

EAST AREA PLANNING COMMITTEE

3rd February 2021

Application number:	20/03083/FUL		
Decision due by	4th February 2021		
Extension of time	N/A		
Proposal	Erection of two storey rear extension and alterations to fenestration to existing dwelling. Erection of two storey side extension to provide 2 x 2-bed dwellings (Use Class C3). Provision of private amenity space, car parking and bin and cycle stores. Formation of side passage to access rear gardens.		
Site address	113 Normandy Crescent, Oxford, Oxfordshire, OX4 2TJ – see Appendix 1 for site plan		
Ward	Lye Valley Ward		
Case officer	Sarah Chesshyre		
Agent:	Mr N. Turner	Applicant:	Mr M Dogar
Reason at Committee	This application was called in by Cllrs Kennedy Rowley, Pressel, Taylor, Munkonge, Fry, Lloyd-Shogbesan and Tanner for reason of overdevelopment and parking pressures where there is no CPZ		

1. RECOMMENDATION

1.1. East 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 subject to approval of a final energy statement and grant planning permission

1.1.2. **agree to delegate authority** to the 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 Head of Planning Services considers reasonably necessary
- agree the provision of a final energy statement in consultation with relevant consultees

2. EXECUTIVE SUMMARY

2.1. This report considers the proposal to erect a two storey side extension to an existing end-terrace dwelling to provide two two-bedroom dwellings, and the associated provision of car parking, outdoor amenity space, bin storage and

bicycle parking. It is also proposed to erect a two storey extension to the rear of the existing dwelling.

2.2. This report considers the following material considerations:

- Principle of development
- Design
- Trees
- Internal space
- Outdoor amenity space
- Neighbouring amenity
- Car parking and highways
- Cycle parking and bin storage
- Drainage
- Ecology and biodiversity
- Land contamination
- Energy efficiency

2.3. The development is considered acceptable in principle, and would make a more efficient use of land to deliver additional housing. The proposals would be a suitable addition in design terms that would not be harmful to the character and appearance of the existing dwelling or the streetscene and the development would not result in any harm to the amenity of neighbouring residential uses. The dwellings would provide a good standard of accommodation that would comply with the Nationally Described Space Standard and provide the required outdoor amenity space. The development would provide car parking in accordance with the maximum standards and would provide good quality bin storage and bicycle parking. The development would not give rise to any unacceptable impacts in terms of public highways, flooding, biodiversity, green infrastructure, air quality or land contamination. The proposals are considered to comply with policies S1, RE2, H1, G6, DH1, H14, H15, H16, M3, M4, M5, RE7, RE4, G2, G7, RE6 and RE9 of the Oxford Local Plan 2036 and the NPPF.

2.4. Officers consider that the proposals would be acceptable and that the development would accord with the policies of the development plan when considered as a whole and the range of material considerations and support the grant of planning permission.

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 a CIL payment of £30,069.87

5. SITE AND SURROUNDINGS

5.1. The application site forms the end dwelling of a short terrace of three properties at the eastern end of Normandy Crescent, located close to the south-eastern

edge of Oxford. The site benefits from a large garden that extends to the rear of the house and also beyond the side elevation where it extends beyond the front of the house.

5.2. Normandy Crescent is characterised by groups of two storey terraced dwellings that are modest in scale and simple and plain in terms of their form and detailing. They are constructed with red facing brick to the front elevations, and render to the side and rear, with tiled gable roofs. The dwellings are set behind modest front gardens, enclosed by low fences, walls or hedges, with entrances addressing the street. Some dwellings have converted their front gardens to hard-standing to provide car parking, although generally the character of front gardens remains. Along much of Normandy Crescent the building line is consistent, although towards the eastern end, where the site is located, some properties are set slightly closer to the road, and to a degree the uniformity is broken up where the road bends around to the north, and by the garages located between numbers 117 and 119.

5.3. See location plan below:



6. PROPOSAL

6.1. The application proposes the erection of a two storey side extension to the existing dwelling to provide two 2-bedroom dwellings. The building would extend beyond the existing side elevation by 10.3 metres, with a maximum depth of 11.2 metres. To the front elevation the dwelling would have an eaves height of 5.1 metres and a ridge height of 7.9 metres which would continue the roof line of the existing dwelling across the development. To the rear the extension would have two hipped projections with eaves heights of 5.1 metres and ridge heights of 6.1 metres. The dwelling would be finished in brick to the front elevation with render to the rear and side elevations, and concrete tiles to the roof, to match the existing dwellings in the terrace.

6.2. It is also proposed to erect a two storey extension to the rear of the existing dwelling. This would project beyond the rear elevation by 2.6 metres with a width of 4.6 metres. The extension would have a hipped roof with an eaves height of 5.1 metres to match that of the existing dwelling and a ridge height of 6.1 metres. The extension would also be finished in materials to match the existing dwelling.

6.3. A total of 3 car parking spaces would be provided, with 1 space allocated to each dwelling. 1 space would be provided within the front garden of the existing dwelling, and a further two spaces would be provided within the existing area of garden at the eastern end of Normandy Crescent for the two new dwellings proposed. Outdoor amenity space for each new dwelling would be provided predominantly to the rear, with smaller areas to the front in keeping with the terrace. Bin storage would be provided within the front gardens of the existing and new dwellings, and cycle parking would be provided within the rear gardens.

7. RELEVANT PLANNING HISTORY

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

87/00655/NO - Outline application for domestic dwelling and garage. Access from Normandy Crescent. REFUSED 17th August 1987.
88/00236/NO - Outline application for domestic dwelling and garage. Access from Normandy Crescent (Amended). APPROVED 4th August 1988.

8. RELEVANT PLANNING POLICY

8.1. The following policies are relevant to the application:

Topic	National Planning Policy Framework	Local Plan
Design	117-123, 124-132	DH1 - High quality design and placemaking DH7 - External servicing features and stores
Housing	59-76	H1 - The scale of new housing provision H14 - Privacy, daylight and sunlight H15 - Internal space standards H16 - Outdoor amenity space standards
Natural environment	91-101	G2 - Protection of biodiversity geo-diversity G5 - Existing open space, indoor and outdoor sports and recreation facilities G7 - Existing green infrastructure features G8 - New and enhanced Green and Blue Infrastructure Network Features
Transport	117-123	M3 - Motor vehicle parking M4 - Provision of electric charging points M5 - Bicycle Parking

Environmental	117-121, 148-165, 170-183	RE1 - Sustainable design and construction RE2 - Efficient use of Land RE4 - Sustainable and foul drainage, surface and groundwater flow RE6 - Air quality RE7 - Managing the impact of development RE9 - Land quality
Miscellaneous	7-12	S1 - Sustainable development

9. CONSULTATION RESPONSES

9.1. Site notices were displayed around the application site on 30th December 2020.

Statutory and non-statutory consultees

Oxfordshire County Council (Highways)

9.2. The proposals are in a highly sustainable location with good access to public transport and local amenities. The proposals are not in a CPZ.

9.3. Cycle Parking - The two new dwellings demonstrate adequate cycle parking. The existing dwelling must also provide a minimum of three covered and secure spaces. These should be secured by planning condition in the event of any approval.

9.4. Car Parking - The proposals demonstrate one off-street parking space per dwelling, this level of provision and the dimensions of the provision are considered acceptable. The layout of the proposed provision is not considered acceptable. It is highly likely that vehicles entering and exiting this arrangement will obstruct the nearby public footpath and pose a risk to pedestrian users due to poor pedestrian visibility. It is also likely that to gain access to the parking arrangement, vehicles will drive over the grass verge, over time will cause damage and maintenance issues. The proposals are likely to have a detrimental impact on the local highway network in traffic and safety terms. Oxfordshire County Council object to the granting of planning permission.

Further comments received following the submission of an amended car parking layout on a revised site plan:

9.5. Happy that the original objection with regards to pedestrian safety being compromised has been satisfactorily dealt with by relocating a parking space and setting the spaces further back from the verge and the path. This has resulted in a much less constrained site with more room to manoeuvre which lessens the risk of people consistently driving over the grass verge. Consider the new layout to adequately address the original concerns and withdraw the objection.

Thames Water Utilities Limited

9.6. No comments received.

Public representations

9.7. 78 people commented on this application from addresses in Normandy Crescent, Humfrey Road, Lambton Close, Townsend Square, Henley Road, Cowley Road, Horseman Close, Verbena Way, Waynflete Road, The Slade, Dunnocks Way, Edwin Court, Warburg Crescent, Heyford Hill Lane, Benouville Close, Horspath Road, Edmunds Road (Banbury), Knott Oaks (Witney), Barry Avenue (Bicester), Bowness Avenue (Didcot), Willow End (Didcot), Duffield Close (Abingdon), Myers Close (Charlton), Milbank Way (Steventon), Greenfinch Road (Didcot), Yorkshire Street (Morecambe), Central Park Avenue (Wallasey), Druids Walk (Didcot), Woodcutters Drive (Waterlooville), Gainsborough Green (Abingdon), Ebenezer Station Road (Blackthorn), Gaydon Walk (Bicester), Harbour Road (Seaton), Station Road (Lower Heyford), Boughton Green Road (Northampton), Cullerne Close (Abingdon), Yew Tree Walk (Belfast), Blandford Road (Kidlington), Old School Close (Sykehouse), Bellenger Way (Kidlington), Chakeshill Drive (Bristol), Lockway (Drayton), Ramsons Way (Abingdon), Willow End (Didcot), Crabtree Road (Botley), St Peters Close (Chesterfield), no address given (Lower Heyford), Paddocks (Yarnton)

9.8. In summary, the main points of objection were:

- Access
- Overdevelopment of site
- Overcrowding of area
- Effect on character of area
- Development is not in keeping with area
- Height of proposal
- Effect on privacy
- Loss of daylight to neighbouring properties
- Loss of view and outlook
- Effect on adjoining properties
- Noise and disturbance
- Effect on traffic
- On-street parking; existing parking pressure in Normandy Crescent
- Parking provision
- No provision for visitor parking, delivery parking
- Highway safety, especially for children, elderly people and disabled people
- Driveway to 113 Normandy Crescent would be accessed at an angle
- No pavement outside 105-111 Normandy Crescent
- Impact to pedestrian/cycle access to Eastern Bypass
- Impact of construction vehicles
- Noise from construction
- Access for emergency vehicles
- Public transport provision/accessibility
- Potential for anti-social or unsafe parking, blocking of walkways, parking on green verges etc
- Development would obstruct access to 111 Normandy Crescent
- Dwellings may become house in multiple occupation
- Provision of cycle parking suggests new dwellings would be houses in multiple occupation
- Pollution

- Poor air quality in Normandy Crescent due to the bypass
- Flooding risk
- Local ecology, biodiversity
- Effect on existing community facilities
- No provision of social housing
- Lack of facilities in existing dwelling
- Reconfiguration of existing house suggests it will be used as a house in multiple occupation
- Open space provision
- General dislike for proposal
- Not enough information given on application, not enough information given on application
- Developer will make a profit

Officer response

9.9. Where these are material considerations, the above matters are addressed in the report below. Other matters that were raised during the public consultation that are not considered to be material considerations for the application are addressed as follows:

- Comments were received about the impact of the development on the saleability and value of surrounding houses, and also indicating that the developer is seeking to make money from the development. These are not material planning considerations in the determination of this application.
- Concerns were raised about incorrect information submitted with plans, information missing from plans, and not enough information being submitted with the application. Officers are satisfied that there is sufficient information to determine the application, and that the information submitted is correct.
- Comments were received expressing concern that the design of the extended dwelling at 113 Normandy Crescent and the proposed dwellings, and provision of cycle parking, suggest that the dwellings might be used as a House in Multiple Occupation (HMO) in future. Cycle parking is a policy requirement for all new dwellings, and the new properties would provide two bedrooms only so it is considered unlikely that the property would become an HMO. Furthermore, the use of the property as an HMO would require planning permission, which would be subject to the requirements of the City Council's policies relating to HMOs at that time. The use of the property as an HMO is outside the scope of this application and therefore cannot be given consideration in the determination of the application and is not material.

10. PLANNING MATERIAL CONSIDERATIONS

10.1. Officers consider the determining issues to be:

- Principle of development

- Design
- Internal space
- Outdoor amenity space
- Neighbouring amenity
- Car parking and highways
- Cycle parking and bin storage
- Air quality
- Drainage
- Ecology and biodiversity
- Trees
- Land contamination
- Energy efficiency

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 G6 states that planning permission will be granted for new dwellings on residential garden land provided that the proposal responds to the character and appearance of the area, taking into account the views from streets, footpaths and the wider residential and public environment; and the size of the plot to be developed is of an appropriate size and shape to accommodate the proposal, taking into account the scale, layout and spacing existing and surrounding buildings, and the minimum requirements for living conditions set out in Policies H15 and H16; and any loss of biodiversity value on the site will be fully mitigated, and where practicable measures to enhance biodiversity through habitat creation or improvement are incorporated.

10.4. The proposals would involve development on garden land, and could make efficient use of an existing site to deliver additional housing. In these respects the proposals would accord with the aims of policies H1 and RE2, subject to the detailed criteria set out above and which are addressed in more detail below.

b. Design

10.5. Policy DH1 of the OLP2036 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. Having regard to the layout and character of development in the surrounding area, the proposed development would not be considered an inappropriate addition. The dwellings would replicate the building line, layout and proportions of dwellings within the terrace including 113 Normandy Crescent and as such would relate well to the existing building.
- 10.7. The proposed dwellings would be slightly narrower than the existing dwellings within the terrace, but given the very simple detailing of the existing dwellings this would not be prominently visible and the buildings would read as a proportionate addition to the terrace. In other respects the proposed dwellings would replicate the form, materials and simple detailing of the existing dwellings and would appear an acceptable addition. While the proposed development would result in the loss of an existing area of garden, this is currently enclosed by a 1.8 metre timber fence and makes a limited contribution in terms of openness. Furthermore the area of existing garden that projects forward of the building line on Normandy Crescent would be retained as open space and car parking, and so the sense of openness would be enhanced in wider views. The car parking area would be enclosed by a 1 metre high fence and there would therefore be a greater sense of openness at the eastern end of Normandy Crescent when compared to the existing situation.
- 10.8. In light of the above officers consider that proposed scale and amount development is appropriate having regard to the size and layout of the site, and the surrounding context, and would not be overdevelopment. The proposed development would not cause harm to wider views from within Normandy Crescent, and would not result in any harmful loss of openness. In views from the Eastern Bypass the development would partly be screened by the established tree boundary. Furthermore the development would be seen in the context of other infill developments adjacent to and fronting the bypass, such as 99 Oliver Road. In these partially screened views the development would read as a continuation of existing dwellings on the south side of Normandy Crescent that would sit comfortably within the street scene and would not be an overly prominent or incongruous addition.
- 10.9. As noted above, the original front gardens of dwellings on Normandy Crescent are a characteristic feature, although parking has now been provided within the front gardens of many of the dwellings. Nonetheless, the retained features such as low boundary walls and planting make a positive contribution to the character and appearance of the streetscene. Areas of front garden for the existing and new dwellings would be provided in keeping with the character of the wider area. In addition, as detailed above, the development would increase openness at the eastern extent of Normandy Crescent to a degree, but is important that this area is suitably landscaped to maximise this benefit.
- 10.10. It is also noted that the existing side garden is enclosed by a 1.8 metre boundary fence, part of which would be removed to accommodate the proposed car parking spaces for the new dwellings. Adjacent to the public footpath the fence would be reduced in height to 1 metre to ensure adequate visibility is retained. 1.8 metres fences would be provided to the rear gardens, although specific details of boundary treatments and landscaping to the front of the retained and new dwellings has not been provided. A condition is therefore

recommended requiring the submission and approval of details of boundary treatments and landscaping prior to occupation of the new dwellings.

- 10.11. Having regard to the character and grain of the surrounding area, the form, massing, scale and orientation of the proposed dwellings are considered to form an acceptable relationship with surrounding development and would not cause harm to the character and appearance of the streetscene or adjoining dwellings.
- 10.12. Given the relatively constrained nature of the site it is considered that any further additions or alterations to the dwelling should be given consideration by the Local Planning Authority. Accordingly a condition is recommended removing the permitted development rights of the existing dwelling and the new dwelling that would otherwise allow extensions, additions to the roof, porches and outbuildings.
- 10.13. The proposed rear extension would be a proportionate addition to the existing dwelling. It would appear suitably subservient due to the ridge being set down from that of the main roof and due to it being narrower than the original dwelling, and as such the form of the dwelling would remain legible. The proposed extension would not be visible from the public realm; it would be visible in private views from surrounding dwellings but would appear an acceptable addition in this context that would not be harmful to visual amenity. The use of materials to match the existing dwelling is considered suitable and would be controlled by condition.
- 10.14. The proposals are considered acceptable in design terms and would not cause harm to the character and appearance of the area or to visual amenity, and are compliant with Policies DH1, G6 and RE2 of the Oxford Local Plan 2036.

c. Internal space

- 10.15. Policy H15 of the Oxford Local Plan 2036 requires that all new dwellings provide good quality living accommodation, and comply with the Technical Housing Standards – Nationally Described Space Standard Level 1.
- 10.16. Policy RE8 of the Oxford Local Plan 2036 states that planning permission will only be granted for development proposals which manage noise to safeguard or improve amenity, health and quality of life, and that planning permission will not be granted for development sensitive to noise in locations which experience high levels of noise unless it can be demonstrated, through a noise assessment, that appropriate attenuation measures will be provided to ensure an acceptable level of amenity for end users.
- 10.17. Unit A (adjacent to existing dwelling) would provide two bedrooms with areas of 22m² and 13.7m² respectively. Both of these bedrooms would comply with the minimum sizes required for a double/twin bedroom. The dwelling would therefore be required to comply with the minimum gross internal area (GIA) of 79m² for a two storey, two bedroom dwelling for occupancy by four people as set out in the National Space Standard. The dwelling would have a GIA of 93.5m², which complies with this requirement. A dwelling of this size is also required to provide

a minimum of 2m² of built-in storage, and the dwelling would comply with this requirement.

10.18. Unit B (new end-terrace dwelling) would provide two bedrooms with areas of 16.9m² and 13.8m² respectively, both of which would also comply with the minimum sizes required for double/twin occupancy. A minimum GIA of 79m² would therefore also be required for Unit B; the dwelling would have a GIA of 87.2m² and so would comply with this requirement. The dwelling would also provide 2m² of built-in storage.

10.19. Both dwellings would provide a good standard of accommodation with a practical layout and adequate space for circulation, furniture and storage.

10.20. The application site is in close proximity to the Eastern Bypass, and therefore is at risk of high levels of noise. Residential development would be considered a development sensitive to noise, and therefore in accordance with policy RE8 it is required that it can be demonstrated that appropriate attenuation measures would be incorporated to ensure an adequate level of amenity for future occupants.

10.21. The application is accompanied by a Noise Exposure Assessment which provides specifications for the non-glazed external building fabric elements, glazed units and trickle ventilators required in order to achieve suitable acoustic insulation to the proposed dwellings. The proposed dwellings are also oriented so that the only windows on the east elevation facing the Eastern Bypass are small windows serving bathrooms.

10.22. Subject to compliance with the measures recommended within the submitted Noise Exposure Assessment which can be secured by condition, officers are satisfied that appropriate attenuation measures are proposed and that the proposed dwellings would provide an acceptable level of amenity for future occupants in terms of noise.

10.23. The proposed dwellings are considered to provide an acceptable standard of accommodation and would comply with policies H16 and RE8 of the Oxford Local Plan 2036.

d. Outdoor amenity space

10.24. Policy H16 of the OLP2036 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. H16 details factors that are material in assessing whether adequate space has been provided, which includes the degree to which enclosure and overlooking impact on the proposed new dwelling.

10.25. The existing dwelling has an original building footprint of 50m², and an area of private rear garden measuring 102m² would be retained. Unit A would have a footprint of 59m² and an area of private rear garden measuring 55m² would be

provided, with an additional 12m² to the front, so a total of 67m². Unit B would have footprint measuring 52m² and would benefit from an area of private rear garden measuring 72m².

10.26. Outdoor amenity space in excess of the minimum requirements set out in policy H16 would be provided for both the retained and proposed dwellings. The layout of the gardens is consistent with those in the existing terrace, and as such the proposed dwellings are considered to benefit from a similar level of privacy, with a degree of overlooking that is typical of a relatively dense urban context but that would not be detrimental to amenity. The proposed development would comply with Policy H16 of the Oxford Local Plan 2036.

e. Neighbouring amenity

10.27. Policy H14 of the OLP2036 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 OLP2036 states that planning permission will only be granted for development that ensures that the amenity of communities, occupiers and neighbours is protected.

10.28. Officers consider that all habitable rooms within the proposed dwellings would receive adequate daylight and sunlight, and that the dwellings and gardens would not be subject to an unacceptable degree of overlooking from surrounding residential development.

10.29. The proposed rear extension to 113 Normandy Crescent would be separated from the shared boundary with 115 Normandy Crescent by 3.2metres and would comply with the 45 degree line when applied to adjacent windows in the rear elevation of no.115. It is therefore considered that the proposed extension not have any detrimental impact on this property in terms of loss of light or outlook. This extension would not project beyond the rear elevation of the proposed dwellings, and so would also not impact on their light or outlook. No windows are proposed in the side elevations of this extension, so there would be no impact of overlooking or loss of privacy. The rear elevation of the extension would be separated from the boundaries of neighbouring gardens to the rear by approximately 10 metres. Given that there is a degree of mutual overlooking from other dwellings, in particular the flats at 99 Oliver Road, this would not be considered detrimental to the amenity of neighbouring properties.

10.30. The proposed dwellings would project beyond the rear elevation of the proposed extension to 113 Normandy Crescent by approximately 1.9 metres and would be separated by 1 metre. The proposed dwellings would also comply with the 45 degree line when applied to windows in the proposed rear extension to no.113. Officers therefore consider that the development would not result in any detrimental impacts to no.113 in terms of loss of light or outlook. The proposed building is also separated from dwellings opposite by a sufficient distance that it would not be harmful to their amenity in terms of loss of light or outlook.

10.31. The proposed building would comply with the 45 degree line when applied to any windows in 99 Oliver Road. Windows in the side elevation of 99 Oliver Road

facing the application site are obscure glazed and are secondary windows serving a kitchen/living rooms at ground and first floor. Therefore while the proposed building would extend to within approximately 10 metres of this side elevation there would be no adverse impacts in terms of overlooking or loss of privacy. Views of the small area of amenity space to the rear of 99 Oliver Road from the rear windows of the proposed dwelling at first and second floor would largely be screened by the building at 99 Oliver Road, and the proposals are considered not to result in a harmful loss of privacy to this area of garden.

10.32. Officers note concerns raised about impacts to amenity during construction including in terms of noise, vibration and other disturbance. The development is a relatively small scale proposal that would not be incompatible with the residential context in this regard, and officers are satisfied that these impacts could satisfactorily be controlled through a suitable construction management plan to control working hours and practices. A condition is recommended requiring the submission and approval of a construction management plan prior to the commencement of development.

10.33. Officers consider that the proposed development would not result in harm to the amenity of neighbouring residential occupiers and would comply with policies RE7 and H14 of the Oxford Local Plan 2036.

f. Car parking and highways

10.34. Policy RE7 of the Oxford Local Plan 2036 states that planning permission will only be granted for development that does not have unacceptable transport impacts.

10.35. Policy M3 of the Oxford Local Plan 2036 requires that new dwellings that are located within a controlled parking zone, are within a 400m walk of a regular public transport service and are within 800m of a local supermarket are car-free. Elsewhere, appendix 7.3 requires that dwellings provide a maximum of one off-street car parking space. Policy M4 requires that where additional parking is to be provided in accordance with policy M3 planning permission will only be granted for new residential developments if provision is made for electric charging points for each residential unit with an allocated car parking space.

10.36. The originally submitted site plan proposed the provision of three off-street parking spaces at the eastern end of Normandy Crescent. Following concerns raised by the highway authority regarding access to the proposed car parking spaces an amended site plan was submitted showing a reconfigured layout.

10.37. As amended the proposed site plan proposes that 1 car parking space would be provided within the front garden of 113 Normandy Crescent to serve the existing dwelling. A further 2 car parking spaces would be provided at the eastern end of Normandy Crescent within the area of side garden that is within the red edge area of the application site.

Highways

- 10.38. There is an existing pedestrian footpath along the south side of Normandy Crescent, which is crossed by an existing dropped-kerb access to 115 Normandy Crescent. There is also a pedestrian footpath linking the eastern end of the crescent with the footpath and cycle path that runs adjacent to the Eastern Bypass.
- 10.39. The proposals involve the creation of an additional access from Normandy Crescent to serve the existing front garden of no.113 and, at the eastern extent of the road, to the side garden of the dwelling. At present, the eastern end of Normandy Crescent serves 8 dwellings. Officers consider, given this small number, and that this part of Normandy Crescent is a no-through road, that vehicle movements are likely to be low in number and speed. Having regard to these factors and to the existing arrangement within the crescent, in particular existing vehicle accesses from the road, officers consider that the cumulative impact of the proposed development would not result in material impacts to highway safety, including that of pedestrians and cyclists.
- 10.40. While it is noted that the proposed access would cross over the pedestrian footpath between Normandy Crescent and the link to the eastern bypass, the speed and number of vehicle movements would be such that there would be no unacceptable risk to the safety of users of this route. Following amendments to the parking layout to set the parking spaces further back from the road, and to remove the boundary treatment between the parking spaces and the access to the Eastern Bypass, the Highways Authority have withdrawn their earlier objection and consider that the proposed arrangement would allow sufficient visibility and space for vehicles to manoeuvre and would not be prejudicial to the safety of other road users, pedestrians or cyclists. Officers note concerns raised during the public consultation regarding the lack of pavement to the front of 105-111 Normandy Crescent. However the proposed development would not alter this existing situation. Officers consider that the highways impacts of the development would be acceptable, also having regard to the NPPF, which states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe (paragraph 109) and this would not be the case.
- 10.41. Officers note that, despite being of a small scale, the proposals would have some potential to impact on the highway network during construction. The Highways Authority has recommended that a Construction Traffic Management Plan is submitted prior to the commencement of development and the approved plan implemented during construction to ensure that any such impacts are managed and mitigated. A condition is recommended accordingly. Subject to this condition officers are satisfied that there would be no unacceptable impacts to the highway network during construction.

Car parking

- 10.42. The site is in a highly sustainable location, being within 600 metres of a local supermarket and 350 metres of a bus stop served by regular (approximately every 5 minutes during peak hours) buses to and from the city centre, as well as to Headington District centre and the hospitals. However, it is not currently

located within a controlled parking zone and therefore the development is not suitable to be car free, and would be required to provide a maximum of one off-street car parking space for each dwelling.

10.43. It is proposed to provide 3 off-street car parking spaces, which would comply with the requirements of policy M3 and appendix 7.3. Given that the proposed development would provide off-street parking for each dwelling it is considered that the proposals would not result in any material increase in pressure for on-street parking and so would be acceptable in this regard. The provision of the car parking prior to the occupation, and associated electric vehicle charging points, will be secured by condition to ensure compliance with policies M3 and M4 of the Oxford Local Plan 2036.

10.44. Officers note concerns regarding increased pressure for on-street parking as a result of visitors to the new dwellings requiring car parking. The maximum car parking standards set out in M3 do not require the provision of car parking for visitors for this number of dwellings. While it is acknowledged that there is limited on-street parking within the eastern end of Normandy Crescent, on-street car parking is available in surroundings roads or indeed on site if the proposed spaces are not in use by the occupants. Given that the proposal is for two new dwellings only this is considered acceptable and would not materially impact on the surrounding road network. Concerns regarding potential anti-social parking on grass verges, or on corners of junctions obstructing access, including access for emergency vehicles are noted. However, the proposed development would provide off-street parking in compliance with the requirements of policy M3 and appendix 7.3 and as such officers do not consider that the development would give rise to increased pressure for on-street parking that would worsen the existing situation. Given the proposed car parking provision is policy compliant, the application could not reasonably be resisted on these grounds.

g. Cycle parking and bin storage

10.45. Policy M5 of the Oxford Local Plan 2036 states that planning permission will only be granted for dwellings that make suitable provision for cycle parking. Houses and flats up to 2 bedrooms should provide at least 2 spaces per dwelling. Dwellings with 3 or more bedrooms should provide at least 3 spaces. It states that all residential cycle storage must be secure, covered, preferably enclosed and provide level, unobstructed access to the street.

10.46. 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.

10.47. Bin stores would be provided within the front garden of each dwelling, and cycle parking would be provided within the rear gardens and all three properties would benefit from external access to the rear gardens. Specific details of proposed stores have been submitted; both stores would be constructed from hit

and miss timber fencing. The bicycle parking would provide two Sheffield stands, and could accommodate at least 3 cycles in each store. The proposed stores are considered to be of a high quality in terms of their design and appearance, that would not detract from the overall quality of the building or the streetscene. They would also provide a good standard of secure, covered storage for bins and bicycles, and would be conveniently located. The proposals are therefore considered to comply with policies DH7 and M5 of the Oxford Local Plan 2036.

h. Air quality

- 10.48. Policy RE6 states that planning permission will only be granted where exposure to poor air quality is minimised. Sensitive uses including residential development should be located away from areas of poor air quality with the site layout design to reduce the impact and with any residual impact mitigated through air quality measures.
- 10.49. The application site is located in close proximity to the Eastern Bypass and as such there is a risk that the development could be exposed to poor air quality from associated emissions. The application is accompanied by an Air Quality Assessment which considers that potential implications for air quality of the proposed development.
- 10.50. A qualitative assessment of the potential impacts on local air quality from construction activities has been carried out using Institute of Air Quality Management (IAQM) methodology. This identifies that there is a low to negligible risk of dust soiling impacts and a negligible risk of increases in particulate matter concentrations due to unmitigated construction activities. The Assessment also considers the impact of the development on annual average daily traffic (AADT), and finds these to be below the EPUK/IAQM Air Quality and Planning Guidance note criteria, and would result in overall negligible impact associated with the operational phase of traffic on nearby receptors. As such, no significant effects on air quality are anticipated at existing receptors.
- 10.51. An assessment of the potential for future occupiers of the development to be exposed to poor air quality has been undertaken. Pollutants considered in this assessment were nitrogen dioxide (NO₂) and particulate matter (PM₁₀ and PM_{2.5}). The results indicate that concentrations at proposed receptor locations within the site boundary meet the relevant air quality objectives for NO₂, PM₁₀ and PM_{2.5} concentrations.
- 10.52. The review of all the above documents allow officers to conclude that the air quality levels at this development will be below current limit values for NO₂, PM₁₀ and PM_{2.5}. However given the proximity of the development to the Eastern bypass, in order to minimise exposure to poor air quality and to secure betterment, it is recommended the installation of a mechanical ventilation system at the property, in order to ensure that exposure of future receptors to air quality would be reduced to a bare minimum, with the inlet intake of fresh exterior air of such system located directly on the opposite direction of the A40, in order to ensure the use of the cleanest air in the system. Conditions are therefore recommended requiring the submission of details of a proposed mechanical

ventilation system and the installation of the approved system prior to occupation of the development.

10.53. Subject to the recommended condition, officers are satisfied that the development would not give rise to any unacceptable impacts to air quality for existing receptors, and would not expose future occupants of the development to poor air quality, and would comply with policy RE6 of the Oxford Local Plan 2036.

i. Drainage

10.54. 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.

10.55. The site is located in Flood Zone 1 and is not at significant risk of flooding from any sources. However the development would increase the impermeable area of the site, leading to increased surface water runoff. Therefore the site should be drained using Sustainable Drainage Systems (SuDS) to prevent increasing the risk of flooding. Accordingly a drainage strategy is required by condition. Subject to this condition the proposed development would comply with policies RE3 and RE4 of the Oxford Local Plan 2036.

j. Ecology and biodiversity

10.56. 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 G6 states that residential development on garden land will only be supported if any loss of biodiversity value on the site will be fully mitigated, and where practicable measures to enhance biodiversity through habitat creation or improvement are incorporated.

10.57. The existing site is residential garden land and is therefore considered to have limited potential for biodiversity. However, to ensure a net gain in biodiversity, ecological enhancements are required by condition. Subject to this condition the proposed development would comply with policy G2 of the Oxford Local Plan 2036.

k. Trees

10.58. 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.

10.59. There is an established boundary of highway trees to the east of the site. The proposed development does bring the built footprint closer to this boundary, however the trees are small and form a contiguous screen feature rather than being significant individual trees. It is considered that there is a sufficient buffer between the tree line and the extent of the proposed development and on balance officers are of the view that the loss of any rooting area that presently

exists in the garden would not be significantly harmful to the physiological condition of the trees. As such the landscape function of the existing tree boundary would be preserved by the proposed development.

10.60. Regard has also been had to the spatial relationship between the proposed dwellings and their gardens, and the existing tree boundary in relation to potential future pressure for pruning or removal of these trees due to overshadowing of the gardens. Given the gardens would be south facing, and that the trees are medium growing hedgerow trees, the vegetation would not interfere with the amenity of the gardens and the daylight occupants would enjoy, and therefore officers consider that this relationship would be acceptable and would not risk compromising the trees in future.

10.61. Officers are satisfied that the development would not result in the net loss of any green infrastructure features and would comply with policy G7 of the Oxford Local Plan 2036.

I. Land contamination

10.62. Policy RE9 of the OLP2036 sets out the requirements for applications where proposals would be affected by contamination or where contamination may present a risk to the surrounding environment. These include details of investigations carried out to assess the nature and extent of contamination and possible impacts on the development and future users, biodiversity, and the natural and built environment; and detailed mitigation measures.

10.63. Officers have reviewed the contaminated land questionnaire and background information for the site, and on this basis it is considered that the risk of significant contamination being present on site is low. However the development involves the creation of new residential properties, and these are considered to be a sensitive end-use. It is therefore the developer's responsibility to ensure that the site is suitable for the proposed use. Accordingly an informative is recommended making the developer aware of their responsibilities with regard to contaminated land. Subject to this informative the development is not considered to give rise to any unacceptable impacts in terms of contaminated land and would be compliant with policy RE9 of the Oxford Local Plan 2036.

m. Energy efficiency

10.64. Policy RE1 of the Oxford Local Plan 2036 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.

10.65. Policy RE1 also requires that new build residential dwellinghouses must achieve at least a 40% reduction in carbon emissions from a 2013 Building Regulations (or future equivalent legislation) compliant base case. This reduction is to be secured through on-site renewable energy and other low carbon technologies and/or energy efficiency measures. New dwellings are 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.

10.66. The application is accompanied by an energy statement which details measures to ensure compliance with the above and states that a 40% reduction in carbon emissions will be achieved. Confirmation that the technical information and resulting calculations are acceptable would be required from consultees prior to the granting of planning permission.

10.67. The final recommendation is anticipated to be subject to an additional condition requiring compliance with the submitted energy statement. Subject to agreement of the final energy statement and a condition requiring that the development is constructed in accordance with the water efficiency standards the proposals would comply with policy RE1 of the Oxford Local Plan 2036.

n. Other matters

10.68. Comments were submitted stating that the development should provide affordable housing. Policy H2 sets out the requirements for affordable housing for new development. Provision of affordable housing is only required for development sites with a capacity of 10 homes or more or with a site area of 0.5ha or larger. There would therefore be no requirement to provide affordable housing on a site of this size.

10.69. Comments submitted indicated that the retained extended dwelling at 113 Normandy Crescent would provide inadequate facilities, particularly as it would have 1 bathroom only. While there are requirements for the provision of facilities and minimum space requirements for new dwellings, these do not apply to existing dwellings where they are being extended and one bathroom would not in any event represent inadequate facilities.

10.70. Officers note comments submitted indicating that the development would have a detrimental impact on existing community facilities. As the proposal is for two dwellings only it would not be considered to have a material impact on existing community facilities, and there is no policy requirement for any provision or contribution towards community facilities for development of this scale other than the payment of the Community Infrastructure Levy, which as noted above would be payable.

11. CONCLUSION

11.1. On the basis of 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 it 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 accord 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 the Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole.

Compliance with development plan policies

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

11.4. In summary the proposed development would make efficient use of an existing site to deliver additional housing and is supported by the overall objectives of the Oxford Local Plan 2036 and policies H1, RE2 and G6. The development is considered acceptable in design terms and compliant with policy DH1, and would not result in any harm to the amenity of neighbouring residential properties in accordance with policy H14. The proposals would provide a good standard of accommodation in terms of internal space and outdoor amenity space and would comply with policies H15, H16 and RE8. The development would not have any unacceptable impacts in terms of highway safety, including to pedestrians and cyclists, and would provide parking in accordance with the maximum standards, and is compliant with policies M3, M4, M5 and RE7. The proposals would also be acceptable with regards to drainage, contaminated land, trees, biodiversity and air quality and compliant with policies RE4, RE9, G7, G2 and RE6.

11.5. Therefore officers consider that the proposals would accord with the development plan as a whole.

Material considerations

11.6. The principal material considerations which arise are addressed above, and follow the analysis set out in earlier sections of this report.

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

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

proposals are considered to be acceptable in terms of the aims and objectives of the National Planning Policy Framework, and relevant policies of the Oxford Local Plan 2036, and that there are no material considerations that would outweigh these policies.

- 11.9. Therefore, it is recommended that the Committee resolve to grant planning permission for the proposed development subject to the conditions set out in section 12 of this report, subject to the agreement of a satisfactory energy statement.

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 and to comply with policy DH1 of the Oxford Local Plan 2036.

3. Samples of exterior materials proposed to be used shall be made available for inspection on site and approved in writing by the Local Planning Authority before the start of above ground works on the site and only the approved materials shall be used.

Reason: To enable the Local Planning Authority to give further consideration to the external appearance of the approved works/building, in the interest of visual amenity, in accordance with policy DH1 of the Oxford Local Plan 2036.

4. A plan showing the means of enclosure for the development including details of the treatment of all the boundaries of the site shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of the approved development. The approved treatment of all of the site boundaries shall be completed prior to first occupation of the approved development and retained as such thereafter unless otherwise first agreed in writing by the Local Planning Authority.

Reason: In the interests of visual amenity and to safeguard the privacy of adjoining occupiers in accordance with policies DH1 and H14 of the Oxford Local Plan 2036.

5. A landscape plan shall be submitted to and approved in writing by the Local Planning Authority before the occupation of the new dwellings. The plan shall show in detail all proposed tree and shrub planting including to boundaries, treatment of paved areas, and areas to be grassed or finished in a similar manner. 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 DH1 of the Oxford Local Plan 2036.

6. 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 of the development hereby approved shall be replaced. They shall be replaced with others of a species, size and number as originally approved during the first available planting season 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.

7. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and enacting that Order with or without modification) no structures including additions to the original dwelling at no. 113 Normandy Crescent and the new dwelling houses hereby approved as provided for in Classes A, B, 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 subject of further consideration to safeguard the appearance of the area and the amenities of occupiers in accordance with policies DH1 and H14 of the Oxford Local Plan 2036.

8. The design and structure of the development shall be of such a standard that it will protect residents within it from existing external noise so that they are not exposed to levels indoors of more than 35dB LAeq 16 hrs daytime and of more than 30dB LAeq 8hrs in bedrooms at night.

Reason: In the interests of the health and wellbeing of neighbouring residents and occupiers/users of the application site subject to the development, in accordance with Policies RE8

9. Prior to commencement of the development hereby approved, a construction management plan shall be submitted to and approved in writing by the Local Planning Authority. Details shall include control measures for dust, noise, vibration, lighting, delivery locations, restriction of hours of work and all associated activities audible beyond the site boundary to 0800-1800hrs Mondays to Fridays and 0800 -1300 hrs on Saturdays, advance notification to neighbours and other interested parties of proposed works and public display of contact details including accessible phone contact to persons responsible for the site works for the duration of the works. The approved statement and plan shall be implemented throughout the construction of the development.

Reason: In the interests of the health and wellbeing of neighbouring residents and occupiers/users of the application site subject to the development, in accordance with policy RE8 of the Oxford Local Plan 2036.

10. Prior to the occupation of the new dwellings hereby permitted the parking shown on the approved plans shall be laid out in accordance with the approved plans and retained thereafter for the parking of private motor vehicles only.

Reason: To ensure that sufficient provision is made for off-street parking in the interests of highway safety and to comply with policies M3 and RE7 of the Oxford Local Plan 2036 and the NPPF.

11. Each new dwelling 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. Prior to the commencement of development a Construction Traffic Management Plan (CTMP) shall be submitted to and approved in writing by the Local Planning Authority. This shall 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)

The development shall be carried out in accordance with the approved CTMP.

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.

13. Prior to the occupation of the new dwellings the bicycle stores hereby approved shall be provided on site in complete accordance with the approved details and retained thereafter for the storage of bicycles only.

Reason: In the interests of the character and appearance of the streetscene and promotion of sustainable modes of transport in accordance with M5 and DH7 of the Oxford Local Plan 2036.

14. Prior to the occupation of the new dwellings the bin stores hereby approved shall be provided on site in complete accordance with the approved details and retained thereafter for the storage of bins only.

Reason: In the interests of the character and appearance of the streetscene in accordance with DH7 of the Oxford Local Plan 2036.

15. No development above ground shall take place until specific details of the proposed mechanical ventilation system with NOx filtration has been submitted to and approved in writing by the Local Planning Authority. This shall include details of the proposed maintenance and monitoring schedule for the installed system. The development shall only be carried out in accordance with the approved details.

The development shall not be occupied until the approved ventilation system has been installed and evidence provided to the Local Planning Authority that it is working in accordance with its specification and air quality does not present a risk to site users.

Reason: To protect the occupiers of the development from exposure to an excess of air pollutant levels from the Eastern bypass in accordance with policy RE6 of the Oxford Local Plan 2036.

16. Prior to the commencement of development, plans, calculations and drainage details to show how surface water will be dealt with on-site through the use of sustainable drainage methods (SuDS) shall be submitted to and approved in writing by the Local Planning Authority (LPA), and the development shall be carried out in accordance with the approved details. The plans, calculations and drainage details will be required to be completed by a suitably qualified and experienced person in the field of hydrology and hydraulics. The plans, calculations and drainage details submitted shall demonstrate that:

The drainage system is to be designed to control surface water runoff for all rainfall up to a 1 in 100 year storm event with a 40% allowance for climate change.

II. The rate at which surface water is discharged from the site may vary with the severity of the storm event but must not exceed the greenfield runoff rate for a given storm event.

III. Excess surface water runoff must be stored on site and released to receiving system at greenfield runoff rates.

IV. Where sites have been previously developed, discharge rates should be at greenfield rates. Any proposal which relies on Infiltration will need to be based on on-site infiltration testing in accordance with BRE365 or alternative suitable methodology, details of which are to be submitted to and approved in writing by the LPA. Consultation and agreement shall also be sought with the sewerage undertaker where required.

17. Prior to the commencement of development a SuDS maintenance plan shall also be submitted and approved in writing by the Local Planning Authority. The Sustainable Drainage (SuDS) Maintenance Plan shall be completed by a suitably qualified and experienced person in the field of hydrology and hydraulics. The SuDS maintenance plan shall provide details of the frequency and types of maintenance for each individual sustainable drainage structure proposed and ensure the sustainable drainage system will continue to function safely and effectively in perpetuity. Upon completion of the development the SuDS maintenance plan shall be implemented in complete accordance with the approved details for the lifetime of the development unless otherwise agreed in writing by the Local Plan Authority.

Reason: To ensure that the development does not lead to an increased risk of flooding in accordance with policies RE3 and RE4 of the Oxford Local Plan 2036.

18. 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 an overall net gain in biodiversity will be achieved. The scheme shall include details of landscape planting of known benefit to wildlife, including nectar resources for invertebrates. Details shall be provided of artificial roost features, including bird and bat boxes and a minimum of two dedicated swift boxes. Any new fencing shall include holes suitable for the safe passage of hedgehogs. The approved details shall be implemented prior to the occupation of the dwellings.

Reason: To comply with the requirements of the National Planning Policy Framework, the Conservation of Habitats and Species Regulations 2017, Wildlife and Countryside Act 1981 (as amended) and Policy G2 of the Oxford Local Plan 2036.

19. Removal of any building or vegetation shall be undertaken outside of the bird nesting season (March to August inclusive). If this is not possible, then a suitability qualified ecologist shall check the areas concerned immediately prior to the commencement of clearance works to ensure no nesting or nest-building birds are present. If any nesting activity is confirmed, no clearance

shall be permitted within the area until the birds have fledged and the nest is considered inactive.

Reason: To ensure the development does not result in any harm to wild birds during their nesting period in accordance with policy G2 of the Oxford Local Plan 2036.

20. The development hereby approved shall be constructed to comply with the 2013 Building Regulations Part G2 water consumption target of 110 litres per person per day.

Reason: To ensure higher water efficiency standards in accordance with policy RE1 of the Oxford Local Plan 2036.

21. The development shall be carried out in complete accordance with the energy efficiency measures detailed in the submitted Energy Statement.

Reason: To ensure that the development achieves the requirements for sustainable design and construction in compliance with RE1 of the Oxford Local Plan 2036.

13. INFORMATIVES

1. The development hereby permitted is liable to pay the Community Infrastructure Levy. The Liability Notice issued by Oxford City Council will state the current chargeable amount. A revised Liability Notice will be issued if this amount changes. Anyone can formally assume liability to pay, but if no one does so then liability will rest with the landowner. There are certain legal requirements that must be complied with. For instance, whoever will pay the levy must submit an Assumption of Liability form and a Commencement Notice to Oxford City Council prior to commencement of development. For more information see: www.oxford.gov.uk/CIL
2. 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

3. Any alterations to the public highway will be at the applicant's expense and to Oxfordshire County Council's standards and specifications. Written permission must be gained from the Oxfordshire County Council (Contact - 0845 310 1111 or refer to <https://www.oxfordshire.gov.uk/cms/content/dropped-kerbs> for this action).
4. If unexpected contamination is found to be present on the application site, an appropriate specialist company and Oxford City Council should be informed and an investigation undertaken to determine the nature and extent of the contamination and any need for remediation. If topsoil material is imported to the site the developer should obtain certification from the topsoil provider to ensure that the material is appropriate for the proposed end use. Please note that the responsibility to properly address contaminated land issues, irrespective of any involvement by this Authority, lies with the owner/developer of the site.

14. APPENDICES

- **Appendix 1** – Proposed block plan

15. HUMAN RIGHTS ACT 1998

- 15.1. 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.

16. SECTION 17 OF THE CRIME AND DISORDER ACT 1998

- 16.1. 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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