

OXFORD CITY PLANNING COMMITTEE

15th October 2024

Application number: 24/01631/FUL

Decision due by 4th October 2024

Extension of time 29th November 2024

Proposal Demolition of existing office buildings (Use Class E).
Erection of 3no. laboratory enabled office buildings (Use Class E), 1 no. building to accommodate car and bicycle parking facilities and mechanical plant and 1no. building to accommodate mechanical plant and amenity space.
Provision of new access arrangements, landscaping and external cycle parking.

Site address Sandford Gate, Sandy Lane West, Oxford, Oxfordshire
– see **Appendix 1** for site plan

Ward Littlemore Ward

Case officer Jennifer Coppock

Agent: Miss Rebecca Bacon **Applicant:** Railway Pension Nominees Ltd

Reason at Committee Major development

1. RECOMMENDATION

1.1. 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; and 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; and

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 and Regulatory 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 and Regulatory 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 development at Eastpoint Business Park, Sandy Lane West. The application seeks full planning permission for the demolition of the existing 5no. two storey office buildings and erection of 3no. buildings in Research and Development use to accommodate Containment Level 2 (medium risk biological agents and hazards, genetically modified organisms, animals and plants) laboratories and associated offices and a multi storey car park. Enhanced public realm, community space and highways improvements would also form part of the proposal.

2.2. The development would result in no net loss in tree canopy cover after 25 years through new and retained soft landscaping. There would be no harm to any identified protected species and the proposal would achieve a Biodiversity Net Gain of 10% on site. The development would be of a sustainable design and construction, achieving a 40.9% reduction in carbon emissions when set against the 2021 Part L Building Regulations. The scheme would provide 303 car parking spaces, equating to a mode share of 30% which is considered acceptable in this location, in accordance with the objectives of the Oxford Local Plan 2036. A total of 280 cycle parking spaces would be provided on site for staff plus an additional 50 spaces for visitors, in excess of Local Plan requirements. There would be no adverse land contamination, noise pollution, air quality or flood risk and drainage impact as a result of the proposal.

2.3. Subject to the imposition of appropriately worded conditions and a section 106 legal agreement, the development would accord with all policies in the Oxford Local Plan 2036 and NPPF.

3. LEGAL AGREEMENT

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

- The provision and implementation of a Construction (excluding demolition, site clearance and remediation works) and End User Community Employment and Procurement Plans with the City Council.
- Commitment to manage and allow public access to the school lab.
- Submission and implementation of a Biodiversity Scheme to secure a Biodiversity Net Gain of 10%.

- £33,432 to pay for a new bus shelter and solar powered RTI Display on Long Lane.
- £450,387.69 towards the Cowley Branch Line.
- A total of £13,060 towards Travel Plan monitoring for all buildings on site plus an overarching Travel Plan for the whole site.
- Agreement to enter into a S278 Agreement to carry out highways works.

4. COMMUNITY INFRASTRUCTURE LEVY (CIL)

4.1. The proposal is liable for CIL to the amount of £419,995.52.

5. SITE AND SURROUNDINGS

5.1. The application site extends to approximately 1.5ha and comprises Eastpoint Business Park, an existing category 3 employment site, accessed off Sandy Lane West at two points with five two storey buildings in office and clinic uses. The remainder of the site is dominated by surface car parking. Trees and soft landscaping border the perimeter of the site.

5.2. The site is bound by the Eastern by-pass to the northwest, the Oxford Academy School to the south west and Northfield Industrial Park (category 2 employment site) to the south. Buildings within the immediate site context have large floor plates, though are relatively low. The consented four storey residential Northfield House development (21/03328/OUTFUL) lies to the north of Sandy Lane West, opposite the application site and has recently commenced. Two storey residential dwellings front Bampton Close further east, off Sandy Lane West. The application site lies approximately 250m west of the Littlemore Conservation Area at its nearest point and forms part of the heritage asset's wider setting.

5.3. As above, the application site is currently identified as a category 3 employment site in the Oxford Local Plan 2036, meaning that the intensification, modernisation and regeneration for employment purposes is permitted, subject to compliance with the Local Plan as a whole. The site also forms part of the Cowley Branch Line Area of Change, identifying the area as a suitable location for the intensification of development subject to an enhancement of the local sustainable transport infrastructure.

5.4. The site lies wholly within flood zone 1 (lowest probability of flooding).

5.5. See site location below:



Figure 1: Site location plan

6. PROPOSAL

6.1. The application proposes to demolish the existing buildings. Whilst regrettable, demolition is necessary due to the insufficient floor to ceiling heights within the existing building to accommodate laboratories and their mechanical servicing requirements. Further, its structural loading is insufficient and incapable of supporting the required equipment and mechanical plant. The existing buildings would be replaced by 3no. four storey laboratory and office buildings varying in height from 18m to 22m. Within the ground floor of one of the lab buildings, a dedicated learning lab would be tailored to the needs of local school children – to be secured by legal agreement. A single storey pavilion building at 4m in height would provide a flexible space with servery and toilets that has the potential to offer space for community workshops and events, public meetings, staff collaboration and informal break out space. 1no. three storey demountable multi storey car park (MSCP) would front Sandy Lane West and vary in height, reaching a maximum of 22m, including mechanical plant screen. The proposal would deliver a Gross Internal Area of 20,730sq. m.

6.2. The MSCP would be accessed by car via a partial two-way southern entry point off Sandy Lane West and would accommodate 299 car parking bays, with four accessible bays provided externally to the rear of the Pavilion building. 8 visitor spaces would be provided on site. Whilst the total number of spaces would increase by 51 when compared to the existing, the intensification in floorspace and staff numbers on site would mean that the mode share would reduce from 50% down to 30%. This is set out in detail in the relevant section below. The MSCP would accommodate 280 cycle parking spaces with 50 spaces located externally throughout the site and 15 electric scooter spaces adjacent to the external cycle parking. The MSCP would also house a bike repair area, water tanks and plant room at ground floor.

- 6.3. Delivery and servicing vehicles would access the site from Sandy Lane West at the northern access point and follow the one-way servicing route, adjacent to the site perimeter.
- 6.4. 2no. gas and tank stores would be located adjacent to buildings 1 and 3. Details of these enclosures would be secured by condition.
- 6.5. The proposal would include highways works to enhance the cycle and pedestrian infrastructure along Sandy Lane West and the Underpass.
- 6.6. The applicant has aspirations to enhance the existing vacant Council owned garage site fronting Champion Way with soft landscaping. Active engagement between the applicant and Council is ongoing. The purchase of land has not advanced to a stage where the garage site can be included within the application site and therefore, does not form part of this proposal. Whilst supported by the Local Planning Authority, the enhancements referred to within the Design and Access Statement and other supporting documents cannot be considered as part of the planning balance when determining this application.

7. RELEVANT PLANNING HISTORY

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

<p>61/01359/M_H - Change of use from manufacture and storage of re-moulded tyres to use for storage and preparation of food. (Site of Sandford Gate). Approved 6th December 1961.</p> <p>69/00748/M_H - Conversion of office to living accommodation for caretaker (Site of Sandford Gate). Approved 17th December 1969.</p> <p>70/00130/M_H - Change of use from printing use to wholesale distribution of confectionery and the warehousing of confectionery. (Site of Sandford Gate). Approved 18th March 1970.</p> <p>76/00640/SON_H - Change of use to light industrial manufacture and assembly of hearing aids, ear moulds, coil winding and other electronic products; tool making associated therewith (Site of Sandford Gate). Approved 18th February 1977.</p> <p>89/00635/PN - B1 (a) and (b) Development comprising 18,406 square feet gross floor area. (Sandford Gate). Approved 1st December 1989.</p> <p>89/00636/PN - B1 (a) and (b) Development comprising 18,406 square feet gross floor area. (Sandford Gate). Approved 1st December 1989.</p>

Pre-application advice

7.2. Pre-application engagement took place between September 2023 and April 2024. AN ODRP workshop took place in October 2023. A summary of key amendments made to the proposal during this time is listed below:

- Reduction in height and floorspace of the pavilion building to allow an improved public realm.
- Relocation of mechanical plant screen and variation in height of the lab buildings to create articulation and reduce impact on the Littlemore Conservation Area.
- Increase in distance between the Sandy Lane West frontage and the MSCP to protect the amenity of residential neighbours to the north.
- Inclusion of the pocket park fronting Sandy Lane West.
- Activation of Sandy Lane West frontage.
- Inclusion of external cycle parking spaces throughout the site.
- Enhanced permeability for pedestrians and cyclists with the addition of an access along the western boundary.

8. RELEVANT PLANNING POLICY

8.1. The following policies are relevant to the application:

Topic	NPPF	Oxford Local Plan 2036	Other planning documents
Design	131-141	DH1 - High quality design and placemaking	
Conservation/Heritage	195-214	DH2 - Views and building heights DH3 - Designated heritage assets DH4 - Archaeological remains	
Housing	60-84	H14 - Privacy, daylight and sunlight	
Commercial	85-89	E1 - Employment sites - intensify of uses AOC7 – Cowley Branch Line	
Natural environment	180-194	G1 - Protection of Green/Blue Infrastructure G2 - Protection of biodiversity geo-diversity G7 - Protection of existing Green Infrastructure G8 - New and enhanced Green and Blue Infrastructure	

Social and community	118-122		
Transport	108-117	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	Parking Standards SPD
Environmental	157-179	RE1 - Sustainable design and construction RE4 - Sustainable and foul drainage, surface RE6 - Air Quality RE7 - Managing the impact of development RE8 - Noise and vibration RE9 - Land Quality	Energy Statement TAN
Miscellaneous	7-14	S1 - Sustainable development RE2 - Efficient use of Land RE5 - Health, wellbeing, and Health Impact Assessment V8 - Utilities	External Wall Insulation TAN,

9. CONSULTATION RESPONSES

9.1. Site notices were displayed around the application site on 23rd July 2024 and an advertisement was published in The Oxford Times newspaper on 25th July 2024.

Statutory and non-statutory consultees

Oxfordshire County Council (Highways)

9.2. No objection, subject to conditions, financial contributions and an agreement to enter into a S278 Agreement.

Oxfordshire County Council (Lead Local Flood Authority)

9.3. No objection.

Thames Water Utilities Limited

9.4. No objection, subject to conditions.

Historic England

9.5. No advice given.

Active Travel England

9.6. Standing advice given.

Oxford Preservation Trust

9.7. No objection but raises concern regarding the demolition of the existing buildings. Welcomes the consideration of access from the site to the proposed CBL station.

Littlemore Parish Council

9.8. No objection, subject to the public benefits being secured. Raised concern regarding overspill parking onto local roads.

9.9. **Officer response:** A car park management plan would be conditioned. The plan would stipulate the number of spaces and areas available on site for both staff and visitors and how parking will be monitored and enforced. A Travel Plan, encouraging sustainable modes of transport, would be also be conditioned. Further, financial contributions towards the Cowley Branch Line and the Long Lane bus stop would be collected from the applicant to ensure that the sustainability of the site is enhanced and that car use is not relied on by staff. The applicant would also carry out works to bring the bus turning space at Long Lane back into use, enabling the 5A route to run. Again, this is hoped to reduce reliance on the car.

Thames Valley Police

9.10. No objection, subject to condition and informative.

Environment Agency

9.11. No objection, subject to conditions and informatives.

Public representations

9.12. 4 local people, including 1 local business and 1 local school, commented on this application from addresses in Longwall, Genesis Care UK and St John Fisher Primary School.

9.13. In summary, the main points made were:

- Support the application, subject to the proposed public benefits being secured i.e. school lab, pedestrian and cycle infrastructure improvements, community space in the Pavilion and provision of local employment.
- Concern raised about increased traffic generation in close proximity to the school.
- Objection to the proposal due to disruption during the construction phase and resultant effects on the operation of neighbouring businesses.

Officer response

- 9.14. As set out within the Heads of Terms above, the public benefits outlined within the application submission and throughout this report would be secured by legal agreement. A S278 Agreement would be entered into with the County Council to ensure that alterations to the road network are technically correct and adhere to safety measures.
- 9.15. With regards to disruption during the construction phase, site specific dust mitigation measures have been added to an amended Air Quality Assessment which have been approved by Environmental Health Officers. A Construction Environmental Management Plan and Construction Traffic Management Plan would be conditioned, identifying the steps and procedures that would be implemented to minimise the creation and impact of noise, air quality, vibration, dust and waste disposal resulting from the site preparation, groundwork and construction phases of the development and manage construction vehicle access to the site.

10. PLANNING MATERIAL CONSIDERATIONS

10.1. Officers consider the determining issues to be:

- a) Principle of development
- b) Design, views and impact on heritage assets
- c) Archaeology
- d) Impact on neighbouring amenity
- e) Health and wellbeing
- f) Highways and parking
- g) Trees and landscaping
- h) Sustainable design and construction
- i) Air quality
- j) Noise
- k) Land quality
- l) Flood risk and drainage
- m) Ecology
- n) Utilities

a. Principle of development

- 10.2. The NPPF sets out a presumption in favour of sustainable development and the Core Principles encourage the efficient use of previously developed land. Policies S1 and RE2 of the Oxford Local Plan 2036 are consistent with this approach. Policy RE2 requires that development proposals must make best use of site capacity, in a manner compatible with the site itself, the surrounding area and broader consideration of the needs of Oxford. The development proposal must have a density appropriate for the proposed use, with an appropriate scale and massing, maximise the appropriate density with a built form and site layout appropriate to the capacity of the site.
- 10.3. The Oxford Local Plan recognises at paragraph 128 that Oxford has *“one of the highest concentrations of knowledge intensive businesses in the UK. It has the fastest growing and one of the best educated workforces in the country and is the main centre of research and spin outs in the country. The Local Plan supports the growth of these sectors and puts in place measures to manage the effects of success”*. The Oxfordshire Strategic Economic Plan (2017) sets out the long-term vision and ambitions for economic growth in the County, which is that overall by 2030 *“Oxfordshire will be recognised as a vibrant, sustainable, inclusive world leading economy driven by innovation, enterprise and research intelligence”*. The Oxfordshire Local Industrial Strategy (2019) looks to position Oxfordshire as one of the top 3 global innovation ecosystems highlighting the County’s world leading science and technology cluster.
- 10.4. Under the current Local Plan 2036, planning permission will be granted for the intensification, modernisation and regeneration for employment purposes of any employment site providing it can be demonstrated that the development makes the best and most efficient use of land and does not cause unacceptable environmental impacts and effects.
- 10.5. Further, the site lies within the Cowley Branch Line (CBL) Area of Change which expects high density residential and employment development that makes efficient use of land. The Council’s vision for this area is to ensure good connectivity by providing enhanced pedestrian and cycle access to the proposed CBL stations.
- 10.6. In light of the above, it is considered that intensifying development on the site for business (Use Class E(g)) uses within the research led employment sector, as proposed, is acceptable in principle subject to compliance with all requirements of policies E1, AOC7 and the Local Plan as a whole.

b. Design, views and impact on heritage assets

- 10.7. The NPPF makes it clear that the purpose of planning is to help achieve sustainable development (Section 2), and that design (Section 12) and effects on the natural environment (Section 15) are important components of this.
- 10.8. Section 11 of the NPPF notes in paragraph 128 that in respect of development density the considerations should include whether a place is well designed and *“the desirability of maintaining an area’s prevailing character and setting...or of promoting regeneration and change”*.

- 10.9. Paragraph 135 of the NPPF states that decisions should ensure that developments will a) function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development; b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping; c) are sympathetic in local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities); d) establish or maintain a strong sense of place to create attractive, welcoming and distinctive places and e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public open space) and support local facilities and transport networks; and f) create places that are safe, inclusive and accessible and which promote health and wellbeing, with a high standard of amenity for existing and future users.
- 10.10. Local Plan Policy DH1 requires developments to demonstrate high quality design and placemaking.
- 10.11. The proposed built form is large and would mark a step change in scale for the immediate context. However, this is considered acceptable in principle given that the site forms part of the CBL Area of Change where intensification of employment uses is deemed suitable. With consideration to the immediate site context, the proposal is set back and steps down along Sandy Lane West which lessens impact on the Northfield Hostel site and enables retention of the mature trees on this corner which is positive. The development is formed of three large buildings, a MSCP and one smaller pavilion building which helps to break up the mass and allows permeability through the site for tenants and visitors and enables the development to feel open, rather than defensive which is something Officers and the applicant team worked hard to avoid during the pre-application process. Conversely, in response to consultation with the neighbouring school, the proposal increases the tree belt running along the school boundary to increase privacy for the school which is also welcome for reasons pertaining to neighbouring amenity, tree canopy cover and ecology.
- 10.12. The buildings are characterised by horizontal banding and curved corners with the horizontal banding's significant depth enabling planting. This façade planting would help soften the appearance of the building as well as being advantageous for ecology.
- 10.13. The form of the flues appear as a continuation of the horizontal banding across the building which results in a cohesive design and also works well with the curved corners of the building. Integrating the flues into the elevation design is always encouraged by Officers as it gives the lab building a strong narrative and celebrates the buildings use, helping to create an identity for this new development in accordance with the National Design Guide.



Figure 2: visual from the Eastern by-pass taken from the Design and Access Statement

10.14. The design team have been ambitious in their intention to relate to the adjacent school site and have located the pavilion and community building adjacent to the school, to the south of the development plot. The simplification and reduction in scale of the pavilion following pre-application and ODRP advice is welcome. The location of the pavilion building and associated outside amenity space makes the most of the building's orientation and southerly light at this point, benefitting biodiversity and making this an enjoyable space to use for tenants and visitors.



Figure 3: Pavilion and public realm, taken from the Design and Access Statement

10.15. As above, the MSCP is demountable with the footprint designed to enable extension of the adjoining office/lab building once there is a significant transport

mode shift and resultant reduction in car use and demand for parking. This is in line with the Council's aspirations to reduce the reliance on unsustainable travel modes and make more efficient use of land.

- 10.16. The applicant has looked beyond the red line boundary and has voluntarily incorporated improvements to the cycleway to the north and a widened footway/ cycleway on Sandy Lane West as well as improvements, including increased lighting, art work and potential widening, to the underpass to the northwest. Please refer to figure 4 below and details set out within the highways section:

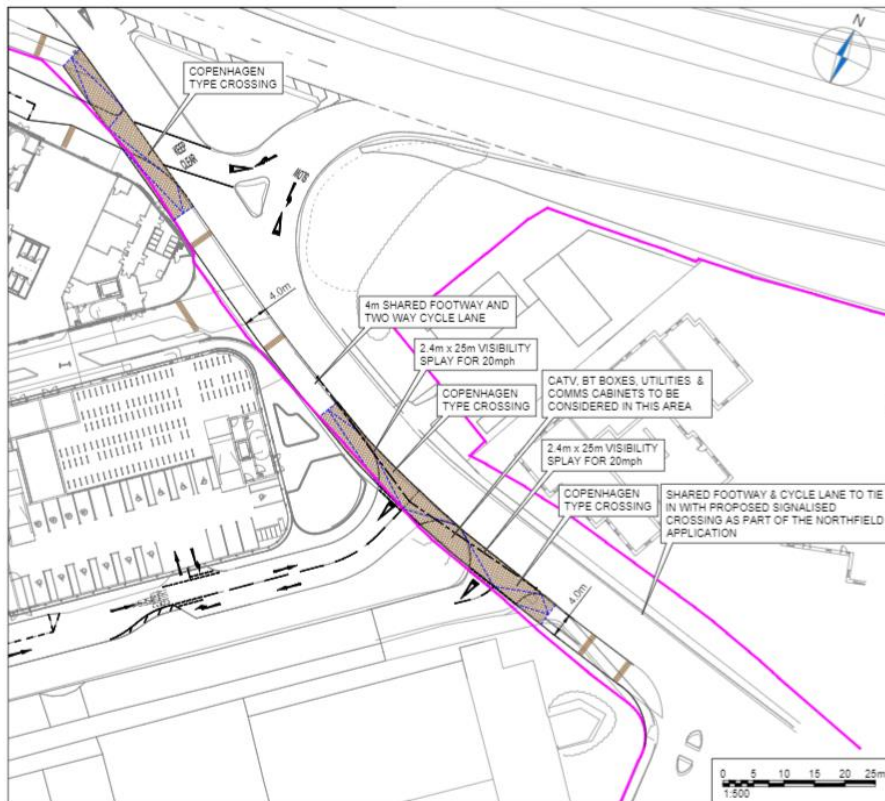


Figure 4: Highway improvement works

- 10.17. In light of the above, it is considered that the proposal accords with the requirements of policy DH1 and the Oxford Local Plan as a whole.
- 10.18. As required by Local Plan policy DH2, the City Council will seek to retain significant views both within Oxford and from outside. Policy DH3 requires development to respond positively to the significant character and distinctiveness of heritage assets.
- 10.19. The Littlemore Conservation Area encompasses the historic centre of the village of Littlemore, which is comprised essentially of two elements. The first of these is the predominantly rural settlement of manor house, farmhouse, barns and houses which dates from the 15th to 18th centuries. The second element is the development resulting from Rev. John Henry Newman's involvement with Littlemore from the 1830s. As above, the application site lies approximately 250m west of the Conservation Area at its nearest point and forms part of the heritage asset's wider setting.

10.20. As Oxford rapidly expanded in the 20th century, the historic settlement at Littlemore came to be surrounded by suburban development. However, the relatively low-rise nature of this development means that there is currently very little perception of it from within the Conservation Area. This contributes positively to its continued legibility as a historic agricultural settlement.

10.21. The proposed development would not be visible from much of the Conservation Area but would be from around the junction of Cowley Road and Champion Way. The applicants have recognised this and sought to mitigate the visual impact of the proposal on the Conservation Area by varying the colouring of the two main buildings to lessen the degree to which they appear as a single large block, reducing the massing of the flues, and pulling back the plant screen from parts of the western side of the building, with modest success. However, the development would still appear as a large urban form of development, as shown in the renders of the TVIA viewpoint copied below. This would erode the aforementioned legibility of the Conservation Area as an historic agricultural settlement. However, accounting for the fact that the development would only be visible from part of the Conservation Area, the impact is limited, and Officers consider the resultant harm to be a low level of less than substantial harm.



Figure 5: Verified view of Champion Way

10.22. The submitted heritage statement identifies that the application site lies within the settings of several listed buildings within the Littlemore Conservation Area, assessing these assets collectively as 'Group 1':

- St George's, 31 Cowley Road (Grade II)
- Dormer Croft (Grade II)
- 57 Cowley Road (Grade II)
- Charity Farm Cottage (Grade II)
- Church of St Mary and St Nicholas (Grade II*)

10.23. From most of these listed buildings there is likely to be relatively little intervisibility with the proposed development, but from Dormer Croft which is situated on the

east side of Cowley Road c.275m from the application site, and St George's, which sits directly opposite the entrance to Champion Way, the development's visibility would be greater (see figure 5 above).

- 10.24. Currently, for each of the listed buildings, their setting retains legibility as an historic rural settlement, and this contributes positively to the significance of the listed buildings because it helps to place the assets in their historic and functional context - all of these assets having been built as part of the early development of the village between the 15th and 18th centuries, or as a result of John Henry Newman's arrival in the 1830s. As noted above, one of the reasons the village retains its character as an historic rural settlement is that the surrounding 20th century urban development is not readily visible. Construction of the proposed development would change this, eroding the character of the listed buildings' settings and its contribution to their significance.
- 10.25. However, it is acknowledged that much of the special interest of these listed buildings is embodied in their historic fabric and layout, and in some instances their historic association with John Henry Newman. Furthermore, from several of these assets there would be little visibility of the proposed buildings; and where the development would be more apparent the applicants have sought to mitigate the visual impact of the proposals. As such, it is considered that the proposal would result in a negligible level of harm to the significance of 57 Cowley Road, Charity Farm Cottage and the Church of St Mary and St Nicholas, and a low level of less than substantial harm to the significance of St George's and Dormer Croft.
- 10.26. The proposal would also result in change to the wider settings of the Oxford Stadium Conservation Area and the Oxford Central Conservation Area, but it is not considered that harm would be caused to their significance as designated heritage assets.
- 10.27. When determining an application affecting a Conservation Area, officers are required to take account of section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended and Chapter 16 of the NPPF which states that, with respect to buildings or other land in a Conservation Area, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of the area. Paragraph 205 requires great weight to be given to conserving a designated heritage asset.
- 10.28. When considering the planning balance of public benefits against harm to designated heritage assets, NPPF paragraph 206 states that there should be a clear and convincing justification for the harm, whilst paragraph 208 weighs the harm against public benefits including the optimum viable use.
- 10.29. In terms of providing a clear and convincing justification for the harm, the application has been developed following thorough discussions during the pre-application and formal application processes with officers on the design, including an explanation of the space requirements for lab buildings. As widely understood now, the demand for high quality lab enabled office space within this part of the 'Golden Triangle' is outstripping supply making it difficult for Oxford to realise its potential as a global leader. As such Officers consider that sufficient evidence has been provided to justify the overall height and form of the building

- 10.30. With regards to public benefits, National Planning Practice Guidance states that public benefits that flow from a development could be anything that delivers economic, social, or environmental objectives. They need to flow from the development and should be of benefit to the public at large and not just a private benefit, although benefits do not always have to be visible or accessible to the public in order to be genuine public benefits.
- 10.31. Officers consider the public benefits outlined below to be of most relevance.
- 10.32. Economic: The proposed development would strengthen the provision of lab enabled office space within Oxford, further strengthening its position as a world leader for the Research and Development sector.
- 10.33. During the 31-month construction phase, the proposal would result in the creation of 740 jobs per year. Construction workers are estimated to spend £4.6m locally over the construction period.
- 10.34. During the operational phase, the proposal has the capacity to create a total of 1,065 jobs, 830 net additional jobs over and above the existing development. The operational phase would contribute £92 million in GVA per annum to the local economy.
- 10.35. The applicant has committed to providing and implementing a Community Employment and Procurement Plan (CEPP) which would ensure that employment in the construction and operational phases is made available to local candidates, particularly those within deprived areas and with disadvantages backgrounds that would typically not be considered, or have the opportunity to apply, for jobs within the life science sector.
- 10.36. Social: The scheme would provide a school lab, available to local students. The Pavilion building would be available to the public to hire for social events and public meetings. The pocket park fronting Sandy Lane West, as well as the public realm within the site would be available for staff, visitors and members of the public to enjoy.
- 10.37. The Proposal would include enhancements to cycle and pedestrian routes along Sandy Lane West and to the safety of the underpass i.e. lighting and artwork.
- 10.38. Environmental: The scheme would provide a 10% Biodiversity Net Gain on site in line with Local Plan and national requirements, as detailed below in the relevant section.
- 10.39. Taking these benefits into account, and whilst giving great weight to the conservation of the setting of the Conservation Area and listed buildings, it is considered that the low level of less than substantial harm caused to the setting of the Littlemore Conservation Area and nearby listed buildings is outweighed by the public benefits that the proposal would bring with it.
- 10.40. In light of the above, it is considered that the proposal accords with policies DH1, DH2 and DH3 of the Oxford Local Plan 2036 and the NPPF.

c) Archaeology

- 10.41. Local Plan Policy DH4 states that where archaeological deposits and features are suspected to be present (including upstanding remains), applications should include sufficient information to define their character, significance and extent of such deposits so far as reasonably practical.
- 10.42. The site is located between Roman settlement and pottery production centres and c70m north of recorded early Saxon settlement activity. Officers have assessed the potential of the site as moderate for both Roman and early Saxon remains, noting that the nearest recorded Roman activity at Northfield Hostel is approximately 114m from the site.
- 10.43. Taking into account the current constraints of a developed site, site history and contamination issues, conditions requiring controlled demolition to slab level and post demolition archaeological trial trenching would be secured.
- 10.44. With the above mitigation measures in place, it is considered that the proposed development would comply with policy DH4 of the Oxford Local Plan 2036.

d) Impact on neighbouring amenity

- 10.45. H14 of the Oxford Local Plan 2036 requires new development to provide reasonable privacy, daylight and sunlight for occupants of both existing and new homes. Policy RE7 requires the amenity of neighbours to be protected with regards to visual privacy, outlook, sunlight, daylight and overshadowing and impacts of the construction phase. Policy RE8 seeks to control nuisance from noise.
- 10.46. The nearest residential dwellings would be the apartments at Northfield Hostel, currently under construction, at 34.4m north of the MSCP. Residential dwellings fronting Long Lane to the northwest of the Eastern by-pass would sit 61m from building 1 and the closest building within the Oxford Academy site would sit 41m from the rear of building 3.

Privacy

- 10.47. Given the distances between the proposed development and surrounding residential properties, it is considered that the proposal would not compromise neighbouring privacy.
- 10.48. With regards to the school, care was taken at pre-application stage to ensure that the privacy and safety of students would be respected. Trees along the southern boundary would be retained, stair cores would be centrally located to the rear elevations, fronting the school, reducing opportunities for overlooking and no balconies would be located along the southern boundary. The rear elevation of the single storey Pavilion would be largely obscured by the boundary and the elevation facing the school would be blank. All of this coupled with the separation distance would ensure that the proposal would not materially impact on student privacy.

Overbearing

10.49. Again, the separation distances would mitigate the potential for the proposed building to have an overbearing impact on residential neighbours. During the pre-application process, the design was amended to increase the set back and decrease the height of the MSCP to mitigate such harm on the future residents of Northfield Hostel. Please refer to figure 6 below:



Figure 6: Proposals relationship with Northfield Hostel

Daylight/ sunlight

10.50. Care was taken during the pre-application process to ensure that the proposal would not impact on the already constrained nature of the outdoor amenity space of Northfield Hostel as well as internal living conditions with respect to a loss of daylight and sunlight. The submitted Daylight and Sunlight Assessment confirms that the resultant impact on neighbouring properties at Northfield Hostel, Long Lane, Champion Way and the Oxford Academy would pass BRE guidelines with almost no impact with regards to overshadowing of outdoor amenity spaces.

Construction phase

10.51. In order to protect the amenity of neighbours during the construction process, conditions would be imposed requiring the submission of a Demolition Method Statement, Construction Management Plan and a Construction Traffic Management Plan prior to the commencement of development. The Plans would identify the steps and procedures that would be implemented to minimise the creation and impact of noise, air quality, vibration, dust and waste disposal resulting from the site preparation, groundwork and construction phases of the development and manage construction vehicle access to the site.

10.52. Taking all of the above into account, it is concluded that the proposed development fully complies with policies RE7, RE8 and H14 of the Oxford Local Plan 2036.

e) Health and wellbeing

- 10.53. 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 based on the NHS London Healthy Urban Development Unit (HUDU) Rapid Health Impact Assessment (HIA) as required by policy RE5.
- 10.54. Inclusive design has been considered both internally and externally throughout the scheme with wheelchair accessibility and flexibility available. The enhanced public realm within the site would provide a landscaped space for staff and visitors to enjoy, aided by the permeability of the site. The community space and school lab would offer an additional facility for the residents and the enhancements to the local highway and underpass would make the immediate area safer for all road users. The internal cycle storage and end of journey facilities would provide a high-quality environment for staff.
- 10.55. As above, the scheme would provide employment locally in both the construction and operational phases and the applicant has committed to entering into a Community Employment and Procurement Plan (CEPP) which would form part of the S106 legal agreement.
- 10.56. In light of the above, and the contents of this report as a whole, it is considered that the proposed development would comply with policy RE5 of the Oxford Local Plan 2036.

f) Highways and parking

- 10.57. Oxford has the ambition to become a world class cycling city with improved air quality, reduced congestion and enhanced public realm. Road space within the city is clearly limited and to achieve its ambition there is a need to prioritise road space and promote sustainable modes of travel. For non-residential development, the presumption will be that vehicle parking will be kept to the minimum necessary to ensure the successful functioning of the development and that developments are designed in a way that prioritises access by walking, cycling and public transport. Policies M1, M2, M3, M4 and M5 of the Oxford Local Plan 2036 seek to deliver these objectives.

Sustainability and highway safety

- 10.58. Sandy Lane West is limited to a 20mph speed limit, however, as local residents and visitors to the site are aware, this is often not complied with. This is in part due to the wide nature of the road which measures between 7m and 7.5m at the western end which encourages speeding. Vehicles also tend to accelerate when travelling towards the Eastern By-Pass or will still be travelling faster than 20mph when exiting the Eastern By-Pass (50mph) onto Sandy Lane West. The proposed development would increase staff on site from 295 to 985 once fully occupied, therefore significant improvements to the street design of Sandy Lane West to improve accessibility and safety would be required. Planning Committee will be aware that improvements have already been secured, including a new parallel

crossing between the application site and Ledgers Close as part of the Northfield House application as well as a 'Safer Routes to School' scheme, including a new zebra crossing adjacent to St John Fisher school and a series of road humps to help control speeds which will all assist in controlling vehicle speeds.

- 10.59. The most frequent bus services are currently on Blackbird Leys Road with the stops sited approximately 600m from the application site. Whilst this is above the desirable distance, it is considered acceptable due to the frequency of the services and the expected reduction in journey time once the traffic filters are operational. In order to reinstate the 5A bus service and enhance sustainability, the applicant would carry out works to bring the bus turnaround area on Long Lane back into use – to be secured as part of the S106 legal agreement. In addition, a financial contribution would be provided by the applicant to provide a more comprehensive bus stop on Long Lane (currently a simple pole and flag). If positioned adjacent to the turnaround area, this would bring the stop approximately 100m closer to the application site and thus make the service more attractive for staff to use. A further contribution is to be provided towards the construction of the Cowley Branch Line stations in Cowley and Littlemore, enabling staff to use another sustainable transport mode to work. The existing shared path to the northwest of the site which connects the site to Champion Way and Long Lane via the underpass is an important and well used link on the pedestrian and cycle network. The applicants had already anticipated and volunteered to carry out improvement works to re-surface and widen the cycle and pedestrian lane along Sandy Lane West and enhance lighting and widen where possible the underpass via a S278 Agreement with the County Council.

Access

- 10.60. The existing arrangement with three vehicular access points is not considered acceptable from an active travel perspective and thus, the proposal to close up the middle of these accesses to vehicles and give it over to pedestrians and cyclists is welcomed by the Highways Authority. The western access would be accessible only to service vehicles and for blue badge holders. As set out above, vehicles entering at this access would follow the servicing route around the back of the site and exit via the eastern access which would also serve as the entry point for staff and visitors using the MSCP. This is considered acceptable by the Highways Authority.
- 10.61. The accesses on Sandy Lane West would require Copenhagen style crossings, forming part of the new shared path. This would indicate priority for pedestrians and cyclists over vehicles and make the site more attractive to active travel. Along with the pedestrian/cycle access off Sandy Lane West, an additional access would be created directly onto the existing shared path joining the site with Champion Way and Long Lane. This would be beneficial for staff using this route and accessing the bus stops on Long Lane which is welcomed.

Vehicle and cycle parking

- 10.62. The 280 cycle spaces within the MSCP would all be Sheffield stands as preferred by Officers and the Highways Authority with a number of spaces catering for cargo bikes and other wider cycles. An additional 50 external visitor spaces would be

provided throughout the site, within close proximity to building entrances. Charging for E-bikes is also to be provided along with showers and lockers for folding bikes within the MSCP. This provision exceeds Local Plan requirements and is very welcomed by Officers. A total of 303 car parking bays are proposed for the site, including 16 accessible bays, 8 visitor bays and 49 car share bays. 25% of the bays would be equipped with EV charging, with the remaining bays having passive provision for the future. Whilst the parking provision would be an increase in bays by 51, this is considered acceptable when taking into account the increase in staff numbers (295 to 985). The proposed car parking provision equates to approximately 30% of staff, falling below the generally accepted level on other similar developments in the local area and also falls below the standards within Oxfordshire's Car Parking Standards. As such, this is deemed acceptable subject to a Car Parking Management Plan which would be conditioned.

Traffic generation

- 10.63. The proposed development would generate 605 total person trips in the AM peak (179 car trips) and 540 total person trips in the PM peak (160 car trips). This would be an increase of 99 trips in the AM Peak and 101 in the PM peak when compared to the existing – this is considered acceptable by the Highways Authority. There would be a moderate increase in traffic at the site access/Sandy Lane West junction, however all arms would still operate below capacity and this is therefore acceptable. The Sandy Lane West/Blackbird Leys Road mini-roundabout has also been assessed to show a moderate increase in traffic but would still operate within capacity and is therefore also deemed acceptable. The Eastern By-Pass merge has been assessed and shows that the existing layout is preferred for the predicted flows and as such is accepted. Therefore, despite the increase in traffic movements as a result of the development, there is minimal impact on the local junctions with all operating well within capacity.
- 10.64. In light of the above, it is considered that the proposed development complies with Local Plan policies M1, M2, M3, M4 and M5.

g) Trees and landscaping

- 10.65. Policy G7 of the Oxford Local Plan 2036 requires that any unavoidable loss of tree canopy cover should be mitigated by the planting of new trees or introduction of additional tree cover. Policy G8 continues that development proposals affecting existing Green Infrastructure features should demonstrate how these have been incorporated within the design of the new development where appropriate.
- 10.66. The proposal would require the removal of 25no. trees in total within categories B-U. Some of these losses are trees that have functional value by providing canopy cover, screening and softening of the site. However, there are no trees of particular value, and any harm caused can be suitably mitigated through replacement planting. Almost all of the screening function of trees along the boundary edge would be retained.
- 10.67. A considerable extent of existing hard landscaping is proposed to be removed and replaced with soft landscaping within the root protection areas of retained trees, this is welcomed as it would improve the growing conditions of existing trees.

- 10.68 The Council's Green Spaces TAN requires a Tree Canopy Cover Assessment (TCCA) to be submitted for various types of applications. For major non-residential developments, it needs to be demonstrated that there would be no net loss in canopy cover compared with a no development baseline scenario + 25 years. The proposal would result in no net loss in tree canopy cover on site in line with policy.
- 10.69. In light of the above, the proposals are considered to meet the requirements under Local Plan policies G7 and G8 and the Green Spaces TAN, subject to conditions.

h) Sustainable design and construction

- 10.70. The Council is committed to tackling the causes of climate change by ensuring developments use less energy and assess the opportunities for using renewable energy technologies. As such, policy RE1 of the Oxford Local Plan 2036 requires schemes to incorporate a number of sustainable design and construction principles.
- 10.71. Policy RE1 requires developments for new build non-residential development of over 1,000sq. m. to achieve at least a 40% reduction in carbon emissions from a 2013 Building Regulations (or future equivalent legislation) compliant base case. As the Planning Committee will be aware, the new 2021 building regulations were introduced in June 2022 and form the basis of the submitted Energy Statement. Policy RE1 also requires that non-residential development achieves BREEAM Excellent accreditation.
- 10.72. The proposed development would adopt a fabric first approach with high level fabric performance, efficient lighting and an optimised ventilation system, incorporating heat recovery. Air Source Heat Pumps (ASHPs) would provide heating and cooling with CO2 heat pumps providing hot water and roof mounted solar PV panels helping the achieve the anticipated 40.9% reduction in carbon emissions, in line with the requirements of policy RE1.

i) Air quality

- 10.73. Policy RE6 of the Oxford Local Plan 2036 requires new development to mitigate its impact on air quality and minimise or reduce exposure to poor air quality. The application site is located within the Oxford city-wide Air Quality Management Area (AQMA), declared by Oxford City Council for exceedances of the annual mean NO2 air quality objective (AQO).
- 10.74. The development would be all-electric and as such, there would be no emissions associated with energy provision with no local air quality impacts anticipated. Dust mitigation measures during construction have been identified and a dust management plan would be conditioned as part of a final Construction Environmental Management Plan to ensure that there is no increased exposure in PM10 concentrations or loss of local amenity.
- 10.75. 25% of parking bays would be provided with Electric Vehicle charging, in line with the Local Plan requirement. Details of this infrastructure would be conditioned

along with the requirement for adequate ducting to be provided at 100% of spaces to enable additional charging points should demand dictate, in accordance with Local Plan policy M4.

- 10.76. Computer modelling has been carried out to predict the impact of future traffic-related exhaust emissions. The effect of the development on local air quality has been predicted for existing sensitive receptor locations surrounding the site. Following completion, the development is predicted to have a negligible impact on NO₂, PM₁₀ and PM_{2.5} concentrations, at all existing and future receptors considered. The overall effect of the development on air quality is therefore considered to be not significant.
- 10.77. In light of the above, it is considered that the proposed development complies with Local Plan Policy RE6, subject to suggested conditions set out below.

j) Noise

- 10.78. Policy RE8 of the Oxford Local Plan 2036 requires new developments to manage noise in order to safeguard or improve amenity, health, and quality of life for local communities.
- 10.79. It is considered that appropriate noise guidelines have been followed within the submitted Noise Impact Assessment and proposed mechanical plant noise levels at the identified receptors have been adequately predicted. The proposal should therefore not have an adverse impact on the nearest sensitive receptor site.
- 10.80. In light of the above, it is considered that the proposed development complies with Local Plan Policy RE8, subject to conditions set out below.

k) Land quality

- 10.81. The Council has a statutory duty to take into account, as a material consideration, the actual or possible presence of contamination on land. As a minimum, following development, land should not be capable of being determined as contaminated land, meaning the contamination poses an unacceptable risk to human health or the environment, under Part 2A of the Environmental Protection Act 1990. In accordance with policy RE9 of the Oxford Local Plan 2036, a Phase 1 Desk Study and contaminated land questionnaire was submitted as part of the application.
- 10.82. The site was historically used as an automobile manufacturing works. The site was previously decommissioned, investigated for contamination and remediated in 1994, however the contamination risk assessment completed at the time is no longer considered appropriate and as such, there is the potential for residual contamination risks to remain on the site which could cause harm to future occupiers or construction workers. It is therefore recommended that that intrusive investigation works are completed prior to commencement to quantify ground contamination risks across the site and a remediation strategy produced to mitigate any risks identified.

10.83. Subject to the conditions mentioned above, the proposal is considered to comply with policy RE9 of the Oxford Local Plan 2036.

I) Flood risk and drainage

10.84. Local Plan policy RE3 requires applications for development within flood zones 2 and 3 and sites over 1ha in flood zone 1 to be accompanied by a Flood Risk Assessment (FRA) demonstrating that the proposed development will not increase flood risk on or off site; and safe access and egress in the event of a flood can be provided; and details of the necessary mitigation measures to be implemented have been provided. Local Plan policy RE4 requires all development proposals 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. Surface water runoff should be managed as close to its source as possible.

10.85. As above, the application site lies wholly within flood zone 1 (lowest probability of flooding) but does extend to over 1ha and therefore an FRA has been submitted in support of the application.

10.86. The majority of the site is at very low risk of surface water flooding, however there are small pockets across the site where there is some flooding, due to inadequate capacity in the existing drainage system and soakaways on site. The proposed surface water strategy would utilise a mixture of sustainable drainage systems and attenuation to reduce the likelihood of surface water flooding. The net impermeable area for the site would also be reduced.

10.87. The risk of flooding from groundwater, sewers and artificial sources has been assessed to be low and not considered to require further mitigation.

10.88. Following infiltration testing on site, it has been established that surface water runoff would be managed within attenuation geocellular tanks within the soft landscaped bioretention systems and permeable paving and then restricted using a flow control device. There would be an 88% betterment to the maximum discharge rate leaving the site therefore providing greater capacity for the downstream network. Surface water would eventually discharge to the surface water sewer at Sandy Lane West with an outfall into Littlemore Brook.

10.89. Foul flows are proposed to be discharged to the Thames Water public sewer beneath Spring lane. Thames Water confirmed on 14th May 2024 that there is capacity within their network. A foul drainage network would be constructed in the public highway at Sandy Lane West to outfall into the existing manhole at Spring Lane, approximately 200m away from the site. The LLFA has raised no objection to the proposed drainage strategy.

10.90. As Planning Committee is aware, the Thames Water sewage treatment works needs upgrading and as such, a condition has been recommended to restrict occupation until either all sewage works upgrades required to accommodate additional flows are completed or a development and infrastructure phasing plan has been agreed with the LPA.

10.91. It is considered that the proposal would accord with the requirements of policies RE3 and RE4 of the Oxford Local Plan 2036, subject to conditions.

m) Ecology

10.92. Local Plan policy G2 states that development that results in a net loss of sites and species of ecological value will not be permitted. On sites where there are species and habitats of importance for biodiversity that do not meet criteria for individual protection, development will only be granted where a) there is an exceptional need for the new development and the need cannot be met by development on an alternative site with less biodiversity interest; and b) adequate onsite mitigation measures to achieve a net gain of biodiversity are proposed; and c) offsite compensation can be secured via legal obligation. Compensation and mitigation measures must offset the loss and achieve an overall net gain for biodiversity of 10% or more from the existing situation, to be demonstrated using a biodiversity calculator.

10.93. The bat surveys undertaken in August 2023 concluded that there were no roosting bats or maternity roosts within the buildings on site.

10.94. The badger surveys undertaken in July 2023 identified no evidence of badgers on or adjacent to the site and it was assessed as being of negligible suitability for badgers. Several active pigeon nests were also recorded during the survey. There were no other ecological constraints identified with regards to protected species.

10.95. The proposal would provide enhancements in the form of shrub and tree planting, a rain garden and green/ brown roofs. 6 bat roosting boxes would be provided throughout the site and a number of bird boxes would be installed on buildings and suitable trees. The submitted biodiversity assessment and statutory metric states that the site has a baseline of 2.03 habitat units and 1.25 hedgerow units. The post-development values are stated as 2.96 habitat units (+45.99%) and 1.85 hedgerow units (+48.67%), representing a net gain of 0.93 and 0.61 units respectively. This would comply with the statutory requirement for a minimum 10% net gain in all the relevant areas of the metric.

10.96. In light of the above, it is considered that, subject to conditions set out in section 13 below, the proposal complies with policy G2 of the Oxford Local Plan 2036.

n) Utilities

10.97. Local Plan Policy V8 requires developers to explore existing capacity (and opportunities for extending it) with the appropriate utilities providers.

Electricity

10.98. SSE has advised the applicant that the available capacity hinges on the completion of reinforcement works for the broader SSE network. These works include upgrades to the Rose Hill Primary, approximately 1km southwest of the site, as

well as infrastructure upgrades further from the site. The projected timeline for completion is estimated to be 72 months.

Potable water

10.99. Thames Water has confirmed that there is capacity in their network to accommodate this development.

Telecomms

10.100. The BT Openreach Cowley Exchange is not a priority exchange and certain products and services were withdrawn in September 2023. However, a secondary provider can install their own software in Openreach telephone exchanges and therefore, it is anticipated that the appropriate telecoms services would be available to future tenants.

10.101. In light of the above, it is considered that the proposed development complies with policy V8 of the Oxford Local Plan 2036.

11. PLANNING OBLIGATIONS

11.1. It is considered that the following matters should be secured through a section 106 legal agreement:

- The provision and implementation of a Construction (excluding demolition, site clearance and remediation works) and End User Community Employment and Procurement Plans with the City Council.
- Commitment to manage and allow public access to the school lab.
- Submission and implementation of a Biodiversity Scheme to secure a Biodiversity Net Gain of 10%.
- £33,432 to pay for a new bus shelter and solar powered RTI Display on Long Lane.
- £450,387.69 towards the Cowley Branch Line.
- A total of £13,060 towards Travel Plan monitoring for all buildings on site plus an overarching Travel Plan for the whole site.
- Agreement to enter into a S278 Agreement to carry out highways works.

12. CONCLUSION

12.1. Having regard to the matters discussed in the report, officers would make members aware that the starting point for the consideration 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.

- 12.2. 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.
- 12.3. Therefore, it would be necessary to consider the degree to which the proposal complies with the policies of the development plan as a whole and whether there are any material considerations, such as the NPPF, which are inconsistent with the result of the application of the development plan as a whole.
- 12.4. Officers consider that the proposed development would respond appropriately to the site context and Local Plan policies. The proposal would provide enhanced pedestrian and cyclist connectivity and improved wider transport infrastructure through highways works and financial contributions and it is considered that there would be no harm to the highway network as a result of traffic generation. The development would result in no net loss in tree canopy cover through new and retained soft landscaping.
- 12.5. There would be no harm to any identified protected species and the proposal would achieve a Biodiversity Net Gain of 10% on site. The development would be of a sustainable design and construction, achieving a 40.9% reduction in carbon emissions when set against the 2021 Part L Building Regulations. The proposed car parking provision is considered acceptable in accordance with the objectives of the Oxford Local Plan 2036 and high quality cycle parking would be provided, with further details to be secured by condition. The scheme would result in a low level of less than substantial harm to the setting of the Littlemore Conservation Area and a number of listed buildings. However, Officers consider that the public benefits that would derive from the proposed development would outweigh the harm caused. There would be no adverse land contamination, noise pollution, air quality or flood risk and drainage impact as a result of the proposal.
- 12.6. It is recommended that the Committee resolve to grant planning permission for the development proposed subject to the conditions set out at section 13 of this report and the satisfactory completion (under authority delegated to the Head of Planning Services) of a legal agreement under section 106 of the Town and Country Planning Act 1990 and other enabling powers.

13. CONDITIONS

Time limit

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

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

Approved plans

2. Subject to other conditions requiring updated or revised documents submitted with the application, the development permitted shall be constructed in complete accordance with the specifications in the application and approved plans listed below, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To avoid doubt and to ensure an acceptable development as indicated on the submitted drawings in accordance with policies S1 and DH1 of the Oxford Local Plan 2016-2036.

Materials

3. Prior to installation, large scale (minimum 1m x 1m) sample panels of the following shall be erected on site and approved in writing by the Local Planning Authority before the relevant parts of the work are commenced. The development shall be completed in accordance with the approved sample panels which, where feasible, shall remain on site for the duration of the development works:
 - a. All façade panels, spandrel panels, aluminium panels, demonstrating the colour, texture, mortar, reflectivity and joints.
 - b. All new hard landscaping.
 - c. Boundary treatments
 - d. Lighting
 - e. External furniture

Reason: To ensure high quality development and in the interests of the visual appearance in accordance with policies DH1 of the Oxford Local Plan 2016-2036.

Ancillary buildings

4. Prior to the commencement of above ground works, detailed plans and elevations of all gas and tank enclosures shall be submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be carried out unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure a sympathetic appearance of the proposed development in accordance with policy DH1 of the Oxford Local Plan 2036.

Mechanical plant

5. Prior to installation, large scale details (1:50) of the design, size and finished appearance of all visible mechanical plant shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in strict accordance with the approved details upon installation.

Reason: To ensure high quality development and in the interests of the visual appearance in accordance with policies DH1 of the Oxford Local Plan 2016-2036.

Signage

6. Prior to the installation of any external signage, large scale (1:20) details shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in strict accordance with approved details unless otherwise approved in writing by the Local Planning Authority.

Reason: To ensure high quality design in accordance with policy DH1 of the Oxford Local Plan 2036.

Solar panels

7. Prior to installation, large scale (1:20) drawn details and specifications of the proposed solar PV panels shall be submitted to and approved in writing by the Local Planning Authority. The Development shall be carried out in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure a sympathetic appearance of the proposed development in accordance with policy DH1 of the Oxford Local Plan 2036.

Biodiverse roof

8. Prior to first occupation or first use of the development hereby approved a landscape management plan for the green roofs and climbing plants, including long term design objectives, management responsibilities and maintenance schedules (including replacement of dead plants in perpetuity) and timing for all landscape areas, shall be submitted to and approved in writing by the Local Planning Authority. The landscape management plan shall thereafter be carried out as approved by the Local Planning Authority.

Reason: To ensure the longevity of this new green infrastructure and design quality in accordance with policies G8 and DH1 of the Oxford Local Plan 2036.

Phased risk assessment

9. 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 to and approved in writing by the Local Planning Authority.

Phase 1 shall incorporate a desk study and site walk over to identify all potential contaminative uses on site, and to inform the conceptual site model and preliminary risk assessment. If potential contamination is identified in Phase 1 then a Phase 2 investigation shall be undertaken.

A Phase 2 intrusive investigation shall be completed in the area of the proposed development in order to fully 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 2036.

Remedial works

10. Prior to first occupation, a verification report demonstrating the completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved in writing by the Local Planning Authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.

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 paragraph 180 of the NPPF and policy RE9 of the Oxford Local Plan 2036.

Unexpected contamination

11. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to and approved in writing by the Local Planning Authority. The remediation strategy shall be implemented as approved.

Reason: To ensure that the development does not contribute to and is not put at unacceptable risk from or adversely affected by unacceptable levels of water pollution from previously unidentified contamination sources at the development site in accordance with paragraph 180 of the NPPF and policy RE9 of the Oxford Local Plan 2036.

SuDS

12. No drainage systems for the infiltration of surface water to the ground are permitted other than with the written consent of the Local Planning Authority. Any proposals for such systems must be supported by an assessment of the risks to controlled waters. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the development does not contribute to and is not put at unacceptable risk from or adversely affected by unacceptable levels of water pollution caused by mobilised contaminants in accordance with paragraph 180 of the NPPF and policy RE9 of the Oxford Local Plan 2036.

Boreholes

13. A scheme for managing any boreholes installed for the investigation of soil, groundwater or geotechnical purposes shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall provide details of how redundant boreholes are to be decommissioned and how any boreholes that need to be retained post development for monitoring purposes will be secured, protected and inspected. The scheme as approved shall be implemented prior to the occupation of any part of the permitted development.

Reason: To ensure that redundant boreholes are safe and secure, and do not cause groundwater pollution or loss of water supplies in accordance with paragraph 180 of the NPPF and policy RE9 of the Oxford Local Plan 2036.

Demolition Method Statement

14. No demolition shall take place within the site until a demolition method statement that sets out how demolition works will facilitate archaeological trial trenching has been submitted to and approved in writing by the Local Planning Authority. All works shall be carried out and completed in accordance with the approved statement, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To prevent damage to the historic environment in accordance with policy DH4 of the Oxford Local Plan 2036.

Archaeology

15. Prior to the commencement of development, a programme of archaeological work shall be implemented, comprising:
- Trial trenching; and
 - Further mitigation by recording or redesign in accordance with a written scheme of investigation which has been submitted to and approved in writing by the Local Planning Authority

Reason: To prevent damage to the historic environment in accordance with policy DH4 of the Oxford Local Plan 2036.

Landscape plan

16. Prior to first occupation, a landscape plan shall be submitted to and approved in writing by the Local Planning Authority. The plan shall show details of treatment of paved areas and areas to be grassed or finished in a similar manner, existing retained trees and proposed new tree, shrub and hedge planting. The plan shall correspond to a schedule detailing plant numbers, sizes and nursery stock types.

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

Landscape proposals – implementation

17. The landscaping proposals as approved by the Local Planning Authority shall be carried out no later than the first planting season after first occupation or first use of the development hereby approved 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.

Landscape proposals – reinstatement

18. Any existing retained trees, or new trees or plants planted in accordance with the details of the approved landscape proposals that fail to establish, are removed, die or become seriously damaged or defective within a period of five years after first occupation or first use of the development hereby approved shall be replaced. They shall be replaced with others of a species, size and number as originally approved during the first available planting season unless otherwise agreed in writing by the Local Planning Authority.

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

Landscape management plan

19. Prior to first occupation or first use of the development hereby approved a landscape management plan, including long term design objectives, management responsibilities and maintenance schedules and timing for all landscape areas, other than small, privately owned domestic gardens, shall be submitted to, and approved in writing by, the Local Planning Authority. The landscape management plan shall be carried out as approved by the Local Planning Authority.

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

Landscape surface design – tree roots

20. No hard landscape works shall be carried out until details of the design of all new hard surfaces and a method statement for their construction shall first have been submitted to, and approved in writing by, the Local Planning Authority and the hard surfaces shall be constructed in accordance with the approved details unless otherwise agreed in writing beforehand by the Local Planning Authority. The details shall take into account the need to avoid any excavation within the Root Protection Area of any retained tree and where appropriate the Local Planning Authority will expect "no-dig" techniques to be used, which require hard surfaces to be constructed on top of existing soil levels in accordance with the current British Standard 5837: "Trees in Relation to Design, Demolition and Construction – Recommendations".

Reason: To avoid damage to the roots of retained trees in accordance with policy G7 of the Oxford Local Plan 2036.

Tree protection plan and Arboricultural Method Statement

21. Prior to the commencement of development, a Tree Protection Plan (TPP) and Arboricultural Method Statement (AMS) shall be submitted to and approved in writing by the Local Planning Authority. The TPP and 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 and 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 RPAs or 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 shall be submitted to the Local Planning Authority. The development shall be carried out in

strict accordance with the approved documents at all times unless otherwise agreed in writing by the Local Planning Authority.

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

Lighting strategy

22. Prior to the commencement of development above slab level, details of a proposed external lighting scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall set out the steps that will be taken to ensure that external lighting, including zonal/ security lighting promotes a secure environment and does not cause a nuisance to local residents.

Reason: In the interests of visual and neighbouring amenity in accordance with policies RE7 and DH1 of the Oxford Local Plan 2036.

CEMP

23. Prior to the commencement of development, an updated Construction Environmental Management Plan (CEMP), including a complete list of site-specific dust mitigation measures and recommendations that are identified on pages 20-22 of the submitted Air Quality Assessment (version 2, August 2024), shall be submitted to and approved in writing by the Local Planning Authority.

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

EV Charging

24. Prior to the commencement of development, details of the Electric Vehicle charging infrastructure shall be submitted to and approved in writing by the Local Planning Authority. The details shall include the following provision:
- Location of EV charging points;
 - The amount of electric car charging points should cover at least 25% of the amount of permitted parking of the commercial development;
 - Appropriate cable provision to prepare for increased demand in future years.
 - The electric vehicle infrastructure shall be formed and laid out in accordance with these details before the development is first in operation and shall remain in place thereafter.

Reason: To contribute to improving local air quality in accordance with policy M4 of the Oxford Local Plan 2016-2036 and enable the provision of low emission vehicle infrastructure.

Energy Statement

25. The development shall be implemented in strict accordance with the approved Stage 2 Report – Energy Strategy (Hoare Lea, Revision V1, 30.05.2024). The development shall not be occupied until evidence (including where relevant Energy Performance Certificate(s) (EPC), Standard Assessment Procedure (SAP) and Building Regulations UK, Part L (BRUKL) documents) have been submitted to the Local Planning Authority to confirm that the energy systems have been implemented

according to details laid out in the approved Energy Statement and achieve the target performance (i.e. at least a 40% reduction in operational carbon emissions compared to Part L of 2021 Building Regulations compliant base case) as approved.

Reason: To ensure that the proposed development sufficiently incorporates sustainable design and construction principles in accordance with policies S1 and RE1 of the Oxford Local Plan 2036.

BREEAM

26. Prior to first occupation of the development, an Interim BREEAM Report from the registered BREEAM assessor shall be submitted to and approved in writing by the Local Planning Authority. The report must contain:

- A copy of the interim design certificate confirming 'Excellent' certification has been achieved;
- Evidence to show the development is on track to achieve a post-construction rating of 'Excellent' with a margin of comfort.

Reason: To ensure the development incorporates sustainable construction and operational measures in compliance with policy RE1 of the Oxford Local Plan 2036.

Foul water

27. Prior to first occupation, confirmation shall be provided that either:- 1. All foul water network upgrades required 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 Planning Authority in consultation with Thames Water to allow development to be occupied. 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.

Reason: Network reinforcement works are likely to be required to accommodate the proposed development. Any reinforcement works identified will be necessary in order to avoid sewage flooding and/ or potential pollution incidents.

Sewage treatment works

28. Prior to first occupation, confirmation shall be provided that either:- all sewage works upgrades required to accommodate the additional flows from the development have been completed; or - a development and infrastructure phasing plan has been agreed with the Local Planning Authority in consultation with Thames Water to allow development to be occupied. 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.

Reason: Sewage treatment upgrades are likely to be required to accommodate the proposed development. Any upgrade works identified will be necessary in order to avoid sewage flooding and/ or potential pollution incidents.

Water network

29. Prior to first occupation, confirmation shall be provided that either:- 1. All water network upgrades required 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 Planning Authority in consultation with Thames Water to allow development to be occupied. 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.

Reason: The development may lead to no/ low water pressure and network reinforcement works are likely to be required to accommodate the proposed development. Any reinforcement works identified will be necessary to ensure that sufficient capacity is made available to accommodate additional demand anticipated from the new development.

Construction Traffic Management Plan

30. Prior to the commencement of development, a Construction Traffic Management Plan shall be submitted to and agreed in writing by the Local Planning Authority. The CTMP shall be appropriately titled, include the site and planning permission number and identify;

- 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 Authority – contact 0845 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 the Highways Authority.

- 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 in accordance with policy M2 of the Oxford Local Plan 2036.

Framework Travel Plan

31. Prior to first occupation, a Framework Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved document thereafter.

Reason: To promote sustainable modes of transport in accordance with policy M1 of the Oxford Local Plan 2036.

Full Travel Plan

32. Prior to occupation of each unit a full Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved documents thereafter.

Reason: To promote sustainable modes of transport in accordance with policy M1 of the Oxford Local Plan 2036.

Delivery and Servicing Management Plan

33. Prior to first occupation, a Delivery and Servicing Management Plan, including contact details for staff responsible for delivery management and details of the servicing and delivery vehicles to be used, shall be submitted to and approved in writing by the Local Planning Authority and provided to the Highway Authority. Deliveries and servicing must be outside of school and network peak hours.

Reason: In the interests of highway safety and to mitigate the impact of delivery and service vehicles on the surrounding network, road infrastructure and local residents, particularly at peak traffic times in accordance with policy M2 of the Oxford Local Plan 2036.

Car Parking Management Plan

34. Prior to commencement of development, a Car Parking Management Plan shall be submitted to and approved by the Local Planning Authority. This shall stipulate the number of spaces and areas available on site for both staff and visitors and how parking will be monitored and enforced.

Reason: To ensure adequate car parking provision is made, but that does not cause an increase in the trip rate approved as part of the planning permission in accordance with policies M1 and M3 of the Oxford Local Plan 2036.

Noise levels

35. The noise emitted from the proposed installations located on site shall not exceed the existing background level at any noise sensitive premises when measures are corrected in accordance with BS4142:2014 +A1:2019 'Methods for rating and

assessing industrial and commercial sound' with all machinery operating together at a maximum capacity.

Reason: To ensure that the amenities of future occupiers and neighbours are protected in accordance with policies RE7 and RE8 of the Oxford Local Plan 2036.

Anti-vibration isolators

36. Prior to first occupation, plant and equipment on site shall be mounted with proprietary anti-vibration isolators. Fan motors shall also be vibration isolated from the casing and adequately silenced and maintained as such unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the amenities of future occupiers and neighbours are protected in accordance with policies RE7 and RE8 of the Oxford Local Plan 2036.

Emergency plant

37. Noise emitted from the emergency plant and generators shall not increase the minimum assessed background noise level (expressed as the lowest 24-hour LA90, 15 mins) by more than 10dB one metre outside any noise-sensitive premises. The emergency plant and generators may be operated for essential testing only, except when required due to an emergency loss of power. Testing of emergency plant and generators may be carried out only for up to one hour in a calendar month, and only during the hours of 09.00-17.00 Monday to Friday, excluding public holidays.

Reason: To ensure that the amenities of future occupiers and neighbours are protected in accordance with policies RE7 and RE8 of the Oxford Local Plan 2036.

Construction works

38. Construction and demolition works and associated activities at the development, audible beyond the boundary of the site, shall not be carried out other than between the hours of 07:00-18:00 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 by the Local Planning Authority.

Reason: To ensure that the amenities of neighbours are protected in accordance with policies RE7 and RE8 of the Oxford Local Plan 2036.

Notice of site works

39. At least 21 days prior to the commencement of any site works, all occupiers surrounding the site shall be notified in writing of the nature and duration of works to be undertaken. The name and contact details of a person responsible for the site works shall be made available for enquiries and complaints for the entire duration of the works and updates of work shall be provided regularly. Any complaints shall be properly assessed as quickly as possible.

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

All waste materials and rubbish associated with demolition and/ or construction shall be contained on site in appropriate containers which, when full, shall be promptly removed to a licensed disposal site.

Reason: To ensure that the amenities of neighbours are protected in accordance with policies RE7 of the Oxford Local Plan 2036.

CEMP: Biodiversity

40. *Prior to the commencement of development* (including demolition, ground works and vegetation clearance) until a construction environmental management plan (CEMP: Biodiversity) has been submitted to and approved in writing by the Local Planning Authority. The CEMP (Biodiversity) shall include the following:
- a) Risk assessment of potentially damaging construction activities;
 - b) Identification of “biodiversity protection zones” in respect of protected and notable species and habitats;
 - c) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts on biodiversity during construction (may be provided as a set of method statements) and biosecurity protocols;
 - d) The location and timing of sensitive works to avoid harm to biodiversity features;
 - e) Contingency/emergence measures for accidents and unexpected events, along with remedial measures;
 - f) Responsible persons and lines of communication;
 - g) The role and responsibilities on site of a qualified ecological clerk of works (ECoW) or similarly competent person if required, and times and activities during construction when they need to be present to oversee works; and
 - h) Use of protective fences, exclusion barriers and warning signs;

The approved CEMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To prevent harm to species and habitats within and outside the site during construction in accordance with The Conservation of Habitats and Species Regulations 2017 (as amended), The Wildlife and Countryside Act 1981 (as amended) and Policy G2 of the Oxford Local Plan 2036.

LEMP

41. *Prior to first occupation*, a Landscape and Ecological Management Plan (LEMP) shall be submitted to and be approved in writing by the Local Planning Authority. The content of the LEMP shall include the following:
- a) Description and evaluation of features to be managed, both on and off-site;
 - b) Ecological trends and constraints on site that might influence management;
 - c) Aims and objectives of management;
 - d) Appropriate management options for achieving aims and objectives;
 - e) Prescriptions for management actions;
 - f) Preparation of a work schedule (including an annual work plan capable of being rolled forward over a five-year period);
 - g) Details of the body or organization responsible for implementation of the plan; and
 - h) Ongoing monitoring and remedial measures.

The LEMP shall also include details of the legal and funding mechanism(s) by which the long-term implementation of the plan will be secured by the developer with the management body(ies) responsible for its delivery.

The plan shall also set out (where the results from monitoring show that conservation aims and objectives of the LEMP are not being met) how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme. The approved plan will be implemented in accordance with the approved details.

Reason: To facilitate the delivery of biodiversity net gain in accordance with Policy G2: Protection of biodiversity and geo-diversity of the adopted Oxford Local Plan 2036 and to ensure compliance with the Wildlife and Countryside Act 1981.

Ecological enhancements

42. Prior to occupation of the development, details of ecological enhancement measures including at least three bird nesting devices (two of which should be dedicated Swift boxes) and six bat roosting devices shall be submitted to and approved in writing by the local planning authority. Details must include the proposed specifications, locations, and arrangements for any required maintenance. The approved devices shall be fully constructed under the oversight of a suitably qualified ecologist prior to occupation of the approved development. Any new fencing will include holes suitable for the safe passage of hedgehogs. The approved devices and fencing holes shall be maintained and retained in perpetuity unless otherwise approved in writing by the local planning authority.

Reason: To enhance biodiversity in Oxford City in accordance with paragraph 174 of the National Planning Policy Framework.

14. APPENDICES

- **Appendix 1** – Site location plan
- **Appendix 2** – ODRP report

15. HUMAN RIGHTS ACT 1998

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

16. SECTION 17 OF THE CRIME AND DISORDER ACT 1998

- 16.1. Officers have considered, with due regard, the likely effect of the proposal on the need to reduce crime and disorder as part of the determination of this application, in accordance with section 17 of the Crime and Disorder Act 1998. In reaching a

recommendation to grant planning permission, officers consider that the proposal will not undermine crime prevention or the promotion of community.