

Presentation for West Area Planning Committee Tuesday 11 October 2016

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Agenda item number, description and page numbers

- | | | |
|----|--|---------|
| 1. | East West Rail Phase 1 - Noise Scheme of Assessment (16/01634/CND) and Vibration Scheme of Assessment for route I-2 (16/01635/CND) | 3 - 10 |
| 4. | 16/01495/RES: Westgate Centre And Adjacent Land, OX1 1NX | 11 - 16 |
| 5. | 16/01267/FUL: Change of use from council depot to artisan distillery (revised proposal omitting café and visitor centre) and 16/01480/FUL: Erection of single storey barn to provide storage space.(Amended plans) - Oxford City Council Depot, South Park, Cheney Lane, Oxford. | 17 - 26 |
| 6. | 16/02097/FUL: 7 Chadlington Road | 27 - 36 |
| 7. | 16/00391/FUL: 24 Rosamund Road | 37 - 48 |

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Applications before the Committee

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- **Noise Scheme of Assessment (NSoA)**

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route section I-2: 16/01634/CND

- **Vibration Scheme of Assessment (VSoA)**

route section I-2: 16/01635/CND



Background to East West Rail Phase1 (EWRP1 - Bicester to Oxford)

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- Deemed planning permission subject to conditions was given by the Secretary of State for Transport for EWRP1 in October 2012.
- Condition 19 was imposed by the of State to *ensure that operational noise and vibration are adequately mitigated at residential and other noise sensitive premises.*
- Condition 19 requires submission of Noise and Vibration Schemes of Assessment (to be verified by an Independent Expert) which:
 - Predict operational noise and vibration,
 - Identify mitigation to be installed if prescribed levels exceeded;
 - Make proposals for monitoring the performance of the mitigation installed
- Noise and Vibration Mitigation Policy (agreed by Secretary of State)
 - lays down the reasonable planning scenario to be used in predicting noise and vibration for the Schemes of Assessment;
 - the prescribed noise and vibration thresholds and triggers for mitigation and/or insulation;
 - monitoring is to be conducted of installed mitigation

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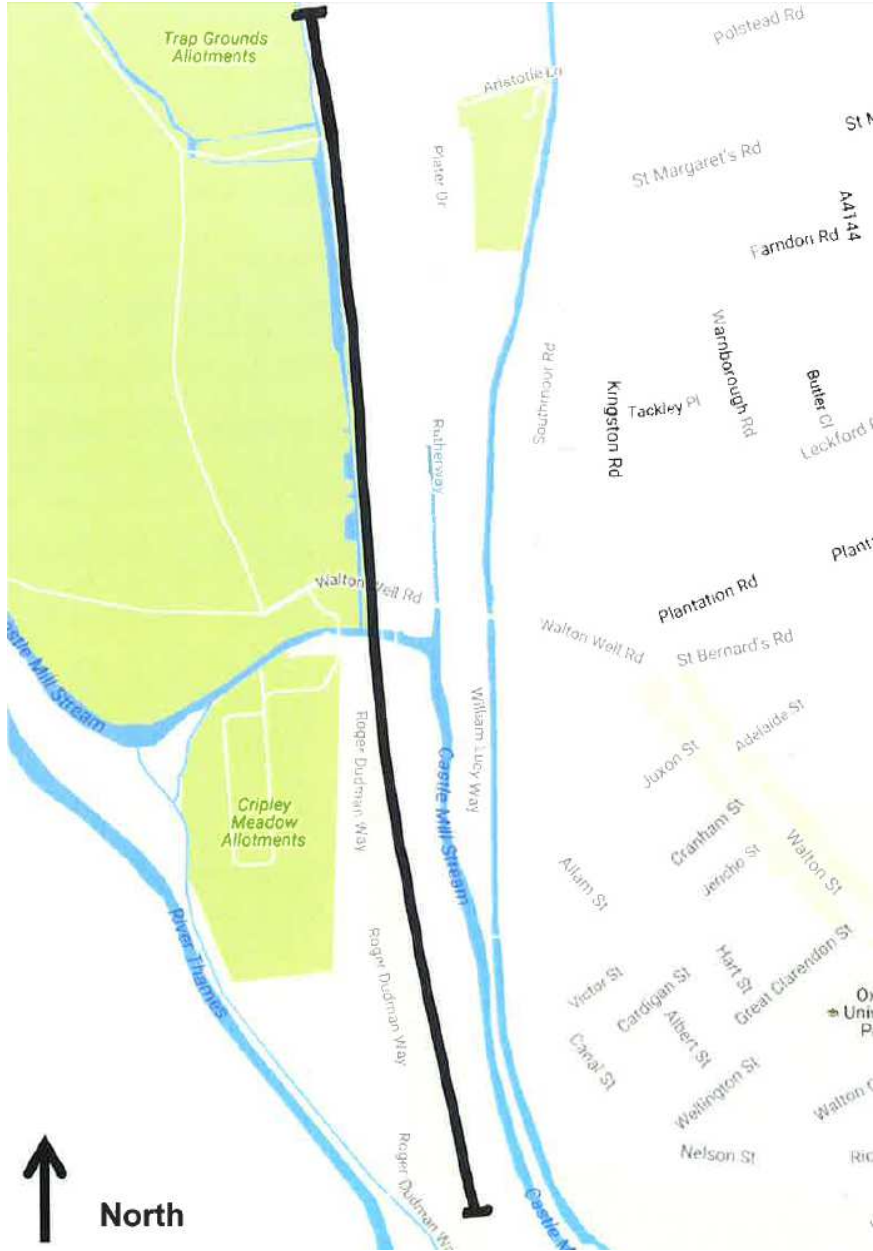


The Council's role in EWRP1

- Council's role is to discharge a large number of the conditions attached to the deemed permission – cannot revisit the Secretary of State's original decision
- A principal task is to discharge condition 19 - consider and determine the Noise and Vibration Schemes of Assessment
- Determining issue is whether the scheme will meet the noise and vibration mitigation and monitoring requirements set out in condition 19 and the Noise and Vibration Mitigation Policy.
- The scheme was the subject of an Environmental Impact Assessment which preceded the Secretary of State's decision



Route section I-2



Route section I-2 - background

- NR is carrying out track renewals in route section I-2 and is relying on permitted development rights to do so. NR asserts therefore that condition 19 does not apply
- When approving the splitting of route section I into I-1 and I-2 the Committee imposed a condition similar to condition 19 on route section I-2
- NR has submitted Noise and Vibration Schemes of Assessment for route section I-2 : the Committee must determine whether or not to approve these and discharge the condition

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Route section I-2 – NR's case

Noise in I-2

- the NVMP thresholds are already exceeded at some Noise Sensitive Receptor locations due to the operation of trains on the mainline adjacent to the new line.
- At some Noise Sensitive Receptor locations the impact of EWRP1 is greater than 3dB but less than 5dB but NR is not proposing mitigation for this because rail damping is not type approved.
- Because the impact is less than 5dB there is no requirement for the installation of noise mitigation in the form of noise barriers

Vibration in I-2

- no properties will be exposed to vibration exceeding the VDV levels set out in the NVMP therefore no vibration mitigation measures are required.



Recommendation

- Officers are recommending approval subject to a condition being added requiring the submission of proposals for at source noise mitigation in the form of rail damping

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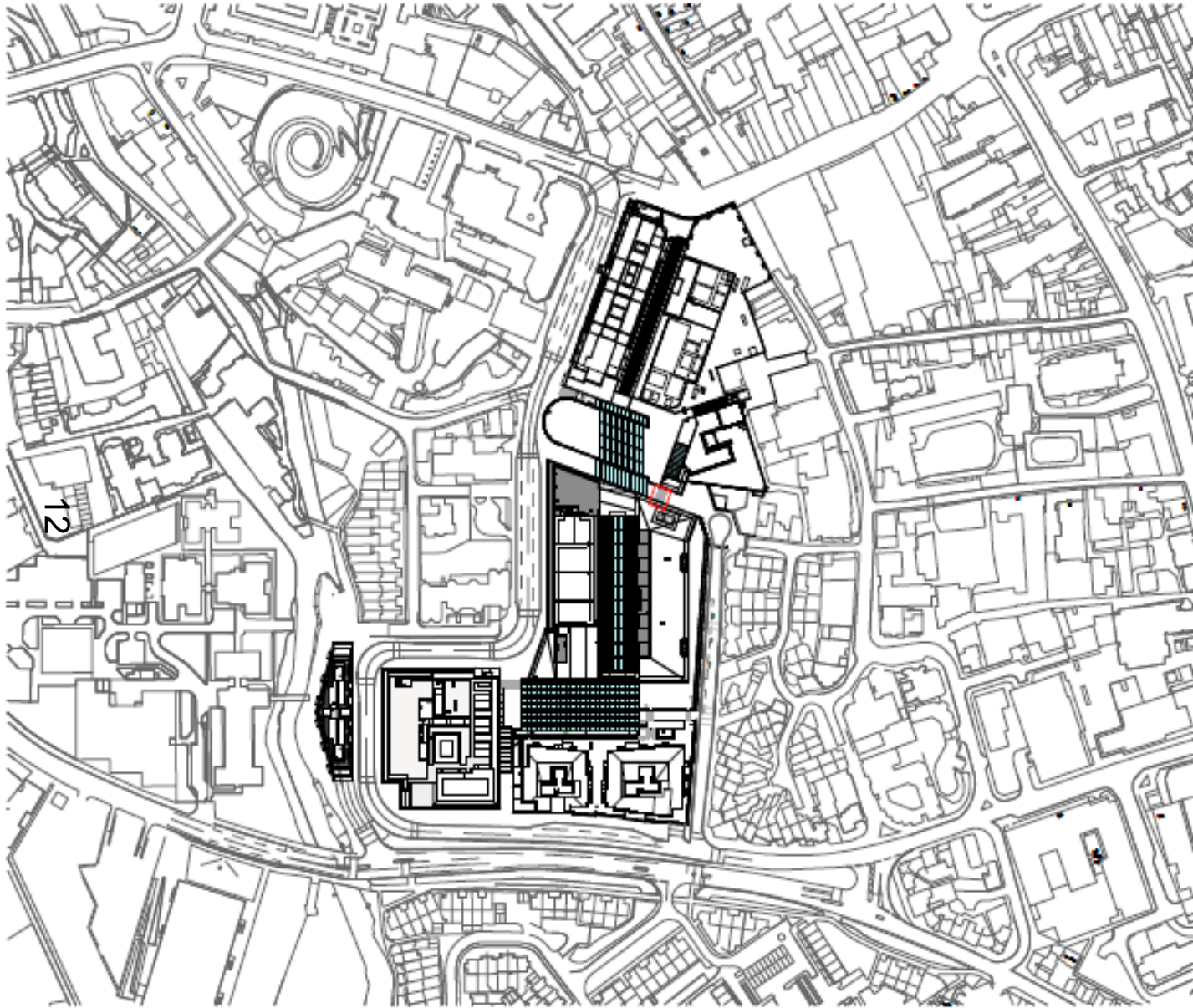


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Site Location Plan



Bridge 13 Canopy Site Location Plan

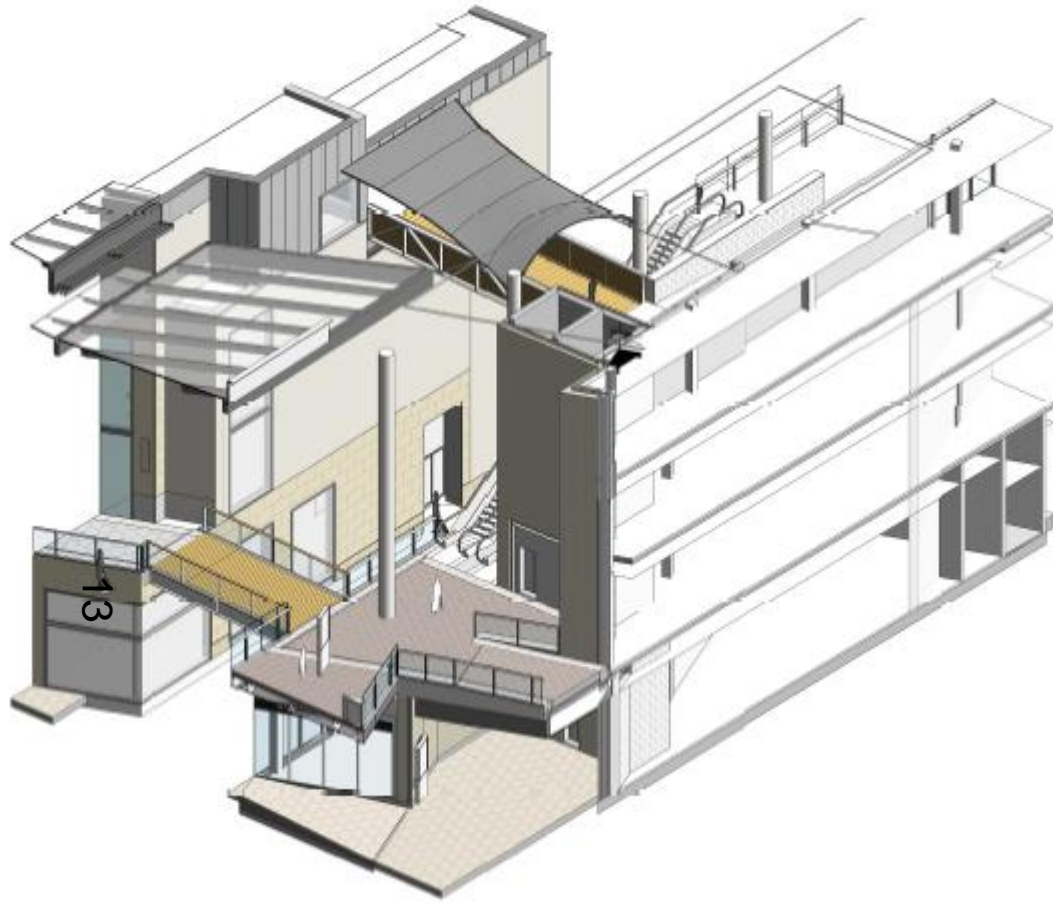
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Illustrative Axonometric



Illustrative view from UG looking East



Images of Canopy

Westgate
Alliance

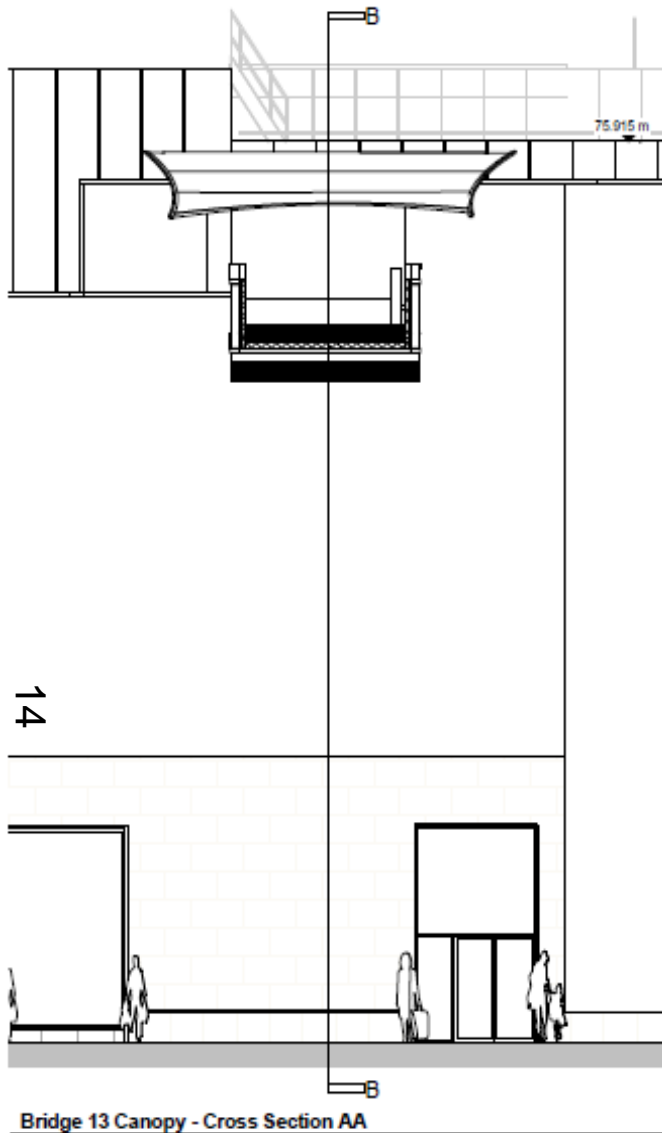
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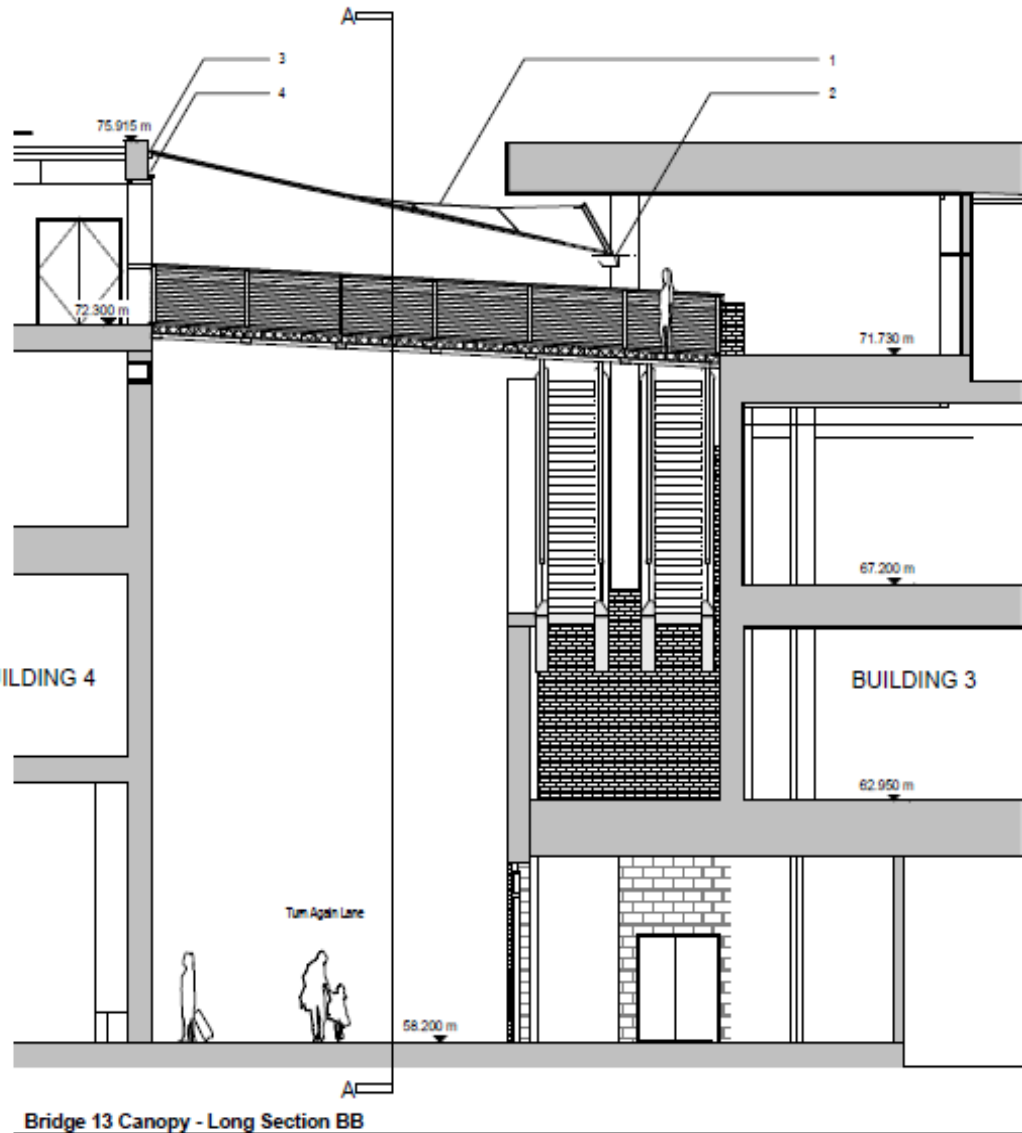
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WESTGATE, OXFORD	
RESERVED MATTERS APRIL 2016	
P2005554	
Bridge 13 Canopy - Axonometric & Perspective View	01.04.16
BDP_A_(20)_RM_(02)_BT_201	-



Bridge 13 Canopy - Cross Section AA

1:50



Bridge 13 Canopy - Long Section BB

1:50



Website Key:

Proposed Elevations

Westgate Alliance

LandSecurities

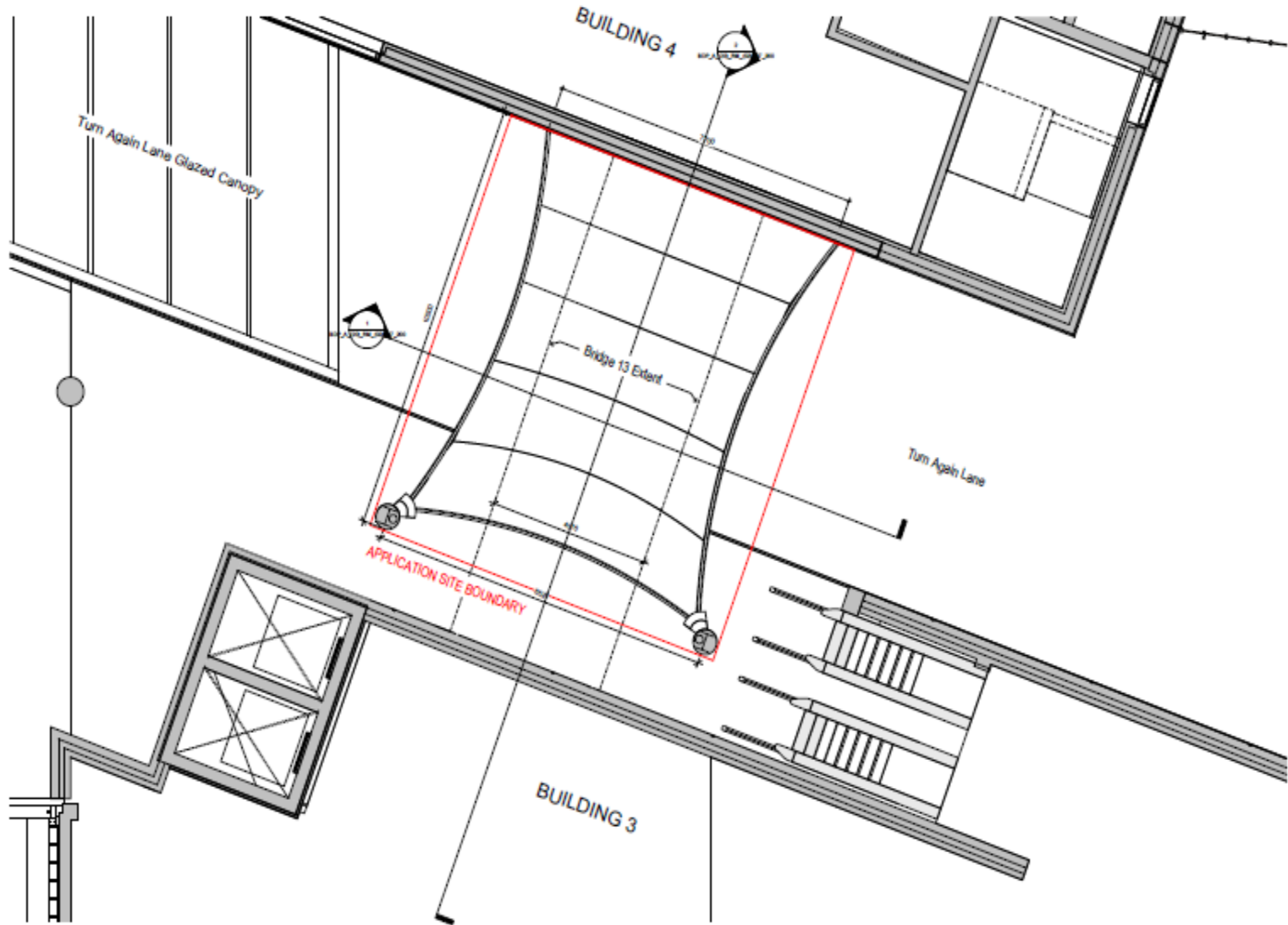
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Bridge 13 Canopy - Cross Section AA & Long Section BB	1:50	01.04.16
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Bridge 13 - Reflected Roof Plan

1:50



Proposed Roof Plan

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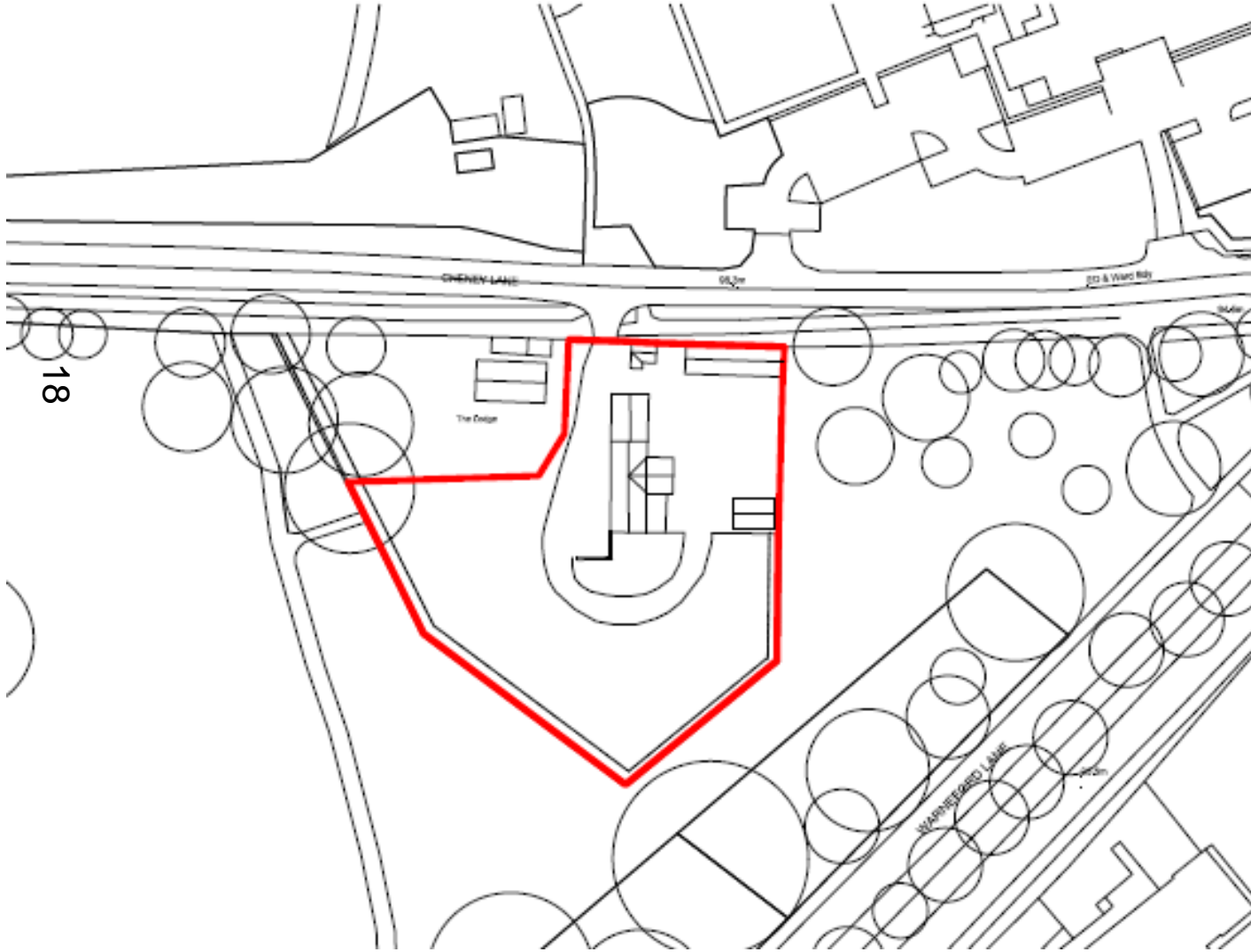
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Bridge 13 Canopy - Reflected Roof Plan	1:50	01.04.16
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Site Location Plan



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The depot viewed from South Park



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The Threshing Barn



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Curtilage Buildings



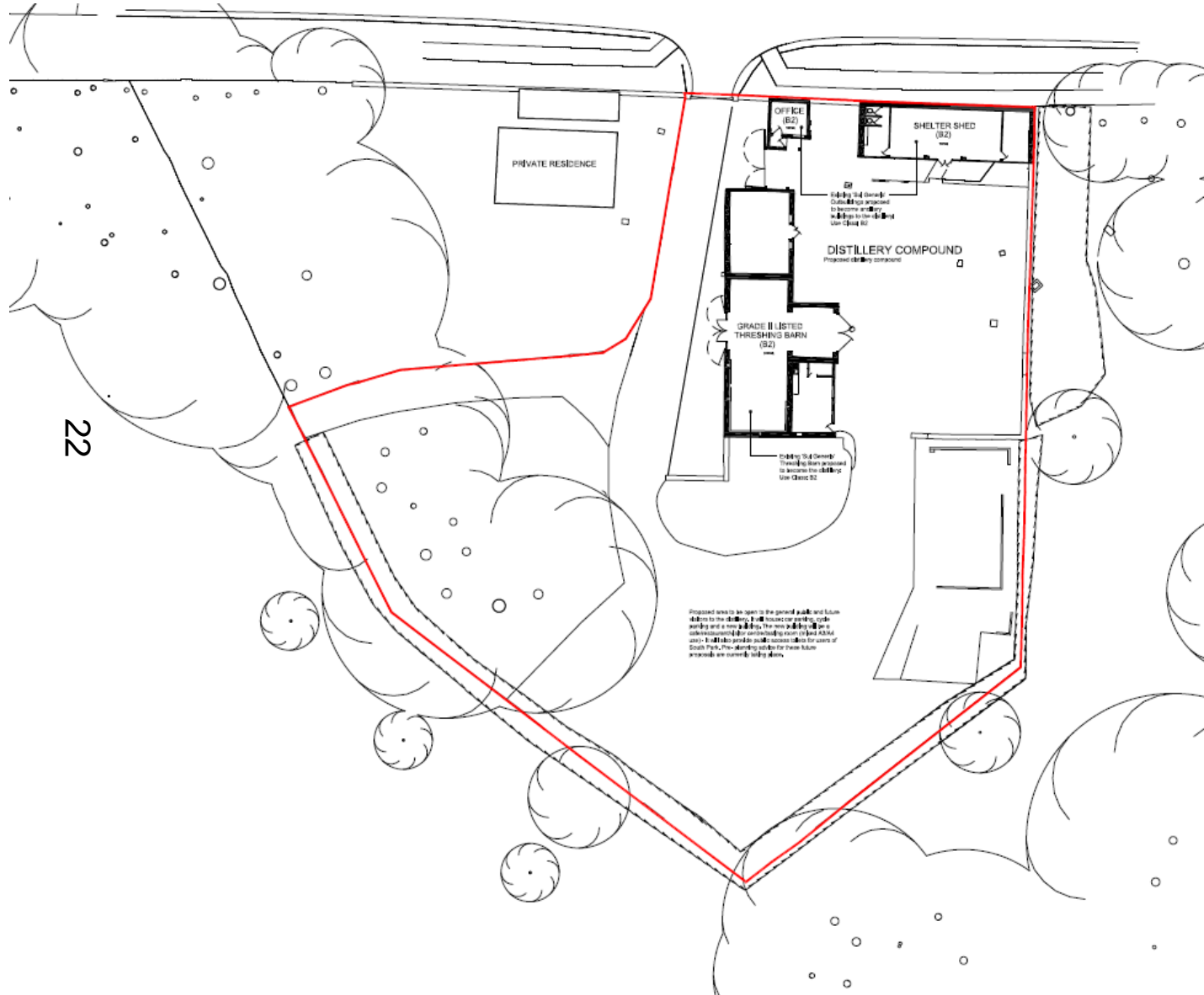
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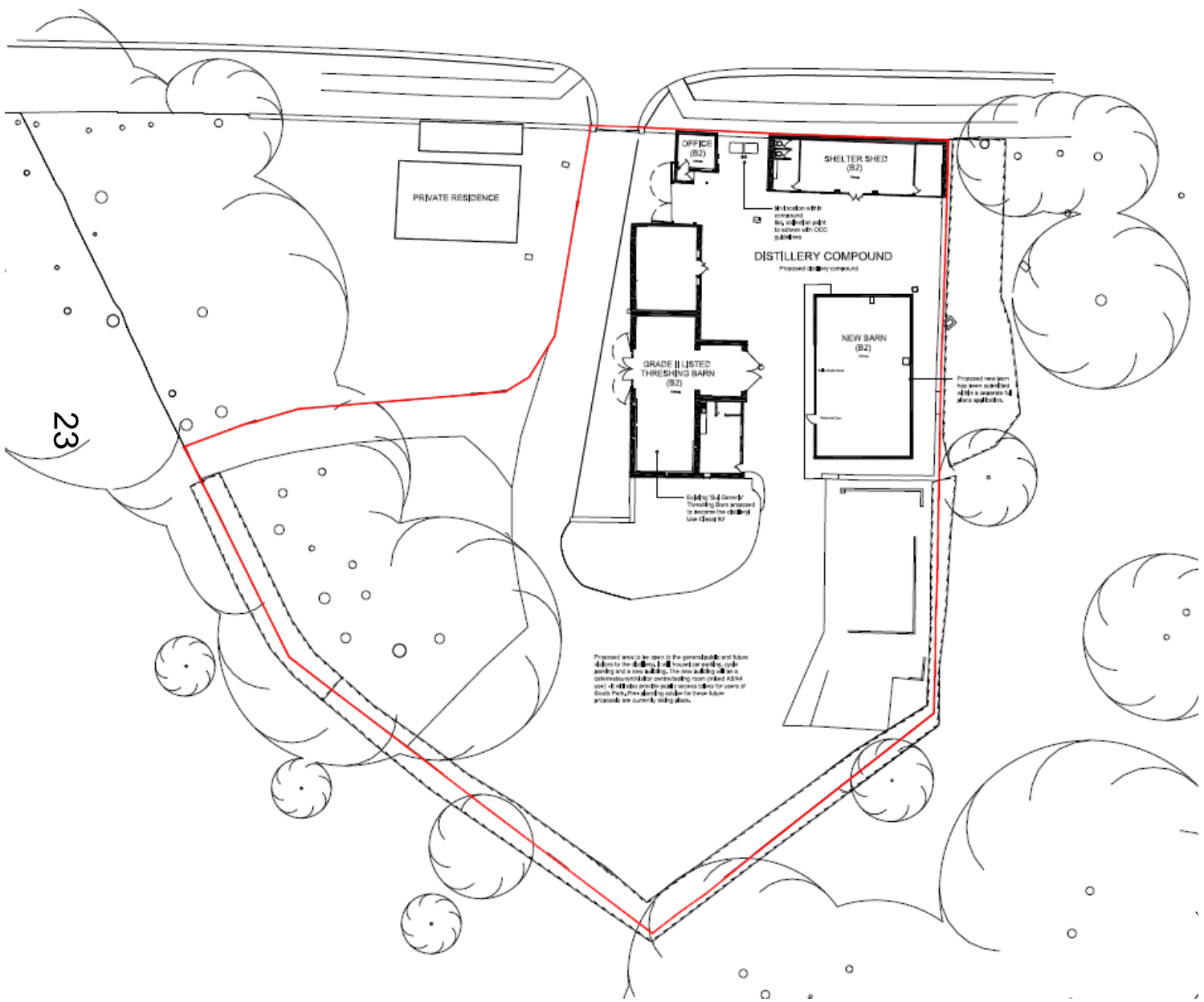
Existing Site Plan



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Proposed Site Plan



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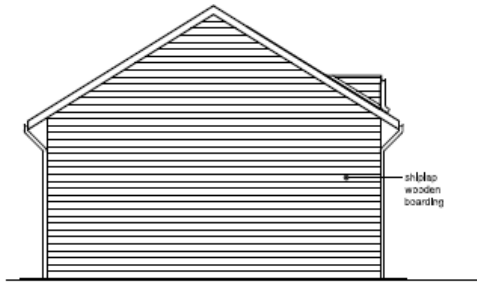


Proposed Barn Elevations (Application 16/01480/FUL)

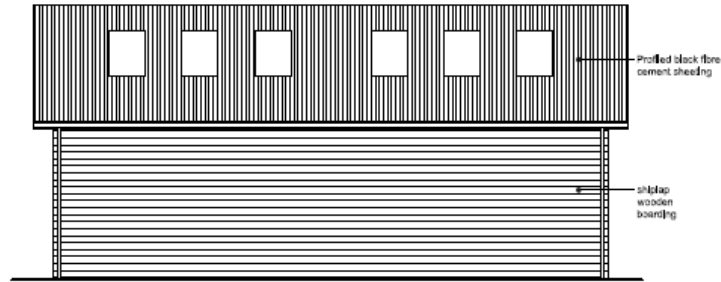
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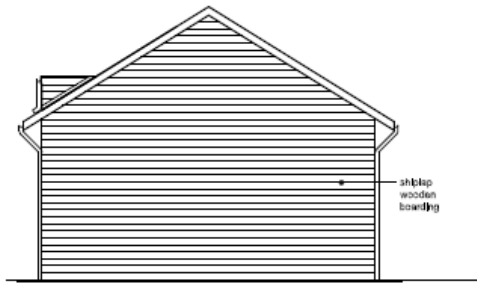


North Elevation

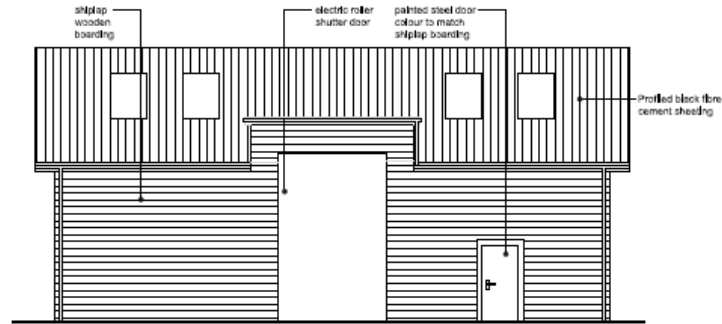


East Elevation

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South Elevation



West Elevation

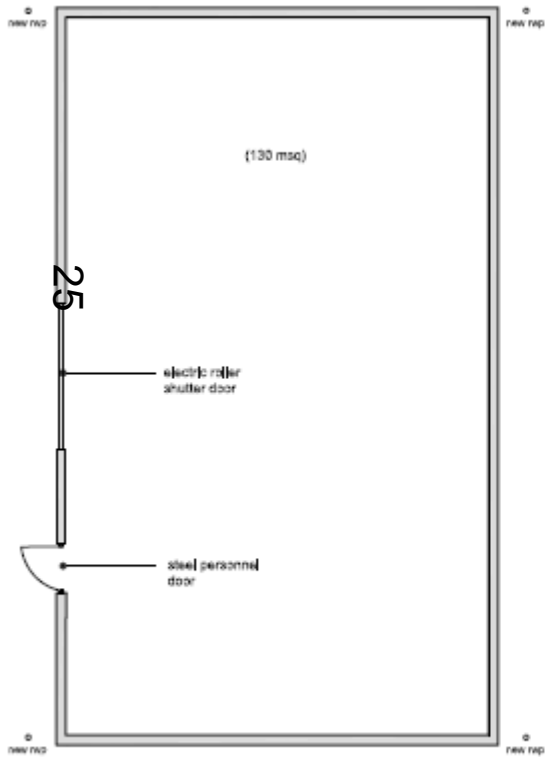


Proposed Floor Plan/Roof Plan (Application 16/01480/FUL)

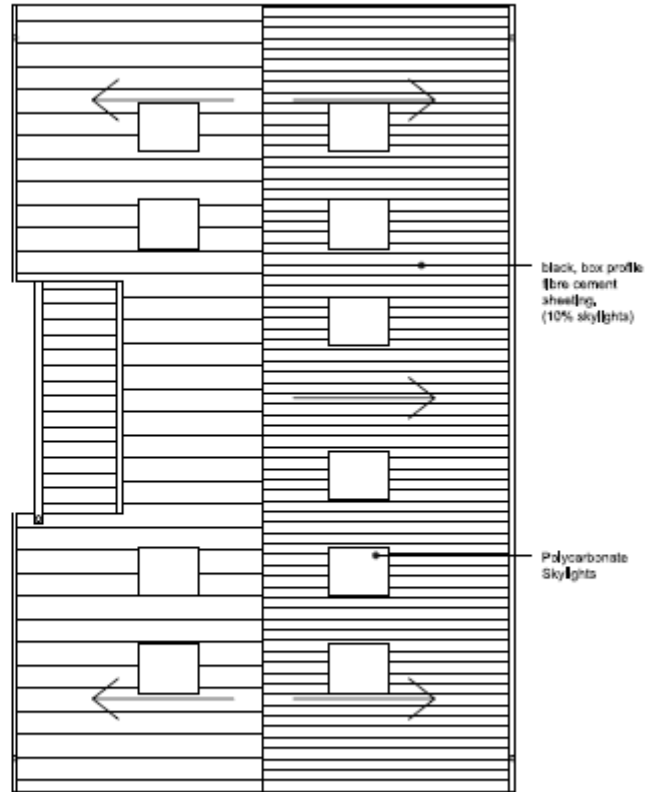
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Floor Plan



Roof Plan



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Site Location Plan

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Rear elevation

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Relationship with No. 9

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Front of Property



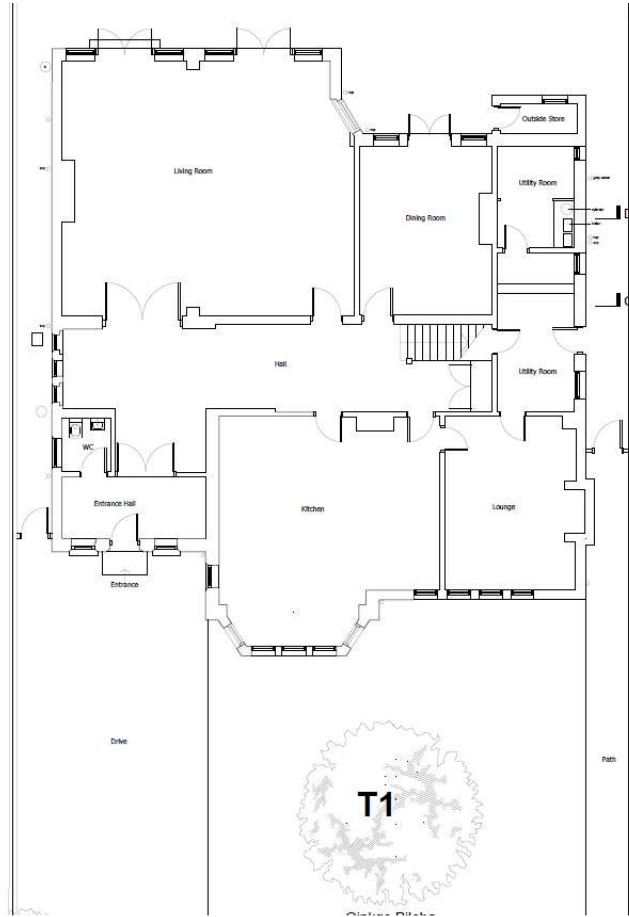
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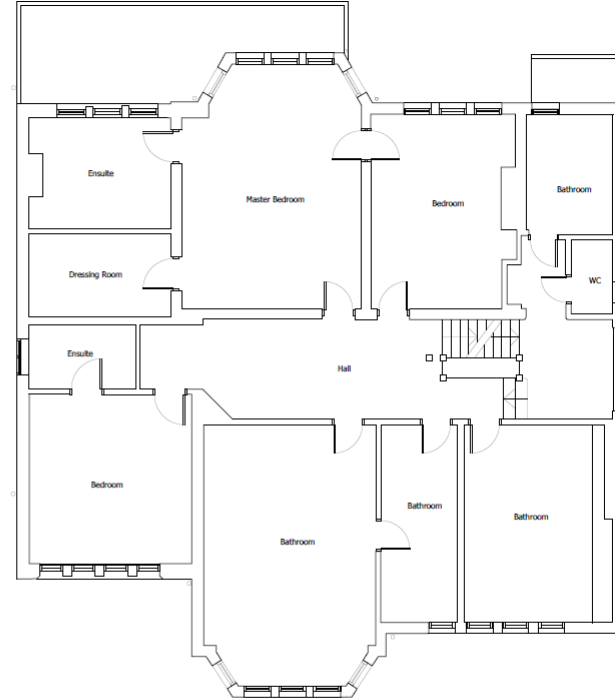


Existing Floor Plans

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1 Existing Ground Floor Plan
Scale 1:100



2 Existing First Floor Plan
Scale 1:100

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Existing Elevations



1 Existing East Elevation
Scale 1:100



2 Existing West Elevation
Scale 1:100



3 Existing South Elevation
Scale 1:100



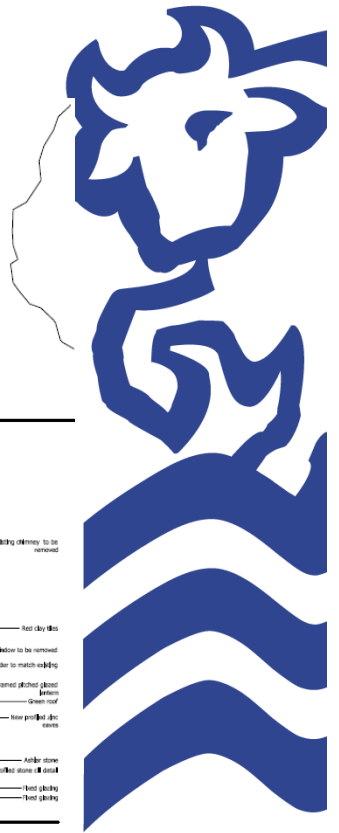
4 Existing North Elevation
Scale 1:100

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Proposed Elevations

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Site Location Plan

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Rear elevation

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The Shed

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Shed Context



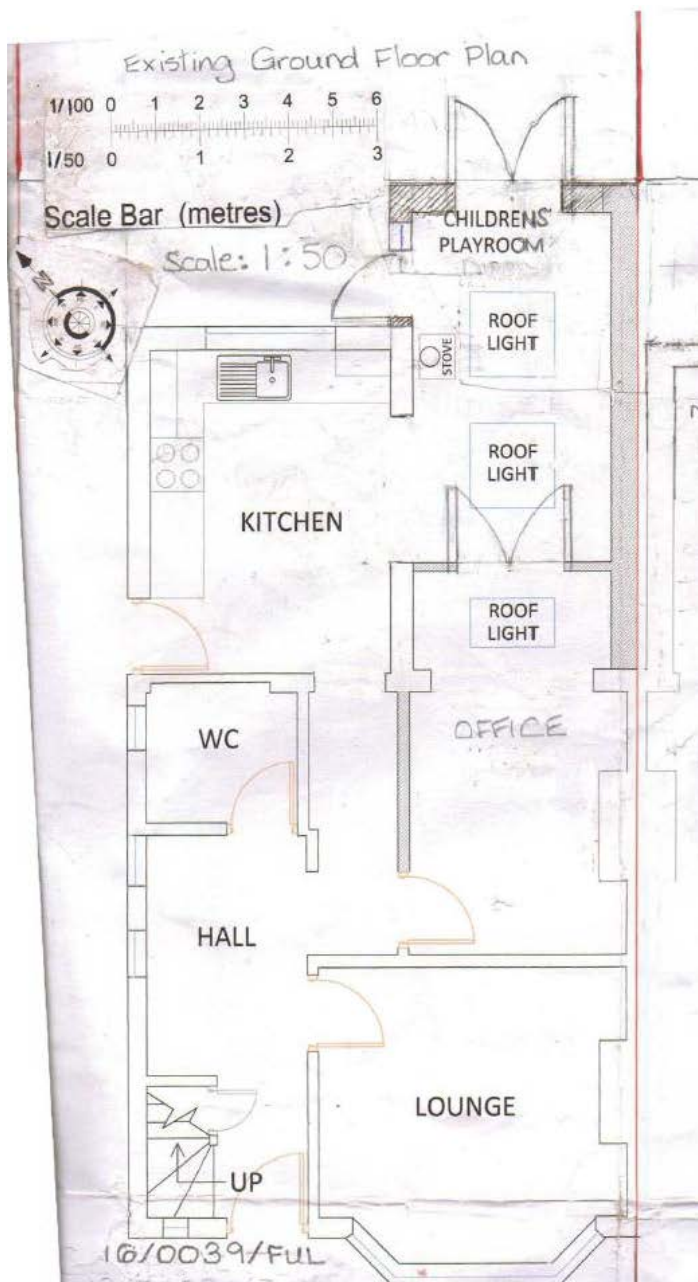
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Existing Floor Plans



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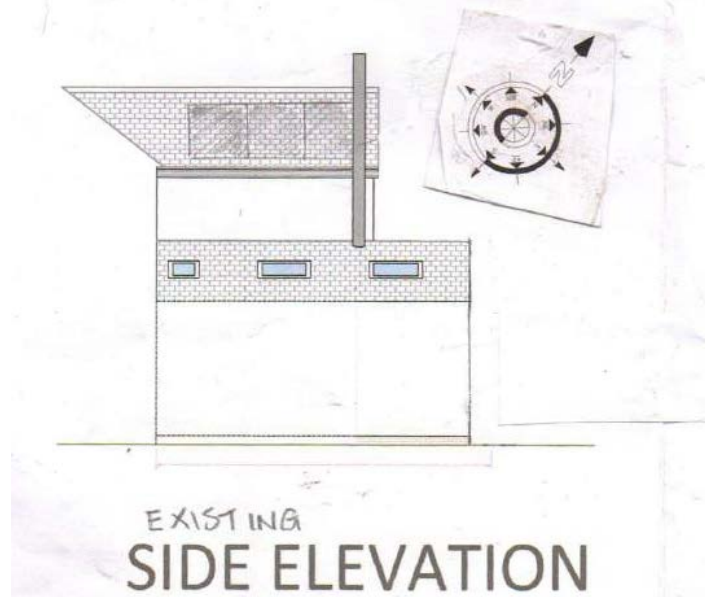
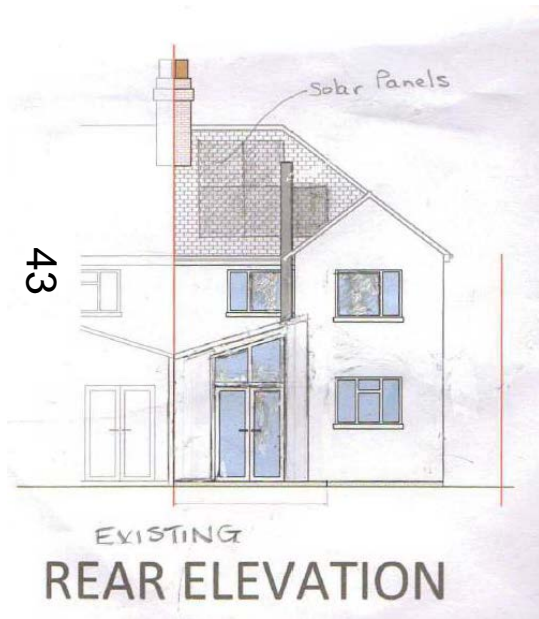
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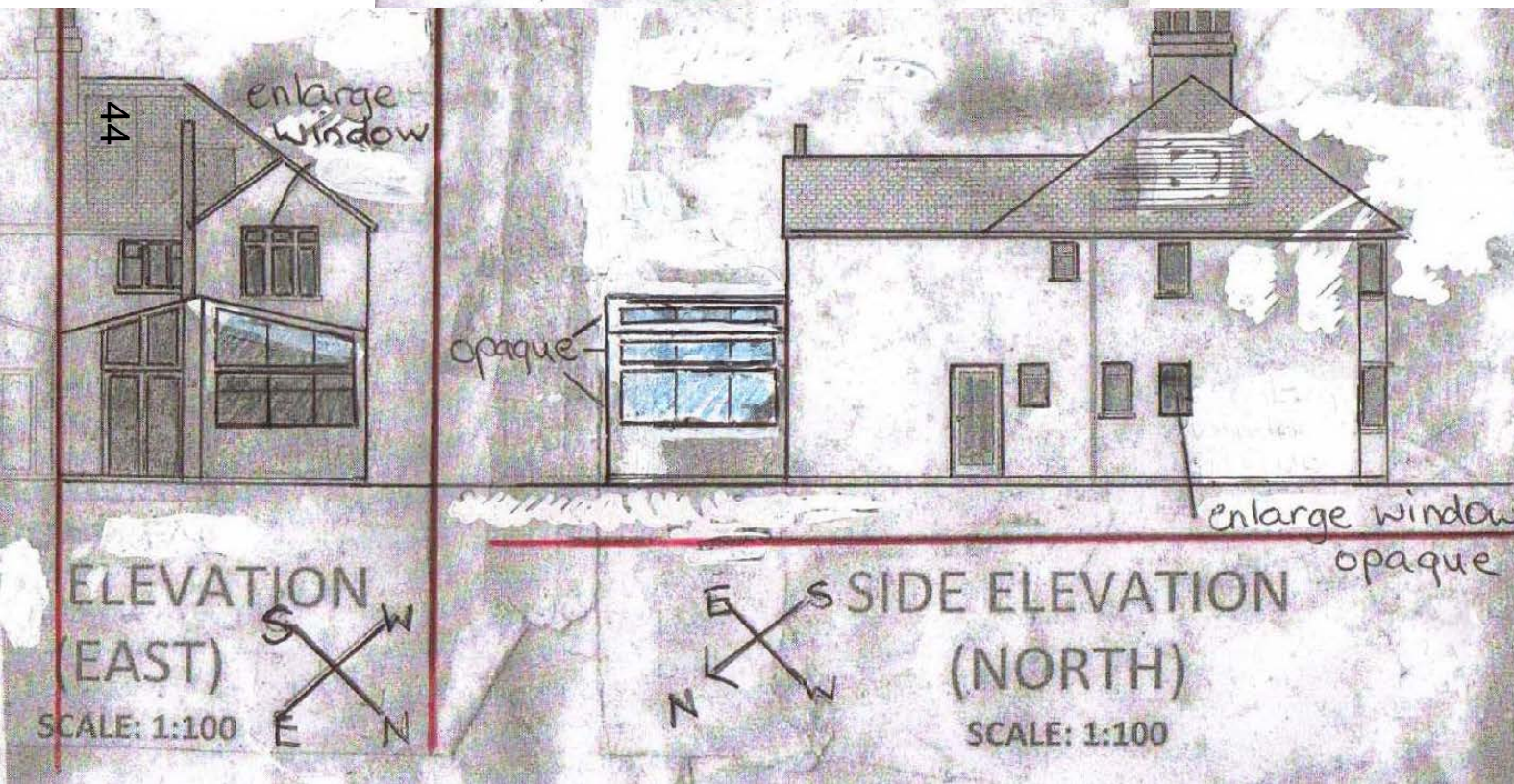
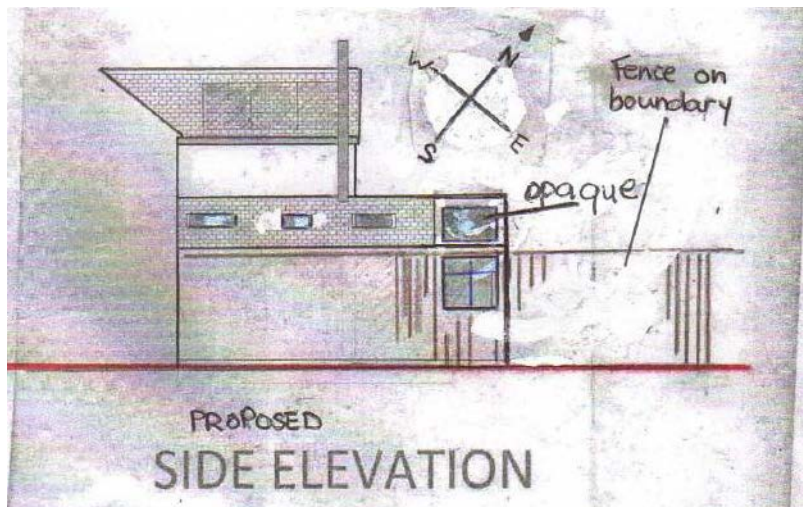


Existing Elevations

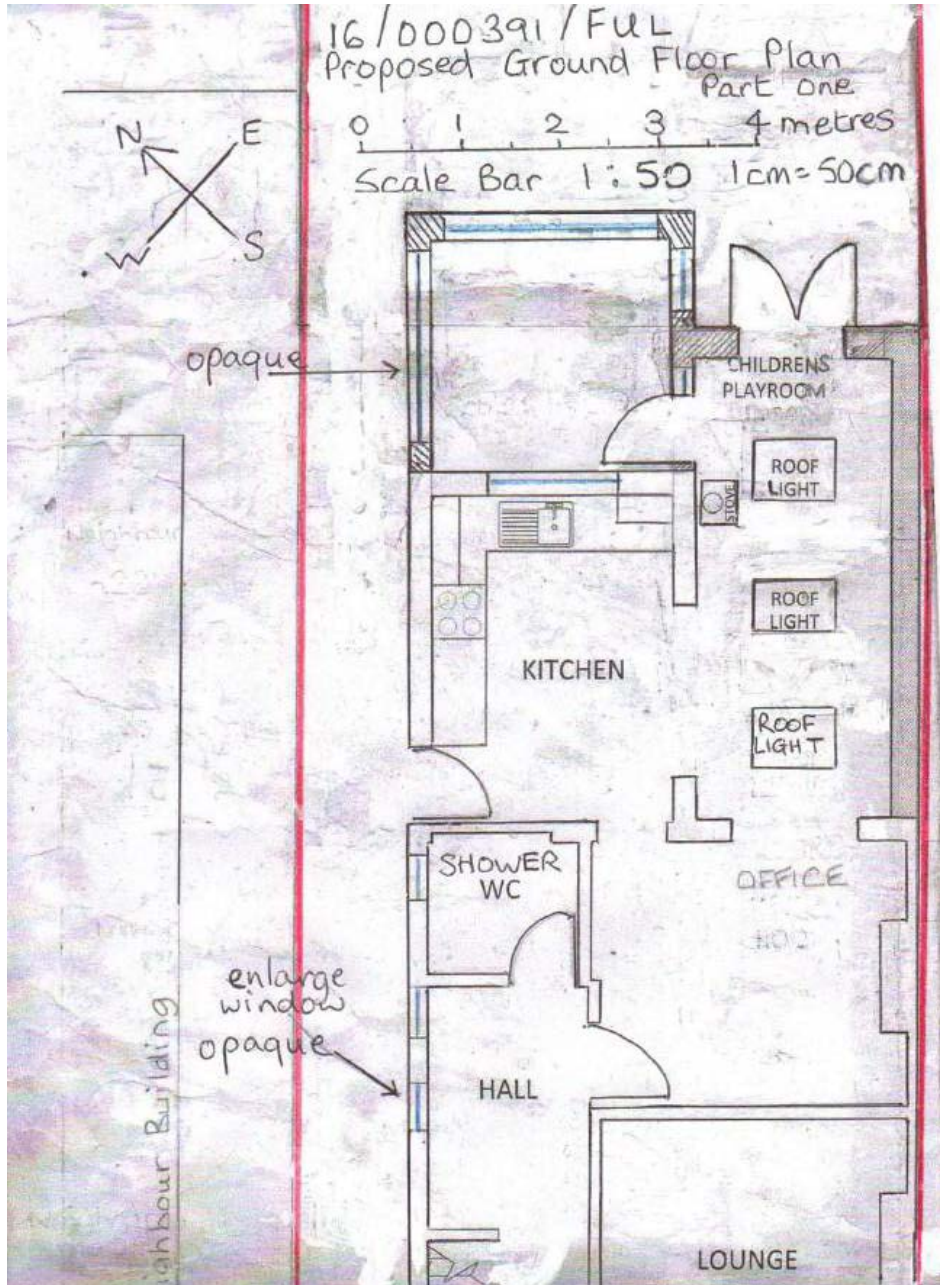


Proposed House Elevations

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Proposed House Floor Plan



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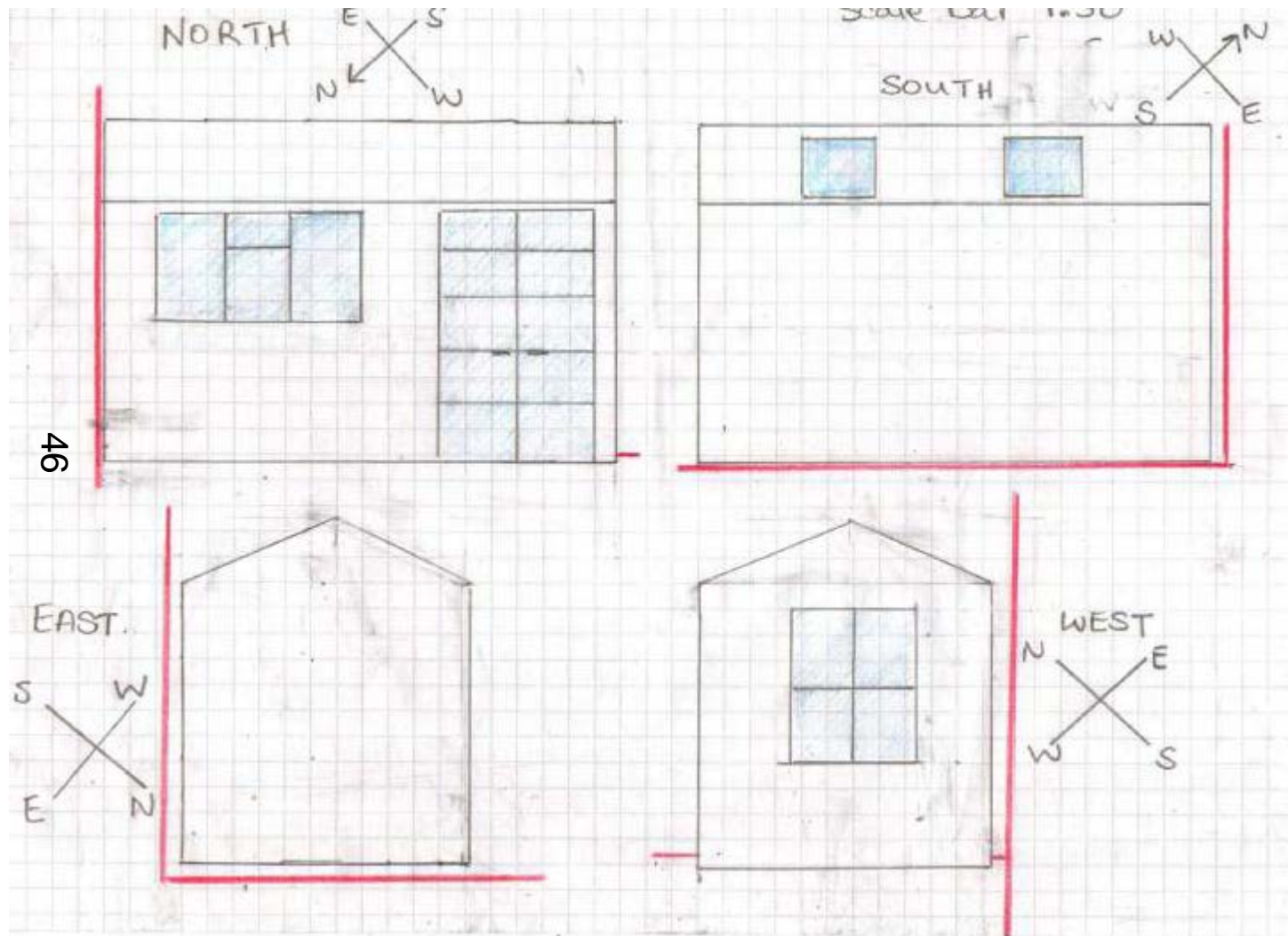
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Proposed Shed Elevations

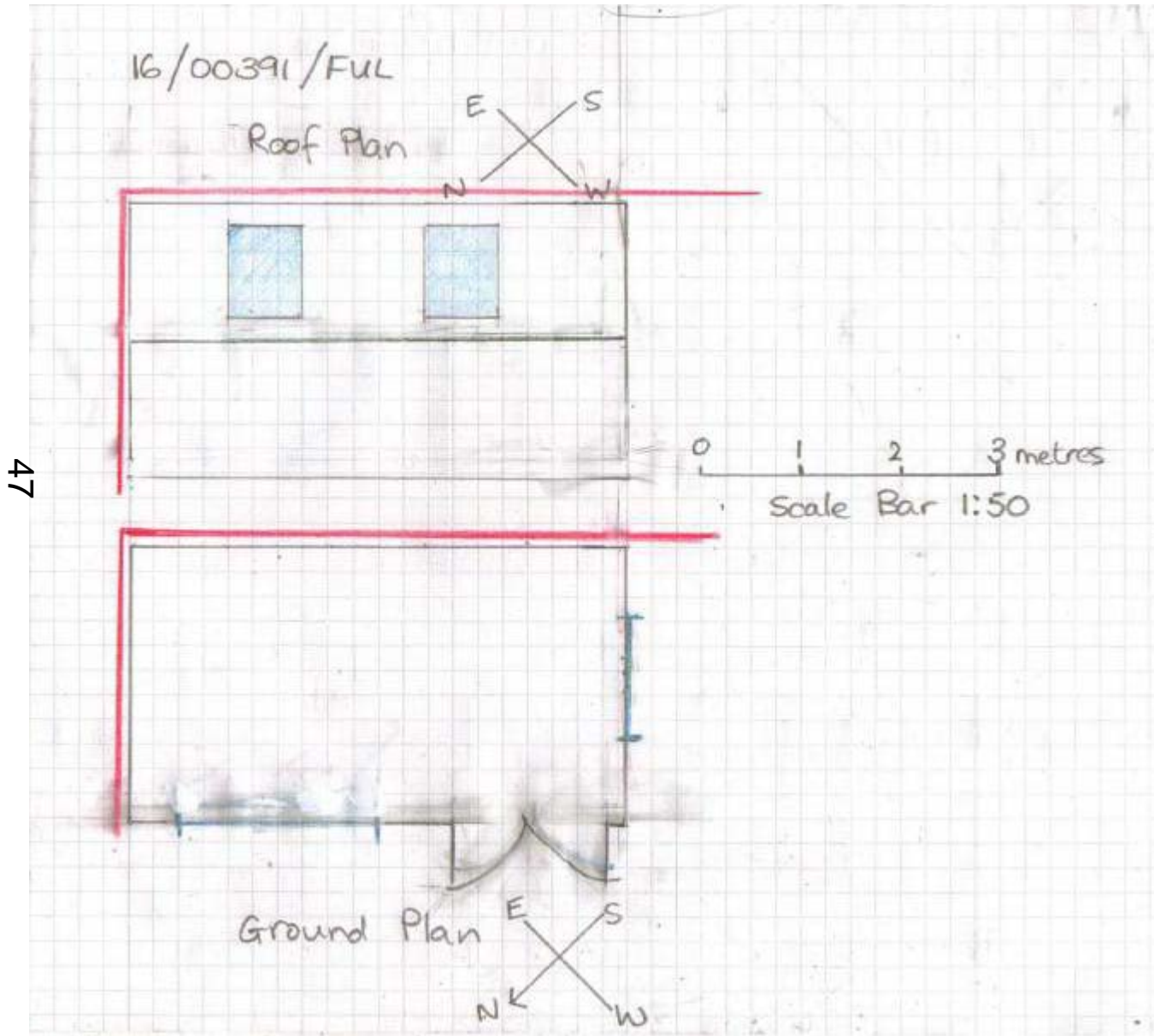


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Proposed Shed Floor Plan



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