

WEST AREA PLANNING COMMITTEE

10th September 2019

Application number:	19/01774/FUL		
Decision due by	27 August 2019		
Extension of time	20 September 2019		
Proposal	Demolition of existing buildings and erection of two storey building to provide office space (Use Class B1a). Provision of car parking, cycle stores, bin stores and amenity space with associated landscaping (Amended).		
Site address	Car Park To The Rear Of Littlemead Business Park, Ferry Hinksey Road, Oxford, Oxfordshire – see Appendix 1 for site plan		
Ward	Jericho And Osney Ward		
Case officer	Tobias Fett		
Agent:	Mr Alex Cresswell	Applicant:	
Reason at Committee	The application is before the committee level decision due to non-residential floorspace		

1. RECOMMENDATION

1.1. West Area Planning Committee is recommended to:

1.1.1. **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.

1.1.2. **agree to delegate authority** to the Acting Head of Planning Services to:

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

2. EXECUTIVE SUMMARY

2.1. This report considers an application for the redevelopment of an underutilised plot on the Osney Mead industrial estate. The proposals would involve the demolition of a single storey building and the erection of a two storey office

building, 8 car parking spaces (which is a reduction compared to the existing parking provision) and the provision of 60 bicycle spaces.

- 2.2. Officers consider that the proposal would accord with the policies of the development plan when considered as a whole and the range of material considerations support the grant of planning permission.
- 2.3. The scheme would also accord with the aims and objectives of the National Planning Policy Framework. The proposal would constitute sustainable development and given conformity with the development plan as a whole, Paragraph 11 advises that the development proposal should be approved without delay. Furthermore there are not any material considerations that would outweigh the compliance with these national and local plan policies.

3. LEGAL AGREEMENT

- 3.1. This application is not subject to a legal agreement.

4. COMMUNITY INFRASTRUCTURE LEVY (CIL)

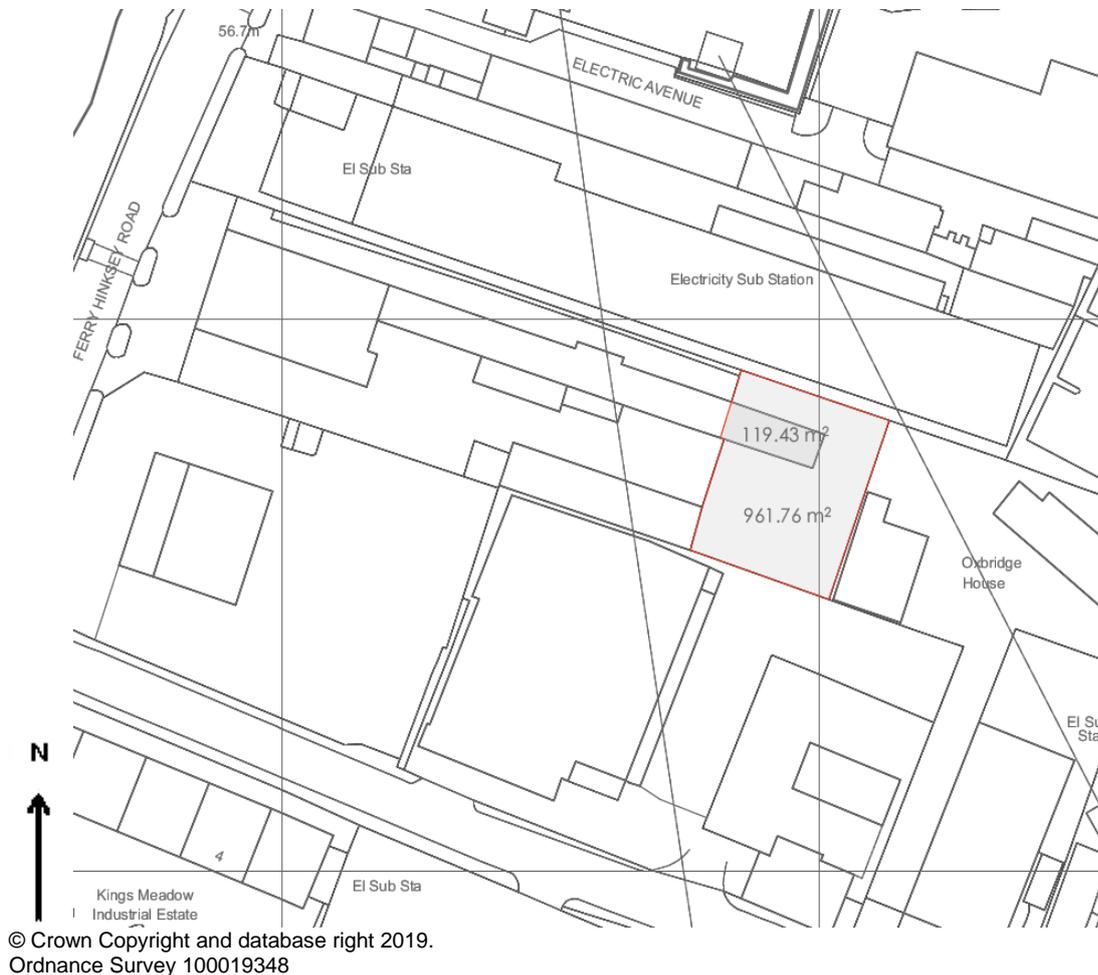
- 4.1. The proposal is liable for CIL of £12,864.23

5. SITE AND SURROUNDINGS

- 5.1. The site is located within the wider Osney Mead industrial estate area. It is located off Ferry Hinksey Road that is known as Littlemead Business Park. The site is located at the end of a block of low scale businesses, where the main visible street fronted business is Europcar vehicle rentals.
- 5.2. The application site comprises the rear section of a single storey commercial building. The surrounding hard standing and car parking is currently used as part of the car rental business to the front of the application site.
- 5.3. The site is bounded by the electricity substation and associated infrastructure to the north; the electricity related infrastructure dominates the context of the site to the north. Oxbridge House (which is a commercial premises) lies to the east, and Europcar to the south and west.
- 5.4. The wider industrial estate has a variety of building forms and styles and a mixed pallet of materials and colours. The immediately adjacent buildings are constructed from a mix of brick and metal cladding and would not be considered to be buildings of a high architectural quality.
- 5.5. There is very vegetation on the application site and the site is unlikely to be a habitat for protected species.
- 5.6. The site is a designated as a protected employment site and within a high risk flood area (floodzone 2 and 3a).
- 5.7. The application is not located within a Conservation Area and would not impact upon the setting of nearby listed buildings. Despite this, the site is

within the Raleigh Park View Cone, but is outside the Council's high building area.

5.8. See location plan below:



6. PROPOSAL

- 6.1. The application proposes the demolition of the single storey building on site and the erection of a two storey contemporary office building, with landscaping, 8 car parking spaces and space for storing 60 bicycles.
- 6.2. The proposal is for a two storey office building located to the east of the site. The overall height would be 9.4 metres, which includes built in roof equipment and solar panels.
- 6.3. The building would measure 11.6 metres in depth by 31 metres in width. The upper level would be partly cantilevered, with that area proposed to be used for one of the entrances as well as cycle storage. The upper level would be approximately be 350 sqm and the ground level would be 250 sqm.

7. RELEVANT PLANNING HISTORY

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

04/00717/HAZ - Application for hazardous substance consent for storage of liquified petroleum gas (LPG). Permission granted 25th June 2004.

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	Neighbourhood Plans:
Design	12 [para127]	CP1 Development Proposals CP8 Designing Development to Relate to its Context CP10 Siting Development to Meet Functional Needs CP11 Landscape Design	CS18 Urban design, townscape, character, historic environment,			
Conservation/ Heritage	16	HE10 View Cones of Oxford				
Commercial	6		CS27 Sustainable economy CS28 Employment sites			
Natural environment	15		CS12 Biodiversity			
Transport	9		CS13 transport		Parking Standards SPD	
Environmental	11, 14	CP6 Efficient Use of Land & Density	CS11 Flooding		Energy Statement TAN	
Miscellaneous		CP.13 CP.24 CP.25		MP1	Telecommunications SPD, External Wall Insulation TAN,	

9. CONSULTATION RESPONSES

9.1. Site notices were displayed around the application site on 12th July 2019.

Statutory and non-statutory consultees

Oxfordshire County Council (Highways)

9.2. No objection has been raised. A condition for a small scale Construction Traffic Management Plan has been requested.

Environment Agency

9.3. An objection has been received, the Environment Agency consider that the Flood Risk Assessment (FRA) submitted with the application is unsatisfactory. FRA. The EA outlines that this objection can be overcome by the submission of a revised FRA and further clarification that demonstrates the loss of flood plain storage would be within 1% annual probability (1 in 100) flood extent mitigation.

Public representations

9.4. No comments have been received.

Officer Response

9.5. Officers have taken on board the comments made by all consultees. In relation to the highways comments the conditions recommended form part of the officer recommendation. The objections received from the Environment Agency have been carefully considered and officers have sought their own advice from the Council's flood mitigation officer on how to respond to these comments. Officers have sought further information from the applicant relating to flooding and consider that the issues relating to the flood risk assessment can be adequately resolved by condition. Further consultation with the Environment Agency will take place in advance of the committee meeting which it is anticipated may lead to the withdrawal of their objection.

10. PLANNING MATERIAL CONSIDERATIONS

10.1. Officers consider the determining issues to be:

- i. Principle of development
- ii. Design & Heritage
- iii. Neighbouring amenity
- iv. Highways
- v. Flooding
- vi. Contamination
- vii. Landscaping

i. Principle of development

- 10.2. The National Planning Policy Framework (NPPF) sets out a presumption in favour of sustainable development (Paragraph 11) and encourages the efficient use of previously developed (brownfield) land (Paragraph 117), as well as the importance of high quality design (Section 12).
- 10.3. Policy CS2 of the Oxford Core Strategy 2011 requires that the majority of development should take place on previously developed land where appropriate. The proposal would demolish a small underutilised building and make better use of a site that is currently used in connection with a car rental business for additional car parking. As such, the principle of development is considered to be acceptable and compliant with the relevant NPPF paragraphs and Core Strategy Policy CS2.
- 10.4. Osney Mead is a key protected employment site as defined in Policy CS28 of the Oxford Core Strategy 2026. The proposals are for a change of use that would result in the loss of light industrial land (Use Class B1(c)); in reality the land was most recently used for office functions and car parking in conjunction with a vehicle hire business and would have had a fairly small number of employees. The proposals would involve a change of use of the land resulting in it becoming used for office space (Use Class B1(a)); as well as an increase in floorspace that is facilitated in part by a larger building and through the loss of car parking on the site. Officers consider that the proposal would not result in the loss of a key protected employment site nor would it detrimentally impact on employment sites in the wider context of Osney Mead. Instead, the proposal would seek to make a better and more efficient use of the site and increase opportunities for office based business ventures and startups.
- 10.5. As such, officers are satisfied that the principle of the proposal is acceptable and is therefore compliant with Policy CS28 of the Oxford City Council Core Strategy 2011 and Policies CP1, CP6 and CP10 of the Oxford Local Plan 2001-2016.
- 10.6. The Local Plan 2036 (Proposed Submission Draft) was submitted for examination on 22 March 2019 and, at the time of writing, Officers can only apply limited weight to the emerging policies. The application site lies within the defined 'Osney Mead' area for the purposes of the emerging Policy SP2 of the Local Plan 2036. Officers have had regard to the policy which promotes a higher density mixed use of the site (including employment, academic, student accommodation and other residential uses). The proposals would not site within the main Osney Mead area but immediately outside of it and officers consider that the proposals are consistent with the emerging policy and would not prejudice the wider redevelopment of the area.

ii. Design & Heritage

- 10.7. The NPPF requires that local authorities seek high quality design and a good standard of amenity for all existing and future occupiers of land and buildings. It suggests that opportunities should be taken through the design of new development to improve the character and quality of an area and the way it

functions. Policies CP1, CP6, CP8 and HE.6 of the Oxford Local Plan, together with Policy CS18 of the Core Strategy require that development proposals incorporate high standards of design and respect local character.

- 10.8. The design approach has sought to take inspiration from the site constraints and the unusual site surroundings to provide a building that would provide visual interest and contrast with the rather unremarkable built style of the surrounding utility type buildings found on an industrial estate.
- 10.9. The area's character is not primarily shaped by a certain style, vernacular or use of material, but by the uses, and those uses shape the style of building. As the area is an industrial estate there is a vast array of utilitarian structures and brick and metal clad warehouses and low scale office and innovation hubs as well as trade and manufacturing premises.
- 10.10. The proposed materials would include glazing and metal cladding; officers recommend that the details of all external materials to be submitted and approved by the local planning authority.
- 10.11. The proposed building would be a single block and broadly rectangular in form but integrating a number of different elements with a view to breaking up the building's elements and providing visual interest. This would include the use of contrasting colour support structures and metal beams. The upper floor level would be cantilevered over the ground floor to create an undercroft entrance area. The proposals would have the plant integrated into the roof structure. The proposals attempt to integrate aspects of the neighbouring electricity infrastructure into the design with a view to both adding visual interest and responding to the context of the site. Officers commend the imaginative and innovative design approach that has been taken which attempts to provide some visual interest.
- 10.12. The application site is located within a defined view cone as set out in Policy HE10 of the Oxford Local Plan 2001-2016. The site lies outside of the high buildings area in the City Centre (where the greatest impact on the City skyline could result from inappropriate development). In relation to the impact on the view cones, Policy HE10 seeks to protect the City's skyline from a number of defined points both inside and outside of the City Council's administrative area; the skyline being an internationally celebrated aspect of Oxford. The site may be glimpsed from the western views and in particular from Raleigh Park. The proposal is considered to be of an adequate scale, design and size as to fit into the industrial landscape, while not being overbearing or standing out within the long distance or short distance views and would therefore be acceptable as it would comply with Policy HE10 of the Oxford Local Plan 2001-2016.
- 10.13. Overall, the proposal is considered to be of an appropriate scale, form and design, and would be acceptable in visual terms. On this basis, the proposed extension would comply with Policies CP1, CP6, CP8 and CP10 of the Oxford Local Plan 2001-2016, CS18 of the Core Strategy 2011 and MP1 and HP9 of the Sites and Housing Plan 2013.

iii. Impact on neighbouring amenity

- 10.14. Policy HP14 of the Sites and Housing Plan states that planning permission will not be granted for development that has an overbearing effect on existing homes and will only be granted for new residential development that provides reasonable privacy and daylight for the occupiers of both existing and new homes. Policy HP14 of the Sites and Housing Plan sets out guidelines for assessing development in terms of whether it will allow adequate sunlight and daylight to habitable rooms of the neighbouring dwellings.
- 10.15. The subject site is not located within close proximity to any residential properties. The proposed new building is not considered of a size or scale which would give rise to any significant detrimental amenity impacts or nuisances including noise.
- 10.16. It is always necessary for developments to take into account the amenity of neighbours and impact on the environment. In this case, the proposal complies with the principles of good neighbourliness and the protection of the amenity of surrounding buildings which would be in similar employment use.
- 10.17. As such, the proposal would not lead to any materially harmful impact on residential amenity by way of loss of light, loss of outlook, loss of privacy or overbearing impact. It would therefore accord with Policies CP10 of the Local Plan, HP14 and MP1 of the Sites and Housing Plan 2013.

iv. Transport

Transport sustainability & Access

- 10.18. The application site is located off Ferry Hinksey Road, a road accessed from Botley Road. The site can be reasonably accessed by any bus service along Botley Road and is within walking distance from Oxford Railway Station. There are walking trails past Osney, the nearby waterways as well as past the Outlands Rec ground. The site is in a sustainable location, and prospective users would be able to choose a number of sustainable transport methods to access the site.
- 10.19. The proposal by virtue of the amount of cycling infrastructure (storage, showers and convenient access to high quality cycle lanes nearby) would provide a welcoming place to arrive by bike or foot, and therefore would be in accordance with the Council's adopted planning policies that seek to promote access to employment land by sustainable means including Policies CP1 and CP10 of the Oxford Local Plan 2001-2016 and Policy CS13 of the Core Strategy (2011).

Car parking

- 10.20. Policy TR3 of the Oxford Local Plan 2001-2016 requires that planning permission should only be granted where an appropriate level of car parking is provided on site. The policy also refers to adopted parking standards which are retained in the Parking Standards Supplementary Planning Document

(SPD) (2007). The Parking Standards SPD states that Use Class B1 development should provide 1 space per 35 sqm. The proposed change of use would result in a total office floorspace of 566sqm. According to the parking standards this would give rise to a requirement for 16 parking spaces; but this should be taken as a maximum standard. The application proposes 8 car parking spaces. There is a reduction of car parking spaces on the site that would result from the proposed development as the existing area of hard standing around the site could and was used for car parking. Officers have had regard to the location of the proposed development and consider that this would be adequate. The application lies within a Controlled Parking Zone (CPZ) which would preclude on-street commuter parking; numerous local roads (including sections of Ferry Hinksey Road) also have further parking restrictions including double yellow lines. The application site is close to excellent public transport connections and very good cycle parking provision would also be provided on site.

- 10.21. Further to the above, officers have had regard to the emerging policy set out in the Oxford Local Plan 2036. The emerging policy carries limited weight but this needs to be weighed against the fact that the existing policy is quite old (Oxford Local Plan 2001-2016 and the adopted parking standards that date from 2007; both pre-date the NPPF). Policy M3 of the emerging Oxford Local Plan 2036 requires that planning permission will only be granted for development of non-residential development where there would be no increase in parking provision. Officers consider that the proposals would be acceptable in the context of the emerging policy as there would not be an increase in car parking numbers resulting from the proposals (and in fact there would be a decrease overall, especially considering the increased floorspace that would result from the development).

Cycle parking

- 10.22. The Parking Standards SPD (2007) states that Use Class B1 should provide 1 space per 90 sqm or 1 space per 5 staff. This would equate to 6 spaces, drawing no. P-03C shows 60 spaces which are significantly higher than recommended.

Construction Management

- 10.23. A construction management plan for small scale development has been conditioned. This is to effectively manage any potential traffic disruption the construction process could cause in a key employment site.

Conclusion

- 10.24. The proposed development is located within a sustainable location and would provide good cycling infrastructure. The scheme would accords with local planning policies, and is therefore acceptable.

v. Flooding

10.25. The application site is located partially in floodzone 2 and 3a. These are high risk flood zones for the purposes of national and local planning policies. National planning policy, specifically the NPPF (and National Planning Practice Guidance of NPPG) require that development in areas of higher flood risk needs to be considered in terms of the vulnerability of the proposed use and the defined flood zone. Offices are considered to be a less vulnerable use (for the purposes of the NPPG 'Flood risk vulnerability classification'). The development of this use in flood zone 2 and 3a would be acceptable in the context of national planning policy as summarised in the table below which is extracted from the NPPG flood risk vulnerability classification:

Flood Zones	Flood Risk Vulnerability Classification				
	Essential infrastructure	Highly vulnerable	More vulnerable	Less vulnerable	Water compatible
Zone 1	✓	✓	✓	✓	✓
Zone 2	✓	Exception Test required	✓	✓	✓
Zone 3a †	Exception Test required †	✗	Exception Test required	✓	✓
Zone 3b *	Exception Test required *	✗	✗	✗	✓*

Key:

- ✓ Development is appropriate
- ✗ Development should not be permitted.

10.26. The footprint has been designed to mostly sit within floodzone 2, and would be cantilevered above a section of the site within floodzone 3a. This would minimise the impact of the proposed development on the highest flood risk areas within the site.

10.27. The Environment Agency (EA) has currently objected to the application, due to further information being required to demonstrate “the loss of flood plain storage within the 1% annual probability (1 in 100) flood extent with an appropriate allowance for climate change caused by the proposed development can be mitigated for.”

10.28. The applicant has provided an addendum to the Flood Risk Assessment (FRA) which further explains the approach to flood storage on site, and proposes to lower the tarmac driveway by 0.1m to create 21.6m³ compensatory storage to offset the flood plain storage loss of 21.45m³.

Revised plans have been received to reflect these minor changes in design and layout.

10.29. The EA has been re-consulted and officers are awaiting a response to the above solution. Despite this, the overall approach is considered acceptable and officers consider that there are not grounds for refusing the application on the basis of flooding impacts regardless of whether or not the EA withdraw their objection. It is anticipated that officers may be able to provide a verbal update of amended comments from the EA in relation to the revised proposals at the committee meeting.

10.30. The proposal is considered to be acceptable as the use is not a vulnerable use, and therefore a lower risk use in a high flood risk area. Further to this the impact of the proposals can be mitigated through the above approach, as well as a better and more sustainable surface treatment than the existing site. As a result the proposed development would meet the requirements of Policies CP1, CP6 of the Local Plan 2001-2016 and CS11 of the Core Strategy.

vi. Contamination

10.31. The site has had a previous commercial use and is in close proximity to a former vehicle depot and electricity substation. The presence of potential ground contamination cannot be ruled out and as such, an appropriate intrusive site investigation is required to quantify potential contamination risks at the site. Officers consider that the proposed development would be acceptable in the context of the previous uses of the site given that the proposals would be for a modern office development subject to conditions to ensure that suitable ground condition investigations and mitigation are carried out as necessary. On this basis the development is considered to comply with the requirements of Policy CP22 of the Oxford Local Plan 2001-2016.

vii. Landscaping

10.32. The proposal includes a modest landscaping scheme. The proposal includes a main tarmac approach at the centre of the site. The parking bays would be covered with grass crates and permeable paving for the small paths and cycle storage areas. A small seating area would be at the entrance of the site together with some planting. The proposal would provide a good quality surrounding and provide a vast improvement on the existing lack of landscaping or lack of planting.

10.33. This application would be in accordance with CP1, CP8 and CP11 of the Oxford Local Plan 2001-2016 and CS18 of the Core Strategy and would therefore be acceptable.

11. CONCLUSION

11.1. Having regard 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. In the context of all proposals Paragraph 11 of the NPPF requires that planning decisions apply a presumption in favour of sustainable development, this means approving development that accords with an up-to-date development plan 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 this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.
- 11.3. The proposed new office building would be sustainable development, and can be mitigated by the proposed conditions.
- 11.4. It is recommended that the Committee resolve to grant planning permission for the development proposed subject to the satisfactory completion (under authority delegated to the Acting Head of Planning Services) of a legal agreement under section 106 of the Town and Country Planning Act 1990.

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 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 Details of the exterior materials to be used shall be submitted to, and approved in writing by, the Local Planning Authority before the start of work on the site and only the approved materials shall be used.

Reason: In the interests of visual amenity in accordance with policies CP1 and CP8 of the Adopted Oxford Local Plan 2001-2016.
- 4 Prior to the commencement of the development, other than that required to carry out site investigation work, 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). Each phase shall be submitted in writing and approved by the local planning authority.

Phase 1 shall incorporate a desk study and site walk over to identify all potential contaminative uses on site, and to inform the conceptual site model and preliminary risk assessment.

Phase 2 shall include a comprehensive intrusive investigation in order to characterise the type, nature and extent of contamination present, the risks to receptors and to inform the remediation strategy proposals.

Phase 3 requires that a remediation strategy, validation plan, and/or monitoring plan be submitted to and approved 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.

- 5 The development shall not be occupied until any approved remedial works have been carried out and a full validation report has been submitted to and approved by the local planning authority.

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.

- 6 A Construction Traffic Management Plan should be submitted to the Local Planning Authority and agreed prior to commencement of works. This should identify;
- The routing of construction vehicles,
 - Access arrangements for construction vehicles,
 - Details of times for construction traffic and delivery vehicles, which must be outside network peak and school peak hours (to minimise the impact on the surrounding highway network)

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.

- 7 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.

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

- 8 The proposed car parking, bin and bicycle storage areas shall be constructed in accordance with the approved plans. These approved plans shall be implemented prior to the use/occupation of the site, and shall be retained for perpetuity, unless agreed otherwise in writing with the Local Planning Authority.

Reason: To encourage the use of sustainable modes of transport, safe waste disposal and recycling.

INFORMATIVES :-

- 1 In accordance with guidance set out in the National Planning Policy Framework, the Council tries to work positively and proactively with applicants towards achieving sustainable development that accords with the Development Plan and national planning policy objectives. This includes the offer of pre-application advice and, where reasonable and appropriate, the opportunity to submit amended proposals as well as time for constructive discussions during the course of the determination of an application. However, development that is not sustainable and that fails to accord with the requirements of the Development Plan and/or relevant national policy guidance will normally be refused. The Council expects applicants and their agents to adopt a similarly proactive approach in pursuit of sustainable development.
- 2 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

13. APPENDICES

- **Appendix 1 – Site location plan**

14. HUMAN RIGHTS ACT 1998

- 14.1. Officers have considered the implications of the Human Rights Act 1998 in reaching a recommendation to approve the 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.