separation distance to the adjoining plot (Unit 3140) and also for the development of the other plots to the north-east. The central location allows for an entrance from the roundabout with suitable separation of the visitor and staff parking and also to provide soft planting around the site.
19. Size and Scale: The proposed building would be consistent with other similar sized office buildings within the business park, which are predominately three-storey albeit with varying footprints.
20. Appearance: The building would have a contemporary form and appearance. It would be clad in brickwork, with 'punched hole' windows. The windows are arranged in a non-symmetrical arrangement in order to provide some visual interest to the building. The other materials would be rainscreen cladding and glazed elements recessed from the face of the brick work in order to provide some detailing to the elevations.
21. Officers consider that the overall size, scale, design and siting of the proposed development would suit the sites capacity and the character and appearance of the Business Park in accordance with the above-mentioned policies.

Impact on Adjoining Properties

22. Policy CP10 of the Local Plan requires development proposals to be sited in a manner which meets functional need, but also in a manner that safeguards the amenities of other properties.
23. The proposed office building would be unlikely to create any adverse impact upon the other adjoining units within the park such as Unit 3140 Rowan Place.
24. Although there are residential properties to the north-west east of the application site they are sited a considerable distance from the site and are separated by a significant tree belt. The properties are three storey flats and are also angled away from the site. Therefore having regards to the separation distance the proposal would not give rise to any significant neighbour issues.

Landscaping

25. A Tree Survey has been submitted with the application. It sets out that the proposal requires the removal of trees and other vegetation from the southern corner of the site. These trees are low quality trees, and new tree and hedge planting along the boundary of the site with the cycle track on the eastern by-pass will adequately mitigate their loss.
26. The tree survey identifies a group of poplar and cypress trees along the boundary with the adjacent residential properties as being retained. The development will require construction activities within the Root Protection Areas of these trees and

appropriate care will need to be taken to ensure that the trees are adequately protected during the construction phase of development. This could be secured by appropriately worded conditions.

27. Overall officers consider that the landscaping proposals are broadly appropriate, but some minor amendments to the proposed species within the landscaping plan would ensure a more robust planting scheme and also make it complementary to existing landscape in the area. These would include including replacing the alder, with a silver birch and/or field maple. This is because locally, Alder is vulnerable to infection with disease and silver birch and field maple are native species that are already growing along the cycle track and have been used in the landscaping of the recent development north east of this site. In addition it is recommended that some (say 3 out of the 9) of the wild cherry trees along the north eastern boundary with the footpath are replaced with oak trees; oak is included in the landscaping of the boundary of the recent development of the other side of the footpath and this will provide an informal avenue of large growing long lived trees along the footpath adding to a sense of place. This could be secured by the submission of a revised landscape plan.
28. Subject to these amendments and conditions, officers consider that the proposed landscaping would make a positive contribution to the visual amenity of the site and the wider area, in accordance with Policy CP11 of the Oxford Local Plan 2001-2016.

Transport

29. A Transport Statement and Framework Travel Plan have been submitted with the application which considers the highway impacts of the development. The proposed building will be accessed from a new spur on the roundabout at the end of John Smith Drive. There will be a new cycle way and footpath on the perimeter of the site, and 143 parking spaces (including 7 disabled spaces) and 56 covered and 6 uncovered parking spaces.
30. Traffic Impact: During the consultation process concerns have been raised regarding traffic generation from this proposal and how it impacts upon the existing road network within the park. In considering these points it is important to consider a number of factors. Firstly, the Business Park has outline planning permission for a set quantum of employment uses including the parts of the site that are undeveloped. In granting permission for the recent extension to the outline application, the assumed highway impacts from the undeveloped quantum of development were considered and works to mitigate this impact have already been implemented. Secondly, the application site benefits from an extant permission for an employment use on the site and in granting reserved matters approval for that application the highway impacts would also have been considered.
31. Notwithstanding this, additional vehicles generated by this proposal, will in reality, put further pressure on the surrounding highway network which officers are aware is heavily congested, and sensitive to any increase in vehicle trips, particularly at peak times of the day. With this in mind the Local Highways Authority have made

clear in their consultation response that they would not agree with Paragraph 2.1.3 in the Transport Statement which states that the development 'will not have a detrimental impact on the local highway'. As the measures to mitigate the potential impact on the highway network from the development of the undeveloped plots were agreed at outline stage, it would not be appropriate to object to the application on this basis however, it is important that all opportunities to maximise transport sustainability for the site are taken and that they are appropriately ambitious given existing and future opportunities and constraints of the site.

32. Car Parking: The proposal would seek to provide 143 parking spaces. This would accord with the maximum car parking standards (1 space per 35m²) for B1 Use set out within the Oxford Local Plan and would fall below the historical parking provision of 1 space per 30m².
33. The Local Highways Authority has recommended that a lower level of parking could be provided for the scheme. They consider that although the site is not as accessible as other locations in the city, there are a number of bus services which are in reasonable walking distance, including high frequency services on Barns Road / Between Towns Road, and means the Business Park is already connected to the city centre, Cowley and Headington; areas where a significant proportion of staff are likely to travel from. Redbridge Park & Ride is also within a reasonable cycle distance and is connected by a good standard of cycle route provision along most of the connecting route providing for a lower level of car parking is therefore realistic and would go some way to reducing the traffic impact of the development. If it is not possible to reduce the parking provision then a commitment to reducing the availability of on-site car parking over time should be included as a measure within the Travel Plan and parking strategy. This could be linked to improvements in the sustainable travel behaviour of staff and future improvements to further improve the accessibility of the wider area..
34. Officers understand this viewpoint however the fact that the parking standards do not exceed the maximum standards would make it difficult to object to the proposed level of parking. Both the Transport Statement and Framework Travel Plan include a "Proposed Parking Strategy". This sets out how car parking will be allocated across the site, although no details are given at this stage on the number of car sharing and visitor spaces. The parking strategy confirms that "the management of car usage will be a key element of the Travel Plan considering both on and possible off site provision" but very little detail is provided on how this will be achieved except to say that "this management will also include other measures such as a car sharing scheme, with the objective of reducing the development's car driver mode share". Given the issues already described within the local highway a robust parking strategy will be important in reducing this development's traffic impact and this will need to be implemented from the outset, not in the "medium term" as suggested by the Framework Travel Plan.
35. The Local Highways Authority has indicated that travel habits can be positively affected when people are changing their job or moving location, but if travel habits are allowed to become more established overtime then they become harder to influence. It is not clear what the Travel Plan means by 'possible off-site car parking provision' however this should not be seen as a solution towards meeting the

targets for reducing car travel as set out in the travel plan. There is considerable evidence to show that even a very modest 5% change in car driver mode share requires significant effort and there is concern that the current range of measures contained within the interim Travel Plan are unlikely to have much effect. It is well known that managing the demand and access to car parking is the most effective tool in changing travel behaviour and given the occupier is already known there appears no reason why a more detailed parking strategy cannot be scoped and agreed, and that this should contain a commitment to more effectively managing car parking (beyond just providing some car share spaces). It is therefore strongly recommended that the parking strategy is made more robust. In particular, consideration should be given to allocating parking based on how easily staff are able to access the site including an exclusion zone whereby those living nearby, say 4km of the site, or live on a bus route, are ineligible for a parking space. Other measures such as implementing charges for renting parking spaces should be considered which could be used to fund or subsidise sustainable transport measures identified in the Travel Plan. No detail on the amount or location of car share spaces is provided. Consideration should be given to saving a number of conveniently located car park spaces for employees who car share. The car parking strategy will also need to show how the car park and car parking in general will be effectively managed to ensure that overspill parking in surrounding areas is avoided.

36. Therefore officers would raise no objection to the level of parking shown within the scheme subject to a condition which requires a more detailed parking strategy for the scheme that clearly sets out how car parking will be managed on and off-site in order to mitigate the impact of the development.
37. Cycle Parking: The proposal will provide 56 covered and 6 uncovered cycle parking spaces. The 6 uncovered cycle parking spaces will be available for visitors and positioned near the main entrance, albeit not directly outside the building, unlike some of the proposed car parking spaces. Visitor cycle parking should be positioned right outside the main building entrance so they are much more prominent and convenient.
38. Officers would support the Local Highways Authority's comments that the position of visitor cycle parking spaces should be reviewed, and that covered storage is provided. In addition, as part of on-going monitoring linked to the Travel Plan demand should be regularly reviewed and a commitment to provide additional spaces, if necessary, included within the Travel Plan.
39. In terms of covered cycle parking for staff, the level proposed meets the minimum standard set out in the City's parking standards. Without any specific details on the likely number of employees that could be working on site at any one time it is not known if this is going to be sufficient assuming a 10% cycle mode share and whether it allows for any increase in cycling as a result of implementing travel plan measures and future cycle improvements discussed above. In addition, the location of the covered cycle parking spaces is not in the most convenient location and is further away from the building and rear staff entrance compared to some car parking. Again, the position of the covered cycle parking spaces needs to be reconsidered. Again, the Travel Plan should commit to increasing spaces over time as necessary. The details of the cycle provision incorporating these suggestions should be secured by condition.

40. Travel Plan: A Framework Travel Plan has been submitted with the application. As already set out above, because this proposal is located within an area that already experiences traffic congestion, the Local Highways Authority has stated that the Framework Travel Plan, does not go far enough or take advantage of the opportunities that exist to influence travel to and from the site, particularly in the early stages of occupation.
41. Officers would support this view, and are aware that as part of the extension to the outline planning application for the undeveloped plots (12/01424/EXT) a site wide Framework Travel Plan has been approved. The management company for the park has implemented this site wide travel plan which has a number of key objectives such as – increasing the awareness of employees of all available travel options; enhancing public transport accessibility to the park; minimising single occupancy private car use arising from future development; maximising the use of non-car modes to / from the proposed development plots; improving travel safety for cyclists. It is disappointing that the Framework Travel Plan for this site does not make any reference to these initiatives and the site wide travel plan.
42. It is clear that any travel plan for this site needs to be developed to reflect the current transport situation on the park, and provides opportunities to influence travel and deliver the key objectives of the site wide travel plan. A condition should therefore be imposed which seeks the approval of a full travel plan before the development is first occupied and which will remain in place until the first baseline survey takes place. Once this survey has been completed the Travel Plan will then need to be reviewed and updated accordingly. The Local Highways Authority has recommended that the following points are also taken into consideration as part of the travel plan, and these should be added as an informative to the condition.
- The travel plan should not develop its own car sharing scheme, but instead promote the use of the Oxford liftshare scheme in accordance with the site wide travel plan
 - The Framework Travel Plan seeks to reduce occupancy trips by 1% a year. This would be a minimum and should be more challenging (i.e. closer to 10%)
 - The targets specified in the Full Travel Plan should not seek only a reduction in the number of single occupancy vehicle trips but also a subsequent increase in other modes.
 - Most of the work to ensure that travel to and from this new site does not have a detrimental effect on the wider road network can be done before occupation. After occupation travel patterns will be set and more difficult to change. So a focus at key stages before occupation such as the recruitment stage will be very important
 - The Framework Travel Plan includes little information on the number of employees that will be based at the site and their likely location in the surrounding area. Given the occupier is already known we query why this information cannot be used at this stage.
 - The section that includes travel plan measures contains the following “Investigate the possibility of providing a Centrica shuttle bus service within the local vicinity”. It is not clear whether this is relevant and highlights the need for a travel plan that is more site specific, taking into account both the opportunities and constraints of the site and surrounding area, and not just the standard ‘off the shelf’ measures.
43. Overall officers recognise that the highway impacts of redeveloping the undeveloped parts of the park were considered at outline stage and therefore it would be difficult

to object to the application on highway grounds. However, it is considered that the overall parking strategy and Travel Plan measures should be more site specific to reflect the existing situation within the park and therefore subject to appropriately worded conditions to deliver a more robust parking strategy and travel plan for the site, officers consider that the development would accord with the overall aims of Oxford Local Plan Policy CP1.

Flood Risk / Drainage

44. The Flood Risk Assessment submitted with the application states that the site is not within the functional floodplain or at risk from fluvial flooding. It states that the scheme will develop a drainage scheme that controls the overall flow of water to existing greenfield rates through flow attenuation and sustainable urban drainage techniques (permeable paving and attenuation ponds)
45. The County Council Drainage Authority have raised no objection to the proposal subject to a condition requiring a detailed surface water drainage scheme for the site based on sustainable drainage principles and an assessment of the hydrological and hydro-geological context of the development
46. Officers consider that subject to this condition the proposal would accord with the aims of Oxford Core Strategy Policy CS11.

Land Contamination

47. A phase 1 desk top study and phase 2 ground investigation in accordance with the Environment Agency Guidance Model Procedures for the Management of Land Contamination (CLR11) has been submitted with the application.
48. The investigation identified several potential sources of contamination, including former above ground storage tanks and an electrical substation, related to the former use as part of the Rover Motor Works. Five soil samples were taken across the site which was tested for heavy metals, total petroleum hydrocarbons, polycyclic aromatic hydrocarbons and asbestos. One groundwater sample was analysed for heavy metals, hardness, dissolved organic carbon and polycyclic aromatic hydrocarbons. Ground gas was monitored in three locations. Made ground was also found across the site, underlain by the Beckley Sand Member. No exceedances in any of the contaminants of concern were identified in the soils or groundwater for a commercial end use. Asbestos was identified in soils across the site. The ground gas was assessed as characteristic situation 2, meaning that basic gas protection measures would be required.
49. The report recommends that further assessment is undertaken with respect to the risk from asbestos in soils to construction workers. The assessment in this report deemed the risk to future site users as low based on the absence of a pathway, as the report was written under the knowledge that there was no proposed soft landscaping. However, the proposal clearly involves soft landscaping, and therefore the risk of asbestos to future site users cannot be discounted based on absence of pathway. As further asbestos assessment include the risks to future site users as a receptor, and proposes mitigation measures, if necessary, based on the presence of soft landscaping is required. The report also recommends

that basic gas protection measures are installed, including a gas resistant membrane and sub-floor void.

50. In summary officers would agree with the overall assessment and recommendations in the reports, and would recommend that conditions are imposed on any grant of permission to secure the further assessments, gas protection details and verification report.

Sustainability:

51. A Natural Resource Impact Analysis (NRIA) and Energy Strategy has been submitted as required by Oxford Core Strategy Policy CS9.
52. The NRIA scores 7/11 and focuses on the energy efficiency measures that would be provided rather than the renewable energy. It scores a maximum for energy efficiency achieving a 25% reduction in energy efficiency. The Energy Statement states that the building has been designed to incorporate passive and active measures for energy reduction as well as low and zero carbon technologies to achieve compliance with Part L of the Building Regulations and BREAMM. In terms of renewable technologies the strategy has identified photovoltaics as the most suitable option. The size of the array to be used has not been identified at this stage, but a condition should be imposed which requires the recommendations of the NRIA and Energy Strategy to be carried out. Therefore officers would raise no objection to this aspect of the proposal.

Ecology

53. An Ecological Assessment has been submitted with the application. Having reviewed this document, officers consider that the habitats present within the study area are considered to have limited potential to support reptiles and only very small areas of suitable habitat have been identified. Therefore it is unlikely that reptiles are present on site in great numbers. However in order to avoid any potential impact a condition should be attached which requires these habitats to be removed under the supervision of an ecologist.
54. The proposal will involve the removal of some trees from the boundary of the site, which would offer suitable habitat for nesting birds. This removal should be carried out outside the bird nesting season and an informative should be added to any decision to this effect.
55. The proposed development offers opportunities to provide biodiversity enhancements in the form of bat and bird boxes which could be installed on trees within the site. Therefore a condition should be attached to secure this.

Conclusion

56. The proposal is considered to be in accordance with the relevant policies of the Oxford Core Strategy 2026 and the Oxford Local Plan 2001-2016 and therefore Members of the East Area Planning Committee are recommended to grant planning permission for the proposed development.

Human Rights Act 1998

Officers have considered the Human Rights Act 1998 in reaching a recommendation to grant planning permission, subject to conditions. 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: Andrew Murdoch

Extension: 2228

Date: 22nd September 2016