

**Oxford City Planning Committee**

**17<sup>th</sup> September 2024**

<b>Application number:</b>	24/00318/FUL		
<b>Decision due by</b>	8 <sup>th</sup> May 2024		
<b>Extension of time</b>	27 <sup>th</sup> September 2024		
<b>Proposal</b>	Erection of 24 dwellings on Land North of Goose Green		
<b>Site address</b>	Land at Goose Green, Godstow Road, Oxford, Oxfordshire – see <b>Appendix 1</b> for site plan		
<b>Ward</b>	Wolvercote Ward		
<b>Case officer</b>	Michael Kemp		
<b>Agent:</b>	Mr John Gale	<b>Applicant:</b>	Hill Residential and OX Place
<b>Reason at Committee</b>	The proposals are major development		

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## 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 planning permission subject to:

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

1.1.2. **Agree to delegate authority** to the Head of Planning and Regulatory Services to:

- Finalise the recommended conditions as set out in this report including such refinements, amendments, additions and/or deletions as the Head of Planning Services considers reasonably necessary; and
- Finalise the recommended legal agreement under section 106 of the Town and Country Planning Act 1990 and other enabling powers as set out in this report, including refining, adding to, amending and/or deleting the obligations detailed in the heads of terms set out in this report (including to dovetail with and where appropriate, reinforce the final conditions and informatives to be attached to the planning permission) as the Head of Planning Services considers reasonably necessary; and

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

## **2. EXECUTIVE SUMMARY**

- 2.1. This report considers a residential development consisting of 24 dwellings, vehicular and pedestrian accesses, and the provision of public open space. The proposed housing would be located in the north and north eastern parts of the site with the remaining parts of the site proposed as public open space, landscaping and accesses.
- 2.2. The site consists of a 1.3ha area of undeveloped greenfield land located to the north west of Wolvercote. The site lies in the south west corner of the Oxford North site as defined within the Northern Gateway Area Action Plan (AAP), but lies outside of the site area benefitting from hybrid planning permission under application 18/02065/OUTFUL. The site contains open areas of grassland and a number of trees, particularly along the south and eastern boundaries of the site. The site lies within the Wolvercote with Godstow Conservation Area.
- 2.3. The quantum of homes proposed would however be 4 dwellings higher than the quantum permitted under Policy NG2 of the AAP. The quantum of up to 500 dwellings, was based on the cumulative impact of housing development on the site, including the environmental effects, impact of traffic generation and impact upon local services. As the proposed development would exceed 500 dwellings, where assessed cumulatively in conjunction with the hybrid planning permission on the Oxford North site, the development would be classed as constituting a departure from Policy NG2.
- 2.4. Notwithstanding the conflict with Policy NG2, there is an appropriate basis to consider that departure from this policy is acceptable, providing that the additional 4 dwellings do not have a harmful impact in terms of wider environmental effects or other negative effects such as from a heritage or amenity perspective. Providing that the development achieves compliance with the development plan framework and national planning policy as a whole, officers consider that in principle of 4 additional dwellings on the site would be justified.
- 2.5. 12 of the proposed dwellings (505) would be affordable housing and the proposed housing mix is considered to be acceptable. The design would represent a continuation of the consented Canalside dwellings which are located immediately adjacent to this site which would be an acceptable approach.
- 2.6. The impact of the proposed development would have an impact on the openness on the adjoining green belt land belt in spatial and visual terms given that the development would result in the direct loss of an area of open space that is particularly visible in immediate views from the south from Joe White's Lane. This would be replaced by an extension of the adjoining urban development. Notwithstanding this, the development would be of a low height, commensurate with that of the adjoining development on the Canalside site. In terms of wider views beyond Joe White's Lane, the development would not be seen or experienced given its low height, intervening development and vegetation cover

and therefore its wider impact on how the openness of the green belt is experienced would be limited to more immediate views. Where accounting for the allocation of the land within the AAP, the limited quantum of units and the low height of the development and the provision of substantial intervening open space of a natural character, officers consider that the development would not have a harmful impact on the openness of the greenbelt and how this is experienced in spatial and visual terms. It is therefore considered that the development would not conflict with Paragraph 137 of the NPPF or Policy G3 of the Oxford Local Plan.

- 2.7. Officers consider that there is clear and convincing justification for the low level of less than substantial level of harm to heritage assets in line with Paragraph 208 of the NPPF. The public benefits of the development, in particularly the benefits of providing additional affordable dwellings, to address high demand for housing within the city. 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 Section 66 and 72 of the of the Planning (Listed Buildings and Conservation Areas) Act 1990.
- 2.8. The impacts on amenity of existing and future occupiers are considered to be acceptable.
- 2.9. The proposal would achieve a forecast 76.62% reduction in carbon emissions, where assessed against the Part L 2021 building regulations baseline requirement. This would significantly exceed the 40% reduction required under Policy RE1.
- 2.10. In order to achieve the required 5% biodiversity net gain, a biodiversity enhancement scheme will be required which sets out a strategy for the delivery of offsite BNG through an appropriate offsetting provider. This will be required within an accompanying Section 106 agreement.
- 2.11. It is recommended that the Committee resolve to grant planning permission for the development proposed subject to the satisfactory completion (under authority delegated to the Head of Planning Services) of a legal agreement under section 106 of the Town and Country Planning Act 1990.

### **3. LEGAL AGREEMENT**

- 3.1. This application would be subject to a legal agreement to cover the following matters:
  - Provision of a minimum of 50% affordable housing.
  - Requirement to provide on-site delivery of biodiversity net gain and to enter into an agreement to deliver any shortfall in biodiversity off-site through a suitable provider.
  - Special Education Needs and Disabilities (SEND) financial contribution of £17,948.
  - Financial contribution of £2255 towards expansion and efficiency of Household Waste Recycling Centres (HWRC).

### **4. COMMUNITY INFRASTRUCTURE LEVY (CIL)**

4.1. The proposal is liable for a CIL contribution of £611,884.99

## **5. SITE AND SURROUNDINGS**

- 5.1. The site consists of a 1.3ha area of undeveloped greenfield land located to the north west of Wolvercote. The site lies in the south west corner of the Oxford North site as defined within the Northern Gateway Area Action Plan, but lies outside of the site area benefitting from hybrid planning permission under application 18/02065/OUTFUL. The site contains open areas of grassland and a number of trees, particularly along the south and eastern boundaries of the site. The site lies within the Wolvercote with Godstow Conservation Area.
- 5.2. The site adjoins the Canalside parcel of the Oxford North development site, which benefits from reserved matters approval for 317 homes under permission 22/00675/RES. Construction has commenced on the site, with completion of the first units scheduled for completion in September 2024. The Canalside Park also adjoins the site to the west, this is a large area of public open space approved under planning application 22/00081/RES which has been designed a natural landscaped open space to serve the Canalside development at Oxford North and the wider area of Wolvercote. The park also contains swales which function as sustainable drainage for the site. The area connects through the park linking Canalside to Joe White's Lane and Wolvercote. Landscaping work is underway with the park scheduled for completion ahead of occupation of the first homes on the Canalside site.
- 5.3. The Leonardo Royal Hotel is located to the north east of the application site, the hotel has been subject of a series of extensions which are located close to the site boundary.
- 5.4. Goose Green Close adjoins the development site to the south east, this is a residential cul-de-sac of two storey dwellings constructed in the 1980's. A brick bungalow (No.30 Godstow Road) adjoins the north east corner of the site, located on a plot which includes a large front and rear garden. No.30 Godstow Road adjoining this property is another brick bungalow of a similar character. To the south east of these properties is Manor Farm, a Grade II listed 17<sup>th</sup> Century stone Farmhouse.
- 5.5. Joe White's Lane is located to the south of the site, which is a gravel path leading between Wolvercote and the Oxford Canal and is a public right of way. Goose Green lies to the south of Joe White's Lane. This is an area of common land benefitting from public access and consists of natural open space, including open areas of grassland and wooded areas. The Oxford Canal lies to the south of Goose Green.

5.6. The proposed site plan is included below:



**6. PROPOSAL**

6.1. A residential development is proposed which would consist of 24 dwellings, vehicular and pedestrian accesses, and the provision of public open space. The proposed housing would be located in the north and north eastern parts of the site with the remaining parts of the site proposed as public open space, landscaping and accesses.

6.2. 12 of the proposed dwellings would be located immediately to the east of the southernmost terrace of houses located on the Canalside development site. The 12 homes would consist of a linear terrace of three storey houses, which would front the south eastern edge of primary loop road through the Canalside site and a secondary street in the south east corner of the Canalside site, replicating the form and layout of the adjacent terrace in Canalside.

6.3. The remaining homes would be located at the end of the secondary street in the north east corner of the site. A spur road is proposed off the existing secondary street into this part of the site, with the housing facing this street which terminates in a courtyard type arrangement. A mix of two and three storey houses are proposed, alongside an apartment building containing three apartments. There is notable topographic change across the site and the houses are stepped accordingly with some sections of the houses reading as one/two or three storeys depending on the aspect.

6.4. Vehicular access to the site would be provided through the Canalside development site to the north west. Two access points consisting of a left in only access from the westbound section of the A40 and an east/west traffic light controlled access

have been created into the Canalside site and would serve the development. No vehicular access would be provided from Godstow Road or Goose Green Close. The proposed houses would adjoin and would be accessed from the secondary street that would be constructed to serve the housing in the south east corner of the Canalside site.

- 6.5. A pedestrian and cycle route link is proposed, connecting to Goose Green Close in a position to the south of No.1 Goose Green Close. Currently this property benefits from an access driveway with off-street parking. The pedestrian/cycle route would be located in the position of the driveway, with 2 replacement parking spaces created for this property to the north of this access and to the rear of the house.
- 6.6. As noted, there is a significant change in land levels, with the northern section of the site being significantly higher than the land to the south. To negotiate the difference in levels, a combination of stepped and ramped accesses are proposed as a means of providing level access and DDA compliant pedestrian and cycle connections between the site and Wolvercote.
- 6.7. The southern sections of the site would consist of public open space. The landscape design and use of the space is intended to be consistent with the adjoining Canalside Park. The space would consist of open areas of grass, biodiverse planting, and multiple trees. The pedestrian and cycle track through the public open space would connect with an adjoining route through the adjoining Canalside Park which provides access to Joe White's Lane and the central and western parcels of the Canalside site.
- 6.8. An L shaped parcel of the site located in the north east corner would be retained for the purposes of providing ecological enhancement and would be inaccessible to the public. Gated access to this space would be provided for maintenance purposes.

## **7. RELEVANT PLANNING HISTORY**

- 7.1. There is no planning history on site of material relevance to the proposed development.
- 7.2. The following applications at Oxford North are relevant to the proposed scheme:
- 18/02065/OUT - (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.

(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 23<sup>rd</sup> March 2021

- 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 26<sup>th</sup> August 2022
- 22/00675/RES - Details of reserved matters (appearance, landscaping, layout and scale) for the erection of 317 dwellinghouses. Approved 4<sup>th</sup> November 2022
- 22/00675/NMA2 - Non-Material amendment to planning permission 22/00675/RES to allow a minor amendment to the description of development by removing the specific number of dwellings (317) from the description. Approved 7<sup>th</sup> February 2024

24/00411/VAR - Variation of condition 2 (accordance approved plans) of planning permission 22/00675/RES Details of reserved matters (appearance, landscaping, layout and scale) for the erection of dwellinghouses (use class C3) to allow two additional 3-bed flats, relocation of cycle storage and a reduction in car parking. Pending Consideration.

## 8. RELEVANT PLANNING POLICY

8.1. The following policies are relevant to the application:

Topic	National Planning Policy Framework	Oxford Local Plan 2016-2036	Northern Gateway Area Action Plan	Wolvercote Neighbourhood Plan:
Design	117-123, 124-132	DH1 - High quality design and placemaking	NG7 – Design and amenity	
Conservation/Heritage	184-202	DH2 - Views and building heights DH3 - Designated heritage assets DH4 - Archaeological remains		

<b>Housing</b>	59-76	H1 - Scale of new housing provision H2 - Delivering affordable homes H4 - Mix of dwelling sizes H10 - Accessible and adaptable homes H14 - Privacy, daylight and sunlight H15 - Internal space standards H16 - Outdoor amenity space standards		
<b>Natural environment</b>	91-101	G2 - Protection of biodiversity geo-diversity G3 - Green Belt G7 - Protection of existing Green Infrastructure G8 - New and enhanced Green and Blue Infrastructure	NG8 – Oxford meadows	GBS1 - Publicly Accessible Green Space GBS5 - Biodiversity GBS6 - Green space in developments
<b>Social and community</b>	102-111			GBS3 - Playing Fields, Playing Areas
<b>Transport</b>	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	NG4 – Sustainable travel NG5 – Highways access NG6 – Car parking	CHS1 - Community Connectivity CHS2 - Electric Vehicle Charging Points CHS3 - Safe Access Routes CHS4 - Travel Plans
<b>Environmental</b>	117-121, 148-165, 170-183	RE1 - Sustainable design and construction RE2 - Efficient use of Land	NG9 Energy and resources	BES2 - Air Pollution BES3 - Noise Pollution BES4 - Drainage and Flooding



		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		
Miscellaneous	7-12	S1 - Sustainable development	NG2 - Mix of uses NG11 - Delivery and implementation	

## 9. CONSULTATION RESPONSES

9.1. Site notices were displayed around the application site on 1<sup>st</sup> March 2024 and an advertisement was published in the Oxford Times newspaper on 22<sup>nd</sup> February 2024. The application was advertised as a departure from the development plan in relation to the number of dwellings permitted under Northern Gateway Area Action Plan Policy NG2.

### **Statutory and non-statutory consultees**

#### Oxfordshire County Council

#### Highways

9.2. The Transport statement includes a vehicle swept path analysis for a medium sized car, a refuse vehicle and emergency service vehicles. The swept path analysis demonstrates that all vehicles can safely and easily enter/exit the site and manoeuvres within the site.

9.3. The development will include the provision of 18 allocated parking spaces and 2 visitor parking spaces. It is noted that the number of allocated parking spaces is below the maximum standards included in policy M3 of the local plan, however, the number of parking spaces are accepted as proposals are in line with the rates provided in the adjoining Oxford North Developments as requested during pre-app. EV charging points will need to be provided for each of the allocated parking spaces and visitor parking spaces to ensure that the proposals meet the requirements of policy M4 of the Oxford Local Plan.

- 9.4. A total of 160 cycle parking spaces are to be provided as part of the proposals. This equates to 2 cycle parking spaces per bedroom which is in accordance with County standards. Further details will need to be submitted regarding the cycle sheds being provided for the affordable dwellings and the communal cycle store which will serve the residents of the apartment building.
- 9.5. Cycle parking spaces provided at the apartment building should be in the style of a Sheffield stand, which are individually installed permanently into the floor material (e.g. not toast-rack style stands bolted to the floor). Double decked or vertical cycle parking should not be used.
- 9.6. Section 5 of the transport statement provides details regarding the expected trip generation at the site. The proposals are set to generate 12 two-way trips during the Am peak hour, 13 two-way trips during the PM peak hour and a daily total of 112 two-way trips. The proposed trip rates for the new dwellings are considered acceptable for a development of this size in this location. The additional AM and PM trips are unlikely to have a severe impact on the local highway network in traffic and safety terms.
- 9.7. The site only meets the threshold required for a Residential Travel Information Pack. This should be produced prior to first occupation and then distributed to all residents at the point of occupation. This will ensure all residents are aware of the travel choices available to them from the outset.
- 9.8. Initial advice was that an obligation to enter into a S278 Agreement will be required to secure a suitable means of access into the site. The County Council have amended this advice to suggest a suitably worded condition requiring details of the means of access between the land and the highway to be submitted for approval in writing.

#### Drainage

- 9.9. No objection subject to conditions including the requirement to provide a surface water drainage scheme and a record of the completed SuDS.

#### Education

- 9.10. Government guidance is that local authorities should secure developer contributions for expansion to special education provision commensurate with the need arising from the development. The proposed development is expected to further increase demand for places at SEN schools in the area, and a contribution towards expansion of SEN school capacity is therefore sought based on the percentage of the pupil generation who would be expected to require places at a special school, based on pupil census data. The requested financial contribution is £17,948.

#### Waste Management

- 9.11. The development will increase domestic waste arisings and the demand for all waste management services including Household Waste Recycling Centres (HWRCs) and therefore a financial contribution of £2255 directed towards expansion and improving the efficiency of HWRC's is required.

## Thames Water

- 9.12. 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 we have no objection, however care needs to be taken when designing new networks to ensure they don't surcharge and cause flooding. In the longer-term Thames Water, along with other partners, are working on a strategy to reduce groundwater entering the sewer networks.
- 9.13. The application indicates that surface water will not be discharged to the public network and as such Thames Water has no objection, however approval should be sought from the Lead Local Flood Authority. Should the applicant subsequently seek a connection to discharge surface water into the public network in the future then we would consider this to be a material change to the proposal, which would require an amendment to the application at which point we would need to review our position. Thames Water would advise that with regard to foul water sewerage network infrastructure capacity, Thames Water would not have any objection to the above planning application, based on the information provided.
- 9.14. On the basis of information provided, Thames Water would advise that with regard to water network and water treatment infrastructure capacity, we would not have any objection to the above planning application.

## Wolvercote Neighbourhood Forum

- 9.15. Object to the planning application and recommended that the development should be refused for the following three reasons:
1. The plans propose inadequate car parking provision for residents at the south east end of the development. There will be twelve dwellings located there, but with no 'on plot' spaces for cars and, between them, only six on-street 'dedicated resident spaces', with another two parking spaces for 'visitors'. The DAS does not explain how these few resident parking spaces will be allocated among the dwellings, or whether it will be a free-for-all. Nor does it say whether residents will have access to the 'visitors' spaces. Suggest the scheme could be made acceptable by revising the layout of the south east end of the development to remove the parking deficiency. There needs to be sufficient resident parking spaces for one per dwelling, and some spaces for visitors. In addition, all the on-street parking bays should be provided with access to EV charging.
  2. Share the concern expressed by Natural England about the potential for hydrological problems resulting from changes to ground water and surface water flows arising from this development. Immediately down the hill from it is the ancient right-of-way Joe White's lane and then the precious green space (common land) Goose Green, and housing at Goose Green Close. Also close by is an important SSSI Wolvercote Green, and the Oxford Meadows SAC. The development should not be permitted to proceed until a hydrological impact assessment has been carried out, that demonstrates beyond reasonable doubt that the scheme will never cause harm to any of these. This is necessary to ensure the scheme's compliance with WNP Policy BES4.

3. The developers currently expect a negative Biodiversity Net Gain of -4.52 %. Permission should not be given to this development until the applicant has shown convincingly how this figure will be increased to +10%, as it should be under current legislation and for consistency with WNP Policy GBS5 (which requires a net gain of biodiversity).
- 9.16. The WNF are pleased, however, to see that the plans now include a ramp at the far south east end of the development, from the housing down to green space below.

Thames Valley Police

- 9.17. Submitted the following comments in relation to the planning application:
- Chapter 7 of the Design and Access Statement (page 123) is an accurate representation of the pre-application feedback provided.
  - Maintain concerns with the proposed low estate railing fences to vulnerable rear gardens backing onto Canalside Park. Some plots appear to remain vulnerable with exposed rear boundaries – plot 12 and 21 for example appear to lack defensible planting.
  - Maintain concerns that hedge planting will not provide sufficient protection to exposed plots for a number of years, and plans indicate hedge planting may be located a distance away from dwelling boundaries whereby space behind them will allow a person access to the estate railings to climb and gain access to the rear garden.
  - Unable to locate a boundary treatment plan within this application and ask that this is submitted for review and approval prior to permission being granted.
  - Unable to locate the landscape architect plans referenced (proposed site topography and detailed landscape strategy) and ask that these are submitted for review and approval prior to permission being granted.
  - Pleased to see the applicant wishes to obtain SBD accreditation and request a condition requiring this.
  - Ask that a lighting scheme is conditioned for submission.

Environment Agency

- 9.18. No comments received following consultation.

Natural England

- 9.19. Initial comments received on 28<sup>th</sup> February 2024 raised an objection based on the need for the applicant to provide a Project level HRA to demonstrate that there will be no adverse impact on the integrity of Oxford Meadows SAC as a result of the development in relation to the sites balanced hydrological regime.
- 9.20. Following the submission of the HRA Technical Update July 2024 Natural England have removed their objection.

Oxford Civic Society

9.21. Have sought clarification regarding how the development fits in with the Oxford North Canalside Housing and whether the development offers greater diversity given that it appears to be taking up the last vestige of available open land close to the Goose Green wooded area.

#### Active Travel England

9.22. Do not wish to comment.

#### Historic England (HE)

9.23. The proposed development site is located approximately 200m north-east of the Scheduled Monument (SAM) (NHLE 1010717) at Port Meadow and Wolvercote Common. HE requested further information so that the impact of the development on the SAM could be properly assessed.

9.24. Following receipt of the LVIA showing views towards the site from the SAM and an accompanying technical note, HE has advised that they do not object to the planning application and defer to the views of your specialist conservation and archaeological advisers, as relevant.

#### **Public representations**

9.25. A total of 18 public comments have been received in objection to the planning application, the comments are summarised below:

- Concern regarding impact on ecology – the site should be left undeveloped.
- The proposals would increase traffic within the area.
- The development would place further pressure on sewerage infrastructure which is already operating above capacity.
- Existing services should be upgraded before further development is permitted as there is pressure on schools and health facilities in the area.
- There would be a damaging impact on the Oxford Meadows SAC in terms of the hydrological regime.
- There would be an impact on the setting of the scheduled ancient monument (Port Meadow).
- Natural England have requested preparation of a project level HRA.
- The HRA for the Northern Gateway Area Action Plan notes that the groundwater within the Alluvium on site It requires that the drainage strategy and design for the future development should consider carefully the impact of the proposed development on the groundwater regime if the proposed development includes the introduction of impermeable surfaces over that very small part of the site as defined as Alluvial Ribbon.
- The proposals would result in the loss of a further area of green space.
- The proposals would represent overdevelopment of the site diminishing the sense of privacy and community and may lead to a loss of personal space and decreased interaction among neighbours, weakening the social fabric of the community.
- The development is being built on Green Belt land.
- The scale, density and design of the proposed housing does not fit with Wolvercote's historic village character.

- The development will bring in light, noise and traffic pollution.
- Increased traffic pressure on Wolvercote roundabout.
- Concern regarding the impact of the development on Joe White's Lane. There is a need to maintain the rural feel of the lane for both wildlife and those walking along it. Any planting along the lane should be increased not decreased.
- Development has the potential to increase flood risk.
- Insufficient information has been provided regarding the affordable housing, whether this will be private sale or socially rented.
- There is excess pressure on existing facilities including the school and GP surgery.
- Concern about impact of the development on sewage infrastructure from increased housing development.
- There is already high noise generation from the A34 and there has been no mitigation provided for this.
- Concern regarding impact on No.2 Goose Green Close with regards to overlooking, noise and pollution. Concern regarding security and is the access gate appears to back onto an access road.
- There would be a loss of wildlife habitat as a result of the development.
- Not enough outdoor amenity space for future occupants.
- The proposed houses would be too close together and there would be overlooking of neighbour's gardens.
- Biodiversity net gain should be delivered on site.
- There would be an increase in footfall with residents using Godstow Road which could increase noise, litter and possibly crime.
- Water from underground tanks that store runoff water will seep into the ground and will run into its lowest level via Lower Wolvercote which is vulnerable to flooding.
- The fences, walls and roads will further remove habitat and transit space for local animals.
- The plot should be left wild or passed into the trust of a local wildlife organisation.
- The proposers have not taken sufficient account of the landscape setting and archaeological impact, as they are statutorily required to do, as laid out in the Historic England and Natural England objections.
- The scale, density and design of the proposed housing does not fit with Wolvercote's historic village character.
- In previous consultations the importance of Joe White's Lane was recognised with its historic hedgerows and fringing of trees. This is not reflected with the proposed development and would not maintain the integrity of an ancient and historically significant byway. Any planting along the lane should be increased not decreased.

9.26. 1 comment has been received in support of the application. The comment in support is summarised below:

- There is a need to provide additional homes locally and nationally and the development would be on marginal land relative to more important areas that should be protected (Wytham and Port Meadow).

## **10. PLANNING MATERIAL CONSIDERATIONS**

10.1. Officers consider the determining issues to be:

- Principle of development
- Design and Heritage Impact
- Sustainability
- Residential amenity
- Transport
- Ecology
- Trees
- Flooding
- Land Quality
- Air Quality

### **Principle of development**

#### Provision of Housing

10.2. Paragraph 59 of the NPPF requires that to support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed; that the needs of groups with specific housing requirements are addressed; and that land with permission is developed without unnecessary delay.

10.3. NPPF Paragraph 11 outlines the overarching requirement that in applying a presumption in favour of sustainable development Local Authorities should be approving development proposals that accord with an up-to-date development plan without delay; or where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless: the application of policies in the Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole.

10.4. Policy H1 of the Oxford Local Plan outlines that the majority of the Council's housing need would be met through sites allocated in the Oxford Local Plan, however in addition to housing which would be delivered on allocated sites windfall delivery of housing on sites not specifically allocated within the Local Plan remains important in terms of meeting the Council's housing needs.

10.5. The development site, alongside the adjoining land at Oxford North is not allocated within the Oxford Local Plan, however the land falls within the parameters of the Oxford Northern Gateway AAP. Policy NG2 of the Oxford Local Plan outlines that planning permission will be granted at the Northern Gateway for up to 500

homes. Outline planning permission was granted for 480 homes under the hybrid planning permission for Oxford North, of which reserved matters approval has been granted for 317 homes at Canalside. Beyond the permitted homes falling under the outline and reserved matters permissions, Policy NG2 allows for the provision of 20 further homes. Various supporting documents accompanying the hybrid planning application include references to the application site being developed in the future, namely the Environmental Statement, Site Masterplan and Design and Access Statement and the accompanying Section 106 agreement, which includes a requirement to ensure that access can be provided into the application site via Canalside. The suitability of the site for development is therefore acknowledged within Policy NG2 of the Area Action Plan.

- 10.6. The quantum of homes proposed would however be 4 dwellings higher than the quantum permitted under Policy NG2 of the AAP. The quantum of up to 500 dwellings, was based on the cumulative impact of housing development on the site, including the environmental effects, impact of traffic generation and impact upon local services. As the proposed development would exceed 500 dwellings, where assessed cumulatively in conjunction with the hybrid planning permission on the Oxford North site, the development would be classed as constituting a departure from Policy NG2.
- 10.7. Notwithstanding the conflict with Policy NG2, there is an appropriate basis to consider that departure from this policy is acceptable, providing that the additional 4 dwellings do not have a harmful impact in terms of wider environmental effects or other negative effects such as from a heritage or amenity perspective. Providing that the development achieves compliance with the development plan framework and national planning policy as a whole, officers consider that in principle of 4 additional dwellings on the site would be justified.
- 10.8. The Northern Gateway Area Action Plan also pre-dates the Oxford Local Plan, which includes the requirement under Policy RE2 that development proposals must make best use of site in a manner compatible with the site itself, the surrounding area and broader considerations of the needs of Oxford, as well as ensuring relevant criteria are addressed namely: density, scale of development, ensuring opportunities for maximising development are fully explored and that the built form and layout is appropriate for the site. Paragraph 125 of the NPPF similarly places particular emphasis on ensuring that homes are not built at low densities and that developments make optimal use of the potential of sites to deliver homes. The wider transport, environmental, design and heritage implications are addressed in detail in the following sections of this report and officers consider that the additional 4 units, which is a very minor increase in the number of dwellings allowed for under Policy NG2 of the Area Action would be acceptable in principle as the proposals would make for a more efficient use of land in a manner which is commensurate with the character of the site and surrounding area.

#### Affordable Housing and Mix of Units

- 10.9. Policy H2 of the Oxford Local Plan states that on self-contained residential developments where sites have a capacity for 10 or more homes (gross) or exceed 0.5 ha, a minimum of 50% of units on a site should be provided as homes that are



truly affordable in the context of the Oxford housing market. At least 40% of the overall number of units on a site should be provided as on-site social rented dwellings.

10.10. The introduction of the Government’s First Homes Policy requires from 28 December 2021 that on all sites where affordable housing is to be provided that a minimum of 25% of all affordable homes are made available as First Homes (capped at a maximum price of £250,000 outside of London). The Council have prepared a Technical Advice Note (TAN) which advises how the introduction of First Homes affects the application of Policy H2 of the Local Plan. The TAN outlines that where accounting for the requirement that 25% of the affordable housing must be provided as first homes, the remaining provision of affordable housing shall consist of 70% social rented homes and 5% intermediate housing.

10.11. The applicant’s Planning Statement outlines that 12 (50%) of the 24 dwellings would be affordable. Initially the proposed tenure split included the provision of 8 socially rented dwellings (66%), 3 first homes (25%) and 1 shared ownership home (8%). The originally proposed target housing mix however slightly underdelivered on the target housing mix for socially rented dwellings, falling short of the 70% requirement. Given the number of affordable homes to be delivered, the mix of units cannot align strictly to the target housing mix outlined in the TAN. In this instance officers advise that priority must be given to ensuring that the socially rented accommodation exceeds the 70% target requirement outlined in the TAN as the need for socially rented housing is greatest within the city. A further social rented dwelling was therefore needed to achieve compliance with the 70% target requirement. The requirement to provide 25% of the housing as first homes means that delivery of the additional socially rented unit must be prioritised over the provision of intermediate (shared ownership housing) and therefore the applicant’s revised target mix excludes the provision of the previously proposed shared ownership home. The target housing mix as taken from the applicant’s planning statement is included below:

Dwelling Size	Social Rented	Affordable Ownership		TOTAL
		First Homes	Shared ownership	
One Bed Apartment	2	1	0	3
Two Bed House	0	2	0	2
Three Bed House	5	0	0	5
Four Bed House	2	0	0	2
<b>TOTAL</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>12</b>

Table 1: Affordable Housing Mix on the Proposed Site – updated June 2024

10.12. The above affordable housing tenure mix would consist of 75% socially rented homes and 25% first homes. The proposed affordable housing tenure split is considered acceptable given the need to prioritise delivery of socially rented homes over shared ownership housing and provision of a shared ownership home would result in under delivery of socially rented housing below the 70% target requirement.

10.13. Policy H4 of the Oxford Local Plan states that planning permission will be granted for residential development that is demonstrated to deliver a balanced mix of dwelling sizes to meet a range housing needs and create mixed and balanced communities. Policy H4 outlines a target mix for affordable homes applicable only to developments of 25 or more units which are outside of the City Centre or District Centres, or on sites of 0.5ha or greater.

10.14. 24 dwellings are proposed on the site; however, the application site is larger than 0.5ha in area (1.3ha), therefore the proposed target housing mix would be expected to comply with Policy H4 of the Oxford Local Plan. The target housing mix required under Policy H4 is as follows:

- 1 bedroom – 20-30%
- 2 bedroom – 30-40%
- 3 bedroom – 20-40%
- 4+ bedroom - 8-15%

10.15. In terms of the proposed mix of unit sizes for the affordable accommodation, which is shown in table 1 above, this would be as follows:

- 1 bedroom – 25%
- 2 bedroom - 17%
- 3 bedroom - 41%
- 4 bedroom – 17%

Where assessed against Policy H4 of the Oxford Local Plan, the proposals would result in an under delivery of 2-bedroom homes and minor over-provision of 3- and 4-bedroom homes. The Council's affordable housing team have been consulted on the size of affordable homes proposed on the site. They have advised that the latest housing register identifies that the greatest need in Oxford amongst bands 1-3 (those considered to be priority need) is for three-bedroom homes (524), followed by one-bedroom homes (496) and just short of this two-bedroom homes (478). The need for four-bedroom homes is 155. On this basis the mix of unit sizes is based on assessed need. On this basis, the housing mix is considered to be acceptable.

## **Design and Heritage**

### Design, Scale and Siting

10.16. 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 139 of the NPPF requires that all developments are considered in line with the National Design Guide and Model Code.

10.17. The layout of the development has been designed to read as a continuation of the adjacent built form on the Oxford North Canalside site. The siting of proposed Plots 1 to 12 would align with the side elevation of the adjacent terrace of houses within the Canalside development and would provide a frontage to the adjoining

secondary street, which is located to the north of the application site, which serves the approved houses located to the south of the Leonardo Royal Hotel. A two-storey apartment building is also proposed, which would contain three flats.

- 10.18. The proposed three storey terrace of homes replicates the design, scale, form, and materiality of the adjoining terrace of houses within the Canalside site and consists of a mix of pitched and flat roofed houses. The materials treatment would be a mix of red, light buff and grey brick. The further homes proposed at the end of the new street would be within a courtyard arrangement. There would be a mix of two and three storey homes within this section of the site. The design approach would read as a continuation of the design language of the adjacent Canalside site. The use of materials and dwelling design at the Canalside site 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.
- 10.19. The housing within the immediate area is characterised by late 20<sup>th</sup> Century housing consisting of a mix of detached, semi-detached and small terraces of houses, usually two storeys in scale, typically constructed from brick materials. The proposed housing would be two or three storeys in scale and of a modest scale commensurate with the character of the existing housing in the area.
- 10.20. The development site lies on the edge of the Northern Gateway AAP area and consequently development on the site would be visually prominent in important public views from the south from Joe White's Lane. The scale of the proposed housing has been limited to a maximum of two to three storeys in scale, which is commensurate with development on the adjoining Canalside site. Development on the Oxford North site as approved under hybrid permission 18/02065/OUTFUL was accompanied by a building heights parameter plan, which set a maximum height for all buildings across the development site. The parameter plan did not cover the site at Goose Green subject of this planning application. Building heights on the adjoining site were kept low at +74AOD to limit the prominence of any development on the site in immediate and wider landscape views. The proposed development on the Goose Green site would be consistent with the scale of the adjacent development on the Canalside site and officers consider that the scale and height of the buildings would be appropriate where considering the landscape and visual impact within key public views from the south and west from Joe White's Lane.
- 10.21. There is a considerable topographic difference in site levels between the northern and eastern sections of the site where the proposed housing would be located and the lower sections of the site which would consist of an extension to the Canalside Park. The proposed housing would be stepped in response to the difference in levels across the site, which officers consider is appropriate and has been achieved successfully in design terms, avoiding the proposed housing in the eastern sections of the site from appearing overly prominent. Access is discussed in the relevant section of this report; however, it should be noted that to achieve inclusive access, a ramp is required between the upper section of the site and the path along the Canalside Park, which provides an important route to the local

services, facilities and bus stops in Wolvercote to the east. The ramp has been designed in an appropriate manner, one which harmonises appropriately with the landscape design of the adjoining park.

10.22. 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 NG7 of the NGAAP requires that 15% of the total site area for the Northern Gateway and 15% of each residential parcel of development on the site shall be provided as green open space.

10.23. The proposals involve what is effectively in design terms and extension of the adjoining Canalside Park. This would cover a substantial proportion of the site area and would be an attractive and well-designed area of public green space available to future residents and existing residents in Wolvercote. Approximately 6841sqm of public open space would be provided within the development, which would equate to approximately 53% of the total site area. The park includes extensive tree and scrub planting and is intended to read as a natural open space as opposed to a formal parkland environment which provides a natural edge and landscaped buffer to the south of the Oxford North site. The space will include planting that would contribute towards biodiversity net gain and includes swales which form part of the sustainable drainage scheme. Officers consider that the landscape design for the space would be an attractive asset for existing and future residents and the proposals would comply with Policies DH1 and G8 of the Oxford Local Plan and Policy NG7 of the NGAAP.

10.24. Policy GBS3 of the Wolvercote Neighbourhood Plan requires that all new development proposals of more than 10 dwellings must include provision for Childrens Play Areas that are safe and nearby (within 100 metres). Formal equipped play areas have been approved at Oxford North within 300 metres of the site at the Central Park within the Canalside development site and as part of a recent reserved matters approval on the Central Parcel of the Oxford North Site to the east of the Red Hall (24/00318/FUL). It is not intended that the application would include a similar formal equipped play area. The landscaping strategy contained within the applicant's Design and Access Statement indicates that informal play would be provided within the park and courtyard areas of the landscaping, it is unclear however what would specifically be provided and officers recommend that a condition is attached requiring that details of a play strategy including any features/equipment are set out.

### Impact on Green Belt

10.25. The application site was removed from the Oxford Green Belt prior to the adoption of the Northern Gateway Area Action Plan. Joe White's Lane and Goose Green and all land between the edge of the site and the Oxford Canal remains within the Oxford Green Belt. A very small section of land to the north of Joe White's Lane, which contains trees, hedgerow and a ditch is also within the green belt boundaries, although this land is not included within the red line site area boundary.

- 10.26. Whilst 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. The site adjoins the Canalside development and reads as a continuation of this development in terms of its scale and siting, though the development would result in the loss of a further area of what remains open undeveloped green space, albeit that this land formed part of the wider AAP development area for Oxford North.
- 10.27. The impact of the proposed development would have an impact on the openness on the adjoining green belt land belt in spatial and visual terms given that the development would result in the direct loss of an area of open space that is particularly visible in immediate views from the south from Joe White's Lane. This would be replaced by an extension of the adjoining urban development. Notwithstanding this, the development would be of a low height, commensurate with that of the adjoining development on the Canalside site. In terms of wider views beyond Joe White's Lane, the development would not be seen or experienced given its low height, intervening development and vegetation cover and therefore its wider impact on how the openness of the green belt is experienced would be limited to more immediate views. Where accounting for the allocation of the land within the AAP, the limited quantum of units and the low height of the development and the provision of substantial intervening open space of a natural character, officers consider that the development would not have a harmful impact on the openness of the greenbelt and how this is experienced in spatial and visual terms. It is therefore considered that the development would not conflict with Paragraph 137 of the NPPF or Policy G3 of the Oxford Local Plan.

#### Heritage Impact

- 10.28. The application site lies within the Wolvercote with Godstow Conservation Area, whilst the development would also lie within the setting of the Grade II listed Manor Farm.
- 10.29. 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. For all planning decisions for planning permission 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).
- 10.30. In line with Paragraph 201 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.

- 10.31. Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended) states 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 in subsection (2), special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.”
- 10.32. For development within or affecting the setting of Conservation Areas, the NPPF requires special attention to be paid towards the preservation or enhancement of the Conservation Area’s architectural or historic significance. Paragraph 205 of the NPPF requires that: “When considering the impact of a proposed development on the significance of a designated heritage asset, 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”. Paragraph 206 of the NPPF outlines that any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification.
- 10.33. Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended) states that in considering whether to grant planning permission 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.
- 10.34. A distinctive group of larger houses have been designed on a north-east/south-west alignment looking out over open land towards Jo White’s Lane and the canal. The proposed development has been designed to pick up and follow the design principles of the Canalside development, picking up the alignment of the group of larger houses and then transitioning at its south-eastern end into a mews courtyard, with a mix of housing types, forms and massing that will be similar in language to those on Canalside. The slightly smaller houses in the mews reflect the scale and rhythm of the short terraces of Goose Green Close.
- 10.35. The complexities of the site’s challenging topography have been overcome in a reasonably elegant and unostentatious manner that will enable full accessibility with a good connection to the existing settlements at Wolvercote.
- 10.36. The open green space within development, together with the linear footpath that is Joe White’s Lane and the retained open space within the Canalside development will contribute to the more rural settlement character that predominates in Upper Wolvercote.
- 10.37. The setting of Port Meadow does not extend to this part of the settlement. The meadow lies to the south and beyond the canal and railway. The bridges that cross those transport links obstruct any views and visual connection between the site and the scheduled ancient monument and the heights of the houses in the proposed development would not be such that they would protrude above the treeline, tree canopies that are dense and completely visually impermeable in summer as well as almost entirely impermeable in winter months. Furthermore, the development site sits between two other developments at Goose Green Close

and the other, Canalside presently under construction. Any additional built form that might be seen from the Canal or Joe White's Lane at the edge of the conservation area will be seen as a continuation of these two developments and with these as well as the existing hotel buildings to the north of the site as a backdrop. From Port Meadow the railway line and the canal with their high arched bridge carrying the village road over would screen out or obstruct any possible views of the proposed development.

10.38. There would be no perceptible change to the green fringed, rural character of the settlements that make up the conservation area, the proposed development would be seen embedded in existing and developments currently under construction and the important green space that fringes Jo White's Lane the canal and the north-eastern boundary of the conservation area at Goose Green would remain sufficiently unchanged to preserve that character. The proposed development would not be visible in either summer or winter from either the closest, northern edge of Port Meadow or in views from footpaths that cross that open land. Church Farmhouse and its setting are sufficiently enclosed and discrete that the development would not make a visual impact on them.

10.39. In the context of Paragraph 208 of the NPPF, where a development proposal will lead to a very low level less than substantial harm to the significance of a designated heritage asset including the setting of the conservation area, this harm must be weighed against the public benefits of the proposal. The public benefits of the proposals are considered to be:

- The provision of 24 houses, including the provision of 12 affordable homes, which would provide an important contribution towards meeting local housing need, in particular the need for affordable homes.
- The provision of high quality public open space.
- Enhanced pedestrian and cycle connectivity between Oxford North and Wolvercote and important public rights of way and recreational resources and local services and facilities.
- Delivery of at least 5% biodiversity net gain through a combination of on-site and off-site enhancement measures.

10.40. Within this context, officers consider that there is clear and convincing justification for this level of harm in line with Paragraph 208 of the NPPF. The public benefits of the development, in particularly the benefits of providing additional affordable dwellings, to address high demand for housing within the city. 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 Section 66 and 72 of the the Planning (Listed Buildings and Conservation Areas) Act 1990.

### Archaeology

10.41. An archaeological evaluation was carried out on site by trial trenching as the site was thought to contain potential for prehistoric and Romano-British activity as well as potential for medieval settlement or fringe settlement activities. An archaeological trial trench evaluation by the applicant's consultants in June 2024 in accordance with a Written Scheme of Investigation (WSI) agreed with the

Councils Archaeologist. The evaluation recorded only a single Roman feature (likely a field ditch) which included Roman pottery. The Council's Archaeologist has advised that no further archaeological recording or investigation will be required.

## **Sustainability**

10.42. 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. The Policy requires that 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 code 2013 Building Regulations, which has now been superseded by the 2021 Part L Building Regulations. Given that the previous regulations have been superseded, it is a requirement that new planning applications are measured against the 2021 Part L standards for the purposes of considering carbon reduction against Policy RE1.

10.43. The submitted Energy Statement outlines that the following energy efficiency measures will be incorporated into the buildings in the development:

- High efficiency heating and cooling systems.
- Ventilation systems with heat recovery.
- Low energy lighting
- High efficiency appliances and ancillary equipment.
- High standards of fabric efficiency and air tightness.

10.44. The submitted energy statement includes the incorporation of air source heat pumps and solar photovoltaic systems within the proposed housing as a renewable energy system.

10.45. The incorporation of the proposed measures would achieve a forecast 76.62% reduction in carbon emissions, where assessed against the Part L 2021 building regulations baseline requirement. This would significantly exceed the 40% reduction required under Policy RE1.

## **Residential Amenity**

### Adjacent Residential and Non-residential uses

10.46. 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 also not be granted for any development that has an overbearing effect on existing homes.

10.47. Nos.1-6 Goose Green adjoin the eastern boundary of the site. 8 of the proposed houses are located within the eastern part of the site, however an L shaped area, which is proposed as a target delivery area for biodiversity enhancement between



proposed Plots 13 and 2 and the properties in Goose Green Close. This area would have a width of between 10 and 21 metres and would include significant planting, providing a buffer and visual screen between the proposed housing and existing housing at Goose Green Close.

- 10.48. There would be a separation distance of between 24 and 27 metres between the rear elevation of proposed Plots 17-19 and Nos.4-6 Goose Green Close. There would be a distance of 20 metres between the rear elevations of Plots 17-19 and the rear gardens of Nos.4-6 Goose Green Close and 30 metres, where measured between the rear elevations of proposed Plots 15 and 16 and the garden of No.6 Goose Green. There would also be a separation distance of at least 30 metres between the rear elevations of Plots 13 and 14 Goose Green Close and No.30 Godstow Road, whilst the windows of this property would not be directly overlooked owing to the position of No.30.
- 10.49. Nos.1 and 2 Goose Green would not be overlooked directly by any of the proposed houses, whilst there would be a separation distance of 22 metres between the rear elevation of proposed plot 20 and the rear garden of No.3 Goose Green Close, this extends to 24 metres to No.2 Goose Green Close.
- 10.50. There is a notable difference in levels between the rear elevation of the proposed houses closest to the eastern boundary and the adjoining properties at Goose Green Close. The buildings along this boundary would however be limited to two storeys and are of a relatively low height, such that officers consider that the development would not have an overbearing impact on the neighbouring houses, by reason of scale. Accounting for the above mentioned separation distances between the proposed and existing houses and accounting for the orientation and position of the existing housing in relation to the proposed dwellings, officers consider that the development would not result in unacceptable overlooking of the adjoining properties.
- 10.51. The Leonardo Royal Hotel extends close to the boundary of the site, however the Canalside development site at Oxford North lies between the development site and the edge of the hotel boundary. The separation distance is such that there would not be any adverse impact on the function of the hotel and general amenity of this building.
- 10.52. The siting of the proposed housing is positioned and orientated in a manner which would not compromise the amenity of the adjoining housing which benefits from reserved matters permission on the Canalside site. The layout is designed to read as a continuation of the adjacent development and Proposed Plots 1 to 12 align with the side elevation of the adjacent terrace of homes on the Canalside site, whilst Plot 13 would similarly aligns with the side elevation of the single detached home located in the south east corner of the Canalside site. The siting and scale of the units would ensure that there would be no adverse impact on the amenity of these adjoining plots which benefit from reserved matters permission.
- 10.53. Officers therefore consider that the design, scale and siting of the proposed housing would have no adverse impact on the amenity of existing occupiers and the development would comply with Policies H14 and RE7 of the Oxford Local Plan.

## Future Occupiers

- 10.54. 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.
- 10.55. 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; for flats and maisonettes of 3 or more bedrooms a private balcony or terrace of useable level space with a minimum dimension of 1.5 metres depth by 3 metres length should be provided. 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.
- 10.56. Each of the proposed houses would benefit from private rear gardens of an appropriate size, depth and orientation. The proposed ground floor flat would benefit from an external terrace, whilst the two first floor flats would each benefit from external rear facing balconies. Officers therefore consider that the proposed dwellings would benefit from appropriate areas of outdoor amenity space for future occupiers and the proposals are considered to comply with Policy H16 of the Oxford Local Plan.
- 10.57. The sizing of the internal dwellings and rooms would each comply with Nationally Described Space Standards and the development is considered to comply with Policy H15 of the Oxford Local Plan.

## **Health Impact**

- 10.58. Local Plan policy RE5 seeks to promote strong, vibrant and healthy communities and reduce health inequalities. The application has been supported by a Health Impact Assessment (HIA) which considers the health impacts of the proposed development.
- 10.59. The proposed development would provide 24 new homes to meet the Oxford's Housing Needs. 12 (50%) of the homes would be affordable, which would have a positive social impact.
- 10.60. The proposed development would promote active travel through the provision of new cycle and pedestrian routes through the site, which will benefit future occupiers and existing residents by providing connections between Oxford North and Wolvercote. The proposed access ramp would ensure equal access for all users including users with disabilities.

- 10.61. Car parking would not exceed the Council's maximum parking standards, whilst all allocated parking spaces and 25% of non-allocated spaces would be fitted with EV charging points. The Energy Strategy sets out that the development would achieve high standards of energy efficiency which includes a 76.62% reduction in carbon emissions, where assessed against the Part L 2021 building regulations baseline requirement.
- 10.62. The proposals include the provision of an extensive area of public open space which connects into a larger area of open space on the adjoining Canalside site. This provides an attractive area of space for future residents and local residents of Wolvercote. The park will also provide for the delivery of biodiversity net gain, as well as providing an alternative area of public open space to reduce recreational pressure on surrounding open spaces, particularly Port Meadow which has particular ecological sensitivities as an SAC.
- 10.63. The development is designed in a manner which is considered to minimise opportunities for crime and anti-social behaviour, and it is a condition of the planning permission that the development must achieve secured by design certification.
- 10.64. A financial contribution towards Special Educational Needs provision is sought by legal agreement as the County Council have identified improvements required to SEND provision in the local area and this will proportionately cover any additional impact that the development would generate.
- 10.65. In summary the development is considered to have a positive impact in promoting strong, vibrant and healthy communities and reducing health inequalities in particular through the provision of new homes (50%) of which would be affordable, improvements to active travel infrastructure, biodiversity enhancements and the provision of new public open space. The development is therefore considered to comply with Policy RE5 of the Oxford Local Plan.

## **Transport**

- 10.66. Policy M1 of the Oxford Local Plan outlines the need for development to be planned in a way which prioritises access by walking, cycling and public transport. This is crucial in achieving a modal shift away from private car use as the default means of accessing new developments.
- 10.67. Vehicular access to the site would be provided through the adjacent Canalside development leading from the A40. The proposed accesses were designed to accommodate a development of 20 homes on the Goose Green site. Provision was included in the site layout to allow for an access road to be formed into the site in a position parallel to the adjoining southernmost homes in the Canalside site. As the developer is Hill, who are carrying out development on the adjoining land, this allows for use of the existing secondary access street off the primary loop road through the Canalside site to also serve the development site subject of this planning application. This is considered to be a logical and acceptable access arrangement. A new road would also be formed within the site, which would serve 9 of the proposed houses and the apartment building. This new section of road

would extend off the secondary road in a position in the north east corner of the site and would be a 6 metre wide shared surface.

- 10.68. The Transport statement includes a vehicle swept path analysis for a medium sized car, a refuse vehicle and emergency service vehicles. The swept path analysis demonstrates that all vehicles can safely and easily enter/exit the site and manoeuvres within the site.
- 10.69. Section 5 of the applicant's Transport Statement provides details regarding the expected trip generation at the site. The proposals are set to generate 12 two-way trips during the AM peak hour, 13 two-way trips during the PM peak hour and a daily total of 112 two-way trips. The proposed trip rates for the new dwellings are considered acceptable for a development of this size in this location. The additional AM and PM trips are unlikely to have a severe impact on the local highway network in traffic and safety terms and it is considered that the development would not conflict with Policy M2 of the Oxford Local Plan or Paragraph 115 of the NPPF. The assessed impact of the development on the function of the A40 and Wolvercote Roundabout is to be negligible.
- 10.70. The County Council had advised that the applicant would be required to enter into a Section 278 Agreement to secured the formation of appropriate access into the site to be secured through the S106 Legal Agreement accompanying the planning application. As the adjoining road has not been adopted at the current time, the County Council have since advised that details of the means of access including position, layout, construction, drainage, and visibility splays should instead be secured by planning condition and officers support this recommendation.
- 10.71. The site only meets the threshold required for a Residential Travel Information Pack. This should be produced prior to first occupation and then distributed to all residents at the point of occupation. This will ensure all residents are aware of the travel choices available to them from the outset. A condition requiring the submission of a Residential Travel Information Pack is therefore recommended.
- 10.72. 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. Policy NG4 of the NGAAP requires compliance with the Sites and Housing Plan, which was superseded by the adopted Oxford Local Plan and is therefore considered out of date.
- 10.73. The surrounding streets within Wolvercote do not currently fall within a CPZ. There are existing bus stops located 380 metres to the north west of the site on the A40 adjacent to Oxford North that benefit from frequent services to the City Centre, as well as services to Headington, Witney and less frequent Oxford Tube services to London. There is a further bus stop to the east of the site on Godstow

Road, which also benefits from frequent services to the City Centre. There are currently two stores within 800 metres of the site, which would be classed as a supermarket in accordance with the definitions outlined in the Oxford Local Plan, namely M&S Food (390 metres) and Wolvercote Superstore (680 metres).

- 10.74. Upper Wolvercote, including Goose Green Close now falls within a Controlled Parking Zone which has recently been implemented, although this does not cover the application site or the Oxford North development. As the site does not fall within the CPZ it would not be required that the development should be car free in accordance with Policy M3 of the Oxford Local Plan.
- 10.75. A total of 18 allocated car parking spaces and 2 visitor spaces will be provided on-site within the proposed development. In terms of allocated parking, this equates to 0.75 allocated spaces per dwelling, which would be equivalent to the number of spaces that are proposed on the adjacent Canalside site and below the maximum parking standards specified under Policy M3 of the Oxford Local Plan. In the case of Plots 1-12, which are the three storey townhouses, parking would be provided on plot within integral garages, in the case of the remaining houses parking would be provided within bays adjoining the street through the site.
- 10.76. Policy M4 of the Oxford Local Plan requires that all allocated residential parking spaces and 25% of unallocated parking spaces should be fitted with electric vehicle charging points. A condition requiring the specification and location of EV charging infrastructure will be required.
- 10.77. Cycle parking will be required for all residential dwellings in accordance with the Council's minimum standards outlined under Policy M5 of the Oxford Local Plan. Policy NG4 of the NGAAP requires compliance with the cycle parking standards set out in the now superseded Sites and Housing Plan, therefore the existing Local Plan standards should be applied where considering the provision of cycle parking on the development site. A total of 160 cycle parking spaces are to be provided as part of the proposals. This equates to 2 cycle parking spaces per bedroom and exceeds the requirements outlined under Policy M5 of the Oxford Local Plan. Further details will need to be submitted regarding the cycle sheds being provided for the proposed dwellings and the communal cycle store which will serve the residents of the apartment building, this will be required by planning condition.
- 10.78. The proposals involve the creation of a pedestrian and cycle route through the new area of landscaping and extension of the Canalside Park. This would adjoin Goose Green Close to the south of No.1 Goose Green Close, in the position of the existing driveway serving this property. The provision of this new cycle and pedestrian connection is important, as this will link Canalside and Oxford North with Wolvercote and the wider area.
- 10.79. As noted in the above sections of this report, is a considerable level difference across the site from north to south, between the proposed housing and the access pathway. To negotiate the difference in levels across the site, a stepped access and access ramp are proposed. The proposed ramp would be a 1:21 gradient, which would provide appropriate access for disabled users and cyclists. An additional shorter stepped access is proposed, which would include a gully to the side of the steps for cyclists. The accesses would enhance connectivity between

the site and surrounding area, including Wolvercote and the other development plots within the Oxford North site and are therefore considered to align with Policy M1 of the Oxford Local Plan, which prioritises improvements to active travel infrastructure.

## Ecology

10.80. 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. The Littlemore Brook and Northfield Brook Oxford City Wildlife Site (OCWS) is included within the boundary of the development site.

10.81. A preliminary Ecological Appraisal and Phase 2 Survey Report has been prepared in support of the planning application.

10.82. The application site is located approximately 290m north-west of the Oxford Meadows SAC. The site was primarily designated due to supporting an Annex I habitat: lowland hay meadows. The site's secondary designation is due to supporting an Annex II species: Creeping Marshwort (*Apium repens*). The designated site is of European importance and is sensitive to changes in the prevailing hydrological regime, nutrient deposition (for example through air pollution) and recreational pressure. Given the proximity of the applications site to the SAC - within the impact risk zone of the underpinning sites of special scientific interest (SSSI) - there are potential impact pathways. A Habitat Regulations Assessment (HRA) was prepared at the time of the Northern Gateway AAP, which assessed the impact of the development on the Oxford North site up to a maximum of 500 dwellings. This includes 480 homes that benefit from planning permission under the hybrid application for Oxford North and a further 20 homes at Goose Green.

10.83. The proposals are to provide 24 homes at Goose Green, which together with the planning permission on the Oxford North site would equate to 504 homes, slightly exceeding the scale of development assessed within the HRA. The applicant based on the advice of officers and Natural England was requested to prepare a shadow HRA to assess the hydrological impact of the additional quantum of development that would be delivered under the proposed planning application, compared with the scope of development previously assessed. Revisions were also made to the applicants FRA and Drainage Strategy.

10.84. Section 3.12 of the drainage plan outlines that the run-off from the scheme will not exceed the current flow rate. The table provided identifies a very low – low pollution hazard risk as a result of the land use of the proposed development, with figures for the various pollutants provided within the Simple Index Approach and the proposed SuDS mitigation figures to compensate for this. Natural England have removed their request for further information in light of the above and are satisfied that there are no likely impacts upon the nearby statutory sites and their designated features. It is confirmed that the conclusions reached within the HRA Technical Update July 2024 demonstrate that the proposal will not have adverse effects either alone or in-combination with other projects on the Oxford Meadows SAC. Officers agree with Natural England's conclusion that the shadow HRA provides enough information to allow Oxford City Council to conduct a full HRA on

the proposed development. On the basis that the proposals represent an increase in 4 dwellings, that the HRA is acceptable and that Natural England have no objections, officers consider that the impacts of the proposal would be acceptable and that the development would not be EIA development (having no significant cumulative impact when considered in combination with the neighbouring Oxford North development).

- 10.85. Due to the suitability of the site to support foraging and commuting bats, a nighttime walkover survey and several static surveys were undertaken during the 2023 bat active season. The results of the surveys indicated that the site is host to a high level of activity from Common and Soprano Pipistrelles, with lower levels of activity from Nyctalus and Myotis species. Barbastelle bats were also recorded at the southwestern corner of the site. Barbastelle bats are an Annex II species and therefore of heightened conservation concern.
- 10.86. The project ecologist has recommended a lux lighting assessment to ensure that the habitats favoured by the species more sensitive to light will not be subjected to increased artificial illumination. Any such lighting assessment should include the modelled light spill from both the proposed internal and external lighting, to ensure that the proposed development can demonstrate compliance with appropriate lux limits in keeping with the Bats and Artificial Lighting at Night (August 2023).
- 10.87. Reptile surveys were undertaken during the 2023 season and no reptiles were found.
- 10.88. The site was assessed as largely consisting of modified grassland, with isolated pockets of other neutral grassland. Areas of mixed scrub were identified to the north of site and broadleaved woodland to the south of site. Detailed justifications for each habitat type have been submitted.
- 10.89. The proposed habitat plan includes the enhancement of the remaining modified grassland in poor condition to other neutral grassland in good condition, enhancing the remaining woodland and the planting of additional scrub. The criteria that the proposed habitats should meet to attain the desired condition score is set out in detail. Nevertheless, the completed Biodiversity Metric 4.0 indicates there will be a net loss of 0.43 habitat units (-4.52%) and a net gain of 0.92 hedgerow units (from a baseline of zero).
- 10.90. Any shortfall in biodiversity units below the 5% biodiversity net gain requirement must be achieved off-site, it will be required that the developer prepares a biodiversity enhancement scheme which sets out a strategy for the delivery of offsite BNG through an appropriate offsetting provider. This will be required within an accompanying Section 106 agreement.

## **Trees**

- 10.91. Policy G7 of the Oxford Local Plan specifies that planning permission will not be granted for development proposals which include the removal of trees, hedgerows and other valuable landscape features that form part of a development

site, where this would have a significant adverse impact upon public amenity or ecological interest.

- 10.92. The application scheme would result in the removal of 22 trees, these are all multi-stemmed and bushy Hawthorn and are all Category C trees, located in the eastern half of the site. There is one other existing tree which would be removed due to its proximity to the connection with Goose Green Close; this is a small low quality C category tree, and its loss is of no significant consequence.
- 10.93. The scheme should have no direct impact on the Canalside park, including the RPAs of off-site trees, which encroach into the planning boundary. The line of mainly of mainly White Willow on the south-western boundary site is well outside the proposed construction development area and the ground around the trees (RPAs) will be open space, with a footpath. The majority of the willows require management, many being old coppice/pollards, whilst there are no management proposals within the application the trees are outside the red line of development.
- 10.94. A Tree Canopy Cover Assessment has not been submitted; however, the proposed tree planting plan provides sufficient assurance that the scheme will result in a tree canopy cover net gain after 25 years and therefore the proposals would comply with Policy G7 of the Oxford Local Plan. A detailed landscaping plan would be required by planning condition, alongside a Tree Protection Plan (TPP), Arboricultural Method Statement (AMS) and Arboricultural Monitoring Programme. Subject to these conditions including the submission of a detailed the development is considered to comply with Policy G7 of the Oxford Local Plan.

## **Flooding**

- 10.95. Policy RE3 of the Oxford Local Plan requires new development to be located in areas of low flood risk (Flood Zone 1). In considering proposals elsewhere, the sequential and exceptional tests will be applied. Applications on sites within Flood Zones 2, 3 and on site larger than 1ha in Flood Zone 1 must be accompanied by a Flood Risk Assessment (FRA).
- 10.96. 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.
- 10.97. The development site falls within Flood Zone 1 and would therefore be considered to be at a low risk of flooding. The land to the west of the site is on the opposite side of Joe White's Lane adjoining the Oxford Canal is at a high risk of flooding and falls within Flood Zone 3.
- 10.98. An FRA and drainage strategy has been prepared in support of the planning application. It is proposed to discharge surface water to the existing ditch that runs along the southwest boundary with all drainage features intended to attenuate and manage surface water run-off. The drainage strategy includes permeable surfacing materials for the access roads and areas of car parking and geo-cellular attenuation tanks. Swales are proposed within the park area in the lower sections of the site.



- 10.99. The proposed drainage strategy discharges into the ditch running adjacent to Joe White's Lane. This is the natural destination for runoff, and as such this imitates the current greenfield conditions. Anecdotal evidence has shown high water levels in the ditch, which has been assessed by the applicant and attributed to a current lack of maintenance. It is proposed within the FRA/Drainage Strategy that the ditch will be cleared, and therefore natural function restored. Officers therefore recommend securing this clearance via condition, requiring evidence (including a survey and photographic evidence) that the ditch is functioning correctly, and will not cause additional flooding on or off site.
- 10.100. The proposals are considered to be acceptable and in accordance with Policies RE3 and RE4 subject to the conditions that have been set out in this report.

### **Land Quality**

- 10.101. Details have not been provided quantifying the contamination status of the site, however accounting for the previous use of the land, the risk of contamination is likely to be low, although the site itself is adjacent to the former Goose Green landfill site and no ground gas data has been submitted to determine whether or not there is a potentially significant risk of ground gas migration affecting future buildings and occupiers. In addition, the proposed development in a residential development which is a sensitive end-use. It is therefore considered that an intrusive site investigation at the site is completed to validate the assumption that potential ground contamination risks are low.
- 10.102. A phased risk assessment is therefore recommended and shall be required prior to the commencement of development to ensure that any risks of contamination can be fully assessed and if necessary, mitigated in line with the requirements of the Policy RE9 of the Oxford Local Plan.

### **Air Quality**

- 10.103. 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).
- 10.104. The application Site is located within the Oxford city-wide Air Quality Management Area (AQMA), declared by Oxford City Council (OCC) for exceedances of the annual mean NO<sub>2</sub> air quality objective (AQO). The air quality baseline desk assessment shows air quality conditions for future residents of the proposed development have been shown to be acceptable, with concentrations measured at nearby roadside monitors consistently below the air quality objectives in recent years. The site is also located on an urban background environment, far away from a major road and DEFRA's background maps show levels of NO<sub>2</sub> and PM<sub>10</sub>/PM<sub>2.5</sub> at that location that are way below current limit values. Therefore, the location of the application site is considered beforehand suitable for its intended use.

- 10.105. The proposed development does not therefore include any substantial combustion processes or emissions and includes the incorporation of air source heat pumps within the housing.
- 10.106. A total of 18 allocated car parking spaces and 2 visitor spaces will be provided on-site within the proposed development, all allocated and 25% of the non-allocated off plot parking spaces would be fitted with EV charging points, further details relating to the EV infrastructure would be secured by planning condition.
- 10.107. The proposed development is anticipated to have a total trip generation of 12 two-way vehicular movements during the AM peak hour, 13 two-way vehicular movements during the PM peak hour and a total daily flow of 112 two-way vehicle movements. The expected total flow of additional 112 two-way vehicular movements is also only marginally above (by 12 movements) IAQM's threshold for when an air quality assessment is required. The current measured concentrations in the surrounding area as well as future predicted concentrations are all significantly below the AQOs in proximity to the development, so the proposed development traffic flows would not be expected to result in significant impacts on the Oxford North Development or result in significant air quality effects on local air quality.
- 10.108. Review of the dispersion modelling results indicated that predicted air quality impacts as a result of traffic generated by the development were not significant at any sensitive location in the vicinity of the site. The results of the assessment also indicated that pollution levels were below the relevant criteria at all locations across the development. As such, the site is considered suitable for the proposed use from an air quality perspective and the Proposed Development conforms to the air quality principles of National Planning Policy Framework and Policy RE6 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. It is recommended that the Committee resolve to grant planning permission for the development proposed subject to the satisfactory completion (under authority delegated to the Head of Planning Services) of a legal agreement under section 106 of the Town and Country Planning Act 1990.

## 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. 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.

### Material Samples

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.

### Junction Access

4. No development shall commence until full details of the means of access between the land and the highway, including, position, layout, construction, drainage and vision splays have been submitted to and approved in writing by the Local Planning Authority. The means of access shall be constructed in strict accordance with the approved details and shall be retained and maintained as such thereafter. Agreed vision splays shall be kept clear of obstructions higher than 0.6m at all times.

Reason: To ensure provision of appropriate and safe vehicular means of access into the development site in accordance with Policies M1 and M2 of the Oxford Local Plan.

## Travel Information Pack

5. Prior to first occupation the development a Residential Travel Information Pack shall be submitted to and approved by the Local Planning Authority. The residents of each dwellings shall be provided with a copy of the approved Travel Information Pack prior to the first occupation of the dwellings.

Reason: To ensure all residents and employees are aware from the outset of the travel choices available to them, and to comply with Government guidance contained within the National Planning Policy Framework and Policy M1 of the Oxford Local Plan.

## Cycle Parking

6. Prior to the first occupation of the development hereby permitted, covered cycle parking facilities shall be 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 covered cycle parking facilities shall be permanently retained and maintained for the parking of cycles in connection with the development.

Reason: In the interests of sustainability, to ensure a satisfactory form of development and to comply with Government guidance contained within the National Planning Policy Framework and Policy M1 of the Oxford Local Plan.

## Electric Vehicle Charging Points

7. Prior to occupation of the approved development, details of electric vehicle charging points for the approved dwellings shall be submitted to and approved in writing by the Local Planning Authority. Prior to the first occupation of the approved dwellings, the approved electric vehicle charging points shall be installed.

Reason: To ensure that electric vehicle charging points are installed as required by Policy M4 of the Oxford Local Plan 2036.

## Construction Traffic Management Plan

8. Prior to commencement of the development hereby approved, a Construction Traffic Management Plan (CTMP) shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the approved CTMP shall be implemented and operated in accordance with the approved details. A CTMP will need to incorporate the following in detail:

- The CTMP must be appropriately titled, include the site and planning permission number.
- Routing of construction traffic and delivery vehicles is required to be shown and signed appropriately to the necessary standards/requirements. This includes means of access into the site.

- Details of and approval of any road closures needed during construction.
- Details of and approval of any traffic management needed during construction.
- Details of wheel cleaning/wash facilities to prevent mud etc, in vehicle tyres/wheels, from migrating onto adjacent highway.
- Details of appropriate signing, to accord with the necessary standards/requirements, for pedestrians during construction works, including any footpath diversions.
- The erection and maintenance of security hoarding / scaffolding if required.
- A regime to inspect and maintain all signing, barriers etc.
- Contact details of the Project Manager and Site Supervisor responsible for on-site works to be provided.
- The use of appropriately trained, qualified and certificated banksmen for guiding vehicles/unloading etc.
- No unnecessary parking of site related vehicles (worker transport etc) in the vicinity – details of where these will be parked and occupiers transported to/from site to be submitted for consideration and approval. Areas to be shown on a plan not less than 1:500.
- Layout plan of the site that shows structures, roads, site storage, compound, pedestrian routes etc.
- A before-work commencement highway condition survey and agreement with a representative of the Highways Depot – contact 0345 310 1111. Final correspondence is required to be submitted.
- Local residents to be kept informed of significant deliveries and liaised with through the project. Contact details for person to whom issues should be raised with in first instance to be provided and a record kept of these and subsequent resolution.
- Any temporary access arrangements to be agreed with and approved by Highways Depot.
- Details of times for construction traffic and delivery vehicles, which must be outside network peak and school peak hours.

Reason: In the interests of highway safety and to mitigate the impact of construction vehicles on the surrounding highway network, road infrastructure and local residents, particularly at morning and afternoon peak traffic times and Policy M2 of the Oxford Local Plan.

#### Surface Water Drainage Scheme

9. Prior to commencement of the development hereby approved a detailed surface water drainage scheme for the site, shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The scheme shall include:
  - Evidence that the ditch in which it is proposed to discharge into from the site drainage strategy has been suitably maintained as to allow the free flow of water and prevent flooding. This shall include evidence such as surveys and photographs to demonstrate suitability.

- A compliance report to demonstrate how the scheme complies with the “Local Standards and Guidance for Surface Water Drainage on Major Development in Oxfordshire”;
- Full drainage calculations for all events up to and including the 1 in 100 year plus 40% climate change;
- Comprehensive infiltration testing across the site to BRE DG 365 (if applicable)
- Detailed design drainage layout drawings of the SuDS proposals including cross-section details;
- Detailed maintenance management plan in accordance with Section 32 of CIRIA C753 including maintenance schedules for each drainage element, and;
- Details of how water quality will be managed during construction and post development in perpetuity;
- Confirmation of any outfall details.
- Consent for any connections into third party drainage systems

Reason: To ensure the incorporation of appropriate sustainable drainage measures within the proposed scheme in accordance with Policies RE3 and RE4 of the Oxford Local Plan.

#### SuDS as Built and Maintenance Details

10. Prior to first occupation of the dwellings, a record of the installed SuDS and site wide drainage scheme shall be submitted to and approved in writing by the Local Planning Authority for deposit with the Lead Local Flood Authority Asset Register. The details shall include:
  - (a) As built plans in both .pdf and .shp file format;
  - (b) Photographs to document each key stage of the drainage system when installed on site;
  - (c) Photographs to document the completed installation of the drainage structures on site;
  - (d) The name and contact details of any appointed management company information.

Reason: To ensure the incorporation of appropriate sustainable drainage measures within the proposed scheme in accordance with Policies RE3 and RE4 of the Oxford Local Plan.

#### Sewage Network Upgrades

11. The development hereby approved shall not be occupied until written confirmation has been provided to the Local Planning Authority that either:- 1. The sewage treatment works upgrades, at Fairford STW, to accommodate the additional flows from the development have been completed; or- 2. A development and infrastructure phasing plan has been agreed with the Local Authority Planning Authority in consultation with Thames Water. Where a development and infrastructure phasing plan is agreed, no occupation shall take place other than in accordance with the agreed development and infrastructure phasing plan.

12. Reason: Sewage Treatment Upgrades are likely to be required to accommodate the proposed development. Any upgrade works identified will be necessary to avoid sewage flooding and/or potential pollution incidents in accordance with Policies RE3 and V8 of the Oxford Local Plan.

#### Secured by Design

13. Prior to commencement of development, an application shall be made for Secured by Design accreditation on the development hereby approved. The development shall be carried out in accordance with the approved details and shall not be occupied until confirmation of SBD accreditation has been received by the authority.

Reason: To ensure that the proposed environment is safe and secure for all users and to prevent opportunities for crime in accordance with Policy DH1 of the Oxford Local Plan.

#### External Lighting

14. Prior to commencement of above ground works, details of a proposed external lighting scheme shall be submitted to the Local Planning Authority. The scheme shall set out the steps that will be taken to ensure that external lighting, including zonal/security lighting and column lighting within parking courts promotes a secure environment and does not cause a nuisance to residents, whilst protecting biodiversity and limiting the impact of the development on heritage assets.

Reason: To ensure that the proposed environment is safe and secure for all users and to prevent opportunities for crime and to limit the impact of the development on ecology and heritage assets in accordance with Policies DH1, DH3, RE1 and G2 of the Oxford Local Plan.

#### Air Quality – Dust Mitigation

15. No development shall take place until the complete list of site-specific dust mitigation measures and recommendations that are identified on pages 17 and 18 of the Air Quality Assessment that was submitted with this application (AQA for land North of Goose Green, Aether -January 2024), are included in the site's Construction Environmental Management Plan (CEMP). The CEMP will need to be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development. The development shall be carried out in accordance with the approved CEMP.

Reason: To ensure that the overall dust impacts during the construction phase of the proposed development will remain as "not significant", in accordance with the results of the dust assessment, and Policy RE6 of the Oxford Local Plan 2016- 2036.

#### Energy Statement – Compliance

16. The development shall be carried out in full accordance with the recommendations of the Energy and Sustainability Statement prepared by AES Sustainability Consultants Ltd - December 2023 Rev 1 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.

#### Boundary Treatments

17. A plan showing the means of enclosure for the new development including a detailed specification of the treatment of all the boundaries of the site and proposed access gates shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of above ground works. The development shall be carried out in accordance with the approved details and the approved boundary treatments shall be completed prior to the first use of the development. 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 and the safety and security of future occupiers in accordance with Policy DH1 of the Oxford Local Plan.

#### Soil Resource Plan

18. A Soil Resource Plan in accordance with the DEFRA Construction Code of Practice for the Sustainable Use of Soils on Construction Sites shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of any development, including demolition and enabling works. The Soil Resource Plan shall show the areas and type of topsoil and subsoil to be stripped, haul routes, the methods to be used, and the location, type, and management of each soil stockpile. No soils shall be removed from the site unless otherwise agreed in writing beforehand by the Local Planning Authority.

Reason: In the interests of amenity and to ensure proper cultivation of gardens / horticultural amenity areas in accordance with Policy G7 of the Oxford Local Plan.

#### Underground Services – Tree Roots

19. No development shall take place until details of the location of all underground services and soakaways have been submitted to and approved in writing by the Local Planning Authority. The location of underground services and soakaways shall take account of the need to avoid excavation within the Root Protection Areas of retained trees as defined in the current British Standard 5837 "Trees in Relation to Design, Demolition and Construction - Recommendations". Works shall only be carried out in accordance with the approved details unless otherwise agreed in writing beforehand by the local planning authority.



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

#### Tree Protection Plan (TPP) and Arboricultural Method Statement (AMS)

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

The TPP&AMS shall detail any physical protective measures such as barrier fencing and/or ground protection materials, and any access pruning or other tree surgery proposals. Methods of any workings or other forms of ingress into the Root Protection Areas (RPAs) or Construction Exclusion Zones (CEZs) of retained trees shall be set out and described. Such details shall take account of the need to avoid damage to the branches, stems and roots of retained trees, through impacts, excavations, ground skimming, vehicle compaction and chemical spillages including lime and cement. The Local Planning Authority shall be informed in writing when physical measures are in place prior to the commencement of development, and a photographic record demonstrating compliance will be submitted to the Council. The development shall be carried out in strict accordance with of the approved TPP&AMS at all times unless otherwise agreed in writing beforehand by the Local Planning Authority.

Reason: To protect retained trees during construction in accordance with policies G7, G8 and DH1 of the Oxford Local Plan 2016-2036.

#### Arboricultural Monitoring Programme (AMP)

21. Development, including demolition and enabling works, shall not begin until details of an Arboricultural Monitoring Programme (AMP) have been submitted to and approved in writing by the Local Planning Authority. The AMP shall include a schedule of a monitoring and reporting programme of all on-site supervision and checks of compliance with the details of the Tree Protection Plan and/or Arboricultural Method Statement, as approved by the Local Planning Authority. The AMP shall include details of an appropriate Arboricultural Clerk of Works (ACoW) who shall conduct such monitoring and supervision, and a written and photographic record shall be submitted to the LPA at scheduled intervals in accordance with the approved AMP.

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

#### Phased Risk Assessment

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

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

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

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

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

#### Approved Remedial Works

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

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.

#### Contamination If Found

24. Any contamination that is found during construction of the approved development that was not previously identified shall be reported immediately to the local planning authority. Development on that part of the site affected shall be suspended and a risk assessment carried out by a competent person and submitted to and approved in writing by the local planning authority. Where unacceptable risks are found remediation and verification schemes shall be submitted to and approved in writing by the local planning authority. These approved schemes shall be carried out before the development (or relevant phase of development) is resumed or continued.

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

#### Internal Noise Levels

25. All habitable rooms exposed to external road traffic noise in excess of 55 dBA Leq 16 hour [free field] during the day [07.00 to 23.00 hours] or 45 dBA Leq 8 hour [free field] at night [23.00 to 07.00 hours] shall be subject to sound insulation measures to ensure that all such rooms achieve an internal noise level of 35 dBA Leq 16 hour during the day and 30 dBA Leq 8 hour at night. The submitted scheme shall ensure that habitable rooms subject to sound insulation measures shall be able to be effectively ventilated without opening windows. No dwelling shall be occupied until the approved sound insulation and ventilation measures have been installed to that property in accordance with the approved details. The approved measures shall be retained thereafter in perpetuity.

Reason: To ensure that the amenity of occupiers of the development site are not adversely affected by unacceptable levels of noise disturbance in accordance with Policies RE7 and RE8 of the Oxford Local Plan.

#### Noise Levels – Outdoor Living Areas

26. The maximum day time noise level in outdoor living areas exposed to external road traffic noise shall not exceed 50 dBA Leq 16 hour [free field]. The scheme of noise mitigation as approved shall be constructed in its entirety prior to the first occupation of any dwelling and shall be retained thereafter in perpetuity.

Reason: To ensure that the amenity of occupiers of the development site are not adversely affected by unacceptable levels of noise disturbance in accordance with Policies RE7 and RE8 of the Oxford Local Plan.

#### Vibration

27. No vibration shall be transmitted through the building structure and fabric of this development from transport sources as to cause a vibration dose value of greater than 0.4m/s<sup>(1.75)</sup> 16 hour day-time nor 0.26 m/s<sup>(1.75)</sup> 8 hour night-time as defined by BS 6472 (2008) in any part of a residential and other noise sensitive property.

Reason: To ensure appropriate standards of living amenity for future occupants in accordance with Policy RE7 of the Oxford Local Plan.

#### Construction Hours of Working

28. Construction works and associated activities at the development, audible beyond the boundary of the site should not be carried out other than between

the hours of 08:00 – 18:00 Monday to Friday daily, 08:00 – 13:00 on Saturdays and at no other times, including Sundays and Public/Bank Holidays, unless otherwise agreed in writing with the Local Planning Authority in consultation with the Councils Environmental Health Officers.

Reason: To safeguard the amenity of existing residents during the construction process in accordance with Policies RE7 and RE8 of the Oxford Local Plan.

#### Waste Materials – Construction

29. No waste materials should be burnt on site of the development hereby approved.

Reason: To safeguard the amenity of existing residents during the construction process in accordance with Policy RE7 of the Oxford Local Plan.

#### Removal of PD Rights

30. 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 houses 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.

#### Play Strategy

31. Prior to commencement of the development, a Play Strategy (PS) shall be submitted to, and approved in writing by, the Local planning Authority. The PS shall relate to all areas of play, including both formal and informal 'incidental' play spaces. The PS shall include, as a minimum, the following:

- Plans to show the location(s) identified for play, including the installation of play equipment;
- Information to demonstrate how the views of children and young people in the area have been considered and their needs accounted for;
- The budget;
- Detailed designs for each play area;
- Materials;
- The timescale for provision;
- Maintenance agreement and community engagement.

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

Reason: In the interests of amenity and in accordance with Policy GBS3 of the Wolvercote Neighbourhood Plan and Policy DH1 of the Oxford Local Plan

### **13. APPENDICES**

- **Appendix 1 – Site location plan**

### **14. HUMAN RIGHTS ACT 1998**

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

### **15. SECTION 17 OF THE CRIME AND DISORDER ACT 1998**

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

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