

Oxford City Planning Committee

22nd September 2022

Application number:	22/00675/RES		
Decision due by	18th July 2022		
Extension of time	30 th September 2022		
Proposal	Details of reserved matters (appearance, landscaping, layout and scale) for the erection of 317 dwellinghouses (Use Class C3).		
Site address	Part Of Oxford North Northern Gateway Land Adjacent A44 A40 A34 And Wolvercote Roundabout, A40 Section From Cherwell District Council Boundary To Wolvercote Roundabout, Oxford, Oxfordshire – see Appendix 1 for site plan		
Ward	Wolvercote Ward		
Case officer	Michael Kemp		
Agent:	Mrs Dawn Brodie	Applicant:	Hill Residential Ltd
Reason at Committee	The proposals are major development		

1. RECOMMENDATION

1.1. The Oxford City Planning Committee is recommended to:

1.1.1. **Approve the application** for the reasons given in the report and subject to the required planning conditions set out in section 12 of this report and grant reserved matters approval.

1.1.2. **Agree to delegate authority** to the Development Management Service Manager to:

- Finalise the recommended conditions as set out in this report including such refinements, amendments, additions and/or deletions as the Development Management Service Manager considers reasonably necessary; and issue the reserved matters approval.

2. EXECUTIVE SUMMARY

2.1. This report considers a reserved matters planning application for the erection of 317 dwellings on the Canalside parcel of the Oxford North site located to the south of the A40 and north-west of Wolvercote. The residential development would consist of a total of 317 dwellings, 223 of the units would be provided as apartments, whilst the remaining 94 dwellings would be houses. The proposals also include the provision of the 'Neighbourhood Square', a centrally located

area of public open space, as well as cycle and pedestrian accesses, secondary access roads and parking areas. A Linked planning application (22/00081/RES) relates to the provision of the spine road, which will provide vehicular (and pedestrian/cycle) access into the site from the A40, as well further public open space and drainage infrastructure, which was granted planning permission for which was approved at the meeting of the Oxford City Planning Committee in August this year. Delivery of the infrastructure approved under 22/00081/RES reserved matters application is essential to the development proposed within this residential reserved matters application and will be secured through a Grampian planning condition ensuring provision prior to occupation.

- 2.2. The delivery of residential development on this parcel of the Oxford North site aligns with the land use parameter plan and overall site masterplan, which accompanied the hybrid planning permission. The percentage of affordable homes to be provided within the development (35%) would align with the agreed percentage of affordable housing outlined within the accompanying Section 106 agreement, whilst the overall mix of dwellings is compliant with the requirements of Policy H4 of the Oxford Local Plan.
- 2.3. The design approach aligns with the principles established in the overarching masterplan for this section of the Oxford North site, as approved under the hybrid planning permission. The proposed housing is considered to be well-designed and gives consideration to the character and context of the site in terms of the housing typologies, architectural appearance and use of materials and the proposals are considered to align with the Council's design Policy DH1, as well as the National Design Guide and Model Code. Building heights align with the maximum permitted heights outlined within the building heights parameter plan accompanying the hybrid planning permission and officers have concluded that whilst the development would have an impact on the surrounding landscape character and openness of the Green Belt, this impact would be no greater than expected and previously assessed under the hybrid application.
- 2.4. Officers conclude that the development would result in a moderate level of less than substantial harm to the setting of the Wolvercote with Godstow Conservation Area and a low level of less than substantial harm to the setting of the Grade II listed Manor Farmhouse and Church Farmhouse. When assessed under the balancing exercise required under Paragraph 202 of the NPPF, the identified moderate level of less than substantial harm to these designated heritage assets would be outweighed by the multiple benefits associated with the delivery of the housing development on the site. The public benefits of the development proposed within this application are considered substantial in particular the delivery of 317 homes, a significant proportion of which would be affordable would demonstrably outweigh the less than substantial harm to the Conservation Area and Grade II listed Manor Farm.
- 2.5. Given the development's detachment from Wolvercote, the proposals are considered to not have an adverse impact on the amenity of any surrounding residential occupiers. Whilst a number of buildings proposed on the site would be adjacent to the Jury's Inn hotel, it is considered that the development would not fundamentally impact on the function of this adjoining land use. The proposals are considered to provide acceptable standards of amenity for future

occupiers accounting for the relative density of development, this is in terms of the quantity and quality of amenity space and standards of privacy and natural light. The design and layout of the development accounts for the existing noise constraints from the adjoining A40 and A34 roads and appropriate mitigation is outlined within the accompanying noise assessment. The proposals are therefore considered to provide acceptable standards of amenity for both existing and future occupiers in accordance with Policies H14, H15, H16, RE7 and RE8 of the Oxford Local Plan.

- 2.6. The proposed access arrangements, in conjunction with the related reserved matters application for the loop road comply with the access parameter plan approved under the hybrid planning application and provide appropriate access arrangements for road users, cyclists and pedestrians. Car parking provision is considered appropriate in line with the requirements of Policy M3 of the Oxford Local Plan, as well as the Section 106 agreement which was completed in respect of the hybrid planning permission. The plans include provision for cycle parking that would comply with the minimum standards required under Policy M5 of the Oxford Local Plan.
- 2.7. The proposals alongside the reserved matters permission on the adjoining site include an appropriate strategy for the provision of biodiversity net gain and ecological enhancements, in line with the requirements of Policy G2 of the Oxford Local Plan and the appropriate provision of sustainable drainage in accordance with Policies RE3 and RE4 of the Oxford Local Plan.
- 2.8. Overall, the proposals are considered to be compliant with the Oxford Local Plan; the Wolvercote Neighbourhood Plan and the NPPF. For the reasons outlined within this report it is recommended that the Committee resolve to grant reserved matters approval for the details of this development.

3. LEGAL AGREEMENT

- 3.1. Hybrid planning application 18/02065/OUTFUL was the subject of a Section 106 Agreement covering several matters including:
 - Provision of affordable housing including review mechanism.
 - Financial obligations
 - Highways and Transport related provisions
 - Delivery of biodiversity net gain
 - Public art
 - Provision of public open space
 - Energy and sustainability measures
- 3.2. The Section 106 agreement covers all subsequent reserved matters planning applications and sets parameters applicable to future phases on the site and details required to be submitted under future reserved matters applications. These requirements are addressed where appropriate in the following sections of this report.
- 3.3. A separate legal agreement is not required to cover any matters proposed within this reserved matters application.

4. COMMUNITY INFRASTRUCTURE LEVY (CIL)

4.1. The original planning agreement was the subject of a detailed CIL agreement, no additional CIL would be payable based on the proposals submitted under this reserved matters application.

5. SITE AND SURROUNDINGS

5.1. The application site comprises a section of a wider 26-hectare area of predominantly grazing farmland located in the north of Oxford, just inside the ring road which was the subject of planning application 18/02065/OUTFUL.

5.2. Planning approval was granted on 23rd March 2021 for planning application 18/02065/OUTFUL. This followed a resolution to grant planning permission made by the Planning Review Committee held on 16 December 2019 and the prior completion of the Section 106 agreement. The description of development is listed below:

Hybrid planning application comprising: (i) Outline application (with all matters reserved save for "access"), for the erection of up to 87,300 m² (GIA) of employment space (Use Class B1), up to 550 m² (GIA) of community space (Use Class D1), up to 2,500 m² (GIA) of Use Classes A1, A2, A3, A4 and A5 floorspace, up to a 180 bedroom hotel (Use Class C1) and up to 480 residential units (Use Class C3), installation of an energy sharing loop, main vehicle access points from A40 and A44, link road between A40 and A44 through the site, pedestrian and cycle access points and routes, car and cycle parking, open space, landscaping and associated infrastructure works. Works to the A40 and A44 in the vicinity of the site. (ii) Full application for part of Phase 1A comprising 15,850 m² (GIA) of employment space (Use Class B1), installation of an energy sharing loop, access junctions from the A40 and A44 (temporary junction design on A44), construction of a link road between the A40 and A44, open space, landscaping, temporary car parking (for limited period), installation of cycle parking (some temporary for limited period), foul and surface water drainage, pedestrian and cycle links (some temporary for limited period) along with associated infrastructure works. Works to the A40 and A44 in the vicinity of the site. (Amended plans and additional information received 19.06.2019)

5.3. The application site to which planning application 18/02065/OUTFUL relates falls into three, fan-shaped parcels of land which run adjacent to the A44 and A40 trunk roads, converging at Wolvercote roundabout. The northern boundary of the site is formed by a raised section of the A34 road. The eastern boundary of the site is formed by a section of railway line. The south-western boundary is formed by Joe White's Lane bridleway (National Cycle Route 5) and the fields to the west that lead down to the Oxford canal and separate the site from much of the settlement of Wolvercote.

5.4. The masterplan for planning application 18/02065/OUTFUL refers to three parcels of land as the following:

- East: the parcel to the east of the A44, south of the Peartree Park and Ride and west of the railway line

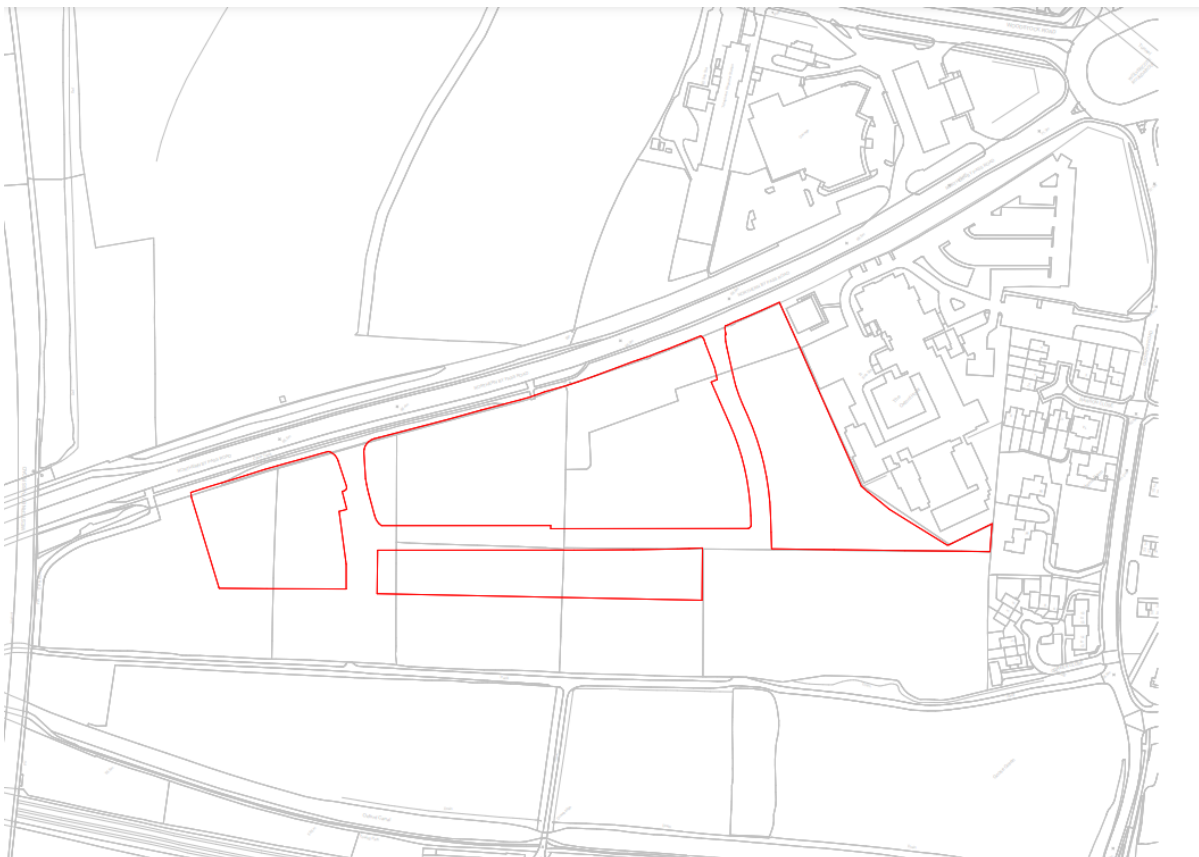
- Central: the largest parcel, to the west of the A44 and to the north-east of the A40
- Canalside: the parcel to the south-west of the A40 and the north-east of Joe White's Lane

5.5. This application relates to development on the Canalside parcel of the Oxford North site which slopes downwards from the A40 to Joe White's Lane. The land was used predominantly as agricultural grazing land but has more recently been subject of a series of earthworks, which were approved under reserved matters planning application 21/01053/RES. The site now consists of exposed soil and excavated land.

5.6. The application site forms a setting to the Wolvercote with Godstow Conservation Area and the historic Goose Green, a registered common and an important open space in the area. Both lie to the south-west of the site, with the Conservation Area boundary taking in the field in the south-west of the application site.

5.7. Oxford City Planning Committee resolved to grant planning permission in August 2022 for the provision of a U shaped spine road and Canalside Park (22/00081/RES) on the land adjoining the application site. The planning permission was issued on 26th August 2022. The access road and park forms a key part of the access and public realm strategy for the residential development proposed within this planning application.

5.8. The site location plan is included below:



6. PROPOSAL

- 6.1. The application seeks reserved matters planning approval for a residential development on the Canalside parcel of the Oxford North site located to the south of the A40. The residential development would consist of a total of 317 dwellings, 223 of the units would be provided as apartments, whilst the remaining 94 units would be houses.
- 6.2. There is variance in the scale of development proposed across the site. The largest and more prominent buildings consisting of four to five storey flats are aligned with the A40 and include a new continuous frontage to the road, with the exception of where the road access points are proposed into the site. The south west corner of the site includes an arrangement of three to four storey flats surrounding an internal courtyard. The south facing elevation of the flats would face the Canalside Park. The central, southern and western parts of the site located behind the front facing flats would consist of houses arranged in terraces facing both the primary streets and secondary 'mews' streets located in the central and western parts of the site. Two rows of terraced houses are located along the southern edge of the site. The rear elevations of these houses, including the garden spaces would face the Canalside Park as approved under application 22/00081/RES.
- 6.3. Linked planning application (22/00081/RES) relates to the provision of the spine road, which will provide vehicular (and pedestrian/cycle) access into the site from the A40, in addition to the Canalside Park, a large area of public open space which provides an important area of public open space for future residents of the development proposed within this application and for existing residents of Wolvercote. The linked application for the park and the road provide essential access and open space infrastructure to support the development proposed under this reserved matters application. It is therefore necessary to condition that the access road and park are both provided in their entirety prior to the first occupation of the units within the new development, secured via a Grampian condition (condition 20).
- 6.4. A new park area is proposed at the centre of the site, this is referred to as the 'Neighbourhood Square'. This would form a key part of the public open space for the residential element of the site. This includes an event lawn, tree planting and provision of play and exercise equipment.
- 6.5. A total of 202 parking spaces will be provided on site equating to a ratio of 0.63 spaces per unit. This would consist of a mix of on-plot parking, including garages and residential parking spaces; on street parking adjacent to the secondary access roads; and undercroft parking to serve the blocks of flats. 2 car club spaces are also proposed within the site. Cycle parking is also proposed, with 836 spaces provided across the site.
- 6.6. The originally submitted plans have been the subject of amendments, the key change being the omission of a three bedroom house in the south east corner of the site, with an additional one bedroom flat being provided in its place. This

included a change to the overall mix of dwelling sizes, though no change to the affordable housing mix. Changes were also proposed to the site landscaping and planting proposals and the enlargement of garden spaces serving a number of units.

7. RELEVANT PLANNING HISTORY

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

<p>18/02065/OUTFUL - Hybrid planning application comprising:</p> <p>(i) Outline application (with all matters reserved save for "access"), for the erection of up to 87,300 sqm (GIA) of employment space (Use Class B1), up to 550 sqm (GIA) of community space (Use Class D1), up to 2,500 sqm (GIA) of Use Classes A1, A2, A3, A4 and A5 floorspace, up to a 180 bedroom hotel (Use Class C1) and up to 480 residential units (Use Class C3), installation of an energy sharing loop, main vehicle access points from A40 and A44, link road between A40 and A44 through the site, pedestrian and cycle access points and routes, car and cycle parking, open space, landscaping and associated infrastructure works. Works to the A40 and A44 in the vicinity of the site.</p> <p>(ii) Full application for part of Phase 1A comprising 15,850 sqm (GIA) of employment space (Use Class B1), installation of an energy sharing loop, access junctions from the A40 and A44 (temporary junction design on A44), construction of a link road between the A40 and A44, open space, landscaping, temporary car parking (for limited period), installation of cycle parking (some temporary for limited period), foul and surface water drainage, pedestrian and cycle links (some temporary for limited period) along with associated infrastructure works. Works to the A40 and A44 in the vicinity of the site. (Amended plans and additional information received 19.06.2019). Approved 23rd March 2021.</p> <p>21/01053/RES - Reserved matters approval for earthworks, attenuation ponds, substations, services and areas of permanent and temporary landscaping.. Approved 18th August 2021.</p> <p>22/00081/RES - Construction of a Spine Road for access to Phases 1b, 1c and 1d of the Oxford North development and the provision of landscaping to create Canalside Park – Approved 26th August 2022.</p>

8. RELEVANT PLANNING POLICY

8.1. The following policies are relevant to the application:

Topic	National Planning Policy Framework	Local Plan	Wolvercote Neighbourhood Plan:
-------	------------------------------------	------------	--------------------------------

Design	117-123, 124-132	DH1 - High quality design and placemaking DH7 - External servicing features and stores	
Conservation/Heritage	184-202	DH2 - Views and building heights DH3 - Designated heritage assets DH4 - Archaeological remains	
Housing	59-76	H1 - Scale of new housing provision H2 - Delivering affordable homes H4 - Mix of dwelling sizes H7 - Community-led housing/self-build housing H10 - Accessible and adaptable homes H14 - Privacy, daylight and sunlight H15 - Internal space standards H16 - Outdoor amenity space standards	
Natural environment	91-101	G2 - Protection of biodiversity geo-diversity G3 - Green Belt G7 - Protection of existing Green Infrastructure	GBS2 - Green Belt, Designated Land GBS3 - Play Areas GBS5 - Biodiversity GBS6 - Green space in developments
Transport	117-123	M1 - Prioritising walking, cycling and public transport M2 - Assessing and managing development M3 - Motor vehicle parking M4 - Provision of electric charging points M5 - Bicycle Parking	CHS1 - Community Connectivity CHS2 - Electric Vehicle Charging Points CHS3 - Safe Access Routes CHS4 - Travel Plans
Environmental	117-121, 148-165, 170-183	RE1 - Sustainable design and construction RE2 - Efficient use of Land RE3 - Flood risk management RE4 - Sustainable and foul drainage, surface RE5 - Health, wellbeing, and Health Impact Assessment RE6 - Air Quality RE7 - Managing the impact of development RE8 - Noise and vibration RE9 - Land Quality	BES2 - Air Pollution BES1 - Brownfield sites BES3 - Noise Pollution BES4 - Drainage and Flooding
Miscellaneous	7-12	S1 - Sustainable development S2 - Developer contributions V8 - Utilities	

9. CONSULTATION RESPONSES

- 9.1. Site notices were displayed around the application site on 1st April 2022 and an advertisement was published in The Oxford Times newspaper on 31st March 2022.
- 9.2. Following receipt of amended plans, the application was re-advertised by site notice on 11th August 2022 and was published in The Oxford Times newspaper on 11th August 2022.

Statutory and non-statutory consultees

Oxfordshire County Council

Highways Authority:

- 9.3. No objection, subject to planning conditions.
- 9.4. The Transport Statement provides a drawing of vehicle tracking for a refuse vehicle and the Design and Access Statement sets out the refuse collection and servicing strategy. The vehicle tracking drawing shows that the refuse vehicle needs to reverse in to the cul-de-sac streets at the east of the development. Whilst some reversing will be required in a few locations it should be avoided and Manual for Streets advises that it should be straight which this is not. A public space should be made available to allow for collection from the Loop Road.
- 9.5. There is a central pedestrian and cycle route north south through the site from the A40 along the eastern edge of the central square and through the southern houses to reach the open space and connect with Joe White Lane. This route is identified as a key walk/cycle route within the wider Oxford North proposals. The route between the houses is identified as steps with hand rails and seating. There is no detailed drawing however the proposals would appear to be restrictive for cyclists. Whilst the level differences might require steps this is the most direct route and still likely to be a desire line. The gradient of the steps should be minimised and wheeling ramps provided along with appropriate widths.
- 9.6. The Loop Road and Housing are under separate planning applications however they need to have regard to the other. The forward visibility splay for the bend in the south east of the loop road extends outside of the loop road application boundary into the adjacent plot. A condition is recommended to ensure that a drawing is provided demonstrating an adequate forward visibility splay adjacent to the front of the dwelling adjacent to the south eastern corner of the site and to ensure that the area containing the visibility remains unobstructed.
- 9.7. The proposals have an overall car parking ratio of approximately 0.6 spaces per dwelling with a maximum of 1 space per dwelling. This is slightly less provision than the Area Action Plan and Local Plan policy numbers. Car club spaces are proposed which would allow for occasional use by residents.

- 9.8. The number of cycle parking spaces for the apartment's element of the development is slightly higher than the minimum policy requirement and the number for houses meets the minimum requirement but would allow for additional spaces if future residents required them.
- 9.9. The basement car park for the apartment block at the west of the development has an access ramp that does not allow for simultaneous two way movements and uses a controlled access system. The Transport Statement provides information on the expected number of movements and the Highway Authority are satisfied that any queuing associated would not impact the wider network.
- 9.10. Revisions are required before the Travel Plan can be agreed. A condition is therefore recommended requiring an update to the Travel Plan to be agreed prior to the first occupation of the development.

Lead Local Flood Authority

- 9.11. No objection following receipt of further information in respect of the wider site drainage strategy, updated drainage calculations, flood exceedance plan and outfall details.

Thames Water

- 9.12. No objection as surface water will not be discharged into the public sewer. Based on existing foul water capacity Thames Water do not object to the development.
- 9.13. Thames Water recognises this catchment is subject to high infiltration flows during certain groundwater conditions. The scale of the proposed development doesn't materially affect the sewer network and as such Thames Water do not object. Thames Water would advise that with regard to water network infrastructure capacity, that they would not have any objection to the above planning application.

Environment Agency

- 9.14. Do not wish to comment.

Historic England

- 9.15. Do not wish to comment

National Highways

- 9.16. The Proposals continue to be in accordance with the principles and assumptions considered through the outline application. We are satisfied that the proposals would not affect the safety, reliability and/or operation of the Strategic Road Network and have no objection.

Natural England

- 9.17. No comments

Thames Valley Police

- 9.18. No Objection – subject to conditions including provision of a lighting plan and requirement to obtain Secure by Design (SBD) accreditation.
- 9.19. Recommend addition of a number of security features to control access into the buildings and secure surveillance over the public realm.

Wolvercote Neighbourhood Forum

9.20. Made the following summarised comments in relation to the application as originally submitted:

- Supportive of provision of play facilities in development but ask that additional facilities are provided on the eastern side of the site.
- Pleased that outdoor exercise facilities are proposed within 500 metres of all dwellings.
- No evidence is provided to offset loss of biodiversity on site. Concern that hedge clearance on site has damaged biodiversity.
- The Air Quality Assessment conducted in 2019 relies on old data that does not account for recent completed developments.
- Detailed information is required on the present state of air pollution and risks to the health of residents. Those most at risk are obviously the residents in the apartments flanking the major roads. There is no evidence of any design features that would provide appropriate mitigation.
- Concern regarding noise levels and impact on future residents, particularly from the adjoining roads.
- Concern regarding foul water capacity in the area.
- Concern regarding the extent of natural light for future occupiers of the flats adjoining the A40 in terms of the internal and external amenity spaces.
- The energy efficient of the development is commended.
- The development does not include older persons housing, but instead provides a significant number of accessible homes. Thus for the elderly and disabled, the developer is minimally providing for the elderly.
- Agree with the County Council's comments regarding the inadequacy of the submitted travel plan.
- Support provision of permeable paving and hard surfacing.
- Reassurance is needed that all car parking spaces in flats will be provided with charging points, alongside spaces for electric cycle and e-scooter charging.
- Access from the site to Wolvercote Primary School is being improved a little by provision of highway refuges at a few locations. We are disappointed that no more substantive safety measures (such as Zebra crossings or controlled crossings) are proposed instead.
- Pleased that footpaths and cycle tracks are provided across the site, and also that all housing will be provided with suitable cycle storage.
- We are concerned that inadequate provision has been made for wheelchair users needing to traverse the site from the area of the A40 down to Joe White's Lane.

9.21. Following re-consultation carried out on the 11th August 2022, Wolvercote Neighbourhood Forum reiterated that the revisions to the plans had not

addressed concerns previously raised. In addition to this concerns are expressed in relation to the submitted biodiversity strategy, namely that it seems unlikely that off-site enhancements could be provided within Wolvercote ward, which they should be to comply with Policy GBS5 of the Wolvercote Neighbourhood Plan.

Public representations

9.22. Three members of the public have commented in relation to the submitted planning application. One of these comments sought clarification on the street names as labelled on the plans. The other two comments noted that the developer should ensure that the 5% increase in biodiversity promised by the applicants is delivered.

10. PLANNING MATERIAL CONSIDERATIONS

10.1. Officers consider the determining issues to be:

- Principle of development
- Design and heritage
- Trees, landscape and public realm
- Amenity
- Transport
- Energy and Sustainability
- Ecology
- Flooding
- Air Quality
- Contamination

Principle of development

Residential Development

10.2. The site benefits from outline planning permission under hybrid planning permission 18/02065/OUTFUL. The hybrid permission allows for the provision of up to 480 dwellings amongst the permitted uses. The land use parameter plan for the Oxford North site indicates that residential development is appropriate on the Canalside parcel of the site, alongside potential mixed uses facing the A40 though providing a mix of uses is not a requirement and non-residential uses are not proposed within this application. The site masterplan for Oxford North indicated that this section of the site would deliver the majority of the residential development on the Oxford North site, with the bulk of the remaining residential development proposed for the Eastside area to the east and north east of the A44. The overall quantum of development proposed and residential use of the site complies with the outline planning permission for the Oxford North site.

Environmental Impact Assessment

- 10.3. An Environmental Statement (ES) was prepared as part of hybrid planning application 18/02065/OUTFUL, which covered in outline all development across the Oxford North site.
- 10.4. This Reserved Matters application would constitute a 'subsequent application' under Regulation 2(1) of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017. As such, the likely significant effects of the proposed development need to be considered.
- 10.5. The proposals submitted under this reserved matters application do not deviate from the parameters of the hybrid planning permission and the fundamental details outlined within the previously submitted Environmental Statement, in terms of the scope of development and overall scale and layout of the development. Officers conclude that the development would not give rise to any new or different significant effects to those identified and assessed previously within the ES prepared under application 18/02065/OUTFUL.

Affordable Housing and mix of dwellings

- 10.6. The Section 106 agreement that was completed in respect of the hybrid planning application 18/02065/OUTFUL, includes a requirement that no less than 35% of all dwellings provided on the site will be delivered as affordable homes. Of the affordable units, 80% of the affordable homes shall be provided as socially rented dwellings. This requirement relates to each phase of the development, unless a previous phase included a higher provision of affordable housing than the 35% requirement.
- 10.7. The affordable housing scheme submitted as part of this reserved matters application states that 111 of the 317 dwellings would be affordable units (35%) of which 89 of the dwellings would be socially rented (80%) with the further 22 of the dwellings (20%) being proposed as shared ownership units. The affordable housing provision would therefore align with the terms of the Section 106 agreement completed in respect of planning application 18/02065/OUTFUL.
- 10.8. It should be noted that the affordable housing percentage and mix agreed as part of hybrid planning application was the subject of substantial viability testing on behalf of the applicant's and the Council's independent viability consultants at that time. Policies CS24 of the Core Strategy and HP9 of the Sites and Housing Plan, which were applicable at the time of determining the planning application, required on all qualifying sites that 50% of all housing is affordable, of which 80% of the dwellings must be socially rented with the remaining 20% provided as intermediate units. Policy H2 of the now adopted Oxford Local Plan 2016-2036 replicates these provisions. Policy HP9 of the Sites and Housing Plan, included a provision to deviate from the required affordable housing mix provided specific circumstances justified a departure, and this was robustly demonstrated through a viability assessment applying a cascade approach. This is similarly included within Policy H2 and at Appendix 3.3 of the Oxford Local Plan 2016-2036.

10.9. The reasons for the departure from the standard affordable housing percentage mix sought under the Sites and Housing Plan and Core Strategy which were adopted at the time that the outline application was determined are explained in depth in the officer's report to the West Area Planning Committee included at Appendix 2 of this report. The report highlighted that the infrastructure costs and bespoke nature of the development as a whole significantly impacted on the viability of the development and justified departure from the target housing mix required under policy. It must also be noted that the proposals included a review mechanism, which requires the provision of either additional on-site affordable housing, or a financial contribution towards off-site provision should the development prove to be more viable than expected, secured via the Section 106 Agreement completed in respect of the hybrid planning permission 18/02065/OUTFUL.

10.10. Taking into account the viability work previously undertaken, the submitted affordable housing percentage proposed within this reserved matters application accords with the affordable housing provision consented under the hybrid permission.

10.11. The Section 106 agreement includes a target housing mix for the affordable element of the proposals, this replicates the target housing mix requirements specified under Policy H4 of the Oxford Local Plan. The proposed mix of units is outlined in the table below alongside the target affordable housing requirement specified under Policy H4.

	Number of Units	Percentage of affordable units	Policy H4 and S106 target mix
1 Bedroom	31	28%	20-30%
2 Bedroom	36	32%	30-40%
3 Bedroom	35	32%	20-40%
4 Bedroom	9	8%	8-15%

10.12. The above table demonstrates that the proposed affordable housing mix would comply with the target housing mix specified under the S106 agreement accompanying the hybrid permission as well as Policy H4 of the Oxford Local Plan.

10.13. It is also a requirement of the Section 106 agreement which was completed in respect of planning permission 18/02065/OUTFUL that an Affordable Housing Scheme for the phased delivery of the affordable housing is submitted and approved in writing prior to implementing any dwellings on this phase of the development.

10.14. The Section 106 agreement includes a requirement that the applicant's affordable housing scheme demonstrates compliance with the following phasing requirements:

- No market dwellings within each sub phase shall be occupied until at least 5% of the affordable dwellings in that sub phase are provided.
- No more than 50% of the market dwellings shall be occupied until 75% of the affordable dwellings within the same sub-phase are provided.
- No more than 75% of the market dwellings in the sub-phase shall be occupied until all of the affordable dwellings in that phase are provided.

10.15. It is a requirement of the Section 106 agreement that affordable housing will be designed to be tenure blind and provided in small clusters, as far as possible throughout the development site. The tenure plan included within the applicant's design and access statement for this application includes the clustering of affordable housing along the western boundary of the site and the north and eastern sections and is therefore not concentrated in a single area of the site. There is also a balance in terms of houses and flats, whilst the units would not be solely concentrated in areas of the site adjoining the road, given that a number of the houses are located along either secondary mews streets, or face the primary spine road through the site. It is considered that there is no imbalance in the design quality of the affordable homes, compared with the market sale units and the proposals would in this sense be tenure blind.

10.16. It is considered that the overall delivery of affordable housing, as outlined within this planning application, aligns with the requirements of the hybrid planning permission and accompanying legal agreement.

Self-Build

10.17. Policy H7 of the Oxford Local Plan includes a requirement that on residential sites of 50 units or more, 5% of the site should be made available as self-build plots. Planning approval 18/02065/OUTFUL does not include the provision of self-build units as the scheme was developed prior to the adoption of the current Oxford Local Plan and the former development framework did not include a requirement to provide self-build units. As the development benefits from outline planning permission which is the subject of a legal agreement relating specifically to housing delivery it would not be reasonable to require the provision of self-build housing under subsequent reserved matters applications.

Adjacent Land Uses

10.18. The hybrid planning permission 18/02065/OUTFUL excluded an area of land allocated within the Northern Gateway Area Action Plan which was also the subject of the EIA prepared for the Oxford North development, the scope of which included the provision of 500 dwellings (20 above the number currently benefitting from planning permission). This is the area of land to the south east of the application site located to the south of the Jury's Inn hotel and north east of Goose Green Close. The land falls under the ownership of Oxford City Council and given the sites inclusion within the Northern Gateway Area Action Plan and release from the green belt it is anticipated that this site may come forward for

residential development in the future. This area of land was also included within the parameters of the Northern Gateway Area Action Plan.

10.19. It is a requirement of the Section 106 agreement completed in respect of planning permission 18/02065/OUTFUL that development on the Canalside parcel of the site allows for access into this adjoining site. The related planning application for the spine road, accounts for this requirement in accessibility terms, whilst the site layout proposed within this application would not compromise the effective residential development of the adjoining site, by reason of the layout of the proposed dwellings and the position of secondary access roads.

Design, Scale and Heritage Impact

Design

10.20. Policy DH1 of the Oxford Local Plan states that planning permission will only be granted for development of high quality design that creates or enhances local distinctiveness. The design of all development should respond appropriately to the site character and context and shall be informed by a contextual analysis and understanding of the setting of the site. Paragraph 129 of the NPPF requires that all developments are considered in line with the National Design Guide and Model Code.

10.21. Condition 24 of the hybrid planning permission requires substantial accordance with the building heights parameter plan (02 Rev 4); the Design and Access Masterplan and Public Realm Strategy Masterplan. The heights parameter plan sets a maximum height limit of +83m AOD (Above Ordinance Datum). This maximum height relates to the area of the site adjoining the A40. The AOD is set at +79m for development within the middle section of the site and +75m for the area of the site adjacent to the Jury's Inn and +74m for the land adjacent to the Canalside Park. The heights of the proposed buildings would fall within the height limits outlined within the heights parameter plan. The upper sections of the pitched roof gables facing the A40 extend up to +83 metres in terms of the AOD. The maximum height of the flats would be 18.6 metres from ground level along the south elevation of Blocks 4-5 and 17.9 metres in the case of Blocks 2 and 3, as measured along the north elevation of the flats.

10.22. The Design and Access Masterplan accompanying the hybrid consent outlined an overarching vision for the development of the Canalside site and key design principles guiding future development on this parcel on the site.

10.23. In respect of the flats facing the A40, the masterplan for the original hybrid permission outlined that this area of the site would contain larger buildings (generally 4 storeys) and within the maximum height limit of +83m AOD. The proposed larger flats would provide an urban frontage to the A40 assisting in the transition towards the road becoming an urban avenue and would also assist in buffering the dwellings to the rear against traffic related noise. The proposed apartments sited along the A40 would be principally four storeys. A section of Block 2 would be five storeys along the A40 frontage, though all of the blocks of flats to the north of the site would comply with the maximum heights outlined

within the parameter plan. The flats would have a presence along the new section of the A40 and would provide a new frontage to the road. Whilst the scale of the flats would be substantial, the building heights and general scale and massing would relate to the large scale and relatively tall employment buildings located on the opposite side of the A40. The front facing gables and varying ridge heights would assist in breaking up the visual mass of the front elevation of the buildings. Tree planting is proposed to the front of the flats as a means of softening the public realm along the A40, which aligns with the landscape strategy approved under the hybrid permission.

10.24. The houses to the rear of the flats would consist principally of three storey townhouses facing the primary spine road, with smaller two storey dwellings facing the secondary mews streets in the central and eastern sections of the site. There would be a variance in house types and roof forms. A palette of varying colours of brick is also proposed. Frontages would be provided along the primary street to the central pedestrian and cycle access and to the neighbourhood square (the centrally located area of public open space). A row of two terraced houses would back onto the Canalside Park with a hedgerow proposed along the southern boundary with the park. Surveillance over the park would be provided via the first and second floor south facing windows, first floor balconies and second floor terraces.

10.25. The request from Thames Valley Police that the applicants obtain Secure by Design (SBD) accreditation is noted as is the request that a lighting plan is provided by condition. These suggested conditions are replicated under the hybrid planning permission (conditions 37 and 38) and are applicable to subsequent reserved matters phases of the development and do not need to be replicated under this specific reserved matters application.

10.26. The lesser scale of the dwellings to the rear of the site takes into account the landscape sensitivities of views from Joe Whites Lane. These have been designed to relate more appropriately to the more modest scale of development within the surrounding parts of Wolvercote, consisting primarily of 20th Century suburban forms of housing and more traditional housing, particularly in the Conservation Area. The use of materials and dwelling design has been developed following contextual analysis of existing housing typologies in Wolvercote and North Oxford. Whilst the architectural design approach is contemporary, it is considered that this the appropriate given the need to create a new and unique sense of place within the Oxford North development whilst respecting local design characteristics.

10.27. A Landscape and Visual Impact Assessment (LVIA) was prepared in support of the hybrid planning application, this studied views of the site from important viewpoints such as Port Meadow and Wolvercote as well as applying a zone of theoretical visibility to the surroundings of the site. The LVIA tested the areas of the development site where permission was sought in outline; this included modelling of the likely heights and massing, according to the development masterplan and accounting for the maximum heights outlined in the heights parameter plan. The officer's report concluded that the development as a whole on the Oxford North site would alter the perception of arrival in Oxford from the north and west with an immediate sense of the urban rather than the current

more gentle suburban transition, whilst the transition coming in to the city along the A40 would arguably be more acute with the distinctly rural character presently continuing east of the embanked A34 to the Wolvercote roundabout at Jurys Inn.

- 10.28. The building heights, as proposed within this reserved matters application would comply with the building heights parameter plan. However the development tested within the LVIA prepared at outline stage was indicative and the proposals contained within this reserved matters application differ in terms of the siting, scale and massing of the development compared with the masterplan approved under the hybrid permission. Officers therefore requested that the proposed layout of the development was tested in the views prepared under the previously prepared LVIA in order to test the proposed siting and massing of the final design approach, given that the previous model accounted only for indicative siting and massing. Officers conclude from the review of the LVIA that the development would not have any greater impact in landscape and visual terms compared with the scope of development previously tested under the hybrid application accounting for the height, scale, siting and massing of the proposed built form.
- 10.29. The application site was removed from the Oxford Green Belt prior to the adoption of the Northern Gateway Area Action Plan and no part of the proposed development lies within land falling within the Green Belt. Although no development is proposed within the Green Belt there is a requirement to consider whether the proposals would preserve the openness of the Green Belt in accordance with Paragraph 137 of the NPPF and Policy G3 of the Oxford Local Plan, which is relevant given that the site is adjacent to land remaining within the Green Belt.
- 10.30. The impact of the proposals submitted under this reserved matters application on the openness of the Green Belt must however be considered in the context of the hybrid planning application, which outlines parameters for building heights, the likely quantum of development on the Canalside Site, as well as the site masterplan. Officers in their analysis of the landscape and visual impact of the hybrid proposals concluded that there would be an impact in visual terms, given the scale and height of development proposed on the site, in turn this would impact on the openness of the green belt in spatial and visual terms given the urbanising impact of what is a substantial edge of city urban development.
- 10.31. Likewise the development proposed within this application would impact on the openness of the green belt in spatial and visual terms, given the scale and siting of the built form and the site's visual presence experienced from the surrounding land to the west which remains within the Green Belt. Nevertheless it is considered that the development would have no greater impact on the openness of the Green Belt than that considered under the hybrid approval given that the proposals align with the scope of the hybrid permission in terms of the height of the development, siting of the built form and overall vision for this part of the site. It is considered that the proposals would generally accord with Policy G3 of the Oxford Local Plan or Paragraph 137 of the NPPF.

Heritage Impact

- 10.32. A section of the south east corner of the application site lies within the Wolvercote with Godstow Conservation Area, whilst the whole of the development on the site would be considered to fall within the setting of the Conservation Area given its spatial proximity and relationship to the Conservation Area.
- 10.33. In line with Paragraph 199 of the NPPF consideration must be given to the impact of a proposed development on the significance of this designated heritage asset and great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.
- 10.34. Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 outlines that in the exercise, with respect to any buildings or other land in a conservation area, of any functions under or by virtue of any of the provisions mentioned, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.
- 10.35. The application site falls within the wider setting of the Grade II listed Manor Farm (26 Godstow Road a large former farmhouse originally dating to the 17th Century but which has been the subject of a number of later additions; as well as the Grade II listed Church Farmhouse, which was historically linked to surrounding agricultural land which includes the land which forms the site. Both buildings are located to the south of the Jury's Inn Hotel and are surrounded by housing constructed in the late 20th Century which has greatly altered the original setting of the listed buildings. There are also two late 18th Century Grade II listed tilting canal bridges which are located to the south west and west of the site, these bridges provide a connection from Joe Whites Lane onto the Canal towpath.
- 10.36. Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended) states that in considering applications for development which affects a listed building or its setting, the local planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.
- 10.37. Policy DH3 of the Oxford Local Plan specifies that planning permission will be granted for development that respects and draws inspiration from Oxford's unique historic environment (above and below ground), responding positively to the significance, character and distinctiveness of the heritage asset and locality. When considering development proposals affecting the significance of designated heritage assets (including Listed Buildings and Conservation Areas), great weight will be given to the conservation of that asset and to the setting of the asset where it contributes to that significance or appreciation of that significance).
- 10.38. The wider impact of the redevelopment of the land at Oxford North in respect of the Wolvercote with Godstow Conservation Area and the aforementioned

listed buildings was considered in depth by officers at the time application 18/02065/OUTFUL was determined. This was informed by an Environmental Statement accompanying the hybrid planning application which included an assessment of the impact on the Conservation Area, the Grade II listed Manor Farm, Church Farmhouse; Grade II listed canal bridges, St Peter's Church and Port Meadow, which is a scheduled ancient monument.

- 10.39. Officers' assessment of the hybrid application considered the relative harm to the setting and significance of the Conservation Area, which was deemed to be a moderate level of less than substantial harm, this was as a result of an overtly urban development replacing surviving, historically agricultural land which currently provides a green gap and permits uninterrupted views from these assets to the rural hillside backdrop beyond the city to the north west and north-east. The introduction of buildings to the south-west of the A40 resulting in built development encroaching closer to the settlement of Wolvercote than at present which would harm the surviving character and appearance of a rural settlement
- 10.40. In terms of the setting of the Grade II listed Manor Farm and Church Farmhouses it was considered that whilst the setting of the farmhouses had been eroded by residential development and non-residential development including the Jury's Inn hotel, there would be further harm arising from the loss of agricultural land on the Oxford North site which forms part of the wider setting which contributes to the significance of these buildings, furthermore the approved development would also be of a significant scale. This harm to the setting of the Grade II listed buildings was identified as less than substantial and at the low end of this classification.
- 10.41. The identified harm to these designated heritage assets was balanced against the significant package of public benefits delivered by the proposed development, including the provision of 480 homes and significant economic benefits deriving from the provision of 87,300sqm of employment space. A conclusion was reached that the benefits arising from the development would outweigh the respective moderate and low level of less than substantial harm to the Wolvercote with Godstow Conservation Area and the Grade II listed Manor Farm.
- 10.42. Since the outline application was determined further development has taken place to the south of the A40, namely cut and fill earthworks consented under reserved matters application 21/01053/RES. This has notably transformed the character of the application site from its previous condition as open agricultural land.
- 10.43. The scope of development on the site, including the overall quantum of units, the siting of the proposed built form and overall scale and massing would not fundamentally depart from the scope of development consented under the hybrid planning application. Officers consider that the level of harm to the setting and significance of the Conservation Area resulting from the scale and siting of the development, as proposed within this reserved matters application would be no greater than the moderate level of less than substantial harm assessed at the time that the hybrid application was approved. The overall design quality of the

scheme and approach would mitigate the level of harm that would occur as a result of the development proposed under this reserved matters application.

10.44. In the context of Paragraph 202 of the NPPF, where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm must be weighed against the public benefits of the proposal. In the context of the development proposed specifically within this reserved matters application, there are substantial public benefits. The proposals would provide 317 homes, which represents a significant portion of the 480 homes approved under the hybrid permission, this includes the provision of 111 affordable homes. The proposals, as secondary benefits would also deliver additional public open space in the former of the neighbourhood square, which would provide an area of public realm for future and existing residents. The proposals must also be considered in the context of the wider public benefits which would be delivered as part of the hybrid application, including the provision of 87,300sqm of employment space, transport and connectivity improvements; and the provision of the further 163 dwellings that would be provided in the later phases of the development. The public benefits as a whole; and as proposed within this reserved matters application are considered to outweigh the less than substantial harm that would be caused to the setting and significance of the Conservation Area and the setting of the Grade II listed Manor and Church Farmhouses.

10.45. As such it is considered that the development accords with Policies DH1 and DH3 of the Oxford Local Plan and the NPPF. In coming to this conclusion great weight and due regard has been given to the requirements of Sections 66 and 72 of the of the Planning (Listed Buildings and Conservation Areas) Act 1990

Trees, Landscaping and Public Realm

10.46. Policy G8 of the Oxford Local Plan requires that new developments incorporate green infrastructure within the development proposals where relevant. This includes public access, health and recreation uses and biodiversity linkages with existing green and blue infrastructure, biodiversity and SuDS features. Policy G7 of the Oxford Local Plan affords protection to existing green infrastructure features, including hedgerows, trees and woodland.

10.47. Policy GBS6 of the Wolvercote Neighbourhood Plan promotes provision of publically accessible green space within new development proposals, including proposals that enhance biodiversity.

10.48. The outline masterplan for the Oxford North site included an Access Parameter Plan, which was one of the approved drawings and is intended to guide the delivery of public open space over the subsequent phases of the development across the site. The parameter plan included an area of public open space located in the centre of the site, this was intended as a centrally located park, intended to function as a key area of amenity space for future residents and for potential events. The site plan includes the provision of the 'Neighbourhood Square' within the centre of the site, this aligns with the parameter plan. The landscaping plan for the neighbourhood square includes a mix of wildflower planting, new tree planting and lawn space for general amenity use, in addition to the provision of play and exercise equipment. Officers

consider that this would be an attractive new area of public open space, which would benefit both existing and future residents.

10.49. Policy GBS3 of the Wolvercote Neighbourhood Plan states that all new developments of more than 10 dwellings must include provision for children's play areas that are safe, and nearby (within 100 metres). The majority of the units within the site fall within 100 metres of the area of the site where children's play equipment is proposed in the centrally located neighbourhood square, though there are some dwellings which are more peripheral, all of the dwellings are within at least 200 metres of the play area, which is an accessible, close walking distance. The vast majority of the dwellings on the site would also be within 100 metres of either the Neighbourhood Square, or Canalside Park, the exception being some of the houses along the eastern edge of the site and the block of flats in the north east corner of the site. Whilst some of the units would be more than 100 metres, from the play area and parks, which would be above the distances recommended in Policy GSB3 of the Wolvercote Neighbourhood Plan, these recreation spaces remain very accessible to future occupiers and the location of the public open space and play equipment aligns with the outline Access Parameter Plan.

10.50. The removal of trees already consented under the hybrid planning application and the subsequent reserved matters application for earthworks have already taken place on the site. As the site was former agricultural land there were previously a relatively low number of trees on the site. The proposals submitted under this reserved matters application do not involve the removal of any additional trees or green infrastructure features. A total of 205 new trees are proposed as part of the development, which would equate to a substantial increase in tree canopy cover compared to both the existing planting and the previous baseline level of tree cover. Sedum and green roofs are also proposed throughout the site on areas of flat roof. The final details of the landscaping will be secured by planning condition prior to the first occupation of the development.

10.51. Overall the proposals make appropriate provision for landscaping, significant tree planting and the delivery of new public open space. The proposals are therefore considered to comply with Policies G7 and G8 of the Oxford Local Plan and Policy GBS6 of the Wolvercote Neighbourhood Plan.

Amenity

Existing Residential and Adjoining Land Uses

10.52. Policy H14 of the Oxford Local Plan states that planning permission will only be granted for new development that provides reasonable privacy, daylight and sunlight for occupants of both existing and new homes. Planning permission will not be granted for any development that has an overbearing effect on existing homes. Policy RE7 of the Oxford Local Plan also requires that applications for development protect the amenity of neighbouring uses, this is applicable to non-residential as well as residential uses.

10.53. The nearest residential dwellings to the site are located at Goose Green Close and Godstow Road to the south east of the site. Notably the Jury's Inn hotel is located between much of the development proposed on the site and the nearest neighbouring properties. A single dwelling is proposed in the south east corner of

the site, this property would be the nearest of the proposed units to the adjoining properties in Goose Green and Godstow Road. There would be a separation distance of 38 metres between the rear elevation of this property and the rear elevation of No.30 Godstow Road and 32 metres between the rear elevation of this dwelling and the garden area of this adjoining property. A first floor terrace is proposed to the rear of this property, this would be at a distance of 30 metres from this property. It is noted that there is dense screening in the form of trees between the proposed dwelling and No.30 Godstow Road. The terrace of dwellings located to the north west of this single unit would be located at a distance of 70 metres from the rear elevation of No.30 Godstow Road and 62 metres from the garden of this property. In relation to the properties in Goose Green, the nearest of these would be sited 47 metres from the side elevation of the nearest dwelling within the development site, this being the distance to the rear elevation of No.6 Goose Green. There is a distance of 38 metres between the nearest proposed dwelling and the garden of this property.

10.54. Officers consider that the separation distances would ensure that the nearest residential dwellings would not lose privacy by virtue of overlooking and would also ensure that there would not be a loss of light to habitable rooms or the gardens of the adjoining properties, whilst the scale of the development is considered to not be overbearing in relation to these properties. Accounting for the separation distances between the proposed and existing properties it is considered that the siting of the development would not have an unacceptable impact on the amenity of any adjoining residential dwellings and accords with Policy H14 of the Oxford Local Plan.

10.55. The Jury's Inn Hotel adjoins the site boundary to the south east. The hotel includes a range of extensions, including two and three storey elements which adjoin the site boundary and include several rooms which overlook the eastern edge of site. The siting of the easternmost terraced houses and the easternmost apartment block facing the A40 (Block 8) would impact on the outlook and light to the west facing windows in the hotel, however hotel rooms are not subject to the same level of amenity standards as residential dwellings owing to the fact that residents occupy rooms for a temporary period and for a limited amount of time. Whilst there would be an impact on the rooms in terms of light and outlook, it is considered that the development would not fundamentally impact on the function of the rooms and operation of the hotel and therefore it is considered that there would be no conflict with Policy RE7 of the Oxford Local Plan.

Future Occupiers

10.56. Policy H15 of the Oxford Local Plan states that planning permission will only be granted for new dwellings that provide good quality living accommodation for the intended use. All proposals for new build market and affordable homes (across all tenures) must comply with the MHCLG's Technical Housing Standards – Nationally Described Space Standard Level 1. Each of the proposed units has been assessed as compliant with Nationally Described Housing standards and the development and internal spaces are considered to be of an appropriate standard, which would comply with Policy H15 of the Oxford Local Plan.

- 10.57. Policy H16 of the Oxford Local Plan states that planning permission will only be granted for dwellings that have direct and convenient access to an area of private open space. 1 or 2 bedroom flats should provide either a private balcony or terrace of usable level space, or direct access to a private or shared garden; houses of 1 or more bedrooms should provide a private garden, of adequate size and proportions for the size of house proposed, which will be considered to be at least equivalent in size to the original building footprint.
- 10.58. Each of the proposed houses would be served by private gardens. Amendments have been made to the proposed plans to increase the size of the gardens serving several of the dwellings following concerns expressed by officers. The amendments included the exclusion of one of the three bedroom houses located in the south east corner of the site (Plot 74) as the level of amenity space provided to serve this dwelling was deemed to be inadequate, when taking into account the size of the garden and extent to which this north facing space would be overshadowed. In turn, removal of this unit also allowed adequate garden size for the adjoining plot. In the case of three of the four bedroom end of terrace dwellings, amenity space would include the provision of first floor terraces, as the garden spaces are relatively small compared with the size of the dwellings. Of the 93 houses proposed, 77 of the dwellings have amenity spaces that would be equivalent to the footprint of the houses. There are 16 properties where the footprint of the garden spaces would be smaller than the footprint of the houses, however in the case of each of these homes, officers consider that the outdoor spaces associated with the houses would be adequate and allow space for outdoor dining and circulation. In addition, all of the dwellings on the site would also be located in close proximity to both the central neighbourhood park and the Canalside Park. It is therefore considered that future occupiers of the houses would benefit from adequate external amenity space, both in the form of access to private gardens, or upper level terraces and close access to large, new areas of public open space.
- 10.59. Each of the proposed flats would be served by private balconies, which are of adequate dimensions. The flats would also have access to new areas of public open space at the Canalside Park and Neighbourhood Square, whilst a further area of publically accessible space would be provided at ground floor level between Blocks 1 to 3. A private communal roof terrace is also proposed at third floor level to serve the occupiers of Block 1. The balconies serving the flats facing the A40 would be orientated away from the road, this is with the exception of secondary balconies in the case of some of the flats; however no flats would be dependent solely on balconies facing the A40, as a single area of amenity space. This ensures that the balconies would be orientated away from the road, which helps to preserve the amenity of future occupiers by ensuring that the amenity spaces are orientated away from the primary source of noise and air pollution. In the case of Block 2, there would be balconies facing the A34 to the west of the site, although it is noted that there would be a distance of 98 metres between the A34 and the west facing balconies.
- 10.60. A Daylight and Sunlight Assessment has been submitted, this includes an assessment of the amount of natural light which properties in the new development would benefit from, this is important for the general amenity of future occupiers. Notwithstanding this Paragraph 123 of the NPPF states that

when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight where they would otherwise inhibit making efficient use of a site.

10.61. The Daylight and Sunlight Assessment confirms that 88% of the rooms within the new development would achieve BRE compliance in relation to the Average Daylight Factor (ADF) and that 76% of the rooms would achieve BRE compliance in terms of Annual Probable Sunlight Hours (APSH), two key measures of measuring whether future homes would benefit from acceptable levels of natural light. The Daylight and Sunlight Assessment also includes an assessment of the natural light to the proposed garden spaces. This indicates that the vast majority of the garden spaces would benefit from 2 hours of direct sunlight for at least 50% of the private gardens, which complies with BRE criteria. There are 6 houses located in the eastern part of the site that do not meet these requirements, though it is noted that all of these gardens are north facing. Plot 74 in the south west corner, which was previously proposed and performed poorly in amenity terms given the small size of the garden and lack of natural light has been excluded from the set of amended plans. Though the aforementioned north facing gardens fall short of BRE standards in terms of natural light, the gardens are of a good size. The proposals deliver a relatively high density of development, which is expected given the requirement to make effective use of land, in accordance with Policy RE2 of the Oxford Local Plan and to deliver the overall quantum of residential dwellings approved under the hybrid permission. This means that a number of north facing gardens would be expected across the site, where it would be difficult to meet BRE standards and on balance, officers consider that the proposed dwellings on the site would benefit from acceptable standards of daylight.

10.62. It is considered that the site layout would allow for adequate privacy for future occupiers, accounting for the relative density of development. The outdoor amenity areas serving the east facing flats in Block 8 and the garden areas serving the properties along the eastern edge of the site would be overlooked to a degree by the adjoining Jury's Inn hotel as there are a range of windows in the hotel located along the west elevation of the building facing into the site. In order to limit overlooking of the nearest dwellings, a combination of hedging and pleached trees are proposed along this boundary, which in combination with the fencing would provide screening of the adjacent gardens. Measures to ensure that appropriate screening would be provided will need to be secured before first occupation of the development and secured by condition. The side elevations of the easternmost terrace of houses would not include any side facing windows which would otherwise be overlooked from the windows in the adjoining Jury's Inn hotel.

10.63. In summary officers consider that the development would provide adequate amenity for future occupiers in accordance with Policies H14, H15 and H16 of the Oxford Local Plan.

Noise Impacts

10.64. Policy RE8 of the Oxford Local Plan requires that planning permission will only be granted for development proposals which manage noise to safeguard or

improve amenity, health, and quality of life. Planning permission will not be granted for development sensitive to noise in locations which experience high levels of noise, unless it can be demonstrated, through a noise assessment, that appropriate attenuation measures will be provided to ensure an acceptable level of amenity for end users and to prevent harm to the continued operation of existing uses.

10.65. Condition 60 of the outline planning permission includes a requirement that construction work for each phase or sub-phase of development shall not begin until a scheme for protecting noise sensitive uses from existing and predicted noise is submitted. There is a requirement that all works which form part of the approved scheme are completed prior to occupation of the relevant part of the phase or sub-phase of the development.

10.66. A scheme for protecting noise sensitive uses has been submitted alongside this planning application with the aim of discharging these requirements. As the proposed uses on the Canalside site would be residential, it is considered important that measures outlining how these uses would be protected from sources of noise are provided prior to determination of the application. The site lies in a location where there are several sources of background noise, mostly emanating from several highly trafficked roads surrounding the site including the A40, A44 and raised section of the A34 to the west of the site. The northern areas of the site, particularly the apartments facing the A40 would be most affected by noise from the A40 and A34.

10.67. A façade specification is provided within the Noise Assessment, alongside a specification of glazing to be installed within the dwellings. The Assessment indicates that the implementation of the suggested measures would achieve acceptable living standards for future occupiers in terms of attenuation against background noise.

10.68. It is noted that noise levels in external amenity areas would be higher than BS8233 levels, though as the report outlines this is not uncommon within urban areas and is not unexpected on this site given the surrounding sources of background noise. The majority of external amenity areas are orientated away from the A40. Each of the flats in the blocks facing the A40 include balconies that are either south, east or west facing so that there are amenity spaces away from the A40. Some of the flats do include north facing balconies, though in all cases where this occurs, this is not the only external amenity space serving the flats.

10.69. It is noted that the noise report includes guidance on external boundary treatments for the housing, this includes the recommendation that 1.8 metre high fencing is included. This must be balanced against relevant design considerations and officers consider that it would be reasonable to require submission of further details relating to external boundary treatments through an appropriately worded planning condition.

10.70. In summary it is considered that appropriate measures are proposed to mitigate the impact of noise from the adjoining roads to safeguard the amenity of

future occupants. The proposals would therefore comply with Policy RE8 of the Oxford Local Plan.

Transport

Access and Cumulative Highways Impact

10.71. All vehicular access into the site would be provided via the A40 to the north through two new junctions, which have already been constructed as part of the A40 improvement works undertaken by Oxfordshire County Council. The primary road through the site would consist of a loop road running between both junctions, which would provide access to a series of secondary streets and direct access to a number of the houses facing the loop road. The general suitability of this access was considered under approved Planning Application 22/00081/RES. As delivery of the accesses consented under this related application are essential in terms of providing vehicle, pedestrian and cycle access to serve the residential development on the Canalside parcel, approval of the development would be conditional on the accesses to be delivered under application 22/00081/RES being delivered in full prior to first occupation of the dwellings approved under this permission and will be secured through a Grampian planning condition.

10.72. The outline planning application included detailed modelling of the transport impacts of the Oxford North development as a whole, this included overall forecast trip generation for the cumulative scope of the residential development proposed across the whole of the Oxford North site (up to 480 dwellings). Both the Highways Authority and Highways England advised that the cumulative residential impact of the development would not be severe in terms of the function of the surrounding road network.

10.73. Forecast trip generation specifically relating to the residential development proposed within this planning application has been provided within the applicant's Transport Statement, this is shown in the table below:

Table 4.1: Trip generation for Oxford North Canalside by mode

Mode	Morning peak period (0700 to 1000)		Evening peak period (1600 to 1900)		Daily (0700 to 1900)	
	Arrive	Depart	Arrive	Depart	Arrive	Depart
Total person	149	469	462	304	1156	1269
Baseline vehicle trips	69	218	215	142	538	590
Target vehicle trips	50	15	155	102	387	425

10.74. The Transport Assessment accompanying this reserved matters application does not include further modelling of the impact of the development on the surrounding road network, as it is stated that the forecast trip generation aligns with the assumptions agreed under the outline planning consent. The overall scope of development aligns with the quantum of development benefitting from outline planning approval, whilst car parking would be provided at a relatively low

level (0.63 spaces per unit). It is noted that the Transport Assessment prepared for the outline application assumed higher parking provision for the residential dwellings equating to 0.75 units per dwelling in line with the AAP standards and therefore a high level of traffic generation. Officers concluded that the development approved under the hybrid application would not have a severe residual impact on the road network in terms of overall traffic generation. As the proposals fall within the scope of development permitted under the outline consent, officers have reached the same conclusion in respect of the development proposed under this application and there would be no conflict with Paragraph 111 of the NPPF.

10.75. The accompanying Transport Statement includes swept path analysis, which demonstrates that the secondary internal access roads would provide suitable access for refuse vehicles to manoeuvre and turn. Whilst the transport statement indicates that refuse vehicles would be able to get within an acceptable distance of bin stores and collection areas, the Highways Authority have recommended a condition requiring that collection points are provided close to the loop road for no-through access streets given the difficulties identified in reversing into the easternmost secondary streets. Swept path analysis is also provided for fire tender access within the site.

10.76. The access parameter plan approved under the hybrid planning permission included key cycle/pedestrian connections which would provide key routes through the canalside site linking the A40 and central parcel of the site with Joe Whites Lane to the south west. This is important in maintaining permeability through the wider Oxford North site and providing key cycle and pedestrian connections between the site, Wolvercote and the Canal Path. Pedestrian and cycle connections have been approved under the linked planning application (22/00081/RES) for the loop road and canalside park. The proposals submitted under this reserved matters application include the provision of a central pedestrian and cycle access through the site, adjacent to the proposed central area of public open space. This would continue past the southern row of terraced houses linking to the adjacent canalside park to align with the centralised pedestrian and cycle connections. The levels difference on the site would require steps, however in order to ensure that cyclists can use this access, wheeling ramps will be required alongside the steps. Level access would be provided for cyclists through Canalside Park, however as this provides a more direct route from the north, it is necessary that cyclists are also able to use the central access route. Details of access for cyclists will be secured by condition.

10.77. Overall the access proposals would align with the approved access parameter plan and indicative masterplan and accords with the aims of Paragraph 112 of the NPPF and Policy M1 of the Oxford Local Plan, which prioritise accessibility for cyclists and pedestrians.

Car and Cycle Parking

10.78. Policy M3 of the Oxford Local Plan states that in Controlled Parking Zones (CPZs) or employer-linked housing areas (where occupants do not have an operational need for a car) where development is located within a 400m walk to frequent (15minute) public transport services and within 800m walk to a local

supermarket or equivalent facilities (measured from the mid-point of the proposed development) planning permission will only be granted for residential development that is car-free. In all other locations, planning permission will only be granted where the relevant maximum standards set out in Appendix 7.3 are complied with.

10.79. Wolvercote does not currently fall within a Controlled Parking Zone. The site would fall within 800 metres of a supermarket, as defined in the Council's Car Parking Technical Advice Note (M&S Food at BP Garage, Wolvercote Roundabout). There is also a likelihood that small retail units may be provided in the future on the central parcel of the Oxford North development site. Formerly the nearest bus stops benefitting from frequent services were located more than 400 metres from the centre of the development site, the nearest being at Woodstock Road (approx. 540 metres) and Godstow Road (approx. 570 metres). However bus stops have recently been provided on the northern and southern sides of the A40 which provide frequent services linking the site with the City Centre, as well as Witney and Carterton via the A40 and lies within 400 metres of the centre of the site. Though the site is peripheral it is considered that it would be reasonably sustainable in terms of access by public transport and access to local services and facilities.

10.80. The Northern Gateway Area Action Plan required compliance with the parking standards contained within the now superseded Sites and Housing Plan. The Section 106 agreement completed in respect of the hybrid planning permission sets limits on parking for future commercial uses (20% below the maximum rate specified within the Northern Gateway AAP). For residential uses, compliance with Policy M3 of the adopted Local Plan would be expected.

10.81. 202 parking spaces are proposed, in addition to 2 car club parking spaces. A further 7 visitor parking spaces are proposed in planning application 22/00081/RES adjoining the spine road. This includes a combination of allocated on plot parking, including garages; on-street parking; and in the case of the apartments, undercroft parking. Overall parking provision would be equivalent to 0.63 spaces per dwelling. This would be lower provision than the maximum standards specified in the Northern Gateway Area Action Plan and lower than the maximum standards outlined under Policy M3 of the Oxford Local Plan (1 space per dwelling). The parking standards proposed would be compliant with Policy M3 of the Oxford Local Plan and are considered appropriate when accounting for the overall sustainability of the site in terms of access to public transport, local services and facilities.

10.82. Policy M4 of the Oxford Local Plan requires that all allocated parking spaces and 25% of unallocated parking spaces are provided with electric vehicle charging infrastructure. Details outlining the location and specification of the charging infrastructure can be secured by a planning condition.

10.83. Policy M5 of the Oxford Local Plan requires that all development complies, or exceeds the minimum bicycle parking standards outlined in Appendix 7.3 of the Oxford Local Plan. The submitted Design and Access Statement confirms the number of cycle parking spaces for the apartment's element of the development is slightly higher than the minimum policy requirement and the number for

houses meets the minimum requirement but would allow for additional spaces if future residents required them. Cycle parking for the housing would be provided within garages or within private enclosures to the rear of the houses, whilst cycle parking for the flats would be provided within the communal stores serving the flats. Overall cycle parking provision as shown within the reserved matters application would comply with Policy M5 of the Oxford Local Plan.

Energy and Sustainability

10.84. Proposals for development are expected to demonstrate how sustainable design and construction methods will be incorporated in line with Policy RE1 of the Oxford Local Plan. All development must optimise energy efficiency by minimising the use of energy through design, layout, orientation, landscaping and materials, and by utilising technologies that help achieve Zero Carbon Developments. Planning permission will only be granted for development proposals for new build residential developments which achieve at least a 40% reduction in the carbon emissions from a code 2013 Building Regulations or future equivalent legislation. It should be noted that the application was received before May 2022 and the subsequent change in building regulations, therefore the 2013 regulations are applicable in this instance. In accordance with the requirements of Policy RE1 the applicants have provided an Energy Statement.

10.85. The submitted Energy Statement outlines that the energy strategy will incorporate air source heat pump for both the houses and apartments. For the apartments this will consist of communal roof mounted heat pumps with heat interface units provided in the individual apartments. For the houses standalone air-source heat pumps are proposed. Photovoltaic panels are proposed throughout the development on both the flat and pitched roofs.

10.86. Other measures to be incorporated into the design of the buildings to improve energy efficiency include:

- High insulation standards.
- Windows to be designed to high thermal performance specification.
- Air tightness and minimised thermal bridging.
- Mechanical ventilation with heat recovery.

10.87. The Energy Statement confirms that the proposed development would achieve a 56.6% reduction in carbon emissions from a 2013 Building Regulations compliant base, thereby exceeding the 40% requirement identified under Policy RE1 of the Oxford Local Plan.

Ecology

10.88. Policy G2 of the Oxford Local Plan states that development that results in a net loss of sites and species of ecological value will not be permitted. Policy G2 of the Oxford Local Plan states that Compensation and mitigation measures must offset the loss and achieve an overall net gain for biodiversity. For all major developments proposed on greenfield sites or brownfield sites that have become vegetated, this should be measured through use of a recognised biodiversity calculator. To demonstrate an overall net gain for biodiversity, the biodiversity

calculator should demonstrate an improvement of 5% or more from the existing situation. Offsetting measures are likely to include identification of appropriate off-site locations/projects for improvement, which should be within the relevant Conservation Target Area if appropriate, or within the locality of the site when assessing whether a site is suitable for compensation. Policy GBS5 of the Wolvercote Neighbourhood Plan outlines that where ecological value is lost on a site this can be mitigated and compensated for on a like-for-like basis elsewhere within the WNPA by providing a replacement habitat of an equivalent or higher ecological value, that is appropriate for the habitat and species within it, and which provides net gains in biodiversity, which must be protected.

- 10.89. Condition 52 of the hybrid planning permission requires that details of ecological enhancements must be submitted with each reserved matters application (excluding enabling works, roads or infrastructure) for that phase or sub-phase to ensure that the minimum overall net gain in biodiversity of 5% will be achieved across the whole site or in conjunction with specific off-site enhancements approved by the local planning authority. The Canalside Park was highlighted within the outline access parameter plan as an area where significant ecological enhancements must be delivered. The enhancements that would be delivered from these works are outlined under the biodiversity enhancement plan submitted alongside planning application 22/00081/RES.
- 10.90. A biodiversity enhancement plan has also been prepared in support of this planning application. The plan outlines that the residential development would deliver a total of 3.01 biodiversity units and 2.51 hedgerow units, consisting of 1.94 units of native hedgerow and 0.57 units of ornamental hedgerow. The habitat units include a mix of ornamental planting, within private gardens and the public realm; managed wildflower grassland and amenity grassland within the park area of public open space and a combination of green and brown roofs.
- 10.91. Compared with the illustrative masterplan for the site consented under the hybrid planning application, there would be a net gain shortfall of 2.048 biodiversity units and 2.6 linear habitat units compared with the predicted delivery.
- 10.92. The Section 106 agreement which was completed in respect of the hybrid planning permission includes a requirement to deliver 5% biodiversity net gain across the wider site during the project duration. If this cannot be met wholly on-site, in addition to previously agreed off-site works at Cutteslowe Park, then a strategy for delivery of further off-site works will be required. An agreement in respect of this must be reached between the applicants and the Council prior to the occupation of more than 443 dwellings or 85,000sqm of employment GIA.
- 10.93. The shortfall in delivery of biodiversity units will need to be made up during later phases of the development and outlined under future reserved matters applications. This includes the provision of further habitat units on land adjacent to the attenuation basin between the Canalside Park and the A34 flyover. If the shortfall in units required to meet the 5% target for biodiversity net gain cannot be met wholly within the Oxford North development area, the Section 106 agreement allows in principle for biodiversity net gain to be delivered off-site, either on land under the ownership of the applicant/developer, or through a third

party off-setting provider, this is in line with both national policy and Policy G2 of the Oxford Local Plan.

10.94. Noting the comments of the Wolvercote Neighbourhood Forum, Policy GBS5 of the Wolvercote Neighbourhood Plan outlines a clear preference for compensation to be delivered within the WNPA and it remains the Councils preference for the 5% net gain target to be met wholly on site and therefore within the WNPA. It cannot be prejudged at this stage, what level of enhancement could be delivered in any subsequent reserved matters applications. In any event, as noted if the 5% net gain target cannot be achieved wholly on site, off-site enhancement including enhancement outside of the WNPA would not fundamentally run contrary to local and national policy and is therefore not unacceptable in planning terms.

10.95. Notwithstanding the predicted shortfall in biodiversity units compared with what was outlined under the hybrid application, the proposals would deliver identified biodiversity enhancements which would provide a contribution towards meeting the 5% biodiversity net gain target. It is considered therefore that the proposals accord with Condition 52 of the hybrid planning permission and the accompanying Section 106 agreement. The proposals also comply with Policy G2 of the Oxford Local Plan.

10.96. The proposals also include a series of ecological enhancements, including the provision of bat and bird boxes. The implementation of these enhancements could be secured by planning condition.

Flooding

10.97. Policy RE3 of the Oxford Local Plan states that planning applications for development within Flood Zones 2, 3, on sites larger than 1 ha in Flood Zone 1 and, in areas identified as Critical Drainage Areas, must be accompanied by a Site Specific Flood Risk Assessment (FRA) to align with National Policy. The FRA must be undertaken in accordance with up to date flood data, national and local guidance on flooding and consider flooding from all sources. The suitability of developments proposed will be assessed according to the sequential approach and exceptions test as set out in Planning Practice Guidance. Planning permission will only be granted where the FRA demonstrates that:

- e) the proposed development will not increase flood risk on site or off site; and*
- f) safe access and egress in the event of a flood can be provided; and*
- g) details of the necessary mitigation measures to be implemented have been provided.*

10.98. Policy RE4 of the Oxford Local Plan states that all development proposals will be required to manage surface water through Sustainable Drainage Systems (SuDS) or techniques to limit run-off and reduce the existing rate of run-off on previously developed sites.

10.99. The application is accompanied by a drainage strategy. This has been developed alongside the site wide drainage strategy approved under the hybrid planning permission and the surface water drainage scheme proposed under the related reserved matters application for the provision of the loop road and

Canalside Park (22/00081/RES). Both the site wide drainage strategy and the drainage strategy submitted under the reserved matters application (RMA) for the park and road, include the provision of a swale along the southern edge of the site adjoining Joe Whites Lane. Surface water from the Canalside site, including the roads and housing would discharge into the swale. Storage attenuation, in the form of a tank, is also proposed below the central area of public open space. The swale would drain to the east into the existing land drainage, which adjoins the southern boundary of the site. An area of the site comprising 1675sqm of land consisting of apartments along the north western boundary would drain into the attenuation pond to the north east of the site.

10.100. Permeable paving and asphalt surfaces are proposed for the secondary access roads and pedestrian and cycle access paths, this would reduce overall surface water runoff. Green roofs are proposed across the flats' roofs where proposed during the development.

10.101. The measures incorporated within the planning application align with the wider strategy for sustainable drainage of the site consented under the outline planning permission and the strategy approved under the related RMA for the park and access road. The proposals are therefore considered to make appropriate provision for the sustainable drainage and would adequately mitigate the risk of flooding. The proposals are considered to comply with Policies RE3 and RE4 of the Oxford Local Plan and Policy BES4 of the Wolvercote Neighbourhood Plan.

Air Quality

10.102. Policy RE6 of the Oxford Local Plan states that planning permission will only be granted where the impact of new development on air quality is mitigated and where exposure to poor air quality is minimised or reduced. The planning application is accompanied by an Air Quality Assessment (AQA).

10.103. The modelling exercise used a conservative approach with regards to expected improvements to air quality in that no improvement in the pollutant background concentrations or road transport emission factors has been assumed between the base year (2019) and the future scenario (2031). This is in line with best practice to apply worst-case assumptions.

10.104. An ADMS-Roads dispersion model has been used to determine the impact of emissions from road traffic on sensitive receptors, to assess whether there were any changes with regards to the air quality assessment that had been conducted at the time of outline application 18/02065/OUTFUL. Predicted concentrations have been compared with the air quality objectives. The results of the assessment indicate that annual mean NO₂ concentrations continue to be below the objective in the 2031 HE Scenario and therefore no further mitigation is required. The development is therefore considered to comply with Policy RE6 of the Oxford Local Plan.

Contamination

- 10.105. Policy RE9 of the Oxford Local Plan requires that Planning applications where proposals would be affected by contamination or where contamination may present a risk to the surrounding environment, must be accompanied by a report which details the extent of investigations carried out to assess the nature and extent of any contamination and sets out detailed mitigation measures to deal with any potential risk.
- 10.106. Although significant contamination risks have not been identified on the wider Oxford North development site as a result of previous intrusive investigation works completed, there remains the requirement to confirm topsoil quality and depth in residential and landscaped areas of the site due to the sensitive nature of this end-use and the proposed re-use on site of soil materials.
- 10.107. The above requirements have been documented in the approved remediation strategy for the site submitted under planning permission (18/02065/OUTFUL). Subject to compliance with the previously approved Remediation Strategy and Validation Plan officers are satisfied that the development would not present a risk in terms of contamination in accordance with Policy RE9 of the Oxford Local Plan.

11. CONCLUSION

- 11.1. Having regards to the matters discussed in the report, officers would make members aware that the starting point for the determination of this application is in accordance with Section 38 (6) of the Planning and Compulsory Purchase Act 2004 which makes clear that proposals should be assessed in accordance with the development plan unless material considerations indicate otherwise.
- 11.2. The NPPF recognises the need to take decisions in accordance with Section 38 (6) but also makes clear that it is a material consideration in the determination of any planning application (paragraph 2). The main aim of the NPPF is to deliver sustainable development, with paragraph 11 the key principle for achieving this aim. The NPPF also goes on to state that development plan policies should be given due weight depending on their consistency with the aims and objectives of the Framework. The relevant development plan policies are considered to be consistent with the NPPF.
- 11.3. Therefore in conclusion it would be necessary to consider the degree to which the proposal complies with the policies of the development plan as a whole and whether there are any material considerations, such as the NPPF, which are inconsistent with the result of the application of the development plan as a whole.
- 11.4. This reserved matters application would provide a total of 317 dwellings, which represents a substantial proportion of the dwellings that would be provided within the Oxford North development as approved under the hybrid planning permission. The delivery of residential development on this parcel of the Oxford North site aligns with the land use parameter plan and overall site masterplan. The overall level of affordable homes aligns with the agreed percentage of

affordable housing, as outlined within the accompanying Section 106 agreement, whilst the overall mix of dwellings is compliant with the requirements of Policy H4 of the Oxford Local Plan.

- 11.5. The design approach aligns with the principles established in the overarching masterplan for this section of the Oxford North site, as approved under the hybrid planning permission. The proposed housing is considered to be well-designed and gives consideration to the character and context of the site in terms of the housing typologies, architectural appearance and use of materials and the proposals are considered to align with the Council's design Policy DH1, as well as the National Design Guide and Model Code. Building heights align with the maximum permitted heights outlined within the building heights parameter plan accompanying the hybrid planning permission and officers would conclude that whilst the development would have a clear impact on the surrounding landscape character and openness of the Green Belt, this impact would be no greater than expected and previously assessed under the hybrid application.
- 11.6. Officers conclude that the development would result in a moderate level of less than substantial harm to the setting of the Wolvercote with Godstow Conservation Area and the setting of the Grade II listed Manor Farmhouse and Church Farmhouse. When assessed under the balancing exercise required under Paragraph 202 of the NPPF, the identified moderate level of less than substantial harm to these designated heritage assets would be outweighed by the multiple benefits associated with the delivery of the housing development on the adjoining land. The public benefits of the development proposed within this application are considered substantial in particular the delivery of 317 homes, a significant proportion of which would be affordable would demonstrably outweigh the less than substantial harm to the Conservation Area and Grade II listed Manor Farm, giving great weight and due regard to the requirements of Sections 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990.
- 11.7. Given the development's detachment from Wolvercote, the proposals are considered to not have an adverse impact on the amenity of any surrounding residential occupiers. Whilst a number of buildings proposed on the site would be adjacent to the Jury's Inn hotel, it is considered that the development would not fundamentally impact on the function of this adjoining land use. The proposals are considered to provide acceptable standards of amenity for future occupiers accounting for the relative density of development, this is in terms of the quantity and quality of amenity space (taking into account the wider public open space proposed) and standards of privacy and natural light. The design and layout of the development accounts for the existing noise constraints from the adjoining A40 and A34 roads and appropriate mitigation is outlined within the accompanying noise assessment. The submitted AQA confirms that NO₂ levels fall below maximum guidance and therefore complies with Policy RE6 of the Oxford Local Plan

The proposals are therefore considered to provide acceptable standards of amenity for both existing and future occupiers in accordance with Policies H14, H15, H16, RE7 and RE8 of the Oxford Local Plan.

- 11.8. The proposed access arrangements, in conjunction with the related reserved matters application for the loop road comply with the access parameter plan approved under the hybrid planning application and provide appropriate access arrangements for road users, cyclists and pedestrians. Car parking provision is considered appropriate in line with the requirements of Policy M3 of the Oxford Local Plan, as well as the Section 106 agreement which was completed in respect of the hybrid planning permission. The plans include provision for cycle parking that would comply with the minimum standards required under Policy M5 of the Oxford Local Plan.
- 11.9. The proposals alongside the reserved matters permission on the adjoining site include appropriate tree planting, landscaping and strategy for the provision of biodiversity net gain and ecological enhancements, in line with the requirements of Policies G2 and G8 of the Oxford Local Plan and the appropriate provision of sustainable drainage in accordance with Policies RE3 and RE4 of the Oxford Local Plan. Subject to compliance with the previously approved Remediation Strategy and Validation Plan officers are satisfied that the development would not present a risk in terms of contamination in accordance with Policy RE9 of the Oxford Local Plan.
- 11.10. The proposals as a whole are considered to be compliant with the Oxford Local Plan, Wolvercote Neighbourhood Plan and the NPPF. For the reasons outlined within this report it is recommended that the Committee resolve to grant reserved matters approval for the development subject to the conditions listed in Section 12.

12. CONDITIONS

Time Limit

1. The development to which this permission relates must be begun not later than the expiration of three years from the date of this permission.

Reason: In accordance with Section 91(1) of the Town and Country Planning Act 1990 as amended by the Planning Compulsory Purchase Act 2004.

Approved Plans

2. Subject to condition 13, the development referred to shall be constructed strictly in complete accordance with the specifications in the application and the submitted plans.

Reason: To avoid doubt as no objection is raised only in respect of the deemed consent application as submitted and to ensure an acceptable development as indicated on the submitted drawings.

Materials

3. Samples of the exterior materials to be used shall be submitted to, and approved in writing by, the Local Planning Authority before the commencement of above ground works on the site and only the approved

materials shall be used.

Reason: In the interests of visual amenity in accordance with Policy DH1 of the Oxford Local Plan 2016-2036.

Highways/Transport

4. Prior to the first occupation of the development details of the bin collection point(s) serving dwellings on the no through streets east of the loop road shall be submitted to and agreed in writing by the Local Planning Authority. The agreed facilities shall be provided prior to occupation of any dwellings which they serve and shall be retained thereafter.

Reason: In the interests of highway safety and in accordance with Policy M2

5. Prior to the first occupation of the development detailed drawings of the walk/cycle link between the southern houses and the Canalside Park providing for improved cycle provision shall be submitted to and agreed in writing by the Local Planning Authority. The agreed works shall be completed prior to the first occupation of the development.

Reason: In order to prioritise cycle movements in accordance with policies M1 and M2.

6. Prior to the first occupation of the development a revised Travel Plan shall be submitted to and agreed in writing by the Local Planning Authority. The development shall then be undertaken in accordance with the approved Travel Plan unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order to promote sustainable transport in accordance with policies M1 and M2.

7. No dwelling shall be occupied until the car parking, manoeuvring and turning areas which serve it, as detailed on plan Nos. OXN-PTE-ZZ-ZZ-DR-A-10015 and OXN-LDA-XX-00-DR-L-99101 have been provided unless otherwise agreed in writing by the Local Planning Authority. The approved car parking spaces shall be retained unobstructed except for the parking and manoeuvring of vehicles at all times thereafter.

Reason: To ensure appropriate levels of car parking are available at all times to serve the development, and to comply with Government guidance contained within the National Planning Policy Framework and Policy M3 of the Oxford Local Plan 2016-2036.

8. No dwellings shall be occupied until the cycle parking spaces which serve them have been provided on the site in accordance with details which shall be firstly submitted to and approved in writing by the Local Planning Authority. Thereafter, the approved covered cycle parking facilities shall be permanently retained and maintained for the parking of cycles in connection with the development.

Reason: To ensure appropriate levels of cycle parking are available at all times to serve the development, and to comply with Government guidance contained within the National Planning Policy Framework and in accordance with Policy M5 of the Oxford Local Plan.

9. The development hereby permitted shall make available the designated car club spaces as set out in the approved plans by the occupation of the 220th dwelling provided under this planning permission. The car club spaces shall be laid out as set out in the approved plan prior to occupation of the development and shall retained as such thereafter.

Reason: To ensure that the development does not generate a level of vehicular parking which would be prejudicial to highway safety, or cause parking stress in the immediate locality, in accordance with Policy M3 of the Oxford Local Plan.

10. Prior to the first occupation of the development, a drawing indicating forward visibility splays adjoining the south eastern corner of the loop road, as consented under planning application 22/00081/RES shall be submitted to and approved in writing by the Local Planning Authority. The area falling within the visibility splays shall thereafter be kept clear of obstruction to sight above a height of 0.6m above ground level unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that appropriate visibility is maintained on the adjoining section of road in the interests of highway safety in accordance with Policy M2 of the Oxford Local Plan.

Land Contamination

11. The development shall be carried out in accordance with the approved recommendations outlined within the 'Remediation Strategy and Validation Plan for Phase 1, Oxford North ref: 48201/3504/R002/Rev1 by Stantec UK Limited, dated May 2021.'

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

Means of enclosure

12. A plan showing the means of enclosure for the new development including details of the treatment of all the boundaries of the site shall be submitted to, and approved in writing by the Local Planning Authority prior to the commencement of above ground works. The approved boundary treatments shall be completed prior to occupation of any adjacent dwellings. The boundary treatments shall be retained as such thereafter unless otherwise agreed in writing by the Local Planning Authority.

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

Trees/Landscaping

13. Notwithstanding the submitted plans, a detailed landscape plan shall be submitted to and approved in writing by the Local Planning Authority prior to first occupation of the development hereby approved. The plan shall show details of the treatment of paved areas, and areas to be grassed or finished in a similar manner, existing retained trees and proposed new tree, shrub and hedge planting. The plan shall correspond to a schedule detailing plant numbers, sizes and nursery stock types. Details shall be provided of tree planting pits; their design, soil composition and means of tree stabilisation and watering systems. The landscape works shall be carried out in accordance with the approved details before first occupation of the development.

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

14. New trees or plants planted in accordance with the details of the approved landscape proposals that fail to establish, are removed, die or become seriously damaged or defective within a period of five years after first occupation of the development hereby approved shall be replaced. They shall be replaced with others of a species, size and number as originally approved during the first available planting season.

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

Energy Strategy Compliance

15. The development shall be carried out in accordance with the recommendations of the Energy and Sustainability Statement prepared by Max Fordham dated February 2022 accompanying this planning application.

Reason: To ensure the incorporation of sustainable design and construction with the approved scheme and to ensure carbon reduction in line with Policy RE1 of the Oxford Local Plan.

EV Charging

16. Prior to the first occupation of the development, details of the Electric Vehicle charging infrastructure to be installed on-site shall be submitted to and approved in writing by the Local Planning Authority. No dwellings or other buildings shall be occupied until EV infrastructure to serve them has been provided in accordance with the approved plan and shall remain in place thereafter.

Reason: To contribute to improving local air quality in accordance with policies

M4 and RE6 of the new Oxford Local Plan 2016- 2036.

Noise Assessment

17. The development shall be carried out in accordance with the noise mitigation recommendations outlined within the submitted document prepared by Cass Allen reference RP01-21262-R0, dated 31 January 2022 'Discharge of Condition 60' and the approved measures shall be retained thereafter.

Reason: To protect the amenity of future occupiers through the implementation of appropriate measures to manage existing noise risk on site in accordance with Policies RE7 and RE8 of the Oxford Local Plan.

Drainage Strategy

18. The development shall be carried out in accordance with the measures identified for the management of surface water drainage and maintenance of drainage features as outlined in the following documents and Plans:

- Oxford North Below Ground Drainage Strategy reference OXN-MHT-XX-XX-RP-C-0101 Issue P03 dated 04 March 2022 prepared by Meinhardt
- Foul and Surface Water Phasing Strategy reference 48201/CS/RMA/SK008 Rev A

The approved measures shall be implemented as approved prior to the first occupation of the development and shall be retained thereafter.

Reason: To prevent an increase in flood risk in accordance with Policies RE3 and RE4 of the Oxford Local Plan 2036.

Removal of PD Rights

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

Reason: The Local Planning Authority considers that even minor changes in the design or enlargement of the development should be subject of further consideration to safeguard the appearance of the area and the amenity of neighbouring properties and occupiers of the dwellings in accordance with policies DH1, DH3, H14 and H16 of the Oxford Local Plan.

Requirement to provide infrastructure under related Reserved Matters Application

20. No dwelling shall be occupied until the vehicular, pedestrian and cycle accesses; access junctions; parking spaces; drainage measures serving it and

approved under planning application reference 22/00081/RES have been fully completed in accordance with the approved plans accompanying reserved matters planning permission 22/00081/RES.

Reason: The development approved under the related reserved matters planning application provides essential infrastructure required to provide access, drainage and public open space to support the residential use of the site in accordance with Policies M1, M3, RE3, RE4 and G8 of the Oxford Local Plan.

Ecology

21. A Landscape and Ecological Management Plan (LEMP) shall be submitted to, and be approved in writing by, the Local Planning Authority prior to first occupation of the development.

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) Long term design objectives;
- e) Management responsibilities and maintenance schedules;
- f) Proposed intervention measures for achieving aims and objectives;
- g) Preparation of a work schedule (including an annual work plan capable of being rolled forward over a five-year period);
- h) Where relevant, details of the body/organisation or qualifications necessary to implement certain conservation and landscape management measures;
- and
- l) Ongoing monitoring and remedial measures.

The plan shall also set out (where the results from monitoring show that conservation aims and objectives 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 development shall be implemented in accordance with the approved details and the approved measures outlined shall be adhered to thereafter unless otherwise agreed in writing by the local planning authority.

Reason: To deliver biodiversity net gain in accordance with Policy G2 of the Oxford Local Plan 2036.

22. The ecological enhancements and biodiversity net gain provided by this phase of development shall be delivered in accordance with the details contained in 'Discharge of Condition 52 for Reserved Matters Application 22/00675/RES' produced by BSG Ecology dated July 2022 as submitted with the planning application and agreed in principle with the local planning authority prior to determination. The approved scheme shall be implemented in full prior to first

occupation of the dwellings and the enhancement measures shall be retained thereafter unless otherwise agreed in writing by the local planning authority.

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

13. APPENDICES

- **Appendix 1** – Site location plan

14. HUMAN RIGHTS ACT 1998

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

15. SECTION 17 OF THE CRIME AND DISORDER ACT 1998

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