

Agenda

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Planning Review Committee

Date: **Wednesday 27 January 2016**

Time: **6.00 pm**

Place: **The Old Library, Town Hall**

For any further information please contact:

**Catherine Phythian, Committee and Member Services
Officer**

Telephone: 01865 252402

Email: cphythian@oxford.gov.uk

As a matter of courtesy, if you intend to record the meeting please let the Contact Officer know how you wish to do this before the start of the meeting.

Planning Review Committee

Membership

Chair

Vice-Chair

Councillor James Fry	North;
Councillor Jean Fooks	Summertown;
Councillor Stephen Goddard	Wolvercote;
Councillor Sam Hollick	Holywell;
Councillor Pat Kennedy	Lye Valley;
Councillor Mark Lygo	Churchill;
Councillor Chewe Munkonge	Quarry and Risinghurst;
Councillor Dee Sinclair	Quarry and Risinghurst;
Councillor Ed Turner	Rose Hill and Iffley;

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

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AGENDA

Pages

- 1 **APOLOGIES FOR ABSENCE**
- 2 **ELECTION OF CHAIR FOR THE REMAINDER OF THE 2015/16 MUNICIPAL YEAR**
- 3 **ELECTION OF VICE-CHAIR FOR THE REMAINDER OF THE 2015/16 MUNICIPAL YEAR**
- 4 **DECLARATIONS OF INTEREST**
- 5 **36, 38 AND 40 LONDON ROAD AND 2 LATIMER ROAD:15/00858/FUL**

9 - 56

This application was considered by East Area Planning Committee on 2 December 2015 and subsequently called in to this committee.

Site Address: 36 38 40 London Road And 2 Latimer Road, Headington

Proposal: Demolition of residential houses at 36, 38 and 40 London Road and 2 Latimer Road. Erection of 167 student study rooms and ancillary facilities on 4 and 5 levels plus basement, together with 2 x 2-bed and 2 x 3-bed maisonettes. Provision of 4 car parking spaces, 88 cycle parking spaces, landscaped areas and ancillary works. (Amended description, amended plans and additional information)

Officer recommendation: to approve the development for the reasons set out within **appendix 1** of this report, with the conditions below and subject to the satisfactory completion of a legal agreement; and to delegate to the Head of Planning and Regulatory the issuing of the Notice of Permission upon its completion.

Conditions

1. Development begun within time limit.
2. Develop in accordance with approved plans.
3. Samples.
4. Tree Protection Plan.
5. Arboricultural Method Statement.
6. Utilities and Services Plan.
7. Hard Surfaces Plans (sections).
8. Landscape plan.
9. Landscape plan completion.
10. Landscape Management Plan.
11. Travel plans.
12. Students no cars.
13. Construction Travel Plan.
14. Strategy for arrivals and departures.
15. Bin and bike stores.
16. Car/cycle parking provision before use.

17. Variation of Road Traffic Order.
18. Bio-diversity enhancement.

Legal Agreements and Community Infrastructure Levy (CIL).

Affordable housing contributions are required in two respects in relation to this proposal:

- Policy CS24 of the Core Strategy and Policy HP6 of the Sites and Housing Plan, supported by the Affordable Housing and Planning Obligations Supplementary Planning Document (SPD) which describe the circumstances under which contributions to affordable housing are required from student accommodation. The amount of contribution will be calculated in accordance with Appendix 4 of the Sites and Housing Plan, that is, £140 per m² internal residential floorspace; and,
- Policy HP4 of the Sites and Housing Plan, which requires a financial contribution from sites providing between 4 and 9 dwellings towards the provision of affordable housing elsewhere in the City. The amount of contribution will be calculated in accordance with Appendix 2 of the Sites and Housing Plan, that is, 15% of the total sale value of the properties to be built.

The applicant has made an offer in line with those policies which will be of the order of some £573,000 and £285,000 respectively (index linked) which will be secured via a S106 planning agreement in the event that this application is approved.

A legal agreement is also required to secure Travel Plan monitoring fees of £1,240.

6 MINUTES OF THE MEETING OF 29 APRIL 2015

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The Committee is asked to approve the minutes of the last meeting as a true and correct record.

7 DATE OF FUTURE MEETINGS

The following dates are scheduled for meetings of this Committee should these be required:

29 February 2016
30 March 2016
27 April 2016

DECLARING INTERESTS

General duty

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

What is a disclosable pecuniary interest?

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

Declaring an interest

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

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

Members' Code of Conduct and public perception

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

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

CODE OF PRACTICE FOR DEALING WITH PLANNING APPLICATIONS AT AREA PLANNING COMMITTEES AND PLANNING REVIEW COMMITTEE

Planning controls the development and use of land in the public interest. Applications must be determined in accordance with the Council's adopted policies, unless material planning considerations indicate otherwise. The Committee must be conducted in an orderly, fair and impartial manner.

The following minimum standards of practice will be followed.

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

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

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

Members of the public and councillors can send the Democratic Services Officer written statements to circulate to committee members, and the planning officer prior to the meeting. Statements are accepted and circulated by noon, two working days before the start of the meeting. Material received from the public at the meeting will not be accepted or circulated, as Councillors are unable to view proper consideration to the new information and officers may not be able to check for accuracy or provide considered advice on any material consideration arising.
7. Exhibiting model and displays at the meeting

Applicants or members of the public can exhibit models or displays at the meeting as long as they notify the Democratic Services Officer of their intention at least 24 hours before the start of the meeting so that members can be notified.

8. Recording meetings

Members of the public and press can record the proceedings of any public meeting of the Council. If you do wish to record the meeting, please notify the Committee clerk prior to the meeting so that they can inform the Chair and direct you to the best plan to record. You are not allowed to disturb the meeting and the Chair will stop the meeting if they feel a recording is disruptive.

The Council asks those recording the meeting:

- Not to edit the recording in a way that could lead to misinterpretation of the proceedings. This includes not editing an image or views expressed in a way that may ridicule, or show a lack of respect towards those being recorded.
- To avoid recording members of the public present unless they are addressing the meeting.

For more information on recording at meetings please refer to the Council's [Protocol for Recording at Public Meetings](#)

9. Meeting Etiquette

All representations should be heard in silence and without interruption. The Chair will not permit disruptive behaviour. Members of the public are reminded that if the meeting is not allowed to proceed in an orderly manner then the Chair will withdraw the opportunity to address the Committee. The Committee is a meeting held in public, not a public meeting.

10. Members should not:

- (a) rely on considerations which are not material planning considerations in law;
- (b) question the personal integrity or professionalism of officers in public;
- (c) proceed to a vote if minded to determine an application against officer's recommendation until the reasons for that decision have been formulated; or
- (d) seek to re-design, or negotiate amendments to, an application. The Committee must determine applications as they stand and may impose appropriate conditions.

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PLANNING REVIEW COMMITTEE

27th January 2016

Application Number: 15/00858/FUL

Decision Due by: 13th July 2015

Proposal: Demolition of residential houses at 36, 38 and 40 London Road and 2 Latimer Road. Erection of 167 student study rooms and ancillary facilities on 4 and 5 levels plus basement, together with 2 x 2-bed and 2 x 3-bed maisonettes. Provision of 4 car parking spaces, 88 cycle parking spaces, landscaped areas and ancillary works. (Amended description, amended plans and additional information)

Site Address: 36 38 40 London Road And 2 Latimer Road Headington Oxford Oxfordshire

Ward: Headington Ward

Agent: Roger Smith, Savills

Applicant: Frontier Estates (Oxon) Ltd

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1. This covering report should be read in conjunction with the officer's report dated 20th November 2015 attached as Appendix 1.
 2. At the East Area Planning Committee on the 2nd December 2015, Members resolved to refuse planning permission for the following reasons:
 1. The height, mass and bulk of the main building is overbearing and does not form an appropriate relationship to the street. The design does not appropriately relate to the context of its surroundings and does not show the high standard required for a building of this size on this prominent key location. The height and design has a significant adverse impact on the privacy, outlook and amenity of neighbouring buildings. This is contrary to policies CP1, CP6, CP8, CP10 and CS18 of the adopted local plan.
 2. The development has an unacceptable adverse impact on community safety by reason of overlooking of the adjacent school playground and because of traffic movements and which seriously reduces the safety of pedestrians and cyclists, contrary to policy CS19.
 3. The application has been called-in to the Planning Review Committee by Councillors Darke, Coulter, Upton, Lloyd-Shogbesan, Malik, Tanner, Cook, Lygo, Price, Fry, Simm and Kennedy. Councillors Henwood, Turner and Taylor have also expressed support.

4. The call-in is on the grounds that the robustness of the decision in relation to adopted policy needs to be tested since the decision may put at risk the future use and interpretation of a number of policies especially CP6 Efficient Use of Land and Density, CP10 Siting and Development to Meet Functional Needs, and CS19 Community Safety. The review is also requested in view of the strong officer recommendation to approve with no objections from the main statutory consultees and where the designs have been through three iterations of scrutiny by the Oxford Design Review Panel with increasingly positive comments from the Panel. Further, the review is necessary in view of the possibility of a successful appeal with the possibility of costs awarded against the Council, and the range of conditions that an Inspector might impose.
5. At the meeting on 2nd December, the Committee raised a number of issues and questions to which officers and the applicant have responded (the applicant's agent's response is reproduced at Appendix 2). The issues raised are as follows:
 - i. obtaining the views of the safeguarding officer on the safeguarding implications of the study-bedroom windows overlooking Headington Junior School grounds and playground;
 - ii. obtaining reasoned justification for the level of provision of disabled parking compared to the 9 disability adapted study rooms - Brookes Disability Service should be consulted on likely numbers of disabled students needing parking space for vehicles/carers;
 - iii. obtaining reasoned justification for the level of cycle parking - perhaps comparing with Dorset House;
 - iv. that the mix of trees should be a mixture of evergreen and deciduous species to ensure all year round screening;
 - v. electric bike charging points to be provided;
 - vi. the ward councillors should be consulted on construction travel plans given the busy location and multiple large building works planned; and,
 - vii. a parking barrier should be installed to prevent parking at Latimer Grange.

Safeguarding

6. The Council's nominated safeguarding officer has sought advice from the Oxfordshire Safeguarding Team which advises the Oxfordshire Safeguarding Children Board. The Team's advice was that the Council needs to take account of safeguarding concerns raised when granting planning permission, and needs to satisfy itself that the concerns raised don't lead to children being at risk.

7. In this instance the full extent of the concern raised is 'a degree of potential overlooking of a playground'. There is nothing unusual about this arrangement and nothing has been suggested that could give rise to potential harm to children using the playground. On that basis, the officer view is that there is no tenable basis for refusal of the application on the basis of safeguarding issues. There are many school playgrounds which are overlooked by houses and other buildings. Indeed for many years it has been good planning practice to ensure that play areas for children are actively overlooked for the very purpose of preventing harm.
8. The applicant does not accept that the scheme creates safeguarding issues in these terms but, should the Committee's concerns persist, the applicant has offered to apply 'fins' to the windows overlooking the playground to restrict views from those windows. At the time of writing it has not been possible to assess the implications for the appearance of that elevation, or whether further public consultation or indeed the further involvement of the Oxford Design Review Panel is required. By the time of the meeting an officer view will have been formed and will be reported verbally.

Provision for disabled parking

9. Agent's response (Appendix 2): Oxford Brookes has been consulted and considers that 1 disabled parking space is sufficient given proximity of the site to the academic campus and the level nature of the route.

Cycle parking

10. Agent's response (Appendix 2): the 88 spaces proposed exceeds the Council's standards: can achieve 94-96 if the racks are located slightly closer together: a planning condition could require this if necessary.

Mix of trees

11. Agent's response (Appendix 2): content to have evergreen and deciduous species: can be achieved via the landscape condition.

Electric bike charging point

12. Agent's response (Appendix 2): suggests that 2 charging points should be installed in the internal cycle storage area before first occupation: planning condition.

Consultation on Travel Plan

13. Agent's response (Appendix 2): content to do this no later than 3 months after the permission is granted: planning condition.

Parking barrier at Latimer Grange

14. Agent's response (Appendix 2): offer of £5000 towards this barrier to be included in the legal agreement; barrier to be installed prior to first occupation.

Conclusion:

15. The proposal is considered to be acceptable in terms of the relevant policies of the Oxford Core Strategy 2026, Sites and Housing Plan 2011-2026, and Oxford Local Plan 2001-2016 and therefore officer's recommendation is to approve the development in principle for the reasons set out within **appendix 1** of this report, but defer the application for the completion of a legal agreement.

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.

Background Papers: 15/00858/FUL

Contact Officer: Fiona Bartholomew

Extension: 2774

Date: 14th January 2016

EAST AREA PLANNING COMMITTEE

2nd December 2015

Application Number: 15/00858/FUL

Decision Due by: 13th July 2015
extension of time agreed to 29th January 2016

Proposal: Demolition of residential houses at 36, 38 and 40 London Road and 2 Latimer Road. Erection of 167 student study rooms and ancillary facilities on 4 and 5 levels plus basement, together with 2 x 2-bed and 2 x 3-bed maisonettes. Provision of 4 car parking spaces, 88 cycle parking spaces, landscaped areas and ancillary works. (Amended description, amended plans and additional information)

Site Address: 36 38 40 London Road And 2 Latimer Road, Headington

Ward: Headington Ward

Agent: Roger Smith, Savills

Applicant: Frontier Estates (Oxon) Ltd

Recommendation:

APPLICATION BE APPROVED

Reasons for Approval

- 1 The proposed development can be regarded as sustainable in that it makes good use of an existing developed site, close to the main campus of Oxford Brookes University, and which is located on bus routes serving the University's other campuses at Wheatley and Harcourt Hill. The architecture of the proposed development is contemporary in style, but relates well to the urban character of the immediate surroundings and retains important frontage trees. Appropriate levels of car and cycle parking can be achieved. Conditions relating to materials and landscaping would ensure that the development is of a quality appropriate to the site, whilst other conditions would mitigate any adverse impacts. The proposal is therefore considered to accord with the requirements of the relevant policies of the Oxford Local Plan and Core Strategy.
- 2 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.
- 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 Samples
- 4 Tree Protection Plan
- 5 Arboricultural Method Statement
- 6 Utilities and Services Plan
- 7 Hard Surfaces Plans (sections)
- 8 Landscape plan
- 9 Landscape plan completion
- 10 Landscape Management Plan
- 11 Travel plans
- 12 Students no cars
- 13 Construction Travel Plan
- 14 Strategy for arrivals and departures
- 15 Bin and bike stores
- 16 Car/cycle parking provision before use
- 17 Variation of Road Traffic Order
- 18 Bio-diversity enhancement

Legal Agreements and Community Infrastructure Levy (CIL).

Affordable housing contributions are required in two respects in relation to this proposal:

- i. Policy CS24 of the Core Strategy and Policy HP6 of the Sites and Housing Plan, supported by the Affordable Housing and Planning Obligations Supplementary Planning Document (SPD) which describe the circumstances

under which contributions to affordable housing are required from student accommodation. The amount of contribution will be calculated in accordance with Appendix 4 of the Sites and Housing Plan, that is, £140 per m² internal residential floorspace; and,

- ii. Policy HP4 of the Sites and Housing Plan, which requires a financial contribution from sites providing between 4 and 9 dwellings towards the provision of affordable housing elsewhere in the City. The amount of contribution will be calculated in accordance with Appendix 2 of the Sites and Housing Plan, that is, 15% of the total sale value of the properties to be built.

The applicant has made an offer in line with those policies which will be of the order of some £573,000 and £285,000 respectively (index linked) which will be secured via a s.106 planning agreement in the event that this application is approved.

A legal agreement is also required to secure Travel Plan monitoring fees of £1,240.

The development generates a contribution under Community Infrastructure Levy (CIL) of some £466,000.

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

CP10 - Siting Development to Meet Functional Needs

CP11 - Landscape Design

CP13 - Accessibility

TR1 - Transport Assessment

TR2 - Travel Plans

NE15 - Loss of Trees and Hedgerows

NE16 - Protected Trees

NE23 - Habitat Creation in New Developments

HE2 - Archaeology

HE10 - View Cones of Oxford

Core Strategy

CS2_ - Previously developed and greenfield land

CS9_ - Energy and natural resources

CS10_ - Waste and recycling

CS12_ - Biodiversity

CS18_ - Urban design, town character, historic environment

CS19_ - Community safety

CS22_ - Level of housing growth

CS23_ - Mix of housing

CS24_ - Affordable housing

CS25_ - Student accommodation

Sites and Housing Plan

- HP1_ - Change of use from existing homes
- HP2_ - Accessible and Adaptable Homes Sites
- HP5_ - Location of Student Accommodation
- HP6_ - Affordable Housing from Student Accommodation
- HP9_ - Design, Character and Context
- HP10_ - Developing on residential gardens
- HP11_ - Low Carbon Homes
- HP12_ - Indoor Space
- HP13_ - Outdoor Space
- HP14_ - Privacy and Daylight
- HP15_ - Residential cycle parking
- HP16_ - Residential car parking

Other Material Considerations:

National Planning Policy Framework
Planning Practice Guidance
Affordable Housing and Planning Obligations SPD
Balance of Dwellings SPD
Parking Standards SPD
Accessible Homes TAN
Energy Statement TAN
Waste storage TAN

Background

The proposed development has been some time in preparation. The first pre-application discussion took place in May 2014, in which relevant policies and issues were identified. A second pre-application meeting was held in August 2014, primarily to discuss the design.

Two public exhibitions were mounted by the applicant, the first at Oxford Brookes University on 21 October 2014, the second at the St Clements Family Centre on 27 January 2015.

The application was validated in April 2015. It was subsequently amended in the light of issues raised by the City Council, the Oxford Design Review Panel, and others. The amendments have resulted in the reduction in the amount of student accommodation from 174 to 167 units, and changes in design, particularly in respect of the parts of the building facing Latimer Road. The comments of the Oxford Design Review Panel (3 sets) are attached here as Appendices 2-4.

There has been a steady flow of representations from local people, societies and further afield since the submission of the planning application, and then after the submission of the revised proposals.

Representations Received

Objections

Counting comments made before and after the scheme was amended, 310 objections and a petition were received, raising the following issues (in summary):

- Site was not included in the Local Plan (contrary to policy)
- No real consultation with residents
- Loss of residential dwellings
- Too much student accommodation/too many students in the area
- Amount of new people coming into the area
- No parking spaces for students leading to parking pressures
- Detrimental to the students amenity (size of rooms)
- How to stop students bringing cars anyway
- Congestion for and safety of pedestrians and cyclists
- Increase in cycle/foot traffic
- Development unsuitable on crowded junction
- Not enough cycle storage proposed
- Need to control the noise and disturbance created by students properly
- Trouble when students move in/out
- Building will not adhere to the building line
- Proposal not integrated with the local area
- Overlooking of Headington School
- Overshadowing/overbearing to St Lukes' residents
- Should be turned round so the courtyards face the road
- Flooding risk
- Impact on water, sewerage and telecommunications of area
- Loss of green space for biodiversity
- Trees will not screen building year round
- Negative impact on amenity (shopping) of area.
- Pressure being put on local services/facilities with no contribution
- Unsuitable given proximity to conservation area.
- Construction management plan needed if approved
- Disruption during construction including effect on St Luke's Hospital.

Highfield Residents Association: no proper engagement by the developer with the community over the future of the site, many competing demands for land in Oxford, there needs to be some limit on overall student numbers in Oxford. Developers offer inflated prices for land for redevelopment. Design and scale inappropriate, 5-storeys is unprecedented, height and position forward in the site makes it dominant, visual blight, will jump out when viewed along London Road, not softened by planting. Trees will only provide partial screening because deciduous. Design is cube-like, boxy which jars with more traditional local forms with pitched roofs and differing materials. Pays no regard to local arts and crafts heritage asset adjacent, nor to the school adjacent which has been advised to keep its buildings lower. Security and privacy concerns with school adjacent. The proposal would change the appearance

of Latimer Road and unacceptably dominate this part of Headington. Substantial overlooking and overbearing of neighbouring properties and loss of privacy and outlook. Poor quality internal and external environment for the students. Lack of manoeuvrability within the site – possible clash on residential access road. Overall does not respond to its surroundings. Replacement of four substantial family homes with gardens for maisonettes with limited external space is not a like-for-like replacement. Would bring a high concentration of students to this area adversely impacting on the amenities of local residents through noise and disturbance. Adversely impact on the balance and mix of the local community and affect community cohesion. Increased pedestrian and vehicle movements would lead to increased congestion at the junction. Drainage and sewerage under strain locally which has worsened since Dorset House developed.

Oxford Civic Society: first response - inadequate replacement of family housing, overdevelopment of site, poor design, overlooking of adjacent sites. Response to amended design – amendments do not adequately address the Society's concerns.

Oxford Preservation Trust: out of keeping, too large in scale height and massing, negative impact on street scene, harmful to character of Headington contrary to local and national policy. The proposal would dominate the immediate neighbourhood of historic buildings and sit poorly in London Road. The recent Henry Brookes building is an award-winning addition to Headington – similar quality of design is needed here.

Support

There were 62 representations in support of the proposed development, together with 140 letters of support and two petitions in support provided by the applicant. The representations of support raised the following matters (in summary):

- Need for student accommodation
- Close to local amenities
- Eases pressure on other housing
- Sustainable, close to transport links
- Will contribute to vibrant community
- Will benefit local economy
- Accords with policies.

Consultees:

Oxfordshire County Council Highways raise no objection subject to conditions, but require a Construction Traffic Management Plan, a Travel Plan, students' information travel pack, a strategy for managing arrivals and departures, and alteration of the CPZ to exclude the site from eligibility for parking permits. More cycle storage spaces are suggested.

Oxfordshire County Council Drainage – no objections

Tree Officer - Despite the large numbers of trees that are lost directly to this development proposal, the great majority of these are only of Low quality; the key landscape trees along the London Road are to be retained. The retained trees can be adequately protected from any of the potential adverse impacts of construction activities through tree protection measures to be approved under pre-commencement conditions. Any residual adverse public visual amenity impacts associated with the tree removals to the landscape along the Latimer Road are considered able to be adequately mitigated by new tree planting and associated soft landscape features, to be secured under landscape conditions.

Archaeology - the proposed development is unlikely to have significant archaeological implications.

Ecology - the ecology report is an accurate account of species and habitats, but expects features for wildlife to be secured by condition.

Officers Assessment

Officers consider the principal determining issues to be:

- Principle
- Design
- Sustainability
- Residential amenity
- Highways and parking
- Trees and landscaping
- Flood risk and drainage
- Archaeology and heritage
- Ecology

The Site and its Surroundings

1. The site is located at the junction of London Road and Latimer Road in Headington, about 600 metres north-east from Oxford Brookes' Gypsy Lane campus. The site currently contains four detached dwellings: 36, 38 and 40 London Road (granted planning permission in 1957), and 2 Latimer Road. All are two storey houses, except number 38, which is a bungalow. The gable end of number 40 faces London Road, with a single storey garage in front.
2. The site is rectangular, and has a frontage of 50 metres facing London Road and of 56 metres to Latimer Road. The site area is some 0.28ha.
3. The corner of London Road and Latimer Road is bounded by a brick wall. An area behind it, some 20 metres wide on the London Road frontage and some 12 metres deep on the Latimer Road frontage, contains a number of trees of varying sizes and ages. The largest are two mature beech trees which make a very significant beneficial contribution to the street scene. There is also a substantial mature tree in the front garden of number 38 London Road.
4. Adjoining the site to the south west is Headington School. Adjoining to the south east on Latimer Road is McMaster House, an elderly persons home of

three storeys. South of the site, next to the school and joined to McMaster House, is St Luke's Hospital, which also provides care for the elderly.

5. On the east side of Latimer Road, facing London Road, is Dorset House, which is up to four storeys high and provides student accommodation Oxford Brookes University (313 bed spaces). At the junction is a dwelling in the Arts and Crafts style (formerly the Coach House to Dorset House) which is on the legacy list of properties awaiting consideration for inclusion in the Oxford Heritage Asset Register.
6. Opposite the site on the north side of London Road are substantial detached houses and an apartment block, London Court. Some of the properties have been converted to guest houses: Pickwick's Guest House (15-17 London Road), Sandfield House (19 London Road) and Red Mullions (23 London Road).
7. The nearest non-institutional residences to the site are the flats on the north east side of Latimer Road, off Latimer Grange. These buildings are three storeys high and at a distance of 20 metres from the easternmost corner of the site of the proposed development. The nearest residences on the south west side of Latimer Road, off Bramble Close, consist of a three storey apartment block at a distance of 76 metres.
8. In the vicinity of the site, the dominant urban character and grain of London Road is created by large well-spaced buildings of various ages and styles, and large mature trees. London Road is a very wide street, and the buildings are generally set well back from the highway allowing room for many very large mature trees along the street frontage.
9. The buildings at the junction of London Road and Latimer Road, including the existing dwellings on the site, have a domestic scale which soon gives way, moving south down Latimer Road, to large well-spaced buildings. Beyond those, at its southern end, Latimer Road retains its domestic scale with characterful detached and semi-detached residential dwellings.

The Proposals

10. The proposed development consists of 167 units of student accommodation, and 4 maisonettes to replace the four dwellings to be demolished. The applicant has supplied a letter from Oxford Brookes University indicating that the University supports the development and is happy to enter into negotiation as to its future use.
11. The layout of the student accommodation consists of a single building whose inverted U shape faces London Road, with a south facing courtyard between the east and west wings. It consists of six floors, including lower ground. The student accommodation is grouped in clusters with kitchen and other communal facilities to match, mostly of 9, 10 or 11 bedspaces, but some containing fewer bedspaces which include one larger room for a disabled student.

12. The lower ground floor consists of a communal lounge, laundry room, secure storage for 84 bicycles, bin store and energy centre plant room. The student accommodation on this level consists of a four bedspace cluster and a twelve bed cluster, including one larger room for a disabled student. The internal courtyard is at this level. All the student rooms on this floor have natural lighting.
13. The ground floor provides a reception area, an open communal lounge, a smaller enclosed lounge, an office, and a study area. Student accommodation consists of a three bedspace cluster and two larger clusters.
14. The layout of the first, second and third floors is virtually identical: each floor contains four clusters of between 9 and 11 bedspaces with kitchen and other communal facilities. Photovoltaic panels are located on the roof of the west wing.
15. The building extends to a fourth floor only on the north eastern corner (the east wing), part overlooking London Road, part overlooking Latimer Road. This floor provides a three bedspace cluster and a four bedspace cluster.
16. Externally the front (London Road) elevation is set back from the site boundary by about 13 metres in order to clear the tree canopies and root protection areas. Steps lead up from the London Road footway to the centrally placed main entrance. In front a landscaped area is proposed in which the three beech trees the subject of Tree Preservation Orders will be retained; this area will be landscaped with additional planting and informal seating.
17. A vehicular access will be created off Latimer Road for services and deliveries, access to the one parking space for a disabled student, and to a drop-off area for students at the beginning and end of term.
18. The four replacement dwellings are proposed in a single block to the south of the student accommodation and are arranged as two 3-bed maisonettes on the ground and first floors, and two 2-bed maisonettes the second and third floors. The footprint is the same on each floor. The internal floorspace of the 3-bed units is 108m² and 102m²; and 97m² and 94 m² for the 2-bed units. The two 3-bed maisonettes have access from the ground floor to enclosed gardens, which include bicycle storage. The difference in internal floorspace is accounted for the two outdoor terraces facing Latimer Road attached to the 2-bed maisonettes.
19. Four car parking spaces, one for each of the units, are located in the southernmost corner of the site.
20. The elevational treatment is a contemporary gridded form with a masonry frame in buff brick, and generously proportioned openings with windows and inset pale coloured panels.

Principle of Development

21. The National Planning Policy Framework (NPPF) encourages the effective use of land by reusing land which has been previously developed, it also aims to secure good standards of design and amenity, to support the transition to a low carbon future, and to focus significant development in locations which are sustainable and where the fullest possible use of transport by sustainable mean can be made. The proposed development is consistent with those principles.
22. Policy CP6 of the Oxford Local Plan requires that development proposals make maximum and appropriate use of land and the best use of a site's capacity in a manner both compatible with the site itself as well as the surrounding area. Larger scale and higher density proposals are encouraged in appropriate locations.
23. Policy CS25 of the Council's adopted Core Strategy seeks to ensure that the number of students at both universities living outside accommodation provided by either institution does not exceed 3,000, and that the provision of new student accommodation keeps pace with any expansion of the universities. Thus the need for additional student accommodation is established. Policy CS25 also makes specific reference to management measures to ensure that students do not bring cars to Oxford.
24. Policy HP5 of the adopted Sites and Housing Plan identifies locations, including "main thoroughfares", of which London Road is one, where planning permission may be granted for student accommodation. Paragraph A2.34 explains that adjacent means having the main pedestrian and cycle access directly on to the main thoroughfare. The location of the proposed development and its main entrance comply with this policy and its reasoned justification, and the principle of development is therefore established.
25. Criteria e, f and g of Policy HP5 deal respectively with the provision of communal space in student accommodation, a management regime for the accommodation, and the prevention of car parking. The proposed development meets criterion e. Criteria f and g are fully capable of being met through planning conditions, planning obligations or other measures that the policy specifies.
26. Policy HP5 is complemented and reinforced by Policy HP16 Residential Car Parking. For the purposes of this policy, residential development includes student accommodation. Appendix 8 of the Sites and Housing Plan provides only for operational and disabled parking at student accommodation. In this context, "operational" means for services and deliveries, and drop off points for the arrival and departure of students at the beginning and end of term.
27. Policy HP15 covers residential cycle parking. For student accommodation, it provides for 1 space per 2 rooms in the case of accommodation located close to the institution where most of its residents will be studying. The site is as indicated earlier located about 600 metres from the Gypsy Lane campus and

therefore this reduced standard applies. The provision of 84 cycle storage spaces thus enables the requirements of this policy to be met.

28. For the purposes of Policy HP16, Residential Car Parking, residential development includes student accommodation. The policy also refers to the maximum car parking standards in Appendix 8, which in the case of student accommodation consist of operational and disabled parking only. The proposed development complies with this policy.
29. Policy HP1 of the Sites and Housing Plan resists the loss of self-contained dwellings on a site. Four replacement dwellings are proposed in this development which thus complies with Policy HP1. The mix of dwellings complies with the guidance in Policy CS23 and the Balance of Dwellings SPD.
30. Turning to policies specifically applicable to the four replacement dwellings, Policy HP2 Accessible and Adaptable Homes requires that all the proposed new dwellings meet the Lifetime homes Standard, and that on sites of fewer than 20 dwellings (as in this case) at least one is fully wheel chair accessible, or can be suitably adapted for such use. The design of the residential units accommodates these requirements.
31. Policies H12, H13 and H14 are addressed below under the heading Residential Amenity.
32. Policies HP15 and HP16, already referred to in respect of the student accommodation, also apply to new dwellings. Provision for both cycle and car parking for the four replacement dwellings is consistent with the requirements of this policy.

Design

33. The design has gone through a number of stages since it was discussed at the first pre-application meeting in May 2014.
34. An Addendum to the Design and Access Statement dated September 2015 illustrates the changes to the design made in response to consultation, and in particular the comments of the independent Oxford Design Review Panel, since the planning application was submitted in March 2015.
35. The most important changes are as follows:
 - The possibility of overlooking of Headington School and McMaster House, and the privacy issues arising, have been further addressed, as have the privacy issues within the development;
 - The scale and mass of the part of student accommodation building facing Latimer Road has been altered; building heights have been reduced and most of the fourth floor accommodation stepped back;

- The energy centre has been relocated to the lower ground floor of the student accommodation;
 - The space thus vacated in the south west corner of the site has been used to enlarge the gardens of the four residential units, and to relocate the car parking spaces attached to them;
 - Further attention has been given to the detail of the elevations.
36. Other complementary changes include the stepping back of the third floor of the residential units, which further reduces and breaks up the massing of the development on Latimer Road.
37. The north-west facing frontage of the student accommodation is set back from the site boundary by about 13 metres. This reduces the visual impact of the frontage of the development onto London Road and allows the retention of the three beech trees which further mitigates any impact. At the same time, the stepping back of most of the fourth floor accommodation facing Latimer Road allows the remainder of the accommodation at that level to form a balanced feature at the corner of the building.
38. The proportions of the fenestration emphasise the vertical elements of the design, which are further reinforced by the different treatment of sections of the frontage facing London Road. There will be a projecting bay at first, second and third floor levels on the west corner. The main entrance will be framed by two near identical sections; the brickwork here will contrast with the façade above the main entrance, which will be set back from the face of the brickwork and consist of metal or concrete panels. Similar panelling will separate the five storey corner section from the main section of the London Road frontage.
39. On the Latimer Road frontage, the corner section has the same kind of projecting bay at first, second and third floor level as on the London Road frontage. The brick façade is again divided, in this case not quite symmetrically, by metal panelling set back.
40. The west elevation facing Headington School has a symmetrical appearance, with metal and concrete panelling dividing the brickwork facing into three sections.
41. The architectural treatment of the south facing elevation is similar. However, it makes use of narrow vertical windows with opaque glazing on the back edge of the west wing in order to prevent overlooking of the maisonettes.
42. The four replacement dwellings are of very similar external appearance to, and are therefore consistent with, the design of the main block containing the student accommodation. Measures to prevent the overlooking of MacMaster House consist of opaque glazing in the south facing staircase windows and an opaque 1.8metre screen to the upper level terraces. Similar measures prevent the overlooking of the student accommodation from the maisonettes.

43. Brick will be the principal material for the building facades. This will mostly be yellow multi stock brick, with a darker brick reserved for below window level on the ground floor. Soldier coursing will be used to create horizontal bands between the floors.
44. Policy CS18 of the Core Strategy states that planning permission will only be granted for development which demonstrates high quality urban design. It is considered that the changes requested by officers and the ODRP have been taken into account to an extent that enable the proposed development to comply with this policy.

Sustainability

45. The relevant policies under this heading are Core Strategy Policy CS9 Energy and Natural Resources and Policy HP11 Low Carbon Homes.
46. HP11 applies because although only four dwellings are proposed, the student accommodation consists of more than 500 square metres.
47. The application is accompanied by an Energy and Sustainability Strategy, which states that the buildings will incorporate low energy sustainability principles. The proposals have been designed in such a way as to maximise natural daylight wherever possible. They will incorporate air-tight glazing; as a result, less energy will be used for heating. In order to reduce water consumption, all toilets will be of low water capacity and taps will be push button type.
48. As already indicated, the roof of the west wing will incorporate photovoltaic panels. These will contribute the 20% of the development's energy requirements that Policy HP11 requires.
49. It can therefore be concluded that the proposed development complies with Core Strategy Policy CS9 and Policy HP11.

Residential Amenity

50. The section on design has already indicated some of the measures taken to ensure that no adverse effects on residential amenity arise from the proposed development.
51. This section considers the amenities of the occupiers of dwelling houses (Class C3) and of residential institutions (Class C2). The section on site and surroundings has shown that many of the buildings closest to the site are not dwelling houses; the guest houses on London Road fall into Class C1 (hotels).
52. The design of the four replacement dwellings ensures that the space and other requirements of Policy HP12 Indoor Space are fully met. Similarly, the design, layout and orientation of the four dwellings ensure that the provisions of Policy HP13 Outdoor Space are met.

53. Policy HP14 covers privacy and daylight, and is relevant in two specific ways. First, it concerns the amenity of the future residents of the four replacement dwellings. The design of the relationship between the student accommodation and these dwellings has been handled in a way which ensures that the student accommodation does not have any adverse effect on the replacement dwellings. The replacement dwellings themselves will not give rise to any adverse effects on the amenity of other dwelling houses or on the parts of MacMaster House adjoining.
54. The policy also refers to the effect of any development on existing homes; development which is considered to be overbearing will not be permitted. The description of the site and surroundings has indicated the extent to which surrounding development is in fact not residential, in the form of Headington School and guest houses on the opposite side of London Road. The nearest dwelling houses in Class C3 are considered to be not adversely affected.
55. The design has paid careful attention to the effect on McMaster House. Furthermore, specific measures are proposed on the south west facing elevation to reduce the effect of potential overlooking of the school. Overall, it is considered that the amendments to the bulk and mass of the student accommodation building, and the specific mitigation measures proposed, enable the development as a whole to comply with this policy.
56. In addition the application is accompanied by illustrations of shadow casting at different times of the day at the two solstices and the two equinoxes.
57. It is concluded that no significant adverse effects on residential amenity will arise from the proposed development.

Highways and Parking

58. The planning application was accompanied by a Transport Statement and Travel Plan.
59. The site is located within a "Transport District Area", defined as a part of the City which is easily accessible by non-car modes of transport and provides a good range of shops and services nearby, but which is also under significant pressure for development. This gives rise to the need to promote further use of sustainable modes of transport.
60. The student accommodation will be car-free in accordance with Policy HP5 of the Sites and Housing Plan and saved Policy TR12 of the Oxford Local Plan. It will provide one car parking space, for a student with disability, access for services and deliveries, and a 'drop-off' area for the student accommodation.
61. The proposed development also involves a small reduction in on-street parking in the two hour bay and resident-only categories. The local highway authority has asked for the site to be excluded from eligibility for parking permits and this is proposed to be secured by condition.

62. New vehicular accesses involving a one way entry and exit system are proposed from Latimer Road to serve the student accommodation, and to provide access to the car parking spaces for the replacement dwellings.
63. Trip generation and traffic impact were calculated taking the characteristics of the proposed development into account and using trip rates arising from comparable development elsewhere in the country. The Transport Statement concluded that the proposed development will have a minimal effect on the road network.
64. In the vicinity, London Road is 8.5 metres wide and includes an outward bound bus lane. The footway on this part of London Road is unusually wide at 2.4 metres, and includes a City-bound cycle lane. The width of the footway will be more than adequate to cope with the additional pedestrian footfall.
65. Notwithstanding the conclusions of the Transport Statement about the minimal impact of the development, the Travel Plan seeks to reinforce the use of sustainable transport by such measures as a welcome pack for new residents, a free bus pass, and specific arrival and departure times for the beginning and end of each term. This last measure is standard practice at other accommodation occupied by students at Brookes, and is effective in mitigating congestion at these limited times of year.
66. Residents and staff at McMaster House have commented that their elderly residents have difficulty using pavements and bus stops in the locality because of the intimidation they feel (especially those with impaired mobility or mobility aids) when there are so many young students in the area – this was not in any way to imply direct abuse but more a perception that they would be endangered by so many pedestrians and cyclists. This, although heart-felt and real to those elderly people in the area, is not a material determining issue in this case.
67. Further, Headington School has commented about the difficulties that parents and others visiting the site by car have when they cross the busy pavement outside the school to gain access/egress from the site. The pavement carries high pedestrian and cyclist flows and there have been incidences of collisions. The County as highway authority has not raised an objection to the scheme indeed has commented that the site is very well located in relation to pedestrian, cycling and bus routes. This is not therefore a material determining issue in this case.

Trees and Landscaping

68. In negotiation of this scheme, officers have stressed the importance of the existing mature trees and their contribution to the character of London Road and Latimer Road.
69. The application is accompanied by an Arboricultural Report (as defined by the British Standard- BS.5837:2012- Trees in relation to design, demolition and

construction - Recommendations) which records the existing trees within and adjacent to the site, their quality and value, and the constraints that they present. It considers the impact of the proposed development on these trees, and the measures that should be taken to protect and enhance the setting of those trees of sufficient value to be retained.

70. The assessment identifies two Category A (high quality) trees. These are the three beech trees covered by Tree Preservation Orders (TPOs) (Oxford City Council - London Road (No.2) TPO 2005 and Oxford City Council (No. 3) TPO 2005 at 36 and 40 London Road. These will be retained.
71. The four replacement proposed dwellings to the south of the Latimer Road end of the site have been located in such a way as to avoid harm to the TPO cherry tree (Oxford City Council Latimer Road (No.1) TPO 2005, standing within the adjacent McMaster House boundary..
72. The report proposes the removal of a total of 24 trees to facilitate development or for landscape improvement. All but three of these trees fall into Category C (poor quality) or Category U (dead, in poor health or having structural defects). The three others are in Category B (moderate quality) comprising two western red cedar and one Lawson cypress. Only the Lawson cypress represents a prominent feature in the street scene to Latimer Road; this impact is considered acceptable in the round as it is able to be adequately mitigated by new tree planting and associated soft landscape features, to be secured under landscape conditions.
73. A Landscape Masterplan also accompanies the application. The landscaping proposals include the planting of new trees, shrubs and hedges. This aspect of the application is considered to require further development, which can be dealt with as part of a condition. Landscape proposals are likely to be encouraged to remove some of the suppressed, mostly self-seeded, trees growing under the bigger TPO beeches so as to create a 'cleaner' aesthetic in the landscape design for the building frontage. The Masterplan also illustrates the variety of materials to be used for external hard surfaces.
74. The development has been designed to accommodate the tree canopies and root protection areas. The proposals for the retention of trees and for landscaping enable the proposed development to comply with saved Local Plan policies NE15 and NE16. The retained trees can be adequately protected from any of the potential adverse impacts of construction activities through tree protection measures to be approved under pre-commencement conditions.

Flood Risk and Drainage

75. The planning application is accompanied by a Flood Risk Assessment. The site is located in Flood Zone 1 as defined by the Environment Agency and is assessed as one which has a "low probability" of flooding (less than a 1 in 1000 year (<0.1%) probability).

76. Sustainable drainage measures (SuDS) will be incorporated into the development. Permeable paving will be laid in the area of the residential car parking and access road. Permeable paving will also be laid in the courtyard and external hardstanding areas of the student accommodation building.
77. Appropriate drainage measures will be installed in the root protection areas of the retained trees to ensure that tree roots are protected. The proposed SuDS measures will be designed to attenuate the 1 in 100 (1.0%) annual probability plus 30% allowance for climate change. Foul discharge from the ground floor and above will connect to the existing sewer network. Foul discharge from the lower ground floor of the student block will be pumped to enable discharge to the sewer network. Thames Water has been consulted on the proposals and appropriate mitigation measures will be implemented as recommended.
78. Headington School adjacent to the site has commented that it fears that it will suffer from surface water drainage problems – exacerbating those that already exist on their site. The Highfield RA has commented that drainage issues are evident in the area. The County as drainage authority has however assessed the Flood Risk Assessment and is content that the scheme deals adequately with its drainage requirements.
79. These measures enable the proposed development to comply with Core Strategy Policy CS11.

Archaeology and Heritage

80. A desk-based archaeological investigation was submitted with the planning application. It found low potential for prehistoric or Roman activity on the site, and low or insignificant potential for early medieval or medieval activity.
81. The report also notes that the site is not in a Conservation Area, and is far enough away from the Old Headington and Headington Hill Conservation Areas not to have any impact on their setting. The report identifies three Grade II listed structures in the vicinity: the Britannia Inn (200m distant), The Farm, Highfield Avenue (250m) and the boundary wall of Bury Knowle, North Place (500m).
82. The adjacent dwelling on the north-east corner of Latimer Road and London Road - the former Coach House to Dorset House - is included on a legacy list of properties awaiting consideration for inclusion in the Oxford Heritage Assets Register because of its Arts and Crafts architecture. The proposed development contrasts totally with this building in scale and style but notwithstanding their close juxtaposition, in the view of officers the two buildings can co-exist harmoniously precisely because of their contrasting nature. No material planning harm will flow from that relationship that should cause the proposed development to be altered.
83. It can be concluded that the proposed development will give rise to no adverse effects on the archaeology and heritage of the area, and that the relevant parts of Core Strategy Policy CS18 are complied with.

Ecology

84. The planning application was accompanied by an Extended Phase 1 Habitat Report. This report found no evidence of the presence of bats, badgers, reptiles or bird roosts. It can be concluded that the proposed development will give rise to no adverse effects on the ecology of the area.
85. Biodiversity enhancements in the form of integrated bird and bat boxes will be secured by condition.

Conclusion

86. The proposed development can be regarded as sustainable in the broad sense, that it makes good use of an existing developed site, close to the main campus of Oxford Brookes University, and which is located on bus routes serving the University's other campuses at Wheatley and Harcourt Hill. The proposals also comply with policies relating to detailed aspects of sustainability.
87. Further, there are no adverse effects in terms of trees, transport, flood risk, archaeology and heritage, or ecology. It can be concluded overall that the adverse environmental effects of the proposed development will be minimal.
88. The proposed development is considered to be wholly compliant with national guidance and relevant local policy.
89. The concerns of objectors have been carefully considered. To the extent that they are relevant to planning, they are nevertheless found to not constitute other material considerations sufficient to outweigh compliance with the development plan.
90. It is recommended that the application be approved subject to appropriate conditions.

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.

Background Papers: 15/00858/FUL

Contact Officer: Fiona Bartholomew

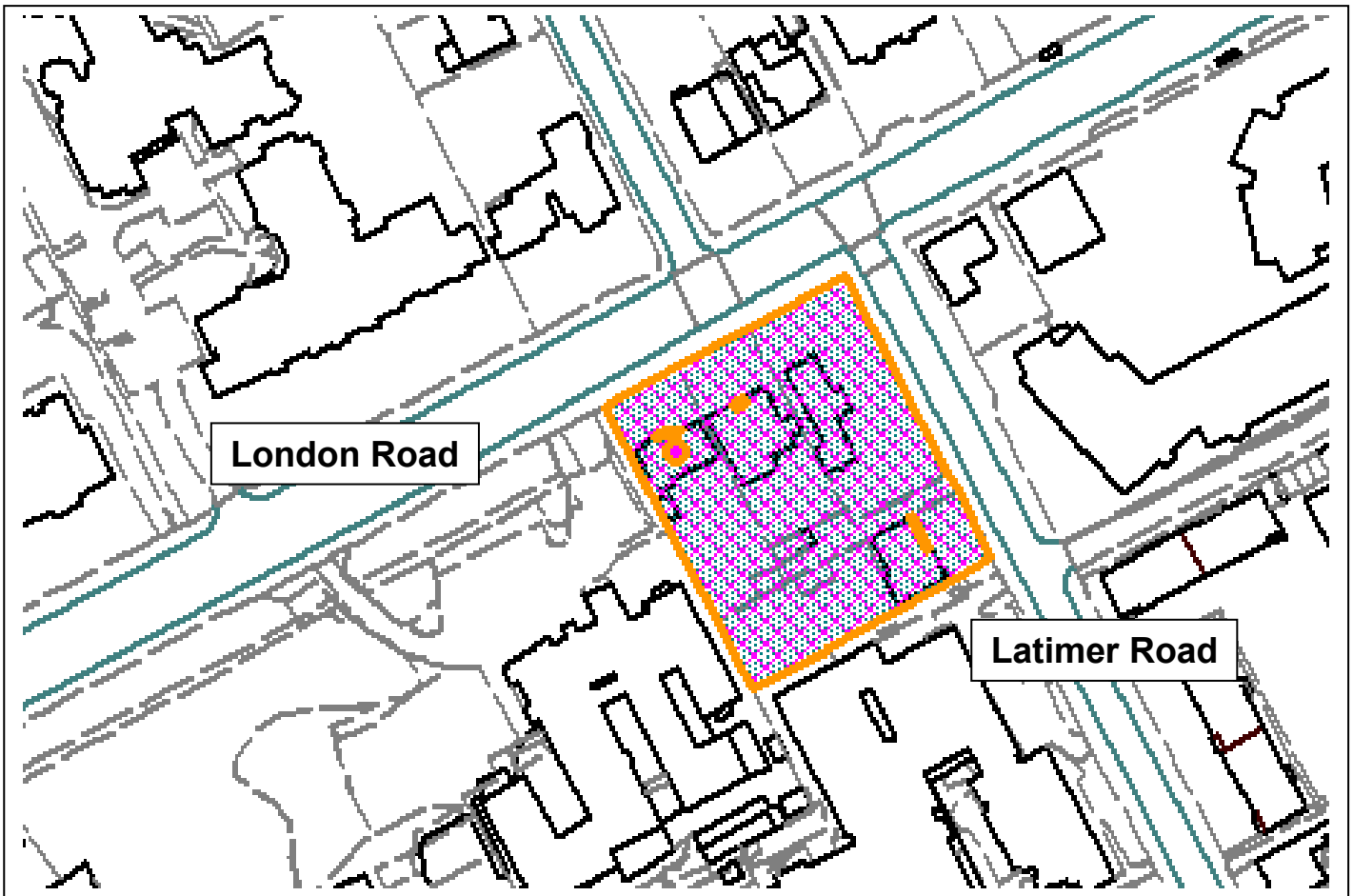
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Date: 20th November 2015

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Appendix 1 - 1

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London/Latimer Road, Oxford

Design Workshop

Notes from 16 October 2014

Thank you for attending Cabe's Design Workshop on 16 October 2014. We welcome the opportunity to offer our advice at this stage and look forward to engaging in future dialogue as the proposal develops. We welcome student housing on this site as it is related to other civic, academic and commercial uses in the local area, and we feel that private housing on the site is also appropriate. The proposed building height across the scheme works in this context. However, we do not support the design in its current form. The building feels cramped on the site due to the proposed quantum of housing and seems to be somewhat bland in its design. A clearer design strategy for the building configuration, architectural treatment, internal layout and open spaces is needed to ensure that the distinct character of the site is reflected in the building design and quality internal and external spaces are provided for all residents. We recommend that the design team should develop the scheme through design studies with sketch options and on-going consultation with the local planning authority. We offer the following suggestions in taking the design principles forward.

Landscape and shared space

- A landscape strategy that incorporates a richer aboricultural mix is needed across the site. Look at ways of making the open spaces more characterful, accessible and usable with more defined areas for planting and seating. Explore how the private open space along London Road can be treated more creatively to make this space more welcoming and usable. Incorporating seating and more hard landscaping along the pavement will create a resource for local community.
- Consider how to make the open spaces for the student and private housing feel more private as the current arrangement of the student courtyard and garden for the private housing seems contrived and somewhat unsecure. Enhance the character of the courtyard, which currently is likely to be overshadowed and dark, by incorporating larger areas of hard landscaping and seating for groups to congregate. More hard landscaping will also help in the overall maintenance of this space. Extending the look and feel of the courtyard into the main entrance foyer of the student block will help to create a stronger focal point in the building.

Building configuration

- Continue to explore the height and massing to determine if/how additional space can be provided to alleviate the strain on the internal and external spaces. Taller building elements can be acceptable on the site provided that that the design is appealing, contextual and built to a high standard with good quality materials and detailing. Variations in height and possibly roof types will also contribute to a more interesting articulation of the building.



- Consider how the whole building can be used more efficiently to provide better quality residential units and open spaces; large outdoor spaces can be provided for the students on the roof, for example.
- Separating the student and private housing blocks can help to make the building functions more distinct and legible for residents, visitors and the local community. A clear separation in the building form and/or elevational treatment of these buildings can also improve the sense of security for both blocks and contribute to the commercial viability of the private housing units. A natural break between the private and student blocks can be created following the stepped frontage along London Road, for example.
- Continue to consider if/how car parking can be provided for the residents living in the private housing, either as on-site bay parking or allocated street parking. Where on-site car parking is possible, explore how it can be incorporated without hindering the quality of the residential accommodation or public spaces. Should on/off-site parking not be feasible, other types of users could be explored who may be more likely and able to use public transportation, such as young professionals.

Architectural treatment

- Look at the trees as significant structuring elements of the site. Envisaging the trees as “pieces of natural architecture” through a stronger understanding of their height, width and seasonal character and drawing them more accurately in plan and elevation will help to inform the articulation of the façade and material palette. Think about how the London Road will work with the trees and how a restrained, understated façade can work as a background for the trees.
- Creating a building that is inspiring in its design will help to reflect the prominent site location and add to the character of the townscape. The set back and design of the top floor with metal cladding, for example, is not contextual and appears gratuitous. Explore a more homogenous elevational treatment across all floors and/or defining key design elements, such as parapet walls.
- Continue to develop the character of the building along Latimer Road as it is the point of arrival for the majority residents and visitors to the site. A more legible entrance can be developed with more hard landscaping and no trees, for example. We feel that the large, overhanging trees on the opposite side of the road provide sufficient greenery to this main entrance and elevation.
- The junction of London Road and Latimer Road is a focal point that could be more celebrated in the building design. Increasing the height or using the materials more creatively at this corner, for example, will help to add vitality and interest to the street.

Internal layout

We welcome the variety of clusters of student rooms with shared communal living spaces. However, the student rooms on the basement floor along London Road are not appropriate at this

level and in this position as they will experience poor levels of daylight and have no direct views to the outdoors as a result of the small north-facing windows above head height. Continue to explore the configuration of the rooms on each floor and internal layout to ensure that views and maximum daylight is provided. Strategically position communal living spaces in the building to achieve more sunlight, with larger windows where needed.

Sustainability

Develop environmental strategies to promote sustainability through use of renewables, shading and SUDs. For example, the roofscape can be used for solar panels, brown roofs and green roofs that support biodiversity; likewise, green walls can provide habitats for nesting.

Attendees

Design Workshop Panel

John Lyall (chair)
Deborah Nagan
Eddie Booth

Scheme presenters

Adam Carroll	CJCT architects
Michael Mansell	Frontier Estates
David Morris	Frontier Estates
Roger Smith	Savills
James Stewart-Irvine	Savills

Local Authority

Fiona Bartholomew	Oxford City Council
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Cabe at Design Council staff

Thomas Bender
Victoria Lee

Confidentiality

Since the scheme is not yet the subject of a planning application, the advice contained in this letter is offered in confidence, on condition that we are kept informed of the progress of the project, including when it becomes the subject of a planning application. We may share confidential letters with our affiliated panels only in cases where an affiliated panel is taking on a scheme that we have previously reviewed. We reserve the right to make our views known should the views contained in this letter be made public in whole or in part (either accurately or inaccurately). If you do not require our views to be kept confidential, please write to designreview@designcouncil.org.uk.

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London/Latimer Road, Oxford City Council

Design Workshop

Notes from 4 December 2014

Thank you for attending Cabe's Design Workshop on 4 December 2014. We are pleased to continue engaging on this scheme and find much to applaud since our last design workshop on 16 October 2014. The proposal is significantly improved by the bold design changes to the building configuration. We commend the initiative to separate the student and private blocks and think the building is beginning to work successfully both internally and with the streetscape, in particular on London Road. In general, the proposed height and massing are sound. With further refinement, the scheme has the makings of a successful architectural piece that helps to marry the academic, residential and civic character of the local area. We offer the following suggestions in taking the design principles forward.

Building configuration

- The increased building height at the corner of both streets helps to give this corner prominence, whilst lower building heights towards the west and south help to respond to the surrounding townscape.
- Whilst we welcome the overall building configuration, the student building feels uncomfortably close to the root protection area of the large mature trees on London Road, particularly at the northern corner of the building. More technical information on the footing of the building at this corner and further site investigations via trial holes on the scope of the tree roots is needed as a priority. We recommend that opportunities are explored to create a wider gap between the trees and the building.
- The placement of the private housing on the site boundary to the south needs particular attention at this stage. Investigate the detailed nature of the boundaries and discuss access arrangements for future construction and on-going servicing works with the neighbours.

Elevations

- The elevational approach across the scheme has significantly improved; the buildings now appear calmer and more statuesque, in particular along London Road.
- Continue to explore in more detail how the elevations could be a simple and calm backdrop to the existing mature trees on London Road. Think about their size and placement given their north-facing aspect and the likelihood that views and daylight is likely to be obstructed by the tree foliage, particularly for rooms on the upper floors when the trees are in full bloom. We welcome the use of fixed and openable window systems.
- Explore how the depth of windows can help to animate intriguing the simple, planar elevations, for example, using full brick width reveals.



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- The building mass on London Road is successfully broken down by the three separate facades. Think about how to incorporate the westernmost part of this elevation in this design approach as it currently appears like unsympathetic add-on.
- Explore how the main entrance on London Road can be more subtle and elegant, and be more in keeping with the current elevational approach. At present, it does not appear to belong to either of the two adjoining sections of the elevation.
- Treating the ground floor like a loggia could be interesting and also help to inform the elevational approach on London Road.
- The student block elevation on Latimer Road will benefit from further work. Currently it appears commercial and seems overbearing on the surrounding residential context. Continue to investigate the proportions of the façade in relation to the size and placement of the openings to help break down its scale. Explore coupling larger areas of the façade in larger horizontal tiers, for example.
- Continue to address the relationship between the London and Latimer Road elevations and how they meet at the building corner. At present we feel this is yet to be resolved. Investigate how the cornice across both elevations could be maintained across both elevations.
- The proposed elevation of the private block is successful. It feels in keeping with the student block whilst having a strong residential character. Address the southern elevation as it will impact significantly on the existing neighbouring care home. A calm elevation with high quality materials is crucial and some planting, such as a green wall, could be appealing.

Internal courtyard

- The internal courtyard shows the beginnings of a lively, attractive space for staff and students. The direct views from London Road through the lounge to the internal courtyard is particularly intriguing.
- The initial design approach to the internal elevation is sound. Consider how the internal elevations could be more in keeping with the character of the external façade, for example using glazed brick. A stronger end point should be created in the design of the north-facing wall.
- The long and narrow access route the divides the scheme from Headington School feels somewhat unpleasant. Consider if/how this space could be wider and more creatively designed, incorporating planting in the dividing wall for example.

Internal layout

- The improvements to the internal corridors are to be applauded. They are now more efficiently arranged with less back to back rooms.

- Explore how corridors accessed by bedrooms could be more private. At present students must walk past private rooms to access the communal room at the end of the corridor. Relocating the communal room closer to the lift and staircase will reduce noise and disruption and the number of private rooms facing the internal courtyard, especially at lower ground floor level.
- Explore how the communal spaces could feel more active by considering the range of recreational activities for this space.

Public space and entrances

- The student housing to the north predominantly accessed via London Road and private housing to the south accessed via Latimer Road works well.
- We also welcome the secondary entrance on Latimer Road for students and services. Consider how this entrance can be linked to the main entrance on London Road via an external pedestrian route as this is likely to be a key thoroughfare for students.
- Access to the bike storage at lower ground floor in the student block is acceptable but not ideal. Look for ways to make access to this space easier for students to access, by locating the bike storage closer to the lift, as it will encourage students to continue to cycle. Bike parking facilities in the forecourt on London Road will cause unsightly clutter and should be avoided in this key space.
- Improve the character of the entrance forecourt on London Road using hard and soft landscaping to clearly mark the building entrance. High quality materials and detailing in this space will be crucial. Consider how wayfinding could also be improved with signage that matches the look and feel of the building and the mature trees.
- Look at opportunities to extend the look and feel of the forecourt into the building to better unify the outdoor and indoor spaces, and make the lounge feel more special. This could be achieved by incorporating hard landscaping, such as paving stones, in the lounge. More hard-wearing materials in the lounge would also be more resilient to frequent footfall and moving bikes through this space.
- The scale and placement of the car park at the rear of the private housing seems to work well on the site. However the vehicular route from Latimer Road into this space needs careful attention as it could be dark, unsafe and uninviting, especially at night. Widening the road could also make it feel more open and allow cars to pass more easily; lighting, good quality hard landscaping and detailing will also improve its appearance and make it more resilient to wear and tear. Gates will also help to prevent this car park space from becoming a space for antisocial behaviour and flytipping. The size and configuration of windows looking onto this space also needs to be addressed in more detail.

Landscape

- The initial landscape approach is sound. A full detailed landscape strategy on the placement, species and future management of trees and soft landscaping across the scheme is needed. Look at ways of incorporating more planting on London Road, and assess the character of the trees on Latimer Road.
- The green roof in the student block is an attractive new feature of the scheme. Consider how the roofscape could be more characterful with different types of shrubs and planting that better contributes to the local ecology and biodiversity. Explore how more photovoltaic panels can also be sensitively incorporated as solar heating for the scheme will be preferable if CHP is not provided on site. It seems to be a missed opportunity to restrict access onto the roof; health and safety concerns can be addressed through careful design.
- The trees in the private car park work well as they help to soften the impact of the tarmac. Trees in the private gardens will also be beneficial to future residents. Where possible, look at ways to increase the amount of green space, by reducing the number of car parking space for example.

All drawings need to be updated in the planning application package.

Attendees

Design Workshop Panel

Keith Bradley (chair)
Deborah Nagan
Eddie Booth

Scheme presenters

Michael Mansell	Frontier Estates
Michael Mansell	Frontier Estates
Adam Carroll	CJCT
Roger Smith	Savills
James Stewart-Irvine	Savills

Local Authority

Fiona Bartholomew Oxford City Council

Cabe at Design Council staff

Thomas Bender
Victoria Lee

Confidentiality

Since the scheme is not yet the subject of a planning application, the advice contained in this letter is offered in confidence, on condition that we are kept informed of the progress of the project, including when it becomes the subject of a planning application. We may share confidential letters with our affiliated panels only in cases where an affiliated panel is taking on a scheme that we have previously reviewed. We reserve the right to make our views known should the views contained in this letter be made public in whole or in part (either accurately or inaccurately). If you do not require our views to be kept confidential, please write to designreview@designcouncil.org.uk.

21 September 2015

Michael Mansell and David Morris
Frontier Estates
2 Bedford Street
Woburn
Bedfordshire
MK17 9QB

Our reference: DCC/0647

Oxford City Council: London/Latimer Road, Oxford

Your reference: 15/00858/FUL

Dear Michael Mansell and David Morris,

Thank you for presenting this scheme to us at a planning application review meeting on 13 August 2015. This is our formal response to the updated planning application drawings, presented at the review, following your discussions with Oxford City Council at the planning application stage.

We continue to support student accommodation on this site which responds to both the civic and residential character of Headington. There has been an improvement in the design for London/Latimer Road since the last ODRP design workshop on 4 December 2014. The client and the design team are to be commended for taking on board the panel comments and resolving a number of elements of the scheme, particularly aspects of the site layout. There are, however, some aspects of the design that will benefit from further resolution, namely the impact of the energy centre on the internal spaces and the elevational treatment particularly on Latimer Road. In addition, an assessment of the full planning application on this prominent site in Headington requires more detailed drawings and design information. The success of this scheme will greatly depend on the quality of the detailed design, materials specified and construction. Ongoing involvement of the design team on the scheme during construction, for example, will provide support to address these issues.

Landscape design and public realm

In principle, the landscape design approach is successful. The entrance arrangements for the London and Latimer Road entrances feel safe and are inviting; they could be made more so if the external materials extend into the entrance of the building. This will help to achieve a welcoming and attractive access point which is sufficiently robust to accommodate the high user traffic expected in this entrance space. The internal courtyard has the potential to be a pleasant place for students and staff. We question the benefit of the boundary wall along London Road as the proposed green space already forms a barrier between the street and student accommodation; the boundary could



be further defined by planting. A strategy for protecting the mature trees along London Road and the existing tree planting in the adjacent school site during construction is required.

The rear gardens to the private housing have an awkward relationship to the vehicular service access and communal student courtyard. Further consideration should be given to these gardens to provide the residents with a more rational and functional external amenity space.

Internal layout

The internal layout incorporating clusters of student rooms with shared facilities is working well. The energy centre, however, will benefit from further thought. Whilst relocating the energy centre from south-west of the site at the rear of the proposed private housing to the lower ground floor of the student building is sound, its close proximity to the student rooms is concerning due to noise and disturbance as a result of frequent access and maintenance. Access to the energy centre for large and heavy machinery via the ground floor is likely to be inadequate and needs to be fully thought through. Careful detailing, including sound proofing of the energy centre and adjacent student rooms, will be required.

The proposed bike storage on the lower ground floor and access via a ramp within the central entrance staircase is far from ideal. This will provide an awkward bottleneck for users accessing the lower ground floor facilities and bike store, particularly at peak periods, and is also likely to result in ongoing damage to the stair and stair wells. Alternatives should be explored, such as swapping the bin and bike store with the energy centre, to provide a more robust solution which addresses the functional, service and maintenance requirements of each space and to ensure the in- and out-door communal spaces are not cluttered with bikes in the future.

Elevational treatment

Whilst the elevational treatment has improved, a building of this scale in this prominent location in Headington requires a more confident elevational approach in keeping with its characterful setting. The gridded façade along London Road helps create a simple backdrop to the mature trees and the three pavilions work well in breaking up this long façade. However, the elevational approach along Latimer Road and at the junction of London and Latimer Road is underdeveloped and the proposed elevational drawings in general are still diagrammatic. The building at this key corner should be more special, for example, to respond to the adjacent main road and large trees. In addition, the westernmost corner of the building along London Road feels disjointed and should be more effectively incorporated in the elevational treatment. More detail on the fenestration is needed; this should clearly illustrate the fenestration language proposed and show window frames and fenestration bars to accurately reflect which panes are fixed and opening. This detail will be important as it will greatly influence the appearance of the glazing, cladding and elevations. In developing the design of the fenestration consideration should be given to low level window panels where desks are located in front of windows in student rooms. In order to ensure adequate thermal comfort and daylighting there also needs to be a successful balance between solid and void.



Given the proposed simple palette of materials, the colour and quality of the materials will be crucial to the building's overall appearance and its long-term durability and maintenance. The use of brick is sound but the proposed zinc cladding on the upper floors seems a generic approach and apologetic in terms of trying to reduce its visual impact. A more integrated solution should be developed and care should be taken to show material thicknesses that allow for excellent thermal insulation in the window panels as well as the masonry walls. Further details should be provided on all building materials and their durability as well as key junctions in the proposed buildings.

The proposed staggered layout for the private housing provides a successful transition between the new student accommodation and St Luke's Nursing Home. In keeping with this approach, the elevational treatment of the private housing could appear more different to the student accommodation to relate more strongly its use.

Sustainability

The ambition to achieve thermal comfort and efficiency primarily through the building fabric is commendable and should be detailed in the planning application. In this respect, we suggest the design team considers the fenestration in more detail, including the effect of overheating as a result of the south-facing communal rooms with floor to ceiling height glazing. Noise from London Road is also an important consideration. Finally, further initiatives to support biodiversity and sustainability should be investigated and integrated in the building design. We urge the client and design team to consider brown roofs for photovoltaic panels and green roofs for planting.

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

Yours sincerely

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

cc (by email only)

Adam Carroll	CJCT
Roger Smith	Savills
James Stewart-Irvine	Savills
Fiona Bartholomew	Oxford City Council
Izabela Zoryak	Oxford City Council



Design Review presentation material

Drawings presented at the ODRP Design Review included the application submission drawings and updated drawings following discussions with Oxford City Council at the planning application stage.

Review process

Following a site visit and discussions with the design team and local authority and a pre-application review, the scheme was reviewed on 13 August 2015 by Joanna van Heyningen (chair), Paul Appleby, Eddie Booth, Tom Holbrook, Deborah Nagan and Mark Swenarton. These comments supersede any views we may have expressed previously.

As this scheme is the subject of a planning application, we will publish our views on our website, www.designcouncil.org.uk.

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14th January 2016



Mrs F Bartholomew
City Development
Oxford City Council
St Aldates Chambers
109-113 St Aldates
Oxford
OX1 1DS

Roger Smith

Wytham Court
11 West Way
Oxford OX2 0QL
DX 96205 - Oxford West
savills.com

Dear Mrs Bartholomew

Proposal for student accommodation (167 rooms) and four replacement dwellings
Application Reference 15/00858/FUL
Land at London Road/Latimer Road, Headington

I refer to your e-mail of 17th December 2015 which requested additional information in advance of the meeting of the Planning Review Committee on 27th January 2016.

Disabled Parking

Oxford Brookes University has been consulted on the standard of disabled parking being provided which is a single space. The attached letter from Gill Almond of the University dated 12th January 2016 confirms that a single space is adequate given the proximity of the site and the flat nature of the route to the Gipsy Lane Campus of the University.

Cycle Parking

The level of cycle parking as considered at East Area Planning Committee on 2nd December 2015 exceeds the standards required by the City Council which is 1 cycle space per two student rooms as set out in Policy HP15 of the adopted Sites and Housing Plan. This would require provision of 84 spaces. We are proposing 88 cycle spaces within the internal cycle storage area. A minor change to the layout of the cycle racks i.e. to locate them closer together, would allow a further 6 cycle spaces to a revised total of 94 cycle spaces. This increase in internal provision could be secured by an appropriate condition. An example of the type of cycle rack which could be used is attached.

In the event that further additional cycle parking is required, I suggest an appropriate condition which would allow details of additional external cycle parking on the Latimer Road and/or the London Road frontages to be submitted to and approved by the City Council prior to commencement of development.

Mix of Trees

The applicant accepts that the mix of trees should be a mixture of evergreen and deciduous species and I suggest an appropriate landscaping condition which would require details of the species to be used to be submitted to and approved by the City Council prior to commencement of development.



Provision of electric charging points

The applicant accepts that the internal cycle storage area should include two electric charging points and I suggest an appropriate planning condition which requires provision of two electric charging points prior to the first occupation of the student accommodation.

Consulting Ward Councillors on Construction Travel Plans

The applicant is prepared to meet the Ward Councillors following the grant of full planning permission to discuss construction travel plans. It is proposed that a meeting should be held no later than three months from the date of the completion of the Section 106 planning obligation and the associated planning permission.

Parking Barrier on Latimer Grange

The applicant is prepared to make a financial contribution of £5,000 to the City Council to facilitate the installation of a parking barrier at Latimer Grange to prevent unauthorised parking. This contribution would form part of the Section 106 planning obligation and would be payable prior to the first occupation of the student accommodation.

Overlooking Issue

The issue of overlooking the adjoining school from the western elevation was raised at the East Area Planning Committee on 2nd December 2015. I do not believe that there is a 'safeguarding' issue given the distance involved between the windows on the west elevation and the school playing fields. In the event that this remains a concern for Members, the applicant proposes the use of a 'fin' detail as part of the window design on that elevation as shown on the attached detail by CJCT. The use of such fins would reduce the field of view from student rooms on the west elevation. It is proposed that the detailed design of design of windows on the west elevation would be the subject of an appropriate condition to be submitted to and approved by the City Council prior to the commencement of development.

I trust that this information is helpful and please let me know if any additional information is required.

Yours sincerely

Roger Smith
Head of Planning

cc. M Mansell - Frontier Estates

Mr Michael Mansell
Frontier Estates
25 Oldbury Place
London
W1U 5PR

12th January 2016

Dear Michael,

Parking for Disabled Students at Beech House: Latimer Road

Further to our conversation I have contacted our Head of Disability Service and she has confirmed she is happy with the allocation of one parking place for students with disabilities at Beech House.

Oxford Brookes attracts students with a range of accommodation needs and looks to provide accommodation that meets these differing needs. We have a range of adapted rooms for students with disabilities and we welcome developments that increase our provision for these students. Beech House is ideally suited for students with disabilities as it is close to campus along a flat road, as such it is suitable for those students who are unable to drive or do not have a car, and we are happy with there only being 1 parking space on this site.

Please contact me if you require further clarification.

Yours sincerely

Gillian Almond
Commercial Director

DIRECTORATE OF ESTATES AND
FACILITIES MANAGEMENT
HOSPITALITY SERVICES

Headington Campus Gipsy Lane
Oxford OX3 0BP UK



Cycle-Works Bicycle Parking JOSTA 2-TIER RACK



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Train and bus stations *** Basement parking *** Bike stations
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High capacity bike parking – the solution where space is at a premium!

- Easy and safe to use
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Please contact us for more information, advice or a quotation:

Cycle-Works Ltd 2 Rances Way Winchester SO22 4PN

Tel 02392 81 55 55 Fax 02392 81 55 44 www.cycle-works.com info@cycle-works.com



Facts and figures

Material	Mild steel construction
Finishes	Hot-dip galvanised finish to BSO ISO EN 1461:1999 or equivalent Polyester powder coating is available in all RAL colours
Fixing	Fastened to level, good quality concrete floor using expansion bolts

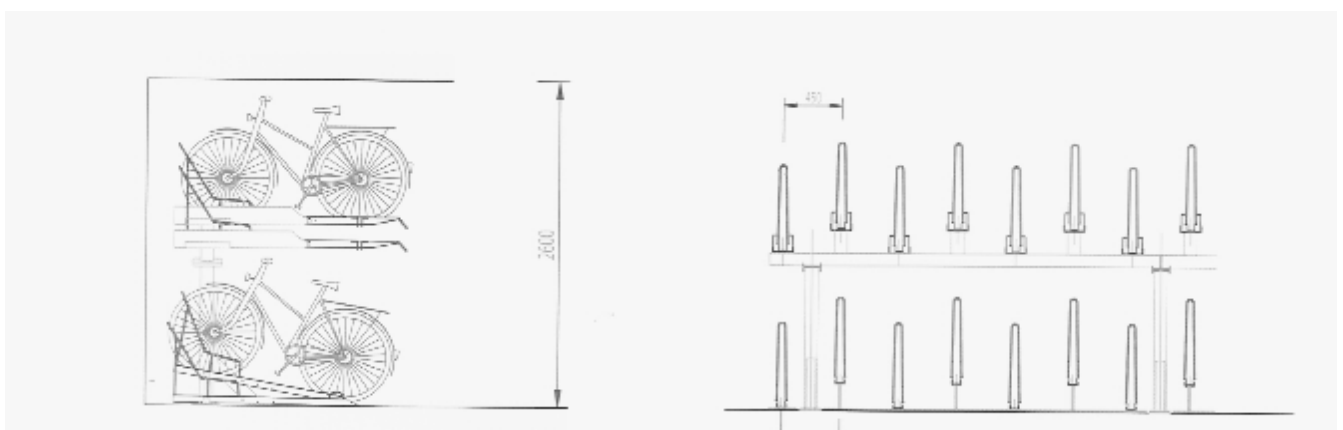
Layout and orientation

With this 2 Tier rack, the height is the important factor.

2600mm headroom is the recommended standard. This allows the racks to be staggered in height, so they can be as close together as 395mm, ideally 420-500mm. The minimum distance to any adjoining side wall should be 300mm.

The racks themselves are 2000mm long, and a clear space of 2000mm is needed in front of rack for access.

This system can be tailored to existing site dimensions. We have the expertise to design the optimum cycle parking solution for your particular needs, just ask us for a free quote.



Please contact us for more information, advice or a quotation:

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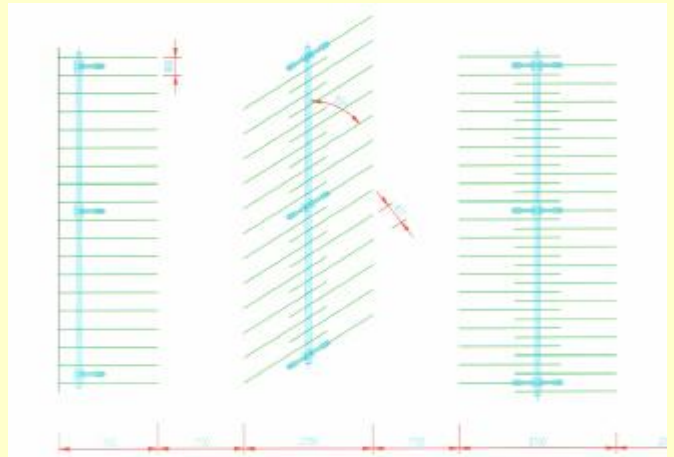
Tel 02392 81 55 55 Fax 02392 81 55 44 www.cycle-works.com info@cycle-works.com



Orientation

The racks can be installed at any angle between 90 and 45 degrees, depending on the space available. 90° is the most space-efficient option, while smaller angles are recommended for narrow sites.

The innovative Josta 2-tier system is a flexible, modular system to fit into the space you have available. We will be happy to provide you with a specific quotation for your site. Please provide us with a site plan that contains all relevant measurements, including obstacles such as existing pipes, drains or taps.



About Cycle-Works

Cycle-Works are passionate about cycling!

We are a specialist UK based cycle parking and infrastructure company, created in order to provide good quality cycle facilities. We believe this will increase the use and acceptance of the bicycle – good for health and good for the environment! This philosophy underpins everything we do.

We have extensive links with the USA, Germany and the Netherlands. This enables us to provide the most innovative products from around the world.

Our team of experienced and dedicated full-time installers then fit the products to make the most of your site—and to ensure a high quality finish.

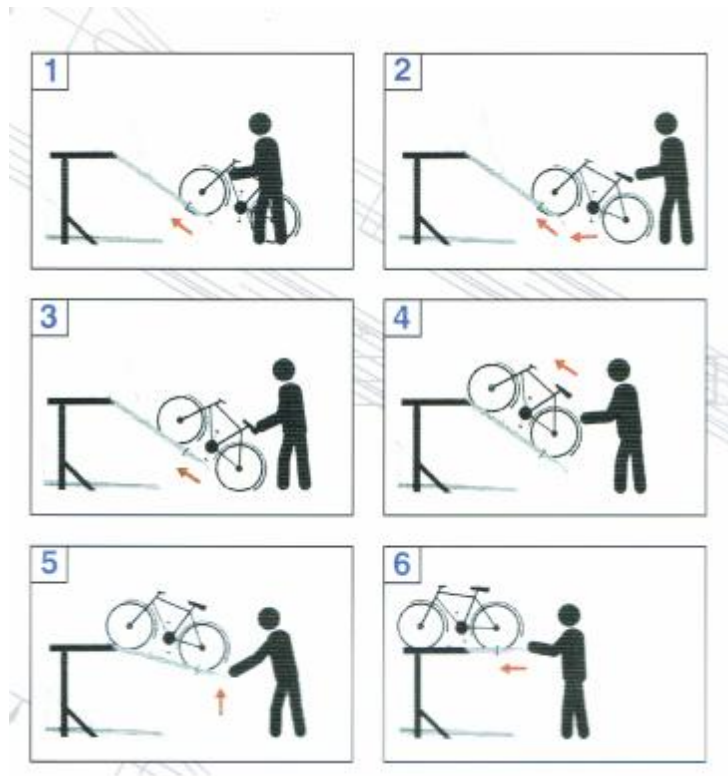
We believe in what we do and have extensive experience of campaigning, commuting, longer distance touring, CTC rides and Audax. All our employees and associates cycle regularly, and we have been active in both local and national campaigning.

Please contact us for more information, advice or a quotation:

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How to use the rack



Space-saving solutions



Before and after - Transport for London - Cycling Centre of Excellence

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Product gallery



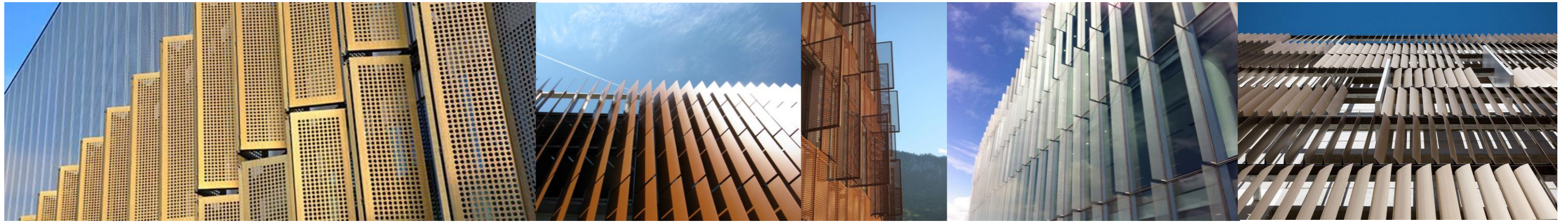
Please contact us for more information, advice or a quotation:

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Beech House, London Road, Headington

Proposed Window Fins

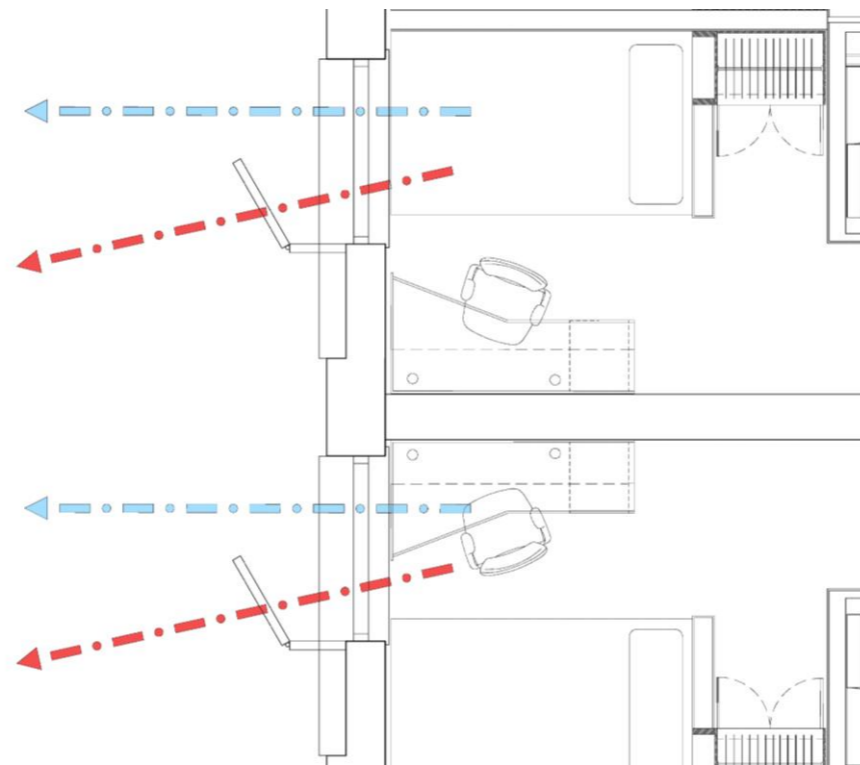


Contemporary precedents of fin screening systems

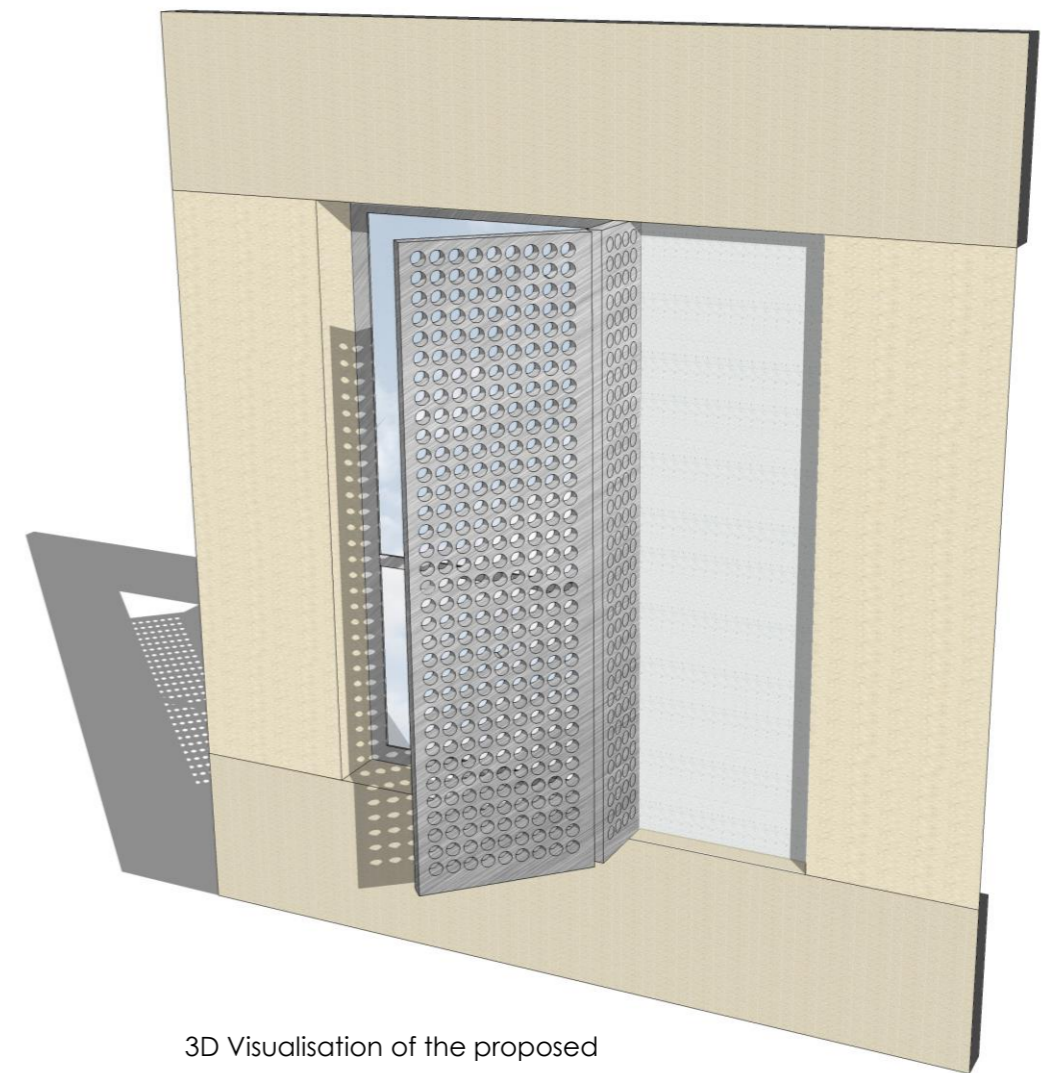
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- Headington Preparatory School Grounds
- Angle of view required to prevent over-looking of school grounds.



- Exposed window view line for light and views.
- Direction of blocked views due to the proposed fin screening system.



3D Visualisation of the proposed fin screening system.

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PLANNING REVIEW COMMITTEE

Wednesday 29 April 2015

COUNCILLORS PRESENT: Councillors Fry (Chair), Fooks (Vice-Chair), Goddard, Hollick, Kennedy, Sinclair, Cook, Pressel, Tanner and Van Nooijen.

OFFICERS PRESENT: Michael Crofton-Briggs (Head of City Development), Andrew Murdoch (City Development), Nick Worledge (Chief Principal Planner), Michael Morgan (Law and Governance) and Sarah Claridge (Committee Services Officer)

1. APOLOGIES FOR ABSENCE

Apologies for absence were received from Cllr Henwood (substitute Cllr Van Nooijen), Cllr Turner (substitute Cllr Tanner for item 3: Littlemore Park and Cllr Pressel for item 4: Aristotle Lane) and Cllr Lygo (substitute Cllr Cook for item 3: Littlemore Park)

2. DECLARATIONS OF INTEREST

There were no declarations of interest received.

3. LITTLEMORE PARK, ARMSTRONG ROAD: 14/02940/OUT

The Head of City Development submitted a report (previously circulated now appended) which detailed an outline planning application (with all matters reserved) seeking permission for up to 270 residential dwellings of 1 to 4 bedrooms on 2 to 5 floors to incorporate a maximum of 104 houses and 166 flats. Provision of car parking, cycle and bin storage, landscaping and ancillary works.

The Planning Officer presented the report, he explained that the applicant was offering an additional £214,000 to improve the bus service to the site. This would allow for an extended off peak service.

He explained that the Council's Sites and Housing Policy designated this site as primarily for employment and secondary for housing. An additional employment site has been made available at the Churchill Hospital site which meant this site can be used for housing.

He did not consider this proposal to be over-developed or unsustainable.

Judith Godsland (Oxford Road Action Group), Sue Stewart (Littlemore Parish Council), Neil Browning and Cllr David Henwood (Littlemore Parish Council) spoke against the application.

Kevin Ayrton (agent), Sheila Ordriin (applicant) and Huw Vaughn Jones (Mode Transport Planning consultants) spoke in favour of the application.

The Committee raised concerns about the accessibility of the development to public transport and the lack of amenities on the site. Officers explained that an hourly bus service was available during the week and on Saturdays and although this is not as frequent as other bus services in the city, the Planning Inspector considered that on the whole, “the city has very good transport links”. This does not mean that all parts of the city have the same frequency of bus service.

Officers are having on-going discussions with Magdalen College to allow public access through the science park to the proposed new railway station on the Cowley line.

The Committee resolved to GRANT outline planning permission, subject to the conditions and informatives below and the satisfactory completion of an accompanying legal agreement, and to delegate to the Head of City Development the issuing of the Notice of Permission upon its completion:

Conditions:

1. Time Limit for Commencement.
2. Approved plans and documents.
3. Reserved Matters Applications.
4. Phasing of Development.
5. Details of all external materials.
6. Landscaping and Public Realm.
7. Tree Protection Plan.
8. Landscape Management Plan.
9. Site Layout to incorporate space for links to the Science Park and wider area.
10. Ecological Mitigation, Compensation, and Management Plan.
11. Lifetime Homes Standards.
12. Car Parking Standards.
13. Cycle Parking Standards.
14. Sustainability and Energy Strategy.
15. Site Wide Foul and Surface Water Drainage Strategy .
16. Archaeology – evaluation.
17. Noise Attenuation Measures.
18. Flood Risk Assessment Mitigation Measure.
19. Contaminated Land - Risk Assessment.
20. Contaminated Land - Verification Report.
21. Contaminated Land - Unsuspected Contamination.
22. Contaminated Land - Foundation Design and Piling.
23. Secured By Design Measures.
24. Highways - Details of access roads.
25. Highways - Construction Traffic Management Plan.
26. Highways - Travel Plan.
27. Details of Electric Vehicle Charging Infrastructure.
28. Withdrawal of Permitted Development Right.

Informatives:

1. Any CIL contribution to be used to improve Oxford Road and links into Littlemore
2. A proportion of the development’s houses be exclusively available for NHS staff.

3. Bus Service improvements should be secured for Littlemore

Legal Agreement:

1. Affordable housing.
2. Employment Land Swap – Churchill Site.
3. Management of Linear Park.
4. Bio-diversity off-setting.
5. Future proof pedestrian / cycle links.
6. Financial contribution of £50,000 towards general sports and leisure facilities within Littlemore. Financial contribution of £795 per dwelling towards Public Transport Improvement.

4. ARISTOTLE LANE FOOTBRIDGE, ARISTOTLE LANE: 14/01348/FUL

The Head of City Development submitted a report (previously circulated now appended) which detailed an application for planning permission for demolition of the existing footbridge and erection of a replacement footbridge with ramped approaches and new stepped access. Provision of 12 car parking spaces and change of use of part of land adjacent to railway lines for educational purposes as part of SS Phillip and James School.

Tim King spoke against the application; he raised a number of landscaping issues.

John Griffin (SS Philip & James School), Colin Field and Paul Brakefield (Network Rail) spoke in favour of the application.

The Committee discussed the issue of landscaping and retaining the trees to mask the visibility of the bridge, the noise from the trains and to maintain the rural landscape of the area. Officers advised these concerns could be managed through the currently proposed conditions:

Condition 3 – to include safeguarding the wiggly path leading to the West ramp

Condition 6 – to include construction access to the meadow

Condition 11 – to include native trees replanting and tree retention where possible

Condition 15 – work done by qualified arboriculturalist

The Committee resolved to GRANT planning permission subject to the following conditions and informative:

Conditions

- 1 Development begun within time limit
- 2 Develop in accordance with approved plans
- 3 Boundary and abutment details, including spur ramp, handrails, boundary walls and bridge parapet details
- 4 Flood plain storage
- 5 Contamination and remediation
- 6 Demolition and Construction Travel Plan
- 7 Sustainable drainage
- 8 Tree protection
- 9 Landscape plan required
- 10 Landscape carry out after completion
- 11 Landscape management plan

- 12 Hard surface design.
- 13 Underground services
- 14 Tree protection plan
- 15 Arboricultural method statement
- 16 Samples of materials
- 17 Sample panels
18. Biodiversity
- 19 Archaeology
20. Materials- perforated panelling on railway bridge.

Informative

Seek to replace any trees removed due to development as close as possible to the site.

5. MINUTES

The Committee resolved to APPROVE the minutes of the meeting held on 26 January 2015 as a true and accurate record.

6. DATES OF FUTURE MEETINGS

The Committee noted the next meeting was scheduled for 27 May 2015 (if needed).

The meeting started at 6.00 pm and ended at 9.05 pm