OXFORD CITY PLANNING COMMITTEE 9th November 2021

Application number:	21/02007/PA18
Decision due by	17th November 2021
Extension of time	Not applicable
Proposal	Application for Prior Approval - Part 18 of General Permitted Development Order (GPDO). Oxford railway station proposed west side engineering works to construct an additional platform 5 railway line with associated platform canopy cover and platform enclosures providing passenger facilities, along with a stair and lift access to a subway connection to a proposed secondary station entrance incorporating retail, public toilets, an open concourse, staff accommodation and a relocated station refuse area. Proposed replacement rail and pedestrian bridges over Botley Road along with alterations to the road to provide grade separated pavements each side. Reconfiguration of Roger Dudman Way to connect onto Cripley Road and replacement of Sheepwash Bridge. Proposed demolition of the single storey railway buildings at the rear of platform 4, along with the Youth Hostel and removal of two small single storey commercial units between Cripley Road and Roger Dudman Way. Formation of public realm to the west side of the proposed station building along with cycle parking facilities (PLEASE NOTE THIS IS NOT A PLANNING APPLICATION BUT A NOTIFICATION SUBMITTED BY NETWORK RAIL FOR PRIOR APPROVAL BY OXFORD CITY COUNCIL)
Site address	Oxford Railway Station, Park End Street, Oxford, Oxfordshire – see **Appendix 1** for site plan
Ward	Osney And St. Thomas Ward
Case officer	Sarah De La Coze
Agent:	N/A **Applicant:** Network Rail
Reason at Committee	This application has been called in by Councillors Cook, Pressel, Clarkson, Upton, Munkonge and Rowley due to concerns about delivering a high public realm and sufficient cycle parking.

1. RECOMMENDATION

1.1. The Oxford City Planning Committee is recommended to:

Delegate authority to the Head of Planning Services to:

- grant prior approval, provided he is satisfied the flooding issues have been satisfactorily addressed and to also include the updating of plans to ensure they are correctly cross referenced, for the reasons given in this report and subject to the required conditions as set out in section 11, including such refinements, amendments, additions and/or deletions to those conditions and plans as the Head of Planning Services considers reasonably necessary.

2. LEGAL AND PLANNING POLICY CONTEXT

Prior Approval Application Process

2.1. This is not an application for planning permission. This is an application for Prior Approval. The application is made under Part 18 of Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 as amended ('GPDO').

2.2. The scope for consideration by members of the Planning Committee in determining this application is limited by the GPDO, that states prior approval is not to be refused nor are conditions to be imposed unless the local authority is satisfied a) that the development ought to be and could reasonably be carried out elsewhere on the land; or b) the design and external appearance of any building, bridge, aqueduct, pier or dam would injure the amenity of the neighbourhood and is reasonably capable of modification to avoid such injury.

2.3. The below extract of the GPDO is included for reference:

PART 18
Miscellaneous development

Class A – development under local or private Acts or Order

Permitted development

A. *Development authorised by—*

(a) *a local or private Act of Parliament,*

(b) *an order approved by both Houses of Parliament, or*

(c) *an order under section 14 or 16 of the Harbours Act 1964 (orders for securing harbour efficiency etc, and orders conferring powers for improvement, construction etc of harbours)*(1),

which designates specifically the nature of the development authorised and the land upon which it may be carried out.

Conditions

A.1 Development is not permitted by Class A if it consists of or includes—

(a) the erection, construction, alteration or extension of any building, bridge, aqueduct, pier or dam; or

(b) the formation, laying out or alteration of a means of access to any highway used by vehicular traffic,

unless the prior approval of the appropriate authority to the detailed plans and specifications is first obtained.

A.2 The prior approval referred to in paragraph A.1 is not to be refused by the appropriate authority nor are conditions to be imposed unless they are satisfied that—

(a) the development (other than the provision of or works carried out to a dam) ought to be and could reasonably be carried out elsewhere on the land; or

(b) the design or external appearance of any building, bridge, aqueduct, pier or dam would injure the amenity of the neighbourhood and is reasonably capable of modification to avoid such injury.

Interpretation of Class A

A.3 For the purposes of Class A, "appropriate authority" means—

(a) in Greater London or a metropolitan county, the local planning authority;

(b) in a National Park, outside a metropolitan county, the county planning authority; and

(c) in any other case, the district planning authority(2).

2.4. Network Rail (NR) has substantial Permitted Development rights under Part 18 of The Town and Country Planning (General Permitted Development) (England) Order 2015 (GPDO). Part 18 allows development that has been authorised by a local or private Act of Parliament which specifically allows the type of development proposed and specifies the land upon which it may be carried out.

2.5. In this matter for Network Rail, this is the nineteenth century Act of Parliament under which the Railway was built. Section 16 of The Railway Clauses Consolidation Act 1845 confers powers for the Railway Company and its successors in title (now Network Rail) to construct works such as bridges, tunnels and embankments, etc as the Company sees fit, and 'erect and construct such houses, warehouses, offices, and other buildings, yards, stations, wharfs, engines, machinery, apparatus, and other works and conveniences, as they think proper'.

2.6. The applicant (Network Rail) benefits from the following Acts:

- The Railway Clauses and Consolidation Act (RCCA) 1845

- Oxford and Rugby Railway Act (ORRA) 1845 – authorising act for the line between Oxford and Rugby – now known as the DCL.

- Great Western (Additional Powers) Act 1865 – authorised the purchase of lands in the Parish of St Thomas, Oxford near Oxford Station.

- Great Western Railway (Further Powers) Act 1866 – authorised the purchase of lands between River Sheepwash Bridge and Castle Mill Stream Bridges and the stopping up and construction of Osney Lane Footbridge

- Great Western Railway (Additional Powers) Act 1936 – authorised the purchase of lands to allow the widening of River Sheepwash Bridge.

- Also in addition to when we carried out works on the eastern side of the railway track (for Becket Street Bay Platform Project in 2010 and TOC building/ Bay Platforms in 2015) we also relied on the following;

- Oxford, Worcester & Wolverhampton Railway Act 1845

All of the above Railway Acts have incorporated the provisions of the RCCA 1845 and therefore Network Rail benefits from PD rights under part 18.

2.7. For the purposes of this current project Network Rail rely on the powers of the ORRA 1845.

2.8. Part 18 of the GPDO requires Prior Approval to be obtained from the local planning authority and states that:

2.9. The prior approval is not to be refused by the appropriate authority nor are conditions to be imposed unless they are satisfied that—

(a) The development (other than the provision of or works carried out to a dam) ought to be and could reasonably be carried out elsewhere on the land; or

(b) The design or external appearance of any building, bridge, aqueduct, pier or dam would injure the amenity of the neighbourhood and is reasonably capable of modification to avoid such injury.

2.10. The legislation is very clear that only those two considerations shall be taken in to account by the local authority when making their decision.

2.11. When considering the application against the aforementioned points of Part 18, only when it relates specifically to point a) and b) referenced above can local and national planning policy be considered. The National Planning Policy Guidance (NPPG) further reiterates this point and states that *"A local planning authority cannot consider any other matters when determining a prior approval application."*

2.12. In addition, it also must be understood that some elements of the scheme whilst detailed and included in the description and application details, do not

require consent from the local authority through this prior approval process, specifically:

- **The change in layout of Botley Road to include a raised cycle and pedestrian path.**

2.13. This element has been included in the application for completeness but does not require prior approval as part of this application. The works under Botley Road Bridge which include the new pedestrian and cycle path would require separate technical approval from Oxfordshire County Council as the local highway authority. Therefore the prior approval cannot be refused with regard to this element nor can conditions be imposed that make specific requirements for that part of the scheme.

2.14. In addition to the above, the proposed development is considered Environmental Impact Assessment (EIA) development. The initial scoping request submitted to the Council proposed a different scheme which was much larger in scale and fell under Schedule 2 Category 10d (Infrastructure: Construction of Railways) of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (2017 Regulations) which has the potential to give rise to significant effects. The scheme that has now been submitted refers to a much smaller scheme, and was submitted with an Environmental Statement (ES), as such, for the purposes of the 2017 Regulations, the application is classified as an Environmental Impact Assessment application under Schedule 2 Category 10d (Infrastructure: Construction of Railways) of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (2017 Regulations).

2.15 The ES submitted was the one completed for the larger scheme. Whilst a new ES was not submitted for this smaller scheme, the ES has been relied upon as it addresses the significant effects of the proposal on the environment that are likely to arise as a result of the proposed development, and more, and details the worst case scenario with regard to environmental impacts. This has enabled the likely effects of the development on the environment to be identified and taken into consideration in the decision making process.

2.16 The Cripley Road and Abbey Road residents association have questioned the validity of the ES and what the point of it was given the limited powers afforded to the Local Planning Authority when determining a part 18 prior approval. The Planning Policy Guidance sets out the guidance that should be applied when considering and determining applications that have been subject to an EIA assessment. Officers are satisfied that the EIA assessment and resulting Environmental Statement adequately covers the main environmental effects of the proposed development. Mitigation measures proposed in an Environmental Statement are designed to limit or remove any significant adverse environmental effects of a development. The ES therefore allows officers to consider the environmental impacts that relate to the criteria set out in part 18, and the use of appropriately worded conditions can be applied to ensure that these mitigation measures are implemented.

3. EXECUTIVE SUMMARY

3.1. A prior approval application has been submitted for works to Oxford Railway station. The proposal relates to the development of the Oxford Phase 2 Capacity Improvement Scheme, which would include the following elements:

- A new track would be introduced through the station to the west of the existing Platform 4 including construction of a new platform (Platform 5) with associated waiting room, toilets, shop/café.

- Sheepwash Bridge on Roger Dudman Way to the north would be altered to allow for the installation of a new railway line and replacement road and pedestrian bridge.

- To the west of the railway, a new western entrance building would be built to allow entry to the station from Botley Road. This would be a single-storey building, 4.3m high. It would include ticket machines, shop or cafe, a subway and lifts to the platforms and an outside forecourt with bicycle parking.

- Botley Road Bridge would be replaced, and a new bridge span would be installed to carry the extra track to the new Platform 5. A replacement pedestrian bridge would also be provided.

- Alterations would be made to Roger Dudman Way including removal of its current junction with Botley Road and creation of a new junction with Cripley Road.

3.2. The Scheme is designed to increase the efficient operation of the station and would provide additional capacity for the rail network. The proposals and improvements are part of much wider strategic objectives for the county which include the Oxford Economic Growth Strategy, Connecting Oxfordshire local transport plan (including the Oxfordshire Rail Strategy) the Strategic Economic Plan and the emerging Local Industrial Strategy. Given the scale of housing growth anticipated in Oxfordshire between 2011 and 2021 (100,000 new homes) and further growth anticipated as the Oxfordshire Plan 2050 is prepared, Oxfordshire County Council consider that the additional capacity is essential. In addition the development would unlock further strategic opportunities such as:

- the extension / expansion of East-West Rail services through Oxford;
- the development of passenger services and stations on the Cowley Line; and
- further opportunities for development of the Cotswold Line

3.3. The approval of the scheme has the potential to not only enhance the transport links in this part of the city but will allow other areas such as the Cowley Branch Line to be unlocked allowing for its delivery which could bring with it significant economic benefits. The provision of passenger services on the Cowley Branch Line is also considered key in terms of facilitating the delivery of a number of key allocated housing and employment sites identified in the Oxford Local Plan (2036).

3.4. The proposal would require a large number of changes to the western side of Botley Road Bridge to accommodate the works. The proposal would change the character and appearance of this part of the city due to the works required to deliver the infrastructure. It is acknowledged that a number of trees would need to be removed to accommodate the additional track and associated bridge works, which would cause some harm to the setting of the neighbouring Conservation Areas. Officers are satisfied that with appropriately worded conditions, the harm can be minimised and mitigated.

3.5. The works to Botley Road and the associated cycle and pedestrian path would not be subject to the prior approval. Notwithstanding this, NR have provided the Council with assurances that through a legal agreement with Oxfordshire County Council, NR will enter into separate talks with the County as well as an independent highway specialist to find the best solution with regard to the Botley Road arrangement.

3.6. In making the decision on both the siting and design and appearance of the building, bridges and road works to Cripley Road and Roger Dudman Way, great weight has been given to section 12 (achieving well-designed places), 15 (conserving and enhancing the natural environment) and 16 (conserving and enhancing the historic environment) of the National Planning Policy Framework (NPPF). The benefits of the scheme are considered to outweigh the less than substantial harm caused and the development therefore complies with the requirements of Paragraph 202 of the NPPF.

3.7. Whilst the local authority has limited powers as to what can be considered as part of the application it is considered that the development requiring Prior Approval is acceptable within the constraints of Part 18 of the GPDO, for the following reasons:

- The application cannot reasonably be carried out elsewhere on the land.
- The design and external appearance of the proposals would not injure the amenity of the neighbourhood by the inclusion of appropriately worded conditions

3.8. Officers are therefore recommending that prior approval is granted provided that the flooding issues have been satisfactorily addressed.

4. SITE AND SURROUNDINGS

4.1. Oxford Railway Station is located in the west of the City. The site is located northwest of Frideswide Square, at the eastern end of Botley Road. The station comprises the main station building to the east of the railway which includes cycle parking, bus stops and taxi drop off points. A staff and short stay car park and GWR staff accommodation is located to the north of the main station building. To the south is Becket Street station car park (480 spaces) which is linked to the station by a pedestrian and cycle bridge which crosses Botley Road. To the west of the railway line is the youth hostel (YHA) as well as a number of NR operational buildings. It also benefits from a peak hour only entrance. Frideswide Square and the Said Business School are

located to the east of the station; the latter was the site of the former Oxford Rewley Road Railway Station.

4.2. Botley Road is located to the south of the station and is the main route into Oxford from the West. Botley Road Bridge currently has insufficient clearance to allow normal heights double decker buses to pass underneath.

4.3. Roger Dudman Way to the west of the railway leads over Sheepwash Bridge towards Castle Mill student accommodation, to the north of the application site. Roger Dudman Way is maintained by Network Rail. To the northern end of the Scheme is Sheepwash Bridge (for road and railway) which crosses over the Sheepwash Channel and a Public Right of Way (footpath 320 10/10). The Co-operative Childcare building is located adjacent to Roger Dudman Way just north of Sheepwash Bridge. The existing railway tracks run alongside Roger Dudman Way. Roger Dudman Way and Cripley Road to the west of the station is a residential area.

4.4. The area immediately to the west of the station is characterised by later C19 and early C20 housing. The Galpin Estate, including Abbey Road and Cripley Road was developed on former Thames meadow land owned by Christchurch. The larger semi-detached houses at the southern end of the estate are tall, cream brick buildings with stone dressings. Further to the north, the buildings reduce in size becoming relatively modest two storey, some with converted attics, terraces of darker, mixed buff and grey bricks with interesting, continuous stone lintels above ground floor window heads. On the Botley Road there is a more eclectic mix of buildings and uses including some terraces of late C19 houses and a former tollhouse that marked the beginning of the Botley Turnpike Road.

4.5. The site is not located in a Conservation Area but sits between two. The Central Conservation Area western boundary extended in 2019 lies on the east side of the railway lines. The area to the west of the Conservation Area boundary promotes its more distinctly suburban character – housing built on open meadows that ran along the edges of the River Thames. The visible presence beyond the elevated railway lines from within the Conservation Area are of a number of groups of tree canopies, indicating generous public realm and survivals from more open landscape. This setting in turn informing or contributing to the significance of the Central Conservation Area.

4.6. To the south and east of the application site lies the western edge of the Central Conservation Area which is characterised by essentially industrial activity, the former Coopers' Oxford Marmalade Factory – the Jam Factory, C19 breweries, early C20 car showrooms and garages, evidenced in the surviving buildings and architecture with small scale, modest domestic housing including 'social housing', that can be seen in Christchurch Buildings, through the area known as St Thomas replacing earlier, medieval housing that sat outside the town's medieval walls. This area was bisected by the railway in the mid C19.

4.7. Osney Conservation Area sits to the south of the western side of the station and includes Osney Bridge which forms part of the built context to the

application site. The southern end of the site, including the area proposed for the new station building can be seen clearly from the eastern side of the bridge. Historically what was known as North Osney was bisected by the railway and the continuity of mid to late C19 architecture can be seen both to the east and west of the present railway line. The present conservation area is particularly characterised by modest, late C19/early C20 brick built workers' housing built to support Oxford's growing industries, Lucy's ironworks, breweries, motor industries, industries associated with the canal and the railway.

4.8. In addition to the Conservation Areas there are a number of other historic assets that would be impacted by the proposed development specifically:

- The Toll House. A non-designated heritage asset of high, local significance due to its association with the Botley Turnpike and it having been designed in 1850 by H J Underwood an architect who was working prolifically in the city at the time – associated in particular with the design of a number of C19 public houses.

- The River Hotel, formerly known as Bridge House. A non-designated heritage asset – of high, local significance due to it having been the home of the renowned Oxford builder Thomas Henry Kingerlee, an alderman of the City of Oxford and well-known local figure whose firm is still building in Oxford today.

- The Swing Bridge. A scheduled Ancient Monument. Sheepwash Bridge sits immediately alongside the Swing Bridge. The building is not listed but the Swing Bridge is a SAM and potentially Sheepwash Bridge sits within the setting of the monument. The original abutments of Sheepwash Bridge are probably C19, large brick structures. The surviving brickwork is of some local significance as an example of railway/bridge engineering but not of sufficient merit to be considered a local or non-designated heritage asset. However the Sheepwash stream or channel is considered to be a non-designated heritage asset of high local significance for its historical value being associated, as its name suggests with the washing of sheep in the stream prior to their being taken to market. The channel forms part of the connection of waterways between the River Thames and the Oxford Canal.

- The Environmental Statement (ES) identifies that 117 heritage assets were identified within 300m of the red line boundary, comprising 71 archaeological sites, 32 historic buildings (including three Scheduled Monuments), three Conservation Areas, and 11 historic urban character areas.

4.9. As well as historic assets the ES has identified the following main local environmental constraints:

- Approximately 700m north of the Scheme there is a European designated ecological site: Oxford Meadows Special Area of Conservation (SAC).

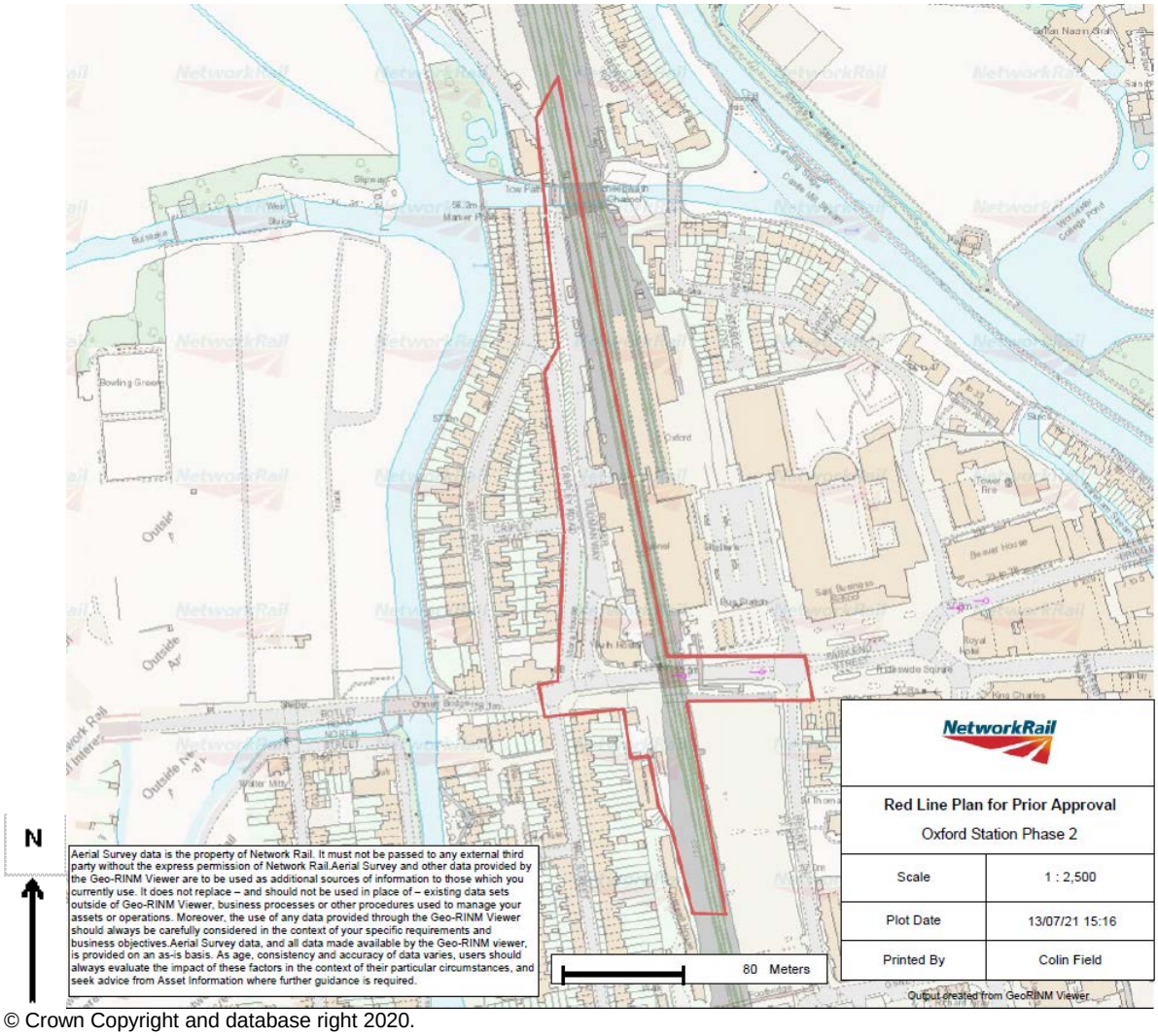
- Port Meadow with Wolvercote Common and Green SSSI is the closest, located approximately 700m north of the Scheme.

- The whole of Oxford city centre is an Air Quality Management Area (AQMA).

- There are a number of main rivers within the area including the River Thames to the west and the Sheepwash Channel to the north of the Scheme

There are several Public Rights of Way (PRoW) and footpaths in the area surrounding the Scheme, including 320/10/10 (F1) a footpath which crosses beneath Sheepwash Bridge.

4.10. See location plan below:



5. PROPOSAL

5.1. This is an application for Prior Approval. The application is made under Part 18 of Schedule 2 of the Town and Country Planning (General Permitted

Development) (England) Order 2015 as amended ('GPDO').The proposals relate to the development of the Oxford Phase 2 Capacity Improvement Scheme. The Scheme is designed to increase the efficient operation of the station and would provide additional capacity for the rail network.

5.2. The scheme proposes the following elements:

5.3. A new track would be introduced through the station to the west of the existing Platform 4 including construction of a new platform (Platform 5) with associated waiting room, toilets, shop and an extended canopy to protect passengers.

5.4. Sheepwash Bridge on Roger Dudman Way to the north would be altered to accommodate a new span carrying a single track (that will serve Platform 5) and a new replacement pedestrian and road bridge would be built.

5.5. To the west of the railway, a new western entrance building would be built to allow entry to the station from Botley Road. This would be a single-storey building, 4.3m high. It would include ticket machines, shop/cafe, a subway, lifts to the platforms and an outside forecourt with bicycle parking following demolition of the existing YHA, two single storey commercial buildings and demolition of the existing railway buildings. It would also incorporate the new retaining wall which would also form the noise barrier.

5.6. Botley Road Bridge would be replaced, and a new bridge span would be installed to carry the new track to the new Platform 5. Botley Road would be lowered to increase clearance under the bridge. A replacement footbridge over Botley Road to link station car park to main station building is also proposed (as an interim basis this would be provided on an adapted bridge deck which will accommodate a future railway line as part of a future phase of the station redevelopment. It is proposed as part of that future phase that a new purpose built pedestrian and cycle footbridge would be constructed to the east of the new span proposed in this phase).

5.7. Alterations would be made to Roger Dudman Way including removal of its current junction with Botley Road and creation of a new junction with Cripley Road, which would require the removal of 1 mature lime tree. The construction of a new 2.2m combined noise and retaining wall parallel to the new railway line between Botley road and Sheepwash Bridge is also proposed.

5.8. In addition to the above proposed works the Co-operative Childcare nursery currently located on Roger Dudman Way would be relocated to the southern end of Becket Street station car park for a period of 3 months and would be in a standalone portacabin. Once the works are completed the nursery will be relocated back to their original location in Roger Dudman Way.

5.9. The proposals and improvements are part of much wider strategic objectives for the county such as the Oxford Economic Growth Strategy, Connecting Oxfordshire local transport plan which is seeking to improve infrastructure to support population and economic growth.

5.10. The development would also unlock further strategic opportunities such as

- the extension / expansion of East-West Rail services through Oxford;
- the development of passenger services and stations on the Cowley Line; and
- further opportunities for development of the Cotswold Line.

5.11. Alongside this application, work is ongoing to complete a new Station Masterplan for Oxford Railway Station; this will inform future phases of development of the wider station site.

5.12. The application supporting documents sets out how the Oxford Phase 2 works integrates in to wider transport ambitions including the provision of new or improved rail services.

5.13. The Government's strategy for the railways for the investment periods up to 2024 is built around four strategic priorities, of which three directly impact on Oxford and Oxfordshire:

- The creation of a high-capacity passenger and freight corridor running from Southampton to Oxford and dividing at Oxford for the East Midlands and South Yorkshire, and for the West Midlands and North West.
- The introduction of faster, longer, and more reliable electric trains to increase capacity and reduce journey times.
- A new rail connect to allow for the provision of direct rail services to Heathrow Airport from the West.

5.14. Investment in the strategic rail corridor through Oxford is also an essential part of the transport strategy as a whole, as increasing the capacity of the rail network (for both passengers and freight) reduces pressure and congestion on the strategic highway network, particularly the A34.

5.15. The need for the scheme is detailed in the Environmental Statement: Chapter 1 – Introduction.

5.16. *Oxford Station and the Oxford Corridor provide for inter-regional passenger connectivity through Oxfordshire, with Oxford being the main traffic destination. The Oxford Corridor is a strategic part of the Western Rail Route and is busy for both passenger and freight services. The station is currently the fourth busiest station in the Western Route. The existing infrastructure cannot accommodate the proposed growth of these services and it is this growth and constraints along the Oxford Corridor that have driven the capacity requirements for the Scheme.*

5.17. *The overall objective of the Oxford Corridor Capacity Improvement Scheme is to improve capacity and capability as well as operational efficiency through the Oxford Corridor. This is to meet the Strategic Business Plan objectives for capacity enhancement and journey time improvements for the route between Didcot (North Junction) and Oxford (including to Wolvercote Junction). The*

objectives will facilitate the future aspirations and objectives of the Oxford Station Area Supplementary Planning document which sets out the Station Masterplan (OCC, 2017), known as the 'Masterplan'. This states that:

5.18. *'The objective for the Masterplan is to develop a rail hub and interchange for Oxford, with enhanced station and passenger facilities, providing sufficient capacity to accommodate predicted growth in passenger numbers for the next 30 years and fulfil its role on the core cross country network at the heart of the 'electric spine'*

5.19. *The Scheme, which forms Phase 2, would enable these aspirations to be delivered. To deliver these aspirations, there is a need to improve efficiency and customer access at the existing Oxford Station. It is expected that installation of a new western entrance and Platform 5 would provide a 50% increase in through-platform capacity for freight and passenger traffic. It would also improve pedestrian movement through and around the station, allowing access to and from the west of Oxford Station. The overall customer experience is expected to be enhanced by the Scheme, encouraging more people to choose to travel by train.*

5.20. *There is a need to encourage greener access choices to the station. Provision of improved cycle and pedestrian access under Botley Road Bridge and increased cycle parking areas would encourage increased use of these modes of transport. Improved segregation from car traffic is expected to improve safety along Botley Road. Realignment of Botley Road Bridge to allow for standard double decker buses would further promote the use of public transport.*

5.21. The application and proposed works are therefore considered not only as locally significant but are considered to impact on the wider area. The determination of the application will have an impact on the future delivery of rail services across the county and beyond.

5.22. Network Rail have set out the timetable for the work if prior approval is granted. If approved the construction would follow the following proposed construction programme as detailed in *Environmental Impact Assessment – Environmental Statement: Chapter 2 – Description of the Scheme*

Table 2.2: Proposed construction programme

Construction Area	Anticipated Start Date	Anticipated Finish Date
Start on site	November 2022	N/A
Roger Dudman Way and Sheepwash Bridge replacement	November 2022	September 2023
Platform 5 and new buildings	December 2022	November 2024
Botley Road works	April 2023	December 2023
Botley Road span replacement (100 hour possession)	August 2023	August 2023
Western retaining wall	October 2023	November 2023
New western entrance building	November 2023	November 2024
Entry into service	December 2024	N/A

6. MOST RELEVANT PLANNING HISTORY

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

65/15475/A_H - Outline application for rebuilding of the east side of the station with offices over. REF 13th July 1965.

67/19361/A_H - Reconstruction of railway station. PER 14th November 1967.

70/19361/A_H - Reconstruction of railway station (revised). PER 16th August 1970.

71/19361/AB_H - Demolition of canopies & platform buildings except existing parcels office on downside. Construct new platform, canopy & integral parcels area, erection of two passenger shelters, new platform lighting, platform surfacing & boundary fencing. PER 13th July 1971.

71/19361/AC_H - Erection of new parcels offices to replace existing timber structure. PER 23rd November 1971.

71/24016/A_H - British Railways sidings north of Oxford Station. Erection of new depot building consisting of offices, stores, toilets and mess room. PER 8th June 1971.

74/00961/C_H - Construction of public catering facilities, staff amenity building on down platform on west side of the station. PER 6th November 1974.

76/00539/P_H - 3 48 sheet hoardings, station approach facing Botley Rd; 1 48 & 1 96 sheet hoarding. Station car park facing station entrance & approach road; 1 48 sheet hoarding on embankment adjacent to railway bridge over Botley Rd facing Cripley Rd. PER 11th August 1976.

77/00744/A_H - Reconstruction of superstructure of bridge on Botley Road. PER 24th October 1977.

84/00689/NOZ - Outline application for new station and forecourt, offices, supermarket, shops, wine bar and restaurant. 788 car parking spaces (one multilevel car park). 4.5 acres residential development with ancillary parking (Amended Plans). WDN 8th January 1986.

84/00690/NOZ - New station and forecourt, offices, supermarket, shops, wine bar and restaurant, 788 car parking spaces (one multi-level car park). 4.5 acres residential development with ancillary parking (Amended Plans). WDN 8th January 1986.

86/00895/NF - Information dispenser adjacent to tourist information board at top of steps leading to short term car park. PER 23rd October 1986.

87/00517/NF - Demolition of railway station. Erection of new station building including associated alterations to station forecourt (+ new traffic arrangements, car, taxi & bus parking & cycle parking.) Erection of temporary accommodation. PER 24th August 1987.

87/00929/NOZ - Business premises (Class B1) hotel, residential, sheltered accommodation, retail premises, new public open space, car parks, access, bridges, decked commuter car park at Station area and Becket Street Development, Oxford. ALW 2nd February 1989.

88/00611/NF - Construction of new footbridge and closure of existing subway. Extension of 'UP' platform canopy. PER 4th August 1988.

98/01772/NF - Building on 4 levels for Youth Hostel (42 beds. 1 bedsit & 1x2 bed apartments for staff). Use of Railtrack parking & coach off-loading. Alterations & pedestrian access from Botley Rd & Station Approach (West). 30 cycle parking spaces.. PER 19th April 1999.

79/01158/A_H - Outline application for retail development including store of 36.000 sq ft net retail floorspace, an area of low rise residential development to the Castle Mill Stream of up to 5.5 acres. Rebuilt/extended railway station, 700 parking spaces in multi-level structure, a hotel with up to 230 bedrooms and/or up to 2.3 acre for relocation and expansion of existing Oxford Industrial users adjacent to Beckett Street. REF 23rd March 1961.

10/01413/FUL - Construction of "transfer deck" across Botley Road linking existing railway station to proposed new bay platform at Becket Street car park.. PER 8th October 2010.

15/00096/PA18 - Application seeking prior approval for development comprising extension to the length of existing north bay platforms, replacement platform canopies, new re-locatable rail staff accommodation building and reconfiguration of short stay and staff car parking under Part 11 Class A Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995. (PLEASE

NOTE THIS IS NOT A PLANNING APPLICATION BUT A NOTIFICATION SUBMITTED BY NETWORK RAIL FOR PRIOR APPROVAL BY OXFORD CITY COUNCIL.) Following an options assessment, the building has been relocated 2.5m to the south and has been reduced in size at first floor level by 186 sq.m; revised parking layout (AMENDED PLANS). 2PA 10th September 2015.

15/03087/VAR - Variation of condition 7 (Time limit of 3 years) of prior approval 15/00096/PA18 (Application seeking prior approval for development comprising extension to the length of existing north bay platforms, replacement platform canopies, new re-locatable rail staff accommodation building and reconfiguration of short stay and staff car parking under Part 11 Class A Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995.) to allow the approved TOC accommodation building to remain for 6 years from occupation of the building.. PER 1st December 2015.

20/00182/VAR - Removal of condition 7 (Time limit of 6 years from occupation) of planning permission 15/03087/VAR (Variation of condition 7 (Time limit of 3 years) of prior approval 15/00096/PA18 (Application seeking prior approval for development comprising extension to the length of existing north bay platforms, replacement platform canopies, new re-locatable rail staff accommodation building and reconfiguration of short stay and staff car parking under Part 11 Class A Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995.)) to allow the approved TOC accommodation building to remain permanently.(amended description). PER 30th July 2020.

7. RELEVANT PLANNING POLICY

7.1. The following policies are relevant to the application:

Topic	National Planning Policy Framework	Local Plan	Other planning documents
Design	126-136	DH1, DH6, DH7, V8	
Conservation/ Heritage	189-208	DH3,DH4	
Housing	60-80	H14	

Natural environment	174-182	G7,G8	
Transport	104-113	M1,M2, M3, M4 M5	Parking Standards SPD
Environmental	174-182	S1, RE1, RE2, RE3, RE4,RE6,RE7, RE8,RE9, G2	Energy Statement TAN
Miscellaneous		V5,SP1	External Wall Insulation TAN,

8. CONSULTATION RESPONSES

8.1. Site notices were displayed around the application site on 10th August 2021 and an advertisement was published in The Oxford Times newspaper on 5th August 2021. The EIA regulations also require publicity to be completed. The application has also been subject to advertisement in line with the EIA regulations.

Statutory and non-statutory consultees

Oxfordshire County Council (Highways)

8.2. The Prior Approval application request covers part of what is described by Network Rail (NR) as Oxford Corridor Phase 2. A future Oxford Corridor Phase 3 project will involve an additional rail span to the east, an additional platform and redevelopment of the existing station building.

8.3. These improvements as well as the redevelopment at Oxford Station are in accordance with the Local Transport Plan (including the Oxfordshire Rail Strategy), the Strategy Economic Plan and the emerging Local Industrial Strategy. It will enable growth through the creation of additional passenger and freight capacity. Given the scale of housing growth anticipated in Oxfordshire between 2011 and 2031 (100,000 new homes) and further growth anticipated as the Oxfordshire Plan 2050 is prepared, we consider that this additional capacity is essential, as it would potentially enable and support other rail projects and development of services, including further phases of East West Rail, redevelopment of the Cotswold Line and reopening of the Cowley branch line.

8.4. Oxfordshire County Council as the Local Highway Authority is supportive of the provision of additional rail capacity and redevelopment at Oxford Station. The improvements will help increase rail use to and from Oxford and is therefore in accordance with the vision set out in Connecting Oxfordshire: Local Transport Plan.

8.5. While the context of this application does not cover the entire site, it is noted that the Botley Road bridge is the nexus between rail and highway ahead of the Oxford Railway Station development. Getting this vital infrastructure right is critical on how infrastructure for other modes such as pedestrians, cyclists and vehicles shall fit in. Without a comprehensive masterplan showing how the overall scheme shall be set out, the County Council are not confident in how arrangements under this application sit alongside the existing infrastructure and the further planned works due to the eastern, northern and southern ends of the station.

8.6. Additionally, we have reviewed the documents submitted in support of this Prior Approval application and wish to raise the following points of concern:

1. The shared pedestrian/cycle path provisions under the Botley Road bridge are noted to be 4.0m wide on each side. Whilst the County Council acknowledges that the proposed arrangements are a betterment to the existing, the 4.0m wide shared footway/cycleways on either side of the carriageway under the bridge are not consistent with guidance set out in DfT's Cycle Infrastructure Design guidance (LTN 1/20). In view of the very busy walking and cycling environment, the County expects NR to provide infrastructure that meets the standards. The County Council is working with NR through a separate process to modify/ widen the shared infrastructure under the bridge.

2. The proposed plans do not show a distinction between the pedestrian/cycle pathways and the public realm at the new western end; and also fail to show where pedestrians and cyclists would leave and re-join the existing infrastructure.
It is not clear how cyclists and pedestrians would link up to Botley Road (west) across Cripley Road and Mill Street. There is a safety-related need to improve convenience at points where movement interchange happens. Well-designed crossings at the Botley Road junctions with Mill Street and Cripley Road need to be considered and presented for our review.

The junctions of Cripley Road and Roger Dudman Way have in the past been the locations of serious cycle personal injury collisions. Roger Dudman Way is a popular cycle route to the station and provides access to large student accommodation blocks further north. The design of the area in front of the new western entrance area should consider a large number of walking and cycling movements passing through to the student accommodation as well those accessing the station and the city. (See Drwg No: W1002D-TTS-DRG-EMG-600111 Rev B01)

The new Cripley Road/ Roger Dudman Way and Botley Road/ Cripley Road junctions need to be compliant to LTN1/20 where raised entry treatment is in place. This would give pedestrians and cyclists priority to crossing at side road junctions.

To the east of the Botley Road bridge, again, the submission has not provided sufficient detail on how cyclists and pedestrians shall merge onto the high quality public realm at Frideswide Square. Instead, the plans show

the 4.0m wide shared footway/cycleway narrowing down to unacceptable widths around the junctions prior to the crossings of Beckett Street and Station Approach. (See Drwg No: W1002D-TTS-DRG-EMG-600111 Rev B01). Again, this level of detail is expected at this stage more so, at these locations where there is a high volume of users. See above comment on the commission for a design review of the latest proposals. Where the cycling and walking facilities leave and re-join the existing highway to the west and east is within scope of the review.

3. Network Rail intends to replace the footbridge over Botley Road. The current footbridge is about 2.5m wide. As part of this scheme, it is expected that passenger numbers are likely to increase and in turn, demand on this footbridge will increase. There is therefore a justifiable requirement to provide a wider footbridge that would enable pedestrians to conveniently cross from the station forecourt to the south of Botley Road and to Becket Street and beyond.

The southern end ramp of the footbridge is noted to be 2.0m wide – inconsistent with the footbridge width Drwg No: W1002B-TTS-DRG-ECV-702101 Rev A05.

Also, the footbridge does not complement the Frideswide Square public realm and the proposed improvements to the station at large. The County considers a like-for-like replacement of this footbridge as inadequate mitigation of the impacts of this development.

4. The cycle parking provision to the western entrance is not consistent with our previous position shared with NR and City on the Station masterplan. Plans submitted show 26 sheffield stands arranged to the north of the western entrance building. We are concerned by the level of cycle parking provision indicated. In order to provide more spaces, we suggest instead of Sheffield stands, an introduction of a two-tier parking design that would allow more spaces to be accommodated on a smaller footprint. Additional cycle parking should be provided in accordance with adopted cycle parking standards and these should be covered and secure – in line with Policy M5 of the Oxford Local Plan.
Inadequate cycle parking on the western entrance would be inconvenient to cyclists whose origins/destinations are to the west of the station.

8.7. The impact of the scheme on local traffic and transport was explored in detail with Oxfordshire County Council. It was forecast that the scheme shall have negligible impact on the local highway. Because the development does not propose any parking, it is unlikely that there shall be an increase in development related traffic. That said, our concern remains with construction traffic. This will be a highly complex project to construct and construction will have major impacts on highway and rail users. A detailed Construction Traffic Management Plan needs to be developed in partnership with the County Council and appropriate stakeholders (such as bus operators). This needs to be developed alongside the scheme design.

8.8. The impact on the county's strategic bus network needs to be assessed as the Botley Road bridge spans several important bus services.

8.9. Public transport users and operators need very clear information about the route patterns which can be operated at different stages of the work. Should any 'one-way' provision under the bridge be proposed, then the impact on the full length of each bus route should be considered. It may or may not be more logical to re-route in both directions.

8.10. We trust that the above comments are useful for the City Council in considering this proposal submitted under Part 18 (Class A, Schedule 2) of the GPDO 2015 as permitted development. We welcome any further discussions on the scope to modify the scheme and impose conditions.

8.11. Conditions (Details to be submitted prior to commencement)

- Cycle Parking

- Footbridge details

Thames Water

8.12. Waste Comments

8.13. With the information provided, Thames Water has been unable to determine the waste water infrastructure needs of this application. Thames Water has contacted the developer in an attempt to obtain this information and agree a position for FOUL WATER drainage, but have been unable to do so in the time available and as such, Thames Water request that the following condition be added to any planning permission. "No development shall be occupied until confirmation has been provided that either:- 1. Capacity exists off site to serve the development, or 2. A development and infrastructure phasing plan has been agreed with the Local Authority in consultation with Thames Water. Where a development and infrastructure phasing plan is agreed, no occupation shall take place other than in accordance with the agreed development and infrastructure phasing plan, or 3. All wastewater network upgrades required to accommodate the additional flows from the development have been completed. Reason - Network reinforcement works may be required to accommodate the proposed development. Any reinforcement works identified will be necessary in order to avoid sewage flooding and/or potential pollution incidents. The developer can request information to support the discharge of this condition by visiting the Thames Water website at thameswater.co.uk/preplanning. Should the Local Planning Authority consider the above recommendation inappropriate or are unable to include it in the decision notice, it is important that the Local Planning Authority liaises with Thames Water Development Planning Department (telephone 0203 577 9998) prior to the planning application approval.

The proposed development is located within 15 metres of a strategic sewer. Thames Water requests the following condition to be added to any planning permission. "No piling shall take place until a PILING METHOD STATEMENT

(detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement." Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to significantly impact / cause failure of local underground sewerage utility infrastructure. Please read our guide 'working near our assets' to ensure your workings will be in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures.https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Workingnear- or-diverting-our-pipes. Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB

8.14. Water Comments

The proposed development is located within 15m of a strategic water main. Thames Water request that the following condition be added to any planning permission. No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface water infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement. Reason: The proposed works will be in close proximity to underground water utility infrastructure. Piling has the potential to impact on local underground water utility infrastructure. Please read our guide 'working near our assets' to ensure your workings will be in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures.https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-ordiverting-our-pipes. Should you require further information please contact Thames Water. Email:developer.services@thameswater.co.uk

Canal and River Trust

8.15. Based on the information available the Trust has no comment to make on the proposal.

Network Rail

8.16. Network Rail are in full support of the above application.

Historic England

8.17. On the basis of the information available to date, we do not wish to offer any comments. We suggest that you seek the views of your specialist conservation and archaeological advisers, as relevant.

Cherwell District Council

8.18. I write for and on behalf of Cherwell District Council to inform you that this Council raises no objection to the above development proposal submitted by Network Rail Infrastructure Ltd at Oxford Railway Station.

Natural England

8.19. Natural England has no comment on this application with regards to statutory designated sites.

The Gardens Trust

8.20. We have considered the information provided in support of the application and on the basis of this confirm we do not wish to comment on the proposals at this stage. We would however emphasise that this does not in any way signify either our approval or disapproval of the proposals.

Highways England

8.21. Highways England has been appointed by the Secretary of State for Transport as strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the strategic road network (SRN). The SRN is a critical national asset and as such Highways England works to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

In the case of this development proposal, our interest is in the A34.

The proposed works are associated with the Oxford Corridor Phase 2 Capacity Improvement Scheme. Highways England do not have any concerns with the proposed traffic impacts on the SRN as a result of the proposals, however given the scale of the works, the construction strategy is significant. A two-year construction programme is proposed commencing November 2022 until November 2024. The supporting Transport Assessment (TA) sets out an indicative construction statement which is subject to change upon appointment of a Principle Contractor.

The designated route for all construction HGV trips approaching the site would be via the A34, followed by travelling south along the A420 slip towards the junction with West Way (B4044). It would then head east along Botley Road (A420) towards the southern junction roughly 1.37 km away, near Roger Dudman Way. HGVs leaving the site would make the reverse journey.

Within the programme there are proposed closures on Botley Road which would result in significant traffic rerouting along signed diversion routes. Paragraph 6.314 of the supporting TA states:-

Network Rail has highlighted to Oxfordshire County Council that Botley Road is the main arterial route into Oxford and that closing this road for even a short duration would potentially cause significant city-wide traffic distribution. It was suggested that the above scenarios for the six-month period be modelled using the Oxford's Strategic Network Model (VISSIM). However, from the Oxfordshire County Council response received on 03/04/2020 (see Annex A) it was decided that "because works under the Botley Rail Bridge are likely to be delivered at the same time as a number of other big schemes around the city, discussions are still ongoing on how all these would be aligned. So, a construction modelling will at least need to recognise these other arrangements. For the sake of advancing this application, it is my opinion that construction modelling work in isolation would potentially be abortive until discussions on other projects on the network have been fully drawn up."

Based upon this advice from OCC, the Applicant has not undertaken a modelling assessment at this stage. An Outline Construction Traffic Management Plan (CTMP) has been produced which sets out strategy for a Transport Management Working Group (TMWG). The main responsibility of the group would be to monitor the CTMP, while also allowing direct communication between Network Rail, the contractor, Oxfordshire County Council and Highways England. The A34 junction with the A420 and the A34 junction with the A423 will likely see increases in demand from both construction traffic and potential rerouting of existing traffic as result of road closures.

At a time when construction traffic is modelled using Oxford's Strategic Network Model (VISSIM), Highways England wish to be consulted and engage with local partners to ensure safe and suitable access to the SRN through the construction programme.

<u>Environment Agency</u>

8.22. Environment Agency Position

8.23. We object to the above application as the design of the building, bridge and road changes would injure the amenity of the neighbourhood and is reasonably capable of modification.

Reason(s)

The development as proposed poses an unacceptable risk of injure to the amenity of the neighbourhood by increasing the risk of flooding to the residents of Botley Road and additional road closures due to flooding. This increase in risk of flooding to surrounding areas is contrary to national planning policy.

<u>Climate Change Allowance</u>

The proposal relates to railway infrastructure improvement works which under Table 2 of the PPG are deemed as essential infrastructure, with the works lying with Flood Zone 2 and 3. The Flood Risk Assessment (FRA) (Rev

A01June 2021), has considered the Higher Central (35%) and Upper End (70%) Climate Change Allowances. However, the application has applied the Upper end allowance (70%) for climate change as some of the elements have varying design lifetime (60-120 years according to the FRA.

The climate change allowance guidance has now changed as of 20 July 2021, therefore for the 2080s epoch, the Upper End Allowance is no longer 70% but 84% and the Higher Central Allowance is no longer 35% but 41%. We would request that applicant make an assessment using the new allowances to assess the possible future flood risk for all elements of the scheme. We do not have an 84% allowance so extrapolation of the data would need to be undertaken to understand the potential change. As detriment flood modelling has been undertaken to assess offsite impacts a re-run of the model with the higher allowance will be required.

'With scheme' Modelling

8.24. The FRA has made an assessment of the flood risk, comparing 'with scheme' and 'baseline' to determine whether there is any potential flood risk implications to each of the elements (as shown in figures a14.9, a14.8, a14.7, a14.6, a14.5, a14.4, a14.14.a14.13, a14.11 and a14.10 on the LPA portal).

In section 5.4.4 it states "The Scheme is not shown to significantly increase flood risk elsewhere" and then in section 6.4.1 of the FRA it states the scheme "currently shows negligible increase in flood risk elsewhere, with an increases within model tolerance of 10mm". The FRA provides the results of the modelling but no detail on the methodology. We would request a model summary or report to be submitted with this application to explain how the 'with scheme' modelling was undertaken. Due to the scale and nature of the development, we would request the 'with scheme' modelling files for review to ensure it is suitable for use within an FRA. As a model report and model files has not been submitted we have not reviewed these. As such, we have been unable to fully assess whether the proposed development is adequately represented within the model. We are unable to identify whether the resolution of the model has been adjusted. A grid resolution within the 2D domain greater than 5 metres may be insufficient to robustly test offsite detriment. We would recommend the resolution be reduced to 5 metres or less if the model is being used for the purpose of testing offsite detriment.

Built Footprint

The application includes the removal of some buildings (single storey railway buildings, Youth Hostel and removal of two small single storey commercial units between Cripley Road and Roger Dudman Way) and the installation of a secondary station (western) entrance. The application needs to demonstrate whether there is a change in built footprint by showing what is being removed and what is being built. In the FRA there is no detail provided only stating in section 6.3.1 that the scheme "does not result in a loss of floodplain storage". We assume there is an increase in built footprint proposed as detriment modelling runs have been undertaken to assess whether there is offsite detriment resulting from the proposed development. We would expect the

applicant to confirm whether or not there is an increase in build footprint within the appropriate allowance for climate change and state the change.

Western Entrance of Railway Station

The location of the proposed new western entrance is within Flood Zone 3 based on our Flood Map for Planning. According to the information submitted in the FRA the baseline modelling shows the area is at risk of flooding up to and including the 1% Annual Exceedance Probability (AEP) plus 70% climate change allowance. We note that the western entrance siting is limited as it needs to be located near to the existing rail infrastructure.

In section 3.4.8 and Table A3.3 within the FRA it shows that maximum flood depths for the western entrance would be up to 1.15m for a 1% AEP plus 70% climate change allowance flood, which is an increase of 0.6m when compared with the baseline modelling. We would recommend that the FRA assess with the latest climate change allowances and that the design of the building be considered further to reduce flood risk to users.

It is proposed that there will be a subterranean underpass built to join the two halves of the station. This will be at significant risk of flooding and present a significant risk to users. An overpass would be more suitable and the design is reasonably capable of modification in this respect.

We note that the FRA has stated that options have been explored to prevent flooding such as raising floor levels and blocking flood flows with a barrier but these were considered not practical. However, it is not clear whether they have designed the western entrance to be floodable or not, to effectively make it flood compatible. Based on the visualisation plans (for example W1158C-IDM-DRG-EAR-000711 (Rev P01) (dated 19/07/2021)) submitted it suggests that only part of the building would allow flood waters to enter. Will this be sufficient to compensate for any increase in built footprint?

In the FRA the proposed mitigation is to have an emergency plan for the western entrance and that it will be closed in periods of significant flooding (Section 4.2.3). It is not clear who will be responsible for closing the western entrance – Network Rail or LLFA. It also does not state what triggers would be in place for closing the station such as when a flood alert or warning is issued or if depths reached a certain level.

In addition, it is not clear whether the entrance will be allowed to flood or whether there would a barrier to ensure no public access to this entrance.

Botley Road

The proposal involved the lowering of Botley Road by around 2m. According to the FAQ document submitted with the application the road requires deepening because an additional span will need to be installed to carry the new line over the road and to facilitate double decker buses. This section of Botley Road is located within Flood Zone 3 based on our Flood Map for Planning.

The FRA states in section 3.5.22 ‘any increase in flood risk is therefore likely to be within the area of Botley Road that is already at risk of flooding’. This is still an increase in risk of flooding as the flood depths will increase and should be considered as such.

In Table A3.3 of the FRA it states that with the scheme, the maximum flood depth in a 1% AEP plus 70% allowance for climate change is 3.8m which is an increase of 1.05m from baseline according to the modelling. This is also shown in plan ‘With Scheme’ Modelling -1% AEP +70% Climate Change Allowance Ref 163390 -JAC-SKE-EEN-140112.

In section 3.4.11 of the FRA it acknowledges there may be an ‘increase in duration of flooding due to the increased volume of water that would need to be removed by the drainage network’ and states in section 5.4.4 that there are increased flood depths are seen in the 1% AEP plus 70% climate change allowance for the Botley Road Underpass. As a result, this would mean that potentially the road is unavailable/inaccessible for a longer period of time to Botley Road residents reducing the amenity of the neighbourhood. Please note the FRA should now assess with the latest climate change allowances as it is likely that the flood levels, volumes and duration will increase under the new higher allowances.

The Non-Technical Summary by Jacobs (June 2021) states that Botley Road would not be safe for users during a 1% AEP flood scenario both in a baseline and ‘with scheme’ scenario. By lowering the road and increasing the flood depth along Botley Road, the proposal will see an increase in flood hazard. The local planning authority will need to consider the change in flood hazard with regard to access/ egress for this development and other development in close proximity.

The proposed mitigation measure in the application is to ensure the road is not used in flood. It is not clear whether the LLFA or Oxfordshire County Council as the Highways Authority will be responsible for road closures and whether there is an existing emergency plan with specific triggers for when to close the road. Regardless there would need to be an agreement in place clearly setting out the responsibilities. This may need to be a legal agreement. There will need to be an amendment made to the emergency plan and this be clearly communicated to the neighbourhood and other Botley Road users.

It lies with the LLFA/Highways Authority on whether the approach is acceptable considering that the area is prone to flooding and that Botley Road is one of the key roads in Oxford. Increasing the hazard level and potential flooding in lower level pluvial and fluvial floods will also impact the amenity of the neighbourhood and the use of Botley Road.

We note that there is a proposed surface water drainage system which will provide a greater capacity than the current drainage (Section 3.5.30) but it will lie with the LLFA on whether this is acceptable or not as its failure will impact the amenity of the neighbourhood and Botley Road users.

<u>Sheepwash Bridge</u>

Sheepwash Bridge replacement is located within the flood zones as it is crossing the Castle Mill Stream. In section 3.4.4 of the FRA it states that “the replacement will be wider than the existing bridge at 5.5m with a narrower combined footpath and cycle path at 1.2m”.

The plan (DCL 63 48 Sheepwash Bridge Proposed General Arrangement ref W1002B-TTS-DRG-ECV-802101) indicates the bridge soffit will be set above Castle Mill Stream and in section 3.4.6 of the FRA it states that the bridge soffit is “above the predicted flood level”. However, the predicted flood level have not been clearly specified within the FRA or plan. It is also not clear whether there is encroachment towards the river bank in regards to the abutments. These elements could increase flood risk to the neighbourhood and impact amenity.

The bridge replacement would require a Flood Risk Permit. In section 3.4.24 of the FRA it states that they do not expect ‘any in-channel works’ and that the ‘platform areas are proposed to be situated above the mean water level and are easily demountable’. They also go on to state that these could be removed in an event of a flood and methodology of how the bridge will be installed and any associated temporary works would be addressed at permitting stage. Given the lack of information we are unable to comment on the likelihood of a permit.

Other Components

There is mention of soft and hard landscaping as part of the scheme. We would not want any land raising to occur within the floodplain as this would increase flood risk elsewhere. However, as mentioned previously these will need to be assessed with the latest climate change allowances.

Overcoming our Objection

In order to ensure there is no injury to the amenity of the neighbourhood we request that the flood modelling and model reports are submitted for review so we can assess if the modelling is ‘fit for purpose’ and accurately reflects the impacts to flood risk and therefore neighbourhood amenity. The modelling should use the latest climate change allowance guidance published 20 July 2021. We would require the resolution be reduced to 5 metres or less if the model is being used for the purpose of testing offsite detriment.

We would expect the applicant to confirm whether or not there is an increase in build footprint for the entire scheme within the appropriate allowance for climate change and state the change if any. If there is an increase in build footprint please provide calculations of how the floodable western entrance building (or other design features) will compensate for this increase so as to not increase flood risk elsewhere and impact the amenity of the neighbourhood.

To ensure there is no increase in flood risk elsewhere and impact to the amenity of the neighbourhood posed by the development of the western station building, it should be designed to be flood compatible to compensate

for the impact of the development. Details should be provided on how this will be achieved. In addition, there should be consideration given to substituting the underpass for an overpass as this would be a reasonable modification. If it can be demonstrated why this is not possible a sufficient drainage system for the underpass should be designed as it will likely be susceptible to flooding from pluvial, fluvial and possibly groundwater sources.

In regards to Botley Road, we need to ensure that there is a sufficient drainage system in place to factor fluvial and pluvial so that it does not pose a flood risk elsewhere due to the presence of properties in the immediate area (to the south of Botley Road) and that the amenity of the neighbourhood is not impacted by additional road closures.

In regards to Sheepwash Bridge, please provide the bridge soffit level above Castle Mill Stream and the predicted flood level. Please clarify whether there is encroachment towards the river bank in regards to the abutments.

Advice to Applicant – Environmental Permit

The Environmental Permitting (England and Wales) Regulations 2016 require a permit or exemption to be obtained for any activities which will take place:

- on or within 8 metres of a main river
- on or within 8 metres of a flood defence structure or culverted main river
- involving quarrying or excavation within 16 metres of any main river, flood defence (including a remote defence) or culvert
- in a floodplain more than 8 metres from the river bank, culvert or flood defence structure and you don't already have planning permission

Public representations

8.25. 4 letters of representations were made.

8.26. In summary, the main points were (full copies of the letters can be viewed on the planning website):

- Generally supportive.
- No enough thought has been given to how the new walkways and carriage way under the bridge accommodate cyclists.
- The drawings of the approaches to the bridge show no provision for how cycles using the pedestrian/cycle pathways leave or rejoin the flow of traffic on the road.
- Roger Dudman Way has become increasingly unattractive. A dedicated storage area should be provided to accommodate all waste.
- It is not clear if facilities will be made for an existing ambulance or police vehicle layover facility as currently exists.

- Not clear what is happening to the speed humps.
- Acoustic fencing is welcomed.
- Privacy screening should be provided between the access road and the properties along Cripley Road.
- The proposals also feature works to the railway bridge crossing the Sheepwash Channel. Currently there is a footpath under this bridge along the northern edge of the channel linking the Thames towpath to Rewley Road and the canal towpath beyond. The footpath is dark and unattractive with low headroom but is well used as a pedestrian route which can only become more popular if the proposals for the nearby Jericho Canalside development reach fruition. As part of the extensive works now proposed to the rail bridge, an opportunity exists to improve conditions here by lowering the level of the footpath to provide proper headroom and eliminate the potential for accidents.
- There is no consideration as to how the current proposals would fit in with the wider development. A comprehensive masterplan should be drawn up to ensure a coordinated approach is being taken and that changes now would not compromise the wider objectives and vision.
- The design of the new station building and surrounding areas of public realm will have a detrimental effect on the surrounding neighbourhood. In particular it is concerned by the very engineered approach to the changes to the railway bridge and paths adjacent to it.
- Landscaping should be included to soften the needed hard engineering and improve the appearance. In addition, the choice of materials should be reconsidered to better blend in with the surroundings rather than utilisation of concrete.
- Noise and light pollution is likely to have a detrimental effect on the existing residential properties that will now have views directly over the new building/new square.
- A single storey building, replacing a three storey structure which currently provides much needed affordable visitor accommodation does not make efficient use of land as required by the NPPF and Local Plan policy
- The City Council should review how to control drop off/pick up from the new entrance which is adjacent to a high density residential neighbourhood. The effects of noise, pollution and impact on the amenity of the local residents needs to be assessed.
- The EIA is inadequate.
- The café is welcome.
- Welcome the accent on greening, retention of trees and TPO and green roof.
- New bridge will make cycling or walking into town safer.
- Low rise station is better than previously proposed larger station.
- Local residents were not consulted.

- Concern over vibration from freight trains.
- Concern over loss of parking bays.
- Assessment of noise/vibration during construction is inadequate.
- The council should consult on s61 applications.
- The height of the acoustic wall should be increased.
- Vibrations from heavy trains should be acknowledged.

Officer response to public comments

8.27. Matters raised within the public comments are covered in the relevant sections of the report.

9. PLANNING MATERIAL CONSIDERATIONS

9.1. The report has been written in two sections. The first runs through the individual elements that form part of the prior approval consideration a) siting and b) design and external appearance. The second part runs through the supporting environmental matters c).

a) Siting
b) Design and external appearance
c) Environmental matters

a. Siting

***New track to the west of the existing Platform 4 including construction of a new platform (Platform 5) with associated waiting room, toilets, shops and an extended canopy to protect passengers*.**

9.2. The application seeks to provide a new track to the west of the existing platform 4 as well as the creation of a new platform with associated facilities. The additional track would enable high speed crossovers which would support the East West rail service. The new track will link to existing track, allowing trains to move between parallel lines. The constriction of this aspect would require demolition of the existing waiting room and associated paraphernalia on platform 4.

9.3. The new platform 5 would be approximately 270m long to enable the operation of through trains up to 10 cars in length**.** As part of the creation of a new platform a new retaining wall is proposed to support the track alignment. The retaining wall would also form the noise barrier. This supporting wall would vary in height due to the change in levels at the site ranging from 1.5m-4m in height. The siting of the new platform is considered logical as there are limited practical options as it needs to be located in close proximity to the existing railway station.

9.4. The additional track would allow high speed crossovers at Oxford North Junction (approximately 1 mile north of Oxford Station) and is therefore required in this location. Notwithstanding this, the addition of track on the railway could be carried out under permitted development right without the need for the prior approval process.

9.5. The associated proposed facilities would allow for improved facilities for those using the train station. These improvements are proposed to be located along the new platform. The proposed facilities would be sufficiently distanced from residential properties and given the single storey nature of the buildings would not be considered overbearing or impact on light or privacy. The design, colour and materials proposed for the new platform canopy will match those recently constructed on the extended bay platforms (that serve rail services to London Marylebone from Oxford). The supporting information sets out that the platform buildings and canopies have been designed for the future electrification of the railway and their position and design has been considered with a view to facilitating future overhead line equipment.

9.6. Oxford Station is nearing full capacity and cannot robustly accommodate the further service enhancement set out in the 2024 train service specification. The proposed development of the additional platform and track has been carefully and robustly justified by Network Rail as the most practical means to accommodate the increasing rail services.

9.7. The location of the track and associated facilities is considered to be acceptable and is not considered to be able to be reasonably capable of being located elsewhere and is acceptable with regard to Part 18 of the GPDO.

9.8. The later sections of this report goes in to further detail surrounding the environmental impacts of the scheme including their impact on neighbouring amenity. Notwithstanding this, issues such as operational noise that would arise from the new platform and associated paraphernalia is considered acceptable and can be controlled through conditions**.** The location of the new platform is therefore acceptable in accordance with Part 18 of the GPDO.

Replacement of Sheepwash Bridge on Roger Dudman Way

9.9. Sheepwash Bridge is located at the northern end of the application site. The bridge accommodates a number of rail spans, a road span and a pedestrian span over the Sheepwash Channel. The application proposes the part of the removal of the existing bridge and the addition of a new rail span and a replacement road and pedestrian bridge. Its replacement is essential to accommodate the new infrastructure works. It is considered that its replacement is appropriate and acceptable in order to facilitate the track upgrades. The application proposes the bridge to be as similar as possible to the existing bridge in terms of specification for all users.

9.10. Due to the position of the bridge over a water way a separate consent would also be required from the Environment Agency to ensure it meets the correct standards.

9.11. It is considered that the replacement of Sheepwash Bridge is required in order to accommodate the works and could not reasonably be carried out elsewhere and therefore is acceptable in accordance with Part 18 of the GPDO.

New western station entrance building to include ticket machines, shops or cafe, a subway and lifts to the platforms and an outside forecourt with bicycle parking

9.12. A new western station building is proposed for the western side of the station to allow direct access on to platform 5. It would be a secondary station entrance building and therefore has been designed to be secondary in its scale and with regard to the facilities it provides and its siting. The design and location of the building has gone through a number of design iterations and previous options have been presented to the design review panel.

9.13. It is considered that the location of the western entrance is logical in its siting. Its position allows it to correspond to the main station entrance and allow connectivity to the new platform and track. Its location also allows for a large area of public realm to be created that would create sufficient space for circulation of pedestrians and users of the station.

9.14. The location of the station in this position would also allow direct access for those approaching the station from the west of the city. Currently there is a staffed exit on the western side which allows people to leave the station from this direction, but is not considered an ideal solution due to it only be available at peak times. In addition there are a number of operational buildings already located on the western side. The inclusion of a new western building would allow the buildings to be rationalised to allow a more cohesive and condensed operation which would improve the amenity of the area as well as delivering a significantly better accessible entrance.

9.15. Due to the ground level changes, the building would include a subway and lift to allow access on to the platform. The inclusion of a subway in this location not only allows for access to the proposed new platform (Platforms 4 and 5) but would also allow for future access to the station on the eastern side if and when one may be required as part of any station redevelopment on the eastern side. The inclusion of a subway does raise other issues such as flooding as highlighted in the Environment Agency's (EA) initial response. It is considered that the inclusion of a subway would have a lesser effect on the amenity of the area than an over bridge allowing for access on to the platform as it can incorporate a lift in a more integrated manner. Therefore whilst the EA state that this element could be sited elsewhere, there would be a visual impact of replacing the subway with another method and whilst the EA have objected on flooding grounds, NR have provided further information to address the flooding concerns. The issue of flooding is a technical matter which officers are confident can be addressed through the submission of additional information and as a result, officers are requesting that members delegate authority to officers to grant prior approval subject to the submission of the information that addresses the flooding objections raised by the EA.

9.16. The siting of the western station building would lead to the loss of the existing Youth Hostel Association (YHA) building. Previous options for the site sought to retain the YHA above the new station building. The YHA did not consider this option appropriate as it would mean that the business would have to stop for a number of years. NR are therefore working with the YHA to look at alternative sites which could accommodate the YHA.

9.17. As part of the works to the western side, cycle parking would be provided. Concern has been raised as to whether there will be sufficient cycle parking on this side. Currently the application proposes 26 Sheffield stands. NR have provided indicative plans showing where additional cycle parking could be incorporated into the scheme, the exact number would depend on the type of rack installed but the county are of the opinion that potentially a total of 340 spaces may be able to be delivered on NR land. Officers are satisfied that the inclusion of an appropriately worded condition could secure additional cycle parking spaces on the western side to support the new station building and NR have agreed with this approach.

9.18. Officers have carefully considered the provision of passenger drop off and pick up points. The Oxford Station Supplementary Planning Document (SPD) sought to include pick up and drop off points at the western side of the station. Whist the inclusion of a taxi and car drop off point sits outside of the scope of this prior approval application, the inclusion of a drop off point could be implemented by the County Council through highway improvements or through the new Station Masterplan and this is further explored in the highways section of this report.

9.19. Oxfordshire County Council have concluded in their comments that they raise no objection to the scheme and acknowledge that it supports the provision of additional rail capacity and the redevelopment of the Oxford Station. They raise no objection and are satisfied that the scheme will have a negligible impact on the local highway network.

9.20. The new western building is supported with a landscape plan that sets out the public realm for the area. The station building seeks to retain the trees along Cripley Road (except for one that needs to be removed for the new junction) and would also incorporate additional planting.

9.21. The ability to retain the prominent trees along Cripley Road (which are subject to a Tree Preservation Order) would enhance the new public realm. The contribution of the trees along Cripley Road is discussed in further detail later in this report. Officers consider that the station building should ensure the retention of the trees which are considered to enhance the area. A condition has therefore been included requiring three of the most prominent trees to be retained as part of this prior approval application. This condition has been included as officers believe that in the event that it was asserted that the trees needed to be removed then an alternative siting of the building could be achieved which would still allow for a western entrance building to be constructed without the need to remove the trees. It is considered that were those three specific trees to be removed then it would injure the amenity. NR are confident that the trees could be retained but acknowledge that until the

engineering calculations have been carried out they cannot guarantee their survival with the current scheme. Officers therefore consider a condition to be the most appropriate way to deal with the issue; this requires the trees to be retained and if the calculations from NR demonstrate that they cannot be retained then a further application would have to be made to remove the condition.

9.22. The siting of the western entrance is therefore considered acceptable given the existing station arrangements and operational buildings, its siting is considered acceptable in line with Part 18 of the GPDO. It is also considered that the addition of a western station building aligns with the aspirations of the station masterplan and wider movement ambitions for the area albeit the masterplan cannot form part of the determination of this application.

Replacement of Botley Road Bridge and Improved dedicated pedestrian and cycle routes under Botley Road Bridge

9.23. Botley Road Bridge would be replaced, a new bridge would be erected to carry the new western track and a replacement pedestrian bridge (which in fact is specified to be capable of carrying a rail line in the future, as detailed below) would be installed. A total of three new bridge spans are therefore proposed. A new pedestrian bridge is required due to the changes to the width of the highway arrangements underneath. There are aspirations for an enhanced pedestrian and cycle bridge to be provided over Botley Road in the future that have previously been included in the Oxford Station SPD. Until a time when this can come forward, NR have sought to ensure that this can be delivered by providing a new rail span bridge which would be required for phase 3 as part of this application. The new rail span bridge would be adapted for pedestrian use for phase 2 with the capability of being used for new track as proposed in phase 3. The rail span would have a width of 2.9m for pedestrians and would include handrails. The new bridge to accommodate the new western track would be the most visible when approaching from the west. It has therefore been designed to complement the new western station and would continue the contemporary design which is proposed for the new retaining wall, allowing for the works to have a unified materiality and homogenous appearance.

9.24. The three bridges would sit separately across Botley Road which in turn would allow natural light to be experienced under the bridge in order to make the carriageway and pedestrian/cycle routes feel less confined. Lighting is also proposed underneath the bridge.

9.25. The new bridges and alterations to Botley Road Bridge are considered acceptable and necessary with regard to their siting in accordance with Part 18 of the GPDO.

9.26. It should be made clear that whilst the new bridges require prior approval consent, the works to the highway including the cycle and footpaths does not require prior approval consent and can be carried out under other permitted development rights held by NR. In addition, any changes to the highway would require technical approval from the highway authority. This element

has been included in the prior approval application for completeness. It should be understood that the scheme cannot be refused due to the highway arrangement under Botley Road Bridge as the works are not in the scope of Part 18 of the GPDO. Notwithstanding this, as the details are included within the application documents it seems necessary to comment on the general principles.

9.27. The alterations to Botley Road would see the inclusion of two widened pedestrian and cycle paths. These would be elevated above the road level and have been designed to be 4m wide. There has been concern raised by Oxfordshire County Council and local residents about the proposed new configuration especially with regard to how cyclists would transition between the cycle path and road, and the fact that it does not conform with the guidance set out in Department for Transport's (DfT) cycle infrastructure Design guidance (LTN 1/20). In order to address this issue NR have entered into a legal agreement with the County Council to look at the arrangement in more detail when it moves in to the technical phase before finalising the design. As part of that agreement NR have agreed to be part of an independent design review with independent advisors which will look at the design of the pedestrian and cycle paths under Botley Road Bridge. The appointed consultant will be required to produce a report that:

- reviews the latest design, highlighting both positive and negative aspects with reference to LTN 1/20 and best practice from elsewhere (especially the UK)
- recommends changes as necessary to the design in order for it to be compliant with LTN 1/20 - the ideal design
- recommends how and where best to make improvements to the design if only limited additional space is available – the best partially compromised design
- recommends how best to use the existing space available i.e. if no more width were to be available - the best fully compromised design

9.28. Officers are therefore satisfied that with the input of an independent advisor as well as the County Council it will allow for the most appropriate option regarding the layout of the road to be delivered. As the work sits outside of the scope of Part 18 of the GPDO it is acknowledged that this element sits outside the control of this prior approval and therefore cannot form part of the decision making process with regard to the acceptability of the prior approval.

9.29. One tree subject to a tree preservation order (TPO) along with a number of other trees that line Botley Road would be removed as a result of the Botley Road Bridge improvements. This is due to their proximity to the bridge. The loss of the trees are considered unavoidable in order to deliver the infrastructure upgrades and whilst there would be a change to the amenity of the area, it is not considered that these works could be reasonably located elsewhere.

9.30. Given the limitations of the existing bridge in order to deliver new track and services without the upgrade, it is considered that there is no reasonable

alternative to the replacement of the bridges and therefore the siting of the bridges acceptable with regard to Part 18 of the GPDO.

Alterations to Roger Dudman Way including removal of its current junction with Botley Road and creation of a new junction with Cripley Road.

9.31. The proposals would see alterations to Cripley Road and Roger Dudman Way. The scheme would see the consolidation of the two junctions on to Botley Road to one. Cripley Road would be used as the main junction on to Botley Road. A new junction would then be created between Roger Dudman Way and Cripley Road. One TPO lime tree is required to be removed to facilitate the junction. As there is a line of trees along Cripley Road, it is considered that it is likely that wherever the junction is proposed it would require the removal of a tree. The proposed position allows access to NR offices as well as properties further down Roger Dudman Way.

9.32. As part of the proposed road arrangement the existing buildings (food takeaway building and visa and immigration building) that sits between Cripley Road and Roger Dudman Way would need to be demolished and the parking spaces rearranged. NR has come to an agreement with the business owners in terms of them vacating the buildings. The building is not considered to have any architectural merit and therefore its loss is considered acceptable.

9.33. Oxfordshire County Council raise no object to the reconfiguration of the roads in this location.

9.34. The realignment of the road would bring the road and track in much closer proximity to the properties on Abbey Road especially those closest to Sheepwash Bridge. Whilst the road will be closer to the rear gardens and properties the overall movements down that road is not considered to change.

9.35. The rearrangement of these roads will open up the views down Cripley Road. It has been raised from local residents that work should be done to ensure the amenity along these road are improved. Officers understand the concern about the amenity along this road and given that the scheme would change their outlook as well as require the inclusion of NR safety paraphernalia, a condition requiring further details of these proposed barriers is to be included to ensure that the boundary treatment is acceptable for resident living in this location. With regard to the picket boundary fence, given that the houses sit lower than the road and the existing picket fence allows light to pass in to the gardens, officers are of the opinion that a new fence that would provide screening as well as retain light in to the properties would be hard to achieve and therefore have not required a new boundary treatment to be installed.

9.36. The new arrangement would allow for a large public realm to be delivered as part of the new station building which would be seen to enhance this side of the station. A condition will be included requiring details of the hard and soft landscaping to ensure that the landscaping is appropriate for the area

9.37. The proposed location of the road works is therefore considered acceptable with regard to siting in accordance to Part 18 of the GPDO.

b. Design and external appearance

***New track to the west of the existing Platform 4 including construction of a new platform (Platform 5) with associated waiting room, toilets, shops and an extended canopy to protect passengers*.**

9.38. The new platform 5 would serve the new western track and would be supported by a new western retaining wall. The new platform would see the demolition of the existing platform 4 facilities and a new waiting room, café and toilet building. The design of the track and platform and associated buildings conform to a fairly standard design of buildings within a railway station. The building would feature a canopy above the platforms to protect passengers from the weather. The elevations would feature white cladding and a standing seam roof. It is considered that the practical and functional design of the buildings within the railway station and any paraphernalia that is proposed for the functioning of the railways would not injure the amenity of the area.

9.39. The retaining wall would be constructed to support the new track. It would range in height to accommodate the change in level across Roger Dudman Way. The architects have sought to try and make a feature of the wall given its prominence in the street scene. It is proposed to be constructed using pre cast concrete panels which can incorporate a pattern to add visual interest. The pattern can then be carried in to other elements of the design such as the Botley Road works to provide a unified materiality.

9.40. The proposed pattern is shown in the visualisations of the retaining wall. The design shown is inspired by the gothic constructions of Oxford. The pattern generated from a perpendicular arch, referencing Oxford's classical vernacular is repeated on the acoustic retaining wall and screen that sits at platform level above the building as well as in the metalwork of railings that provide separation between the upper footpaths and cycleways and the lower carriageways of a re-ordered Botley Road.

9.41. Whilst these works in combination would change the entrance to the city from the west the design of the these elements are not considered to injure the amenity of the area and therefore represent acceptable elements for the purposes of Part 18 of the GPDO and would comply with policy DH1 of the Oxford local plan.

Replacement of Sheepwash Bridge on Roger Dudman Way

9.42. Sheepwash Bridge would be altered and would require widening through the addition of an extra rail span and replacement road and pedestrian bridge. The design of the proposed alterations to abutments and the new deck are unashamedly functional elements of engineering. Cast concrete beams or channels are proposed to sit on the reduced, existing brick piers. There is a degree of elegance in the simplicity of the design which is appropriate in the

context of the adjacent swing bridge but the peripheral elements such as railings between railway and road sections of the bridge have very little design contribution and are purely functional.

9.43. The design and appearance of the replacement Sheepwash Bridge is not considered to injury the amenity of the area and therefore considered acceptable in accordance with Part 19 of the GPDO and would comply with policy DH1 of the Oxford local Plan.

New western station entrance building to include ticket machines, shops or cafe, a subway and lifts to the platforms and an outside forecourt with bicycle parking

9.44. The new western entrance building has gone through various design iterations following input from the Design Review Panel. The western entrance is considered to be secondary to the main entrance and the design has sought to reflect this. Comments have been received stating that the design of the new station will have a detrimental impact on the surrounding area neighbourhood and the use of concrete should be reconsidered.

9.45. The scale, size and proportion of elements that make up the building are relatively modest and are not considered to compete with the immediate surroundings but instead are considered to offer the sense of a well-crafted building that will complement the quality of the late C19 buildings, those on Botley Road slightly faded and worn in appearance.

9.46. The landscape to the front of the building is designed as a simple, orthogonal space, open and uncluttered to accommodate peak flows of passengers into and out of the station. The natural topography of the ground is accommodated with a generous ramp that runs alongside the northern, more enclosed section of building façade and shallow steps down from the Cripley Road pavement. Stepped seating provides a sense of enclosure as well as potentially accommodating the threat of floodwater.

9.47. Conditions are recommended to ensure appropriate hard and soft landscaping is incorporated in to the scheme as well as ensure appropriate materials are used in both the landscaping and the building itself. Officers acknowledge the concern with the use of concrete. Officers have no objection to the choice of materials chosen and the use of conditions will allow for the colour and imprint design to be controlled to ensure a finish is achieved that will not result in injury to the neighbourhood. A green roof is proposed which will give the building a soft edge whilst also providing biodiversity enhancements.

9.48. The building has been designed to sit off the wall that retains the platforms above with a glazed gap accommodating the complexity of varying distance and alignment so that the building itself can appear simply aligned north-south within the site. Set back from the new shared pedestrian and cycle tunnel beneath the railway lines the building allows a generous approach to the tunnel giving a greater sense of safety to users than at present. The subway would allow passengers to reach the platform and will allow for further connectivity to the other side if required in the future.

9.49. The building is considered to sit comfortably on the western side allowing for cues of Oxford to be apparent through the use of the gothic pattern that would be imprinted on to concrete. The low lying nature of the building is considered to be in keeping with the aspirations of a secondary station entrance and would allow for a new public realm to be provided that can be enjoyed by those using the facilities.

9.50. The design of the building is well considered and through the inclusion of conditions will ensure that the amenity is not injured. The western entrance and subway is therefore considered acceptable in accordance with Part 18 of the GPDO and policy DH1 of the Oxford local Plan.

Replacement of Botley Road Bridge and Improved dedicated pedestrian and cycle routes under Botley Road Bridge.

9.51. As set out previously the replacement of Botley Road Bridge and the inclusion of a new footbridge and bridge to accommodate the new track is in the scope of the prior approval. The works under Botley Road Bridge do not require prior approval but are included for completeness and are referred to in general terms.

9.52. Comments have been received with regard to the design of the bridge and its appearance with all the other associated works.

9.53. The realignment of Botley Road around the railway bridge, the increased width of the area underneath the arches of the bridge and the cutting back or splaying of entrances to and from the bridge will all have an impact on the setting of the buildings that sit to the west of the bridge as well as the views out of the Central Conservation Area to the 'suburban' green edge beyond the railway line (allotments, playing fields and further out – river meadows including Port Meadow).

9.54. The widening of the space beneath the bridge would create a stronger or closer visual connection between east and west of the railway. The strong visual elements of patterned, pre-cast concrete panels repeated along the sides of the undercroft and over the top of the bridge will provide a visual connection between the new building and the associated engineering works presenting a single, modern intervention. The historical schism or slicing apart of Osney, following the intervention of the railway would be further reinforced by the strong, modern structure in between. The bridge has been designed to reflect the design of the station building and the new pedestrian bridge is considered a temporary solution to allow for a new bridge to be provided to as part of phase 3 to align with the aspirations of a landmark bridge.

9.55. As mentioned previously with regard to siting, the reconfiguration of the bridges will require the loss of a number of trees which will in turn impact on views and on the setting of the surrounding Conservation Areas.

9.56. Most of the trees apart from one are not subject to a TPO and could therefore be removed without the need for permission. Taking that in to account along with the fact that given the proximity to the bridges, the loss of the trees are

inevitable in order to deliver the infrastructure. The loss of the trees would result in a change in the approach in and out of the city. Their removal are considered to give rise to a moderate level of less than substantial harm, given the benefits that come with having a new station entrance it is not considered that the new bridges would injure the amenity of the area in such a way that would make it unacceptable. This is discussed in further detail later in this report. The proposed new arrangement is therefore considered acceptable in accordance with Part 18 of the GPDO and policies DH1, DH3 and G7 of the Oxford local Plan.

Alterations to Roger Dudman Way including removal of its current junction with Botley Road and creation of a new junction with Cripley Road.

9.57. The changes to Roger Dudman Way and Cripley Road would consolidate the road arrangement in this location. The creation of a new junction between Cripley Road and Roger Dudman Way would see the loss of one of the TPO trees.

9.58. The consolidation of the road network in this location would allow a new public realm to be delivered as part of the proposal. As part of the reconfiguration, 8 on-street parking spaces would be lost. Neighbours have commented on the loss of these parking spaces and the fact that a new station entrance may bring with it additional car drop offs and congestion. Oxfordshire County Council raise no objection to this aspect and state that changes to the highway traffic will be negligible. In addition given that this a prior approval application and not a planning application, the control of parking sits outside the prior approval application. The County Council as the Highway Authority have separate powers with regard to highways that they can utilise such as enforcement measures or reconfigurations as and when it is required in the future.

9.59. As mentioned previously a condition will be included to ensure appropriate landscaping is provided, a condition will be also included requiring the details of the utilities are to be provided to ensure they don't fetter the retention of key trees along Cripley Road. The proposed new arrangement is therefore considered acceptable in accordance with Part 18 of the GPDO and policies DH1, DH3 and G7 of the Oxford local Plan.

c. Other matters

Highways

9.60. As detailed previously some elements of the highway work fall within the scope of the prior approval application and others such as the work to the Botley Road fall outside of the scope of the application. This is because the prior approval states that prior approval would be required for *"the formation, laying out or alteration of* ***a means of access*** *to any highway used by vehicular traffic*". The Botley Road works do not require the formation, layout

out or alteration to a means of access. The works fall outside the scope of the prior approval application.

9.61. Concern has been raised with regard to changes to Botley Road and as set out previously in the report. Network Rail will need to gain separate approval from the County Council for works to a highway and this will be completed through a S.278 agreement and a railway bridge agreement. In addition NR state that they have entered in to a separate legal agreement to give the County comfort "*that the correct highway safety standards will be delivered (for elements of the project that are not subject to prior approval) a commitment to collaborate and co-operate with the Council in formulating final designs for the development to address any reasonable requests the Council may have relating to highway, traffic or transport issues in particular highway safety and specifically to revise current designs to (a) improve the convenience and safety of all points where cyclists leave and re-join the carriageway and (b) increase the width of the footway/cycleways on both sides of Botley Road so far as is reasonably practicable within the existing highway boundary."*

9.62. The County Council also raised concern over the width of the new pedestrian bridge that will go over Botley Road. Again through the agreed legal agreement NR has provided assurances to the County Council that "*outlines the commitments made to provide a pedestrian bridge prior to the commencement of starting works. Within the Agreement of Deed, Network Rail have confirmed that the existing footbridge over Botley Road will not be removed until County Council and Network Rail have agreed upon a permanent replacement footbridge to be constructed by Network Rail as part of the Development and for that to be made available to the public prior to the Development being first brought into use."*

9.63. The County Council have confirmed that they agree to the terms of the joint agreement in a letter dated 20th October, there letter states: *"Overall, the County finds the commitment in NR's letter alongside the legal agreement proposed do address our concerns raised in response to the Prior Approval application. The County shall keep working with NR to come up with a reasonable agreeable solution (within the terms of the legal agreement) and we accept that it sits outside the strict terms of the Prior Approval Application."*

9.64. Officers are therefore satisfied that the works sit outside the prior approval process and will be dealt with separately by the County Council.

9.65. With regard to cycle parking, Oxfordshire County Council raised concerns about the number of spaces being provided for the western side. NR have indicatively shown areas where additional cycling parking can be provided through a range of cycle racks. A condition requiring additional cycle parking to be provided has been included and as a part of that the County will be able to approve additional cycle parking spaces in the most appropriate form.

9.66. The lack of taxi and car parking drop off points have been raised by residents and the impact on this to the amenity of the area. In itself parking and drop off points are not within the scope if the prior approval application.

Notwithstanding this, it is acknowledged by officers as a concern. NR have provided options to the Council for future drop off points on the western side. There are various options that have been explored including planting the replacement trees along Cripley Road in planting pits so it can be converted in to a drop off points in the future, or making Cripley Road a one way system to allow for drop off points to created. Both of these options can be delivered outside the scope of this prior approval application through other means of legislation. Oxfordshire County Council state in their comments that the scheme is likely to have a negligible effect on traffic in the area. Therefore there are no technical objections with the lack of drop off point in this location and as previously stated a drop off point falls outside the scope of a part 18 Prior approval application and therefore cannot form the basis of consideration as part of this application. A condition has been included requiring NR to provide detailed measure that discourage pick up/drop off at the western entrance to ensure the correct measure are out in place to minimise any potential dropping off/picking up issues on neighbouring roads.

9.67. Officers are satisfied that NR has acknowledged the concerns and has provided the County Council with different options with regard to a drop off point that could be implemented in the future if it deemed necessary. In addition there are other traffic control measure that could be implemented to ensure that ad hoc parking does not occur and the County Council have the opportunities to bring in these controls if necessary. Therefore whilst officers understand the points raised with regard to adhoc drop off on Cripley Road, it does not form part of the scope of the prior approval and the application could not be refused on these grounds.

9.68. Issues of construction traffic have also been raised by neighbours with regard to the scheme and a condition will be included requiring a construction environmental management plan to be provided to satisfy both the County Council and Highways England. It is likely that construction traffic would access the site along the Botley Road from the west via the A34 and NR consider it feasible to use the railway to deliver materials and remove waste. It is anticipated that Sheepwash Bridge would be closed overnight and the tow path temporarily diverted. With regard to Botley Road it is anticipated that it would be closed to traffic for 4 days and in addition traffic would be reduced to a single lane in for approximately 6 months.

9.69. It is acknowledged by officers that the construction phase would cause disruptions to local residents but a construction management plan is required by condition in order to minimise the disruption as best possible.

Air Quality and Odour

9.70. The Application Site is located within the Oxford city-wide Air Quality Management Area (AQMA).

9.71. According to Chapter 6 of the ES, Oxford's railway line is not identified as heavily trafficked by diesel passenger trains in the Defra LAQM TG16 guidance (Defra, 2018). It is therefore not highlighted as a rail line adjacent to which there are potential air quality concerns. Air pollution background levels

in the railway station area are also below 25ug/m3, which is the current threshold for the potential impacts of railway emissions to be considered – this was also verified in the Air Quality monitoring survey that was conducted in the area. The Scheme is also anticipated to result in no changes to the operation of the up carriage sidings (those to the east) compared to current operations.

9.72. Given the above, it is concluded that the Scheme would not lead to exceedances of the relevant AQOs and there would not be a significant negative effect on air quality with regard to diesel train emissions.

9.73. The impacts of demolition and construction work on dust soiling and ambient fine particulate matter concentrations have been assessed on the EIA Appendix 6.2 Construction Risk Assessment. The document concluded that there is a medium risk for dust soiling impacts at sensitive human receptors and a medium risk for human health impacts. The risk of dust causing a loss of local amenity and increased exposure to PM10 concentrations has been used to identify appropriate mitigation measures. Provided these measures are implemented and included within a dust management plan, the residual impacts are considered to be not significant. A condition has therefore been included to ensure mitigation measured are applied to the scheme.

9.74. The review of documents, allow to conclude that that the air quality levels at this development will be below current limit values for NO2, PM10 and PM2.5 as long as the imposed conditions are fulfilled.

Contaminated Land

9.75. The area of the proposed development has had several potentially contaminative historical uses, including; as a railway sidings, fuel storage, a coal yard, depots and other commercial uses. Therefore it is considered likely that contamination risks may be present on site. The information submitted to date indicates several locations within the curtilage of the development site where ground contamination has been identified that could present a potentially significant risk to human health, controlled waters and the wider environment. Some of these areas of contamination are due to be investigated further through additional phases of ground investigation. Due to the requirement to conduct further contamination investigation to refine the conceptual model for the site, three conditions have been included, to quantify potential contamination risks and determine what remedial works may be required to mitigate any significant risks and render the site suitable for the proposed use.

Trees and Landscaping

9.76. The LVIA study included as part of the ES submitted with the application sets out the worst case scenario in terms of loss of trees around the site. Local residents have raised concern about the loss of vegetation and the screening that it provides for the properties along Cripley Road and Abbey Road.

9.77. Three Tree Preservation Orders (TPOs) apply to the site. These are:

9.78. Oxford City Council - Cripley Road (No.1) Tree Preservation Order 2017 (17/00005/ORDER), which applies to four individual lime trees and a belt of mixed deciduous trees, together standing in a contiguous belt between Cripley Road and Roger Dudman Way;

9.79. Oxford City Council - Oxford Railway Station Forecourt - Park End Street (No.1) Tree Preservation Order 2012 (12/00001/ORDER), which as Group 1 includes x9 London Plane - standing at Oxford Railway Station forecourt, west side of the railway; and

9.80. Oxford City Council Park End Street (No.1) Tree Preservation Order 1998 (98/00013/WE) covers T1. Standing at the west end of a group of trees on the Park End Street frontage of Oxford Station.

9.81. The proposed worst case scenario would see the loss of trees that line Botley Road which includes a TPO in order to accommodate the new bridges. In addition the application is showing that one TPO tree would have to be removed to create the new access in to Roger Dudman Way. Notwithstanding this, NR have confirmed that they cannot guarantee that these are the only trees to be lost and would not be able to confirm until they start detailed engineer designs. Therefore the worst case scenario as outlined in the ES is a consideration in the determination of the prior approval.

9.82. The four TPO lime trees between Cripley Road and Roger Dudman Way are categorised as A2; Trees of high quality with an estimated remaining life of at least 40 years of particular visual importance as arboricultural and or landscape features.

9.83. It is acknowledged that until the engineering designs have been completed there is some level of unknown with regard to which trees have to be removed, which can be retained and where replacement planting would be acceptable. Notwithstanding this, the proposal and the most recent landscape plan is showing the most visually important trees to be retained.

9.84. Looking at the worst case scenario detailed in the ES in which all the trees have to be removed to accommodate the proposal, potential mitigation options are explored.

9.85. With regard to the trees lost along Botley Road and Beckett Street, the ES states that there is the opportunity for replacement planting which would go some way towards mitigating the harm from the loss of trees.

9.86. With regard to the non TPO trees, it is acknowledged that permission would not be required to remove the trees, but there would be the opportunity to enhance the area and therefore officer would expect any future landscaping plan to include mitigation planting in this location.

9.87. With regard to the TPO trees along Cripley Road the ES states "*This would result in a medium-term major adverse significance of effect. The removal of all the TPO trees within the red line boundary and partial removal of a TPO group would be perceived as a major loss of these valuable, protected and*

key landscape components. This major adverse effect would be sustained into year 15 of operation. It would be unlikely to match the maturity, quality and integrity of the TPO trees and tree groups lost to the Scheme. Mitigation planting would not at this stage replace the skyline features of the existing TPO trees along Cripley Road. The permanent gap created by the introduction of the new junction between Roger Dudman Way and Cripley Road prevents the opportunity to replace the continuous screening vegetation to match what would be lost".

9.88. The ES concludes that there will be a significant environmental effect with regard to landscape and visuals, specifically with regard to the loss of TPO trees.

9.89. It is clear from the LVIA that the introduction of a station building and improvements to the track would have an impact on the visual appearance of the area specifically because of the level of potential tree removal required. Views towards the city from Botley Road especially in the summer months would drastically change.

9.90. In addition to short views of the site the visual effects full assessment demonstrates that the TPO trees in Cripley Road are visible from other areas of the city such as Castle Mound, Botley Park and Raleigh Park. In the different views the loss of the trees would be viewed in different context. In longer views such as Raleigh Park the LVIA acknowledges that the development would see the loss of some of these tree tops but it is assessed as a neutral effect as the loss of the tree tops would be un-identifying given the panoramic view in combination with the distance. In the shorter views the loss would be more apparent and the loss would also impact on the neighbouring Conservation Areas. Great weight is given to the conservation of designated heritage assets.

9.91. The setting of Osney Conservation area is fundamentally defined by the water courses, the River Thames and its various bifurcating streams that surround this area creating the island with its particular character and appearance. In views out of the Conservation Area looking east the trees along Botley Road and those that sit in Cripley Road, including a number of trees that are protected by TPOs and in particular the canopies of these trees do provide an important backdrop. The total loss of these trees would result in some harm to the setting and thereby significance of the Osney Conservation Area however it is considered that the contribution of the trees to significance of the heritage asset is small and that therefore the loss of the trees in terms of the impact of that on the significance of the heritage asset (the Conservation Area) would result in a very low level of less than substantial harm being caused to the significance of the heritage asset.

9.92. The setting of the Central Conservation Area at its western edge (an adopted extension to the Conservation Area that was made in 2019) is characterised by the sense of continuity of architecture, the C19 terrace that bounds the southern edge of Frideswide Square, truncated by the railway and continuing in the C19 terraces that front onto Botley Road to the west of the railway lines. It is also characterised by a visual connection to a greener suburb surrounded

by open spaces, Port Meadow to the north and the Thames meadows to the south. This is emphasised by the important contribution that the groups of trees that line both sides of Botley Road, forming a strong, green avenue running out of the city to the west, as well as the clearly visible upper canopies of the group of trees that border the eastern edge of Cripley Road make to these green connections. Not only connections to a greener suburb but also importantly bringing the sense of Oxford's surrounding green edge – the western hills close in views out of the city and specifically in the context of heritage assets in views out of the Central Conservation Area. Views into this Conservation Area from the west are also informed by the change from a green, semi-rural edge to an urban, formerly industrial quarter of the city with the existing trees as previously identified reinforcing the character of the greener, suburban edge. The total loss of these groups of trees, the worst case scenario would result in harm to the setting of the Central Conservation Area and to the contribution that this setting makes to the significance of the conservation area or heritage asset. It is considered that the contribution of the trees to the significance of the heritage asset is small but important to the assets setting and that consequently their total loss would cause a moderate level of less than substantial harm to the setting which in turn would translate to a low level of harm to the overall significance of the heritage asset. In both cases it is considered that the harm would be less than substantial not substantial, and this harm has been weighed against the public benefits of the scheme as outlined in this report.

9.93. Officers would not want to see the total loss of the Trees along Cripley Road given that it is clear that any replacement planting would fail to mitigate the harm in upwards of 40+ years with regard to canopy cover. Officers consider three specific lime trees lime trees 12A, 12B and 12C on the Tree Removals and Retentions Plan drawing No.163390-JAC-SKE-EEN-090200 (R01) to be the most important in the row and a condition will be included requiring their retention. This condition should secure their future and if they are required to be removed then NR would have to apply to vary or remove the condition. This would allow an application to come forward to allow officers the opportunity to look at why the trees cannot be retained and determine the acceptability of it with the benefit of more detailed engineering documents. With regard to the other vegetation along Cripley Road NR have stated they will be looking to retain as much as possible, a landscape condition will also be included to allow additional mitigation planting to be delivered which should help improve the screening between the properties along Cripley Road and the station.

9.94. It is considered that the trees add significantly to the amenity of the area and if they are required to be removed officers would require robust supporting information to be provided to justify their loss and only then could a view be taken as to the acceptability of their removal. It is considered that the loss of the identified trees would lead to injury to the amenity of the neighbourhood. Only with sufficient supporting information which would include detailed engineering design from NR could their loss of considered. The proposal with the inclusion of conditions is therefore considered to comply with policies RE7, G7, G8 and DH1 of the Oxford Local Plan and section 15 of the NPPF.

Biodiversity

A desk and field study was undertaken for a preliminary ecological appraisal. A number of surveys were undertaken which included:

- Survey of invasive non-native plants within 10m of the red line boundary, including land along the railway in a seasonally appropriate time.

- Survey for bats at the bridges over the Sheepwash Channel and the seven buildings identified in this report as having potential to support roosting bats. Surveys comprised (reported separately in Appendix 4.3):

  - hibernation check of the bridges between November and February (inclusive);

  - internal inspection of buildings, if possible, to identify whether they could be used by roosting bats; and

  - emergence and re-entry surveys between May and September (inclusive) to determine whether buildings are in use by bats.

- Survey of two trees identified as having moderate potential to support roosting bats. Trees were surveyed twice to identify whether they supported bat roosts by an emergence and re-entry survey

9.95. The only habitat of importance for nature conservation identified within the Preliminary Ecological Appraisal was a stand of wet woodland habitat of principal importance to the west of the Co-operative Childcare, outside the red line boundary.

9.96. There are no designated sites within the Scheme red line boundary. The closest statutory designated sites are Oxford Meadows SAC and Port Meadow with Wolvercote Common & Green SSSI. The latter is the closest component site of the SAC and is located approximately 0.5km to the northwest of the red line boundary and upstream of the red line boundary along the River Thames. Other statutory designated sites are over 1km from the red line boundary

9.97. The report outlines mitigation measures that will be undertaken as part of the construction of the scheme. The scheme is committed to providing a biodiversity net gain and has used the Defra biodiversity metric calculator to set out the biodiversity requirements to ensure a net gain on the site.

9.98. A number of conditions has therefore been included to ensure that the biodiversity requirements are met on site.

Flooding

9.99. Chapter 14 of the ES relates to water resources and flooding. The water resources and flood risk assessment consider the following:

• flood risk and surface water drainage;
• water quality; and

• groundwater.

9.100. The site according to the Environment is mostly located within Flood Zone 1, although mapping shows that areas of the scheme, particularly in proximity to Sheepwash Channel, fall within Environment Agency Flood Zones 2 and 3. The ES considers that the scheme elements that are at high risk of fluvial flooding are Cripley Road, Botley Road and the western entrance. Flooding in the vicinity of Sheepwash Channel is shown to be within the watercourse and would not impact the level of the bridge works proposed.

9.101. The ES sets out that "*A review of the Environment Agency's Risk of Flooding from Surface Water mapping (see Volume 3 – Figure A14.12) identifies that the majority of the Scheme site is within an area of very low: less than 0.1% (1 in 1000) AEP flood risk. There are however areas of medium: 1% (1 in 100) to 3.33% (1 in 30) AEP and low 0.1% (1 in 1000) to 1% (1 in 100) AEP probability of surface water flooding. These are predominantly located on roads or the railway and within modelled fluvial 1% (1 in 100) AEP plus climate change flood extent areas. Botley Road is at high risk of surface water flooding to an area extending approximately 15m either side of the Botley Road Bridge. The risk reduces as the road's elevation increases either side of the bridge."*

9.102. *"Groundwater flood risk in the area is considered to be medium. However, groundwater flooding is considered unlikely to occur independently of fluvial flooding as groundwater levels in this area are closely associated with water levels on the River Thames."*

9.103. *"Groundwater flood risk in the area is considered to be medium. However, groundwater flooding is considered unlikely to occur independently of fluvial flooding as groundwater levels in this area are closely associated with water levels on the River Thames."*

9.104. *"Groundwater flood risk in the area is considered to be medium. However, groundwater flooding is considered unlikely to occur independently of fluvial flooding as groundwater levels in this area are closely associated with water levels on the River Thames."*

9.105. The scheme will incorporate the mitigation measures with regard to flooding. As a result of these additional mitigation measures, the ES considers the only residual significant environmental effects for water resources and flood risk would be:

- *Major significant increase in risk of fluvial flooding to the site of the western entrance and Botley Road as a result of the increased flood depths in high magnitude flood events.*

- *Major significant increase in surface water flood risk on Botley Road as a result of potential increases in flood depth in high magnitude rainfall events.*

9.106. The Environment Agency (EA) were consulted in the application and have raised an objection. They state that "the design of the building, bridge and road changes would injure the amenity of the neighbourhood and is reasonably capable of modification." And that "t*he development as proposed poses an unacceptable risk of injure to the amenity of the neighbourhood by increasing the risk of flooding to the residents of Botley Road and additional road closures due to flooding. This increase in risk of flooding to surrounding areas is contrary to national planning policy."*

9.107. The EA are not satisfied with the data modelling used by NR and further data modelling has been requested. NR have provided the EA with the additional information requested and it is currently being considered by the EA.

9.108. The EA also requested specific information regarding the amount of existing and proposed built footprint. This information has been provided by NR in the table below

The current footprint of the structures to be demolished is:

Structure to be demolished	Footprint (m^2)
YHA	725
BTP	267
GWR	423
Old Signal Box	228
FTN core node	30
Small commercial units on Cripley Rd	100
Total	1773

The future footprint of the Project is:

Structure	Footprint (m^2)
Western entrance	793
Platform 5 and retaining wall	1200
Area lowered in from of western entrance and on Roger Dudman Way	-214
Total	1779

9.109. The net increase in footprint from the proposal will therefore be $6m^2$.

9.110. The EA have raised concern with regard to the entrance to the western entrance as it sits within flood zone 3 yet includes a subterranean underpass which would be a significant risk of flooding and would present significant risk to users. The EA suggest that an overpass would be more suitable and therefore the design is reasonably capable of modification. NR state that both a subway and a footbridge were considered but a footbridge would have a number of drawbacks including the relocation of most of the platform buildings to the ends of the platform and the amount of vertical travel that would be required. In response NR also state that the inclusion of a subway would not give rise to significant risk to users as there would be an Emergency Plan which would ensure that the western entrance would be closed to customers before flood water entered and if for whatever reason this did not happen the flood water would rise gradually as the wider streets water level gradually rose allowing users time to exit. If that were to occur the highest water depth is anticipated to be 1.15m.

9.111. Other issues such as whether the building would be flood compatible have also been raised and who would be in charge of an Emergency evacuation plan have been raised.

9.112. With regard to Sheepwash Bridge it is acknowledge by NR that a separate consent would be required to do work to Sheepwash Bridge as the works are above a watercourse. Therefore the EA would still have control through other technical approvals that would be required with regard to changes to Sheepwash Bridge.

9.113. Following the response from the EA, NR have provided the EA with the additional information requested. That information is currently being considered by the EA and officers are hoping to be able to give a verbal update at the committee meeting with regard to the EA's position. Officers are therefore requesting that members delegate the approval back to officers to allow the application to be approved if the EA removes their objection as part of ongoing discussions.

Wider Historic Environment

9.114. Chapter 8 of the ES sets out the context of the historic environment of the area. There are nine Scheduled Monuments within the landscape study area. The closest of which are: Swing Bridge, Osney Abbey and Rewley Abbey. There are no listed buildings within the red line boundary, the closest being Cooper's Marmalade Factory which is grade II Listed located within Frideswide Square. There are nine Scheduled Monuments within the landscape study area. The closest of which are the Swing Bridge Osney Abbey and Rewley Abbey. The site is also located in the setting of the Central Oxford conservation Area and Osney Conservation Area.

9.115. The area immediately to the west of the station is characterised by later C19 and early C20 housing. In views from the west, from Osney Bridge, the turnpike Toll House sits as the foreground to the site which is considered a non-designated heritage asset local significance due to its association with the Botley Turnpike and it having been designed in 1850 by H J Underwood an architect whose was working prolifically in the city at the time. On the other side of the road is the River Hotel which is also considered a non-designated heritage asset formerly known as Bridge House is of high, local significance due to its having been the home of the renowned Oxford builder Thomas Henry Kingerlee, an alderman of the City of Oxford and well-known local figure whose firm is still building in Oxford today. The proposals are not considered to harm the setting of these two non-designated heritage assets.

9.116. The impact of the proposal on the neighbouring Conservation Areas are discussed with regard to the loss of trees earlier in the report.

9.117. Some of the works such as those proposed for the Botley Road pedestrian tunnel would be completely removed during the realignment of the bridge. Whilst it is considered a feature of low historic interest, NR has committed to recording the features of the tunnel prior to the removal to address the impact of its loss.

9.118. The ES identifies the site of Osney Abbey precinct as the only archaeological site of medium value within the site. The new track has been aligned to avoid this asset so that there would be no impact on the site. The Sheepwash Channel in the north of the Scheme would be affected by construction. It is however, considered to be of low value.

9.119. The ES acknowledges that there are likely unknown archaeological remains across the site of the scheme and NR have committed to allow for investigations to confirm whether there are remains on site and record them as necessary.

9.120. The recording set out in section 8.12 comprises an archaeological watching brief during construction of the:

- western entrance foundations;
- platform canopy support foundations;
- any excavations associated with Becket Street compound, pumping chamber compound, existing
- Network Rail compound, and temporary Co-operative Childcare relocation compound;
- interim footbridge abutments;
- Sheepwash Bridge replacement abutments; and
- Botley Road drainage launch and receipt pits.

9.121. Officers are content that the assets likely to be impacted by the scheme have been adequately assessed and identified and that the recording set out in Environmental Assessment is appropriate. A condition will therefore be included to ensure this is carried out. Great weight has been given to the conservation of the heritage assets. The proposal has been considered in line with policy DH3 of the Oxford Local Plan and paragraph 202 of the NPPF, and the public benefits are considered to outweigh the harm.

Noise

9.122. Chapter 10 of the ES looks at noise and vibration. The study has looked at the effects of construction, construction traffic and operational railway noise on the local area.

9.123. Concern has been raised from neighbours with regard to both construction noise as well as operational noise specifically with regard to vibration from freight trains, increased trains and increased speeds.

9.124. A study of operational railway noise for the Scheme has identified a likely major negative effect in terms of changes in noise levels for the residents along Cripley Road and moderate negative effects along Mill Street, Abbey Road and at the Co-operative Childcare building.

9.125. The operational impacts from the Scheme have been determined by comparing the existing noise level at receptor locations with that expected with the Scheme. The assessment of operational noise impacts includes the noise from the passenger services, including when stationary at the station, and the noise from additional train information announcements on the new Platform 5.

9.126. During operation, significant adverse effects from noise have been identified at the dwellings to the west of the station along Cripley Road and Abbey Road. The identified adverse effects are due to train movements on the down Oxford passenger loop and stationary noise sources at the new Platform 5.

9.127. Mitigation measures were considered as part of the ES. Whilst it was determined that a 4m barrier fence would likely be the best mitigation measure, there were practical issues that made this option undeliverable. This included the fact that a 4m high noise barrier would have to include structural requirements for wind loading and would also impact on the light afforded to some of the properties, this option was therefore was ruled out.

9.128. To reduce these increases in noise levels, mitigation in the form of a 2.2m high environmental barrier would instead be installed for 320m alongside the railway from the north of the western entrance to Sheepwash Bridge. The barrier in the noise model is 2.2m high and absorptive to avoid reflections to sensitive receptors on the opposite side of the station.

9.129. With mitigation in place there would still be an increase in operational noise levels at the Cripley Road receptors of 6 dB. In line with Table 10.9 this would result in a major adverse effect but would overall be below the SOAEL threshold.

9.130. When looking at mitigation measures the ES states that: *The properties on Abbey Road are two storey terraced houses, the proposed noise barrier would block line of site to the upper storey bedroom windows and would reduce operational noise levels (including stationary noise sources) at these receptors by 3dB. This would result in an overall reduction in operational noise levels that are currently experienced at the Abbey Road receptors. With the overall noise level below the SOAEL, which is not a significant effect in relation to the EIA Regulations 2017.*

9.131. It should be noted that the nature of the noise would not change (noise source would still be from trains using Oxford Station and PAVA announcements) and the location of the noise source would not change as it would still impact upon the same façade of the properties as it does at present. The overall predicted noise level is below the fixed Significant Observed Adverse Effect Level (SOAEL) threshold.

9.132. With regard to the SOAEL measure that is referenced in the ES, the government as part of its Noise Policy statement for England (NPSE) identify the key phrases.

9.133. *“Significant adverse” and “adverse”*

9.134. *There are two established concepts from toxicology that are currently being applied to noise impacts, for example, by the World Health Organisation. They are:*

9.135. *NOEL – No Observed Effect Level*

This is the level below which no effect can be detected. In simple terms, below this level, there is no detectable effect on health and quality of life due to the noise.

9.136. *LOAEL – Lowest Observed Adverse Effect Level*

This is the level above which adverse effects on health and quality of life can be detected.

9.137. *Extending these concepts for the purpose of this NPSE leads to the concept of a significant observed adverse effect level.*

9.138. *SOAEL – Significant Observed Adverse Effect Level*

This is the level above which significant adverse effects on health and quality of life occur. It is not possible to have a single objective noise-based measure that defines SOAEL that is applicable to all sources of noise in all situations. Consequently, the SOAEL is likely to be different for different noise sources, for different receptors and at different times. It is acknowledged that further research is required to increase our understanding of what may constitute a significant adverse impact on health and quality of life from noise. However, not having specific SOAEL values in the NPSE provides the necessary policy flexibility until further evidence and suitable guidance is available.

9.139. The ES concludes that the overall predicted noise level is below the fixed Significant Observed Adverse Effect Level (SOAEL) threshold.

9.140. With regard to freight trains. NR have responded to the objections raised by residents and state: "*The station scheme itself does not directly enable an increase in freight capacity – any capacity increase is primarily driven by the level crossing work north of Oxford and multiple other schemes along the line of route between Southampton and the Midlands. As such any potential increase in freight could happen whether the station part of the overall scheme goes ahead or not. The freight trains use the central through lines so the additional platform would not materially impact vibration for local residents as the freight trains would not pass closer to the residential properties than they currently do."* The issue of freight and their associated noise and vibration are therefore not considered to arise from this application.

9.141. As part of the construction works it has been identified that the scheme may give rise to significant adverse temporary noise effects which neighbours have raised concerns over. The appointed contractor would develop appropriate mitigation where necessary and practicable. In addition, the appointed contractor would seek to obtain prior consent from Oxford City Council under Section 61 of the Control of Pollution Act 1974 for the proposed construction works. The consent application would set out the final Best Practical Means ("BPM") measures to minimise construction noise and vibration, including control of working hours, and also provide a further assessment of construction noise and vibration including confirmation of noise insulation / temporary re-housing provision, if required.

9.142. With regard to construction noise core working hours are proposed to be from Monday to Friday 07:00 to 18:00 with Saturday working limited to 07:00 to 13:00. Where work would be carried out outside of these hours, work would have to be agreed in advance through a section 61 agreement with the City Council.

9.143. Local residents have complained that the construction noise assessment does not include a threshold for Unacceptable Adverse Effect Level (UAE) during the day. This UAE is ranked higher than SOAEL levels in the noise exposure hierarchy set out in the NPPG would be above SOAEL levels. NR have responded and set out that there is no statutory requirement to include UEA threshold for a construction noise assessment.

9.144. It is acknowledged that the development has the potential to cause severe noise and vibration issues during the construction phase. The applicant has submitted acoustic information which identifies and assesses the likely significant effects that could result from the scheme during construction and operation phases indicates that there will be some day time and night time noise exceedances and considers mitigation of likely significant effects from both construction and operational noise and vibration.

9.145. The ES concludes that "*The identified mitigation measures for construction would reduce all predicted significant adverse effects to not significant. For operation with the identified mitigation measures in place significant adverse effects due to increases in noise are still predicted to occur at receptors on Cripley Road. However, the predicted noise levels are below the fixed SOAEL thresholds for daytime and night time, so negative health effects are considered unlikely to occur."*

9.146. The ES includes the table below with reference to residual effects from noise and vibration.

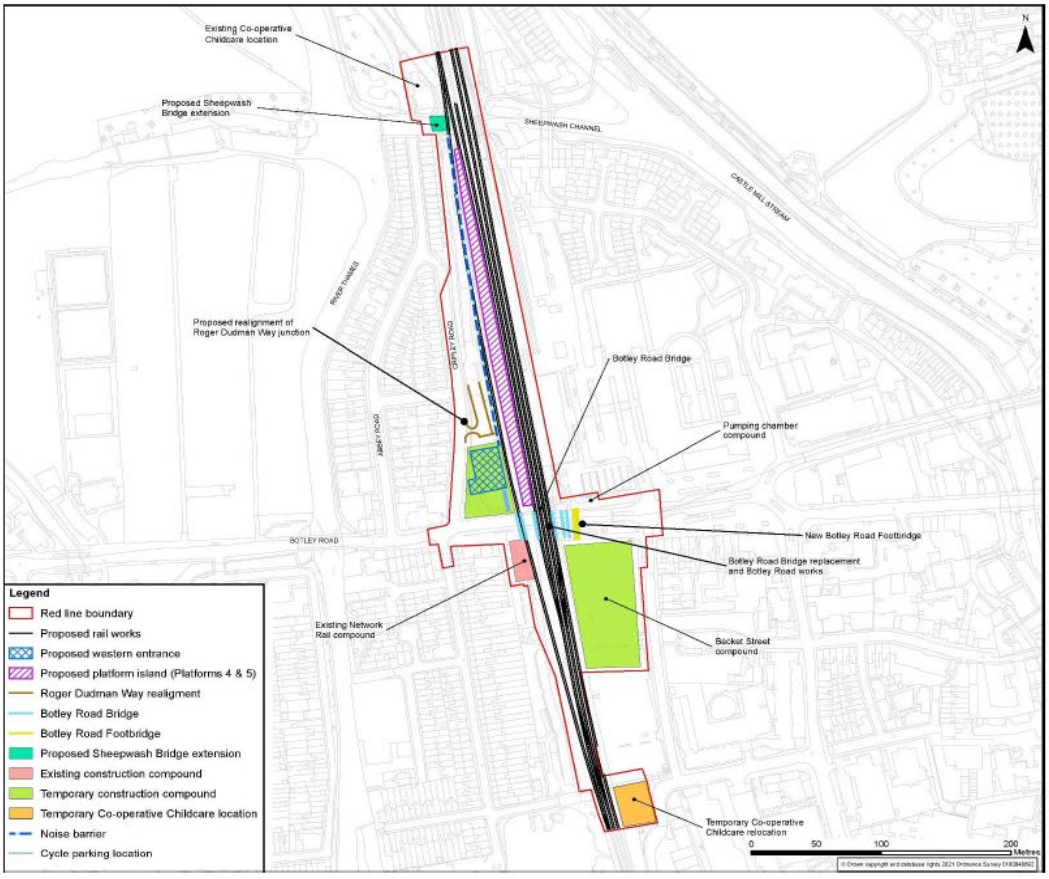
Potential Effect	Receptor(s)	Likely effect without additional mitigation	Additional Mitigation Measure(s)	Residual Effects
Construction				
Construction noise	Cripley Road	Temporary adverse effect - Significant	Prepare and implement a Noise and Vibration Control Plan for the CEMP. Use of BPM in the selection and operation of equipment. Use of Section 61 notice to agree maximum noise levels with the Local Authority.	Minor – Not Significant
	Abbey Road	Temporary adverse effect - Significant		Minor – Not Significant
	Mill Street	Temporary adverse effect - Significant		Minor – Not Significant
	River Thames / Sheepwash Channel	Temporary adverse effect - Significant		Minor – Not Significant
Construction Vibration	Cripley Road	Minor effect - Negligible	None required	-
	Abbey Road	Minor effect - Negligible	None required	-
	Mill Street	Minor effect - Negligible	None required	-
Operation				
Operational Noise	Cripley Road	Major adverse effect in terms of noise change but overall noise level is below the fixed SOAEL threshold.	250m long absorptive noise barrier to west facing boundary of station site.	Major adverse effect in terms of noise change but overall noise level is below the fixed SOAEL threshold. With the identified mitigation in place there are residual effects, but these have been mitigated as much as practicable in line with the context of sustainable development and the NPSE.
	Mill Street	Moderate Adverse - Significant	None proposed	Below SOAEL threshold – Not Significant

There are a number of noise issues that have been raised by residents with regard to the way the ES is set out. Having reviewed the calculations and predictions along with the proposed mitigation measures, Environmental Health has raised no objections subject to conditions being imposed to ensure acceptable mitigation is provided during construction and the operation of the station. Conditions and informatives have therefore been included to ensure that the mitigation measures are implemented.

Construction compound

9.147. Section 4 of the non-technical summary sets out the location for the construction compounds. These would be set up as part of the enabling works prior to works starting on site. A contractor for the works has not yet been appointed However, the contractor would be under an obligation to comply with the Code of Construction Practice (CoCP) and to ensure that any changes to construction methods would not result any new or worse environmental effects than those reported in the Environmental Statement.

Location of construction compounds and key features of the Scheme



Other matters

9.148. In order to deliver the scheme a number of existing business would be affected. The youth hostel, the co-operative nursery, Visa and immigration Uk and Grill Station and the becket street car park would also be affected. The construction compound would also be located on Becket Street car park reducing its provision.

9.149. Network rail has a standalone agreement with the Youth Hostel which relate to its freehold to allow the project to be delivered. Network Rail are working with the Youth Hostel to find a replacement site and this is currently ongoing. It is acknowledged that the loss of the Youth Hostel would be regrettable in Oxford but under the prior approval process its loss is not a material consideration as it does not form part of the scope for the prior approval application and could not form part of the decision making process. In addition as previously referenced, the new western station building could not be reasonable located elsewhere and if it were to be incorporated in to the scheme there may well be other factors that would need to be assessed with regard to the impact of a larger building to accommodate its use.

9.150. In addition comments have been received stating that the development does not make an efficient use of land as required by the NPPF, again the prior approval process does not require this aspect to be considered as part of the process and it therefore falls outside of the scope of the application.

9.151. Comments have also been received regarding the potential future improvement works to the towpath which links Thames towpath to Rewley Road. These works also sit outside the scope of the application and therefore cannot be considered as part of this prior approval application.

10. CONCLUSION

10.1. Having regards to the matters discussed in the report, officers would make members aware that the starting point for the determination of this prior approval is in accordance with Part 18 of the GPDO.

10.2. The prior approval is not to be refused by the appropriate authority nor are conditions to be imposed unless they are satisfied that—

10.3. (a) the development (other than the provision of or works carried out to a dam) ought to be and could reasonably be carried out elsewhere on the land; or

10.4. (b) the design or external appearance of any building, bridge, aqueduct, pier or dam would injure the amenity of the neighbourhood and is reasonably capable of modification to avoid such injury.

Compliance with Development Plan Policies

10.5. Therefore in conclusion it is only necessary to consider the degree to which the proposal complies with the policies of the development plan with regard to the two points as outlined in Part 18

10.6. a) the development (other than the provision of or works carried out to a dam) ought to be and could reasonably be carried out elsewhere on the land; or

10.7. (b) the design or external appearance of any building, bridge, aqueduct, pier or dam would injure the amenity of the neighbourhood and is reasonably capable of modification to avoid such injury.

10.8. In summary it is considered that the development could not be reasonably carried out elsewhere on the land and the design and external appearance of the bridges, station building would injure the amenity of the neighbourhood.

10.9. In consideration of the location and design and appearance of the proposal, great weight has been given to conserving the designated heritage assets as required by paragraph 199 of the NPPF. Any harm should be weighed against the public benefits of the proposal, in accordance with paragraph 202 of the NPPF. The report considers the public benefits arising from the scheme would outweigh any harm.

10.10. It is therefore recommended that the Committee resolve to grant prior approval for the development proposed subject to the flooding issued being resolved by officers.

11. CONDITIONS

1. The development permitted shall be constructed in complete accordance with the specifications in the application and approved plans listed below, unless otherwise agreed in writing by the local planning authority.

   Reason: To avoid doubt and to ensure an acceptable development as indicated on the submitted drawings in accordance with policy DH1 of the Oxford Local Plan 2036.

2. Samples of the exterior materials to be used in the western station building shall be made available to view on site to planning officers, and shall have been submitted to and approved in writing by, the Local Planning Authority prior to the above ground construction phase starting and only the approved materials shall be used unless otherwise approved in writing by the Local Planning Authority.

   Reason: In the interests of visual amenity in accordance with policies DH1 and DH3 of the Oxford Local Plan 2036.

3. Prior to the commencement of development, a specification of all external materials to include the colour and texture of concrete, the colour and material of the external staircases, details of railings shall be submitted to and agreed in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details unless otherwise approved in writing by the Local Planning Authority.

   Reason: In the interests of visual amenity in accordance with policies DH1 and DH3 of the Oxford Local Plan 2036.

4. Sample panels of the proposed concrete panels to be used in the retaining wall demonstrating the colour, texture, shall be made available on site for viewing, details of the design including method of fixing and layout, metal cladding at edges, abutment thresholds to glazing and frame shall be provided and approved in writing by the Local Planning Authority before relevant parts of the work are commenced. The development shall be completed in

accordance with the approved details unless otherwise approved in writing by the Local Planning Authority.

Reason: In the interests of the visual appearance in accordance with policies DH1 and DH3 of the Oxford Local Plan 2036.

5. Details of the finish of the inside of the subway including any artwork and samples of the material proposed to be used shall be provided and approved in writing by the Local Planning Authority before relevant parts of the work are commenced. The development shall be completed in accordance with the approved details unless otherwise approved in writing by the Local Planning Authority

Reason: In the interests of the visual appearance in accordance with policies DH1 and DH3 of the Oxford Local Plan 2036.

6. Details of the pedestrian bridge (including ramp), replacement Botley Road Bridge and the new bridge to carry the western track including any handrail details, materials, colours and finishes shall be provided and approved in writing by the Local Planning Authority before relevant parts of the work are commenced. The development shall be completed in accordance with the approved details unless otherwise approved in writing by the Local Planning Authority.

Reason: In the interests of the visual appearance in accordance with policies DH1 and DH3 of the Oxford Local Plan 2036.

7. A detailed specification of the design, materials and location of fixing of any railings, handrails, guardrails, seating, bollards, benches, and security gates shall be provided and agreed in writing by the Local Planning Authority and completed in accordance with this the approved details unless otherwise approved in writing by the Local Planning Authority.

Reason: In the interests of the visual appearance in accordance with policies DH1 and DH3 of the Oxford Local Plan 2036.

8. Details of any signage proposed for the new western entrance including details of the materials, colours and finishes shall be provided and approved in writing by the Local Planning Authority before relevant parts of the work are commenced. The development shall be completed in accordance with the approved details unless otherwise approved in writing by the Local Planning Authority.

Reason: In the interests of the visual appearance in accordance with policies DH1 and DH3 of the Oxford Local Plan 2036.

9. No development shall take place including demolition works until details of the proposed pedestrian bridge over Botley Road have been submitted and

approved in writing by the Local Planning Authority. Thereafter and prior to first use of any part of the development, the pedestrian bridge shall be constructed in accordance with the approved details.

Reason: In the interests of highway safety and sustainability, to ensure a satisfactory standard of development and to comply with Government guidance contained within the NPPF in addition to policy M1 of the Oxford Local Plan 2036.

10. Prior to the commencement of development, to include demolition, a Construction Environmental Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Construction Environmental Management Plan shall identify the steps and procedures that will be implemented to minimise the creation and impact of noise, air quality*, vibration, dust** and waste disposal resulting from the site preparation, groundwork and construction phases of the development and manage Heavy Goods Vehicle (HGV) access to the site. Measures to minimise the impact on air quality should include HGV routes avoiding Air Quality Management Areas and avoid vehicle idling. The approved Construction Environmental Management Plan shall be adhered to at all times, unless otherwise first agreed in writing with the Local Planning Authority.

* The Institute of Air Quality Management http://iaqm.co.uk/guidance/
** The applicant should have regard to BRE guide 'Control of Dust from Construction and Demolition, February 2003

Reason: To ensure that the amenities of occupiers of other premises in the vicinity are protected in accordance with policies RE6 and RE7 of the Oxford Local Plan 2036.

11. No development shall take place until a scheme for noise mitigation has been submitted to and approved in writing by the Local Planning Authority and implemented on site. The scheme shall include the rationale for mitigation measures and their predicted effect, in line with the Environmental Statement. Where noise barriers are promoted in the scheme they shall be installed only once the local planning authority has given written approval of their size, appearance and location. Noise barriers shall be maintained in their approved form and may be removed only with the written approval of the local planning authority. The scheme shall incorporate a process to assess barrier performance at given dates to demonstrate that noise level mitigation predicted by the barrier designer has been achieved, with any defects in construction or performance being corrected by the contractor.

Reason: To ensure that the amenities of occupiers of other premises in the vicinity are protected in accordance with policy RE8 of the Oxford Local Plan 2036.

12. No development shall take place until the complete list of site specific dust mitigation measures and recommendations that are identified on Tables A3.5 to A3.9 (pages 22-26) of the EIA: Appendix 6.2 Construction Risk Assessment

that was submitted with this application are included in the site's Construction Environmental Management Plan (CEMP). The CEMP will need to be submitted to and approved in writing by the Local Planning Authority. The development shall be completed in accordance with the approved details unless otherwise approved in writing by the Local Planning Authority. 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 in accordance with policy RE6 of the Oxford Local Plan 2036.

13. 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 (LCRM) procedures for managing land contamination. 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. THIS PHASE HAS BEEN COMPLETED AND APPROVED.

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

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

    Reason: To ensure that any ground and water contamination is identified and adequately addressed to ensure the site is suitable for the proposed use in accordance with policies RE7 and RE9 of the Oxford Local Plan 2036.

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

    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 policies RE7 and RE9 of the Oxford Local Plan 2036.

15. Any contamination that is found during the course of construction of the approved development that was not previously identified 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 policies RE7 and RE9 of the Oxford Local Plan 2036.

16. No development shall take place until the applicant, or their agents, has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the planning authority. All works shall be carried out and completed in accordance with the approved written scheme of investigation, unless otherwise agreed in writing by the Local Planning Authority.

Reason: The development may have a damaging effect on known or suspected elements of the historic environment of the people of Oxford and their visitors, including medieval and post-medieval remains in accordance with policy DH3 of the Oxford Local Plan 2036.

17. No development shall be occupied until confirmation has been provided that either: - 1. Capacity exists off site to serve the development confirmed by Thames Water or 2. A development and infrastructure phasing plan has been agreed with the Local Authority in consultation with Thames Water. Where a development and infrastructure phasing plan is agreed, no occupation shall take place other than in accordance with the agreed development and infrastructure phasing plan. Or 3. All wastewater network upgrades required to accommodate the additional flows from the development have been completed.

Reason - Network reinforcement works may be required to accommodate the proposed development. Any 2 reinforcement works identified will be necessary in order to avoid flooding and/or potential pollution incidents in accordance with policies RE7, RE9, V8 and RE3 of the Oxford Local Plan 2036.

18. No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface water infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement in consultation with Thames Water unless first approved in writing by the Local Planning Authority.

Reason: The proposed works will be in close proximity to underground water utility infrastructure. Piling has the potential to impact on local underground water utility infrastructure in accordance with policy RE4 of the Oxford Local Plan.

19. Prior to the commencement of development, a detailed scheme of all ecological enhancements shall be submitted to, and approved in writing by, the Local Planning Authority to ensure a net gain in biodiversity will be achieved. The scheme will include details of landscape planting of known benefit to wildlife and artificial roost features, including specifications and locations of bat, bird and dedicated swift boxes, and be carried out as approved unless first approved in writing by the Local Planning Authority

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

20. No development shall take place (including ground works and vegetation clearance) until a construction environmental management plan (CEMP: Biodiversity) has been submitted to and approved in writing by the Local Planning Authority. The CEMP (Biodiversity) shall include the following:
a) Risk assessment of potentially damaging construction activities;
b) Identification of “biodiversity protection zones” in respect of protected and notable species and habitats;
c) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts on biodiversity during construction (may be provided as a set of method statements) and biosecurity protocols;
d) The location and timing of sensitive works to avoid harm to biodiversity features;
e) Contingency/emergence measures for accidents and unexpected events, along with remedial measures;
f) Responsible persons and lines of communication;
g) The role and responsibilities on site of a qualified ecological clerk of works (ECoW) or similarly competent person if required, and times and activities during construction when they need to be present to oversee works; and
h) Use of protective fences, exclusion barriers and warning signs.
The approved CEMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details, unless first agreed in writing by the Local Planning Authority.

Reason: The prevention of harm to species and habitats within and outside the site during construction in accordance with Policy G2 of the Oxford Local Plan 2036.

21. A Landscape and Ecological Management Plan (LEMP) shall be submitted to, and be approved in writing by, the Local Planning Authority prior to occupation.
The content of the LEMP shall include the following:
a) Description and evaluation of features to be managed, both on and off-site;

b) Ecological trends and constraints on site that might influence management;
c) Aims and objectives of management;
d) Appropriate management options for achieving aims and objectives;
e) Prescriptions for management actions;
f) Preparation of a work schedule (including an annual work plan capable of being rolled forward over a five-year period);
g) Details of the body or organization responsible for implementation of the plan; and
h) Ongoing monitoring and remedial measures.
The LEMP shall also include details of the legal and funding mechanism(s) by which the long-term implementation of the plan will be secured by the developer with the management body(ies) responsible for its delivery. Long-term management shall be for a minimum of 30 years. The plan shall also set out (where the results from monitoring show that conservation aims and objectives of the LEMP are not being met) how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme. The approved plan will be implemented in accordance with the approved details unless first approved in writing by the Local Planning Authority.

Reason: The prevention of harm to species and habitats within and outside the site during construction in accordance with Policy G2 of the Oxford Local Plan 2036.

22. A Construction Traffic Management Plan shall be submitted to and agreed in writing by the Local Planning Authority prior to commencement of any demolition or any works. The CTMP shall follow Oxfordshire County Council's template if possible. This shall identify;
- The routing of construction vehicles and management of their movement into and out of the site by a qualified and certificated banksman,
- Access arrangements and times of movement of construction vehicles (to minimise the impact on the surrounding highway network),
- Details of wheel cleaning / wash facilities to prevent mud, etc from migrating on to the adjacent highway,
- Contact details for the Site Supervisor responsible for on-site works,
- Travel initiatives for site related worker vehicles,
- Parking provision for site related worker vehicles,
- Details of times for construction traffic and delivery vehicles, which must be outside network peak and school peak hours,
- Engagement with local residents
- Pedestrian and cyclist protection
- Proposed temporary traffic restrictions
- Contact details of the Project Manager and Site Supervisor responsible for on-site works to be provided.
- Bus operators to be kept informed of significant changes to the network through the project.

The development shall be carried out in accordance with the approved plan

unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of highway safety and to mitigate the impact of construction vehicles on the surrounding network, road infrastructure and local residents, particularly at peak traffic times in accordance with the agreed plan.

23. Prior to construction, the cycle parking strategy must be submitted to the Local Planning Authority for approval. The strategy should seek to maximise provision for cycle parking and should consider a mix of double decked parking and levelled provision. The development shall not be brought into use until the cycle parking areas and means of enclosure have been provided within the site in accordance with the approved details and thereafter the areas shall be retained solely for the purpose of the parking of cycles.

Reason: To encourage the use of sustainable modes of transport in line with policy M5 of the Oxford Local Plan 2036.

24. Details of any proposed external lighting and sound systems including locations shall be submitted to, and approved in writing by, the Local Planning Authority before the building(s) is occupied. Development shall be carried out in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of amenity and in the absence of information, in accordance with policy RE7 of the Oxford Local Plan 2036.

25. Prior to commencement of development a landscape plan shall be submitted to, and approved in writing by, the Local Planning Authority. 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, seating layouts, and areas to be grassed or finished in a similar manner.

Reason: In the interests of visual amenity in accordance with policies G7, G8, DH1 and DH3 of the Oxford Local Plan 2036.

26. The landscape plan 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 unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of visual amenity in accordance with policies G7, G8, DH1 and DH3 of the Oxford Local Plan 2036.

27. Prior to the start of any work on site including site clearance, details of the design of all new hard surfaces and a method statement for their construction shall be submitted to and approved in writing by the Local Planning Authority. Details shall take into account the need to avoid any excavation within the

rooting area of any retained tree and where appropriate the Local Planning Authority will expect "no-dig" techniques to be used, which might require hard surfaces to be constructed on top of existing soil levels using treated timber edging and pegs to retain the built up material. The development shall then be completed in accordance with the approved method statement throughout the development of the site unless otherwise approved in writing by the Local Planning Authority.

Reason: To avoid damage to the roots of retained trees. In accordance with policies G7, G8, DH1 and DH3 of the Oxford Local Plan 2036.

28. 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 unless otherwise agreed with the Local Planning Authority.

Reason: To avoid damage to the roots of retained trees; in support of Adopted Local Plan Policies G7, G8, DH1, V8 and DH3 of the Oxford Local Plan 2036.

29. 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. In accordance with policies G7, G8, DH1 and DH3 of the Oxford Local Plan 2036.

30. The trees labelled 12A, 12B and 12C on the Tree Removals and Retentions Plan drawing No.163390-JAC-SKE-EEN-090200 (R01) shall be retained throughout the construction and operational phases of the development. The trees shall not be removed.

Reason: To maintain the appearance of the area in accordance with policies

G7, G8, DH1 and DH3 of the Oxford Local Plan 2036.

31. Any trees that are found to be dead, dying, severely damaged or diseased within 12 months of the completion of the building works OR 12 months of the carrying out of the landscape plan (whichever is later), shall be replaced in the next planting season by specimens of similar size and species in the first suitable planting season unless otherwise approved in writing by the Local Planning Authority.

32. Reason: In the interests of visual amenity in accordance with policies G7, G8, DH1 and DH3 of the Oxford Local Plan 2036.

33. No development shall take place including demolition works until details of the proposed pedestrian bridge over Botley Road have been submitted and approved in writing by the Local Planning Authority. Thereafter and prior to first use of any part of the development, the pedestrian bridge shall be constructed in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

    Reason: In the interests of highway safety and sustainability, to ensure a satisfactory standard of development and to comply with Government guidance contained within the NPPF and in accordance with policy M1 of the Oxford Local Plan 2036.

34. Details of the boundary treatment along Abbey Road include details of the proposed signage and barriers shall be provided and approved in writing by the Local Planning Authority before relevant parts of the work are commenced. The development shall be completed in accordance with the approved details unless otherwise approved in writing by the Local Planning Authority

    Reason: To protect the amenity of the area in accordance with policies DH1 of the Oxford Local Plan 2036.

Informatives

Consent may be applied for and consented under Section 61 of the Control of Pollution Act 1974 for the proposed construction works. The application must set out the final Best Practical Means ("BPM") measures to minimise construction noise and vibration, including control of working hours, and also provide a further assessment of construction noise and vibration including confirmation of noise insulation / temporary re-housing provision, if required. The Section 61 application should also describe the procedures for the monitoring of noise and vibration during construction.

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

12. APPENDICES

- **Appendix 1 –** Site location plan

13. HUMAN RIGHTS ACT 1998

13.1. Officers have considered the implications of the Human Rights Act 1998 in reaching a recommendation to approve this prior approval application. They consider that the interference with the human rights of the applicant under Article 8/Article 1 of Protocol 1 is justifiable and proportionate for the protection of the rights and freedom of others or the control of his/her property in this way is in accordance with the general interest.

14. SECTION 17 OF THE CRIME AND DISORDER ACT 1998

14.1. Officers have considered, with due regard, the likely effect of the proposal on the need to reduce crime and disorder as part of the determination of this application, in accordance with section 17 of the Crime and Disorder Act 1998. In reaching a recommendation to approve this prior approval application, officers consider that the proposal will not undermine crime prevention or the promotion of community.

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