

West Area Planning Committee

8 December 2020

Application number:	19/02723/FUL		
Decision due by	19 December 2019		
Extension of time	18 December 2020		
Proposal	Demolition of existing dwellinghouse. Erection of 2 x 5-bed dwellinghouses and 3 x 3-bed dwellinghouses (Use Class C3). Provision of car parking, shared access drive with infrared-controlled on-site traffic signals, bin and cycle stores. Associated landscaping. (Amended plans and description; additional information)		
Site address	20 Blenheim Drive, Oxford OX2 8DG – see Appendix 1 for site plan		
Ward	Wolvercote Ward		
Case officer	Nadia Robinson		
Agent:	Mr Stephen Broadley	Applicant:	Mr Glen De Unger
Reason at Committee	Residential developments on a site with a site area of over 0.25 hectares		

1. RECOMMENDATION

1.1. West Area Planning Committee is recommended to:

1.1.1. approve the application for the reasons given in the report, subject to the findings of the archaeological field evaluation and subject to the required planning conditions set out in section 12 of this report and grant planning permission; and

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

- consider and deal with the submitted archaeological report following the field evaluation including deciding whether it is necessary to refer the application back to the committee prior to issuing the permission and to add conditions required in connection with the archaeological field evaluation;
- finalise the recommended conditions as set out in this report including such refinements, amendments, additions and/or deletions as the Head of Planning Services considers reasonably necessary; and
- issue the planning permission.

2. EXECUTIVE SUMMARY

- 2.1. This report considers a proposal for the redevelopment of a site within a perimeter residential block between Blenheim Drive and Woodstock Road. The existing unoccupied large house is proposed to be demolished and five detached homes erected in a linear arrangement. The access driveway from Blenheim Drive would be retained as access to the five new dwellings.
- 2.2. Officers consider that the development strikes the right balance between making efficient use of the land and reflecting the grain of development of the immediate area, taking into account the site constraints including the means of access and neighbouring amenity. The proposal would comply with national and local planning policies, subject to conditions, and therefore officers consider it to be sustainable development and recommend that the Committee approves the application.

3. LEGAL AGREEMENT

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

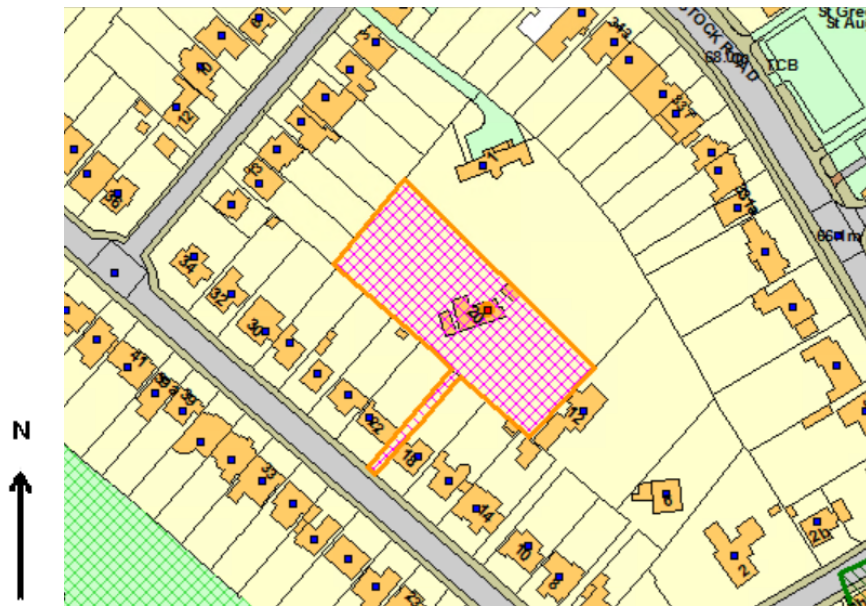
4. COMMUNITY INFRASTRUCTURE LEVY (CIL)

- 4.1. The proposal is liable for CIL on the whole gross internal area of the proposed development. This is estimated to be £119,677.70 at current rates, subject to indexation.

5. SITE AND SURROUNDINGS

- 5.1. The site, lying to the west of Woodstock Road in north Oxford, is a large plot of land on which sits a single detached property. The house is understood to have been unoccupied for at least three years and officers note that the garden is being used to store building materials. It is one of four plots that lie within a perimeter block, to the rear of residential properties on Blenheim Drive, Wyndham Way and Woodstock Road. It is accessed via a long driveway that runs between the boundaries of numbers 18 and 22 Blenheim Drive and is surrounded by trees and vegetation and the boundary fences or hedges of neighbouring properties.

5.2. See block plan below:

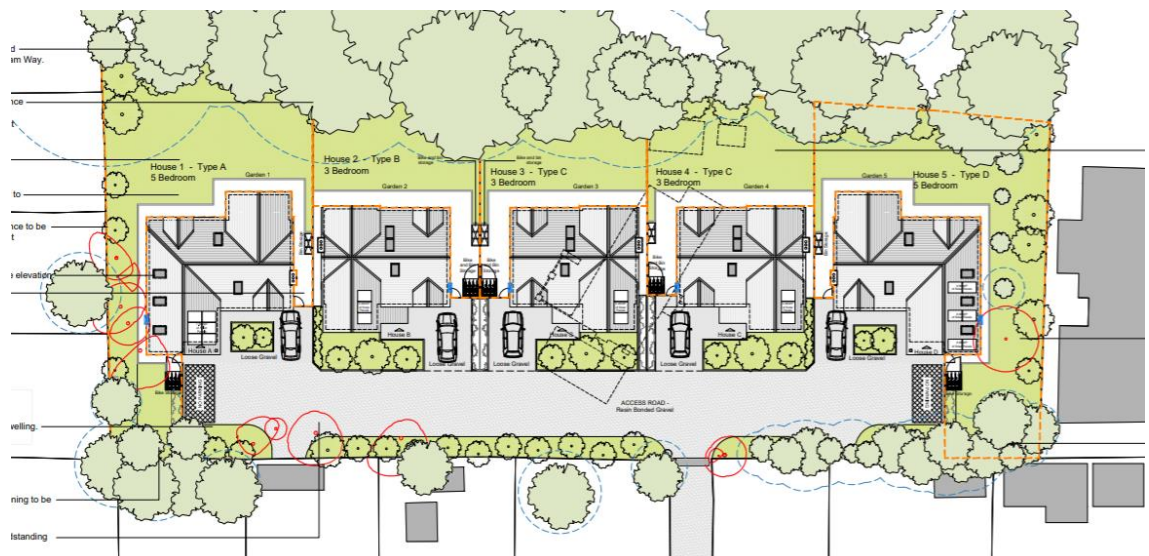


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6. PROPOSAL

6.1. The application proposes the demolition of the existing buildings on site and the erection of five detached homes in a linear arrangement facing south-west. A block plan shown below (see also **Appendix 1**) identifies the proposed units from left (north-west) to right (south-east) as follows:

- House 1, Type A, 5 bedroom – closest to Wyndham Way properties
- House 2, Type B, 3 bedroom
- House 3, Type C, 3 bedroom
- House 4, Type C, 3 bedroom
- House 5, Type D, 5 bedroom – closest to 12 Blenheim Drive



- 6.2. The access location and dimensions would be unchanged but the driveway is proposed to be resurfaced and a simple traffic light system installed to control traffic movements.
- 6.3. Amended plans were submitted and accepted in October 2020 in order to deal with officer concerns and to amend the proposal so that it would accord with the Oxford Local Plan 2036. Additional information was also provided. The main changes and additional information are:
- Energy statement submitted to demonstrate compliance with higher carbon emissions reduction target
 - Addition of photovoltaic panels to the roof of each dwelling, and an air source heat pump for each unit
 - Updated bat survey, Phase 1 habitat survey and plan of proposed biodiversity enhancements
 - Revisions to the block plan drawings showing a reduction in car parking and revised bike storage
 - Tracking diagrams for car movements
 - Archaeological evaluation and written scheme of investigation

7. RELEVANT PLANNING HISTORY

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

52/02623/A_H - House and garage. **Approved** 11 November 1952.

14/01806/FUL - Demolition of existing dwellinghouse. Erection of 3 x dwellinghouses to create 1 x 6 bed dwelling (Use Class C3), 2 x 5 bed dwelling (Use Class C3). Provision of private amenity space, bin and cycle stores. **Withdrawn** 5 September 2014.

15/00991/FUL - Erection of 2 x 6 bed dwellinghouses (Use Class C3). Erection of a garage. Provision of private amenity space, bin and cycle stores. Refused 28 May 2015. **Appeal dismissed** 23 June 2016.

15/01826/FUL - Demolition of existing house. Erection of 2 x 6-bed dwellinghouses (Use Class C3) and 1 x 5-bed dwellinghouse (Use Class C3). Erection of a garage. Provision of private amenity space, bin and cycle stores.. Refused 11 August 2015. **Appeal dismissed** 23 June 2016.

- 7.2. The appeal decision in respect of 15/00991/FUL (two new dwellings and existing house retained) and 15/01826/FUL (three new dwellings and existing house demolished) is included at **Appendix 2** of this report. The key points made by the Inspector are quoted below:

- Site constraints clearly have to be taken into account in any consideration of the most efficient use of land; in this case the fairly narrow access and the mature trees and their root protection zones on the site, as well as issues of the living conditions of neighbouring residents, and the retained dwelling in Appeal A are all relevant and point to the site not being suitable for its nominal maximum capacity.
- The proposals, by constructing 2 or 3 houses within one such plot would not be compatible with the surrounding grain of development of either the inner rectangle, or the immediate surrounding streets.
- [T]here is no indication that the access could not serve a greater number of dwellings. The size of the plot and the footprint of the proposed houses all point to there being a potential for the site to accommodate a greater number of units than proposed in these schemes.
- Whilst the bin storage area would require a longer walk for future residents than the recommended advice of 30m, I do not consider that this would cause significant difficulties for the number of additional residents that the proposals would create. The bin storage would be safe, discrete and relatively conveniently accessible.

8. RELEVANT PLANNING POLICY

8.1. The following policies are relevant to the application:

	National Planning Policy Framework	Oxford Local Plan 2036	Other planning documents	Wolvercote Neighbourhood Plan
Design	117-123, 124-132	RE2 RE5 DH1 DH7 H14 H15 H16		
Conservation/ Heritage	184-202	DH4		
Housing	59-76	H1 H4 H5 H10		
Natural environment	91-101	G2 G7		GBS5
Transport	117-123	M1 M3 M4 M5	Manual for Streets 2007	CHS2

Environmental	117-121, 148-165, 170-183	RE1 RE3 RE4 RE6 RE8 RE9		BES2 BES3 BES4 BES7
Miscellaneous	7-12	S1 RE7 V8		

8.2. The Wolvercote Neighbourhood Plan is not yet made; it was due to have its referendum in May 2020. This is now postponed as regulations linked to the Coronavirus Act 2020 postpone all neighbourhood planning referendums. However, this plan can be given significant weight in decision-making, so far as the plan is material to the application. This is due to the fact that the Council has issued a decision statement detailing its intention to send the neighbourhood plan to referendum.

9. CONSULTATION RESPONSES

9.1. Site notices were displayed around the application site on 7 November 2019 and the application was re-advertised on 3 November 2020 following receipt of amended plans and additional information.

Statutory consultees

Oxfordshire County Council (Highways)

9.2. The proposal seeks to demolish existing property and erect 5 new dwellings (2 x 5-bed and 3 x 3-bed). The site is in a sustainable location close to many local amenities and with good access to public transport. The site sits within the North Summertown CPZ and is accessed via a private access road measuring approximately 42 metres from Blenheim Drive.

9.3. The access road measures 3.5 metres wide and is therefore considered too narrow for 2 cars to pass safely (or park) and therefore the applicant proposes a traffic light system which will give priority to cars entering from Blenheim Drive. This is accepted although the apparatus should not be on public highway, as the traffic generation is not expected to be high. A give way sign for cars exiting the site may have the same effect. No surfacing details have been provided, this should be a smooth material which is easy to cycle and wheel bins over, as the road will not be adopted this can be more flexible. 3.5m is considered below Manual for Streets 2 specifications for a fire tender access, however it is noted that the fire and rescue service have in this instance stated that they are happy with a 3.5m wide access. It would be beneficial to have some form of lighting along the access road for pedestrians and cyclists travelling at night so this should be considered.

9.4. With regards to the visibility of the vehicular access, there are several factors to consider. The access is existing which sets a precedent for vehicles using this access for a period of time. In the previous appeal the

inspector remarked that the access was considered acceptable. Oxford City planning have indicated that they could limit the development to 1 off-street parking space per dwelling which would equate to 5 spaces. It is therefore considered that the development represents a relatively mild intensification of an access which is existing and has been considered acceptable by a planning inspector. It is acknowledged that parked cars could inhibit visibility somewhat however these circumstances are not unusual in this type of environment and do not make the development unacceptable. The applicant should demonstrate that 2m x 2m pedestrian visibility splays are achievable on both sides of the access as this will ensure pedestrian safety is not compromised in the event permission is given.

- 9.5. The dwellings should be excluded from obtaining residents parking permits. This will protect the limited on street parking in the area and mitigate the impact of the development on available on-street parking. If the developments are not excluded from obtaining parking permits there would be significant increase in overspill parking in the surrounding streets.
- 9.6. Car parking is within maximum standards and is accepted, the proposed site plan shows that vehicles can manoeuvre within the site. The design and access statement states that 4 cycle spaces will be provided per unit which is over the standard required and is welcomed, however, the application form states a lower number and the plans are not clear, a condition has therefore been included to ensure the adequate number is provided.
- 9.7. Oxfordshire County Council therefore do not object to the application on highway grounds providing conditions are included in any permission to cover exclusion from parking permits, cycle parking details, construction traffic management plan and visibility splays.

Oxfordshire County Council (Fire and rescue service)

- 9.8. No objection. Based upon the assumption that the roadway is of suitable construction to withstand our fire appliances weight (~12.5 tonnes) and the parking opposite does not prohibit the fire appliance turning into the access road; an access road width of 3.8m would be acceptable. However with the bins on the road this narrows to 2806mm as shown on the Access management and Bin store plan. Approved Document B recommends a road width of 3.7m, with gateways of 3.1m. Even with wing mirrors folded in we would struggle to be able to pass these bins whilst in situ. However it is realistic that fire crews attending an emergency would be able to move the wheeled bins, this would delay their attendance as the appliance would have to reverse to move the bins out of the way or push all of the bins up the lane. It is noted that the proposal is to allow bins in this position for bin day only which will limit the likelihood of an issue, although I was unable to identify where these bins would be stored the rest of the week (storage near properties appears to be for smaller bins).
- 9.9. In order to comply with Building Regulations and Approved Document B 2019, there should be sufficient access to allow a fire appliance to get

within 45 metres of the further point in each dwelling ADB13.1; dead end access routes longer than 20 metres should have turning facilities. It is taken that the turning facility provided complies with Table 13.1. House One appears to be on the limit of this guidance.

- 9.10. *[Additional comment received when officers subsequently clarified with the Fire and Rescue Service that the access lane is less than 3.8m in places.]* On this occasion we are satisfied that a roadway width of 3.4m would be acceptable, on the assumption we can turn our fire appliances at the top of the roadway. We would normally expect the minimum width of road of 3.7m as defined within Approved Document B Table 13.1, with gateways of 3.1m. However it should be noted that this would mean a slow approach to the house on fire; as there would be little room between the fence / wall line either side of the fire appliance's wing mirrors. Along with the possibility that arrival is further delayed by moving the bins prior to approaching the lane.
- 9.11. Were these dwellings to have domestic automatic water suppression systems installed we would have no adverse comments; as this would restrict fire development until the fire crews attended; also there is an allowance in BS9991 for extension of the 45m rule where dwellings are fully sprinklered where crews need to deploy more hose.

Public representations

- 9.12. When the application was originally advertised, 42 representations were received from addresses in 1, 2a, 2b, 4, 8, 10, 12, 16, 18, 20, 22, 22, 22, 24, 26, 27, 29, 30, 30, 30, 32, 32, 35, 47, 54, 56, 58, 63 and 75 Blenheim Drive, 28 Polstead Road, 333, 335 and 337 Woodstock Road, and 1, 5, 7, 11 and 13 Wyndham Way. Two representations were also received from the Blenheim Drive Immediate Neighbours Group (representing 12, 16, 18, 22, 23a, 24, 26, 30, 35 and 54 Blenheim Drive and 13 Wyndham Way).
- 9.13. Following submission of additional information and amended plans, a further 20 representations were received from address in 2a, 8, 12, 16, 18, 22, 24, 26, 27, 29, 30, 31, 32, 56 Blenheim Drive, the Blenheim Drive Immediate Neighbours Group, 141 Godstow Road and 11 and 13 Wyndham Way.
- 9.14. In summary, the main points of objection prior to receipt of additional information were:
- Overdevelopment of site, cramped arrangement, out of character with the area, backland development
 - No space for visitor parking
 - Increase in on-street parking
 - Increase in traffic, including construction phase
 - Intensification of use of driveway and consequent impact on neighbours
 - Query over actual width of access lane; plans not accurate in this regard

- Narrow access – problem for bins, pedestrians, safety, visibility and service/emergency vehicles
- Temporary bin storage in access lane not acceptable
- Loss of green space and biodiversity
- Impact on trees, including removal of street trees
- Landscape boundaries inadequate
- Impact on neighbouring amenity including overlooking from window in garage to no 16, loss of trees causing overlooking into 26 and 24 Blenheim Drive
- No sustainability proposals
- Air quality impacts
- Security issues for rear boundaries of Blenheim Drive properties
- Tree assessment and bat survey not up to date
- Covenants on properties in Blenheim Drive only permit one house per plot
- Existing property not used as a residence continuously for six months in the last 36 months

9.15. After re-advertising the amended plans and additional information, the following further main points of objection arose from the public consultation:

- Space for garden waste recycling bins would be needed in addition to waste and recycling bins and food caddies
- Noise from air source heat pump would harm neighbouring amenity
- Insufficient visitor parking
- Controlling level of car ownership
- Small gardens could lead to cut back and harm to trees and tree roots
- Potential for harm to third party trees as a result of resurfacing driveway
- Discrepancy between the proposed site landscape plan and the site plan in terms of tree planting, retention and removal
- Homes not orientated to maximise solar gain
- Light pollution impacting neighbouring amenity

Officer response

9.16. Whilst the majority of the comments raised will be dealt with in the following section of the report, and others are dealt with in the submission of additional information, officers would clarify a number of issues raised at this point:

- No removal of street trees is proposed with this application.

- Covenants on properties are not a material planning consideration.
- The lack of use of the existing property is noted and has been confirmed by the agent.
- The question of how future residents maintain their garden is not considered a material planning consideration in this case. It would be a civil matter.

10. PLANNING MATERIAL CONSIDERATIONS

10.1. Officers consider the determining issues to be:

- a) Principle of development
- b) Design
- c) Neighbouring amenity
- d) Trees and landscape
- e) Car parking and access
- f) Cycle and bin storage
- g) Energy sustainability
- h) Biodiversity and ecology
- i) Flooding and drainage
- j) Archaeology
- k) Land quality
- l) Air quality

a. Principle of development

10.2. Policy H1 of the Oxford Local Plan 2036 seeks to deliver new homes in Oxford by promoting the efficient use and development of land/sites, including higher densities in appropriate locations. Policy RE2 states that planning permission will only be granted where development proposals make efficient use of land and that development proposals must make best use of site capacity, in a manner compatible with the site itself and the surrounding area, and must address specified criteria including that the density must be appropriate for the use proposed; the scale of development should conform to other policies in the plan; and built form and site layout must be appropriate for the capacity of the site.

- 10.3. Policy H5 states that planning permission will not be granted for any development that results in the net loss of one or more self-contained dwellings on a site, including family homes.
- 10.4. The site is previously developed land as per the NPPF definition. Paragraphs 84 and 117 of the NPPF encourages the use of previously developed land. The proposal would not result in a net loss of homes and, for the reasons discussed later in this report, makes the best use of the site's capacity. The principle of development is therefore acceptable.

b. Design

- 10.5. Policy DH1 of the Oxford Local Plan 2036 states that planning permission will only be granted for development of high quality design that creates or enhances local distinctiveness, and where proposals are designed to meet the key design objectives and principles for delivering high quality development as set out in Appendix 6.1.
- 10.6. As detailed above, Policy RE2 requires that development responds in a manner compatible with the site itself and the surrounding area, and must address specified criteria including that the density must be appropriate for the use proposed; the scale of development should conform to other policies in the plan; and built form and site layout must be appropriate for the capacity of the site.
- 10.7. The proposal for generously proportioned detached family dwellings with plot boundaries close to each house follows the pattern of development in Wyndham Way and Blenheim Drive. The roof heights of the proposed dwellings are lower or on a par with those of the surrounding homes which helps them to sit more comfortably within the block. This is considered an appropriate response to the site which strikes the right balance between making efficient use of the land and respecting the grain of development in the immediate surroundings.
- 10.8. The design of the individual homes is acceptable; they are set over two storeys with the second lying partially in the roof, they are not overly bulky in mass, the roof form is appropriate with no flat roof elements, and the mix of brick and render would be in-keeping with the materials used in existing homes in the surrounding area. Arrays of photovoltaic panels are proposed on each house, which would allow the development to meet the sustainable energy targets required by policy RE1. The panels cover a small area of roof on each property and do not overly dominate the roofscape and as such are considered appropriate.
- 10.9. The internal dimension of each house comply with the Nationally Described Space Standard Policy and therefore with policy H15 of the Oxford Local Plan 2036.
- 10.10. Policy H16 of the Oxford Local Plan 2036 states that planning permission will only be granted for dwellings that have direct and convenient access to an area of private open space. Houses should provide a private garden, of

adequate size and proportions for the size of the house proposed, which will be considered to be at least equivalent in size to the original building footprint.

- 10.11. The application sets out the area of each garden and each building footprint and demonstrates that garden area comfortably exceeds footprint in all cases. While officers note that the usable area of garden may be lower than presented, the gardens would comply with policy H16 and are considered to provide high quality outdoor amenity space. While the house to garden ratio does not match that of surrounding properties, officers are mindful of the requirement to make the best and most efficient use of the land and feel that the balance of the number of dwellings on the plot and quality of outdoor space in this proposal is appropriate.
- 10.12. Officers recommend that a condition be applied to remove permitted development rights for extensions to the properties, should planning permission be granted. This is in order to safeguard the outdoor amenity space for future residents and to safeguard the residential amenity of neighbouring properties.

c. Neighbouring amenity

- 10.13. Policy H14 of the Oxford Local Plan 2036 states that planning permission will only be granted for new development that provides reasonable privacy, daylight and sunlight for occupants of both existing and new homes, and does not have an overbearing effect on existing homes. Policy RE7 of the Oxford Local Plan 2036 states that planning permission will only be granted for development that ensures that the amenity of communities, occupiers and neighbours is protected. The impact on surrounding residents is therefore considered below.
- 10.14. Numbers 14 to 18 (even) and 22 to 28 (even) Blenheim Drive all have rear boundaries onto the site, and numbers 22 and 18 also each share a side boundary with the access road. These properties have long back gardens and the minimum distance between the homes and the proposed dwellings is approximately 30 metres. The closest point between the front of House 1 and the rear boundary of number 28, and between the front of House 5 and the rear boundary of number 16 is approximately 9 metres; this is a comfortable distance, given the existing long gardens and the intervening mature trees and there would be no harmful overlooking caused. For numbers 18, 22, 24 and 26, the minimum distance from the proposed homes to these properties' rear boundaries is approximately 11.3 metres. Tree retentions and new tree planting is proposed on site to strengthen this boundary, although there are tree removals proposed and a turning area to the rear of number 26. Considering this distance between existing and proposed properties, the large existing gardens, and that number 26 has outbuildings at the foot of the garden across most of the width, officers consider that there would be no harmful impact from overlooking or loss of privacy, nor any harmful disturbance from the occasional vehicle movement in the proposed access leading to House 1.

- 10.15. While the site arrangement would result in the rear of numbers 14 to 18 (even) and 22 to 28 (even) Blenheim Drive losing their enclosure by the garden of 20 Blenheim Drive, this is not considered to be a harmful arrangement because of the presence of buffer landscaping. The arrangement is not uncommon in short stretches of cul-de-sac and would not result in a level of harm that might result if back gardens gave onto main thoroughfares.
- 10.16. Number 22 Blenheim Drive has four windows at ground floor level which face onto the access road. The boundary fence has been removed at this point. The windows are secondary windows serving rooms that have another primary source of natural light. Both parties have permitted development rights to erect a fence up to 2 metres in height at this point. For these two reasons, it is considered that there would be no harm to the neighbouring amenity (loss of light, loss of privacy or increased disturbance) for occupiers of number 20 as a result of the potential increase in use of the access road.
- 10.17. The boundary treatment along the boundary with 12 Blenheim Drive will be unchanged. Although the footprint of number 12 lies very close to its rear boundary, there are very few windows in the rear elevation and only one serving a habitable room. There are two ground floor rear facing windows: one serving the open plan kitchen/dining room, one serving a toilet. On the first floor, there are two windows serving two bathrooms, and there is a window serving the staircase to the second floor. The position of House 5 is such that it would not be directly opposite the kitchen window; a line drawn upwards at 45-degrees from the cill of the kitchen window would not be breached by the development. The distance between number 12 and the proposed House 5 is seven metres at the closest point. No side-facing windows are proposed at first floor in the south-east elevation of House 5, only rooflights which would not give rise to overlooking. Considering the positioning on the plot of number 12 and its dominant outlook being to the east, the relationship with proposed House 5 would not give rise to any harmful loss of privacy, loss of light or overbearing impact.
- 10.18. The distances between 1 Wyndham Way and the proposed dwellings, and the screening provided by the intervening tree belt, would ensure no harmful overlooking or loss of privacy or light for this property.
- 10.19. There are approximately 3.5 metres between the side elevation of proposed House 1 and the boundaries with 7 to 13 (odd) Wyndham Way, and a minimum distance of approximately 30 metres between House 1 and the nearest of these houses. No side-facing windows are proposed at first floor in the north-west elevation of House 1, only rooflights which would not give rise to overlooking. These distances are comfortable and the interrelationship between the proposed development and existing would not give rise to harm to existing residential amenity.
- 10.20. The proposed and retained boundary treatments are typical for residential properties and officers have no concerns in this regard. The distances

between properties, the design of the properties and the boundary treatments would ensure no harmful light spill.

- 10.21. As noted later in this report, the principle of the access for a development providing five car parking spaces is accepted. The potential noise, light and traffic fume disturbance from the access driveway is mitigated through the boundary planting (both retained and proposed), through the resurfacing of the driveway with a material that will make less noise when in use by vehicles, and through adequate turning arrangements for vehicles.
- 10.22. With regard to noise, officers consider that the residential use proposed in a wholly residential area would not give rise to any harmful noise impacts for existing or future residents. Therefore the proposal would accord with policy RE8 of the Oxford Local Plan 2036 and policy BES3 of the Wolvercote Neighbourhood Plan.
- 10.23. With regard to the impact on residential amenity during the construction phase, officers would recommend a condition to secure a Construction Management Plan in accordance with policy RE7 of the Oxford Local Plan 2036.
- 10.24. In summary, officers are satisfied that the proposal would safeguard residential amenity and would comply with relevant local plan policies in this regard.

d. Trees and landscape

- 10.25. Policy G7 of the Oxford Local Plan 2036 states that planning permission will not be granted for development that results in the net loss of green infrastructure features such as hedgerows, trees or woodland where this would have a significant adverse impact on public amenity or ecological interest. Policy G7 also states that planning permission will not be granted for development resulting in the loss of other trees, except in the following circumstances: where it can be demonstrated that retention of the trees is not feasible; and where tree retention is not feasible, any loss of tree canopy cover should be mitigated by the planting of new trees or introduction of additional tree cover (with consideration to the predicted future tree canopy on the site following development); and where loss of trees cannot be mitigated by tree planting onsite then it should be demonstrated that alternative proposals for new Green Infrastructure will mitigate the loss of trees, such as green roofs or walls.
- 10.26. There are mature trees situated in the adjacent property to the northeast; these represent the principal arboricultural design constraints. The proposed scheme includes a tree constraints plan and the design of the layout appears to have been influenced by this.
- 10.27. The development will require the removal of 12 trees inside the site. Four of these trees would be recommended for removal irrespective of this development due to poor structural and physiological condition. The loss of these trees, due to their low quality and location internally to the site, will

not have any detrimental effect on the wider visual amenity of the area or to landscape screening functions.

- 10.28. The Proposed Landscape Plan does not give more than indicative information, but officers are confident that replacement planting will be able to deliver at least no net loss in tree present canopy cover over 25 years. A condition is recommended to provide the required level of detail including tree species via a revised and more detailed landscape plan.
- 10.29. Officers have no concerns with regard to harm to third party trees as a result of resurfacing the driveway, as was raised through public consultation.
- 10.30. The scheme has minimal direct implications for trees and indirect potential implications can be controlled through appropriate conditions. Subject to the various recommended conditions in relation to trees and landscape, the proposal would conform with policy G7 of the Oxford Local Plan 2036.

e. Car parking and access

- 10.31. Policy M3 of the Oxford Local Plan 2036 requires dwellings that are located within a controlled parking zone, within 400m walk to a frequent bus service and within 800m walk to a local supermarket to be car free. In all other locations compliance with the maximum standards in appendix 7.3 are required, which is 1 parking space per dwelling.
- 10.32. The site is in the North Summertown controlled parking zone and within 400m of a regular bus service; it is not within 800m of a supermarket. The application proposes the maximum standard of one car parking space per dwelling and the landscape for the site has been designed to prevent additional parking (see plan P101 revision C). Plan P101A revision C has also been submitted demonstrating that the cars can safely manoeuvre within the site and exit the site in a forward gear. It is noted that this plan is out of date in showing seven car parking spaces. However, the plan only serves to demonstrate how cars will turn on site and does not need to be an approved document, should planning permission be granted.
- 10.33. In order for the landscape to effectively prevent on-site parking above one car per unit, further detail is needed. The areas of planting in front gardens should have a kerb or be raised beds, and should specify the type of planting they will contain. This will ensure these areas cannot be parked on. A condition is therefore recommended for a more detailed landscape plan to be supplied and approved, and for the maintenance and retention of the approved landscape scheme in order to manage parking levels on site. Officers note that further detail of the landscape is required to comply with biodiversity and tree policies, and these points are discussed in the relevant sections below.
- 10.34. The proposed five car parking spaces, one per dwelling, is an acceptable quantum and accords with policy M3. Subject to a condition removing the new properties from residents parking permits and the submission of a

robust landscape plan which minimises opportunities for informal parking while allowing for safe manoeuvring, officers consider that this level of car parking can be maintained on site and not exceeded. It is considered that residents of new properties should be able to apply for visitor parking permits since no visitor parking is provided on site to avoid such spaces being used for permanent parking.

- 10.35. Policy M4 requires electric charging points for all allocated parking spaces for residential developments, and policy CHS2 of the Wolvercote Neighbourhood Plan states that new homes should include charging points for electric vehicles. A condition is therefore recommended to ensure electric charging points are provided for each of the five parking spaces.
- 10.36. Access to the site is proposed along the existing driveway to 20 Blenheim Drive which runs between the side boundaries of 18 and 22 Blenheim Drive. The access drive would be continued, perpendicular to the existing driveway, to allow access to the proposed homes. The principle of this existing access being used to service more than three properties was accepted by the Inspector. Only five parking spaces are now proposed, while for the two appeal proposals, one proposed six spaces, the other nine.
- 10.37. The width of the access has been verified by officers. The distance between the existing pillars at the entrance to the access is 3.4 metres; the narrowest point of the access road once past the pillars is 3.5 metres.
- 10.38. The access driveway to backland properties behind the frontage properties is a feature of the block, albeit that the driveways currently serve one property each. Officers would note that the restricted number of car parking places gives a level of control and certainty to the traffic movements along the driveway. The access is proposed to be resurfaced with resin bonded gravel (with no kerb), lit with low-level lighting on timer and controlled using a simple traffic light system at each end. These measures will minimise the noise disturbance caused by vehicle movements and ensure the safe operation of the drive. These measures and their maintenance are recommended to be secured via a condition for a site management plan.
- 10.39. Concerns have been raised during the public consultation regarding the width of the access in general, and in particular whether it is sufficient to allow access for emergency vehicles and when bins are in situ in the bin collection point. The Local Highway Authority and the County Fire Safety Inspector were consulted on proposals. Officers would note that the Highways Authority and County Fire Safety Inspector are aware that the minimum width of the driveway is 3.5m, with a 3.4m wide entrance and have made their comments on this basis.
- 10.40. The width of the access is sufficient for a single vehicle to pass. Officers note that this is a relatively short, straight lane with clear visibility at each end, to be navigated at slow speeds with traffic light controls and low-level lighting in the dark. This is considered by officers, as well as by the Highway Authority, to be manageable and practicable, sufficient to handle

the low volumes of car movements as well as with situations where cars need to give way when cyclists or pedestrians are also using the access.

- 10.41. The Inspector considered the bin collection area presented in the appeal cases to be an acceptable arrangement; the now-proposed bin collection arrangement follows the same principle: residents would drag bins to the bin storage area on collection day (or the evening before) and then take them back to their individual bin stores once emptied.
- 10.42. On bin collection day, with bins in situ, there would remain sufficient width (a minimum of 2.8 metres) for a single vehicle to pass the bins. Manual for Streets states that widths of 2.75 metres may be used for short stretches of single carriageway in “lightly-trafficked streets”. The proposed driveway for five vehicles plus occasional visitors would be much lower in a highway hierarchy than a lightly-trafficked street and therefore it is considered a wholly appropriate width for the access to the development proposed.
- 10.43. The Planning Inspector and the County Fire Safety Inspector are satisfied that the bins can be quickly moved out of the way in an emergency to allow access for fire trucks. The County Fire Safety Inspector notes that, even with wing mirrors folded in fire crews would struggle to be able to pass these bins whilst in situ (fire appliance vehicles widths are 3.1m, and 2.5m with wing mirrors folded in). However it is realistic that fire crews attending an emergency would be able to move the wheeled bins albeit that this would delay their attendance. It is noted that the proposal is to allow bins in this position for bin day only which will limit the likelihood of there being an issue. The fire service would strongly recommend that the dwellings have a domestic automatic water suppressions system or water mist system installed in order to restrict fire development until the fire crews attend. Officers would therefore recommend that these be installed prior to first occupation of the dwellings, should planning permission be granted. The supplied traffic site and access plan demonstrates that fire tenders would be able to access and navigate in the site.
- 10.44. Concerns have been raised that future occupants may subscribe to the Council’s garden waste bin collection scheme, which could lead to up to ten bins being present in the driveway each fortnight. Officers consider that the potential for this increase in bin numbers does not change the principle that fire appliances would access the site after moving the bins from the drive, and on the basis that the properties have automatic water suppressions systems in place to restrict fire development.
- 10.45. Officers must give due weight to the lack of objection from the Highways Authority and the County Fire Safety Inspector, the appeal statement of the Planning Inspector. Officers are satisfied that the access arrangements are safe and practical and therefore see no grounds to refuse the development on the basis of the access.
- 10.46. A condition is recommended that, prior to first occupation, the access driveway is resurfaced as proposed with resin-bonded gravel to withstand vehicle weights of 12.5 tonnes and the traffic lights and lighting installed in

accordance with approved details in the interests of safety of users and to minimise noise and light disturbance for immediate neighbours. A condition is recommended to prevent any structure being erected that would narrow the width of the access, such as a new fence, in the interests of the safe operation of the access. In addition, officers recommend a condition requiring a site maintenance plan to include contact details, maintenance of the access, lighting and traffic lights system, as well as to cover matters considered in other sections of this report such as landscape maintenance.

f. Cycle and bin storage

- 10.47. Policy M5 of the Oxford Local Plan 2036 requires provision of at least 3 cycle parking spaces per dwelling. It states that all residential cycle storage must be secure, covered, preferably enclosed and provide level, unobstructed access to the street.
- 10.48. Policy DH7 of the Oxford Local Plan 2036 states that planning permission will be granted where it can be demonstrated that bin and bike storage is provided in a way that does not detract from the overall design of the scheme or the surrounding area, whilst meeting practical needs; external servicing features have been designed as an integrated part of the overall design, or are positioned to minimise their impact; and materials used for detailed elements such as for stores are of high quality so they enhance the overall design.
- 10.49. Each proposed unit has a covered, secure bike store for four bikes located conveniently close to the front of the house. Details of the stores are recommended to be sought by condition prior to their construction to ensure they are appropriately designed and functional, and thereafter their retention.
- 10.50. Bin storage is provided conveniently for each property. As noted previously in this report, residents would need to wheel bins between 50 and 80 metres to the collection point ready for collection day. This exceeds the distance contained in the Council's technical advice note on waste storage. However, officers must have regard to the conclusions of the Inspector on this point: "Whilst the bin storage area would require a longer walk for future residents than the recommended advice of 30m, I do not consider that this would cause significant difficulties for the number of additional residents that the proposals would create."
- 10.51. The proposal is considered acceptable with regard to bin and cycle storage and other external servicing including the small air source heat pump for each property.

g. Energy sustainability

- 10.52. Policy RE1 requires that new build residential dwellinghouses achieve at least a 40 per cent reduction in carbon emissions from a 2013 Building Regulations compliant base case. New dwellings area also required to meet the higher water efficiency standards within the 2013 Building Regulations Part G2 water consumption target of 110 litres per person per day.
- 10.53. An energy statement has been supplied with the application which demonstrates that a 41.51 per cent reduction in carbon emissions from a 2013 Building Regulations baseline will be achieved via the following methods:
- High performance building fabric
 - Air source heat pump for each dwelling for heating and hot water
 - Photovoltaic panels on each dwelling
- 10.54. Policy RE1 also states that planning permission will only be granted where it can be demonstrated that the following sustainable design and construction principles have been incorporated, where relevant:
- a) Maximising energy efficiency and the use of low carbon energy;
 - b) Conserving water and maximising water efficiency;
 - c) Using recycled and recyclable materials and sourcing them responsibly;
 - d) Minimising waste and maximising recycling during construction and operation;
 - e) Minimising flood risk including flood resilient construction;
 - f) Being flexible and adaptable to future occupier needs; and
 - g) Incorporating measures to enhance biodiversity value.
- 10.55. Many of these matters are addressed where relevant elsewhere in this report. Overall, it is considered that the proposed development has taken an appropriate and proportionate approach to sustainable design and construction.
- 10.56. A condition is recommended to secure the measures in the energy statement along with a monitoring scheme to measure energy performance once the homes are built. The question of the noise from air source heat pumps was raised in the public consultation. There are permitted development rights for the installation of air source heat pumps on domestic premises and therefore it is not considered reasonable to apply restrictions above or beyond those that restrict permitted development. Accordingly, the condition will require that the air source heat pumps comply with Microgeneration Certification Scheme Planning Standards (MCS 020) or equivalent standards.

- 10.57. A further condition is recommended to ensure the development complies with the requirements of policy RE1 in relation to water efficiency.

h. Biodiversity and ecology

- 10.58. Policy G2 of the Oxford Local Plan 2036 states that development that results in a net loss of sites and species of ecological value will not be permitted. Compensation and mitigation measures must offset any loss and achieve an overall net gain for biodiversity. Policy GBS5 of the Wolvercote Neighbourhood Plan states that proposals which would result in significant harm to sites and/or species of ecological value will not be supported, unless the developer can demonstrate that the benefits of the development clearly outweigh the loss of habitat and species.
- 10.59. An Extended Phase I & Preliminary Bat Survey Update 2020, along with a dusk bat emergence survey, have been submitted as part of the application. This is in addition to the originally submitted ecology survey work. Officers are satisfied that the potential presence of protected habitats and species has been given due regard. The surveys have confirmed the likely absence of roosting bats and shall be considered valid for 12 months. Bats have not been found to be roosting on site, but moderate bat activity was recorded in the garden. Conditions are therefore recommended to avoid impact on this species. The local planning authority in exercising any of its functions, has a legal duty to have regard to the requirements of the Conservation of Habitats and Species Regulations 2017. Officers are satisfied that European Protected Species are unlikely to be harmed as a result of the proposals.
- 10.60. The survey includes a biodiversity calculator which has identified a very minor net loss. To mitigate for this loss and to ensure overall enhancement on the site, various habitat and faunal enhancements are proposed and are set out on the proposed landscape plan reference 1197-P101 C. Officers consider that further detail is required and recommend this be secured by condition.
- 10.61. Subject to this condition, the scheme would comply with policy G2 of the Oxford Local Plan 2036.

i. Flooding and drainage

- 10.62. Policy RE4 of the Oxford Local Plan 2036 states that all development is required to manage surface water through Sustainable Drainage Systems (SuDS) or techniques to limit run-off. Policy BES4 of the Wolvercote Local Plan requires that developments demonstrate that they do not decrease rain water infiltration. Developments that demonstrate that they increase infiltration (where it is geologically possible), or reduce run-off to watercourses, will be supported. All run off water should be infiltrated into the ground using permeable surfaces (SUDS), or attenuation storage, so that the speed and quantity of run off is decreased. Proposals for new development should ensure that there is no increased risk of flooding to existing property as a result of the development.

- 10.63. The site is in Environment Agency Flood Zone 1. An initial preliminary drainage strategy was submitted, based on the use of shared permeable paving, and outfall at the end of the access track. Queries were raised as to whether separate attenuation could be provided for each dwelling, in order to simplify the maintenance responsibilities and liabilities. An alternate strategy was provided to address this, and it was deemed that on balance, the initial strategy was preferable – the concerns being allayed on the basis that with the private road there are already shared maintenance liabilities. Therefore, it is recommended that a condition is included to secure a full drainage strategy and maintenance plan, based on the (original) preliminary drainage strategy submitted.
- 10.64. Subject to the recommended condition, the development would accord with policies RE4 of the Oxford Local Plan 2036 and BES4 of the Wolvercote Local Plan.

j. Archaeology

- 10.65. Policy DH4 of the Oxford Local Plan 2036 requires that, where archaeological deposits and features are suspected to be present, applications should include sufficient information to define the character, significance and extent of such deposits so far as reasonably practical. This site is of interest because of its scale and location on the Summertown-Radley gravel terrace which has been shown by previous investigations to preserve the remains of a dispersed Late Neolithic-Early Bronze ritual and funerary landscape along with areas of dispersed Iron Age and Roman settlement. An Archaeological Evaluation and Written Scheme of Investigation has been submitted.
- 10.66. There is insufficient information to establish the significance of the heritage assets at this site and officers therefore request that, in line with the advice in the NPPF, the applicant be required to undertake a field evaluation prior to the determination of this application. The methodology is set out in the submitted Written Scheme of Investigation. Once a satisfactory and complete archaeological report has been received the City Council Archaeologist will advise of the archaeological implications and recommend appropriate action. If important archaeological assets would be affected then the preferred option is for the applicant to develop a mitigation strategy to sustain the significance of the heritage asset/s affected. Officers request that this decision be delegated to officers as set out in paragraph 1.1.1 of this report.

k. Land quality

- 10.67. With regard to land quality assessment and in accordance with policy RE9 of the Oxford Local Plan 2036, officers consider that that risk of significant contamination being present on the site is likely to be low. However the development involves the creation of new residential dwellings which is considered to be sensitive development and it is the developer's responsibility to ensure that the site is suitable for the proposed use. It is therefore recommended that an appropriate informative is placed on any

planning permission in case any unexpected contamination is encountered during development.

I. Air quality

- 10.68. Policy RE6 only requires an Air Quality Assessment for major proposals (10 or more residential units) which would carry a risk of exposing individuals to unacceptable levels of air pollution. This development of five units with five car parking spaces would not trigger this requirement and no significant effects on air quality are anticipated as a result of this development.

11. CONCLUSION

- 11.1. It is acknowledged that the development of this site would result in a perceptible change for the immediate neighbours to the site, particularly because the site has been unoccupied for some time. However, planning decisions must be taken in accordance with the development plan unless there are material considerations that indicate otherwise. In the context of the urgent need for more homes and the constrained supply in Oxford, development proposals must make best use of site capacity and efficient use of brownfield land. Officers, mindful of the Inspector's appeal decision (see **Appendix 2**), consider that the proposed development achieves an appropriate balance between efficient use of the site and contextual design. The proposal accords with the development plan and therefore, in accordance with paragraph 11 of the NPPF, should be approved without delay.
- 11.2. It is recommended that the Committee resolve to grant planning permission for the development proposed subject to the findings of the archaeological field evaluation and the conditions set out in section 12 of this report.

12. CONDITIONS

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

Subject to conditions 7 and 12, 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 DH1 of the Oxford Local Plan 2036.

3. Materials as approved

The materials to be used in the proposed development shall be as specified in the application hereby approved. There shall be no variation of these materials without the prior written consent of the Local Planning Authority.

Reason: To ensure that the development is visually satisfactory as required by policy DH1 of the Oxford Local Plan 2036.

4. Permitted development rights

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (the Order) (or any Order revoking and re-enacting that Order with or without modification) no structure including additions to the dwellinghouses hereby approved as defined in Classes A, B, C, D, E of Part 1 of Schedule 2, of the Order shall be erected or undertaken without the prior written consent of the Local Planning Authority.

Reason: The Local Planning Authority considers that even minor changes in the design or enlargement of the development should be the subject of further consideration to safeguard the appearance of the area and the amount of external amenity space in accordance with policies DH1 and H16 of the Oxford Local Plan 2036.

5. Construction Management Plan

Prior to commencement of development, a Construction Management Plan shall be submitted to and approved in writing by the local planning authority. This shall 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,
- Mitigation for odour, fumes and dust during the construction phase.

The development shall be carried out in full accordance with the approved Construction Management Plan at all times unless otherwise agreed beforehand in writing by the local planning authority.

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 RE7 of the Oxford Local Plan 2036.

6. Tree removals and retentions

In this condition “retained tree” means an existing tree which is to be retained in accordance with the approved plans and particulars (Proposed Site Plan (Dwg.1197_P101)). No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be lopped or topped other than in accordance with approved plans and particulars, without the written approval of the local planning authority. Any lopping or topping approved shall be carried out in accordance with British Standard 3998;1989 (Tree Work) where applicable.

Reason: In the interests of visual amenity in accordance with policies G7, G8 and DH1 of the Oxford Local Plan 2036.

7. Landscape plan required

A revised landscape plan shall be submitted to, and approved in writing by, the local planning authority prior to commencement of development excluding demolition. The plan shall:

- a) show details of treatment of paved or otherwise hard surfaced areas including access driveway, and areas to be grassed or finished in a similar manner, existing retained trees and proposed new tree, shrub and hedge planting;
- b) correspond to a schedule detailing plant numbers, sizes and nursery stock types; and
- c) provide detail of kerbs or raised beds for the frontage landscaping designed to prevent car parking.

Reason: In the interests of visual amenity, to prevent unauthorised parking and to ensure a biodiversity net gain in accordance with policies G2, G7, G8, M3 and DH1 of the Oxford Local Plan 2036.

8. Landscape proposals: implementation

The landscaping proposals as approved in writing by the local planning authority shall be carried out prior to the first use of the development hereby approved unless otherwise agreed in writing beforehand by the Local Planning Authority.

Reason: In the interests of visual amenity in accordance with policies G2, G7, G8, M3 and DH1 of the Oxford Local Plan 2036.

9. Landscape proposals: reinstatement

Any existing retained trees, or new trees or plants planted in accordance with the details of the approved landscape proposals that fail to establish, are removed, die or become seriously damaged or defective within a period of five years after first occupation or first use of the development hereby approved shall be replaced. They shall be replaced during the first available planting season with others of a species, size and number as originally approved unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of visual amenity in accordance with policies G7, G8 and DH1 of the Oxford Local Plan 2016-2036.

10. Tree Protection Plan

No development, including demolition or enabling works, shall take place until a Tree Protection Plan (TPP) has been submitted to, and approved in writing by the Local Planning Authority. The TPP shall include such details as are appropriate for the protection of retained trees during development, and shall be in accordance with the current BS. 5837: "Trees in Relation to Design, Demolition and Construction – Recommendations" unless otherwise agreed in writing by the Local Planning Authority.

The TPP shall include a scale plan indicating the positions of barrier fencing and/or ground protection materials to protect Root Protection Areas of retained trees and/or create Construction Exclusion Zones (CEZ) around retained trees. The approved physical protection measures shall be in place prior to the commencement of any development, including demolition or enabling works, and shall be retained for the duration of construction, unless otherwise agreed in writing beforehand by the Local Planning Authority.

The Local Planning Authority shall be informed in writing when physical measures are in place, in order to allow Officers to make an inspection prior to the commencement of development. No works or other activities including storage of materials shall take place within designated CEZs unless otherwise agreed in writing beforehand by the Local Planning Authority.

Reason: In the interests of visual amenity in accordance with policies G7, G8 and DH1 of the Oxford Local Plan 2016-2036.

10. Bin and bike storage

Detailed drawings of the cycle storage for each unit demonstrating compliance with policy M5 of the Oxford Local Plan 2036 shall be submitted

to and approved in writing by the local planning authority. Cycle and bin storage in accordance with the approved plans shall be installed prior to first occupation of the development and thereafter retained for the purposes of cycle parking and bin storage.

Reason: in the interests of sustainable travel and visual amenity in accordance with policy M5 and DH7 of the Oxford Local Plan 2036.

11. Electric charging points

Each residential unit hereby permitted shall be provided with an electric vehicle charging point to serve its respective car parking space. The charging points shall be operational on first occupation of the dwellings hereby permitted and thereafter retained.

Reason: in the interests of sustainable travel and air quality in accordance with policy M4 of the Oxford Local Plan 2036.

12. Drainage

Prior to commencement of development excluding demolition, a final sustainable drainage strategy shall be submitted to and approved in writing by the local planning authority.

The detailed design of the drainage strategy shall be based on the preliminary drainage strategy in the submitted Infrastructure Drawing reference 3843-BLDR-ICS-01-XX-DR-C-0200-P01-S2_Drainage Design. The drainage strategy shall accord with Oxford City Council SuDS Design and Evaluation Guide (available at www.oxford.gov.uk/floodriskforplanning), Non-statutory technical standards for SuDS, and CIRIA C753 – the SuDS Manual.

The drainage strategy shall be built in complete accordance with the approved design.

Reason: To ensure compliance with Policy RE4 of the Oxford Local Plan 2036

13. Access driveway safety measures

Details of the lighting of the access driveway and traffic light system shall be submitted to and approved in writing by the local planning authority. The approved lighting and traffic light system shall be installed and operational prior to first occupation. No structure shall be erected or other works undertaken that would narrow the width of the access road as hereby approved.

Reason: In the interests of safety and the appearance of the area in accordance with policies DH1 and RE7 of the Oxford Local Plan 2036.

14. Visibility Splays

Prior to occupation of the development hereby approved, visibility splays measuring 2m by 2m shall be provided to each side of the access and thereafter retained. This visibility splay shall not be obstructed by any object, structure, planting or other material with a height exceeding or growing above 0.6 metres as measured from carriageway level.

Reason: To provide and maintain adequate visibility in the interest of highway safety in accordance with policy RE7 of the Oxford Local Plan 2036.

15. Site management plan

Prior to first occupation of the development hereby permitted, a site management plan shall be submitted and approved in writing by the local planning authority. The plan shall cover the following matters:

- a) Landscape management, including long term design objectives, management responsibilities and maintenance schedules and timing for all landscape areas, other than small, privately owned domestic gardens,
- b) Access management, including maintenance of hard surfacing, lighting and traffic lights or other vehicle priority system
- c) Drainage (SuDS) maintenance details including the frequency and types of maintenance for each individual sustainable drainage structure proposed to ensure the sustainable drainage system will continue to function safely and effectively in perpetuity
- d) Named contact for site management

The development shall be managed in accordance with the approved site management plan in full at all times for the lifetime of the development. Changes to the site management plan may be made subject to the prior written approval of the local planning authority.

Reason: In the interests of amenity, safety and the appearance of the area in accordance with policies M3, DH1, G7, RE4 and RE7 of the Oxford Local Plan 2036.

16. Sprinkler system

Prior to first occupation of the development hereby approved, each residential unit hereby approval shall have a domestic automatic water suppressions system installed and operational.

Reason: In the interests of fire safety in accordance with policy RE7 of the Oxford Local Plan 2036.

17. Energy measures

The development shall be carried out in full accordance with submitted Energy Statement PR8132 dated 02/09/2020. Air source heat pumps installed shall conform to Microgeneration Certification Scheme Planning Standards (MCS 020) or equivalent standards.

Reason: In the interests of sustainable energy, carbon reduction and residential amenity in accordance with policies RE1 and RE7 of the Oxford Local Plan 2036.

18. Water efficiency

The development shall accord with the 2013 Building Regulations (or equivalent future legislation) Part G2 water consumption target of 110 litres per person per day.

Reason: In the interests of water efficiency in accordance with policy RE1 of the Oxford Local Plan.

19. Ecological enhancements

Prior to the commencement of development, a scheme of ecological enhancements shall be submitted to, and approved in writing by, the local planning authority to ensure a net gain in biodiversity will be achieved. This should follow recommendations set out in the Extended Phase I & Preliminary Bat Survey Update 2020 (March 2020) and Dusk Bat Emergence Survey produced by 4 Acre Ecology Limited. The scheme will include details of new landscape planting of known benefit to wildlife and provision of artificial roost features, including specifications and locations of bird and bat boxes. Any new fencing will include holes suitable for the safe passage of hedgehogs.

Reason: To comply with the requirements of the National Planning Policy Framework and Policy G2 of the Oxford Local Plan 2036.

20. Bats

There shall be no night working and no lighting left on at night during the construction phase.

Reason: In order to protect foraging and commuting bats within the site in accordance with Policy G2 of the Oxford Local Plan 2036.

21. Lighting

Prior to first occupation, details of external lighting for the buildings, features or areas to be lit shall be submitted to and approved in writing by the local planning authority. The lighting scheme shall be designed to prevent disturbance to light sensitive wildlife such as bats.

Reason: For the prevention of disturbance to species within the site during operation in accordance with Policy G2 of the Oxford Local Plan 2036.

13. APPENDICES

- **Appendix 1** – Site location plan
- **Appendix 2** – Appeal decision

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.

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