

Oxford City Planning Committee

14th July 2026

Application number:	26/00712/FUL		
Decision due by	4 th June 2026		
Extension of time	22 nd July 2026		
Proposal	Demolition of existing garage. Erection of a single storey side and rear extension with provision of cycle storage. Alterations to fenestration and colour-blocking brickwork to side and rear. Installation of canopy overhang to side and rear. Associated landscaping (Amended description and additional information)		
Site address	137 Hurst Street, Oxford, Oxfordshire OX4 1HE – see Appendix 1 for site plan		
Ward	St Marys Ward		
Case officer	Stacey Harris		
Agent:	Mr Jonathan Hallett	Applicant:	Mrs Martha Levi Smythe
Reason at Committee	The applicant has indicated that they are related to a member of staff		

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.

1.1.2. **agree to delegate authority** to the Director of Planning and Regulation to:

- finalise the recommended conditions as set out in this report including such refinements, amendments, additions and/or deletions as the Director of Planning and Regulation considers reasonably necessary.
- And issue the planning permission

2. EXECUTIVE SUMMARY

- 2.1. This report considers a proposal to demolish an existing garage and rear storage and erect a single storey side and rear extension. The side extension would include provision of cycle storage. The proposal also includes alterations to fenestration and colour blocking of brickwork to the side and rear, installation of a small canopy to the side and rear outrigger and associated landscaping.
- 2.2. The proposed development is acceptable with regards to its design, and following amendments regarding the use of materials to the front of the proposal the development would not cause any detrimental harm upon the character and appearance of the host dwelling or the streetscene. The proposals would not cause any detrimental impacts upon the amenity of any neighbouring dwellings, and nor would the proposals cause any impacts in relation to drainage or ecology. In addition, the proposal would not cause any detrimental impacts associated with vehicle and bicycle parking nor highways safety, subject to conditions. As such the proposals are considered to comply with the policies of the Oxford Local Plan, and the NPPF.
- 2.3. Officers consider that the proposals would be acceptable and that the development would accord with the policies of the development plan when considered as a whole and the range of material considerations, and support the grant of planning permission.

3. LEGAL AGREEMENT

- 3.1. This application is not subject to a legal agreement.

4. COMMUNITY INFRASTRUCTURE LEVY (CIL)

- 4.1. The proposal is not liable for CIL.

5. MONITORING OFFICER

- 5.1. As the applicant has indicated that they are related to a member of staff this report has been submitted to the Council's monitoring officer for review.

6. SITE AND SURROUNDINGS

- 6.1. The application site is a two-storey semi-detached dwelling located on the eastern side of Hurst Street close to the junction with Magdalen Road in the East Oxford area of the City. The property currently benefits from an attached flat roofed single storey garage at the north-western side of the property, this is attached to a glazed pitched roof extension to the rear of this, where the glazed roof wraps around the rear of the property. The property further benefits from a two-storey rear projection and modest sized rear garden.

6.2. The site location plan is set out below:



7. PROPOSAL

7.1. The application proposes to demolish the garage and rear glazed storage extension and erect a single storey wrap around extension to the side and rear including the provision of cycle storage. The fenestration to the side and rear would be altered and the brickwork on these elevations would be colour-blocked. A new small canopy overhang would be further installed to the side and rear elevation of the two-storey projection, and there would be associated improvements to the landscaping.

8. RELEVANT PLANNING HISTORY

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

57/05970/A_H - Private garage. Permitted Development 07th May 1957.

67/19047/A_H - Car port. Permitted Development. 25th July 1967.

77/01123/A_H - Demolish existing toilet and build extension for bathroom with toilet and a box room. PERMITTED 13th January 1978.

88/00884/NF - First floor rear extension and conversion of space, existing roof space with roof-lights at front and rear. (Amended plans). PERMITTED 15th February 1989.

21/01183/CPU - Application to certify that the proposed formation of 1no. dormer to rear roofslope, insertion of 1no. front rooflight, removal of 1no. front rooflight and removal of chimney stack in association with loft conversion is lawful development. PERMITTED 22nd June 2021.

9. RELEVANT PLANNING POLICY

9.1. The following policies are relevant to the application:

Topic	National Planning Policy Framework	Local Plan
Design	131-141	DH1 – High quality design & placemaking
Housing	60-84	H14 – Privacy, daylight, and sunlight
Natural Environment	180-194	RE4 – Sustainable and foul drainage, surface and groundwater flow. G2 – Protection of biodiversity and geodiversity
Transport	108-117	M3 – Motor vehicle parking. M5 – Bicycle parking
Environmental	180-194	RE7 – Managing the impact of development
Miscellaneous	7-14	S1 – Sustainable development

- 8.2. The NPPF gives guidance on when weight can be attached to policies in emerging Local Plans. At paragraph 49 the NPPF states that local planning authorities may give weight to relevant policies in emerging plans according to:
- a) the stage of preparation of the emerging plan (the more advanced its preparation, the greater the weight that may be given);
 - b) the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and

c) the degree of consistency of the relevant policies in the emerging plan to this Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given).

The emerging Oxford Local Plan 2045 completed a Regulation 19 consultation which began on 30th January 2026. The policies are a material consideration; however, these policies have very limited weight at this stage of the process.

10. CONSULTATION RESPONSES

- 10.1. Site notices were displayed around the application site on 23rd April 2026. Site notices were further displayed again on 13th May 2026 following re-advertisement of the application with a correction to the description and additional information provided.

Statutory and non-statutory consultees

Oxfordshire County Council (Highways)

- 10.2. The development does not result in the creation of any additional bedrooms and therefore does not increase the residential capacity of the property.
- 10.3. There are no changes to the existing vehicular access arrangements, no alteration or formation of dropped kerbs, and no increase in on plot car parking provision. As such, the proposal is not expected to generate additional vehicle movements on the surrounding highway network.
- 10.4. The scheme includes the provision of secure, integrated cycle storage within the curtilage of the site, which supports sustainable modes of travel. The development does not affect pedestrian visibility or safety, and raises no highway safety concerns.
- 10.5. On this basis, the proposal is considered acceptable in highway terms, therefore the Local Highway Authority does not object to the granting of planning permission on highway grounds.

Public representations

- 10.6. No representations were received.

11. PLANNING MATERIAL CONSIDERATIONS

- 11.1. Officers consider the determining issues to be:

- I. Design impact
- II. Neighbouring amenity
- III. Vehicle parking & highway safety
- IV. Bicycle storage
- V. Drainage
- VI. Ecology

I. Design Impact

- 11.2. Policy DH1 of the Oxford Local Plan 2036 states that planning permission will only be granted for development of high-quality design that creates or enhances local distinctiveness. The development should respond to the site character and context, with consideration to design, detailing and material choices of a quality appropriate to the nature of the development. The development should create an appropriate visual relationship with the form of the existing building and its surroundings in terms of scale, character and appearance. Proposals must be designed to meet the key design objectives and principles for delivering high quality development, set out in Appendix 6.1. The Oxford Local Plan policies are carried through to the emerging Oxford Local Plan 2045 as policy HD1 and S2.
- 11.3. Hurst Street is predominately made up of long rows of two-storey terraced properties, which are all marginally set back from the road behind small front courtyard gardens. Whilst this is the prevailing form of housing there are a few examples of semi-detached properties located closer to the Magdalen Road junction.
- 11.4. The application site forms one of these two-storey semi-detached properties. To the north-west there is another pair of semi-detached properties set away from the boundary to the host property and to which the existing garage and extension currently shares. The property has a front garden, vehicular access and space to park a car.

Single storey side and rear extension:

- 11.5. The existing garage including the attached glazed section to the rear would be demolished and replaced with a single storey wrap-around extension. This would sit on an almost identical footprint, set back from the front elevation to the same depth as existing, however it would wrap fully around the existing rear of the property and extend out an additional 300mm to the rear along the boundary with no. 135 Hurst Street. This would allow for improved internal living with the addition of utility space and external courtyard for the storage of bicycles to the front. The proposals would have a flat roof with eaves height of approximately 3.25m to the rear. This would extend along the side of the dwelling from the rear of the extension by 3.8m, with a partially covered external courtyard to the front of this spanning 2.9m at a reduced height of 2.6m with access through to the rear of the dwelling. The cycle store would have a small roof overhang of 0.7m. The extension would have a rooflight with a mostly fully glazed rear elevation.
- 11.6. It is considered that the existing garage is in a poor state of repair, and as such is not considered high-quality design, as such its demolition and replacement is considered acceptable in principle and would likely give rise to some benefit in design terms having had regard to the amenity of the streetscene.
- 11.7. The existing property is constructed predominantly of buff brickwork with red brick detailing. The proposals seek to retain the existing brickwork where

practicable, with areas of newer brickwork, including the later extensions to the existing two-storey outrigger, to be painted in green grey (RAL 7009).

- 11.8. The courtyard cycle store to the front of the property has been amended from the originally proposed shiny galvanised steel finish to a powder-coated aluminium finished in colour green grey (RAL 7009) allowing for a more muted, matt finish, with the colour further selected to complement the colour blocking of the brickwork to the rear of the property. Whilst the use of this material is not considered ideal in this context, the proposed powder-coated finish would significantly reduce reflective qualities, resulting in a more muted and recessive appearance. The amended finish would therefore better integrate with the host property and surrounding townscape whilst still allowing the contemporary addition to remain legible and distinct from the original building.
- 11.9. The proposed windows and doors to the rear of the property would be timber framed and left with a natural finish. The flat roof of the extension would comprise either glass reinforced plastic (GRP) or a similar synthetic rubber product such as Ethylene Propylene Diene Monomer (EPDM) and, being set behind the parapet, would not be visible from the public realm. Weathered galvanised steel would be used in the less prominent areas including the rear of the extension and canopy overhang to the rear outrigger.
- 11.10. In this case, the scale, design and footprint of the proposal would not be materially different from the existing situation, and the replacement of the existing garage is considered to result in an overall improvement to the appearance of both the host property and the street scene. The retention of the side extension's set-back position and subordinate height would ensure that it remains subservient to the host dwelling and continues to read as a secondary addition rather than competing with the original building. Furthermore, there is a variety of materials and architectural treatments evident along the street, and a lack of uniformity in the appearance of single-storey side extensions on properties where there is capacity for such additions. In this context, it is considered that the proposal, including the amended powder-coated finish to the cycle store, would preserve the character and appearance of the street scene. Accordingly, the proposal is considered to comply with Policy DH1 of the Oxford Local Plan 2036.

Alterations to fenestration, colour-blocking brickwork and installation of rear canopy

- 11.11. The proposal also includes alterations to the fenestration at ground floor level to the side and rear elevations, modernising the existing window openings and incorporating a modest canopy around the rear outrigger. In addition, as noted above the more recent brickwork additions to the side and rear of the property would be painted to provide a more cohesive appearance across the building. Officers note that the replacement fenestration and painting of the later brickwork additions could be undertaken without the need for planning permission under permitted development and, as such, attract limited consideration in the overall assessment of the application.

- 11.12. The small steel canopy overhang proposed around the rear outrigger has been amended to be a weathered galvanised steel. Whilst this would likely require planning permission due to the use of materials that would not be similar to the existing dwelling, and therefore would require planning permission, Officers consider that its visual impact would be negligible. By virtue of its modest scale and limited projection from the side and rear elevations, the canopy would read as a lightweight, decorative feature rather than a prominent functional addition to the building. It would not appear incongruous within the context of the host dwelling nor would it cause harm to the character and appearance of the property or the surrounding area.
- 11.13. Taken together, these alterations are considered to provide a subtle visual enhancement to the host dwelling by creating a more coherent and updated appearance to the side and rear elevations, without resulting in any unacceptable harm to the character and appearance of the property or its wider setting. These aspects of the proposals are considered to be high quality design that meet the requirements of Policy DH1 of the Oxford Local Plan (2036).

II. Neighbouring Amenity

- 11.14. The Policy H14 states that planning permission will only be granted for new development that provides reasonable privacy, daylight and sunlight for occupants of both existing and new homes, and does not have an overbearing effect on existing homes. Appendix 3.7 of the Oxford Local Plan sets out guidelines for assessing the loss of sunlight and daylight using the 45/25 degree code. The Oxford Local Plan policies are carried through to the emerging Oxford Local Plan 2045 as policy HD8.
- 11.15. Policy RE7 states that planning permission will only be granted for development that ensures that the amenity of communities, occupiers and neighbours is protected. The Oxford Local Plan policies are carried through to the emerging Oxford Local Plan 2045 as policy R8.
- 11.16. The application site is located between no.135 and 139 Hurst Street.

139 Hurst Street

- 11.17. 139 Hurst Street is the adjoining property to the host property to the south-east of the application site. This property mirrors the host property sharing the form of the two-storey outrigger. The proposed development in this case would be located to the north-western elevations away from this property, as such the development would not be considered to impact further on light, outlook, privacy or have an overbearing impact further to what already exists.

135 Hurst Street

- 11.18. The existing garage structure is positioned along the shared boundary with No. 135 Hurst Street. The neighbouring property is set approximately 2.3m from this boundary and does not benefit from any side extensions. The side area to No. 135 is primarily utilised as an access route and for the storage of

bins associated with the property's front amenity space. Importantly, there are no windows within the side elevation of No. 135 facing towards the application site.

- 11.19. The proposed front cycle storage element would be constructed to the same height as the existing garage. Beyond this point, the roof form would step up after approximately 2.9m to a flat parapet roof with an overall height of 3.3m. The height of this rear section would be approximately 200mm higher than the ridge of the existing glazed pitched roof structure and would extend a further 200mm along the shared boundary into the rear garden area.
- 11.20. Overall, the proposal would project approximately 1.6m beyond the rear wall of No. 135, with the neighbouring property's rear outrigger remaining set approximately 4.4m from the proposed extension. Whilst the development would appear marginally more bulky than the existing structure by virtue of its modest increase in height, limited extension into the garden and flat roof form, the majority of the extension would not give rise to a physical or visual presence when viewed from the neighbouring rear garden, as it would occupy a footprint broadly comparable to that of the existing garage. Only a small section of the extension would be perceptible beyond the neighbouring rear building line. Furthermore, no windows are proposed within the side elevation of the development facing No. 135. The existing garage currently contains two small high-level side windows positioned adjacent to the neighbouring property's side amenity area; therefore, the proposal would not introduce any new opportunities for overlooking beyond the existing arrangement. Taking into account the absence of side-facing windows serving No. 135, the nature of the neighbouring side amenity space, the limited extent of the projection visible from the rear garden, the retention of a 4.4m separation between the proposed extension and the neighbouring outrigger, and the absence of any new side-facing openings within the proposed development, Officers consider that the proposal would not result in an unacceptable overbearing impact, loss of outlook or harmful loss of privacy to the detriment of the occupiers of No. 135.
- 11.21. In terms of daylight, the proposal has been assessed against the 45-degree guideline. An assessment taken from the closest rear-facing window serving No. 135 demonstrates that the proposal would not breach the 45-degree line of light, owing to the limited 1.6m projection beyond the neighbouring rear wall and the separation distance between the properties. The 45-degree assessment has also been undertaken from the nearest side-facing window within the neighbouring rear outrigger, and, given the approximately 4.4m distance retained between this window and the proposed extension, no unacceptable impact has been identified. Officers are therefore satisfied that the development would not give rise to any material additional loss of daylight to neighbouring occupiers and would preserve an acceptable level of amenity in accordance with Policy RE7 and H14 of the Oxford Local Plan 2036.

III. Vehicle parking & highway safety

- 11.22. Policy M3 of the Oxford Local Plan 2036 states that in Controlled Parking Zones or employer-linked housing areas where occupants do not have an

operational need for a car, where development is located within a 400m walk to frequent public transport services and within 800m walk to a local supermarket or equivalent facilities, planning permission will only be granted for residential development that is car-free. In all other locations, M3 states that planning permission will only be granted where the relevant maximum standards set out in Appendix 7.3 are complied with. The Oxford Local Plan policies are carried through to the emerging Oxford Local Plan 2045 as policy C8.

- 11.23. The application site is located within the Magdalen North Controlled Parking Zone. The site is located within an 800m walk of a local supermarket and within an 400m walk to a frequent public transport service. As such the site is eligible to be a car-free development.
- 11.24. The existing garage to be demolished is below our minimum dimensional standards and therefore does not provide a compliant car parking space of 3m x 6m, so the loss of the garage in this instance would not be classed as a loss of parking space. The property does have space to the front of the garage for 1 vehicle, however again this sits short of the required 5m x 2.5m parking space required. In this case the site is within a sustainable location, and the proposals would be unlikely to result in an increase in demand for on-street parking with no increase in the use of the dwelling or alterations to any 'useable' parking availability for the property. The location of the site is further within a controlled parking zone which restricts parking in this area and Oxfordshire County Council do not object to the proposals. In this case the parking provision for the property remains in line with policy M3.

IV. Bicycle Storage

- 11.25. Policy M5 of the Oxford Local Plan 2036 states that planning permission will only be granted for development that complies with or exceeds the minimum bicycle parking provision as set out in Appendix 7.4. Bicycle parking should be well designed, conveniently located, secure, covered (where possible enclosed) and provide level, unobstructed external access to the street. Bicycle parking should be designed to accommodate an appropriate amount of parking for the needs of disabled people, bicycle trailers and cargo bicycles, as well as facilities for electrical charging infrastructure.
- 11.26. Due to the loss of storage for bicycles with the demolition of the garage, the application proposes secure bicycle storage forming an integral part of the proposed development. This provides space for 4no. wall mounted bicycles that would be secure and covered and located with easy unobstructed access to the front of the property. The host property has 3 bedrooms, as such provision for 4 bicycles would be an appropriate amount of cycle parking for the property, and would therefore be acceptable with regards to policy M5.

V. Drainage

- 11.27. Policy RE4 relates to sustainable and foul drainage, surface and groundwater flow, and states that all development proposals will be required to manage surface water through Sustainable Drainage Systems (SUDs) or techniques to

limit run off and reduce the existing rate of run-off on previously developed sites. The Oxford Local Plan policies are carried through to the emerging Oxford Local Plan 2045 as policy R5.

- 11.28. The development is not at significant risk of flooding from any sources; however, the development will increase the impermeable area which may lead to increased surface water run-off. As such, the site should be drained using Sustainable Drainage Systems (SuDS) and a condition is recommended requiring that the site is drained using SuDS.
- 11.29. Subject to condition, the proposals are considered to comply with Policy RE4 of the Oxford Local Plan 2036.

VI. Ecology

- 11.30. Policy G2 of Oxford Local Plan 2036 states that important species and habitats will be expected to be protected from harm, unless the harm can be appropriately mitigated. It also outlines that, where there is opportunity, it will be expected to enhance Oxford's biodiversity. This includes taking opportunities to include features beneficial to biodiversity within new developments throughout Oxford. The Oxford Local Plan policies are carried through to the emerging Oxford Local Plan 2045 as policy G6.
- 11.31. All species of bats and their roosts are protected under the Wildlife and Countryside Act 1981 and The Conservation of Habitats and Species Regulations 2017 (as amended). All wild birds (including pigeons and gulls) are also protected under the Wildlife & Countryside Act 1981.
- 11.32. The application proposes the demolition of an existing garage structure which, by virtue of its age and construction, was initially considered to have the potential to support bat roosts and nesting wild birds. Whilst part of the structure comprises a glazed addition not considered likely to provide suitable bat roosting opportunities, the original building is of pre-1960 construction. The site is also located within approximately 250m and 450m of priority habitats comprising lowland mixed deciduous woodland, which may support protected mobile species, and within 700m of a European Protected Species Licence (EPSL) granted for bats. In addition, records indicate the presence of two bat species within 500m of the site. Given the surrounding gardens and trees provide suitable foraging and commuting habitat for bats, Officers considered there to be sufficient evidence to justify requesting a Preliminary Roost Assessment (PRA) in order to discharge the Local Planning Authority's duties in respect of protected species.
- 11.33. The requirement for a PRA was subsequently challenged by the applicant's agent on the basis of the scale, form and condition of the structure proposed for demolition. The applicant sought advice from a suitably qualified and licensed ecologist, who questioned whether the garage presented a reasonable likelihood of supporting bats, having regard to its small size, single-storey form and flat roof construction within an urban setting. As a result, a PRA was not submitted in support of the application.

- 11.34. In response, Officers sought further information to ensure that the potential ecological impacts had been robustly assessed. Additional photographs of both the interior and exterior of the garage were reviewed and did not identify any evidence of bats or features considered likely to support roosting activity, beyond the presence of cavity wall construction within part of the building. Officers also had regard to the provisions of ODPM Circular 06/2005, which states that developers should not be required to undertake surveys for protected species unless there is a reasonable likelihood of the species being present and affected by the development. The applicant's ecologist advised that, "if impacts are limited to a flat-roofed, single-storey small garage in an urban centre, there is not a reasonable likelihood of this being the case", and further noted that, based on a desk-based review of photographs of the site, they would be "very surprised" if bats were found.
- 11.35. Having requested a PRA at the outset, sought further evidence in the form of additional photographs and clarification regarding the characteristics of the structure, and considered the professional opinion provided by the applicant's suitably qualified ecologist alongside the guidance contained within ODPM Circular 06/2005, Officers are satisfied that sufficient information has been provided to inform the Authority's assessment in this instance. On balance, it is not considered that there is a reasonable likelihood of bats being present such that a formal PRA is necessary to determine the application. However, given that part of the structure incorporates cavity wall construction, a precautionary informative will be attached to any decision notice advising that, should bats or evidence of bats be encountered during the course of the works, all works must cease immediately and advice must be sought from a suitably qualified ecologist and, where necessary, the appropriate licence obtained before works recommence. In reaching this conclusion, Officers acknowledge that the applicant has relied upon specialist ecological advice in support of their position, and it is on the basis of that professional advice, together with the additional evidence provided, that the Local Planning Authority considers its statutory duties in respect of protected species to have been appropriately discharged. Subject to including the aforementioned informative it is considered that the proposed development would be acceptable in terms of its impact on ecology and meets the requirements of Policy G2 of the Oxford Local Plan (2036).

12. CONCLUSION

- 12.1. Having regard to the matters discussed in the report, officers would make members aware that the starting point for the determination of this application is in accordance with Section 38 (6) of the Planning and Compulsory Purchase Act 2004 which makes clear that proposals should be assessed in accordance with the development plan unless material considerations indicate otherwise.
- 12.2. In the context of all proposals paragraph 11 of the NPPF requires that planning decisions apply a presumption in favour of sustainable development. This means approving development that accords with an up-to-date development plan without delay; or where there are no relevant development plan policies, or the policies which are most important for determining the

application are out-of-date, granting permission unless: the application of policies in the Framework that protect areas or assets of particular importance provides a clear reasons for refusing the development proposed; or any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole.

Compliance with development plan policies

- 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. In summary the proposed development is acceptable in regards of its design and would not cause any detrimental harm upon the character and appearance of the dwelling itself or the streetscene of Hurst Street. The proposals would not cause any detrimental impacts upon the amenity of any neighbouring dwellings, and nor would the proposals cause any impacts with regards to drainage or ecology. In addition, the proposal would not cause any detrimental impacts associated with vehicle and bicycle parking nor highways safety, subject to conditions. As such the proposals are considered to comply with the policies of the Oxford Local Plan, and the NPPF.
- 12.5. It is recommended that the Committee resolve to grant planning permission for the development proposed, subject to conditions.

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.

Development in accordance with approved plans

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

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

Materials

3. The materials to be used in the proposed development shall be as specified in the application hereby approved. There shall be no variation of these materials without the prior written consent of the Local Planning Authority.

Reason: To ensure that the development is visually satisfactory as required by Policy DH1 of the Oxford Local Plan 2036.

SuDS

4. All impermeable areas of the proposed development, including roofs, driveways, and patio areas should be drained using Sustainable Drainage measures (SuDS).

This may include the use of porous pavements and infiltration, or attenuation storage to decrease the run off rates and volumes to public surface water sewers and thus reduce flooding.

Soakage tests should be carried out in accordance with BRE Digest 365 or similar approved method to prove the feasibility/effectiveness of soakaways or filter trenches.

Where infiltration is not feasible, surface water should be attenuated on site and discharged at a controlled discharge rate no greater than prior to development using appropriate SuDS techniques and in consultation with the sewerage undertaker where required.

If the use of SuDS are not reasonably practical, the design of the surface water drainage system should be carried out in accordance with Approved Document H of the Building Regulations.

The drainage system should be designed and maintained to remain functional, safe, and accessible for the lifetime of the development.

Oxford City Council SuDS Design Guide can be found at www.oxford.gov.uk/floodriskforplanning

Reason: To avoid increasing surface water run-off and volumes to prevent an increase in flood risk in accordance with Policy RE4 of the Oxford Local Plan 2016 – 2036.

Cycle Storage

5. Prior to occupation, the proposed cycle storage shall be made available for use by the occupiers of 137 Hurst Street in accordance with the approved details and thereafter the areas shall be retained for the purpose of the parking of bicycles.

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

INFORMATIVES :-

- 1 In accordance with guidance set out in the National Planning Policy Framework, the Council tries to work positively and proactively with applicants towards achieving sustainable development that accords with the Development Plan and national planning policy objectives. This includes the offer of pre-application advice and, where reasonable and appropriate, the opportunity to submit amended proposals as well as time for constructive discussions during the course of the determination of an application. However, development that is not sustainable and that fails to accord with the requirements of the Development Plan and/or relevant national policy guidance will normally be refused. The Council expects applicants and their agents to adopt a similarly proactive approach in pursuit of sustainable development.
- 2 All species of bats and their roosts are protected under The Wildlife and Countryside Act 1981 (as amended) and The Conservation of Habitats and Species Regulations 2017 (as amended). Please note that, among other activities, it is a criminal offence to deliberately kill, injure or capture a bat; to damage, destroy or obstruct access to a breeding or resting place; and to intentionally or recklessly disturb a bat while in a structure or place of shelter or protection. Occasionally bats can be found during the course of development even when the site appears unlikely to support them. In the event that this occurs, work should stop immediately, and advice should be sought from a suitably qualified ecologist. A European Protected Species Mitigation Licence (EPSML) may be required before works can resume. If an injured bat is found, then advice should be sought via the National Bat Helpline (Tel: 0345 1300 228) or a local veterinarian.

13. APPENDICES

- **Appendix 1 – Site location plan**

14. HUMAN RIGHTS ACT 1998

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

15. SECTION 17 OF THE CRIME AND DISORDER ACT 1998

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

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