

## EAST AREA PLANNING COMMITTEE

**Application Number:** 18/01851/FUL

**Decision Due by:** 9th November 2018

**Extension of Time:** 16<sup>th</sup> November 2018

**Proposal:** The expansion of the Emergency Department of the John Radcliffe Hospital through to the provision of a two storey extension to A and E unit and refurbishment of existing space to provide, resuscitation bays, paediatric resuscitation bays, enhanced resuscitation room and isolation room. The provision over ancillary works such as external plant and other associated landscape works including revised land layout and dedicated ambulance parking bays.

**Site Address:** John Radcliffe Hospital, Sandfield Road, Oxford, Oxfordshire

**Ward:** Headington Ward

**Case Officer:** Michael Kemp

**Agent:** Mr Xav Roberts **Applicant:** Mr Craig Merrifield

**Reason at Committee:** Proposals are Major Development

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### 1. RECOMMENDATION

1.1. East Area Planning Committee is recommended to:

**(a) 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 subject to:**

1. The provision of an acceptable Air Quality Assessment, which assesses the impact of the development during the construction phase.

**(b) Agree to delegate authority to the Head of Planning, Sustainable Development and Regulatory Services to:**

1. 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;

## **2. EXECUTIVE SUMMARY**

- 2.1. This report considers proposals to extend the A&E department at the John Radcliffe Hospital; the proposals also include alterations to existing pedestrian and vehicular access arrangements including the relocation of the ambulance bays sited to the front of the existing entrance to the A&E department. The previously proposed substation and enclosure has been withdrawn from the proposed plans pending further consideration.
- 2.2. The extension would be located to the side of the main seven storey hospital building, adjacent to the existing access road to the main car park serving the hospital.
- 2.3. The proposed extension to the A&E department is considered to have significant public benefits and the general principle of development is considered to be in line with the provisions of Policy HH2 of the Oxford Local Plan and Policy SP23 of the Sites and Housing Plan which are permissive of primary healthcare development on the John Radcliffe Hospital Site. The proposals are also considered to comply with the requirements of the Oxford Local Plan and Core Strategy. The extension is considered to be an appropriately designed addition to the existing building, which is considered to not adversely impact on residential or highway amenity and would be appropriate in visual terms.
- 2.4. The key matters for assessment set out in this report include the following:
  - Principle of development;
  - Design;
  - Highway Amenity and Parking
  - Residential Amenity

## **3. LEGAL AGREEMENT**

- 3.1. This application would not be subject of a legal agreement

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

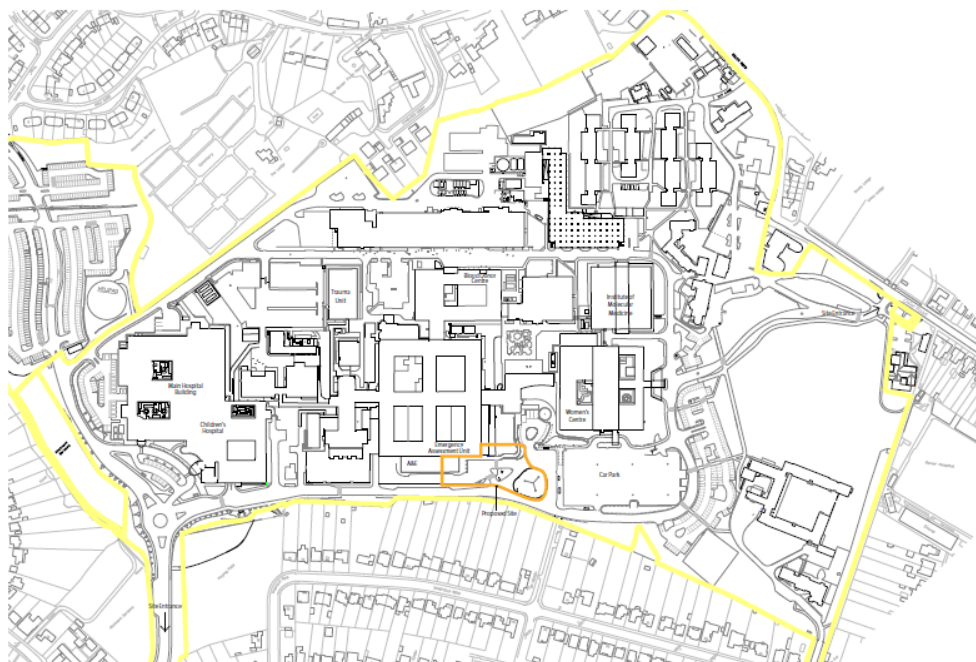
- 4.1. The proposal would be liable for a CIL contribution of £28,428.22

## **5. SITE AND SURROUNDINGS**

- 5.1. The extension is contained within the John Radcliffe Hospital site. The extension would be located to the south east side of the main seven storey hospital building, adjacent to the existing access road to the main car park serving the hospital. The extension would project off the front of a two storey secondary side element of the main hospital building, which currently serves as the principle entrance to the A&E department.
- 5.2. The area to the front of the building is currently used for ambulance parking, some of which is located under a covered canopy. To the east and south east of the site of the extension is the main access to the principle car park serving the hospital, the access to the south east comprises of a roundabout. The main bus

stop serving the hospital site is located off this roundabout. Two bus shelters and stopping spaces are located close to the A&E entrance; one of these shelters is for a shuttle bus, the other serves as a waiting space for local busses. Both shelters would be removed and the stopping spaces would be re-sited within the proposed scheme.

- 5.3. The site comprises principally of tarmac hardstanding, though there is a small landscaped space adjacent to the access which contains trees, including a mature tree, which is identified as a Category A Turkey Oak which is of visual merit, each of these trees are indicated for removal, accounting for their proximity to the proposed development.
- 5.4. The nearest residential properties are located to the south of the site at Sandfield Road and are separated from the site by a number of large mature trees. These properties have extensive rear gardens extending to the edge of the John Radcliffe site adjacent to the main access road.
- 5.5. The site location plan is included below:



## 6. PROPOSAL

- 6.1. The application proposes the erection of a two storey extension to the existing A&E department at the John Radcliffe Hospital in addition to pedestrian and vehicular access alterations, as well as the relocation of existing ambulance parking bays and the ancillary development including the addition of a large external flue which would extend to the top of the hospital building.
- 6.2. It is proposed that the existing ambulance bays would be re-sited to the front of the A&E extension in a position adjacent to the existing roundabout, the ambulances would be stored underneath a steel canopy.

- 6.3. Following objections raised by Oxfordshire County Council Highways, the access plans have been amended to include the provision of a new waiting space for busses to offset the loss of the existing space adjacent to the roundabout.
- 6.4. The application also originally included the provision of an electrical substation and enclosure in the centre of the roundabout adjacent to the main vehicular access. This has been withdrawn from the proposals, pending further discussions, on the suitability of the location.

## 7. RELEVANT PLANNING HISTORY

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

<p>99/01367/NO - Outline application for provision of 2 storey building for temporary period during redevelopment of Accident &amp; Emergency. Courtyard adjacent to main entrance John Radcliffe, 2.. PER 9th November 1999.</p> <p>99/01936/NO - Outline application, to include siting and means of access, for the erection of new hospital buildings comprising 39,000 sq m of floorspace together with associated provision and re-organisation of car parks to create 200 additional "patient and visitor" car parking spaces. Improvements to pedestrian, cycle and public transport, to include a new gated access from Saxon Way to permit bus, emergency vehicle, cycle and pedestrian access only and an internal gated access road to permit bus and emergency vehicle access only from the Osler Road entrance to and from the main hospital site. (Amended description). PER 12th April 2002.</p> <p>05/00438/FUL - Remodelling of existing roundabout and new bus interchange with passenger shelters, adjacent to Women's Centre. Decking to provide additional level to existing staff car park to create total of 312 spaces (179 ground level, 133 top level) and 23 space surface level extension. Reconfiguration of existing staff surface level staff car park to provide 106 patient and visitor spaces.(Amended Plans). PER 25th May 2005.</p> <p>09/02489/FUL - Single storey extension to existing storage unit, including new ramped access. Homograph Cabin, John Radcliffe Hospital.. PER 6th January 2010.</p> <p>09/02513/FUL - Extension to mortuary department to form new paediatric post mortem suite.. PER 13th January 2010.</p> <p>12/01779/FUL - Erection of single storey extension to main hospital entrance to provide new reception area and support facilities plus 4 ancillary retail units, cafe, reconfigured vehicular and parking arrangements.. PER 14th September 2012.</p> <p>16/00859/FUL - Application for Ronald McDonald House to provide 62 bedrooms including communal areas, admin facilities, plant and store rooms along with associated landscaping and drop off area.(amended plans). PER 17th August 2016.</p>
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16/02929/FUL - Installation of extract chimneys to courtyard elevation, with erection of raised cantilevered steel platform with handrails at roof level in association with new ventilation plant at Block 9 of main hospital building.. WDN 15th December 2016.

17/00079/FUL - Installation of extract chimneys to courtyard elevation, with erection of raised steel platform with handrails, steps and cantilevered balconies at roof level in association with new ventilation plant at Block 9 of main hospital building. Installation of GRP cabins.. PER 9th March 2017.

17/00226/FUL - Replacement of 2No. cooling towers to roof of Block 9 with 7No. adiabatic radiators and formation of maintenance access platform and cladded screening, in association with replacement of chilled water generation plant to Plantroom and installation of chiller plant control system and pump upgrade.. PER 5th April 2017.

17/00984/FUL - Erection of single storey rear extension to Centre for Occupational Health and Wellbeing to allow re-location of Marston Medical Centre to the John Radcliffe Hospital.. PER 15th September 2017.

17/02010/FUL - Erection of a Neuroscience research building.. PER 22nd December 2017.

## 8. RELEVANT PLANNING POLICY

8.1. The following policies are relevant to the application:

Topic	National Planning Policy Framework (NPPF)	Local Plan	Core Strategy	Sites and Housing Plan	Headington Neighbourhood Plan
Design	12	CP1, CP6, CP8, CP9, CP10,			CIP1, CIP3
Natural Environment	15				
Social and community	8	HH2,		SP23_,	
Transport	9	TR1, TR2, TR3, TR4, TR5,			TRP1, TRP2, TRP3, TRP5
Environmental	14, 15	CP19, CP20, CP21,			

Misc		CP.13, CP.24, CP.25		MP1	
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## 9. CONSULTATION RESPONSES

- 9.1. Site notices were displayed around the application site on 22<sup>nd</sup> August 2018 and an advertisement was published in The Oxford Times newspaper on 23rd August 2018.

### **Statutory and Non-Statutory Consultees**

#### Oxfordshire County Council (Highways)

- 9.2. Response received 4<sup>th</sup> September 2018 – raised objection.
- 9.3. The following concerns were raised:
- Redesign of road layout will result in removal of existing bus waiting area, this is an important feature which is well used and would require relocation.
  - Swept path analysis requires updating to show the correct dimensions used on the bus route and must demonstrate that 2 buses can adequately pass one another. Insufficient cycle infrastructure provided, this should be provided for additional 40 staff the proposal will generate in line with policy requirements.
  - Insufficient information provided regarding sub-station height – this needs to be provided as could affect visibility
- 9.4. Revised response received 25<sup>th</sup> October, following the receipt of amended plans raises no objections

#### Historic England

- 9.5. Do not wish to comment.

#### Stagecoach and Oxford Bus Company Joint Response

Response sent 13<sup>th</sup> September:

- 9.6. Objection on basis of Policies CS13 and CS14 of the Core Strategy and Policy SP23 of the Sites and Housing Plan.
- 9.7. The proposal
- Does not adequately assess tracking of buses by using the wrong vehicle type and poor tracking;
  - Reduces circulation space which may worsen buses oversailing pavements posing a risk to pedestrians and bus shelters, the inability for buses to align sufficiently at the stands;
  - Removes the layover bay meaning buses will block the roundabout or need to drive on a continuous loop down to the West Wing until space at the stand is available;

- Blocks sight lines for all vehicles on or approaching the roundabout increase safety risk to pedestrians and other vehicles.

Follow up letter received following the receipt of amended plans:

- 9.8. Both bus operators have since met with the applicant where we had a very positive Discussion. We are now content with the proposal based on the information in the revised Transport Statement of October 2018:

### **Public representations**

- 9.9. 8 public comments were received in support of the application. Comments were expressed in support of the need to expand A&E facilities at the hospital.
- 9.10. Comments were received from the Headington Planning Group who welcomed the plans to develop and improve services and the John Radcliffe Hospital, but raised concerns about the adequacy of arrangements for bus access and parking, commented that cycle parking and access should also be included on the plan.
- 9.11. A letter has been received from Headington Heritage, which raises concerns about existing traffic issues on surrounding roads and specifies that a traffic reduction plan should be put in place. The letter raises objection to the amount of existing parking provision at the hospital as well as the Access to Headington Works, which are seen as facilitating car usage as a means of access the hospital, rather than discouraging it.

## **10. PLANNING MATERIAL CONSIDERATIONS**

- 10.1. Officers consider the determining issues to be:

- i. Principle of development;
- ii. Design;
- iii. Neighbouring amenity
- iv. Highways and access
- v. Trees
- vi. Flood Risk
- vii. Air Quality

### **i. Principle of Development**

- 10.2. Policy HH2 of the Oxford Local Plan is permissive of the development of new purpose built primary health care facilities, subject to there being no adverse impacts on access/highways, the amenity of existing properties; or subject to there being no conflict with the wider planning policy provisions outlined within the OLP.
- 10.3. 'Promoting Healthy Communities' forms a fundamental strand of the National Planning Policy Framework. Planning decisions should aim to meet identified local health and wellbeing needs (Paragraph 91) and should take into account

local strategies to improve health and wellbeing needs, through allowing existing facilities and services to develop and modernise (Paragraph 92).

- 10.4. Policy SP23 of the Sites and Housing Plan outlines site specific policies relating to development on the John Radcliffe site. Policy SP23 outlines that a series of specified uses including primary healthcare provision are acceptable on the site, providing that there is an operational link to the hospital. Any new development should also be of an appropriate design and should not impact detrimentally on access to the site, particularly bus access.
- 10.5. The application is submitted with the intention of expanding the existing A&E facility at the hospital in accordance with the Oxford University Foundation Trusts clinical strategy to improve patient care at the hospital. Expansion will address issues with the adequacy of the existing space, particularly within the resuscitation area. The proposals are in line with improving primary healthcare provision on the John Radcliffe Site and the principle of development is deemed to be in accordance with the provisions of Policy HH2 of the Oxford Local Plan and Policy SP23 of the Sites and Housing Plan as well as the provisions of Paragraphs 91 and 92 of the NPPF, 'Promoting Healthy Communities'.

**ii. Design and Impact on Character of Surrounding Area**

- 10.6. Views of the site and proposed building would be limited to within the site itself and the overall visual impact is likely to be minimal given the limited scale of the extension. The general scale of the extension would be equivalent to that of the adjacent attached two storey side wing of the building and would be clearly secondary to the scale of the much larger seven storey hospital building. Visually the extension would read as a logical addition to the existing building and mirrors the appearance of the adjacent element of the building in terms of its general form.
- 10.7. The extension would feature white panel cladding, which in colour matches the main hospital building. The main building is clad with external tiling, which differs in texture from the proposed cladding, though in officer's view strict conformity in this instance would not be a requirement as the existing tiling is of a relatively low quality and the proposed cladding would be an enhancement, samples of the cladding would be required by condition.
- 10.8. In summary the extension is considered to be acceptable in design terms and the proposals are considered to comply with the requirements of Policies CP1 and CP8 of the Oxford Local Plan and Policies CIP1 and CIP3 of the Headington Neighbourhood Plan.

**iii. Impact on Neighbouring Amenity**

- 10.9. The only properties which would be materially impacted upon by the proposed development would be those in Sandfield Road to the south and south west of the site of the extension. The main access road currently separates these properties from the proposed A&E extension and these properties are considered to be spatially distant.



- 10.10. The nearest dwelling, No.53 Sandfield Road would be in excess of 80 metres from the site of the proposed extension, the rear garden area of this property would be over 20 metres from the side of the proposed extension. It is noted that there is a considerable difference in levels between the side of the extension and side of the neighbouring properties in Sandfield Road, however when accounting for the substantial separation distance, it is considered that extension would not appear unduly overbearing and there would be no direct impacts in terms of loss of light or overshadowing to either the gardens or properties.
- 10.11. A single window is proposed on the side elevation of the building, this would be adjacent to the existing side facing windows. Accounting for the relative separation distance, the position of the existing side facing windows and the limited provision of first floor windows, it is considered that the siting of the extension would not unduly compromise the amenity of adjacent occupiers by reason of overlooking.
- 10.12. The proposals are therefore considered to not have any significant adverse impacts on neighbour amenity and comply with the requirements of Policies CP1 and CP10 of the Oxford Local Plan.

#### **iv. Transport**

- 10.13. The proposals would involve alterations to the existing main access serving the hospital and public car park. Owing to the siting of the building and amendments to the existing access, there would be a need to re-site the existing bus waiting bay adjacent to the roundabout, as well as another bay which is used as parking for a shuttle bus.
- 10.14. The originally submitted proposals did not include provision for the existing waiting bay or shuttle bus parking bay to be re-sited. This waiting bay is used by bus companies waiting for space at the main bus stops, close to the hospital entrance; in the absence of a suitable waiting area concerns were raised by Oxfordshire County Council Highways and both local bus operators that waiting busses may obstruct the main access to the hospital for busses, car users and emergency vehicles. In order to address these concerns the applicant has proposed an alternative waiting bay following discussions with both bus operators, additional swept path analysis has also been provided as requested. A new parking bay for the shuttle bus has also been provided.
- 10.15. Following the amendments to the bus waiting layout bays and the provision of the additional tracking details, Oxfordshire County Council has withdrawn their objection to the proposed development.
- 10.16. Currently there are three ambulance parking bays located outside the main entrance to A&E, though ambulances often park outside of these bays. The proposals include provision for ten bays, which would be re-sited to the front of the extended A&E department. This increased provision will help in rationalising the parking layout for the ambulances on site and is considered beneficial.

- 10.17. It is stated that the works are proposed with the aim of reducing waiting terms and lessening pressure on the existing services, consequently it is considered that there would not be an increase in patient numbers using the A&E facility. The supporting application and Transport Assessment states that there would be an increase in staff numbers, by around 40 persons.
- 10.18. There is existing car parking provision on the John Radcliffe site for staff and visitors, however there are no proposals to increase provision of parking on the site. Despite the increase in staff numbers, an increase in the number of parking spaces on site is not encouraged, as focus should be on promoting sustainable means of transport. There is currently a travel plan in place for hospital staff which actively promotes the use of sustainable transport and restricts the issuing of permits to staff that may otherwise be able to walk, cycle or use public transport. The site is well served by existing, regular bus links to various parts of the city and other parts of Oxfordshire. On this basis the car free nature of the development is considered to be supportable.
- 10.19. The supporting Transport Statement considers that the overall level of additional traffic generation as a direct result of the development is likely to be minimal, accounting for the relatively low number of additional staff and the fact that no additional parking is being provided on site. The Transport Statement therefore forecasts that there would be no discernible direct impact on the local road network in terms of traffic generation as a result of the proposed development.
- 10.20. There would be a requirement to increase the quantity of cycle parking available on site. An increase of 40 members of staff would require the provision of at least 8 additional cycle parking spaces, in line with the requirements of Policy TR4 of the Oxford Local Plan. The amended plans include provision for additional 20 cycle parking spaces in an area close to the main entrance, adjacent to the women's Centre. The provision would be above the minimum requirements outlined in Policy TR4 and is considered acceptable.
- 10.21. The proposals also include a number of alterations to the proposed pedestrian layout. A continuous means of pedestrian access would be retained between the main entrance to the hospital building and main car park and the A&E entrance and the proposed pedestrian access is considered to be adequate.
- 10.22. In summary following the receipt of amended plans, the proposals are considered acceptable and would not have a detrimental impact on highway safety or amenity and complies with the requirements of Policies TRP1, TRP2 and TRP3 of the Headington Neighbourhood Plan; Policies TR1, TR2, TR3, TR4 and TR5 of the Oxford Local Plan.

**v. Trees**

- 10.23. There are four trees within the immediate proximity of the site, these includes two category B, semi mature beech trees which are sited on a small island between the two accesses to the ambulance parking, both of which would be removed, as well a Category A Turkey oak, which would be sited adjacent to the canopy area of the ambulance bays, which is also indicated for removal. A beech

tree to the north of the Turkey oak would be retained. None of the trees are subject of a TPO and are not within a Conservation Area.

- 10.24. Policy NE15 states that permission will not be granted for development which results in the loss of trees which provide an important contribution to the character of the area, where their removal would have an adverse impact on the visual amenities of the area. In this instance the trees provided are considered to provide a positive visual contribution within a densely developed site, of the trees the Turkey oak, which is a mature tree which is of individual value. This tree is sited immediately adjacent to the location of the proposed ambulance bays and the retention of the tree would not be feasible. To partly mitigate the loss of the trees, additional planting is proposed within the area of green space to the north east of the development site.
- 10.25. The loss of the trees, particularly the mature Turkey oak would have an impact on the visual amenities of the site; however this must be balanced against the public benefits of the proposed development. In this instance the public benefits of the proposed development are considered to be substantial as the proposals involve essential improvements which would enhance the function of the A&E department and primary healthcare at the John Radcliffe Hospital which serves as the principal hospital for Oxfordshire. In this instance it is considered that the public benefits demonstrably offset the limited harms associated with the loss of the trees on the site.

**vi. Flood Risk**

- 10.26. The site is located in Flood Zone 1 and is considered to be a low risk of flooding. Subject to the provision of a surface water drainage scheme, required by way of condition, officers are satisfied that the development would not increase surface water flooding and consequently complies with the requirements of Policy CS11 of the Oxford Core Strategy.

**Vii. Air Quality**

- 10.27. A revised Air Quality Assessment has been provided alongside the application as the initial Air Quality Assessment provided did not objectively assess the potential impact of dust emissions during the construction phase, given the site's use as a hospital it is important that this information is provided prior to determination of the application. Consultation is currently being carried out with the Council's Air Quality Officer regarding the acceptability of the submitted report. Officers will provide a verbal update to members as to the acceptability of the amended AQA.

**11. CONCLUSION**

- 11.1. The proposals involve a substantial extension to the existing A&E department at the John Radcliffe Hospital, with the aim of providing significant improvements to the functionality of the A&E department. The principle of the development is consistent with the aims of Policies HH2 of the Oxford Local Plan and Policy SP23 of the Sites and Housing Plan, both of which are permissive of

development which enhances the provision of primary healthcare at the JR site.

11.2. Following amendments to the scheme, officers are satisfied that the development would not adversely impact on highway safety and amenity. The removal of the trees to the front of the department, notably the mature Turkey oak tree would impact on the visual amenities of the area, however it is noted that retention of this tree would be incompatible with the development proposed and on balance the public benefits of the proposals significantly outweigh the loss of the tree. The development is otherwise considered acceptable in design terms and the proposals would not impact detrimentally on the amenities of any surrounding properties.

11.3. For the reasons outlined above it is recommended that the Committee resolve to grant planning permission for the development proposed.

## 12. **CONDITIONS**

1. 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. The development referred to shall be constructed strictly in complete accordance with the specifications in the application and the submitted plans.

Reason: To avoid doubt as no objection is raised only in respect of the deemed consent application as submitted and to ensure an acceptable development as indicated on the submitted drawings.

3. Samples of exterior materials proposed to be used shall be submitted to and approved in writing by the Local Planning Authority before the start of above ground works and only the approved materials shall be used.

Reason: To enable the Local Planning Authority to give further consideration to the external appearance of the approved works/building, in the interest of visual amenity, in accordance with policies CP1, CP8, HE3 and HE7 of the Adopted Oxford Local Plan 2001-2016 and policy CS18 of the Oxford Core Strategy 2026.

4. A Construction Traffic Management Plan should be submitted to the Local Planning Authority and agreed prior to the start of above ground works. The CTMP should follow Oxfordshire County Council's template if possible. This should identify;

- o The routing of construction vehicles and management of their movement into and out of the site by a qualified and certificated banksman,
- o Access arrangements and times of movement of construction vehicles (to minimise the impact on the surrounding highway network),

- o Details of wheel cleaning / wash facilities to prevent mud, etc from migrating on to the adjacent highway,
- o Contact details for the Site Supervisor responsible for on-site works,
- o Travel initiatives for site related worker vehicles,
- o Parking provision for site related worker vehicles,
- o Details of times for construction traffic and delivery vehicles, which must be outside network peak and school peak hours,
- o Engagement with local residents

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 the requirements of Policy CP1 of the Oxford Local Plan.

5. Prior to use or occupation of the new development, a cycle parking plan showing the location and type of this provision should be submitted and agreed by the Local Planning Authority in writing.

Reason: To encourage the use of sustainable modes of transport in accordance with Policy TR4 of the Oxford Local Plan.

6. Above ground works shall not begin until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro-geological context of the development, has been submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The scheme shall also include:

- Discharge Rates,
- Discharge Volumes,
- Maintenance and management of SUDS features (this may be secured by a Section 106 Agreement) ,
- Sizing of features - attenuation volume,
- Infiltration in accordance with BRE365,
- Detailed drainage layout ,
- SUDS (list the suds features mentioned within the FRA to ensure they are carried forward into the detailed drainage strategy),
- Flood exceedance route plan;
- Network drainage calculations; and,
- Phasing.

Details and soakage test results are to be provided.

Reason: To prevent flooding affecting the highway in compliance with Policy CP1 of the Oxford Local Plan and Policy CS11 of the Oxford Core Strategy.

7. Prior to the start of above ground works, details of ecological enhancements shall be submitted to and approved by the Local Planning Authority. The scheme will include details of native landscape planting and provision of artificial roost features, including bird nest boxes.

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.

8. A landscape plan shall be submitted to, and approved in writing by, the Local Planning Authority before substantial completion of the development. The plan shall show existing retained trees and new tree plantings, showing sizes and species. The plan shall show in detail all proposed shrub and hedge planting, treatment of paved areas, and areas to be grassed or finished in a similar manner.

Reason: In the interests of visual amenity in accordance with policies CP1, CP11 and NE15 of the Adopted Local Plan 2001-2016

9. 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 LPA.

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

### **13. HUMAN RIGHTS ACT 1998**

- 13.1. 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.

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

- 14.1. 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.