

## WEST AREA PLANNING COMMITTEE

11 September 2018

**Application number:** 18/01590/CT3

**Decision due by** 15 September 2018

**Extension of time** 18 September 2018

**Proposal** Full planning application, including means of access and landscaping layout and scale, reconfiguration of existing coach and car parking within Redbridge Park & Ride, and the erection of Recycling Transfer Station (Sui Generis use), including a building (B8 use) up to 850 GIA, office (B1 use) and ancillary development including a weighbridge, fuel tank, water tank and two static hot boxes.

**Site address** Redbridge Park And Ride, Abingdon Road – see **Appendix 1** for site plan

**Ward** Hinksey Park

**Case officer** Nadia Robinson

**Agent:** Mr Arron Twamley      **Applicant:** Oxford City Council

**Reason at Committee** Major application

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## 1. RECOMMENDATION

1.1. West Area Planning Committee is recommended to:

- **approve the application** for the reasons given in the report and subject to the required planning conditions set out in section 12 of this report and grant planning permission.

1.1.1. **agree to delegate authority** to the Head of Planning, Sustainable Development and Regulatory Services to:

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

## 2. EXECUTIVE SUMMARY

2.1. This report considers a planning application for the erection of a recycling transfer station and ancillary facilities in the northern part of the Redbridge

Park and Ride site. The application also proposes landscaping and changes to the number and layout of car and coach parking spaces.

### **3. LEGAL AGREEMENT**

- 3.1. A Section 278 agreement must be entered into with the Highways Authority to secure the necessary improvements to allow the safe egress of vehicles generated by the development.

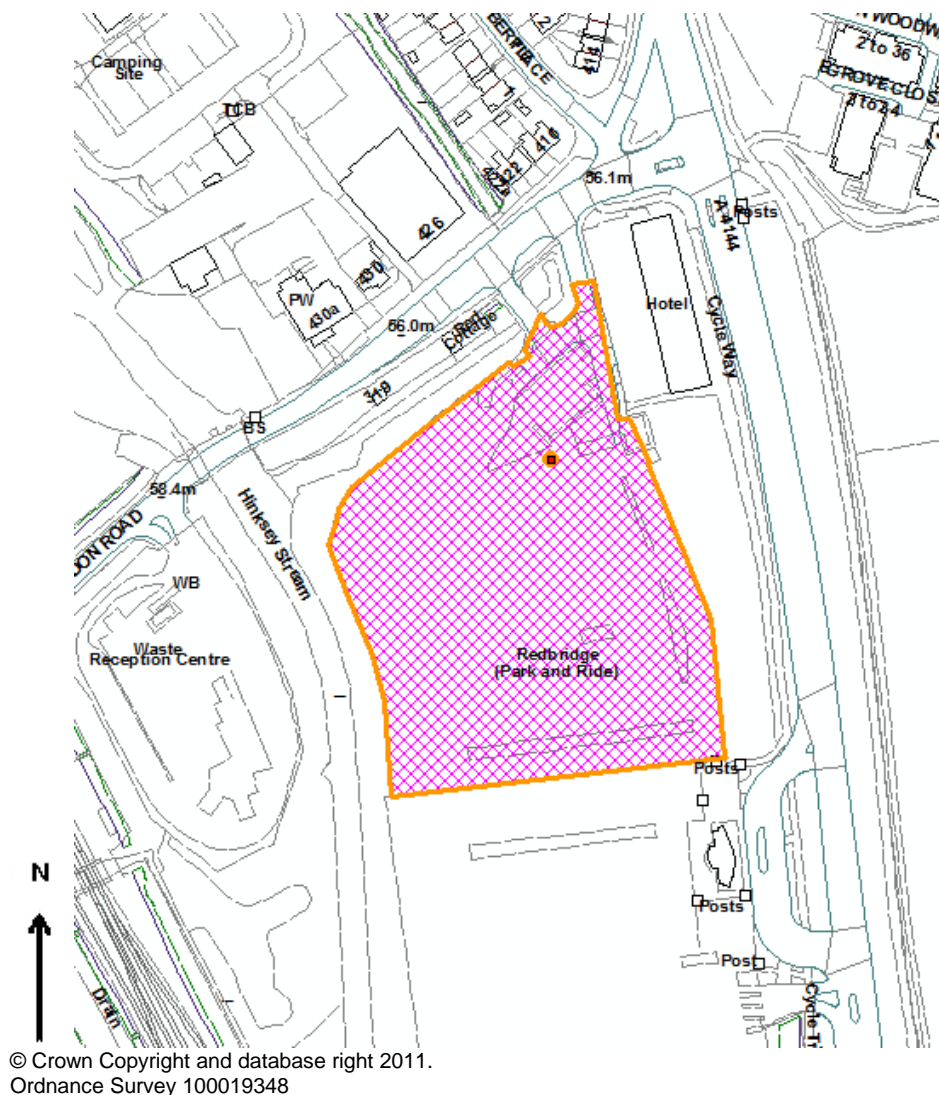
### **4. COMMUNITY INFRASTRUCTURE LEVY (CIL)**

- 4.1. The proposal is liable for a £26,489.36 CIL contribution.

### **5. SITE AND SURROUNDINGS**

- 5.1. The site is located in the northern part of the Redbridge Park and Ride and is bounded by Hinksey Stream along its north and west boundary, with Old Abingdon Road to the north beyond the stream. A Travelodge hotel lies to the east of the site with Abingdon Road beyond. To the south of the site is the remainder of the Park and Ride, including the terminal building and bus stops. Cycle parking and various ancillary items such as recycling bins and storage containers are located within the site boundary.
- 5.2. Much of the north and west boundary is lined with mature trees and the site is generally level. On the other side of Abingdon Road, to the east, lies the Iffley Meadows Site of Special Scientific Interest (SSSI) and the locally designated nature conservation area.
- 5.3. The closest building is the derelict Red Cottage just to the north of the site; this site had planning consent to replace it with three flats but the permission has now expired without being implemented. Beyond this are residential properties on Bertie Place, other residential properties on Old Abingdon Road, a religious meeting place, and a retail store with a caravan/camping area beyond. To the west lies Oxfordshire County Council's Recycling Centre as well as a dairy distribution hub.
- 5.4. There is vehicular access from the Old Abingdon Road into the site as well as access from the southern part of the Park and Ride.
- 5.5. The Park and Ride currently has 1,116 car parking spaces and 28 coach/HGV spaces. This is a temporary arrangement because coach parking is provided by a temporary consent related to displacement of coach parking at Oxpens during the construction of the Westgate centre.
- 5.6. The site was used for landfill until the late 1960s before being turned into a car park for the park and ride.

5.7. See block plan below:



## 6. PROPOSAL

- 6.1. The application proposes the erection of a Recycling Transfer Station (RTS) in the northern part of the site. This would be a large warehouse building where mixed dry recyclables (glass, paper, plastic) would be brought by the City Council's recycling collection teams before being bulked to transfer to a Material Recycling Facility further afield. No processing of the material would take place on site. Large contaminants will be manually removed from the waste.
- 6.2. A small office building or 'gatehouse' for staff plus staff parking is proposed alongside the main transfer station building, plus two static hot boxes. These are for storage of asphalt for use by the City Council's Direct Services team and for sale to small contractors. Ancillary development to the RTS includes a weighbridge, fuel tank and water tank. The recycling drop off containers used by the general public and managed by Oxford City Council would be relocated.

- 6.3. The application includes a new layout for the car and coach parking areas and landscaping proposals within the red line of the site. The proposal would result in a total of 1,200 car parking spaces for the entire Redbridge Park and Ride, plus 14 coach parking spaces.
- 6.4. The rationale for the proposal is to significantly reduce heavy goods vehicle movements, which would bring cost and carbon emission savings. The RTS currently used is a third-party facility located in Culham which necessitates multiple round trips for the recycling collection vehicles.
- 6.5. Pre-application discussions including a design workshop have been ongoing with the applicant since May 2017 and an earlier iteration of the scheme was reviewed by the Oxford Design Review Panel (ODRP). The ODRP letter summarising the review can be found in **Appendix 2**.
- 6.6. Public consultation was also carried out by the applicant in December 2017, the results of which can be found in the Planning Statement.

## 7. RELEVANT PLANNING HISTORY

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

55/00762/KEN\_H - Development to provide stadium for football, speedway, greyhound racing. to include provision for squash, gymnasium, swimming, sauna baths, etc. and with covered stands, restaurant and bars together with boating marina and associated car parking. REF 24th February 1975.

74/00914/A\_H - Development to provide stadium for football, speedway, greyhound racing. to include provision for squash, gymnasium, swimming, sauna baths, etc. and with covered stands, restaurant and bars together with boating marina and associated car parking. (part of development within City boundary).. REF 20th November 1974.

78/03689/KEN\_H - Extension of park and ride car park to provide 192 additional parking spaces together with rehabilitation of existing car park. PER 7th August 1978.

79/03689/KEN\_H - Extension to existing car park to provide a nominal 400 additional public parking spaces together with screen planting. PER 6th August 1979.

89/03689/KEN\_H - Extend existing car park southwards to increase parking capacity from 930 spaces to 1230 spaces. Change of use of Park and Ride car park to Sunday Market. SPL 14th July 1989.

93/00568/GF - Extension to existing Park and Ride car park to extend capacity from 1250 spaces to 1464 (Amended plans). PER 4th November 1993.

94/00582/GF - Change to access arrangements to provide new bus interchange, new parking for vans, new car park entrance, new franchise facility, and

recycling centre (Redbridge Park and Ride). PER 8th July 1994.

97/01802/NF - Change of use from park and ride perimeter landscaping to staff and customer car parking and manoeuvring space ancillary to adjacent car showroom / vehicle servicing.. WDN 22nd April 1998.

04/01370/CT3 - Removal of existing security cabin and bus shelter. Construction of single and two storey facilities building to accommodate security office, public toilets and public waiting area realignment of adjacent car parking area. PER 18th November 2004.

08/00234/FUL - Construction of decked car park structure providing 252 car parking spaces to be retained for a temporary period of 14 months required in connection with the part redevelopment and extension of the Westgate Centre.. WDN 19th March 2008.

13/02563/FUL - Reconfiguring part of existing Redbridge Park and Ride Site to accommodate for a temporary period (4 years from completion of development) coach and HGV parking, and associated fencing) (further information). PER 16th October 2014.

13/02563/CND - Details submitted in compliance with conditions 6 (lighting), 8 (SUDs), 9 (Construction Environmental Management Plan), 10 (Landscape and Ecological Management Plan), 11 (details of signage) and 12 (land contamination) and part discharge of condition 4 (phasing) of planning permission 13/02563/FUL. PER 16th April 2015.

15/02566/CT4 - Provision of temporary coach parking and provision of hard standing.. WDN 8th September 2015.

16/00142/CT3 - Provision of new pavement surface and hardstanding at Redbridge Temporary Coach Park.. PER 15th June 2016.

13/02563/CND2 - Details submitted in compliance of condition 4 (Phasing of enabling applications and plan) of planning permission 13/02563/FUL.. PER 11th June 2018.

## 8. RELEVANT PLANNING POLICY

8.1. The following policies are relevant to the application:

| Topic                  | National Planning Policy Framework | Local Plan                                  | Core Strategy          | Sites and Housing Plan | Other planning documents   |
|------------------------|------------------------------------|---|------------------------|------------------------|--|
| Design                 | 124-132                            | CP1<br>CP6<br>CP8<br>CP9<br>CP10<br>CP20    | CS2_<br>CS18_          |                        |  |
| Conservation/ Heritage | 184-202                            | HE10  |                        |                        |  |
| Natural environment    | 133-147<br>148-169<br>170-183      | CP11<br>NE6<br>NE12<br>NE13<br>NE15<br>NE23 | CS12_                  |                        |  |
| Social and community   | 91-101                             | CP19<br>CP21                                | CS19_                  | HP14_                  |  |
| Transport              | 102-111                            | TR1<br>TR2<br>TR3<br>TR4<br>TR6<br>TR9      | CS13_<br>CS14_         |                        | Parking Standards SPD  |
| Environmental          | 117-121                            | CP22<br>CP23                                | CS9_<br>CS10_<br>CS11_ |                        | Oxfordshire Minerals & Waste Local Plan: Part 1 – Core Strategy 2017 |
| Miscellaneous          | 7-12                               |   |                        | MP1                    |  |

## 9. CONSULTATION RESPONSES

9.1. Site notices were displayed around the application site on 5th July 2018 and an advertisement was published in The Oxford Times newspaper on 5th July 2018.

## **Statutory and non-statutory consultees**

### Oxfordshire County Council (Highways)

- 9.2. No objection subject to conditions.
- 9.3. The county council welcomes the provision of permanent coach parking, however is concerned that there is insufficient coach parking to accommodate demand. It is recognised that this is a wider issue.
- 9.4. The proposal will result the loss of 189 car parking spaces when compared to the original permission, however the Transport Assessment has demonstrated that that current and projected demand can be accommodated with the provision of 1,200 car parking spaces.
- 9.5. Amendments to the layout of the existing car park and junction are required to accommodate the vehicles required to serve the facility. Amendments to the access design were proposed by the applicant via a Technical Note dated 14 August 2018 to address the concerns raised by the county council. To secure these necessary improvements to allow the safe egress of vehicles generated by the development, the applicant must enter into a S278 agreement.

### Oxfordshire County Council (Drainage)

- 9.6. The initial objection on insufficient drainage details dated 3 August 2018 was subsequently removed following discussions between the applicant and the County Council.
- 9.7. We can confirm now that we are happy to remove our objection and instead condition it with our standard requirements
- Detailed drainage design including any revised calculations
  - Maintenance and management strategy
  - Exceedance plan
  - Infiltration rates if required to BRE 365

### Historic England

- 9.8. Historic England has no objection to the application on heritage grounds.

### Environment Agency

- 9.9. No objection subject to conditions.

### Natural England

- 9.10. No objection. Based on the plans submitted, Natural England considers that the proposed development will not have significant adverse impacts on designated sites and has no objection. Conditions recommended.

#### Oxford Bus Company

- 9.11. Oxford Bus Company raises no objection to the proposed Recycling Transfer Station at Redbridge Park and Ride. It will improve the quality of the parking area which should attract more people to use it and work towards the Council's aim of encouraging more people to use sustainable modes of transport.
- 9.12. Clarification sought on segregation of coach parking from car parking, and note on construction schedule coming prior to Oxford Flood Alleviation Scheme compound being installed within Redbridge Park and Ride.

#### Oxford Civic Society

- 9.13. This is a very comprehensive and complicated planning application, which has been submitted on behalf of Oxford City Council. The facility is clearly essential rather than desirable. We support the application.

#### Oxford Preservation Trust

- 9.14. Objection due to loss of coach parking spaces and absence of tourist coach strategy.
- 9.15. OPT recognises the importance and need for recycling stations around the city, but has concern over the choice of Redbridge Park and Ride as it displaces coach parking. There is no alternative strategy for managing coach parking. Current arrangements for dropping off and coach stopping and manoeuvring in the city centre are unacceptable and harmful to character of historic city centre. A tourist coach strategy is needed prior to determination of this application.

#### Experience Oxfordshire

- 9.16. Objection due to loss of coach parking spaces. The loss of the spaces for coach parking would have a huge negative impact on how coach tourism works for the City. Currently there are issues in the City Centre of coaches parking up for very short periods of time 60-90 minutes and leaving, this is something that we are working hard to discourage and increase dwell time in the city and length of stay. The proposal could lead to more short-stay coaches or coaches not visiting Oxford at all.

#### **Public representations**

- 9.17. No other public representations were received.

#### **Officer comments**

- 9.18. Colour site plan 3214.202 REV C was submitted to clarify the query from Oxford Bus Company regarding segregation between coaches and cars. Oxford Bus Company confirmed it was satisfied with the correction.

## **10. PLANNING MATERIAL CONSIDERATIONS**

10.1. Officers consider the determining issues to be:

- Principle of development
- Design
- Impact on designated heritage assets
- Transport and highways
- Trees and landscaping
- Land quality
- Ecology and biodiversity
- Energy and sustainability
- Air quality
- Flooding and drainage
- Neighbouring amenity

### **a. Principle of development**

- 10.2. The site is previously-developed land and so the proposal would comply with policy CS2 of the Core Strategy and paragraph 117 of the NPPF which prioritises previously-developed or 'brownfield' land.
- 10.3. The proposal, by reducing the number of vehicle trips for heavy goods vehicles collecting recyclate and consequent reduction in carbon emissions, and by being part of the recycling strategy for the city, would be consistent with the NPPF's environmental objective (paragraph 8) to minimise waste and pollution.
- 10.4. Policy CS10 of the Core Strategy supports appropriately located development that makes provision for the management and treatment of waste and recycling, in accordance with the Oxfordshire Joint Municipal Waste Strategy and local waste management strategies.
- 10.5. The application must be considered in relation to the adopted Oxfordshire Minerals & Waste Local Plan: Part 1 – Core Strategy 2017. It has been found to comply with the relevant policies (W1 to W5) of this Core Strategy. The proposal would help the provision of the waste facilities required for Oxfordshire to be self-sufficient in the management of local authority collected waste. It would help in the provision of waste management capacity in order to meet or exceed the targets for recycling of waste, particularly municipal waste, and achieve maximum diversion of waste from landfill. The waste transfer facility would help the provision of capacity for preparation for re-use, recycling or composting of waste or treatment of food waste.
- 10.6. A site search was carried out by the applicants and three potential sites identified:

- Oxfordshire County Council's Household Waste Recycling Centre – this site is in active use and there is not enough site capacity for an RTS
- Land off Ambassador Road, Cowley – the site lies on an interchange of two proposed bus rapid transit routes and is also adjacent to the Cowley branch line, which are both key elements of Oxford Transport Strategy
- Redbridge Park & Ride site – deemed the most suitable option despite technical constraints due to its historic use as a landfill

10.7. The application has thereby adequately demonstrated the rationale for the site selection.

10.8. Policy TR9 of the Oxford Local Plan states that parking provision at the Peartree, Redbridge and Seacourt park and ride car parks will be protected for park and ride purposes, including additional capacity. Where appropriate, the City Council will seek contributions towards park and ride improvements, and secure them by a planning obligation.

10.9. The application would result in an overall loss of car parking spaces from the number in place prior to the implementation of the temporary permission 13/02563/FUL. Prior to this temporary permission, there was no coach parking at Redbridge Park and Ride. The number of car and coach parking spaces can be summarised as follows:

|  | Car parking spaces | Coach parking spaces |
|--|--------------------|----------------------|
| Prior to temporary permission                                    | 1,389              | 0                    |
| After implementation of temporary permission (current situation) | 1,116              | 28                   |
| Proposed with this application                                   | 1,200              | 14                   |

10.10. The application includes a detailed transport assessment which demonstrates that 1,200 car parking spaces would be sufficient to meet current and future demand. This is discussed later in this report.

10.11. The application includes 14 coach parking spaces, which would not be a requirement in respect of policy TR9 and it is noted that the provision of coach parking facilities is not a responsibility that lies with Oxford City Council. It is considered that an appropriate balance has been achieved between providing sufficient car parking spaces to meet current and future demand, and the clear need in the city for some coach parking.

10.12. The application also proposes significant improvements to the surfacing, landscaping and layout of this northern part of the Park and Ride site (discussed in later sections of this report). Overall, it is therefore considered that the application is consistent with the aims of policy TR9 by protecting and improving Redbridge Park and Ride.

10.13. The principle of development is considered acceptable and consistent with the objectives of NPPF and local plan policies.

## **b. Design**

- 10.14. Paragraph 127 of the NPPF requires new development to function well and add to the overall quality of the area; be visually attractive as a result of good architecture, layout and appropriate and effective landscaping; be sympathetic to local character and history, including the surrounding built environment and landscape setting; establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit.
- 10.15. Policy CS18 of the Oxford Core Strategy 2026 requires development to demonstrate high-quality urban design that responds appropriately to the site and surroundings; creates a strong sense of place; attractive public realm; and high quality architecture. The Oxford Local Plan 2001-2016 requires development to enhance the quality of the environment, with Policy CP1 central to this purpose. Policy CP6 emphasises the need to make an efficient use of land, in a manner where the built form and site layout suits the site's capacity and surrounding area. Policy CP8 states that the siting, massing, and design of new development should create an appropriate visual relationship with the built form of the surrounding area.
- 10.16. During design development, the scheme was reviewed by the Oxford Design Review Panel (ODRP). The ODRP letter can be found in Appendix 2, with the main points summarised below:
- Communicate a strong environmental message, particularly by embracing the natural environment in the design of the scheme;
  - We suggest a simple permanent building set within a much greener landscape setting;
  - Set clear green targets for the scheme from design and construction to its use, include solar panels;
  - We suggest investigating hedges and creatively incorporating recycled materials, such as walls built from bottles and recycled tires, in the boundary treatment – more visible than the building itself;
  - Investigate a mono-pitch roof – sedum roof may not be achievable.
- 10.17. The siting of the building is somewhat dictated by the turning needs of the vehicles that would use the compound while making the most efficient use of the site to minimise the loss of car parking spaces. It is considered suitable in this respect, being tucked away to the north of the site, close to the tall tree screen that runs around this corner of the site.
- 10.18. The design now proposed is a simple steel-framed warehouse building clad in dark grey metal with monopitch roof incorporating PV panels. It has a significant mass, measuring 9.9m at its highest point, down to 5.5m at the eaves with a large footprint, but is well screened to the north and east by the tree belts. It is noted that the building would be shorter than the nearby Travelodge hotel, which is just over 12m at its highest point) and in a less

prominent location. It will be visible in local views but this is not considered to be harmful as there is no imperative for the building to be hidden. It will be seen in the context of other built form, such as the Travelodge hotel, and the large area of car park. It has an unambiguous and uncluttered form in a colour that would be visually recessive and contrast well with the surrounding trees and landscape.

- 10.19. The 'gatehouse' building is sympathetically designed with a green roof and the boundary treatment features pergolas with climbing plants and the opportunity for artwork, softening the appearance of this currently rather bleak area of car park.
- 10.20. The design team responded positively to pre-application discussions to 'green' the building and site and, as discussed in later sections, the built form elements of the proposal sit in a thoughtful landscape scheme which would significantly improve the quality of the environment within the site boundary for the general public.
- 10.21. The application drawings include areas of signage proposed with details to be confirmed. A condition is recommended to require details of any signage to be submitted to ensure these are of a size and design that would be appropriate.
- 10.22. Policy HE10 of the Oxford Local Plan 2001-2016 seeks to retain significant views both within Oxford and from outside. It states that planning permission will not be granted for buildings or structures proposed within or close to the areas that are of special importance for the preservation of views of Oxford (the view cones) or buildings that are of a height which would detract from these views.
- 10.23. The submitted Landscape and Visual Impact Assessment (LVIA) concludes that the proposed building will not be visible from long distance views, with it measuring approximately 10 metres in height. In addition, the RTS will not impact upon, or be a detractor to, the identified key views of or from the city, or views of the Oxford spires from the protected Oxford View Cones. Officers concur with these findings.

### **c. Trees and landscaping**

- 10.24. Due to good levels of tree cover around the perimeter of the area, and the presence of the Travelodge hotel beyond the northeast corner, the site is quite secluded from public views from the Abingdon Road and Old Abingdon Road. However, arrival at the park and ride presents the first impression that many visitors to Oxford will receive and therefore its appearance has relevance to the perceived quality of the city's public realm.
- 10.25. The landscaping proposals provide a good level of landscape enhancements to the site. It combines elements of individual native tree planting with wild flower beds, ground cover, hedge and shrub planting. These features will act to articulate the open space of the car park, and to be a foil and partial screen to the proposed buildings.

- 10.26. Existing trees, including a group situated along the southern site boundary, are proposed to be lost due to the reconfigured parking arrangements; these are of low individual quality, and from the perspective of landscape function the implications of their loss is mitigated by the presence of another parallel belt of trees to the south (outside of the site boundary), which forms a broader and denser canopy screen.
- 10.27. The submitted Landscape Maintenance and Management Plan covers an initial three-year establishment period as well as the long term management. Conditions are recommended to protect trees on site and to ensure the landscape scheme is carried out as proposed. Subject to such conditions, the application is acceptable in relation to tree and landscape proposals and the Council's Adopted Local Plan Policies CP1, CP11, NE15 and NE16.

**d. Impact on designated heritage assets**

- 10.28. The NPPF in section 16 requires applicants to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. It states that local planning authorities should take account of the desirability of sustaining and enhancing the significance of heritage assets, and the positive contribution that conservation of heritage assets can make.
- 10.29. The development site is adjacent to two parts of the scheduled monument known as Old Abingdon Road Culverts. The planning statement states that there are no heritage assets in the vicinity of the site but this is incorrect. The Old Abingdon Rd Culverts form part of the Saxon and medieval southern route into Oxford, which includes the 11th century Grandpont causeway. In the vicinity of the development site their significance is largely derived from the evidential value of the archaeological deposits and structures. The contribution of the setting is limited to the visible water channels, which will not be altered by the development.
- 10.30. Historic England has commented that the impact of the development on the scheduled monument will be negligible but highlights that the applicant should note the existence and location of the culverts, which could be impacted by any associated works such as service trenches.
- 10.31. An informative is proposed to be added to any permission in this regard. The proposal is consistent with section 16 of the NPPF.

**e. Transport and highways**

- 10.32. Paragraphs 108 and 109 of the NPPF require that safe and suitable access to the site can be achieved for all users; and any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree; development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. Paragraph

110 requires priority be given first to pedestrian and cycle movements; and that development creates places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles.

- 10.33. Policy CP1 of the Oxford Local Plan 2001-2016 requires development to be acceptable in respect of access, parking, highway safety, traffic generation, pedestrian and cycle movements, while policy CP10 requires developments to ensure that access to the site is practicable, with priority given to pedestrians and cyclists. Policy TR9 of the Oxford Local Plan states that parking provision at the Peartree, Redbridge and Seacourt park and ride car parks will be protected for park and ride purposes, including additional capacity. Where appropriate, the City Council will seek contributions towards park and ride improvements, and secure them by a planning obligation.

*Park and Ride capacity and demand*

- 10.34. Redbridge Park and Ride provided a total of 1,389 car parking spaces and no coach parking spaces prior to the implementation of the temporary coach parking application 13/02563/FUL. The proposal would result in an overall loss for the Park and Ride site of 189 car parking spaces compared with this figure and the retention of 14 of the 28 coach parking spaces that were present for a temporary period.
- 10.35. It is noted that the original planning permission for Redbridge Park and Ride allowed for up to 1,468 car parking spaces. However, this was consented in 1993 and parking space size standards have increased since then, as has design guidance on car park layouts, such as introducing planting to break up long rows of car parking. It is therefore not considered relevant to use this figure as a benchmark.
- 10.36. An analysis of current and projected demand for car parking spaces was carried out by the applicants. Surveys undertaken in April 2018 have demonstrated that weekday occupation is 717 spaces and Saturday occupation is 634 spaces. These surveys have shown an increase in the usage of the Park & Ride when compared to the surveys undertaken in May 2017 before the Westgate shopping centre opened in October 2017. To present a further worst case scenario this data has been uplifted by a third to take into account potential demand arising for units at the Westgate that are not yet open and to account for travel patterns which may not yet be fully established. This results in a potential demand of 785 spaces on a weekday and 881 spaces on a Saturday.
- 10.37. The submitted Transport Assessment has also reviewed five years' worth of inbound traffic flow data into the Park & Ride to understand if any seasonal peaks occur. Although this work did not reveal any seasonal variations, the data was used to further investigate the impact of the highest recorded peak with the proposed reduction in spaces. This exercise showed that a 1 in 5 year peak demand of 860 spaces on a weekday or 664 spaces on a Saturday could occur.

- 10.38. This is a robust piece of evidence which clearly demonstrates that the provision of 1,200 spaces will accommodate the current and future demand and any peak demands that may occur in the near future. The retention of some coach parking spaces, rather than reverting wholly to car parking spaces, results in a balanced approach which provides sufficient capacity for cars as well as much needed coach parking for the city, albeit that the responsibility for such provision need not be met by this application.
- 10.39. It is noted that a compound is proposed to be erected as part of the Oxford Flood Alleviation Scheme currently under consideration by Oxfordshire County Council under reference MW.0028/18. This application is yet to be determined and so members must determine this application on the basis of the existing situation, i.e. no reduction, temporary or otherwise, in parking spaces in the remainder of the Park and Ride site beyond the red line of development.

#### *Traffic movements*

- 10.40. The proposed recycling facility will result in 64 daily movements of which 40 are generated by Heavy Goods Vehicles (HGVs). The Local Highway Authority have advised that this level of traffic is unlikely to have a significant impact on the local road network, however a condition is recommended for a Servicing and Delivery Management Plan to be submitted prior to first use. This would restrict the hours in which the facility can generate HGVs onto the local road network.

#### *Highway safety and access*

- 10.41. The swept path analysis submitted for a 16.5m articulated lorry shows that the vehicle would overrun the give-way junction within the Park & Ride (south of its junction with Old Abingdon Road). This could result in a potential collision with a vehicle leaving the Park & Ride or it could result in over manoeuvring to allow the car or the lorry to pass each other. The county council recommends that this junction within the Park & Ride is redesigned, pushing the give-way markings further south thus allowing a larger vehicle sufficient room to turn into the RTS.
- 10.42. The swept path analysis has also demonstrated that vehicles of this size would require both sides of the carriageway when turning left out onto Old Abingdon Road. This again raises safety concerns, especially if it were to occur during peak periods when queuing traffic on Old Abingdon Road would prevent the use of both lanes.
- 10.43. To address the above concerns, the county council recommends that the layout of the scheme is altered to push the in-site junction markings further south and to erect signage which prevents large vehicles from turning left onto the Old Abingdon Road. To this end, a suitably worded condition has been recommended.

### *Cycle parking*

- 10.44. The existing cycle parking is to be relocated with the numbers of cycle parking spaces retained. No cycle parking is proposed for the staff of the RTS and so a condition to require this is recommended.

### *Coach parking*

- 10.45. There are no planning obligations or policies that require coach parking to be provided at Redbridge Park and Ride. Indeed, prior to the four-year temporary permission, there was no coach parking on the site. There is therefore no planning reason to require any coach parking on the site with this application, nor to require additional parking beyond the 14 spaces proposed.
- 10.46. The public consultation raised concerns that a shortage of coach parking in the city could lead to problems of indiscriminate or illegal coach parking within city centre streets or extended use of laybys on the ring road, both of which are undesirable. However, the county council as Highways Authority recognises that this is a wider issue and there is no obligation to provide coach parking on the Redbridge Park & Ride site and that the temporary permission for coach parking on the site expires shortly, which would result in no coach parking on the site.
- 10.47. It would therefore be unreasonable to refuse the application on the grounds of insufficient coach parking.

### *Electric vehicle charging points*

- 10.48. Of the proposed car parking spaces, 13 would be provided with electric vehicle charging points. Ducting will also be provided to easily allow additional spaces to be provided with electric vehicle charging infrastructure in future.
- 10.49. The proposal would accord with local and national planning policy in relation to transport and highway matters, subject to the recommended conditions.

## **f. Land quality**

- 10.50. A Ground Investigation Report was submitted with the application which did not identify any contamination that could present a potentially significant risk of harm to future users of the site or other nearby environmental receptors, based on the proposed end-use – with the notable exception of ground gases within the made ground beneath the site.
- 10.51. In this regard, it is agreed that appropriate ground gas protection measures are required for the safe development of the recycling transfer station and any associated areas that contain a confined space. As discussed in the report, appropriate ground gas protection could be achieved by installation of an appropriate ground gas protective membrane coupled with a suitable reinforced concrete floor slab within all buildings proposed.
- 10.52. To secure remediation of the site and in case any unexpected contamination is identified during the course of re-development, it is recommended that

conditions be included in any permission granted. Subject to such conditions, the proposal would accord with policy CP22 of the Oxford Local Plan.

**g. Ecology and biodiversity**

- 10.53. Policy CS12 of the Core Strategy states that development will not be permitted if it results in a net loss of sites and species of ecological value. Where there is opportunity, development will be expected to enhance Oxford's biodiversity.
- 10.54. The application is accompanied by an ecological assessment which demonstrates that the potential presence of protected species and habitats has been given due regard. In order to ensure a net gain in biodiversity is achieved and to prevent harm to any ecological receptor, conditions are recommended.
- 10.55. Natural England is content that the proposed development will not damage or destroy the interest features of Iffley Meadows Site of Special Scientific Interest (SSSI). It recommends that, should permission be granted, conditions be placed to require the submission of final versions of the Construction Environmental Management Plan Surface Water Drainage Strategy to safeguard Iffley Meadows SSSI.
- 10.56. Subject to conditions, the proposal is acceptable in relation to national and local planning policy relating to ecology and biodiversity.

**h. Energy and sustainability**

- 10.57. Core Strategy Policy CS9 states that all developments should seek to minimise their carbon emissions and should demonstrate sustainable design and construction methods and energy efficiency through design, layout, orientation, landscaping and materials. Because the development proposed falls below the threshold for "qualifying developments", i.e. over 2,000 square metres, there is no additional requirement to deliver a proportion of renewable or low-carbon energy or to incorporate recycled or reclaimed materials.
- 10.58. The proposal includes a range of energy efficiency and sustainable energy measures including the solar panels proposed for the warehouse which will generate energy for use within the Recycling Transfer Station, and to feed electrical car charging points within the Park and Ride. Electric charging points are proposed, and a green roof for the staff office building. These measures are welcomed and meet the requirements of policy CS9.

**i. Air quality**

- 10.59. An Air Quality Screening Assessment including dust assessment was submitted and reviewed alongside the Transport Statement and Design and access statement to assess the air quality impact of the development. Officers conclude that there will be no negative air quality impacts over current and future receptors as a result of the new development.

10.60. However, and with regards to the potential dust impact during the development's construction phase, it is extremely important to guarantee that the site specific mitigation measures that were identified in the dust assessment are put in place and included in the site's construction environmental management plan (CEMP). This is therefore recommended to be included in a CEMP condition.

**j. Flooding and drainage**

10.61. The NPPF states that when determining planning applications, local planning authorities should ensure that flood risk is not increased elsewhere (paragraph 163), supported where appropriate by a site-specific flood-risk assessment. Paragraph 165 states that major developments should incorporate sustainable drainage systems unless there is clear evidence that this would be inappropriate. Oxford Core Strategy Policy CS11 states that development will not be permitted that will lead to increased flood risk elsewhere, or where the occupants will not be safe from flooding.

10.62. The proposed development sits within extents of existing hard-standing in the Park and Ride and within Environment Agency Flood Zone 1. A preliminary surface water drainage strategy has been submitted using sustainable measures. The existing drainage outfall will be used but with the existing drainage replaced as a part of the proposals. A significant reduction in runoff rates to the adjacent Hinksey Stream is identified as part of the proposals. A detailed surface water management strategy, including detailed design, maintenance and management is recommended to be secured by condition. The proposal would comply with the NPPF in respect of flooding and drainage and with policy CS11.

**k. Neighbouring amenity**

10.63. Policy HP14 of the Sites and Housing Plan states that development should provide reasonable privacy and daylight for the occupants of both existing and new dwellings and guards against overbearing development. Policy CP10 of the Oxford Local Plan 2001-2016 requires development proposals to be sited in a manner which meets functional need, but also in a manner that safeguards the amenities of other properties. Policies CP19 and CP21 protect against unacceptable nuisance and noise.

10.64. The nearest residential properties are in Bertie Place, some 50 meters from the development site. The main impact on these residents will be the increase in HGV movements, estimated to be increasing from 18 to 40. This is not considered to be a significant increase on the existing situation with coach movements. The movements will only take place on weekdays from 6am to 4pm which means local residents will not be disturbed in the evenings and at weekends.

10.65. A Noise Impact Statement has been submitted which has taken account of the likely noise sources from the proposal comparing these to existing background noise levels at the nearest noise sensitive locations. As a result the Statement proposes the installation of a 4.5m high acoustic fence and demonstrates that

this would be sufficient mitigation to avoid significant adverse impact at the nearest noise sensitive properties. However, the detailed specifications for the barrier are not yet known and would most appropriately be managed through a noise management scheme, which officers recommend be secured by condition.

10.66. Odour management has also been considered and there are several steps in the recycle collection, storage and management chain which when taken together would effectively prevent or control odours that might otherwise be problematic outside the site. As with noise it would be appropriate for these to be confirmed in the form of an odour management scheme and a condition is recommended to deal with this.

10.67. Subject to conditions, the proposal would be acceptable in terms of neighbouring amenity.

## **11. CONCLUSION**

11.1. Having regards to the matters discussed in the report, officers would make members aware that the starting point for the determination of this application is in accordance with Section 38 (6) of the Planning and Compulsory Purchase Act 2004 which makes clear that proposals should be assessed in accordance with the development plan unless material considerations indicate otherwise.

11.2. The NPPF recognises the need to take decisions in accordance with Section 38(6) but also makes clear that it is a material consideration in the determination of any planning application (paragraph 2). The main aim of the NPPF is to deliver Sustainable Development, with paragraph 11 the key principle for achieving this aim. The NPPF also goes on to state that development plan policies should be given due weight depending on their consistency with the aims and objectives of the Framework. The relevant development plan policies are considered to be consistent with the NPPF despite being adopted prior to the publication of the framework.

### *Compliance with Development Plan Policies*

11.3. Therefore in conclusion it would be necessary to consider the degree to which the proposal complies with the policies of the development plan as a whole and whether there are any material considerations, such as the NPPF, which are inconsistent with the application of those policies.

11.4. The development would comply with policy CS10 of the Core Strategy and Oxfordshire Minerals & Waste Local Plan: Part 1 – Core Strategy 2017 regarding the provision of waste and recycling facilities by improving the efficiency of waste movement. By reducing vehicular emissions in Oxford, the scheme would support air quality improvements, consistent with policy CP23 of the Oxford Local Plan. The scheme has strong sustainability credentials with electric vehicle charging points provided, powered by the large array of solar panels, coupled with a green roof for the staff building. This, along with the significant landscape improvements, would mean the scheme complies

with policies CS9 and CS12 of the Core Strategy and policies CP1, CP11, NE15 and NE16 of the Oxford Local Plan. The design has responded positively to input from officers and the ODRP to create a well-considered, mild-mannered scheme that has successfully drawn the surrounding landscape into the project. As such it complies with local plan policies relating to design and landscaping including policy CS18 of the Core Strategy. The site can be sustainably drained, in compliance with policy CS11 of the Core Strategy.

11.5. The main policy where there could be considered a departure from development plan policy would be with regard to policy TR9 of the Oxford Local Plan 2001-2016 which states that parking provision at the Peartree, Redbridge and Seacourt park and ride car parks will be protected for park and ride purposes, including additional capacity. The application has demonstrated that current and future parking demand is met by the number of car parking spaces proposed, with coach parking provided in addition to this, and significant environmental improvements to the benefit of the public and the Park and Ride facility. It is considered that the application, taken as a whole, would comply with policy TR9. The proposal is otherwise acceptable in respect of highways and transport issues with no objection raised by the Highways Authority.

11.6. Therefore officers consider that the proposal would accord with the development plan as a whole.

*Material considerations*

11.7. The principle material considerations which arise are addressed below, and follow the analysis set out in earlier sections of this report.

11.8. National Planning Policy: The NPPF has a presumption in favour of sustainable development at its heart.

11.9. NPPF paragraph 11 states that proposals that accord with an up-to-date development plan should be approved without delay, or where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless the application of policies in the Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or any adverse impacts would significantly and demonstrably outweigh the benefits when assessed against the policies in the Framework taken as a whole.

11.10. Officers consider that the proposal would accord with the overall aims and objectives of the NPPF for the reasons set out within the report. Therefore in such circumstances, paragraph 11 is clear that planning permission should be approved without delay. This is a significant material consideration in favour of the proposal.

11.11. Officers would advise members that having considered the application carefully including all representations made with respect to the application,

that the proposal is considered to be acceptable in terms of the aims and objectives of the National Planning Policy Framework, and relevant policies of the Oxford Core Strategy 2026, Oxford Local Plan 2001-2016 and Sites and Housing Plan 2013, when considered as a whole, and that there are no material considerations that would outweigh these policies.

11.12. It is recommended that the Committee resolve to grant planning permission for the development proposed subject to the recommended conditions.

## **12. CONDITIONS**

12.1. Please note that there are a number of conditions that have duplicate or overlapping requirements. This is because statutory consultees have recommended conditions that overlap with others. Officers will work with the various consultees to consolidate conditions prior to the issuing of a decision, should permission be granted.

### **1. Time limit**

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

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

### **2. Approved plans**

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

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

### **3. Material samples**

Prior to the commencement of construction works above ground level, samples of the exterior materials and sample panels of brickwork and brick course to be used shall be submitted to, and approved in writing by, the local planning authority and only the approved materials and details shall be used.

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

### **4. Signage**

Details of all external signage and any illumination for the development shall be submitted to and approved in writing by the local planning authority prior to its installation. Only the approved details shall be implemented unless otherwise agreed in writing by the local planning authority.

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

**5. No felling or tree surgery**

As from the date of the grant of this permission no on-site trees and shrubs which are not identified for removal in the approved details shall be wilfully damaged or destroyed or uprooted, felled, lopped or topped without the prior written consent of the Local Planning Authority.

Reason: For the purpose of preserving important landscape features in the interests of visual amenity in accordance with policies CP1 and CP11 of the Adopted Local Plan 2001-2016.

**6. Landscape – carry out by completion**

The landscaping proposals as approved by the Local Planning Authority shall be carried out upon substantial completion of the development and be completed not later than the first planting season after substantial completion. All planting which fails to be established within three years shall be replaced.

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

**7. Tree protection plan**

The development shall be carried out in strict accordance with the approved tree protection measures contained within the planning application details unless otherwise agreed in writing by the Local Planning Authority.

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

**8. Cycle Parking**

A cycle parking plan showing the location and type of this provision should be submitted to and agreed in writing by the Local Planning Authority. The approved cycle parking plan shall be implemented prior to the first use or occupation of the development and thereafter retained solely for the purposes of cycle parking.

Reason: To encourage the use of sustainable modes of transport in accordance with policy TR4 of the Oxford Local Plan 2001-2016.

**9. Section 278**

No development shall take place until an agreement with Oxfordshire County Council under section 278 of the Highways Act 1980 has been entered into to secure necessary improvements to allow the safe egress of vehicles generated by the development.

Reason: in the interests of highway safety in accordance with policy CP1 and CP10 of the Oxford Local Plan 2001-2016.

### **10. Car Park Layout Plan**

Prior to commencement of the development, a plan detailing the layout of the car parking area and swept path analyses of heavy vehicles shall be submitted to, and approved by, the Local Planning Authority. The development shall be constructed and laid out in accordance with the approved plan.

Reason: in the interest of highway safety in accordance with policy CP1 and CP10 of the Oxford Local Plan 2001-2016.

### **11. Servicing and Delivery Management Plan**

A Servicing and Delivery Management Plan shall be submitted to and be approved in writing by the Local Planning Authority prior to occupation. The development shall be operated in accordance with the approved plan.

Reason: In the interests of highway safety and to mitigate the impact of service and delivery vehicles on the surrounding network, road infrastructure and local residents, particularly at peak traffic times in accordance with policy CP1 and CP10 of the Oxford Local Plan 2001-2016.

### **12. Construction Traffic Management Plan (CTMP)**

A Construction Traffic Management Plan should be submitted to and be approved in writing by the Local Planning Authority prior to commencement of works. The CTMP should follow Oxfordshire County Council's template if possible. This should identify;

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

The development shall be carried out in complete accordance with the approved Construction Traffic Management Plan.

Reason: In the interests of highway safety and to mitigate the impact of construction vehicles on the surrounding network, road infrastructure and local residents, particularly at peak traffic times in accordance with policy CP1 and CP10 of the Oxford Local Plan 2001-2016.

### **13. Drainage**

Development shall not begin until a drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and

hydro-geological context of the development, has been submitted to and approved in writing by the local planning authority. The approved scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The scheme should follow the recommendations in the Flood Risk Assessment and Drainage Strategy (Peter Brett Associates, June 2018). The scheme shall also include:

- Existing drainage survey
- Disposal of surface water to include the use of trapped gullies and catch pits to prevent silt from entering the Hinksey Stream, and the use of a penstock to help contain surface water runoff in the event of a pollution incident.
- Detailed drainage design including any revised calculations
- Maintenance and management strategy
- Exceedance plan
- Disposal of foul drainage.
- Infiltration rates if required to BRE 365

Reason: To prevent flooding affecting the highway, to avoid flooding in accordance and to protect the water quality of the Hinksey Stream and to prevent pollution of Iffley Meadows SSSI with policies CS11 and CS12 of the Core Strategy 2026 and policy NE13 of the Oxford Local Plan 2001-2016.

#### **14. Ecological enhancement**

Prior to the commencement of the development a scheme of ecological enhancement measures shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall detail measures to ensure a net gain in biodiversity and will include, but not be limited to, the following:

- Specifications and management of bat and bird boxes, including a minimum of two swift boxes on the new building;
- Details of new landscape planting, including species of known value to wildlife, along with long term management objectives;
- Green roof and green wall specifications, including their long-term management;
- Enhancements including an invertebrate box and hedgehog boxes;
- Long term monitoring and remediation measures for failed or damaged stock; and
- Details of the external lighting strategy.

The approved ecological measures shall be implemented prior to first use of the development and thereafter maintained and retained.

Reason: In the interests of improving the biodiversity of the City in accordance with NPPF and policy CS12 of the Oxford Core Strategy 2026 and to ensure the survival of protected and notable species protected by legislation that may otherwise be affected by the development.

## **15. Construction Environmental Management Plan**

Prior to the commencement of the development a Construction Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the Local Planning Authority. The CEMP will provide details of measures to avoid, minimise and mitigate the effects on the environment during the construction phase of the development. The CEMP shall include, but not be limited to, the consideration of the following aspects of the construction phase:

- Site personnel and responsibilities, including requirements for an Ecological Clerk of Works (ECoW);
- Site operation hours and lighting;
- Noise, dust and vibration control including site specific dust mitigation measures identified for this development chapter 6 (pages 13-14) of the Air Quality Screening Assessment submitted with the application;
- Measures to prevent pollution incidents, including run-off into the off-site watercourse;
- Safeguards for protected species (including bats, birds and badger);
- Pre-commencement check in respect of badgers 72 hours prior to site mobilisation;
- Safeguards for protected habitats (including off-site woodland and stream);
- Storage of materials and plant;
- Provision of signage and protective barriers, including root protection fencing;
- Emergency protocols and remediation measures;
- Monitoring and reporting; and
- Site safety and security.

The approved plan will be strictly adhered to throughout the duration of the development and shall not be altered without prior consent in writing from the Local Planning Authority.

Reason: To ensure the environmental impact of the construction phase of the development is adequately mitigated, protected species and habitats are safeguarded and to ensure that the construction phase minimises the risk of particulates or waste water reaching the Iffley Meadows SSSI in accordance with policy CP23 of the Oxford Local Plan 2001- 2016 and policy CS12 of the Oxford Core Strategy 2026.

## **16. Land contamination risk assessment**

Prior to the commencement of the development a phased risk assessment shall be carried out by a competent person in accordance with relevant British Standards and the Environment Agency's Model Procedures for the Management of Land Contamination (CLR11) (or equivalent British Standards and Model Procedures if replaced). A phase 3 remediation strategy shall be submitted to and approved in writing by the local planning authority to ensure the site will be suitable for its proposed use.

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

#### **17. Remedial works**

The development shall not be occupied until the approved remedial works have been carried out and a full validation report has been submitted to and approved in writing by the local planning authority. If topsoil material is imported to the site the developer should obtain certification from the topsoil provider to ensure that the material is appropriate for the proposed end use.

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

#### **18. Unexpected contamination**

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

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

#### **19. Surface water**

Prior to commencement of development a Surface Water Drainage Strategy shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in complete accordance with the approved strategy.

Reason: to ensure that waste water and run-off into Hinksey Stream does not exceed current levels, and therefore does not impact the Iffley Meadows SSSI.

#### **20. Flood Risk Assessment**

The development permitted by this planning permission shall only be carried out in accordance with the approved Flood Risk Assessment (FRA) and the following mitigation measures detailed within the FRA:

1. All built development shall take place outside of the 1 in 100 and 1 in 100 plus 35% Climate Change extents as shown in Appendix E of the FRA.

Reason: To mitigate the risk of flooding to the development. This condition is supported by paragraph 163 of the National Planning Practice Framework.

#### **21. Hinksey Stream buffer**

No development shall take place until a scheme for the provision and management of a minimum 8 metre wide buffer zone alongside the Hinksey Stream has been submitted to and agreed in writing by the local planning authority. Thereafter the development shall be carried out in accordance with the approved scheme and any subsequent amendments shall be agreed in writing with the local planning authority. The buffer zone scheme shall be free from built development including lighting and formal landscaping. The scheme shall include:

- plans showing the extent and layout of the buffer zone.
- details of the proposed planting scheme which should be native species of UK provenance.
- details demonstrating how the buffer zone will be protected during construction.
- details demonstrating how the buffer zone will be managed over the longer term including adequate financial provision and named body responsible for the management plan.
- details of any proposed footpaths, fencing, lighting etc within the buffer zone. There should be no light spill into the river corridor.

Reason: Development that encroaches on watercourses has a potentially severe impact on their ecological value, e.g. artificial lighting disrupts the natural rhythms of a range of wildlife using and inhabiting the river and its corridor habitat, for example commuting and foraging bats. Any lighting close to semi-natural habitats including the river corridor, should follow the recommendations within section 4.3.11 of the Ecological Assessment Report (Peter Brett Associates, June 2018). Land alongside watercourses is particularly valuable for wildlife and it is essential this is protected. This condition is supported by Saved Policy NE6 of the adopted Oxford Local Plan and the National Planning Policy Framework (NPPF), paragraph 170 which recognises that the planning system should aim to conserve and enhance the natural and local environment. This is by minimising impacts on biodiversity and providing net gains in biodiversity where possible, contributing to the Government's commitment to halt the overall decline in biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures. Paragraph 174 of the NPPF also states that opportunities to incorporate biodiversity in and around developments should be encouraged. The Natural Environment and Rural Communities Act which requires Local Authorities to have regard to nature conservation and article 10 of the Habitats Directive which stresses the importance of natural networks of linked corridors to allow movement of

species between suitable habitats, and promote the expansion of biodiversity.

## **22.No piling**

Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

Reason: Piling at this site could potentially mobilise shallow contamination into the underlying chalk principal aquifer. This risk would need to be assessed and addressed. This may necessitate additional remediation of existing contamination.

## **23.Noise management scheme**

The permitted use shall not take place until a scheme for protecting residential premises from operational noise is submitted to and approved in writing by the Local Planning Authority. Reference shall be made in the scheme to the Noise Impact Statement by PBA of June 2018. All works that form part of the approved scheme shall be completed before the development is brought into use. There shall be no variation to the approved details unless otherwise agreed in writing beforehand by the Local Planning Authority.

Reason: To safeguard the amenities of the occupiers of nearby properties in accordance with policies CP9, CP19 and CP21 of the Oxford Local Plan 2001-2016.

## **24.Odour management scheme**

The permitted use shall not take place until a scheme for preventing and controlling potential odour from site operations, such that significant adverse impacts are not experienced by occupiers outside the site, is submitted to and approved in writing by the Local Planning Authority. All works that form part of the approved scheme shall be completed before the development is brought into use. There shall be no variation to the approved details unless otherwise agreed in writing beforehand by the Local Planning Authority.

Reason: To safeguard the amenities of the occupiers of nearby properties in accordance with policies CP9, and CP19 of the Oxford Local Plan 2001-2016.

## **Informatives**

1. The development hereby permitted is liable to pay the Community Infrastructure Levy. The Liability Notice issued by Oxford City Council will state the current chargeable amount. A revised Liability Notice will be issued if this amount changes. Anyone can formally assume liability to

pay, but if no one does so then liability will rest with the landowner. There are certain legal requirements that must be complied with. For instance, whoever will pay the levy must submit an Assumption of Liability form and a Commencement Notice to Oxford City Council prior to commencement of development. For more information see: [www.oxford.gov.uk/CIL](http://www.oxford.gov.uk/CIL)

2. Please note that the responsibility to properly address contaminated land issues, irrespective of any involvement by this Authority, lies with the owner/developer of the site.
3. The applicant should note the existence and location of the Old Abingdon Rd Culverts, which could be impacted by any associated works such as service trenches. (Archaeological remains of national importance could also exist between the two culverts, under the modern Old Abingdon Rd.) If any such works are likely the applicant should consult Historic England at the earliest opportunity.
4. Due the presence of a landfill beneath the site, no infiltration drainage should be used at this site. This development may require an Environmental Permit from the Environment Agency under the terms of the Environmental Permitting (England and Wales) (Amendment) (No. 2) Regulations 2016 for any proposed works or structures, in, under, over or within 8 metres of the top of the bank of designated 'main rivers'. This was formerly called a Flood Defence Consent. Some activities are also now excluded or exempt. An environmental permit is in addition to and a separate process from obtaining planning permission. Further details and guidance are available on the GOV.UK website:  
<https://www.gov.uk/guidance/flood-risk-activities-environmental-permits>.

### **13. APPENDICES**

- **Appendix 1** – Site location plan
- **Appendix 2** – Oxford Design Review Panel letter

### **14. HUMAN RIGHTS ACT 1998**

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

### **15. SECTION 17 OF THE CRIME AND DISORDER ACT 1998**

- 15.1. Officers have considered, with due regard, the likely effect of the proposal on the need to reduce crime and disorder as part of the determination of this application, in accordance with section 17 of the Crime and Disorder Act 1998. In reaching a recommendation to grant planning permission, officers consider

that the proposal will not undermine crime prevention or the promotion of community.