

EAST AREA PLANNING COMMITTEE

07.04.2021

Application number:	20/02672/FUL		
Decision due by	15th February 2021		
Extension of time	TBA		
Proposal	Erection of two 2-storey buildings to provide 3,500 sqm (GIA) of flexible commercial floorspace (Use Class E) with associated car and cycle parking; hard and soft landscaping and public realm works; ancillary structures including refuse stores, substation building and vehicular access via existing entrance from Armstrong Road.		
Site address	SAE Institute Oxford, Littlemore Park, Armstrong Road, Oxford – see Appendix 1 for site plan		
Ward	Littlemore Ward		
Case officer	Clare Gray		
Agent:	Mr Ben Peirson	Applicant:	C/o agent
Reason at Committee	The application is being reported to Committee as it constitutes major development		

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 grant planning permission; subject to:

- The satisfactory completion of a legal agreement under section 106 of the Town and Country Planning Act 1990 and other enabling powers to secure the planning obligations set out in the recommended heads of terms which are set out in this report;

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;
- finalise the recommended legal agreement under section 106 of the Town

and Country Planning Act 1990 and other enabling powers as set out in this report, including refining, adding to, amending and/or deleting the obligations detailed in the heads of terms set out in this report (including to dovetail with and where appropriate, reinforce the final conditions and informatives to be attached to the planning permission) as the Head of Planning Services considers reasonably necessary; and

- complete the section 106 legal agreement referred to above and issue the planning permission.

2. EXECUTIVE SUMMARY

- 2.1. This report considers the proposed development of the site for the erection of 2 buildings for the use as “grow on space” under class E of the revised Town and Country Planning (Use Classes) Order 1987. The scheme would provide 2 buildings off the Armstrong Road in Littlemore, within the grounds of the existing Littlemore House, which is currently occupied employment floorspace operated by the SAE Institute. Each building will provide 1 unit on each floor of a two storey building, thereby providing a total of 4 units overall and a total internal floorspace of 3500sqm.
- 2.2. The site is not allocated for development in the Local Plan, but is an existing employment site within a mixed use area, closely located to the Oxford Science Park. The intensification of this site for further employment development is considered to maximise the use of this site and meet a need for buildings within the Knowledge Sector, which is a key employment sector important to Oxford locally and regionally, with space being provided for “grow on” companies that need hybrid laboratory office space that have outgrown existing incubator space.
- 2.3. The buildings have a contemporary aesthetic which are considered to deliver a high quality design, whilst remaining subservient in building height, mass and scale to the existing Littlemore House, and wider former Littlemore Hospital that characterise building forms along Armstrong Road. The site is also defined by its landscape features which includes a lime tree avenue, existing boundary planting and a tree covered by a TPO. It is considered the development of the site builds upon the landscape characteristics and provides a well designed landscape, which enhances the site’s existing characteristics and the visual amenity of Armstrong Road. It is also considered that the development sensitively responds to the setting of Littlemore House as a non designated heritage asset.
- 2.4. The impact of the development has been assessed by way of highway implications and it is considered that the scheme in conjunction with other development proposals in and around Littlemore will not significantly increase highway movements to the detriment of the network. The site is accessible by bus and by bike, but it is required that a financial contribution is secured towards the ongoing provision of bus route 3A which will continue to support and enhance this existing bus service between Littlemore and Cowley and Oxford, in order that this service is improved and made more frequent, thus making it more attractive for users. Equally the Local Highways Authority consider it necessary for the provision for a bus shelter at the southbound ‘Mental Health Centre’ bus

stop. This would increase the attractiveness of public transport use, particularly during inclement weather.

- 2.5. Parking is known to be an issue on Armstrong Road and the Local Highways Authority consider further controls are needed to prohibit ad hoc parking, in a similar manner to those controls imposed following the approval of the residential scheme at Littlemore. A financial contribution is thus requested for the implementation of parking controls, as well as a financial contribution for Travel Plan monitoring. Car parking has been considered across the site in conjunction with the SAE Institute and is supported by a Transport Assessment. Further cycle parking is also provided across the site. Subject to the above measures being secured via a legal agreement it is considered that the scheme complies with policies to encourage alternative modes of transport and with highway policies in the Local Plan.
- 2.6. The site has a Horse Chestnut the subject of a TPO and it is considered that the scheme is acceptable in terms of safeguarding this tree, subject to appropriate controls.
- 2.7. The development is unable to provide biodiversity net gain on site, however, 3 projects have been identified off site that will offset this and subject to a legal agreement to secure 25 year management, maintenance and replanting in case of failure, it is considered that this is an appropriate alternative in accordance with policy G2.
- 2.8. In terms of other development management policies, it is considered that the drainage is acceptable, the design incorporates measures for 40% carbon reduction and BREEAM excellent, is acceptable for air quality, the development adequately attenuates noise disruption, contamination and archaeology.

3. LEGAL AGREEMENT

3.1. This application is subject to a legal agreement to cover the following matters:

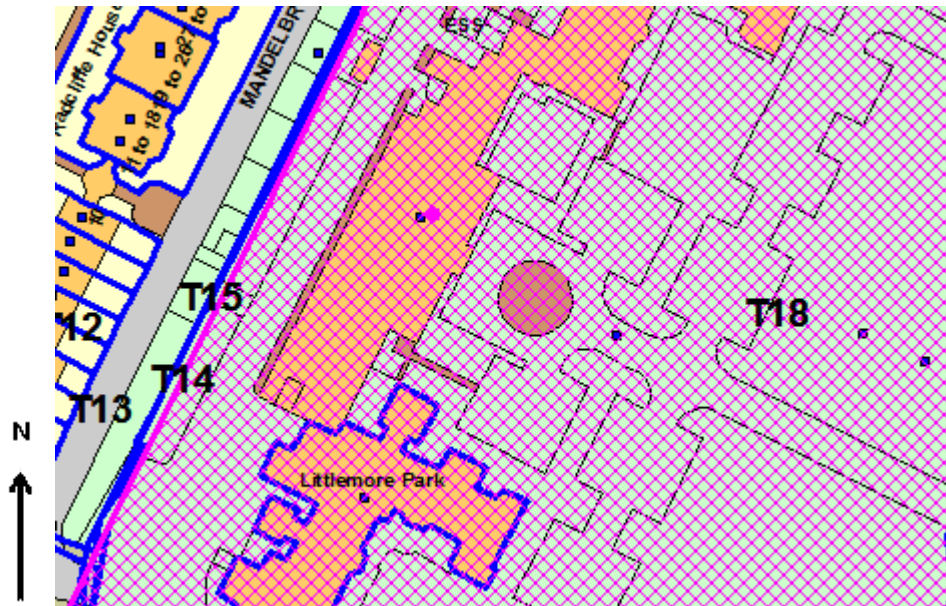
- A financial contribution of £96,365 towards supporting and enhancing public transport services between Littlemore, Cowley and Oxford
- A financial contribution of £15,000 towards parking restrictions in the vicinity of the site to prevent detrimental overspill parking
- To secure a financial contribution of £6,412 towards the provision of a bus shelter at the southbound Mental Health Centre bus stop
- Travel Plan monitoring for a period of 5 years
- A financial contribution of £22,405 towards 3 off site Biodiversity Projects including 25 year management, maintenance and replanting.

4. COMMUNITY INFRASTRUCTURE LEVY (CIL)

4.1. The proposal is liable for CIL.

5. SITE AND SURROUNDINGS

- 5.1. The site is located to the north of Armstrong Road and east of Littlemore House, which was formerly part of the wider Littlemore Hospital. Littlemore House adjacent to the site was converted in the late 1980s to research purposes, before it was then acquired and occupied by SAE Institute for a media college and office space.
- 5.2. The site comprises an expanse of grassed landscape which forms part of the landscaped setting to the SAE buildings. The primary access is from Armstrong Road and runs through the centre of the site, characterised by an avenue of 4 lime trees, and creates 2 parcels of land. Defining the perimeter of the site with Armstrong Road is a belt of hedgerow and trees, which has been subject to previous maintenance. Within the site is a Horse Chestnut tree the subject of a Tree Preservation Order (TPO). TPO trees are also located adjacent to Littlemore House which are outside of the application site. The site slopes to the south east by approximately 3m.
- 5.3. Vehicular access to the site is from Armstrong Road, via Sandford Road and the A4074. The nearest bus stop which serves bus route 3A is just off the junction between Armstrong and Sandford Roads.
- 5.4. The site lies within Flood Zone 1, but adjacent to Flood Zone 2. Littlemore House is not listed, but is considered a non-designated heritage asset for reason that the adjacent Littlemore Hospital is Grade II listed. There are no Conservation Areas covering the site or immediate surrounding area.
- 5.5. To the south of Armstrong Road is land under development by Catalyst Housing for 270 homes (18/02231/VAR and 18/02303/RES). To the north lies dense vegetation separating the site from the Cowley Branch line. Beyond the residential development under construction to the east is Oxford Science Park.
- 5.6. The site is not subject to any specific site allocations in the adopted Local Plan.
- 5.7. See block plan below:



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6. PROPOSAL

- 6.1. The application proposes the construction of two new office and dry laboratory buildings within the grounds of Littlemore House. The two new buildings will be erected either side of the existing entrance into Littlemore House from Armstrong Road. Building A in the south eastern corner of the site measures a gross internal area of 2041 sqm and Building B proposes an internal area of 1459 sqm. The two buildings are proposed to be used principally as hybrid laboratory space for research and development uses within Class E.
- 6.2. The buildings are of 2 storey height and are proposed with a contemporary aesthetic of buff brick construction with vertical louvres. The buildings would have flat roofs. Internally the buildings will have 2 floors with 1 unit on each floor. Over the 2 buildings there will be a total of 4 units overall.
- 6.3. The buildings are proposed to the south east of the site, with car parking to the north west adjacent to the existing spaces at the SAE Institute. 101 car parking spaces are proposed to serve the new development, of which 6 spaces are for disabled provision and a total of 26 spaces provided with electric vehicle charging capacity. The development also includes 7 total 2 wheeler spaces. A further 110 spaces are provided for the SAE Institute.
- 6.4. In respect of cycle parking, three separate secure cycle shelters are proposed across the site, with 1 at Plot A and 1 at Plot B. A further separate secure cycle shelter is proposed adjacent to serve the occupiers of that building. Further external cycle stands are proposed outside the new buildings for visitors. Overall there is a provision of 140 cycle spaces.

7. RELEVANT PLANNING HISTORY

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

00/00737/NF - Erection of 2 additional prefabricated buildings to provide start up units for bioscience companies for 5 year period. Shared use of existing access and car parking. APPROVED 3rd July 2000.

00/00738/NT - Renewal of planning permission 98/1629/NF for the erection of single storey prefabricated buildings arranged around paved courtyard to provide start up units for Bioscience Companies (998.4 sq.m.) for a further 5 year period. REFUSED 12th July 2001.

88/00882/PN - Change of use from hospital building to scientific research use, buildings 10, 11, 12. TEMPORARY PERMISSION 22nd March 1990.

91/00041/PN - Use of hall for entertainment and recreation facilities (building to be occupied by the Beckley Snooker Club soon to be renamed the County Snooker Club. TEMPORARY PERMISSION 7th March 1991.

93/00391/NOY - Demolition of some buildings on the site. Retention of other buildings & change of use from hospital to B1 and outline application for erection of buildings to provide 22,575 sq. m Business Use Class B1 & associated leisure facilities. New access to Sandford Rd (Amended Plans). PER 16th January 1995.

94/00762/NOY - Demolition of existing buildings as specified. Outline application (including details of means of access from Sandford Road) for the erection of buildings to provide 29100 sq. m business floor space. WDN 5th June 1995.

95/00283/NRY - (1) Retention of use for business (offices and research and development) - Isis Building (granted temporary permission under 94/01341/NF). (2) Change of use from part of hospital to business (research and development and ancillary offices) including 1st floor, extension for lift shaft and external alterations. - Rivendale Building. (3) Change of use from snooker club to business (research and development and ancillary office) including single storey extensions and porticos - Cherwell Building. (4) Demolition of single storey extensions and corridor links, single storey extensions and erection of 2 storey linking corridor between Isis, Rivendell and cherwell buildings. (5) Erection of building to house boilers and plant. (6) Formation of car park for 150 vehicles and access. (7) Formation of temporary access. (Reserved Matters of application 93/00391/NOY). APPROVED 12th May 1995.

96/00947/NF - New stone boundary wall to separate development areas between main hospital building and Yamanouchi buildings..APPROVED 6th August 1996.

98/01629/NF - Erection of single storey prefabricated buildings arranged around paved courtyard to provide start-up units for Bioscience Companies (998.4 sq. m..) for a five year period. Shared use of existing access & car parking. (Amended plans). APPROVED 8th January 1999.

05/00034/TEM - Extension of temporary period of use of prefabricated buildings for B1 start up units.. APPROVED 12th September 2005.

06/01648/FUL - Erection of two x 2 storey buildings for B1B (research and Development) Use. 64 parking spaces. Motorcycle and bicycle parking. Bin stores. APPROVED 6th November 2006.

07/01589/FUL - Erection of two 2-storey building for B1 (b) (research and development) use. 64 car parking spaces. Motor cycle and bicycle parking. Bin stores. (Variation to design as approved under planning permission 06/01648/FUL). WITHDRAWN 3rd August 2007.

08/01164/CPU - Application for certificate of lawfulness for a proposed use for general office purposes (use class B1) including the range of general B1 purposes set out in the supporting statement.. APPROVED 7th August 2008.

09/02314/EXT - Erection of two x 2 storey buildings for B1 (B) (research and development) Use. 64 parking spaces. Motorcycle and bicycle parking. Bin stores.. APPROVED 20th January 2010.

11/01569/FUL - Retention of change of use of part of ground floor and whole of first floor from Class B1 offices to mixed Class B1 office and D1 educational use. (Additional Information). APPROVED 23rd April 2012.

8. RELEVANT PLANNING POLICY

8.1. The following policies are relevant to the application:

Topic	National Planning Policy Framework	Local Plan	Other planning documents	Neighbourhood Plans:
Design	117-123, 124-132	DH1		
Conservation/Heritage	184-202	DH3, DH4		
Housing	59-76			
Commercial	170-183	E1		

Natural environment	91-101	G2, G7, G8		
Social and community	102-111			
Transport	117-123	M1, M2, M3, M4, M5	Parking Standards SPD	
Environmental	117-121, 148-165, 170-183	RE1, RE3, RE4, RE6	Energy Statement TAN	
Miscellaneous	7-12		External Wall Insulation TAN,	

9. CONSULTATION RESPONSES

9.1. Site notices were displayed around the application site on 11th November 2020 and an advertisement was published in The Oxford Times newspaper on 12th November 2020.

Statutory and non-statutory consultees

9.2. Oxfordshire County Council (Highways): No objections subject to parking restrictions on Armstrong Road, a contribution towards public transport comprising Bus Route 3A between Littlemore, Cowley and Oxford; a bus shelter on the southbound side of Sandford Road and Travel Plan monitoring.

9.3. Oxfordshire County Council (Flooding): Objection.

9.4. Thames Water: No objection

9.5. Archaeology: No objection subject to a recording condition.

9.6. Littlemore Parish Council: Comments:

“Littlemore Parish Council has no objection to the use of this site for two office buildings, and we welcome the new employment opportunities which will be created. However the Council shares the concern of many residents of Littlemore and neighbouring Sandford-on-Thames about the ever increasing traffic in our area. Without meaningful efforts to improve access to public transport this development will damage the quality of life of residents in the surrounding area.

There are so many inaccuracies on the transport survey that doubt is cast on its conclusions. There is reference to Little London, an area not known to councillors. The spelling of Sandford-on-Thames varies randomly. More significantly, the report states that a medical centre is located within 10 minutes’ walk of the site. Littlemore Mental Health Centre is nearby, but the nearest GP surgeries are at Donnington Bridge and Temple Cowley, both at least 30 minutes away by foot.

The applicants have stated that because of Covid they have had to base their traffic survey on data in the traffic surveys carried out on behalf of Catalyst who

are building new housing on the opposite side of Armstrong Road. We are not sure whether any attention has been given to traffic increases since August 2018 when the study was conducted.

The application admits that the number of on site parking places is lower than would normally be required. There has been mention of a financial contribution towards an improved bus service on Sandford Road. Catalyst, the developers of Littlemore Park on the other side of Armstrong Road, is already committed to paying for more buses for a one year period. If, however, an improved bus service is not permanent, the lack of car parking will lead to more on street parking on surrounding roads. The Parish Council is already attempting to limit parking on the pavement at Sandford Road, which blocks the pathway and has ruined the grass verges. We support measures to reduce car use, on safety, health and sustainability grounds.

The documents refer to pedestrian access to Oxford Science Park. The Science Park is at present unwilling to allow a right of way from Armstrong Road and wishes to limit the use of the path to 7 am to 7 pm Monday to Friday. Unless this can be resolved, employees in the new premises may be unwilling to use any new station there, as they would need to be sure that they could leave work in time to access the station. The future of the Cowley line is unclear, but its prospects have just become brighter with its inclusion in a report commissioned by Network Rail and the Oxfordshire Growth Board. Pedestrian and cycle access to any new station and the wider rail network would be of immense benefit to residents of this part of Littlemore. Without full access, the station will serve mainly the Science Park. We do not believe that this is the intention of the rail company and other stakeholders. Evening and weekend access to the Kassam Stadium, the Vue cinema and leisure facilities will also be blocked.

Littlemore roundabout on the Eastern Bypass is admitted to be above capacity. Every new development adds incrementally to pressure there, but County Highways never consider the increase high enough to warrant objection. There are two large developments in progress in Littlemore at the moment, and several smaller ones in the pipeline. The impact on the roundabout and its approaches already causes danger, noise and pollution.

We urge that these issues are resolved before this application is approved.”

Public representations

9.7.3 public representations have been made. 1 letter of support, 1 letter of objection and 1 letter from Oxford Civic Society making comments.

9.8. Oxford Civic Society advise

“The design of the buildings appears unobjectionable, though not particularly exciting. We have concerns regarding traffic generation and the transport analysis. The draft Travel Plan discusses feasible walking and cycling distances, but not actual routes, and some of the illustrations show cars parked on pavements, on possible walking routes. There is no discussion of routes across the railway line, or public or permissive routes for either walking or cycling to

connect with Cowley or more central parts of Oxford; references to NCN Route 5 are a distraction – it does not run close. Motor traffic, at least, will have to travel via Armstrong Road, through Littlemore or Sandford (depending on destination) to go anywhere; the transport report concludes that the development will have a negligible effect on the functioning of the highway network but the report makes no mention of the social or amenity effects on the villages through which the new traffic will pass, and it does not mention the already-severe congestion on, say, the Oxford Eastern By-pass. Consent should not be granted without clarification of details of active travel mode arrangements, and more details of mitigation measures for the adverse effects of traffic on local communities.

9.9. A letter of support was received from a commercial Science and Technology Business, OSI. Their comments are as follows:

“I am writing to support Charterhouse Property Group’s application to develop Littlemore House.

OSI is a leading science and technology business. Founded in 2015, we have raised over £600m of evergreen capital, building on Oxford’s renowned research legacy, to create a leading science and technology ecosystem and home for entrepreneurs. Our focus is to ensure Oxford University’s world-leading science moves out of the laboratory and onto the global stage. Backed by GV, Sequoia, Temasek, Tencent and Wellcome Trust among over 60 global investors, OSI has enabled Oxford scientists to create companies taking on challenges like diagnosis and treatments of disease and cancer, hyper resolution microscopy, renewable energy, drones, nuclear fusion and quantum computing. We have four focus areas of investment: AI & Software, Deep Tech, Life Sciences and Healthtech.

The majority of our investments are early-stage and are designed to become global world changing companies when they mature. Proceeds are reinvested back into the Oxford ecosystem, to create even more companies capable of tackling more of the world’s biggest problems.

Oxford is now generating more spinouts than any other university and the pipeline continues to grow at an exponential rate. The expectation is to build a self-sustaining ecosystem that will take the science from Oxford, which is the world’s leading research university, and create a hub to rival Boston MIT/Harvard life Sciences or Stanford/Silicon Valley. Since its inception five years ago, OSI has invested around £269m in 81 companies. Over the next 5 years it is anticipated that OSI will invest around £1bn with a further £2bn being invested by other investors. Indicative models suggest a headcount within portfolio companies of 4,500-5,000 employees with over 1,000 new employees a year as the portfolio matures. We also envisage significant impact on local housing, schools and, importantly, transport infrastructure.

Companies will inevitably grow beyond the confines of Oxford to larger campuses such as Harwell, Begbroke and Milton Park. In the meantime, the city centre and the ring road remain the focus for early stage companies because of their proximity to university departments and the transport network.

Oxford's demand for the best quality of commercial floorspace to cater for the needs of private and public sector organisations is well documented. These proposals will create a new high-quality development that can support new start-ups and growing SME companies with a new flexible space that can be utilised by a variety of businesses.

We believe this site, benefitting from its proximity to an established R&D campus at the Oxford Science Park, will be sustainable in the long-term, providing the continuation of Oxford's world-class innovation credentials and meeting the demand for delivering innovation-led economic growth."

9.10. 1 letter of objection has been received from a resident in Littlemore. Their reasons for objection are as follows:

1) The development has insufficient parking spaces for its needs, and that the development would not be feasible if they had to provide sufficient parking. They say that they are providing office space for nearly 300 people: they say that the development needs 200 parking spaces: they are providing 100. The developers hope to encourage bus use by asking for the existing route to be diverted into the site, but the existing service is ½ hourly at most, and this would be inadequate. They hope that a railway station will be opened nearby, but there is no date for this, and no promise that it will serve the needs of employees at this development.

2) The development will generate on-street parking in Armstrong Road and beyond: before the pandemic this area was already full of traffic overflowing from the Littlemore Hospital site. The developers argue that this could be prevented by putting double yellow lines in Armstrong Road, but this would simply push the problem into other parts of Littlemore, and into Sandford. The developers say that the City Council has plans to make most of the city into a Controlled Parking Zone, but Littlemore is its lowest priority, and their website today (Dec 9 2020) says that there are neither dates, nor funding set aside for the project.

3) The development will bring even more traffic to roads that are already beleaguered by traffic. Traffic will approach the development from Grenoble Road and the A4074 via Sandford Road, and from the Ring Road via Oxford Road. Bot Sandford Road and Oxford Road are narrowed to a single lane by chicanes that were placed more than 15 years ago to calm the existing traffic. Oxford Road suffers alternate speeding when traffic levels are low, and congestion in the rush hour. It already frustrates drivers because no phase of the ring road traffic lights allows traffic out of the road. Sometimes traffic backs up as far as the Littlemore Hospital.

4) The area is already overdeveloped: since it was taken over by Oxford City Council it has seen the addition of massive amounts of office space (the Science Park), recreation facilities (the Kassam complex) and new housing each has brought traffic.

5) The area is facing new pressures whose impact is yet to be felt. • 270 homes are currently being built in Armstrong Road • 140 homes are being built off the A4074: it is cut off from the rest of Littlemore: council tenants who apply to live a

there are being told that they will need a car: if residents attend local schools, or use local services, this estate will generate traffic in Sandford and Oxford Roads

- there is a plan to close 2 of the 5 main roads out of Littlemore (Littlemore Road and Bartholomew Road): this will force residents to use the three remaining roads (Oxford, Sandford and Newman Roads) more frequently than before
- Oxford City Council is negotiating to buy the Dominion Oil site in Railway Lane: this is likely to result in an application for a substantial number of new homes which will have to use Sandford and Oxford Roads to get anywhere.
- 3000 new homes are to be built on Grenoble Road: traffic may well use Sandford and Oxford Roads to by-pass Heyford Hill roundabout.

9.11. The salient points raised above are addressed in the officer report below.

10. PLANNING MATERIAL CONSIDERATIONS

10.1. Officers consider the determining issues to be:

- Principle of development
- Design
- Residential amenity
- Trees
- Highways and parking
- Energy and sustainability
- Biodiversity
- Flooding and drainage
- Archaeology
- Air quality
- Land quality
- Health Impact Assessment

Principle of development

10.2. The NPPF supports building a strong competitive economy and in para 80 states “Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.”

10.3. Policy E1 of the Local Plan relates to Oxford’s economic prospects and states planning permission will be granted for the intensification, modernisation and regeneration for employment purposes of any employment site if it can be demonstrated that the development makes the best and most efficient use of land and does not cause unacceptable environmental impacts and effects.

- 10.4. Policy S1 of the Oxford Local Plan states that when considering development proposals, the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework (NPPF).
- 10.5. Littlemore House, to the west of the application site, was converted following the closure of Littlemore Hospital to employment uses in the late 1980s. On conversion the site has been used for research and development by Yamanouchi Research Institute initially and then occupied more recently by the SAE Institute, for media and offices. In 2006, this current application site was the subject of a planning application for the erection of 2 two storey buildings for B1(b) research and development use (3716sqm), which was approved in 2006 (06/01648/FUL). A further permission was granted for this proposal as an extension of time in 2010 (09/02314/EXT). However that permission was not implemented, and the approval is no longer extant. The planning history of the site clearly indicates that the site is an existing employment site and that permission has been previously given for B1 use on this site.
- 10.6. The Oxford Local Plan recognises at para 128 that Oxford has “one of the highest concentrations of knowledge intensive businesses in the UK. It has the fastest growing and one of the best educated workforces in the country and is the main centre of research and spin outs in the county. The Local Plan supports the growth of these sectors and puts in place measures to manage the effects of success”. The Oxfordshire Strategic Economic Plan (2017) sets out the long term vision and ambitions for economic growth in the County, which is that overall by 2030 “Oxfordshire will be recognised as a vibrant, sustainable, inclusive world leading economy driven by innovation, enterprise and research intelligence”. The Oxfordshire Local Industrial Strategy (2019) looks to position Oxfordshire as one of the top 3 global innovation ecosystems highlighting the County’s world leading science and technology cluster.
- 10.7. In support of this current application, the agent advises that there continues to be a strong demand for new office and dry laboratory space for growing high tech knowledge and bioscience companies in this part of the City. An Occupational Market Demand Assessment accompanying the application shows that Technology and Science dominate the occupational markets in Oxford, accounting for 60% of all take up with these sectors requiring hybrid dry and wet laboratory space, as opposed to traditional research office accommodation. However, it is outlined that the demand in the sector cannot be met on existing sites in Oxford and that there is insufficient supply of new purpose built office/lab space, particularly for intermediate companies, who have outgrown current incubator spaces in the city, such as at the Magdalen Centre (Oxford Science Park), Bio-Escalator (Headington) and Wood Centre for Innovation (Headington). Thus the objective of the proposed development is aimed at providing “grow on” space for life science/technology companies that have outgrown incubator spaces, and is provided as hybrid accommodation which is that the space can be occupied flexibly. The agent states that this proposal would address a current gap in the market for expanding life science and technology companies which play a vital role in the Oxford regional and national economy. The applicant considers this site’s proximity to Oxford Science Park is considered attractive to start up/incubator businesses and SMEs who are currently based at Oxford

Science Park who are seeking “grow on” space as well as more established businesses affiliated with companies based at the Science Park.

10.8. The site is not allocated for development under the current Local Plan but it is prudent to note that the site was allocated in the former 2001-2016 Local Plan for research and development. The site allocation was not rolled forward to either the Sites and Housing Plan or the current Local Plan as the site was not promoted for allocation by the landowner. The planning history of the site for employment space is noted, as well as the surrounding employment context of the site. The planned growth in this knowledge economy and its role in the Oxford economy is also of merit. It is therefore considered that the proposal would support the Oxford economy and its planned growth in this sector, and thus the principle of the development can be supported under policy E1 as outlined above, subject to compliance with other development management policies in the adopted Local Plan which will be assessed in more detail below.

Impact on the character and appearance of the area

10.9. The NPPF makes clear that good design is fundamental to what the planning process should achieve and is a key aspect of sustainable development. Policy DH1 of the Oxford Local Plan states planning permission will only be granted for development of high quality design that creates or enhances local distinctiveness.

10.10. The site has been the subject of extensive pre application discussion and the key design elements to come forward has been the need for a landscape led approach to the site. The applicant has responded with a proposal that builds upon the site’s existing key landscape characteristics, with the tree lined entrance and perimeter planting to bring forward a development proposal that builds upon the site’s features, as well as respond to the built context and massing of proposed and existing buildings, and subservient to the traditional building and form of Littlemore House. It is vital that any scheme responds positively as viewed along Armstrong Road and as viewed in connection with the approved residential scheme at Littlemore Park.

10.11. Layout: The proposed buildings are sited in two separate parcels either side of the entrance into the site from Armstrong Road. Behind the two buildings is proposed car parking, which sits adjacent to the existing car parking to Littlemore House. The layout strategy has been to amalgamate the car parking within a landscaped setting, framed by the office buildings to the perimeter, creating courtyards between the contemporary form of the new buildings with the traditional form of the old hospital layout.

10.12. The layout is considered to maximise the use of the site and to respond to the public realm of Armstrong Road, providing a clear layout for users of the site. The scheme is considered to connect positively for pedestrians, cyclists and vehicle users with a series of footpaths, and links from Armstrong Road to the site as well as from the main primary entrance at the end of Armstrong Road. The adjacent residential site has further planned links to the Oxford Science Park through that scheme, and therefore will link the occupiers of this site with the Science Park, which is considered a benefit.

- 10.13. Adjacent the north eastern elevation of Plot B is proposed a dual car park/outdoor area which can be utilised for car parking as well as social recreation, such as basketball or team sports when there are no cars parked there.
- 10.14. It is considered that the movement and connections around the site are positive, providing an attractive and useable environment for users of the site. Consideration has also been given to the gradient of the site and the proposed entrances and ramps allow the buildings to be fully accessible to wheelchair users of the site which is welcome.
- 10.15. The Crime Prevention Design Advisor has objected to the dual use of the car park for social recreation, for reasons that there are concerns as to whether this may be problematic for crime and criminal damage as well as antisocial behaviour. However, it is considered this area can be adequately managed by the site and the applicant has indicated they are willing to install CCTV which would play an important role to managing this should any issues arise. Overall the dual use car park is not considered objectionable.
- 10.16. Built form and massing: The site is closely connected with Littlemore House and the residential scheme at Littlemore Park, so will sit in a densely built setting. A key objective however, has been to ensure that the proposed buildings respond positively to this setting and be subservient to the traditional built form of Littlemore House. To this end, the scheme is proposed at a height of 2 storeys to match the eaves height of Littlemore House, to maintain that subservience and to maintain a view from the approach from Armstrong Road to the east of the original buildings.
- 10.17. In terms of building widths, Plot A has a width of 18m and Plot B measures 13m. This is comparable to Littlemore House at 15m and buildings on the Science Park at circa 18m.
- 10.18. Overall, the massing, scale and height of the proposed buildings is appropriate and sits comfortably with the existing building, and as part of the landscape.
- 10.19. Appearance: The laboratory and office façade draws from the appearance of Littlemore House with the strong repetition of fenestration forming a precedent, but also building upon the surrounding natural treed setting. The proposed building's appearance thus is a contemporary façade employing vertical louvres which reference the verticality of trees and the strong repetition of fenestration is also adopted. The building incorporates buff brick to reflect the use of buff brick on the former hospital buildings as well as used on the opposite Littlemore Park development. The parapet lines of the roof have also been articulated to break up the longer elevations of Plot A and provide adequate visual interest.
- 10.20. The proposed office buildings, through materiality and fenestration, give a symmetry that demonstrates a considered response to the site context. The size and rhythm of the fenestration works well, and provides an appropriate balance of solid to mass within the façade. The simple brick detailing and the irregular

vertical lines of the darker cladding give the façade a depth and texture and allow it to sit well with the soft landscaping of the site.

- 10.21. Landscape: The landscape strategy has been devised to create an inviting park landscape that integrates the proposed scheme with the natural features of the existing boundary and the tree lined avenue, in order that the relationship between Littlemore House and the site is maintained. The hard surface strategy incorporates street planting to soften the car parking, as well as including terraced seating areas, pavements, a wetland walk, as well as flexible outdoor spaces.
- 10.22. Overall, it is considered that the landscaping strategy plays a positive role in minimising the impact of the site on the wider context of Armstrong Road. At the boundary the landscape proposal responds well to Armstrong Road and is considered to provide for an inviting entrance to the site that will enhance its setting. Internally within the site, it is considered the landscape proposed is equally well designed and integrates suitably with the existing landscape to Littlemore House, which therefore complements the site and surrounding context.
- 10.23. Overall, the architectural design and landscaping strategy show a well considered response to the site and its context. The buildings sit on previously undeveloped land forming part of the ground of the Littlemore House site, however the design comfortably negotiates the relationship with the existing building and is subservient to it and takes the opportunity to propose a very positive landscaping strategy that is considered to benefit the immediate and wider site.
- 10.24. A Heritage Statement has been submitted with the scheme and considers the impact of the proposal on the setting of Littlemore House as a non-designated heritage asset. Littlemore House is not listed, but Littlemore Hospital is a Grade II listed building and Littlemore Conservation Area is located 190m distant.
- 10.25. The NPPF states in para 197 “The effect of an application on the significance of a non designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the asset.”
- 10.26. The Heritage Statement concludes that the proposed landscape and architectural response reaffirms the symmetrical nature of the site whilst remaining subservient to the surrounding buildings. Officers consider that the proposed development would respect the setting of the listed buildings at Littlemore Hospital, and of Littlemore House as a non-designated heritage asset, by virtue of its height and plan form. The proposed development would take reference from the layout of Littlemore Hospital, which has long main blocks with long wings and an elongated appearance. There are opportunities too for more landscape planting which can be controlled via a condition. Overall, it is considered that the any impact is minimal on the significance of Littlemore House and that the benefits of the application in terms of the provision of employment space for this use, outweigh any harm to the significance of

Littlemore House. Further there is considered no adverse impact on the setting of Littlemore Hospital as Grade II listed or on the setting of Littlemore Conservation Area.

10.27. It is considered the proposal provides a high quality development that meets the objectives of the NPPF and policies DH1 and DH3 of the Local Plan.

Residential Amenity

10.28. Policy RE7 of the Local Plan seeks to manage the impact of the development taking into account a number of factors, including noise and vibration amongst others.

10.29. The site will bound the proposed residential site to the east and to the south separate from the site by approximately 20m from Plot B to the dwellings to the east and approximately 30m from Plot A to the apartment building to the east. These distances are considered acceptable in terms of separation from offices to the residents. In addition, a noise assessment has been submitted with the application and considers a range of solid acoustic design of glazing and ventilation that would comply with this policy, thereby ensuring that the scheme is acceptable in environmental health terms.

10.30. It is considered that the impact of the development is mitigated on the occupiers of the adjacent residential development and accords with policy RE7 of the Local Plan.

Trees

10.31. Policy G7 of the Local Plan states planning permission will not be granted for development that results in the loss of green infrastructure features such as hedgerows, trees or woodland where this would have a significant adverse impact upon public amenity or ecological interest. It must be demonstrated that their retention is not feasible and that their loss will be mitigated. It goes on to state that planning permission will not be granted for development resulting in the loss of other trees except where it can be demonstrated that retention of the trees is not feasible; and where tree retention is not possible, any loss of tree canopy cover should be mitigated by the planting of new trees and alternative measures for mitigation if planting trees is not feasible, such as green roofs.

10.32. Policy G8 states development proposals affecting existing Green Infrastructure features should demonstrate how these have been incorporated within the design of the new development where appropriate. This applies to protected and unprotected Green Infrastructure features, such as hedgerows, trees and small public green spaces.

10.33. The site is characterised by Green Infrastructure such as perimeter planting, tree lined avenue and an existing Horse Chestnut, the subject of a TPO. The proposals require some existing trees to be removed as identified in the submitted Arboricultural Impact Assessment (AIA). However, these are low quality and value trees (BS5837:2020 C category). New tree planting is proposed as part of the soft landscaping that should mitigate the impacts on visual amenity

in the area depending on details; a Landscape Plan is submitted which shows planting in outline but a detailed planting plan and schedule should be required for approval by a planning condition if planning permission is granted.

- 10.34. There is some encroachment of construction works within the RPAs of retained trees. However, the proposals include special design measures that should ensure that the viability of these trees is not harmed i.e. no-dig hard surfaces. Full construction design details will need to be submitted as a condition of any approval.
- 10.35. Retained trees will need to be robustly protected during the construction phase if planning permission is granted. The AIA includes a draft Tree Protection Plan and Heads of terms for an Arboricultural Method Statement which appear to be appropriate. Detailed finalised documents should be required for approval by planning condition if planning permission is granted, as should details of any necessary new underground utility services and drainage.
- 10.36. Following advice from Officers, a Tree Canopy Assessment was submitted, and this is accepted and provides sufficient mitigation that over time, new tree planting will mitigate the loss of the trees lost by the development. The Tree Canopy Assessment demonstrates that there will be a net loss in tree canopy cover after 25 years following the necessary tree removals and replanting. However, this is relatively small (approx 106m² or 4% of existing total) and the trees will continue to grow beyond 25 years to ensure no net loss over time.
- 10.37. It is considered the scheme complies with policies G7 and G8 of the Local Plan subject to suitable conditions to secure a detailed planting plan and details of construction works.

Highways

- 10.38. Policy M1 of the Local Plan states planning permission will only be granted for development that minimises the need to travel and is laid out and designed in a way that prioritises access by walking, cycling and public transport. Policy M2 requires that a Transport Assessment must be submitted for development that is likely to generate significant amounts of movement, in accordance with the requirements as defined in Appendix 7.1, which relates to the submission of a Transport Assessment and a Travel Plan to support the proposal. Policies M3 and M5 requires that the need for car parking is evidenced by the Transport Statement and that bicycle parking, complies with the standards in Appendix 7.4. Electric vehicle charging must be provided at 25% of the spaces provided.
- 10.39. Armstrong Road lies on the edge of Littlemore, on a road that serves existing residential uses and the SAE Institute, as well as being currently developed for a further 270 dwellings south of the road. The highway implications of the proposal for further development on this road has formed the basis of the Transport Assessment, taking into account the impact of this proposal cumulatively with the neighbouring residential scheme and other commitments on the network, including the SAE Institute.

- 10.40. Traffic Impact: The Local Highways Authority has considered the method for calculating the trip rate and traffic distribution, and advise that the trip generation forecasted will have a minimal increase in transport movements. The Highways Authority confirm that the traffic trips generated fell below the threshold that justified modelling, and consider that the trip generation from this development in conjunction with the other identified commitments are such that the proposed development would have a minimal impact upon the operation of local junctions and could not be considered severe in NPPF terms.
- 10.41. The Transport Assessment has included an analysis of the recent accident history in the vicinity of the site and demonstrates that no underlying highway deficiencies have been identified which could be exacerbated by the development. It is unlikely that the proposed development would lead to any significant detrimental road safety impacts.
- 10.42. Given the site's location in relation to bus routes and key transport routes, and the scale of the development, the Highway Authority requests that a Construction Traffic Management Plan is secured through a planning condition and implemented during the construction phase in order to mitigate the impact of construction vehicles on the surrounding network, road infrastructure and local residents, particularly at peak traffic times.
- 10.43. Accessibility: The site is located within a convenient walking distance to much of the Littlemore area and is within a convenient cycle distance to the residential areas of Littlemore, Sandford and some areas along the southern edge of the city. However for walking, the Highways Authority advise that the site is slightly beyond what is usually considered an appropriate and convenient walking distance from the closest bus stops. While this is a slightly longer than ideal walking distance, staff and visitors to the site would be more likely to make use of public transport if the level of service available at those closest bus stops was suitably frequent and served their needs.
- 10.44. The closest stops are currently serviced by the 3A route between the city centre and Oxford Science Park on a half-hourly basis. There is currently no direct public transport connection between the site and Oxford Station. There is a need to enhance the frequency of the 3A bus service in order to offer a more attractive and frequent level of service and reduce the reliance on single occupancy vehicles. The County Council requests a financial contribution of £96,365 from the development. This would be utilised, in conjunction with other funds from development on the corridor, for an improved frequency public transport service and will be secured via a legal agreement. However, the economics of bus service provision have substantially altered in 2020 and funds may be used for the retention, as well as the improvement, of the service. Without the continued service the site is considered unsustainable. The Highways Authority advise that this level of contribution is directly proportionate to that secured from the adjacent residential development scheme, based on peak-hour trips.
- 10.45. In addition to the above, a contribution of £6,412 is required for the provision of a bus shelter at the southbound 'Mental Health Centre' bus stop. This would

increase the attractiveness of public transport use, particularly during inclement weather. This would be controlled via a legal agreement.

- 10.46. Site layout: The Local Highways Authority note that the site layout appears to be appropriate and the access is available at the northern end of the site which would shorten the walking distance to the closest bus stops (when compared to the main vehicle access) and would also be a convenient cycle access.
- 10.47. The swept path analysis submitted demonstrates that the largest vehicles expected to require access to the site could safely enter, turn and exit the site in a forward gear.
- 10.48. Car Parking: The level of car parking proposed (including disabled parking bays and electric vehicle bays) has been considered alongside the parking provision for the SAE Institute, as at pre app, Officer's suggested that parking should be addressed holistically and justified within the Transport Assessment. This has been done and the proposed parking would consist of 101 spaces to serve the proposed development of which 6 spaces are for blue badge holders, 26 are designed to be equipped with electric charging capability and 7 bays for powered 2 wheelers. A further 110 spaces are for the use of the SAE. The Highways Authority advise that this level of parking is justified and meets the requirements of Local Plan policy M3, in that the level of parking has been kept to a minimum necessary to ensure the successful functioning of the development. It is noted that the level of parking proposed across the site is lower than the now superseded parking standards from the previous local plan. This, along with active measures such as the implementation of a robust Travel Plan, the provision of conveniently located cycle parking and shower facilities and improved public transport services to the area, will serve to reduce the level of single occupancy car travel to the site and encourage the use of sustainable transport.
- 10.49. There is however the potential for the development to lead to an increase in overspill parking in adjacent streets, which could cause obstructions and also lead to increased traffic generated from the development. This would be of concern along Sandford Road in particular. The site is located in the area covered by the proposed 'Littlemore South' CPZ. This CPZ is not currently identified as a high priority area and so implementation of a CPZ for this area could be a few years away. The implementation of a CPZ would severely limit the potential for overspill parking from the development but until that time more localised parking restrictions would be needed to ensure that the potential for overspill parking is limited and does not cause obstruction.
- 10.50. Parking restrictions are soon to be implemented along stretches of Armstrong Road and these restrictions have been funded by the adjacent residential development. It is highly likely that with the proposed development, further parking restrictions in the locality will be required, particularly on certain stretches of Sandford Road. The County Council as Highway Authority therefore requests a financial contribution of £15,000 from the development in order to monitor and implement localised parking controls in the vicinity of the site as required for direct mitigation of the development. This will be controlled via a legal agreement.

- 10.51. Cycle Parking: Three separate secure cycle shelters are proposed across the site, with 1 at Plot A and 1 at Plot B. A further separate secure cycle shelter is proposed at the SAE to serve the occupiers of that building. Further external cycle stands are proposed outside the new buildings for visitors. Overall the level of cycle provision is 82 for the proposed development and 58 for the SAE, making a total provision of 140.
- 10.52. The level of cycle parking proposed across the site (including improved and additional spaces for the existing SAE site) is above the minimum level required under policy. The cycle stores are conveniently located and shower and changing facilities are to be provided for future staff. The levels of cycle parking provision are considered to be suitable.
- 10.53. Electric Vehicle Charging: Policy M4 requires for non-residential developments that a minimum of 25% of spaces are provided with electric charging points. In this case 26 spaces are proposed which accords with the policy.
- 10.54. Travel Plan: The County has confirmed that the site has sufficient active and sustainable travel options. However, concern has been raised in respect of the potential for overspill parking along Armstrong Road. This can be controlled by the on street parking measures as outlined above, but it is necessary to consider mitigation measures within the Travel Plan will need to be innovative and engaging to address this and ensure that further parking issues do not develop as a result of increased staff numbers.
- 10.55. A Draft Travel Plan has been submitted with the application, however, the Local Highways Authority has advised that it does not contain the level of information required by County. A full Travel plan will therefore be required as a condition on any consent, including a travel plan monitoring fee. This will be secured and monitored via a legal agreement.
- 10.56. Subject to the above legal agreements in place to mitigate against the adverse impacts identified, it is considered that the development proposal complies with policies M1, M2, M3, M4 and M3 in the Local Plan.

Energy and Sustainability

- 10.57. Policy RE1 of the Local Plan requires for schemes of 1000m² or more, that planning permission will only be granted for non-residential development proposals that meet BREEAM excellent standard (or recognised equivalent assessment methodology) in addition to the following reductions in carbon emissions which are also required, and where they achieve at least a 40% reduction in the carbon emissions compared with a 2013 Building Regulations (or future equivalent legislation) compliant base case. This reduction is to be secured through on-site renewables and other low carbon technologies and/or energy efficiency measures. The requirement will increase from 31 March 2026 to at least a 50% reduction in carbon emissions.
- 10.58. An Energy Statement has been submitted with the scheme that demonstrates compliance with the 40% carbon reduction target in RE1 utilising measures

including all heating and cooling provided by air source heat pumps, with hot water be provided via communal stores heated by air source heat pumps. Furthermore PV panels are proposed on both buildings on the roof.

10.59. However, the BREEAM Pre-assessment has targeted Very Good instead of Excellent, albeit there is scope to meet this and beyond that to Outstanding. The agent therefore has amended this assessment to show that Excellent can be achieved, and comments from Officers on compliance with this are awaited.

Biodiversity

10.60. Policy G2 states development that results in a net loss of sites and species of ecological value will not be permitted. Further compensation and mitigation measures must offset the loss and achieve an overall net gain for biodiversity. For all major developments proposed on greenfield sites or brownfield sites that have become vegetated, this should be measured through use of a recognised biodiversity calculator. To demonstrate an overall net gain for biodiversity, the biodiversity calculator should demonstrate an improvement of 5% or more from the existing situation. Offsetting measures are likely to include identification of appropriate offsite locations/projects for improvement, which should be within the relevant Conservation Target Area if appropriate, or within the locality of the site.

10.61. In this instance, the accompanying report submitted with the application demonstrates it is not possible to achieve a 5% net gain given the size of the site and the area required to accommodate this. The matter of offsetting as a means of compensation has been discussed at length as well as exploring whether other sites offer the opportunity for offsetting.

10.62. To that end a number of off-site projects have been identified that will offset the loss of biodiversity on this site. The identified projects would provide a net gain of 9.81% for habitats excluding hedges and 26.89% including hedges. These identified projects would need to be subject to a S106 agreement to secure a minimum 25 year management, maintenance and replacement in case of failure.

10.63. Subject to securing this through a S106 agreement, it is considered that the proposal would accord with policy G2 of the Local Plan.

Flooding and Drainage

10.64. RE3 of the Local Plan relates to Flood Risk Management. Policy RE4 relates to the need for all development to manage surface water through SUDS.

10.65. Following an initial objection from the Lead Local Flood Authority (LLFA), revised details have been submitted and subject to imposing additional conditions on a detailed drainage strategy, the LLFA have no objection to the proposal.

10.66. Subject to the satisfactory receipt of further design details on the application, there is no objection in respect of flood risk or drainage and the application complies with policies RE3 and RE4 of the Local Plan.

Archaeology

- 10.67. Policy DH4 relates to archaeological remains and states development proposals that affect archaeological features and deposits will be supported where they are designed to enhance or to better reveal the significance of the asset and will help secure a sustainable future for it.
- 10.68. This site is of interest because it occupies high ground adjacent to Littlemore Brook which has been shown by previous investigations to have been an attractive location for settlement activity in the Iron Age, Roman, and early medieval period. Previous investigations have revealed multiperiod activity to the east of the brook at Oxford Science Park and immediately south west of the application site at Armstrong Road.
- 10.69. Extensive evaluation trenching has been undertaken near to and within the site although not targeted on the current building footprints. Within the application site trenching in 2008 by John Moore Heritage Services recorded one ditch dating to the Roman period and one undated posthole along with a further undated ditch on a similar alignment to the first ditch. Thirty sherds of Roman pottery were recovered, consistent with nearby domestic activity. Officers also note the potential for Roman pottery manufacturing activity in the general vicinity.
- 10.70. It is therefore recommended that in this case, bearing in mind the results of previous nearby evaluations, officers consider that, in line with the advice in the National Planning Policy Framework, any consent granted for this application should be subject to a condition to secure archaeological recording.
- 10.71. Subject to this the proposal is considered to comply with policy DH4 of the Local Plan.

Air Quality

- 10.72. Policy RE6 states planning permission will only be granted where the impact of new development on air quality is mitigated and where exposure to poor air quality is minimised or reduced.
- 10.73. To support the application, an Air Quality Assessment has been submitted and officers conclude that there will be no negative air quality impacts over current and future receptors as a result of the new development's operational and construction phases, subject to the imposition of a range of conditions. On this basis the proposal is considered to comply with policy RE6 of the Local Plan.

Land Quality

- 10.74. Policy RE9 states that planning applications where proposals would be affected by contamination or where contamination may present a risk to the surrounding environment, must be accompanied by appropriate land quality reports.
- 10.75. The application has been submitted with a ground investigation report completed at the site, as documented within the WDE Consulting report, which is

largely considered sufficient to characterise the prevalent ground conditions and potential contamination risks at the site. It is accepted that soil and groundwater contamination risks are low for a commercial end-use and no specific remedial actions are required with regards to soil and groundwater. However the assessment of potential ground gas risk is considered insufficient since it is based on only one monitoring visit. This is not in accordance with recognised best practice such as that within CIRIA C665 (Assessing Risks Posed by Hazardous Ground Gases to Buildings) where repeat monitoring is recommended during falling atmospheric pressure. This will need to be rectified with further monitoring to ensure that ground gas risk at the site is robustly assessed. In this regard, unless this information is provided in advance of any planning decision, Officers recommend that a phased site investigation condition is added to any permission to ensure that further ground gas monitoring and contamination risk assessment is completed. In case any unexpected contamination is encountered during development, it is also recommended that a watching brief condition is added to any permission in case any unexpected contamination is encountered during development.

10.76. Subject to these conditions the application is considered to comply with policy RE9 of the Local Plan.

Health Impact Assessment

10.77. Policy RE5 of the Oxford Local Plan states that the Council will seek to promote strong, vibrant and healthy communities and reduce health inequalities. For major development proposals, the Council will require a Health Impact Assessment (HIA) to be submitted which should include details of implementation and monitoring.

10.78. To that end, a HIA has been submitted and has been reviewed by officers. The advice is that the submitted HIA provides detail and evidence to underpin the recommendations made and there is a clear thread throughout the process to show how early consideration of the health criteria has influenced later design additions.

10.79. The proposal is considered to comply with the objectives of policy RE5 of the Local Plan.

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 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.

- 11.3. It is recommended that the Committee resolve to grant planning permission for the development proposed subject to the satisfactory completion (under authority delegated to the Head of Planning Services) of a legal agreement under section 106 of the Town and Country Planning Act 1990 and the conditions set out in section 12 below.

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. Subject to conditions 4, 10 and 12 the development hereby permitted shall be constructed strictly in complete accordance with the specifications in the application and the submitted plans.

Reason: To avoid doubt as no objection is raised only in respect of the deemed consent application as submitted and to ensure an acceptable development as indicated on the submitted drawings and to accord with policy DH1 of the Oxford Local Plan 2036

3. Samples of the exterior materials to be used in the construction of the buildings and including samples of the hard landscape details, shall be submitted to, 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: In the interests of visual amenity in accordance with policy DH1 of the Adopted Oxford Local Plan 2036.

4. Notwithstanding the submitted landscape details, a detailed hard and soft landscape plan shall be submitted to, and approved in writing by, the Local Planning Authority before development starts above ground. The plan shall include a survey of existing trees showing sizes and species, and indicate which (if any) it is requested should be removed, and shall show in detail all proposed tree and shrub planting, treatment of paved areas, and areas to be grassed or finished in a similar manner.

5. **Reason: In the interests of visual amenity in accordance with policies G7 and G8 of the Adopted Local Plan 2036.** 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 G7 and G8 of the adopted Local Plan 2036.

6. Prior to the start of any work on site, details of the location of all underground services and soakaways shall be submitted to and approved in writing by the Local Planning Authority (LPA). The location of underground services and soakaways shall take account of the need to avoid excavation within the Root Protection Areas (RPA) of retained trees as defined in the British Standard 5837:2012- 'Trees in relation to design, demolition and construction-Recommendations'. Works shall only be carried in accordance with the approved details.

Reason: To avoid damage to the roots of retained trees and to comply with policies G7 and G8 of the adopted Local Plan 2036

7. Detailed measures for the protection of trees to be retained during the development shall be submitted to, and approved in writing by, the Local Planning Authority (LPA) before any works on site begin. Such measures shall include scale plans indicating the positions of barrier fencing and/or ground protection materials to protect Root Protection Areas (RPAs) of retained trees and/or create Construction Exclusion Zones (CEZ) around retained trees. Unless otherwise agreed in writing by the LPA the approved measures shall be in accordance with relevant sections of BS 5837:2012 Trees in Relation to Design, Demolition and Construction-Recommendations. The approved measures shall be in place before the start of any work on site and shall be retained for the duration of construction unless otherwise agreed in writing by the LPA. Prior to the commencement of any works on site the LPA shall be informed in writing when the approved measures are in place in order to allow Officers to make an inspection. No works or other activities including storage of materials shall take place within CEZs unless otherwise agreed in writing by the LPA.

Reason: To protect retained trees during construction and to accord with policies G7 and G8 of the Local Plan 2036

8. A detailed statement setting out the methods of working within the Root Protection Areas of retained trees (AMA) shall be submitted to and approved in writing by the Local Planning Authority (LPA) before any works on site begin. Such details shall take account of the need to avoid damage to tree roots through excavation, ground skimming, vehicle compaction and chemical spillages including lime and cement. The development shall be carried out in strict accordance with the approved AMS unless otherwise agreed in writing by the LPA.

Reason: To protect retained trees during construction and to accord with policies G7 and G8 of the Adopted Local Plan 2036

9. Prior to commencement of the approved development a Construction Traffic Management Plan (CTMP) shall be submitted to, and approved in writing

by, the Local Planning Authority. The CTMP should follow Oxfordshire County Council's template where possible. The CTMP must include:

- The routing of construction vehicles and management of their movement into and out of the site by a qualified 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 workers,
- Parking provision for site related worker vehicles,
- Details of times for construction traffic and delivery vehicles, which must be outside network peak hours,
- Details of engagement with local residents,
- A dilapidation survey which shows the state of the surrounding public highway prior to implementation and post-construction,

The development shall be carried out in strict accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interest 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 and to comply with policy M2 of the Local Plan 2036.

- 10.** Notwithstanding the submitted plans, prior to the occupation of the development, details of the proposed cycle shelter and cycle stands shall be submitted to and approved in writing by the LPA. The development shall be carried out in accordance with the approved details and retained permanently so thereafter.

Reason: To ensure adequate cycle parking is provided for cyclists and to promote alternative sustainable modes of transport in accordance with policies M1 and M5 of the Local Plan.

- 11.** Prior to first occupation of the development hereby permitted, a Full Travel Plan shall be submitted to and approved by the Local Planning Authority. The approved Full Travel Plan shall then be implemented and updated within 3 months of occupation.

Reason: In the interest of promoting sustainable modes of transport and to accord with policy M2 of the Oxford Local Plan 2036.

- 12.** Notwithstanding the submitted details, a revised Construction Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development. The revised CEMP shall include a complete list of site specific dust mitigation measures that are identified on Table 7.1 (pages 32-

34) of the Air Quality Assessment. The development shall be carried out in accordance with the approved CEMP.

Reason: To ensure that the overall dust impacts during the construction phase of the proposed development will remain as “not significant”, in accordance with the results of the dust assessment and to comply with policy RE6 of the adopted Oxford Local Plan 2036

- 13.** The car parking spaces as identified for Electric Vehicle Charging shall be laid out prior to the occupation of the development and permanently so retained for this use. Prior to the occupation of development, details of the Electric Vehicle Charging infrastructure to be installed on site shall be submitted to and approved in writing by the Local Planning Authority. The approved electric vehicle infrastructure shall be formed, and laid out before the development is first occupied and shall remain permanently in place thereafter for the purpose of electric vehicle charging.

Reason – To contribute to improving local air quality in accordance with policies RE6 and M4 of the Local Plan 2036.

- 14.** Prior to the commencement of the development a phased risk assessment shall be carried out by a competent person in accordance with relevant British Standards and the Environment Agency's Land Contamination Risk Management procedures (LCRM). Each phase shall be submitted in writing and approved by the local planning authority.

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

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

Phase 3 requires that a remediation strategy, validation plan, and/or monitoring plan be submitted to and approved in writing by the local planning authority to ensure the site will be suitable for its proposed use.

Reason- To ensure that any ground and water contamination is identified and adequately addressed to ensure the site is suitable for the proposed use in accordance with the requirements of policy RE9 of the Oxford Local Plan 2016-2036.

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

Reason- To ensure that any ground and water contamination is identified and adequately addressed to ensure the site is suitable for the proposed use in accordance with the requirements of policy RE9 of the Oxford Local

Plan 2016-2036..

16. A watching brief shall be undertaken throughout the course of the development to identify any unexpected contamination. Any contamination that is found during the course of construction of the approved development shall be reported immediately to the local planning authority. Development on that part of the site affected shall be suspended and a risk assessment carried out by a competent person and submitted to and approved in writing by the local planning authority. Where unacceptable risks are found remediation and verification schemes shall be submitted to and approved in writing by the local planning authority. These approved schemes shall be carried out before the development (or relevant phase of development) is resumed or continued.

Reason- To ensure that any soil and water contamination is identified and adequately addressed to ensure the site is suitable for the proposed use in accordance with the requirements of policy RE9 of the Oxford Local Plan 2016-2036.

17. No development shall take place until a written scheme of investigation (WSI) has been submitted to and approved by the local planning authority in writing. For land that is included within the WSI, no development shall take place other than in accordance with the agreed WSI, which shall include the statement of significance and research objectives, and

- The programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works.
- The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the WSI

Reason: In order to safeguard the historic environment of the people of Oxford and their visitors, including prehistoric, Roman and early Saxon remains and to accord with Local Plan Submission Draft Policy DH4.

18. The development shall be carried out in accordance with the submitted Energy Statement, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the development provides a minimum 40% carbon reduction measured from a 2013 base level Building Regulations and to comply with policy RE1 of the Local Plan.

19. CCTV shall be installed across the site and prior to occupation of the development, details of the points of installation and coverage areas, shall be first

submitted to and approved in writing by the Local Plan Authority. The CCTV shall be installed in accordance with the approved details.

Reason: To ensure that the development provides a safe and secure environment for users of the site and to comply with policy RE7 of the Oxford Local Plan

20. Prior to the occupation of the development, a lighting strategy shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: To safeguard the visual amenity of the site and to protect the impact on neighbouring residential amenity in accordance with policy DH1 and RE7 of the Oxford Local Plan.

21. Notwithstanding the submitted drainage details, a further sustainable surface water drainage strategy shall be submitted to and approved in writing prior to the commencement of development above ground level. The following information shall be provided:

- a) The SuDs hierarchy for discharging surface water drainage should be followed and demonstrated with design plans, details and calculations;
- b) Design calculations for the proposed SuDs Design calculations for the proposed SuDS features, for all relevant return periods (1 in 1 year, 1 in 30 year and 1 in 100 year + 40% climate change) demonstrating the critical duration used for design;
- c) The undertaking of permeability tests to BRE 365 to determine the soakage potential for SuDS of the proposed development;
- d) Details that the proposed infiltration SuDS feature is not located in contaminated land and that a 1m freeboard is provided between the groundwater level and the base of the infiltration SuDS feature;
- e) Where discharge to an outfall applies, rates should be restricted to Greenfield run-off;
- f) Details of the future maintenance and management of all SuDS features;
- g) Information on overland flood flow paths and their maintenance should be demonstrated. An exceedance flow route plan should be provided for the entire site with levels to indicate that all surface water falls away from buildings and that exceedance flows are contained within the site boundary.
- h) Measures to mitigate the risk of surface water run-off polluting waters

Reason: To ensure that the principles of sustainable drainage are incorporated into the proposal and to comply with the objectives of RE4 of the Local Plan

22. No building or use hereby permitted shall be occupied or the use commenced until the sustainable drainage scheme for this site has been completed in accordance with the submitted details. The sustainable drainage scheme shall be managed and maintained thereafter in perpetuity in accordance with the agreed management and maintenance plan, (including contact details of any management company).

SuDS Features and Drainage Maintenance Plan (Detailed maintenance management plan in accordance with Section 32 of CIRIA C753 including maintenance schedules for each drainage element, to be prepared and submitted as stand-alone document)

Reason: To ensure that the principles of sustainable drainage are incorporated into this proposal and maintained thereafter and to comply with policy RE4 of the Oxford Local Plan.

23. Prior to occupation, a record of the approved SuDS and site wide drainage details shall be submitted to and approved in writing by the Local Planning Authority for deposit in the Lead Local Flood Authority Asset Register. The details shall include:

- As built plans in both .pdf and .shp file format;
- Photographs to document each key stage of the drainage system when installed on site;
- Photographs to document the completed installation of the drainage structures on site.
- Management company information must be provided clearly identifying the name of the company and contact details.

Reason: To accord with section 21 of the Flood and Water Management Act 2010 and to comply with policy RE4 of the Oxford Local Plan.

13. APPENDICES

- **Appendix 1 – Site location plan**

14. HUMAN RIGHTS ACT 1998

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