

**APPLICATION NO.
SITE
PROPOSAL**

[P22/S4618/O](#)

Land North of Bayswater Brook near Barton
Outline Planning permission for up to: 1. 1,450 new dwellings (Class C3), 2. 120 units of Assisted Living dwellings, with ancillary communal and care facilities (Class C2/C3), 3. 560 sq.m of new community use buildings (Class F2), 4. 500 sq.m of new commercial/business/service buildings/health provision (Class E), 5. 2,600 sq.m of new Primary School (Class F1), 6. Creation of areas of green infrastructure, including areas of open space, allotments, habitats, recreation facilities and public park areas, 7. Associated transport, parking, access, surface water and utility infrastructure works.

Full planning permission for: 1. Change of Use to Class E and associated refurbishment works to the Main Barn and 3no. curtilage barns at Wick Farm, 2. Change of Use to Class F1 and associated refurbishment works to the Wick Farm Well House building, 3. Erection of New Build barn-style building (Class E), 4. Erection of New Build building containing back-of-house facilities for the Main Barn-style building (Class E), 5. Erection of New Build Community Space building (Class F2), 6. Associated transport, parking associated with the local centre, access and utility infrastructure works, 7. Demolition of identified buildings, 8. Associated landscaping, public realm and market garden.(as amended amplified by documentation received 17 August, 19 & 26 September, 29 November 2023 and 3 January, 5, 9, 26, 27 & 28 February, 1 & 7 March and 5 April 2024).

AMENDMENTS

- Application boundary amended in the vicinity of the A40 bus access
- Reduction in building heights on parameter plan
- Realignment of public transport route adjacent to parcel R12
- Amendments to site access proposals
- Amendments to Environmental Statement in response to consultee comments
- Amendment to parcel R3 and the Assisted Living to remove development from the baseline Flood Zone 3b
- Inclusion of enclosed dog walking field
- Relocation of tennis courts and MUGA

APPLICANT

Dorchester Residential Management LTD and
Christchurch Oxford

APPLICATION TYPE	OUTLINE HYBRID
REGISTERED	10.1.2023
TARGET DECISION DATE	17.5.2024
PARISH	ELSFIELD, BECKLEY AND STOWOOD AND STANTON ST JOHN
WARD MEMBER(S)	Tim Bearder
OFFICER	Phil Moule

1.0 **INTRODUCTION**

- 1.1 The application is for 1,450 dwellings. In accordance with the Council's constitution an outline or full application that is recommended for approval and falls into the category of a 'large scale major' application (defined as 200 or more dwellings), shall be referred to Planning Committee. The site is allocated for residential development in the Local 2035.
- 1.2 A location plan is **attached** as Appendix 2. The site is located on the north-eastern edge of the city of Oxford and is situated within the parishes of Elsfield, Beckley and Stowood and Stanton St John. The site is comprised of 118.9 ha of predominantly agricultural land. Running along the southern boundary of the site is the Bayswater Brook. The southern boundary of the site forms the administrative boundary between South Oxfordshire and Oxford City. Beyond the brook in the far south-western part of the site, is the A40 Northern Bypass. On the south-eastern part of the site, beyond the brook are the residential areas of Barton and Barton Park. The southern edge of the application site and part of the western section of the site are located within Flood Zones 2 and 3.
- 1.3 To the north, agricultural land surrounds the site. Partly adjoining the application site on the northern boundary is the Sidlings Copse and College Pond SSSI. Beyond the site to the north are the villages of Elsfield, Beckley and Stanton St John. To the west of the site, Elsfield Road defines the boundary of the site. To the east of the site is the Bayswater Road. Both Elsfield Road and Bayswater Road connect with the A40 Northern Bypass. Located within the site is Wick Farm and Wick Farm Park Residential, the latter a mobile home site, both accessed via Barton Village Road. Located within Wick Farm (and within the application site) is the Grade II listed Wick Farmhouse, the Grade II* listed Well House and a Grade II listed barn and curtilage listed outbuildings. Wick Farm Park Residential is excluded from the site allocation and accordingly from the planning application site area.
- 1.4 The site predominantly lies on low lying ground and follows the valley of the Bayswater Brook. From the site the land slopes up to Elsfield and Beckley to the north and Oxford to the south. The western half of the site is generally flat and sits on low lying land. In the north-eastern part of the site the land begins to slope up towards the SSSI. A designated Oxford view cone lies directly to the west of the site which is comprised of a highly sensitive landscape, with views to and from Oxford City's historic core, as well as having strong connections with surrounding countryside.

2.0 **PROPOSAL**

- 2.1 The majority of the application proposals are in outline form (with the exception of the matter of access into the site) while full planning is sought for detailed proposals relating to the Wick Farm buildings. Thus, the application is termed an outline hybrid application. For the outline element of the application, the matters of layout, scale,

appearance, and landscaping are reserved to be considered as part of subsequent reserved matters applications.

2.2 The outline application proposals are as follows:

- 1,450 new dwellings (Class C3)
- 120 units of Assisted Living dwellings, with ancillary communal and care facilities (Class C2/C3)
- 560 sq.m of new community use buildings (Class F2)
- 500 sq.m of new commercial/business/service buildings/health provision (Class E)
- 2,600 sq.m of new Primary School (Class F1)
- Creation of areas of green infrastructure, including areas of open space, allotments, habitats, recreation facilities and public park areas
- Associated transport, parking, access, surface water and utility infrastructure works

2.3 The full application proposals are as follows:

- Change of Use to Class E (Commercial, Business and Services) and associated refurbishment works to the Main Barn and 3no. curtilage barns at Wick Farm
- Change of Use to Class F1 (Learning and non-residential institutions) and associated refurbishment works to the Wick Farm Well House building
- Erection of New Build barn-style building (Class E)
- Erection of New Build building containing back-of-house facilities for the Main Barn-style building (Class E)
- Erection of New Build Community Space building (Class F2)
- Associated transport, parking associated with the local centre, access, and utility infrastructure works
- Demolition of identified buildings
- Associated landscaping, public realm and market garden

2.4 Joint full application

Alongside this outline hybrid application, a full application has also been submitted for a package of access works. These are comprised of works to the Marston Interchange and Elsfield Road to create the western site access, bus access from the A40 and onto Barton Village Road, the eastern site access onto Bayswater Road, cycle routes, footpath connections and bridge crossings across the Bayswater Brook, a new pedestrian/ cycle bridge over the A40 together with ramps and connections to the cycle network both north and south of the A40.

2.5 The joint full application includes land within both the South Oxfordshire and Oxford City administrative areas. The application has therefore been submitted jointly to both Councils. The South Oxfordshire District Council application reference is **P22/S4596/FUL** and the Oxford City Council application reference is **22/03049/FUL**. A separate report has been prepared for application P22/S4596/FUL, also on this agenda.

2.6 Listed Building Consent application

The proposed development relating to the Wick Farm buildings, which are the subject of the full proposals relating to this application, effect listed buildings. Accordingly, this application is accompanied by a Listed Building Consent application, reference

P22/S4550/LB. A separate report has been prepared this Listed Building Consent application, also on this agenda.

3.0 SUMMARY OF CONSULTATIONS & REPRESENTATIONS

3.1 Publicity

The planning applications and Environmental Statement were advertised by way of site notices displayed on the site and by way of press advert. Hard copies of the application material and Environmental Statement were available to view at the Council offices and the Barton Community Centre.

3.2 Statutory Consultee responses

Full consultee comments are available to view on the Councils' website via the following link:

<https://data.southoxon.gov.uk/ccm/support/Main.jsp?MODULE=ApplicationDetails&REF=P22/S4618/O>

Representation	Comments
Beckley and Stowood PC	First response March 2023 Objection • Significant increase in housing number from 1,100 • Negative effects on SSSI will be exacerbated • Will cause considerable harm to biodiversity • Need a data driven recreational impact assessment • No detailed hydrological assessment submitted • Nature reserve to be provided on the site • Loss of hedgerow priority habitat • Extent of ground contamination needs to be understood • Flooding impacts need to be understood • Building heights should be restricted to three-storey • Health Impact Assessment inadequate • Noise and Vibration Assessment inadequate – no mention of Oxford Crematorium • No defensible Green Belt boundary • External lighting should incorporate design features that avoid excessive lighting • Transport mitigation is inadequate • No mitigation provided for residents of local villages • Changes to Headington roundabout will be insufficient • Fails to provide sufficient pedestrian cycle and public transport facilities • Fails to provide appropriate facilities such as GP surgery, pharmacy, dentist, food and drink premises • It is not a low car development • Transport modelling is not credible • Object to plans for Bayswater Road and request that it remains unchanged • Object to plans for western access and works to Marston Interchange and request that it remains unchanged

- Segregated cycle path and subsidised bus service should be provided for residents of the villages east of the application site
- A40 bridge is too close to the Barton Park signalised exit
- A40 bridge destroys rare and best agricultural land

Second Response September 2023

Objection

Application does not comply with Policy STRAT13 for the following reasons:

- Housing number
- Level of facilities to be provided
- Insufficient transport infrastructure to be provided
- Impact on SSSI not adequately addressed
- No air quality mitigation measures provided
- Proposed development is not low carbon
- Roads will be built in Flood Zones 2 and 3
- No landscape buffer between the development and Wick Farm
- Does not promote non-car travel
- No defensible Green Belt boundary
- Some trees and hedgerows are to be removed
- Does not relate to and connect to adjoining built development
- Building to four storeys would not respect character of neighbouring development
- Archaeological survey required for field east of Lower Farm
- Traffic modelling does not take account of cumulative impact of relevant development in South Oxfordshire and adjacent authorities

Third response October 2023

Objection

- Concerns previously raised remain
- Unsustainable development – only 60 year design life then redevelopment
- Noise assessment leaves out SSSI, wildlife and only mentions crematorium
- No vibration assessment
- Impact on flood risk
- Light pollution from street lighting to surrounding villages
- Air quality – insufficient receptor monitoring sites and impact of dust

Fourth Response December 2023

Objection

- References made to Environment Agency comments on the application proposals, supporting these comments

	<u>Fifth response January 2024</u> Objection • Object to the amendments made to the transport modelling as do not address concerns previously raised • References made to OCC Highways comments (dated June 2023) and how the amended material fails to address these issues <u>Sixth response March 2024</u> Objection • Proposal does not comply with Policy STRAT13 for reasons previously set out • Development not confined to Flood Zone 1 <u>Seventh response June 2024</u> Objection • All previous concerns raised remain and have not been addressed
Elsfield Parish Meeting	<u>First response March 2023</u> Objection • No defensible green belt boundary • Should have wide north-south green links • Loss of 10ha of best agricultural land • Fails to protect the Elsfield view of Oxford and views to and come Oxford City • Fails to overcome barrier of A40 • Car journeys too easy on excessively improved access to major roads • 50% increase in developable area • Fail to assess impact of traffic on Elsfield • Does not adhere to indicative concept plan • Fail to protect historic setting of Oxford • Use of Green Belt land for a park • Fails to discourage car dependency • Fails to overcome barrier of A40 – multiple links over the A40 are required • Will damage the SSSI and fail to provide mitigation • Impact on Elsfield by using B4027 rat run to A40 <u>Second response September 2023</u> Objection • Will irreparably damage the SSSI • Western Gateway park should be removed to ensure openness of the Green Belt • Western Gateway park is enclosed, urban, not historic and cannot develop natural habitats found in adjacent Green Belt • Western Gateway park would result in loss of best agricultural land • Unnecessary loss of section of Elsfield Lane

	• Stronger measures required to stop the development becoming car dependent • Simple signal free T-junction access should be provided along with putting off-plot parking away from front doors • Higher subsidised bus provision required to employment sites across Oxford and Science Vale • Three additional bridges required over A40 • Applicant should not be able to opt out of County parking standards or have more lenient standards • A natural park between the developable area and the SSSI should be required • Move main shops and service area to the centre of the development <u>Third response October 2023</u> Objection • Increase in housing numbers above 1,100 not justified • Loss of additional 10ha of BMV agricultural land • Excessive blue infrastructure in Western Gateway park • Reference to objection from the EA • Reference to landscape officer comments • Parking policy should be considered at the outline stage • Poor provision of services and facilities – need a grocery store, GP surgery and pharmacy <u>Fourth response December 2023</u> Objection • Material submitted fails to address the points raised by the Environment Agency in their consultation comments • Concern over proposed realignment of parts of the Bayswater Brook <u>Fifth response January 2024</u> Objection • Concerns previously raised have not been addressed
Stanton St John PC	<u>First response March 2023</u> Objection • Housing numbers beyond that prescribed by Policy STRAT13 at 1,570 • Building heights should not be determined by the outline application • Masterplan shows how all parts of the site will be delivered • Lack of compliance with requirement for a low car development • Insufficient Green Belt boundary • The SSSI is not adequately protected

	- Relationship of flood zones to proposed residential parcels is not appropriate <u>Second and third responses September and November 2023</u> Objection - Previous concerns remain <u>Fourth response January 2024</u> Objection - There should be no development in Flood Zones 2 and 3 - Sewage treatment works do not have sufficient capacity
Forest Hill with Shotover PC	<u>First response March 2023</u> - Concern over increase in housing numbers and the impact traffic from the development will put on local infrastructure especially the B4027 through Stanton St John <u>Second response September 2023</u> - No strong views <u>Third and fourth responses January and March 2024</u> - Supports views of Beckley and Stowood PC and Elsfeld Parish Meeting <u>Fifth response May 2024</u> - Object to the whole development of the area based on Environment Agency comments on sewage treatment capacity
Risinghurst and Sandhill PC	Objection - Traffic implications of 1,570 dwellings on local road network - Highway improvements at Bayswater Road and Green Road roundabout will gridlock this junction - Little thought given to traffic effects on local villages - Local Plan provision is for 1,100 houses - No improvement to flooding of road and bridge on Bayswater Road - Concern that SSSI will be overrun and destroyed by increased footfall from new residents - Lack of provision for Primary Care - A new Green Belt boundary should be identified and put in place
Old Marston PC	Objection - The impact on traffic into the City from Marston Flyover has been underestimated - The density of housing and lack of adequate infrastructure exacerbates the problem - The loss of Green Belt, at a time when we should be paying urgent attention to Climate Change, needs further examination

Woodeaton Parish Meeting	Objection Support to the position of the Environment Agency and their objections to the application, in particular that Thames Water's sewage treatment plant is inadequate
Oxfordshire County Council – Highways	No objection subject to S106 Agreement and conditions The initial concerns raised by OCC Highways have now been addressed. OCC Highways initially raised an objection to the application proposals on the following grounds: • Technical points relating to structural elements within the planning application including the connectivity bridges, A40 over bridge and public transport bridges • Technical information provided around the infrastructure for the bus routes is not sufficiently developed and is required to be amplified to ensure deliverability • Application has not demonstrated that the vehicular accesses are of a suitable standard • There is no access shown between Wick Farm Park and the site • The phasing and construction plans are currently not satisfactory
Oxfordshire County Council – Lead Local Flood Authority	No objection subject to conditions
Oxfordshire County Council - Education	No objection subject to S106 agreement regarding education contributions
Oxfordshire County Council - Property	No objection subject to S106 agreement regarding libraries and archaeological storage. Comments provided from the Fire Service and the team regarding the school site design.
Oxfordshire County Council – Archaeology	No objection subject to conditions
Oxfordshire County Council – Waste Management	No objection subject to S106 agreement regarding household waste recycling facilities
Cyclox	<u>Comments as follows:</u> • As site so well sited for transport connectivity to Oxford, support higher density housing • Masterplan makes excellent use of filtered permeability, with motor traffic constrained to a single spine road and stub accesses off that, but with a dense network of walking and cycling routes • Road layout around the school should deter people from driving the school run • Good number of walking and cycling routes provided to connect site with Barton Park to south, would be good to have some of footpaths to the north upgraded to bridleways • Support two-way cycle track on west side of Bayswater Road – design should cater for future potential extension northwards

	• Would be beneficial if Marsh Lane Flyover provided a foot / cycle track on eastern side of the bridge • A40 bridge will be an invaluable resource • Support proposed improvements to crossings of the B4150 slip road from Marsh Lane
BBOWT	<u>First response</u> • Concern over increase in housing numbers to 1,450 • Do not believe harm to the SSSI can be adequately mitigated • Proposals will lead to increased recreation pressure that will damage the SSSI – off lead dogs, anti-social behaviour, vandalism and littering • There is no data driven recreational impact assessment to assess future levels of recreational use of the SSSI along with a full set of mitigation measures - do not agree with the findings of the EIA • Development will result in increased numbers of people wishing to visit the SSSI as it will be the closest accessible large area of mature, ancient woodland and mature wildlife habitat • A mitigation and enhancement strategy should be submitted – although harm could only be reduced, not eliminated • Need wardening of the SSSI to be funded and an increase in buffer planting • Fencing required to PRow 210/10/10 and improved path surface to deter encroachment into the SSSI • An on-going monitoring programme is required to including recreational surveys to identify any impacts • A hydrological assessment to understand the impacts on the SSSI has not been submitted – despite being required by STRAT13 (also raised by Natural England) • Impact on priority habitats • Impact on priority species of birds – breeding and wintering bird surveys • Development site should include a Nature Reserve of at least 50ha (to provide compensatory wildlife habitat to help redress the considerable impact the development will have on a large area of greenfield land supporting significant wildlife – proposals need to comply with Policies ENV2, ENV3 and STRAT13) <u>Second response</u> • Habitat creation offered separately from planning application (planting around Sydlings Copse / College Pond to provide buffering and increase size of semi-natural habitat) should be included in the S106 • Funding for a warden for 15 years is not sufficient – should be in perpetuity • Eastern RFL to become part of SANG like provision • Condition that western RFL is not to be developed

	• Need on-going hydrology monitoring programme for Sydlings Copse / College Pond (in perpetuity) so that is any impact occurs from the development the can be remedied • Various matters to be subject of conditions <u>Third response</u> • Financial contributions should be provided towards a reserve warden employed by BBOWT as opposed to having an Environmental Manager • A wider buffer of scrub should be provided between the enclosed dog walking area and College Pond • In perpetuity funding should be provided to maintain a fence boundary to College Pond • Offsite habitat creation to be provided separately to the proposals set out in the planning application should be secured through the S106
Natural England	No objection In response to the amended proposals and additional information provided, Natural England raise no objection. • Welcome the inclusion of a large area of green space provision which comprises a dog walking field with off-lead walking provision which will act to mitigate potential impacts on the SSSI • Welcome the provision of an Environmental Manager who will manage the green space throughout the development which will contribute to protection of nearby SSSI <u>Initial comments</u> Natural England commented that further information was required to be submitted as part of the application relating to: • The amount of green space to be provided on the site • The design, layout amend management of the green space • Evidence to demonstrate the proposed green space will reduce potential recreational pressure on the SSSI • The inclusion of a substantial area of alternative green space in addition to the green infrastructure proposed • The detail of access management to the SSSI set out in a mitigation and enhancement strategy • The hydrological assessment and how this would affect the SSSI
National Highways	No objection subject to condition National Highways requested that the application not be determined for a period of 56 days to allow them to engage with the applicant's transport consultants to correctly understand the impact of the proposed development on the Strategic Road Network. Information satisfying National Highways' requirements as subsequently provided.

	Request a condition to secure a Construction Traffic Management Plan (CTMP)
Active Travel England	No objection subject to conditions Active Travel England requested further information to be provided in relation to the following: - Layout and permeability, specifically the location of primary school - Approach to the design of the Main Street - Linkages across Bayswater Brook - The active travel network within the site - Access and external active travel network Following dialogue with the applicant in relation to the above matters, ATE is now content with the proposals.
Oxford Bus Company	No objection - Lend their unequivocal support to the proposals - Have consistently supported the allocation of this site - Strongly support approach to meet Oxford's unmet housing need as close as possible to the City - Applicant has undertaken a very comprehensive and diligent pre-application engagement exercises with stakeholders and the public - Support the masterplan approach to promoting bus travel - Higher housing numbers on the site will maximise the opportunity to secure high quality public transport - Bus link south of local centre would be better located to west of hedge/ tree belt as opposed to the east of it - Supportive of approach to optimise permeability of the site and provide links across the Bayswater Brook so bus services in Barton are available - Support bus connectivity across the Bayswater Brook so route can conjoin with Barton Park and Barton - Fully support bus access proposals and clockwise routing via A40 and Barton Village Road - Strongly support proposals for bus only link from North Way to the A40 eastbound approach to Headington Roundabout
Historic England	No objection - Broadly accept analysis in the ES in terms of impact on Oxford City as seen along the View Cone channel - Welcome the position of the Western Gateway Park to ensure the experience of seeing historic Oxford is not interfered by new buildings - At RM stage, careful consideration should be given to the height, density and form of development in the north-west corner of the built-up area to avoid a hard distinct edge between open green character and

	suburb, with generous landscaping to provide a transition • Condition that no recreational activity that require tall structures should be allowed within the Gateway River Park • Condition lighting proposals (height of columns) to avoid impact on the view cone • Proposals for Wick Farm and the listed structures supported • Seek to monitor listed well house to ensure no condensation arises from its sealing off
Thames Water	No objection – subject to condition • The developer should liaise with the LLFA to agree an appropriate surface water drainage strategy before connecting to the sewer network • No objection in relation to foul water sewerage network infrastructure • No objection in relation to the water network infrastructure capacity • Request a condition that prevents construction within 5 metres of the strategic water main
Sport England	No objection Sport England initially raised a holding objection in relation to the proposed provision of sport and recreation facilities (based on the proposed on-site provision). Details of financial contribution towards off-site facilities has been considered by Sport England who have confirmed no objection.
Oxford Preservation Trust	Comments as follows: • To mitigate impact on the green, open and rural character of the setting of Oxford OPT would wish to see the retention of existing landscaping where possible, including the retention of retained hedgerows, trees and areas of open space • Unfortunate the proposed Western Gateway Park is proposed on greenfield land in the Green Belt outside of the Policy STRAT13 allocation area – OPT ask that enforceable measures be taken to ensure that there is no further creep into the surrounding area either now or in the future
CPRE South Oxfordshire	Objection • Higher housing numbers than 1,100 in the Local Plan • Largely ignored indicative concept masterplan • Exclude land not inset from the Green Belt • Proposed development would submerge substantial sections of public rights of way • Proposed development would impact views from the public rights of way
Environment Agency	Objection

	- Proposed development would pose an unacceptable risk of pollution to the water environment and surface water quality - Oxford Sewage Treatment Works discharges into the Northfield Brook - Oxford Sewage Treatment Works has insufficient Flow to Full Treatment capacity for the population served - The Northfield Brook is failing to achieve Good Water Framework Directive (WFD) status for all but three of the elements that make up Ecological Status - Further flows into Oxford Sewage Treatment Works before improvement to it may lead to further deterioration of the WFD ecological status and/or prevent elements or the waterbody achieving Good Ecological Status - Thames Water need to work with the Environment Agency to put plans and timescales in place to ensure improvements at Oxford Sewage Treatment Works to meet regulatory requirements and are delivered as soon as possible The EA initially raised an objection relating to the following matters, but these have since been resolved through the submission of amended plans and further information and the EA no longer object on these grounds: - Development should be located outside of Flood Zone 3b - Revised FRA required to address specified modelling issues - Further design details required relating to proposed Bayswater Brook enhancements
Crime Prevention Design Advisor	Comments as follows: - Applicant should commit to obtaining Secured By Design accreditation on the residential and commercial areas and Park Mark accreditation for the public parking elements - All public spaces and community buildings should be designed in cooperation with Thames Valley Police County Terrorism Security Advisors - The DAS for all forthcoming applications should include a section for Crime Prevention Through Environmental Design - Any speed restrictions on A40 would need engineering / technology to achieve compliance not just signage - General guidance provided which is more relevant to the reserved matters applications
Oxford City Council	No objection <u>Affordable Housing</u> Proposals for affordable housing are acceptable <u>Heritage and urban design</u>

	• Support proposals to restrict development in the more sensitive northern and western parts of the site • Further detail in the LVIA required to ensure no harm to the settings of Old Headington and Old Marston Conservation Areas, the views to the side of the Elsfield view cone and views from the University Church of St Mary • Concern that building heights to the west of the development could detract from appreciation of the Elsfield View Cone • Impact on Old Headington Conservation Area and the view from University Church of St Mary – LVIA should have more detail than just wire line drawings • More detail required on parameter plans to assess impact on heritage assets • LVIA needs to consider impact of the bridge over the A40 • Recommend need for a Design Code is conditioned <u>Air quality</u> • No risk of adding new receptors into an area of particularly poor air pollution • Sufficient set back of development from the A40
Integrated Care Board	Financial contribution requested towards expanding primary care facilities at either Barton, Bury Knowle or Manor Surgeries
Cllr Tim Bearder	• The site is not sustainable without a near zero contribution to additional trip numbers • The local infrastructure is already at capacity with significant delays on the Bayswater Road and the Green Road roundabout is one of the most dangerous in the County - the application does not adequately mitigate the impacts on these pieces of infrastructure • The single cycle bridge is welcome but is not properly situated, with location seeming to have been determined by available land – it is too close to the existing Marson Ferry Bridge and too far from Green Road roundabout • It is imperative that the County Council applies its new Decide and Provide and parking standards policies which taken together say that a development at this location should be zero car • Sydlings Copse SSSI would remain an extremely attractive walking amenity – serious weight should be given to the submission from BBOWT • Not enough has been done to mitigate against the risk of flooding along the length of the Bayswater Brook
Cllr Mike Rowley	• Bayswater Road is gridlocked in rush hour • Not clear how pressure public resources with Barton and Headington will be mitigated – particularly GP surgeries and football pitches

	- Impact of flooding from the Bayswater Brook and impact of the proposed bank on southern side of the brook - Impact on the SSSI - Direct access to the countryside is highly valued in Barton
Cllr Glynis Phillips	- Not convinced proposed changes to Headington Roundabout will be sufficient - Assumption of 25% reduction of cars on the ring road is not consistent with current traffic policy and is unlikely to be achieved - Lack of primary care facilities and current capacity issues - Development fundamentally flawed due to lack of adequate transport links - There is no way that the SSSI can be protected given number of residents within walking distance - Flooding issues along the Bayswater Brook will be made worse - This site is in the wrong place, more work needs to be done to develop the area along Grenoble Road
The Friends of Old Headington	- Traffic mitigation measures should be implemented in the Old Headington Conservation Area - Visual impact of the proposed development
SGN Plant Protection Team	Details provided on infrastructure and utility services in the vicinity of the site

3.3 Council - professional officer comments

Representation	Comments
Conservation Officer	No objection – subject to conditions - Satisfied that the applications have considered the impacts on historic fabric and the wider historic environment - The building heights parameter plan responds to need for lower overall heights in the more sensitive areas surrounding the view cone - Satisfied with the proposed works relating to the Wick Farm listed buildings and the proposed uses are compatible with the buildings - There will be an erosion of the agricultural setting of the Wick Farm buildings - whilst the buildings within the application site will be put to viable ongoing uses, the connection to the agricultural setting of the site will be lost - This would result in less than substantial harm and at the lower end given the existing context of separation between the former farmhouse and agricultural buildings
Countryside Officer	Comments as follows: Content that proposed development can likely meet or exceed the requirements of Policy ENV3 and deliver a biodiversity net gain

	• Provision of enclosed dog walking field noted – the College Pond PRoW is less likely to be used by walkers to deviate off the path and into the SSSI due to the wet nature of the habitats under foot and the proposed use of path / bridge improvements and defensive planting • A proposed Environmental Manager has replaced previously proposed funding for Reserve Officer – not convinced this would be effective as Environmental Manager may not have appropriate land access rights and could be subject to improper oversight • Details in the Technical Note relating to Lowland Fen are accepted • Accept the conclusions of the Environmental Statement and its technical appendices regarding screening out the development for appropriate assessment under the HRA process • Generally satisfied that impacts on SSSI can be avoided through mitigation and SANG (like) green infrastructure provision • Most of the important hedgerows on the site will be retained, with smaller areas of loss for access infrastructure • The scheme would not have an unacceptable impact on the faunal use of the site and there is likely scope for adequate farmland bird mitigation • Habitats within the detailed proposals for the local centre are not a constraint to development • Generally satisfied with bat mitigation strategy and that these will be adequate to ensure that a derogation licence is granted by Natural England
Drainage Engineer	No objection – subject to conditions • The general strategy set out in the FRA and Surface Water Drainage Strategy provides a basis for detailed design and it is considered that further details can be provided by way of a suitably worded planning conditions • Scheme has been amended to remove previously proposed flood defence and bund from Barton Village Road, with additional capacity being provided where there is a current restriction at the watercourse crossing – this is considered a reasonable compromise that reduces overall flood risk in this location
Forestry Officer	No objection – subject to conditions • The masterplan for the site has been broadly designed to reflect the arboricultural constraints found on the site - considering the scale of the development the amount of proposed tree loss is minimal and does not require the loss of any of the highest quality trees • The site offers ample opportunity to mitigate the amount of tree loss

Air Quality	No objection - subject to conditions Condition scheme for EV charging
Contaminated Land	No objection – subject to conditions - The ES satisfactorily addresses the requirements for a Phase 1 contaminated land preliminary risk assessment. - Moderate risk of ground contamination has been identified at the former landfill north of Wick Farm including ground gas
Environmental Protection	No objection – subject to conditions Satisfied with Noise Report contained within the ES. Request conditions to: - Provide details of internal and external acoustic design to be approved - Restrict hours of construction - Ensure operation of plant, machinery and equipment as per recommendation in the acoustic report
Leisure	No objection The Leisure Officer has been party to discussions with the applicant and Sport England. The Leisure Officer is satisfied with proposed on-site provision and contributions towards off-site provision.
Urban Design Officer	No objection – subject to condition - Overall, the masterplan represents a cohesive piece of high-quality master planning - The masterplan has clearly demonstrated the ability to focus a place on sustainable travel, with an emphasis on cycling and walking that responds well to the natural setting and features of the site, and including these within the overall landscape lead approach to the site - The masterplan as proposed fulfils the design requirements of the strategic allocation and Policy STRAT13 - Recommend a condition to secure a Design Code and Character Area Briefs based on the submitted DAS
Landscape Officer	No objection Following submission of a revised LVIA and amended plans / parameter plans to address the points below, the Landscape Officer has concluded: Careful consideration will be required as part of the detailed reserved matters submissions for parcels R1 and R3 to ensure that the proposed buildings heights do not create an abrupt transition, and building heights lower than the maximum shown on the parameter plan may be required Concerns were initially raised in relation to:

	• The LVIA is lacking sufficient information to enable an understanding of the judgements made • Reducing building heights / density on the western and northern edges of the development • Move tennis courts and allotments away from site access road and open space • NEAP better located on edge of housing so it can be overlooked
Housing	No objection Suggested tenure mix and unit size provided. Following discussion with applicant, an amended unit size mix has been agreed

3.4 **Public responses**

Representation	Comments
Local residents (133)	• The housing is not needed • There are more appropriate places to construct new homes • More development in the Green Belt • Impact on road network of additional vehicles • Impact on local infrastructure • Additional vehicles will route through Elsfield • Increased pressure on GP facilities • Lack of new infrastructure being provided • Site access proposals inadequate • Need a separate cycle bridge next to the existing bridge at the Marston Junction • Need to build new junction at Marston to accommodate additional traffic • No improvements to cycle infrastructure across the A40 over the existing situation • Proposed bridge over A40 offers no advantage over current signalised crossing at Barton Park • Increased light and noise pollution • Impact of noise and vibration from pile driving • Noise report does not consider the crematorium • Loss of four existing businesses at Wick Farm • No significant landscape buffer between development and Wick Farm • Impact on biodiversity • Increase in housing number above 1,100 • Cycle connectivity is not improved • Loss of 10ha of best and most versatile agricultural land not justified • Flood risk strategy wholly inadequate • Development will increase flooding • Areas around Bayswater Brook currently flood • Opposed to rerouting of No.8 Barton bus service • The development should be car free • Building heights should be restricted to three storey

Petition https://www.change.org/STOP-LNBB-NOW	A petition with 1,344 signatures has been received. The petition is entitled 'Stop development at Land North of Bayswater Brook, north Oxford'. The petition calls on South Oxfordshire Council to refuse planning permission for Land North of Bayswater Brook north of Oxford. The cited reasons for this are as follows: • EA has recommended SODC refuse planning permission until Thames Water repairs its degraded Oxford Sewage Treatment Works: 'adding additional flows to the STW before this scheme is completed is not acceptable.' • The EA's intervention sets an important precedent not just for Oxfordshire but the country: when a central government agency tells a district council not to approve new development that will aggravate local flooding and sewage spills, then the local authority has a duty on grounds of public health and safety to refuse planning permission. • Development at LnBB would aggravate an already serious situation.
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4.0 RELEVANT PLANNING HISTORY

Application Number	Description of development	Decision and date
P21/S1345/PEJ	Masterplan development associated with Local Plan Policy STRAT 13.	Submitted material used to inform Stakeholder workshops
P21/S0104/PEJ	Masterplan development associated with Local Plan Policy STRAT 13.	Submitted material used to inform Stakeholder workshops
P19/S4533/PEJ	Response to scoping opinion P19/S1122/SCO - Construction of up to 1,100 residential dwellings, local centre, primary school and associated infrastructure.	Advice provided (30/01/2020)
P22/S3420/SCO	Environmental Impact Assessment Scoping Report in respect of Land North of Bayswater Brook.	Decision issued (04/01/22)
P22/S1148/SCO	Environmental Impact Assessment Scoping Report in respect of Land North of Bayswater Brook	Decision issued (06/05/22)
P19/S1122/SCO	Request for a formal EIA Scoping Opinion under Regulation 15 of the Town and Country Planning (EIA) Regulations 2017 for construction of up to 1,100 residential dwellings, local centre, primary school and associated infrastructure.	Decision issued (20/05/19)

[P18/S0399/SCO](#)

Scoping opinion request for construction of up to 750 residential dwellings, local centre and associated infrastructure. Decision issued (21/03/18)

5.0 **ENVIRONMENTAL IMPACT ASSESSMENT**

- 5.1 The application proposals constitute 'EIA development' as defined in the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended) (the "EIA Regulations"). Accordingly, the applicant has undertaken an Environmental Impact Assessment to identify the likely significance of environmental effects arising from the proposed development.

6.0 **POLICY & GUIDANCE**

- 6.1
- **National Planning Policy Framework and Planning Practice Guidance**
 - **Proposed reforms to the National Planning Policy Framework and other changes to the planning system, consultation dated 30 July 2024**

6.2 **Development Plan Policies**

South Oxfordshire Local Plan 2035 (SOLP) Policies:

- STRAT1 - The Overall Strategy
STRAT2 - South Oxfordshire Housing and Employment Requirements
STRAT3 - Didcot Garden Town
STRAT4 - Strategic development
STRAT5 - Residential Densities
STRAT13 – Land north of Bayswater Brook
H1 - Delivering New Homes
H2 - New Housing in Didcot
H9 - Affordable Housing
H11 - Housing Mix
H12 - Self Build and Custom Housing
H13 - Specialist Housing for Older People
DES1 - Delivering High Quality Development
DES2 - Enhancing Local Character
DES3 - Design and Access Statements
DES4 - Masterplans for Allocated Sites and Major Development
DES5 - Outdoor Amenity Space
DES6 - Residential Amenity
DES7 - Efficient Use of Resources
DES8 - Promoting Sustainable Design
DES10 - Carbon Reduction
ENV1 - Landscape and Countryside
ENV2 - Biodiversity - Designated sites, Priority Habitats and Species
ENV3 - Biodiversity
ENV4 - Watercourses
ENV5 - Green Infrastructure in New Developments
ENV7 - Listed Buildings
ENV9 - Archaeology and Scheduled Monuments
ENV11 - Pollution - Impact from existing and/ or Previous Land uses on new Development and the Natural Environment (Potential receptors of Pollution)
ENV12 - Pollution - Impact of Development on Human Health, the Natural Environment and/or Local Amenity (Potential Sources of Pollution)
CF2 - Provision of Community Facilities and Services
CF3 - New Open Space, Sport and Recreation Facilities

CF5 - Open Space, Sport and Recreation in New Residential Development
EP1 - Air Quality
EP2 - Hazardous Substances
EP3 - Waste collection and Recycling
EP4 - Flood Risk
INF1 - Infrastructure Provision
INF2 - Electronic Communications
INF3 - Telecommunications Technology
INF4 - Water Resources
TRANS4 - Transport Assessments, Transport Statements and Travel Plans
TRANS5 - Consideration of Development Proposals

6.3 Neighbourhood Plan

The Beckley and Stowood Neighbourhood Plan passed its local referendum on the 5 September 2024. Section 3 of the Neighbourhood Planning Act 2017 (as amended) gives neighbourhood plans full effect once they have passed their local referendum. The policies in the Neighbourhood Plan have been considered against the application proposals. Those relevant to the proposals are listed below and are considered in the relevant sections of this report.

Policy E1 Biodiversity
Policy H1 Preservation and Heritage
Policy DS3 Flood risk and development
Policy DS4 Smaller homes
Policy DG2 Night sky / lighting
Policy CC1 New construction and energy efficiency
Policy CC2 Low carbon transport

6.4 Supplementary Planning Guidance/Documents

- South Oxfordshire and Vale of White Horse Joint Design Guide 2022
- South Oxfordshire Developer Contributions SPD 2022

7.0 PLANNING CONSIDERATIONS

7.1 The relevant planning considerations are the following:

- Principle of development (incl no. dwellings)
- Land supply
- EIA and cumulative impact
- Masterplan
- Affordable housing and housing mix
- Self build and custom build
- Transport and movement
- Archaeology and historic environment
- Ecology, biodiversity and SSSI
- Low carbon development
- Flooding and drainage
- Green Belt
- Landscape and trees
- Green infrastructure and open space
- Environmental health matters

- **Local centre (detailed proposals)**
- **Phasing**
- **Infrastructure provision**
- **Health Impact Assessment**

7.2 Principle of development

Section 38 (6) of the Planning and Compulsory Purchase Act 2004 requires applications for planning permission be determined in accordance with the development plan unless material considerations indicate otherwise. Section 70 (2) of the Town and Country Planning Act 1990 requires that the local planning authority shall have regard to the provisions of the development plan, so far as material to the application, and to any other material considerations.

7.3 The development plan currently comprises of the South Oxfordshire Local Plan 2035 and made neighbourhood plans. Policy STRAT2 provides the housing requirement for the district, which includes 4,950 homes to address Oxford's unmet housing need. Policy STRAT1 sets out the spatial strategy to meet this requirement. Several strategic allocations are made through Policy STRAT1, and this includes land North of Bayswater Brook. This is one of three sites allocated to meet Oxford's unmet need, the other two sites being Land south of Grenoble Road and Land at Northfield. Policy STRAT13 relates to Land North of Bayswater Brook and the site is allocated to deliver approximately 1,100 new homes and supporting services and facilities. The allocation is comprised of two parts, the main site that is the subject of this application and a smaller site to the north of Sandhills which is physically separated. The principle of the development of the application site with associated access infrastructure connecting to Elsfield lane is therefore established through the development plan.

7.4 The application proposes 1,450 homes on the site, and this is in excess of the amount envisaged in the Local Plan. The housing requirement for the district set out in Policy STRAT2 of 18,600 homes to March 2035, with the addition of 4,950 homes to address Oxford's unmet met, is the minimum requirement and is therefore not a cap on development. The Government's objective set out in the NPPF is to significantly boost the supply of new homes. An increased amount of housing on the site is therefore acceptable in principle provided that the requirements set out in Policy STRAT13 (e.g. in relation to landscape considerations, impact on the adjacent SSSI, infrastructure provision and maximising sustainable travel patterns) are still met along with the other relevant policies in the plans as a whole.

7.5 A key planning principle established in the NPPF is to make the efficient use of land. This is embodied within the Local Plan Policy DES7 which requires new development to make provision for the efficient use of land in accordance with residential density requirements set out in Policy STRAT5. It is particularly important to ensure that an efficient use of land is made on this site as it has been released from the Green Belt for development.

7.6 Policy STRAT5 requires that planning permission only be granted where it is demonstrated that the proposal optimises the use of land and potential of the site. The policy sets an expectation that sites such as this (with good accessibility by foot or bicycle to a district centre within Oxford City) accommodate higher densities of more than 45 dph (net) across the site. The applicant has demonstrated in their Design and Access Statement that a development of 1,100 dwellings would achieve a net density of 33 dph. I am of the view that the proposed development of 1,450 homes on the site, achieving a net density of 45dph is acceptable in principle,

provided that the requirements set out in Policy STRAT13 are still met along with the other relevant policies in the plans as a whole. This has been assessed further in this report.

Land supply

- 7.7 In accordance with the NPPF for planning applications submitted prior the December 2023 update to the NPPF (as applies to this application) the Council is required to demonstrate a supply of specific deliverable sites sufficient to provide a minimum of four years worth of housing against the requirement on the adopted Local Plan 2035. This is because the Council's emerging Local Plan has reached Regulation 18 stage. The Council's published five-year land supply statement (September 2023) demonstrates a supply of 4.2 years. As such, the policies in the Local Plan 2035 are up to date for the purposes of determining planning applications.

EIA and cumulative impact

- 7.8 The application proposals constitute 'EIA development' as defined in the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended) (the "EIA Regulations"). Accordingly, the applicant has undertaken an Environmental Impact Assessment to identify the likely significance of environmental effects arising from the proposed development.
- 7.9 The findings of the assessment are contained in the Environmental Statement (ES) that accompanies the application. These findings have been taken into consideration as part of the assessment of the application proposals and are covered in more detail in the relevant sections of this report. A summary of the identified effects, proposed mitigation measures and residual effects is set out in Chapter 17 of the ES. The ES has considered both the development proposed as part of outline application P22/S4618/O (the subject of this application) and the full application for the access package, submitted jointly to both South Oxfordshire DC and Oxford City Council. The ES has considered the cumulative effects of the proposed development i.e. those in combination with other proposed or permitted schemes. The moderate and major adverse effects identified are effectively mitigated through the design and layout of the masterplan or through the use of planning conditions or S106 obligations. The residual adverse effects identified relate to the loss of Best and Most Versatile agricultural land through the development of the site, the visual impact to receptors on short sections of public rights of way that run through the site and to a small number of residents in close proximity to the site boundary with direct views of the site. These matters are considered in the relevant sections of this report. A temporary residual adverse effect relates to users of the public rights of way through the site during the construction period, as the routes are temporarily diverted.

Masterplan

- 7.10 Local Plan policies STRAT4 and STRAT13 require a comprehensive masterplan to be submitted as part of the proposed development. Given the outline nature of the application proposals, an indicative masterplan has been submitted (drwg. P19-0856-05 Rev AE) and this is appended to this report at Appendix 3. Alongside the masterplan, a Development Framework Plan and Landscape Framework Masterplan have been submitted. These are also indicative at this stage but convey how the site is intended to be developed and can inform the reserved matters submissions. These are appended at Appendices 4 and 5.
- 7.11 Certain elements of the masterplan are proposed to be fixed as part of the outline permission through the use of parameter plans. These parameters have been assessed as part of the Environmental Statement. If approved, the parameter plans

would provide a framework for future, more detailed designs and will define the type of development that can be brought forward as part of the reserved matters. Parameter plans have been submitted in relation to the proposed land uses, building heights, density, access and movement and green infrastructure. These are appended at Appendix 6.

7.12 The masterplan and parameter plans do not include the smaller part of the STRAT13 allocation to the east, to the north of Sandhills. The two sites are not dependent upon each other nor have any interdependencies that would warrant them needing to be masterplanned together or submitted as one planning application. On this basis, the two sites can come forward independently and comply with policies STRAT4 and STRAT13. The smaller element of the allocation is the subject of separate planning applications, references P24/S2074/O and P24/S0133/O.

7.13 The masterplan proposals have been the subject of pre-application discussions, which commenced in 2021, with officers from South Oxfordshire DC, Oxford City Council, Oxfordshire County Council along with representatives from the Environment Agency, Natural England and Historic England. The masterplan has also been subject to a formal Design Review, whereby the scheme was presented to a panel of independent design professionals and feedback sought. The masterplan has been the subject of significant public consultation and engagement that has involved six online Enquiry by Design events targeted at key stakeholders and community representatives, four in person public consultation events, three online public consultation events, six parish council meetings, a meeting with Wick Farm Park residents and meetings with a community liaison group. The feedback received from these events is set out in the submitted Statement of Community Involvement.

7.14 Land use and layout

The Land Use Parameter Plan and the Design and Access Statement (at Section 6) set out the site area and land use budget as follows:

Total Site Area including full access application	125.5ha
Site Area of outline hybrid application	118.9 ha
Residential Land	32.4ha
Green Infrastructure	63.4ha
Up to 2FE Primary School	2.2ha
Commercial Village Centre	0.8ha
Residential Led Mixed Use* ¹	0.1ha
Assisted Living	1.7ha
Retained Farmland	10.4ha
Remaining (for infrastructure and access)	7.9 ha

*¹ Community use buildings (Class F2) and commercial use (Class E)

7.15 The extent of the site allocation is shown in the diagram below extracted from the Local Plan. The land to the west of the site, in between the site and Elsfield Lane is excluded from the allocation but is shown to be necessary for the provision of transport access to serve the site. This land remains within the Green Belt. The reason not to include this land in the site allocation is due to the presence of the Oxford View Cone. Built development within this area and within the view cone would be harmful to the rural nature of the historic view. The layout and design of the access arrangements need to be sensitive to the Oxford view cone.



- 7.16 The application site as submitted, includes the land between the allocated site and the Elsfield Lane. This has been done to incorporate the site access from Elsfield Lane, alterations to Elsfield Lane and the junction with the A40, and include a Western Gateway Nature Park within the application boundary.
- 7.17 Concerns have been raised through the consultation process that the inclusion of this land within the application site results in the loss of further of best and most versatile (BMV) agricultural land (i.e. over and above that associated with the allocated site) and development within the Green Belt.
- 7.18 Local Plan policy DES7 seeks to avoid the loss of BMV land unless it is demonstrated to be the most sustainable choice from reasonable alternatives by first using areas of poorer quality land in preference to that of higher quality. The Western Gateway Nature Park is Grade 2 agricultural land and measures 11ha. Proposals resulting in the loss of 20ha or more of BMV agricultural require consultation with Natural England. Natural England have been consulted on the application proposals and have not raised an objection to the loss of the agricultural land.
- 7.19 The principle of the loss of some this BMV agricultural land has already been established in the Local Plan, as the land is earmarked as needed for transport access. Furthermore, the NPPF and Local Plan policy STRAT6 require compensatory improvements to the environmental quality and accessibility of remaining Green Belt, for land released from the Green Belt. These can include new or enhanced green infrastructure, new or enhanced walking and cycling routes and improved access to new, enhanced or existing recreational and playing field provision. The Western Gateway Nature Park forms part of the compensatory improvements providing new green and blue infrastructure for recreational use. It also forms part of the green infrastructure strategy to mitigate the recreational pressure on the SSSI to the north of the site (set out in more detail at Paras 7.74 to 7.81 of this report).
- 7.20 Policy DES7 specifies that areas of poorer quality agricultural should be used in preference to higher quality land. Grade 4 agricultural land exists within the allocated

site to the south and east. However, this is the least sensitive in landscape terms and has the highest capacity to accept development in landscape terms. Land to the west of the site and the higher ground to the north is highly sensitive in landscape terms. Therefore, the Grade 4 agricultural land is best placed to be used for built development.

7.21 The proposed use of the land as a landscaped park with both green and blue infrastructure for recreational purposes accords with the NPPF and Local Plan policy STRAT6 in terms of appropriate uses within the Green Belt. Accordingly, the inclusion of the land between the allocated site and Elsfield Lane within the application boundary to accommodate the site access proposals and a gateway nature park are not in conflict with the NPPF or the Local Plan.

7.22 Local Plan Policy STRAT13 requires the masterplan to include a landscape buffer between the development and Wick Farm as well as incorporating high quality design to preserve or enhance listed buildings and their settings. The indicative masterplan shows a landscape buffer around Wick Farm and this would be fixed in the Land Use Parameter Plan. The requirement to preserve and enhance the listed buildings and their setting is considered in section (Local Centre – detailed proposals) of this report.

7.23 Policy STRAT13 also specifically requires the development proposals to provide or achieve the following elements set out below. These matters are considered in the relevant sections of this report, as indicated below.

- High quality pedestrian, cycle and public transport connections (Transport and movement)
- Built development to be located in Flood Zone 1 only (Flooding and drainage)
- The promotion of non-car modes of travel (Transport and movement)
- A permanent and defensible Green Belt boundary (Green Belt)
- Avoid harm to Oxford's historic setting and buffer to Oxford View Cone (Landscape, Oxford view cone and trees)
- Minimise visual impact on countryside (Landscape, Oxford view cone and trees)
- Provide higher density development along key frontages and transport corridors (Landscape, Oxford view cone and trees)

7.24 The Council's Urban Design Officer has commented that the masterplan represents a cohesive piece of high-quality master planning, that has clearly demonstrated the ability to focus a place on sustainable travel, with an emphasis on cycling and walking that responds well to the natural setting and features of the site, including those within the overall landscape lead approach to the site. Further, they consider the masterplan as proposed fills the design requirements of the strategic allocation and Policy STRAT13 of the Local Plan. The more detailed component of the scheme and redevelopment of Wick Farm presents a unique design and good quality spatial and architectural design, ensuring the reuse of the site and wider integration into the master plan.

Design and Access Statement

7.25 A detailed Design and Access Statement (DAS) has been submitted to support the application proposals. This document includes elements that would be found in a Design Code. The DAS splits the site up in different character areas. To ensure the principles set out in the DAS are taken forward into the reserved matters, a Design Code and Character Area Briefs for each character area, based on the principles set

out in the DAS should be submitted and approved. This can be secured via condition.

Affordable housing and housing mix

7.26 Local Plan Policy H9 seeks 50% affordable housing provision on sites such as this located adjacent to Oxford City. The application proposals will provide 50% affordable housing (725 homes based on the provision of 1,450 dwellings in total) with the tenure mix set out below which accords with the requirements of Local Plan Policy H9, as updated, to take account of the required provision of First Homes.

- 35% Social Rent (254 homes)
- 25% Affordable Rent (181 homes)
- 15% Shared Ownership (109 homes)
- 25% First Homes (181 homes)

7.27 It has been agreed (through a Memorandum of Understanding signed by both SODC and Oxford City Council) that of the 50% affordable housing secured (725 units), 80% of the first lets will be apportioned to the City Council and 20% will be apportioned to SODC. SODC will assess housing register applications and nomination of affordable housing for Oxford City applicants. Applicants with a local connection to Oxford would apply to join, and will be separately identified, on SODC's housing register and bid for properties on SODC's Choice Based Lettings website for rental properties. The affordable housing provision, apportionment of first lets to Oxford City and assessment of applicants by SODC will be secured in the S106 Agreement.

7.28 The proposed affordable unit size mix is shown below. This accords with the recommendations of the SHMA 2014 and the Council's Housing Officer has confirmed that this is acceptable. This unit size mix will be secured in the S106 Agreement. This accords with Neighbourhood Plan Policy DS4 as smaller homes (1 to 3 bed) would be provided.

Unit size	Social Rent	Affordable Rent	Shared Ownership	First Homes
1 bed	30	58	0	141
2 bed flat	15	40	59	40
2 bed maisonette	18	22	0	0
2 bed house	55	16	30	0
3 bed house (5 person)	69	25	20	0
3 bed house (6 person)	37	10	0	0
4 bed house	30	10	0	0
Total	254	181	109	181

7.29 Local Plan Policy H13 requires the provision of specialist housing for the elderly within the strategic allocated housing sites such as this site. Accordingly, the application proposes 120 assisted living units which will be in the form of Extra Care provision. In accordance with Policy H9, 50% of these Extra Care units are to be affordable, equating to 60 units. The tenure split for the 60 affordable Extra Care units will be as set out below.

- 35% Social Rent (21 units)
- 40% Affordable Rent (24 units)
- 25% Shared Ownership (15 units)

- 7.30 The proposed affordable unit size mix is shown below as requested by the Council's Housing Officer in consultation with the County Council. This will be secured in the S106 Agreement.

Unit size	Affordable Rent	Social Rent	Shared Ownership
1 bed flat 2 (person)	24	19	8
2 bed flat (4 person)	0	2	7
Total	24	21	15

- 7.31 Local Plan Policy H11 requires a mix of dwelling types and sizes to meet the needs of current and future households. Accordingly, the site wide market mix (in terms of dwelling size) will need to be approved. The application has not set out a proposed market mix so this will need to be secured and approved via condition. This will need to have regard to the Council's latest evidence, monitoring and delivery.

Housing Delivery Document

- 7.32 A site wide Housing Delivery Document will need to be approved to demonstrate the disposition of the market and affordable housing across the site. This shall include the number of dwellings, tenure and unit size mix of the affordable and market units, to be contained within each residential parcel. This can be secured and approved via condition.

Self build and custom build

- 7.33 Local Plan Policy H12 requires for strategic allocations such this to provide 3% of the proportion of developable plots to be set aside for self-build and custom-build. This has been agreed with the applicant and will be secured through the S106 Agreement.

Transport and movement

- 7.34 In providing facilities for movement for this site, Local Plan Policy STRAT13 requires that these should, as a first priority, provide high quality pedestrian, cycle and public transport connections into Oxford to maximise the number of trips by non-car modes and measures to discourage car-based development. The policy requires a transport movement hierarchy which promotes non-car based modes of travel and permeability across the site and beyond to Oxford City. If, having taken the impact of these measures into account, significant residual impacts on the highway network are still predicted, new highway infrastructure will be required to mitigate those impacts.

Promoting walking cycling and public transport on-site

- 7.35 The application is supported by a Transport Assessment (TA) which sets out how the movement hierarchy to promote non car-based modes of travel and the provision of high quality pedestrian, cycle and public connections to Oxford and surrounding facilities will be achieved. In essence, these are demonstrated on the Transport Masterplan TA -10, Public Transport and Vehicle Access Plan TA-16, the Off-site Works Key Plan TA-18 and the Potential Bus Routing Plan TA-20. These plans are appended to this report at Appendices 7, 8, 9 and 10.

- 7.36 Section 5.3 of the TA explains the approach taken in the development of the masterplan to prioritise walking, cycling and public transport. Key to this has been ensuring permeability by providing direct walking and cycling routes both across the site and in terms of wider connectivity with off-site destinations, namely Barton and Parton Park. The masterplan has been developed to provide an extensive, permeable footway, footpath and cycle network to facilitate ease of movement

around the development site. It would also provide connections to adjacent areas for all types of walking and cycling journeys including access to local facilities and commuting out of the development.

- 7.37 Within the site, all key pedestrian and cycling crossing points where priority should be given to walking and cycling will be provided with either zebra crossings or parallel crossings (a zebra crossing that also provides for cycles) where vehicles will be required to give way to pedestrians and cycles (as opposed to signalised crossings where cars are commonly prioritised). Travel to, from and within the development by car is given a low priority to encourage the use of other modes of travel.
- 7.38 To further promote walking and cycling, a segregated cycle route is proposed to run through the site linking the Bayswater Road access in the east to the new foot and cycle bridge over the A40 to the west. The segregated cycle route would be bi-directional, four metres in width and separated from the roads and footpaths. The intention is to provide a safe, attractive and efficient commuter route for cyclists through the site that connects to the main cycle network outside of the site. Offsite improvements are also proposed to enhance the existing pedestrian and cycle network within the vicinity of the site, targeting areas where provision is currently poor or not available (further details provided below at Paras 7.44 to 7.45). Where cycle movements will be lower with less emphasis on the need for cyclists to travel at higher speed, the use of shared paths is proposed.
- 7.39 At either end of the proposed main street (running east-west through the site) would be 'Dutch-style' roundabouts. These roundabouts would have Zebra or Parallel crossings on each arm as necessary which enables pedestrians and cyclists to have priority over motorists. An extract from the TA showing the form of a Dutch style roundabout is set out below. These detailed matters will be considered as part of the reserved matters.



- 7.40 To provide for permeability of movement and integration between the development site and the adjacent areas of Barton and Barton Park, a total of five connectivity bridges and associated paths are proposed across the Bayswater Brook along the southern boundary of the site. These are summarised and shown on a plan below. The proposed connectivity bridges are considered in detail as part of application P22/S4596/FUL.

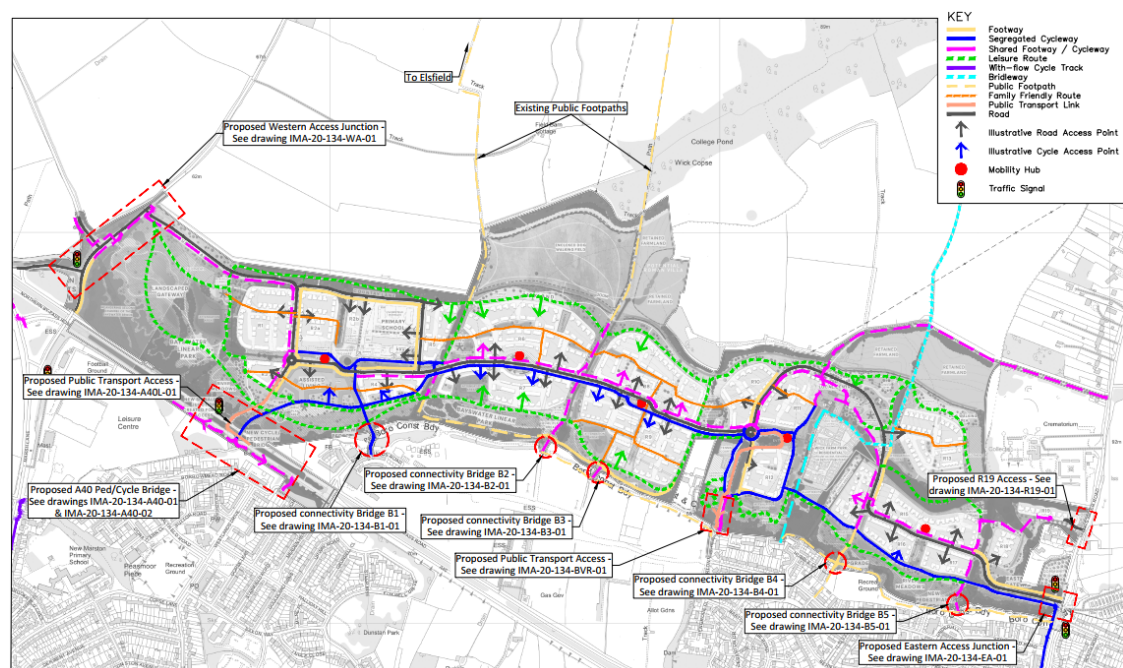
Bridge B1 – Barton Park West - a new 5.5m wide segregated pedestrian/cycle bridge across the Bayswater Brook to provide access to Barton park, and to allow residents of Barton Park to access the proposed A40 bridge

Bridge B2 – Barton Park Central - a new 4.0m wide shared pedestrian/cycle bridge across the Bayswater Brook to supplement the existing narrow public footpath bridge and provide access between the proposed development and Barton Park.

Bridge B3 – Barton Park Primary School - a new 4.0m wide shared pedestrian/cycle bridge across the Bayswater Brook to provide access between the development site and Barton Park

Bridge B4 – Fettiplace Road - A 4.0m wide pedestrian bridge connecting to Fettiplace Road providing an improvement to the existing bridge

Bridge B5 – Underhill Circus - A 5.5m wide shared pedestrian cycle bridge with a 3.0m footpath providing access to Underhill Circus



- 7.41 A new pedestrian/cycle bridge is also proposed across the A40 (northwest of the existing Barton Park access), to connect with the existing A40 shared footway / cycleway. From this, a new pedestrian/cycle connection to Foxwell Drive is proposed, to provide access to the JR Hospital, Marsh Lane and onward connection along the A40 cycle path. The proposed A40 pedestrian and cycle bridge is considered in detail as part of application P22/S4596/FUL.
- 7.42 Five Mobility Hubs are proposed to be distributed across the site. These will be designed to encourage people to travel sustainably and are intended to act as centralised hubs for greener travel options to include features such as shared bikes and e-scooters, secure cycle parking, parcel delivery lockers, public EV charging and EV car club and bus stops.
- 7.43 Public transport is proposed to serve the site and the potential routing is shown in plans TA-20. Discussions have taken place with the bus operators and there are

viable options for services to and from the site that could connect to the City Centre and the John Radcliffe hospital. However, the exact services to be provided are not yet agreed. Financial contributions of £4,740,000 are to be provided towards the provision of new services. As opposed to using the main eastern and western site access points, bus only points of access and exit to and from the site would be provided to enable this mode of transport to be prioritised over the private car. Bus access would be provided from the A40 and would loop through the site exiting via Barton Village Road. Off-site public transport improvements are also proposed to improve the flow of buses through the network and further details are provided below at Para 7.46.

7.44 Promoting walking, cycling and public transport off-site

In accordance with Policy STRAT13 the on-site access infrastructure is to be supported by off-site infrastructure that, as a priority, enables as many trips to be made either by walking and cycling or public transport as possible. The off-site infrastructure is aimed at addressing shortcomings in the transport network that detract from walking, cycling and the use of public transport. These are set in Section 7 of the Transport Assessment, shown on the Off-site Works Key Plan TA-18 (attached at Appendix 9) and summarised below.

7.45 Pedestrian and Cycle

- Provision of segregated cycle lanes along Bayswater Road between site access and Headington Roundabout
- Provision of a shared foot / cycle path across the Headington Roundabout with a parallel crossing (zebra crossing also for cycles) across North Way and a signalised Toucan crossing (for pedestrians and cycles) across the A40
- Improvements to the Wick Close Subway to increase intervisibility between pedestrians and cyclists
- Improvements to cycle movements along Marsh Lane
- Improvements to cycle movements along Cherwell Drive
- Improvements to cycling at the A40 north-west bound on/off slip

7.46 Public Transport

The application proposals seek to address the current issue that buses are subject to delay travelling through the Headington Roundabout. To address this and facilitate improved bus access times, it is proposed to provide a new public transport link from North Way to the A40 eastbound approach to the Headington Roundabout. This is proposed to improve and prioritise bus access from Barton to the Headington Roundabout, avoiding the need for buses to queue on the Bayswater Road to enter the Headington Roundabout.

7.47 Road capacity improvements

In addition to the off-site measures to promote walking, cycling and public transport, improvements are also proposed to the Headington Roundabout and Marsh Lane link junction to improve their operation, safety and capacity. These are to comprise of the following:

7.48 Headington Roundabout

- The signalisation of the Bayswater Road approach (the only approach not currently signalised)
- The provision of a signalised bus gate on the A40 eastbound approach to prioritise bus movement, and widening that approach to four lanes between the bus gate and the roundabout stop line to increase the capacity of the approach

- The widening of the A4142 Eastern Bypass approach to increase its capacity, to help facilitate the non-car access improvements and signalisation of Bayswater Road, and to help accommodate development traffic at the Headington roundabout

7.49 Marsh Lane Link Junction improvements

- Signalisation of the junction to improve junction performance and safety including the widening of the Marsh Lane approaches to the signals in both directions

Impact on the road network

7.50 The TA has assessed the impact of the development proposals on the highway network. This has been done in accordance with the County Council's decide and provide approach to transport planning. This differs from the previous 'predict and provide' approach. The predict and provide approach used current or historical traffic patterns to determine the future need for infrastructure. This approach applied previous levels / patterns of car usage associated with proposed development to the network and required additional highway capacity to meet the increased demand placed upon it.

7.51 By contrast, the 'decide and provide' approach to transport planning focuses on a desired outcome for travel patterns and behaviour and then provides the means to work towards that whilst also accommodating uncertainty about the future. This approach moves away from predicting car use based on historic data and trends and then designing road capacity improvements to accommodate this. The approach is one of deciding appropriate target mode shares by various modes of travel, based on an assessment of the transport network and proposed improvements to walking, cycling and public transport. The emphasis is on only providing road capacity improvements when absolutely necessary. The impacts of the development are subsequently monitored and managed over time.

7.52 Mode share assumptions (i.e. the proportion of trips made by walking, cycling, public transport and private car) have been agreed with OCC. Applied to this was the trip generation associated with the proposed development, calculated for the AM and PM peaks along with assignment of these to journey type i.e. work, education, leisure, shopping. Applied to this was also the calculation of trips associated with the other sites allocated in the Local Plan (both SODC Local Plan and Oxford City Local Plan) and already committed development. This provides the basis for all trips generated by the proposed development and cumulative sites, the destination of these journeys and the mode of travel for these journeys. This was then applied to a transport model (VISSIM), a time and behaviour microsimulation model, to model the impact of the proposed development on the highway network. Additionally, standalone junction capacity modelling assessments were carried out.

7.53 Following amendments at the request of OCC, the transport modelling has been accepted by OCC. The TA compares a 'Do Minimum' scenario, which assumes the development is provided with just the main site access points and basic pedestrian and cycle access points along to scenarios including all the proposed mitigation set out above. As set out in their detailed response to the planning application, OCC are satisfied that the impact of proposed development on the transport network can be accommodated with the proposed improvement / mitigation measures being implemented. These improvement / mitigation measures and their monitoring will be secured through the S106 Agreement and Section 278 Agreement. This will include reviewing the proposed road capacity improvements prior to implementation to see, for example, if more appropriate non-car improvements could be implemented in

accordance with County's Decide and Provide approach. Should this be the case, the monetary equivalent of the road capacity scheme would be provided as a contribution to OCC. These measures will ensure that appropriate levels of non-car mode share will be facilitated. The proposed off-site mitigation that is to be the subject of Decide and Provide monitoring is as follows:

- the widening of the A40 eastbound approach to four lanes,
- the widening of the A4142 Eastern Bypass approach,
- the A40 North-westbound Off-slip/Marsh Lane Junction Signalisation
- Marsh Lane - Elms Drive to Ashlong Road - Segregated Cyclepath
- Removal of A40 construction access left turn lane

7.54 Access Proposals

This application is in outline form, however the matter of access is not to be reserved for later consideration and is to be considered as part of the outline application in conjunction with the joint full access application (P22/S4596/FUL). Where the access proposals fall within SODC and within the outline application boundary they are considered as part of this application. Where parts of the access proposals cross the administrative boundary between SODC and Oxford City Council, these are considered as part of the joint full access application (P22/S4596/FUL), submitted to both councils. Vehicular access is to be provided to the site via the 'Western Access' from Elsfield Lane and the 'Eastern Access' via Bayswater Road. A second access from the Bayswater Road is also proposed to serve parcel R19 only.

7.55 Western Access

The proposals for the Western Access are shown on drwg no. IMA-20-134-WA-01 Rev F (attached at Appendix 11). Access into the site at the western end is proposed to comprise a new priority give-way junction from Elsfield Lane. Elsfield Lane itself is proposed to be widened, realigned and raised between the access and the A40 southeastbound on/off-slip to provide dry access. It is also proposed to realign the existing Marston Interchange A40 On/Off-slip and signalise its junction with Elsfield Lane, and to realign the Woodeaton Road approach to the Elsfield Lane. A 3-metre-wide shared pedestrian and cycle lane would be provided into and out of the site access, providing a route south to the Marston Interchange. A safe crossing point of the Elsfield Lane (via a cycle / pedestrian refuge island) to access Woodeaton Lane would be provided. Whilst Elsfield Lane is currently subject to a 60mph national speed limit for a single carriageway road, it is proposed that the speed limit between the site access and the Marston Interchange is reduced to 30mph.

7.56 Highway works are proposed at the Marston Interchange junction, in part to improve the capacity at the junction, but more importantly to allow traffic flows to be managed by the highway authority, particularly in relation to the A40 south-eastbound offslip. The proposals include the realignment of the existing junction and signalisation of the Elsfield Lane, A40 south-eastbound on/offslip and B4150 Marsh Lane (overbridge) approaches.

7.57 Eastern Access

The proposals for the Eastern Access are shown on drwg no. IMA-20-134-EA-01 Rev F (attached at Appendix 12). The main access into the eastern end of the site is proposed to take the form of a new signalised junction from Bayswater Road. A 4m wide bi-directional segregated cycle track with an adjacent 2m footway would provide access into the site. This bi-directional cycle track would link into a bi-directional track at 3m in width adjoined by a 2m wide footway on the western side of Bayswater Road, and a 1.8m wide footway on the eastern side of Bayswater Road would connect to the Headington Roundabout.

7.58 Parcel R19 Access

The proposals for access to residential parcel R19, are shown on drawing IMA-20-134-R19-01 (attached at Appendix 13). This will serve approximately 9 dwellings. A new access junction is to be created onto Bayswater Road located between Stowford Farm and Oxford Crematorium. A footway would be provided to link into the existing footway on the western side of Bayswater Road. There will also be a pedestrian / cycle connection allowing residents of parcel 19 to access the wider site.

7.59 Following amendments to address their concerns raised, the County Council as Local Highway Authority are satisfied with the site access proposals and raise no objection.

7.60 Parking

Local Plan Policy TRANS5 requires that vehicle parking provision is in accordance with OCC parking standards unless specific evidence is provided to justify otherwise. The parking standards are set out in the County Council's adopted 'Parking Standards for New Development' (PSND). The provision of parking is a detailed matter to be considered at the reserved matters stage in regard to the layout. However, it is important that the approach to parking for the site is established at this outline stage.

7.61 In the OCC PSND, residential parking standards are provided for edge of Oxford City sites such as the application site. These set out the maximum number of spaces to be provided for different sized properties. Furthermore, the document stipulates that for phases of development that will be located within 400m of frequent (15 to 30 minute) public transport services with direct pedestrian and cycle connections, and within 800m walking distance (to be based on available walking routes) to a prescribed range of local amenities and services, a car free approach is required, and, in the case of edge of city developments, is expected as part of the design. The local amenities and services to be identified are set out in paragraph 3.2.3 of OCC's Implementing 'Decide & Provide': Requirements for Transport Assessments and are comprised of the following:

- Primary school
- Secondary school
- Supermarket or local grocery shop (selling fresh food)
- GP surgery
- Employment (such as a town centre, science park, business park, industrial estate, or other employment sites of a similar scale, e.g. major hospital, university, etc.)

7.62 The applicant has submitted a note (Topic Paper 12: Parking Standards and Proposed Approach) appended to the TA. This identifies that neither a secondary school nor an employment site are within 800 walking distance of the site. OCC have confirmed that all of the listed facilities are applicable. As such, it is not anticipated that any of the residential parcels within the site would qualify to be designed as car free.

7.63 The Topic Paper confirms that the residential parking standards (i.e. the maximum number of spaces to be provided for different sized properties) will be applied to the reserved matters. Alongside this, design measures are to be introduced relating to the location and convenience of residential parking. As opposed to on-plot parking a large proportion of parking is intended to be provided off-plot in secure and landscaped parking squares or decked parking areas. Initial ideas for this are set out

in Chapter 10 of the Design and Access Statement. The intended approach is that one, two and three bed dwellings would have off-plot parking (except for mews type housing, and four and five bed dwellings would have one on-plot space and one off-plot space. All off-plot parking would be allocated to specific users but only on request. These design measures are intended to reduce the convenience of car trips and promote walking, cycling and public transport as an alternative. These facilities have the potential to be re-purposed for alternative use should they become surplus to requirements at a future date if car ownership levels decline.

- 7.64 The Topic Paper confirms that visitor parking would be provided at a ratio of 0.2 spaces per dwelling, either in publicly available car park(s) or through controlled provision on-street, subject either to parking charges or permitting. Car club/car share spaces would be provided at an appropriate level from within the residents and visitor parking provision, with provision being monitored through a Travel Plan, and potentially increased through the repurposing of resident / visitor parking spaces.
- 7.65 OCC as the Local Highway Authority are content with the approach to car parking and raise no objection.
- 7.66 A Controlled Parking Zone (CPZ) is required, to enforce the lower car parking levels and to prevent the development from becoming an informal 'Park and Ride'. This will be secured through the S106 Agreement. OCC intends to implement a site wide Controlled Parking Zone (CPZ) upon adoption of the internal streets. Prior to the adoption of the internal streets, the S106 will have a legal obligation requiring a private scheme to come forward which mimics the County Council's scheme, to be implemented and enforced by the developer. Once the internal roads are adopted this can be carried over to be operated by the County Council as a CPZ. The implementation of a private residents parking scheme would limit disruption to future residents of the development site when the County Council comes to implement a CPZ once the internal streets are adopted.
- 7.67 Both National Highways and Active Travel England have been consulted on the application proposals and raise no objection. Active Travel England have suggested the inclusion of conditions requiring all shared use pedestrian and cycling infrastructure, all roundabouts internal to the site, all onsite pedestrian and cycle bridges and all off-site pedestrian and cycle infrastructure be designed to accord with the guidance contained within Local Transport Note (LTN) 1/120. However, OCC as the Local Highway Authority have assessed the proposals against LTN 1/20 and will assess the reserved matters against LTN 1/20. Therefore, such a condition is not necessary.

Archaeology and historic environment

- 7.68 The submitted Environmental Statement identifies the likely affected assets and provides a proportionate description of the significance of relevant designated heritage assets, and an assessment of the impacts of the proposed development. These comprise of the Grade II* Listed Well House at Wick Farm, the Grade II Listed Barn at Wick Farm, the curtilage listed buildings at Wick Farm, the Grade II Listed Wick Farmhouse, the Grade II Listed Gate Piers at Wick Farm, the Grade II listed Stowford Farmhouse, the Grade II Listed Boundary Stone, the Elsfield Conservation Area, the Old Headington Conservation Area, the Old Marston Conservation Area and the Oxford Central Conservation Area. The listed structures at Wick Farm are considered in the section entitled 'Local Centre (detailed proposals) in this report. The Listed Boundary Stone is considered in the report relating to the full access application P22/S4596/FUL also on this agenda.

- 7.69 The Environmental Statement has considered the potential for the development to impact the setting of the Elsfield Conservation Area, the Old Headington Conservation Area, the Old Marston Conservation Area and the Oxford Central Conservation Area. It concludes that the application site does not contribute to the setting or heritage significance of these conservation areas or the heritage assets contained within them and that development on the application site would not adversely affect their heritage significance. This is due to there being no material intervisibility or non-visual associations between the site and the conservation areas or 'third points' from which both could be viewed within the same viewshed. The proposals therefore accord with Local Plan Policy ENV8 and Section 72 of the Planning (Listed Buildings and Conservation Area) Act 1990.
- 7.70 Policy STRAT13 requires a masterplan that respects and avoids harm to Oxford's historic setting through consideration of siting and density of development in the vicinity of the designated view cone. This is considered below at paragraphs (7.113 to 7.117).
- 7.71 A detailed schedule of works for the repair of the of the Grade II* Wick Farm Wellhouse is also required to be agreed as part of the determination of the planning application. The Wellhouse is currently included on the Historic England Heritage at Risk register and has been assessed as being in a poor condition. The proposals involve the repair and consolidation of the structure and bringing it into the public realm within the proposed local centre as a public art gallery. The Councils Conservation Officer is satisfied that the proposed schedule of works would serve to preserve the historic fabric in an appropriate manner and fulfil the requirements of Policy STRAT13:2vi. Details of future monitoring and maintenance of the Wellhouse will be secured through the S106.
- 7.72 With regard to archaeology, Chapter 8 of the ES is informed by Archaeological desk based assessment, a geophysical survey and trial trenching. The application site occupies an area of archaeological interest and potential relating to archaeological remains dating from the prehistoric to post-medieval period. OCC Archaeology advise that these remains are not of equivalent significance as a scheduled monument such that they would have cause to preclude or constrain the proposed development. However, and as recognised in the submitted ES, where such recorded archaeological remains are to be adversely impacted by proposed development these will require investigation/excavation in advance. OCC Archaeology thus require the applicant to be responsible for ensuring the implementation of a staged programme of archaeological investigation, to be maintained during the period of construction. This can be secured via condition.
- 7.73 Concern has been raised through the application consultation process that land located immediately to the east of Lower Farm has not been included in the archaeological evaluation and trial trenching. OCC Archaeology have been made aware of this and have advised that given the small-scale nature of the proposed development in this field and the results of the archaeological evaluation to the north, east and west (which did not record anything of such significance as to present a constraint to any development), they would not require an archaeological evaluation of this field in advance of the determination of any planning application. Any necessary archaeological investigation for this field prior to the commencement of development can be secured as part of the staged programme of archaeological investigation mentioned above.

Ecology, biodiversity and SSSI

7.74 Impact on the SSSI

The Sidling's Copse and College Pond SSSI is located on the northern boundary of the application site. Building on the requirements of Local Plan Policy ENV2 which seek to protect SSSI's from harmful development, Local Plan Policy STRAT13 requires a development proposal for the application site that ensures there will be no demonstrable negative recreational, hydrological or air quality impacts on the SSSI. This should take into account the recommendations of the Council's Ecological Assessment (prepared to inform the allocation of the site) and a detailed hydrological assessment.

7.75 Air quality and recreational impact on the SSSI

The Ecological Assessment advised that any roads should be located at least 200m away from the SSSI to avoid any net increase in atmospheric pollution. In terms of mitigating the impact of any increased recreational pressure on the SSSI, the assessment advised that a 'no build' buffer zone (to be a minimum of 200m) separating the built development from the SSSI is provided to maintain the open setting of the SSSI and that suitable semi-natural green infrastructure (similar to Suitable Alternative Natural Greenspace or SANG, as defined by Natural England) is provided to act as an alternative to accessing the SSSI.

7.76 A detailed Environmental and Mitigation Enhancement Strategy (EMES) has been submitted with the application. This document sets out the landscape, green infrastructure and ecological design proposals for the site along with a range of mitigation and enhancement measures designed to prevent negative ecological effects upon the Sidlings Copse and College Pond SSSI. The proposed measures to mitigate air quality and increased recreational pressure are summarised below:

- The inclusion of open space and retained farmland buffers to the SSSI with a 200m no build offset;
- The provision of 46ha of natural / semi-natural green space to include the Gateway Nature Park to the west of the site, the Bayswater Brook Linear Park to the south and the Northern Linear Park to the north;
- The inclusion of blue infrastructure within the natural / semi-natural green space to increase its social amenity value and provide ecological enhancements;
- The provision of a 6.6ha enclosed dog walking field to the northwest of the site;
- The linear parks being connected by linear greenways running north-south;
- The provision of circular routes within the green space incorporating the existing public rights of way (PRoW) for recreational walking and dog walking (including off-lead walking)
- The provision of circular walks of varying length, ranging from 2.7km to 6.6km
- The ability to link the on-site routes with the off-site PRoW network, to provide a choice of longer distance routes ranging between 13km and 19km
- Improvement of the PRoW that runs through College Pond with fencing either side to prevent uncontrolled access into the SSSI
- New sheep stock proof fencing

7.77 The measures are included on the Land Use Parameter Plan, the Green Infrastructure Parameter Plan and shown indicatively on the Landscape Framework Masterplan. The EMES shows how the proposed natural / semi-natural green space accords with Natural England's guidance (August 2021) for the provision of SANG. The proposed nature and character of the natural / semi natural green space is set

out in Section 4 of the EMES which defines the different Green Character Areas to be provided.

- 7.78 In addition to these on-site measures, further off-site measures that have been agreed with the applicant, in consultation with BBOWT, are proposed and these are to be funded by the developer through financial contributions. These include:
- Improvement of the PRoW that runs through College Pond with fencing either side to prevent uncontrolled access into the SSSI
 - New sheep stock proof fencing and kissing gates for the Limestone grassland, the Heath grassland and Fen habitat
 - 10 new hardwood way marker posts to direct users around Sydling's Copse SSSI
 - New information boards with maps for Sydlings Copse SSSI
 - A financial contribution of £1,810.00 (10 days x £181.00 per day) for BBOWT staff time to oversee the above works
- 7.79 The sum of £80,710 will be secured in the S106 towards the cost of the above works in addition to the contribution towards BBOWT staff time. An Environmental Manager will also be provided and funded by the development (the Community Management Trust). This post will be created to support the management of recreation, green infrastructure, biodiversity, engage with the local community and oversee the protection of the Sydlings Copse and College Pond SSSI. The Environmental Manager will, in part, perform the role of the reserve officer identified as being necessary by BBOWT, to carry out site habitat management, enforcing no deviation from footpaths, litter picking, managing anti-social behaviour, engaging with dog walkers etc.
- 7.80 The details of this post will be set out in the S106 Agreement. It is the view of the Council's Ecologist that funding provided directly to BBOWT would be more appropriate than this role being carried out by an Environmental Manager post. However, the role and function of the Environmental Manager will be set out in the S106 Agreement and access to the SSSI to perform the site management works can be agreed with BBOWT. BBOWT will also be able to sit on management board of the Environmental Manager. Natural England have commented that they welcome the provision of an Environmental Manager who will manage the green space throughout the development which will also contribute to the protection of the SSSI.
- 7.81 These measures have been assessed in the Environmental Statement that accompanies the application, along with the impacts associated with dog fouling and domestic cats. The ES concludes that with the embedded design measures and mitigation proposals in place the proposed development would not result in any significant adverse effects on any habitats or species or on the SSSI. Natural England have raised no objection to the scheme proposals subject to the above mitigation measures being secured via condition or S106 Agreement.
- 7.82 Hydrological impact on the SSSI
The hydrological impact of the proposed development on SSSI has been assessed through the ES (Chapter 13) and the SSSI Hydrological Impacts Assessments report contained therein at Appendix 13.3. The report has considered the topography of the land around the SSSI, the corresponding natural run-off flow paths and groundwater flow paths.
- 7.83 The proposed built development would be set back 200m from the SSSI. As such, any run-off flows travelling towards the SSSI from the application site would be from

the area to be retained as farmland and therefore would be unaltered as a result of the development. Where residential development is proposed, this would be at a lower elevation than the SSSI and as such overland run-off would travel south-west, away from the SSSI as opposed to towards it. The report advises that any impact to the quantity of overland flows reaching the water sensitive habitats of the SSSI would be negligible.

- 7.84 The report has considered groundwater flows in the area of the SSSI. Based on on-site assessments, it is predicted that groundwater flows will flow in a south-westerly direction towards the Sydlings Brook and Bayswater Brook, away from the SSSI. The report concludes that any impact on the SSSI from groundwater flows would be negligible. Natural England are satisfied with the information provided in the report in relation to ground water flows and any potential impact on the SSSI and raise no objection on this matter.
- 7.85 Wider ecological considerations
The application is supported by an Outline Biodiversity Enhancement and Management Plan (BEMP) at Appendix 7.3a of the ES, informed by the Baseline Ecology Report at Appendix 7.1a of the ES, that sets out the habitat creation and management measures for the proposed development. This accompanies the ES that has considered the ecological implications of the proposed development (wider than those solely upon the College Pond and Sydlings Copse SSSI).
- 7.86 The ES advises that the proposed development has been designed to retain important ecological features within the site. This includes the retention of hedgerow networks, woodland, trees and watercourses thereby maintaining effective nature connectivity networks. The proposal also includes significant habitat enhancement provisions such as the provision of a naturalised secondary river corridors and surrounding semi-natural habitat creation to be managed for the benefit of wildlife over the long-term providing biodiversity gains for a wide variety of species. The proposed creation of extensive grassland meadows, woodland and hedgerow planting and wetland creation, as shown on the Green Infrastructure Parameter Plan (and in more detail indicatively on the Landscape Framework Plan), would also create biodiversity net gain. Species specific enhancements are proposed including nesting structures and bat boxes. The ES concludes that with the design measures and mitigations in place, as set out in the ES, the proposed development would not result in any significant adverse effects on any habitats or species, or on statutory and non-statutory designated sites. Some positive effects are anticipated as a result of habitat creation and diversification combined with long-term habitat management. In relation to the Habitats Regulations, the need for an Appropriate Assessment has been screened out and is not required, as no likely significant effects have been identified relating to Oxford Meadow SAC and Cothill SAC.
- 7.87 In the vicinity of the application site, the Bayswater Brook has been modified leaving a predominately straight river, lacking in any sinuosity. The provision of the secondary channels within the application site provide the opportunity for channel enhancement of the site watercourses which will provide benefit in terms of biodiversity net gain. The application provides outline proposals for significant improvement to the channel habitats. The EA are supportive of this and have requested a condition to secure more detailed proposals of these improvements through the provision of a Bayswater Brook Landscape and Ecological Management Plan.
- 7.88 For the proposed public transport access points into and out of the site onto the A40 and Barton Village Road, culverts would need to be installed in the Bayswater Brook.

Due to the proximity of the brook with the A40 and Barton Village Road, there is insufficient space to install bridges to meet existing road levels and meet the required minimum clearance/freeboard to the bridge soffit. A replacement culvert is also required as part of the western site access proposals and the associated realignment, widening and raising of the Elsfield Lane. The Bayswater Brook currently passes through a box culvert under the Elsfield Lane that will become obsolete as a result of these works. A new culvert is proposed maintaining the same dimensions as the existing. The proposed Elsfield Lane culverting is unavoidable due to the more significant highway corridor and associated embankment at the downstream end of the site.

- 7.89 Local Plan Policy ENV4 seeks to avoid the use culverts. However, for the reasons given above, the use of culverts in these locations is unavoidable. The proposed culverts would be of an open box type rather than piped and contain mammal ledges. The bottom of the culvert would be sunk beneath the existing watercourse, thereby allowing for the continuous passage of aquatic fauna through the culverts. The provision of secondary channels to the Bayswater Brook are proposed to provide additional conveyance and flood plain storage for the brook and mitigate the impact of the culverts. The culverts would be located in sections of the watercourse that are already heavily engineered and provide lower bankside habitat value as a result. The provision of the secondary channels also provides the opportunity for biodiversity enhancements. The Environment Agency sought further justification for the use of the proposed culverts. Based on this, the EA raise no objection to the use of culverts on this occasion.
- 7.90 The Council's Ecologist has commented that he is satisfied with the conclusions of the ES. He has commented that he is happy to accept the conclusion of the ES regarding the Habitat Regulations Assessment process, with the impacts of European sites being screened out and no appropriate assessment being required. The proposed habitat creation and management will be secured via condition through the approval of a site wide landscape and ecology management strategy (LEMS), to be informed by the outline BEMP and ES. A further condition will require the submission of a landscape and ecology management plan (LEMP) with each reserved matters application to demonstrate compliance with the LEMS. To ensure construction activity on the site does not result in any harm to important habitats or species, a Construction Environmental Management Plan for biodiversity will need to be secured and approved via condition. As such, the proposals accord with Local Plan Policies ENV2 and ENV3 and Neighbourhood Plan Policy E1.
- 7.91 Biodiversity net gain
Local Plan Policy ENV3 requires development proposals to achieve a net gain in biodiversity and as a minimum, no net loss. As the application was received prior to 12 February 2024, the mandatory requirement for 10% net gain does not apply. Notwithstanding this, the application is supported by a Biodiversity Impact (net gain) Assessment. This concludes that a net gain in biodiversity in excess of 10% could be achieved on the site. The application is also supported by an outline Biodiversity Enhancement and Management Plan. The Council's Ecologist is satisfied that the scheme can achieve compliance with Policy ENV3 and deliver a net gain in biodiversity. The proposals also accord with Neighbourhood Plan Policy E1. This will be secured via condition, requiring the submission and approval of an overall biodiversity strategy (Biodiversity Enhancement Plan) for the site and for subsequent reserved matters applications to demonstrate biodiversity provision in compliance with the approved strategy.

- 7.92 Alongside this outline hybrid application is the full application for access proposals jointly submitted to SODC and Oxford City Council (P22/S4596/FUL). The City Council have a policy requiring a 5% biodiversity net gain through new development. Given the constrained nature of the full application, with the application boundary drawn tightly around the eastern and western vehicular access points and the bridge crossings over the Bayswater Brook, it is not possible to demonstrate a 5% biodiversity net gain within the application boundary. For the same reason, it is difficult to demonstrate a net gain on the land within SODC that is the subject of the joint full application. As such, the biodiversity net gain required by SODC Policy ENV3 and the 5% net gain required by the City Council policy relating to application P22/S4596/FUL) will be delivered on the main application site (the subject of this application). This will be secured via condition.

Low carbon development

- 7.93 Local Plan Policies DES8 and DES10 promote sustainable design and require at least a 40% reduction in carbon emissions compared with a code 2013 Building Regulations compliant base case. An Energy Statement has been submitted with the application. The sets out the applicant's intention to meet at least a 50% reduction in carbon emissions from the outset and in advance of this being required by DES10 from March 2026.
- 7.94 As is to be expected from a development of this size and build out duration, and the fact that the application is in outline form, final details for the whole development are not complete. Given that technologies are changing it is acceptable not to have finalised details at this outline stage. Notwithstanding this, the applicant has provided model SAP calculations to demonstrate that the 50% reduction in carbon emissions can be achieved. The Energy Statement also confirms that the non-residential buildings will seek to meet a 50% reduction in carbon emission and will meet the required BREEAM standards required by Policy DES10. Conditions will require that the development meets Policy DES10, including a requirement for carbon reduction for homes built after March 2026 to achieve 50%, and after 2030 to achieve 100% and BREEAM excellent standard for the community buildings.

Flooding and drainage

- 7.95 In accordance with the NPPF and Local Plan Policy EP4, the application is supported by a Flood Risk Assessment (forming Appendix 13.1b of Chapter 13 of the ES). The site contains areas of Flood Zones 2 and 3 along its southern boundary and in the western part of the site either side of the Bayswater Brook. As part of the allocation process of the site in the Local Plan a Sequential Test was applied. Policy STRAT13 stipulates that built development is focussed within Flood Zone 1 only, with areas of Flood Zone 2 and 3 preserved as accessible green space. As per the advice in the Planning Practice Guidance (PPG), as the site has been allocated for development and was subject to the test at the plan making stage, a further Sequential Test is not required (the proposed development remains consistent with the use for which it was allocated for and there are no significant changes to the known level of flood risk to the site which would have affected the outcome of the test).
- 7.96 The application proposes ground remodelling and river corridor enhancements along part of the southern boundary of the site. The ground remodelling would involve a combination of lowering ground levels and raising ground levels to amend the flood storage areas in the field to contain parcels R3, R4 and the Assisted Living. Such works require compensatory flood plain storage to be provided on a level for level basis, to ensure no net loss of flood plain storage. This ground remodelling would affect the flood zone categories on a small part of the site, removing small areas of the site that were in the Flood Zones 2 and 3 and placing them into Flood Zone 1

(this relates to land forming parts of parcels R3, R4 and the Assisted Living). The EA raise no objection to these works and have advised that the proposed compensatory flood plain storage proposals are acceptable.

- 7.97 The submitted FRA includes this ground modelling and associated hydraulic modelling and demonstrates that the land to be used for built development after the ground remodelling (post development) would be located within Flood Zone 1. The proposed development therefore accords with Local Plan Policies EP4 and STRAT13 as built development would only be located within Flood Zone 1. As part of the application proposals, the EA advised that areas of Flood Zone 3b (the functional flood plain) should not be the subject of ground remodelling, as the PPG advises that no development should be permitted in these areas, except for essential infrastructure. Accordingly, the application has been amended to demonstrate that no ground raising would take place in Flood Zone 3b, and this is reflected on the parameter plans showing the proposed locations for development. To ensure compliance with Policy STRAT13, a condition is required to prevent ground raising (except for essential infrastructure) and residential development within the baseline Flood Zone 3b and prevent residential development within the post development Flood Zone 2 and 3a, in accordance with the approved FRA.
- 7.98 There are elements of essential infrastructure that would be located within Flood Zones 3a and 3b. These comprise of the site access from Elsfield Lane, the site access from the Bayswater Road, the bus access points, the pedestrian and cycle bridge across the A40 and the five connectivity bridges over the Bayswater Brook (bridges B1 to B5). In accordance with the NPPF and the PPG, for these elements the Exception Test will apply. To pass the Exception Test these elements would need to provide wider sustainability benefits to the community that outweigh flood risk and be safe for their lifetime taking account of the vulnerability of its users without increasing flood risk elsewhere and where possible reduce flood risk overall.
- 7.99 These infrastructure elements are intrinsic to the delivery of the site, which provides the wider sustainability of providing new homes and community infrastructure in accordance with the requirement to provide high quality pedestrian, cycle and public transport connections into Oxford to maximise the number of trips by non-car modes and measures to discourage car-based development. Continuous safe access to the site would be achieved with the access points at the 1 in 100 annual probability plus climate change flood event and more severe events so safe access would remain in times of a flooding event. The soffit levels of the connectivity bridges and the new public transport bridges would be set a minimum of 600mm above the 1 in 100 annual probability plus climate change flood event, maintaining safe access in times of high rainfall or flooding. The FRA has demonstrated that this essential infrastructure in Flood Zone 3b would not result in a net loss in flood plain storage or impede water flows or increase flood risk elsewhere. Accordingly, the Exception Test is passed.
- 7.100 Flooding events on the site are also related to the Sydling's Brook. Flood flows are generally contained within the bank of the brook, however, there are key locations where these overflow the banks. The sole cause of this overflow are four existing culverts in the watercourse that cause the backing up of floodwater resulting in extensive but shallow sheet flooding in extreme flood events. This is an unnatural phenomenon and therefore does not reflect the presence of the natural floodplain.
- 7.101 To mitigate this, it is proposed to remove three of the existing culverts, enhance and naturalise the watercourse and incorporate additional floodplain storage along its route. This mitigation would comprise a 'volumetric' solution as opposed to a 'level

for level' flood compensation approach. A level for level approach relates to the natural flood plain, whereby any loss in floodplain volume caused by new development is mitigated by the lowering of high ground into the floodplain to provide a replacement space for floodplain storage.

- 7.102 As the flooding is caused by an unnatural phenomenon i.e. the presence of restrictive culverts, the level for level approach would involve the provision of floodplain storage compensation that does not relate to the natural floodplain. Furthermore, flooding occurrences can simply be mitigated by the removal of the culverts. As such, the volumetric approach is considered to be acceptable. This is a view shared by the Councils Drainage Engineer. The Drainage Engineer has requested that the detailed design of the Sydlings Brook mitigation measures are approved via condition.
- 7.103 The FRA provides detail of the proposed surface water drainage strategy which has been considered by both the Council's Drainage Engineer and Lead Local Flood Authority (LLFA). The general strategy provides a basis for more detailed design and the Drainage Engineer advises that this can be secured and approved via condition. The risk from groundwater flooding is considered in the FRA and further information is required as part of the detailed design stage to inform the provision of groundwater mitigation measures. The Drainage Engineer advises that this can be secured and approved via condition. Parts of the site are in a groundwater affected area and specific measures will be required to reduce the risk of groundwater ingress into the drainage network. Again, the Drainage Engineer advises that this can be secured provided as part of the detailed design proposal and approved via condition on a phase-by-phase basis.
- 7.104 Water supply and foul waste
Thames Water has been consulted on the application. With regard to water supply and the foul waste sewerage network infrastructure, Thames Water have commented that they have no objection to the application proposals.
- 7.105 On the matter of foul waste, the Environment Agency (EA) has raised an objection. The EA advise that as submitted, the proposed development would pose an unacceptable risk of pollution to surface water quality and recommend the application be refused on this basis. The basis of the objection is that the proposed development would discharge foul water to the Oxford Sewage Treatment Works. The sewage treatment works discharges in the Northfield Brook which is currently failing to achieve Water Framework Directive (WFD) status 'Good' for all but three of the elements to make up Ecological Status. Each of the failing elements are linked to the continuous and/or intermittent discharge at Oxford sewage treatment works. The EA believe that further flows into Oxford Sewage Treatment Works before improvements may lead to further deterioration of the WFD element status, and/or prevent elements and/or the waterbody achieving Good Ecological Status.
- 7.106 The EA advise that the Oxford Sewage Treatment Works does not have sufficient capacity in regard to sustainable wastewater treatment and discharges. This includes storm tanks being used as balancing tanks, which suggests the existing balancing capacity is insufficient for the flows typically received at the sewage treatment works. The EA have highlighted that Thames Water were due to provide sufficient 'Flow to Full Treatment' capacity improvements by March 2025, but this has been delayed by several years. The EA advise that additional load within the network (created by the proposed development) without improvements, will lead to more storm overflows, pollution incidents and network failures. The EA recommend that on this basis the application should be refused, and that Thames Water should work

with the EA to put in place plans and timescales for the improvements to the sewage treatment works.

- 7.107 Thames Water, on their website (last updated 9 May 2024), comment that they are finalising plans for a major upgrade at Oxford Sewage Treatment Works, costing more than £130m. This will provide a significant increase in treatment capacity, larger storm tanks and a higher quality of treated effluent going to the river. Thames Water add that they cannot yet confirm a completion date but expect this location to meet all government targets for storm overflows by 2030 – 2035.
- 7.108 In accordance with the NPPF (paragraph 55) planning permission should not be refused if development can be made acceptable by means of planning condition. It is therefore necessary to consider if the EA's objection can be overcome in this way. The section in the NPPG on 'Water supply, wastewater and water quality' has advice under the heading 'Are there particular considerations that apply in areas with inadequate wastewater infrastructure?' This states that 'The timescales for works to be carried out by the sewerage company do not always fit with development needs. In such cases, local planning authorities will want to consider how new development can be phased, for example so it is not occupied until any necessary improvements to the public sewage system have been carried out'.
- 7.109 It is not the case that there is no prospect at all of the upgrade taking place, but rather a question of when. Accordingly, a Grampian condition can be used to ensure that the development is not occupied until either all sewage work upgrades required to accommodate the additional flows from the have been completed or a development and infrastructure phasing plan (including any interim on and/or off-site drainage works as may be required that would not involve additional flows to the Oxford Sewage Treatment Works) has been agreed with the local planning authority in consultation with Thames Water. In doing so, the development would not generate any additional foul water flows until either the upgrade works to provide sufficient capacity have been undertaken or there is an agreed infrastructure and phasing plan in place.

Green Belt

- 7.110 Local Plan Policy STRAT13 requires the development to provide a permanent defensible Green Belt boundary. The Green Belt boundary would be formed by the edge of the development site. This is clearly delineated by existing field boundaries and hedgerow planting which is to be bolstered through additional planting. Where existing hedgerows are less prevalent e.g. bordering the land to be retained as farmland, new native woodland planting is proposed on the Green Belt boundary. The Green Belt boundary would therefore be clearly defined and readily recognisable using physical features and would accord with Policy STRAT13 and the NPPF.
- 7.111 The NPPF and Local Plan policy STRAT6 require compensatory improvements to the environmental quality and accessibility of remaining Green Belt, for land released from the Green Belt. These can include new or enhanced green infrastructure, new or enhanced walking and cycling routes and improved access to new, enhanced or existing recreational and playing field provision. The Western Gateway Nature Park forms part of the compensatory improvements providing new green and blue infrastructure for recreational use. The park is intended to include recreational footpaths linked to the wider leisure footpath and cycle network across the site. These would be set within wildflower meadow and grassland, woodland belts, scrub areas and ponds and attenuation basins and the secondary channel to the Bayswater Brook, designed to create a natural character and landscape, as shown on the Green Infrastructure Parameter Plan, indicatively on the Landscape

Framework Masterplan and explained in the DAS and EMES. The proposed compensatory improvements to the Green Belt provision accord with the NPPF and Local Plan policy STRAT6.

- 7.112 The application site includes the land between the allocated site and the Elsfield Lane, which remains within the Green Belt. This has been done to incorporate the site access from Elsfield Lane, alterations to Elsfield Lane and the junction with the A40. This land is earmarked in the Local Plan as needed for transport access. The NPPF outlines that certain forms of development are not inappropriate in the Green Belt provided they preserve its openness and do not conflict with the purposes of including land within it (para 155). One such exception is c) local transport infrastructure which can demonstrate a requirement for a Green Belt location. As such, the access proposals form part of local infrastructure that require a Green Belt location and accordingly are appropriate development within the Green Belt.

Landscape, Oxford View Cone and trees

- 7.113 Local Plan Policy ENV1 seeks to protect the landscape from harmful development. It stipulates that development should protect and where possible enhance features that contribute to the nature and quality of South Oxfordshire's landscape. Policy STRAT13 requires the proposed development to minimise its visual impact on the surrounding countryside and to respect and avoid harm to Oxford's historic setting. To achieve this, development should be focussed on the lower lying ground within the site, avoiding the higher ground in the north and north-eastern parts of the site. Similarly, built development is to be avoided within and be sensitive to the Oxford View Cone. Where built development is situated, higher density development should be located along key frontages and transport corridors and towards the southern and eastern boundaries of the site.
- 7.114 These principles have been incorporated into the development proposals as indicated on the Indicative Masterplan, the Land Use Parameter Plan, the Building Heights Parameter Plan and the Density Parameter Plan. These show that built development would be located on the lower lying land within the site, avoiding and being set back from the Oxford View Cone, with higher density and taller buildings (the latter being up to 15 metres of four storey development) being located along the central transport corridor and the low lying land in the south-western part of the site. Density and building heights would reduce to two storey (10 metres in height) / two and a half storey (11.5 metres in height) toward the northern boundary of the site and a landscape buffer.
- 7.115 The landscape and visual effects of the proposed development and its effects upon the Oxford View Cone have been assessed as part of the ES at Chapter 6: LVIA and at Chapter 8: Cultural Heritage. The LVIA has been amended to take account of comments from Oxford City Council, and more detailed wireframe drawings are included to show more clearly the extent of the proposed development building parcels within the landscape and associated building heights. The LVIA concludes that the proposed development would appear consistent with the mass, scale and form of surrounding land uses and the landscape and visual effects could be mitigated in the long term for the vast majority of receptors. The exception to this at year 15 are receptors on a short section of PRoWs when walking directly through the site itself, and a very small number of residents in proximity to the site boundary with direct views into the site. On this latter point, it is inevitable that a development such as this will have an impact upon views from PRoWs that run directly through the site and views directly overlooking the site close to the site boundary.

- 7.116 The LVIA has been amended to take account of comments from the Council's Landscape Officer and she is generally satisfied with its findings. The Landscape Officer has advised that an abrupt transition between the western edge of the development and adjacent open space should be avoided. The Building Height Parameter Plan shows a maximum building height of 11.5m (formed by two and a half-storey development) at the western edge relating to Parcel R1. Parcel R3 would contain a staggered building height of 13m on its western edge, rising to a maximum of 15m. Careful consideration will be required as part of the detailed reserved matters submissions for parcels R1 and R3 to ensure that the proposed buildings heights do not create an abrupt transition, and building heights lower than the maximum shown on the parameter plan may be required. Lighting proposals for the various parcels will be considered as part of the reserved matters.
- 7.117 The Council's Conservation Officer is satisfied with the findings of the ES (Chapter 8: Cultural Heritage) and its assessment of the impact on the Oxford View Cone. Appendix 8.1 to the ES 'Built Heritage Technical Baseline' explains how the proposals have been designed to avoid harm to the significance of the historic City of Oxford through locating development away from the Elsfield View Cone. The Conservation Officer considers that the submitted building heights parameter plan responds to the need for lower overall heights in the more sensitive areas surrounding the view cone, with the areas of the site to the west that lie within the Elsfield View Cone being kept broadly free from built form. This position is also expressed by Historic England, who support the provision of the Western Gateway Nature Park to ensure that the experience of seeing historic Oxford is not interfered with by new buildings. Historic England raise no objection to the proposed development.
- 7.118 An arboricultural assessment has been carried out as part of the ES (Chapter 16). The proposed development would not result in the loss or deterioration of any veteran trees or ancient woodland. There are 450 trees on the site, 176 groups of trees and 3 woodlands. Some of the existing trees on site would need to be removed (14 individual trees and 9 groups of trees) to accommodate the development. None of the trees to be removed would be Category A trees (whose retention would be most desirable). Tree retention and removal drawings are included in the ES at Appendix 16.4. Significant tree and woodland planting is proposed across the site, as demonstrated on the Green Infrastructure Parameter Plan and indicatively on the Landscape Framework Masterplan. This would provide appropriate new planting to mitigate the proposed tree removals. Based on the submitted Tree Canopy Cover Assessment at Appendix 16.3 of the ES, across the site a net gain of 8% canopy cover could be delivered at the time of planting increasing to a net gain of 138% after 25 years.
- 7.119 The Council's Tree Officer considers that the masterplan for the site has been broadly designed to reflect the arboricultural constraints found on the site and notes that given the scale of the development proposed the amount of tree loss is minimal. He has commented that the proposals accord with Local Plan Policies ENV1, ENV2, ENV5, DES1, DES2 and sections 131 & 180 of the NPPF & BS 5837 2012 - Trees in Relation to Design, Demolition and Construction. A tree protection condition will be required.

Green infrastructure and open space

- 7.120 Local Plan Policy CF5 requires the provision of open space and play facilities in accordance with the standards set out in the Council's Open Spaces Study. The Open Spaces Study provides requirements for the provision of amenity green space, play provision and allotments.

- 7.121 The application is supported by an Open Space Provision plan, drawing P19-0856-53 Rev P. This shows how the proposed development accords with these standards, with the following provision:

	Policy requirement	Proposed provision
Amenity green space	5.10ha	6.00ha
Play provision (designated equipped play space)	0.91ha	0.93ha
Play provision (incl MUGA, basketball, kickabouts, bike track, tennis courts / outdoor gym)	1.09ha	1.20ha
Allotments	1.46ha	1.49ha

- 7.122 The indicative locations for this provision are shown on the Open Space Provision plan, the Landscape Framework Masterplan and on the Green Infrastructure Parameter Plan. These are shown within the context of the Land Use Parameter Plan and associated green infrastructure provision on the site. The applicant has confirmed that the provision of 6ha of amenity green space does not include any of the attenuation features within this calculation. Furthermore, any narrow strips of less than 3m in width, shown on the Open Space Provision Plan, have also been removed from this calculation to ensure the proposed amenity space delivered is usable. This provision can be secured by condition as part of a land use budget, with the trigger points for delivery set out in the S106 Agreement.
- 7.123 The proposal also includes two Neighbourhood Equipped Areas of Play (NEAP), one Local Equipped Area of Play (LEAP) and three Local Landscaped Area for Play (LLAP), as identified on the Open Space Provision plan, the Green Infrastructure Parameter Plan and shown indicatively the Landscape Framework Masterplan. The delivery of these facilities as part of the overall green infrastructure provision can be secured by condition.
- 7.124 In addition to the requirements set out in Policy CF5, the application proposes 52.82ha of semi-natural green space as part of the strategy to reduce the recreational impact on the SSSI and to provide compensatory improvements to the Green Belt in the form of the Western Gateway Nature Park. This provision can be secured via condition as part of a land use budget, with trigger points for delivery set out in the S106 Agreement.
- 7.125 The phasing and delivery of the open space and play areas can be secured through a site wide phasing plan to be approved by condition. An allotment specification will be contained in the S106.

Environmental health matters

Noise and vibration

- 7.126 The ES has assessed the likely significant effects of the proposed development in relation to noise and vibration. Noise associated with construction work on site has the potential to effect local residents (and particularly the residents of Wick Farm Park, due to their closer proximity to the works) and the Oxford Crematorium. A Construction Management Plan (CMP) will be required to detail how construction noise will be minimised. Piling will be required for the construction of the proposed foot/cycle bridge over the A40. It is not known at this stage whether piling will be required for the foundations of any of the properties. As set out in the ES, should piling be required this would be CFA or bored piling (i.e. not driven piling) which have

lower noise emission / vibration effects. The CMP will need to include measures to minimise such noise, with regular liaison with the operators of the crematorium advising of potentially noisy operations to be carried out during less sensitive periods during the day (as set out in the ES). The CMP can be secured and approved via condition.

- 7.127 Traffic noise from the A40 has the potential to effect new residents of the development. The development will need to be designed so that the layout and sound insulation performance of the dwellings is such the indoor ambient noise levels do not exceed those advocated in BS8233:2014. The Council's Environmental Health Officer has highlighted that noise levels in any external amenity areas should not exceed the desirable 50db LAeq,T advocated in BS8233:2014 (as opposed to the 55 LAeq,T set out in the ES) as this should be achievable. This matter can be controlled by condition.
- 7.128 Air Quality matters are considered in Chapter 10 of the ES. The ES demonstrates that the proposed development would not introduce any new receptors into areas of unacceptable air quality, nor would the development-generated traffic emissions have any significant effect on local air quality.
- 7.129 The Council's Air Quality Officer has requested the provision of electric vehicle charging points, and these can be secured via condition in accordance with the County Council's adopted parking standards.

Contaminated land and Groundwater Contamination

- 7.130 The matter of land contamination on the site has been considered in Chapter 14 of the ES. The Council's Contaminated Land Officer has confirmed that the ES satisfactorily addresses the requirements for a Phase 1 contaminated land preliminary risk assessment. Moderate risk of ground contamination has been identified at the former landfill north of Wick Farm including ground gas.
- 7.131 A phased risk assessment will be required to inform the reserved matters to investigate contamination present on the site and prepare a remediation strategy. Any remediation required should be carried out prior to the occupation of the site. This can be secured via condition.
- 7.132 The EA have commented that the previous use of the proposed development site (partly) as a landfill site and farm presents a medium risk of contamination that could be mobilised during construction to pollute controlled waters. Controlled waters are particularly sensitive in this location because the proposed development site is:
- located upon a secondary A aquifer,
 - located within an area of shall groundwater with hydraulic connections to local surface water bodies, and
 - on a site that contains historic landfill deposits
- 7.133 The ES demonstrates that it will be possible to manage the risks posed to controlled waters by this development. However, further detailed information will be required before built development is undertaken. The EA have therefore requested a condition to approve an updated site investigation scheme relating to groundwater contamination and a remediation strategy an associated verification report.

Local Centre (detailed proposals)

- 7.134 Detailed proposals have been submitted for the local centre for which full planning permission is sought. A corresponding application for the works to the listed buildings

is also on the agenda ref P22/S4550/LBC. The proposals for the local centre are set out in the detailed Wick Farm DAS. The proposals involve:

- the demolition of four agricultural buildings and a small industrial unit
- the erection of a new barn style building (Class E) and erection of a back of house facilities building (Class E)
- the erection of New Build Community Space building (Class F2)
- the change of use to Class E and associated refurbishment works to the main Grade II listed barn and three curtilage barns at Wick Farm
- the change of use to Class F1 and associated refurbishment works to the Grade II* Listed Wick Farm Well House building
- the provision of associated hard and soft landscaping to include a market garden and market square and associated cycle parking for the local centre

- 7.135 The proposed site layout for the Local Centre is shown on drawing 241351-XXXX-PUR-ZZ-SL-DR-A-2100 Rev P05 which is appended to this report at Appendix 14. The Grade II listed barn is proposed to be restored to provide a restaurant space for the local centre. The new barn style building would provide a café and bar for the local centre. Located between these two buildings would be a market square, with a publicly accessible market garden to the east. To the south of the listed barn would be a small retail unit and the listed well house. The well house is to be restored to provide a public art gallery. To the south of this, a new co-working hub will be provided in a refurbished building, offering shared workspaces and meeting rooms. To the south of this, a new build community centre is proposed and a further retail unit fronting onto a gateway plaza.
- 7.136 The proposals would successfully incorporate listed structures within the local centre which will help to secure their long-term future. This is welcomed by Historic England who raise no objection to the proposals. The Council's Conservation Officer has raised no objection to the proposals. Less than substantial harm would arise to the designated heritage assets Wick Farmhouse, Wick Farm Well House and Wick Farm Barn relating to the change in context in which these buildings are understood and experienced through the loss of their rural and agricultural setting. Great weight and importance have been given to the desirability of preserving the settings of Grade II* and Grade II Listed Buildings. The Conservation Officer considers this to be a low level of harm. This less than substantial harm needs to be weighed against the public benefit of the proposal. The proposal would secure the long-term future of these heritage assets (the wellhouse and the barn), successfully incorporating them within a local centre which will help to secure their optimum viable use. The removal of the Listed Wellhouse from the Historic England Heritage At Risk register as a result of the proposed works would also be a significant benefit. As such, the less than substantial harm is outweighed by the public benefits and the proposals accord with the NPPF, Local Plan Policies ENV6 and ENV7, Neighbourhood Plan Policy H1 and Section 66 of the Planning (Listed Buildings and Conservation Area) Act 1990. The Council's Conservation Officer has requested that details (on-site interpretation boards) relating to the provision of details about the historic development of site relating to Wick Farm are provided and that these can be secured and approved via condition.
- 7.137 The on-going management and maintenance of the well house, along with the other community facilities on the site will be approved via a Community Facility Management Plan to be secured through the S106. As part of this management plan can address any issue of potential condensation associated with the glass cover over the well raised by Historic England.

- 7.138 The proposals for the local centre would result in an easily accessible and high quality form of development providing an attractive public realm. The scale of the proposed buildings would be appropriate to its surrounding context, with those located adjacent to Wick Farm Park being single storey. The proposals accord with Local Plan Policy DES1. At its closest point, the proposed community centre would be located 12 metres away from the nearest dwelling on Wick Farm Park Residential, which accords with the Design Guide. The remainder of the community centre building would be set back 16 metres from the nearest dwelling. As the community centre would be single storey, a loss of privacy to existing residents through overlooking would not arise. A large wall (Grade II listed) is situated on the boundary of Wick Farm Park, opposite the proposed community centre. A distance in excess of 12 metres would separate the co-working hub and the Grade II listed Wick Farmhouse.
- 7.139 The co-working hub, community centre and southern most retail unit would face west, fronting the main foot/cycle path that provides access to the local centre, with small areas of outdoor space and gardens facing east towards Wick Farm Park Residential. The existing bridleway that serves Wick Farm / Wick Farm Park Residential would remain. However, the main access to the local centre is to be via the newly created leisure route to the north of Wick Farm Park Residential and the main foot / cycle path to the west (served by public transport), thus seeking to minimise the use of the bridleway in connection with the local centre.
- 7.140 Given the nature of the static caravans on Wick Farm Park Residential, which are more susceptible to sound intrusion, excessive noise emitting from activities carried out in the community centre could affect their amenity. To avoid this, the hours of operation of the community centre should be controlled and a noise attenuation assessment for the community centre along with a detailed scheme of mitigation for protecting surrounding residents from internal and external noise should be approved. The use of loud speakers or amplification equipment in the external areas of the community centre should also be prevented. These can be controlled via condition. The use of external plant equipment associated with the new and refurbished buildings also has the potential to effect local amenity. As such, an assessment of noise levels attributable to the operation of any external plant should be assessed along with any necessary mitigation measures. This can be secured via condition.
- 7.141 Bat roosts are present on the site and have been surveyed as part of the ES. A Wick Farm Bat Mitigation Strategy is appended to the ES. The Council's Ecologist is content with the mitigation proposals set out in the strategy and has requested that these be secured via condition.
- 7.142 Cycle parking provision has been included as part of the detailed proposals, amounting to 39 Sheffield type stands providing 78 spaces. Based on the uses proposed, this accords with OCC standards.
- 7.143 A total of 19 car parking spaces are proposed to serve the local centre. This is lower than the maximum 52 spaces based on the adopted County standards. However, the local centre is intended to serve local needs and the site has been designed to provide high quality access by walking and cycling and discourage car use. A lower provision of car parking serving the local centre will assist in discouraging car use. OCC have commented that many people could and will walk and cycle to the facilities in the local centre from the surrounding development and the 19 spaces proposed is likely to be considered suitable. The proposals for car parking provision fall outside of the area for detailed consideration, shown indicatively as 19 spaces

being located on land to the east of the local centre. Detailed proposals relating to the number and provision of car parking spaces to serve the local centre, including the vehicular access serving these will need to be provided as part of the reserved matters for the adjoining parcel to the east of the local centre. This can be secured via condition.

Phasing

- 7.144 An indicative phasing plan has been provided as part of the application submission. This indicates that development on the site would commence initially on the eastern side of the site followed soon after by construction on the western side. The parcels in between would then be delivered meeting in the middle of the site. It is intended that construction access from the Bayswater Road will be limited to the construction of 50 dwellings. After this, construction access will be taken from the A40. A phasing plan, to show the sequence of development including residential, education, leisure, open space, community and commercial uses and identify key infrastructure works including access and primary roads will be secured and approved via condition, prior to the commencement of development.

Infrastructure provision

- 7.145 The South Oxfordshire Community Infrastructure Levy (CIL) Schedule identifies this site as CIL exempt. All infrastructure to support this development is to be secured by planning obligations in a S106 legal agreement. Planning obligations need to meet the CIL Regulation 122 tests and be (i) necessary to make the development acceptable in planning terms; (ii) directly related to the development; and (iii) fairly and reasonably related in scale and kind to the development. All planning obligations have been assessed and those agreed in the heads of terms meet the CIL tests. All financial contributions will be indexed linked so that contributions remain at current value when costs were prepared. The S106 agreement will also secure the delivery of affordable housing, as detailed in the paragraphs on housing above.

7.146 Transport

The proposed transport infrastructure is set out in the Transport and Movement section above at (paragraphs 7.34 to 7.67) of this report. The S106 Agreement will secure the following on-site infrastructure:

- Specification for main spine road, including numbers of bus stops and cross section details, as well as phasing triggers for delivery and point to point location.
- Details of the public transport phasing and bus turning facilities.
- Specification for mobility hubs
- Pedestrian and cycle routes to be secured prior to agreed triggers

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7.147 In addition to this, the S106 agreement will secure the following obligations:

Transport infrastructure	Contribution	Indexation
Public Transport Services	£4,740,000	RPI-x Dec 23
Public Transport Infrastructure (unless in S278/S38)	£46,780	Baxter Dec 21
Travel Plan Monitoring	£11,890	RPI-x Apr 23
Decide and Provide Monitoring	£100,000	RPI-x Jul 24
Traffic Calming in the villages (if monitoring shows it is required)	£216,254	Baxter Jul 24
Public Rights of Way Improvements	£290,000	Baxter 3Q23
Public Rights of Way Improvements (College Pond)	£150,000	Baxter Jul 24
Traffic Regulation Order (20mph speed restriction on development site)	£5,000 per TRO	RPIx Jun 23
Traffic Regulation Order (A40 speed reduction)	£5,000	RPIx Jun 23
Traffic Regulation Order (Woodeaton HGV right turn ban)	£5,000	RPIx Jun 23
A40 Northern Bypass speed management	£228,355	RPIx Jun 23
Traffic Regulation Order for CPZ	£5,000 per TRO	RPIx Jun 23
Oxford City Centre Cycle Parking Improvements	£5,700	Baxter Dec 23

7.148 The following off-site highway works will be secured through a S278 Agreement with the County Council:

- New site accesses onto Bayswater Road and associated junction works, including signals for main site access on Bayswater Road.
- New site access onto Elsfeld Road and associated junction works.
- Addition of signals to the Bayswater Road arm of the Headington Roundabout.
- Introduction of signals and re-alignment of the Marston Interchange.
- Pedestrian and Cycle Bridge over the A40.
- Improvements to Wick Close Subway.
- New and/or upgraded cycle routes along Bayswater Road.
- New and improved crossings of the Bayswater Brook into Barton and Barton Park (including PRow crossings).
- New and/or upgrades to Marsh Lane cycle routes.
- Re-aligning the cycle path as it crosses the Marston Interchange A40 off-slip towards Cutteslowe, plus other improvement works at this junction for cyclists.
- Upgrading of various pedestrian and cycle routes to key destinations, such as through Barton and towards schools as well as a new pedestrian/cycle link to Foxwell Drive from the A40 existing cycle path.
- New A40 Bus access to be used as temporary construction access.
- New bridge crossing over the Bayswater Brook to Barton Village Road for bus services.
- Works on the A40 Northern Bypass to include, but not necessarily limited to:
 - Realignment of the A40 carriageway
 - Diversion of existing cycleway
 - Northbound and southbound layby removals and/or relocations

- New bus lane from North Way onto the A40 with pre-signals to allow bus prioritisation. This requires an additional lane on the A40 eastbound on the approach to Headington roundabout.
- Toucan crossings over the A40 westbound exit arm and A40 eastbound approach arm at Headington Roundabout.
- Engineering works and/or road marking changes to support a reduction in speed limit along the A40 Northern Bypass.
- Temporary construction access(s)
- Bayswater Road (Shepherds Pit Lane) Cycle Access.
- Public transport infrastructure works required for the reversal of Bus Service 8.

The following off-site highway works will be subject to monitoring and review:

- Removal of A40 construction access left turn lane
- Marsh Lane Cycle Improvements
- A40 widening
- A4142 widening
- Just south of Marston Interchange junction works

7.149 Education

The proposed development will provide for a new 1 form entry primary school on the site (on a 2.22ha site). This is to be either funded by the applicant or directly delivered by the applicant with a contribution towards embedded costs and the S106 will provide both options. The chosen delivery route will be confirmed prior to first occupation. The school is to be delivered by the month of September following the 700th occupation. For secondary school provision, contributions will be provided towards the costs of a new school. A contribution will also be provided towards expansion of special education (SEND) capacity serving the area.

Education infrastructure	Contribution	Indexation
EITHER Primary and Nursery funding	£7,746,000	BCIS All-In-TPI
OR Primary and Nursery direct delivery with embedded cost contribution	£762,162	BCIS All-In-TPI
Secondary education building cost	£4,985,550	BCIS All-In-TPI
Secondary education land contribution	£462,300	BCIS All-In-TPI
SEND	£897,410	BCIS All-In-TPI

7.150 OCC Property

A contribution towards library provision will be secured. This will go towards either increasing the capacity at the Barton Community Centre Library or the reconfiguration / refurbishment of the Headington Library. The feasibility of expanding the Barton Community Centre library is to be established. Should this not be feasible, the monies will be directed towards the expansion of the Headington Library. Contributions will also be secured towards increasing the capacity and improved efficiency of the Museum Resource Centre at Standlake and the storage of archaeological archives at the resource centre.

Libraries	£465,273	BCIS TPI 383
Archaeology – museum resource centre	£13,228	RPIX Jul 2023
Archaeology – storing archive material	£6,418	RPIX Jul 2023

7.151 OCC Waste Management

A contribution will be secured towards the expansion and efficiency of household waste recycling centres operated by the County Council.

Household Waste and Recycling Centres	£147,517	BCIS All-In TP
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7.152 Leisure, sport and recreation

The proposed development generates a need for football, rugby and cricket pitches. As the need generated is mainly for less than one whole pitch, the Council's Leisure Team have advised that off-site contributions are appropriate as opposed to in-site provision.

- 7.153** The contribution for football will go towards the reinstatement of a grass football pitch at Fettiplace Recreation Ground, and towards expanding / improving facilities at Risinghurst Playing Fields or other projects for football facilities in the vicinity of the site as identified in the Playing Pitch Strategy (PPS). The contribution for cricket will go towards the provision, expansion or improvement of facilities at Cutteslowe Cricket Club and Risinghurst Cricket Club or other projects for cricket facilities in the vicinity of the Site as identified in the PPS. The contribution for rugby will go towards the provision, expansion or improvement of facilities at Holton Playing Fields or other projects in the vicinity of the site as identified in the PPS. The contribution towards swimming facilities will go towards expansion or improvement of swimming pool facilities at Barton Leisure Centre or other projects for swimming pool facilities in the vicinity of the site as identified in the Action Plan of the Built Facilities Strategy.

	Capital cost	Maintenance cost
Football incl 3G pitch	£742,591	£352,720
Cricket	£716,098	£308,190
Rugby	£619,225	£169,525
Swimming	£773,362	

- 7.154** The following facilities are to be provided on-site. A Community Management Trust (a charitable organisation) will be established with the responsibility of managing and maintaining the open space on the site and the facilities listed above. This will be secured in the S106 Agreement.

- Open space and play facilities
- Allotments
- Community hall
- Public Art
- Tennis courts
- Sports hall
- Health and Fitness
- Gymnastics
- MUGA

7.155 SSSI mitigation

A contribution £80,710 for BBOWT towards SSSI mitigation measures will be secured. The monies will go towards the replacement and improvements to fencing and signage to increase the robustness of visitor management on the SSSI, increase signage and waymarking and towards the costs of implementing these works. The provision of an Environmental Manager, funded by the development, will be secured

in the S106. The Environmental Manager will be in place and funded from first occupation, during the site build out and for a period of 10 years following the final occupation.

7.156 Biodiversity Net Gain Monitoring

A contribution of £15,144.92 will be secured towards the Council's costs associated with the monitoring and reporting of biodiversity net gain on the site.

7.157 Primary health care

The Oxfordshire Clinical Commissioning Group have requested a contribution of £1,356,480 towards primary healthcare provision. The monies will go towards the expansion of either the Barton Surgery, the Hedena (Bury Knowle) Surgery or the Manor Surgery. The feasibility of expanding the Barton Surgery is to be established. Should this not be feasible, the monies will be directed towards the expansion of the Hedena and Manor surgeries. The Barton Surgery is located within the Barton Neighbourhood Centre at Underhill Circus. The Hedena Surgery and Manor Surgery are located at Headington.

7.158 Waste recycling and street naming

A contribution of £307,730 (£196 x 1,570) will be secured towards the provision of recycling / refuse bins and a contribution of £42,076 (£268 x 157) will be secured towards street naming.

7.159 Oxford City Council

Contributions will be provided for Oxford City Council to go towards improvements to Underhill Circus

Towards costs associated with the redesign to front of shops and 2 additional CCTV cameras at Bridge B5 and associated upgraded footpath	£75,660	CPI
Additional secure cycle parking Underhill Circus	£25,509.60	CPI
Towards Barton Community Bus to expand provision to Bayswater	£70,000	CPI

Health Impact Assessment

7.160 A Health Impact Assessment (HIA) has been submitted with the application proposals. In response to comments provided by the Public Health Team at the County Council, the document has been amended. Base on the assessment 22 recommendations are made relating to the matters of housing, physical activity, healthy food environments, air quality and noise, traffic and transportation, crime and anti-social behaviour, economy, employment, education and skills, local natural environment and access to green spaces, access to services, and minimisation of resources and climate change. The recommendations and conclusions contained within the assessment are broadly supported by the Public Health Team. These recommendations have been considered alongside the application proposals and will be considered against forthcoming reserved matters.

7.161 Pre-commencement conditions

7.162 The applicant has provided written agreement to the suggested pre-commencement conditions.

8.0 Other Relevant Legislation

8.1 Human Rights Act 1998

The provisions of the Human Rights Act 1998 have been taken into account in the processing of the application and the preparation of this report.

8.2 Equality Act 2010

In determining this planning application, the Council has regard to its equalities obligations including its obligations under Section 149 of the Equality Act 2010.

8.3 Crime and Disorder Act 1998

In considering this application, due regard has been given to the likely effect of the proposal on the need to reduce crime and disorder in accordance with Section 17 of the Crime and Disorder Act 1998. In reaching a recommendation, officers consider that the proposal will/will not undermine crime prevention or the promotion of community safety.

9.0 PLANNING BALANCE AND CONCLUSION

9.1 The application site is allocated in the Local Plan for residential development and as such the principle of its development is established. The application proposes a higher number of dwellings than envisaged in the Local Plan and Policy STRAT13. However, there is a clear requirement for a site such as this, released from the Green Belt, to make an efficient use of land as required by the NPPF and Local Plan Policies DES7 and STRAT5. This report demonstrates that the higher number of 1,450 dwellings can be accommodated on the site whilst still according with the requirements of Local Plan Policy STRAT13 and the wider development plan policies as a whole.

9.2 The masterplan proposals are both acceptable and well thought through and successfully address the constraints of the site and the requirements placed upon it by Local Plan Policy STRAT13. The application proposals would provide high quality pedestrian, cycle and public transport connections to neighbouring facilities and into Oxford to seek to maximise the number of trips made by non-car modes, along with measures to discourage car-based development. An appropriate mitigation strategy would be provided to ensure there will be no demonstrable negative recreational, hydrological or air impacts on the Sidling's Copse and College Pond SSSI. The layout of the site and location of development parcels would avoid harm to Oxford's historic setting and the designated view cone.

9.3 The proposals will meet the Local Plan requirements for affordable housing provision, biodiversity net gain and energy efficient design and carbon reduction and provide appropriate provision / mitigation against identified infrastructure requirements.

9.4 As raised by the Environment Agency, concern exists over the capacity of the Oxford Sewage Treatment Works which discharges into the Northfield Brook, and this is linked to the water course failing to achieve a 'Good' Water Framework Directive status. The Environment Agency recommend the refusal of the application until necessary upgrades have taken place to the sewage treatment works. However, as opposed to refusing permission for the proposed development, the matter can effectively be dealt with way of condition that would prevent occupation of the development until the upgrade works have been implemented or a development and infrastructure phasing plan (including any interim on and/or off-site drainage works as may be required that would not involve additional flows to the Oxford Sewage Treatment Works) has been agreed with the local planning authority in consultation with Thames Water.

9.5 For the reasons set out in this report, I consider that the application proposals accord with the NPPF and the policies contained in Local Plan 2035.

9.6 Abbreviated versions of the recommended conditions are listed below and shown in full in Appendix 1

10.0 RECOMMENDATION

To delegate to the Head of Planning and the Chair of the Planning Committee the approval of outline hybrid planning permission subject to:

A) The completion of a S106 agreement to secure affordable housing and all the infrastructure and obligations as outlined in the report, and

B) The following conditions, with delegated authority to make reasonable amendments, additions or omissions to the conditions as necessary:

- 1. Approved Plans**
- 2. Commencement - outline**
- 3. Land Use Budget**
- 4. Design Code and Character Area Briefs**
- 5. Phasing Plan**
- 6. Amenity and play space provision**
- 7. Market mix to be approved**
- 8. Housing Delivery Document**
- 9. Accessible and adaptable dwellings**
- 10. Archaeological WSI**
- 11. Staged programme of archaeological evaluation**
- 12. Construction Management Plan**
- 13. Construction Environmental Management Plan (biodiversity)**
- 14. Landscape for Ecology Management Strategy (LEMS)**
- 15. Landscape and Ecology Management Plan (LEMP)**
- 16. Sitewide Biodiversity Enhancement Plan**
- 17. Phase Biodiversity Enhancement Plan**
- 18. Energy Statement**
- 19. Energy Statement Verification**
- 20. BREEAM – Reserved Matters**
- 21. Detailed Surface Water Drainage**
- 22. Record of installed SuDS**
- 23. Groundwater Assessment and Mitigation**
- 24. Survey of Watercourses**
- 25. Foul Water Drainage**
- 26. Drainage Adoption and Future Maintenance**
- 27. Sydlings Brook Mitigation**
- 28. Tree Protection**
- 29. Noise levels external amenity areas – Reserved Matters**
- 30. Noise Assessment – Reserved Matters**
- 31. Hours of operation – Reserved Matters**
- 32. Details of Parking – Wick Farm Local Centre**
- 33. Framework Travel Plan**
- 34. Residential Travel Plan**
- 35. Other Travel Plans**
- 36. Wayfinding Scheme**
- 37. Mobility Hubs**
- 38. Estate Roads**
- 39. Electric Vehicle Charging**

- 40. Cycle Parking**
- 41. Landscaping Reserved Matters**
- 42. Landscape Management Plan**
- 43. Contaminated Land Investigation**
- 44. Contamination Land Remediation**
- 45. Groundwater Contamination**
- 46. Groundwater Contamination Verification Report**
- 47. Flood Risk Assessment**
- 48. Food Zone 3b**
- 49. Flood Zones 2 and 3A**
- 50. Foul Waste**
- 51. Strategic Water Main**
- 52. Bayswater Brook LEMP**
- 53. Piling**
- 54. Decommissioning of investigative boreholes**
- 55. Commencement – Full**
- 56. Approved Plans – Full**
- 57. Wick Farm Local Centre Interpretation Boards**
- 58. Wick Farm Bat Mitigation Strategy**
- 59. Community Centre (Wick Farm) hours of operation**
- 60. Noise Assessment and Attenuation – Wick Farm Local Centre**
- 61. Landscaping – Wick Farm Local Centre**
- 62. BREEAM – Wick Farm Community Buildings**
- 63. Restriction of external amplification equipment – Wick Farm Community Centre**

Officer

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Appendix 1

Recommended Conditions (full text):

1	Approved Plans Outline	That the development hereby approved shall be carried out in substantial accordance with the details shown on the following approved parameter plans, Land Use Parameter Plan - P19-0856_18 02 Rev R Building Heights Parameter Plan - P19-0856_18 03 Rev O Access & Movement Parameter Plan - P19-0856_18 04 Rev R Green Infrastructure Parameter Plan - P19-0856_18_05 Rev S Density Parameter Plan - P19-0856_67 01 Rev H and in accordance with the following approved plans, Hybrid Planning Application Boundary – P19_0856_16_03 Rev F Eastern Access - General Arrangement - IMA-20-134-EA-01 Rev F Eastern Access- Red Line Plan- IMA-20-134-EA-02 Rev D Eastern Access - Engineering Layout - IMA-20-134-EA-03 Rev F Eastern Access - Longsections - IMA-20-134-EA-04 Rev A Eastern Access - Swept Path Analysis – Rigid IMA-20-134-EA-05 Rev C - Eastern Access Swept Path Analysis - Refuse Vehicle - IMA-20-134-EA-06 Rev B Eastern Access General Arrangement Alternative - IMA-20-134-EA-07 Rev A Western Access - General Arrangement - IMA-20-134-WA-01 Rev F Western Access- Red Line Plan- IMA-20-134-WA-02 Rev D Western Access - Engineering Layout - IMA-20-134-WA-03 Rev F Western Access - Longsections - IMA-20-134-WA-04 Rev C Western Access Visibility - IMA-20-134-WA-05 Rev D Western Access Swept Path Analysis – Rigid - IMA-20-134-WA-06 Rev B Western Access Swept Path Analysis - Refuse Vehicle - IMA-20-134-WA-07 Western Access General Arrangement Alternative - IMA-20-134-WA-08 R19 Access - General Arrangement - IMA-20-134-R19-01 Rev E R19 Access - Red Line Plan- IMA-20-134-R19-02 Rev D IMA-20-134-R19-03 Rev C - R19 Access Swept Path Analysis - Refuse Vehicle
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		R19 Access – Bayswater Road Visibility - IMA-20-134-R19-04 Rev B Access Points Detailed Planting Proposals P19-0856-EN-125B Sheets 1 to 3 except as controlled or modified by conditions of this permission Reason: To secure the proper planning of the area in accordance with Development Plan policies.
2	Commencement - outline	No development, or in the case of phased development no phase or sub phase of the development, shall be begun until full details illustrating the following matters ('the reserved matters') have been submitted to and approved in writing by the Local Planning Authority in respect of that development or phase or sub phase of the development and the development (or where relevant phase of development) shall be carried out in accordance with such details: The layout of the development; The scale of the development; The appearance of the development; The means of access, not approved by this permission; and The landscaping of the development. In the case of the first phase or sub phase, application for approval of the reserved matters for that phase or sub phase must be made not later than the expiration of three years beginning with the date of this outline planning permission. Thereafter the development of the first phase or sub phase shall commence not later than the expiration of two years from the date of the approval of the first reserved matters. The reserved matters submitted for each parcel shall include all of the matters reserved for consideration. In the case of reserved matter applications for approval on the remainder of the site, all applications must be made not later than the expiration of ten years from the date of the grant of the outline planning permission and development shall be begun not later than the expiration of two years from the approval of the last such matter to be approved. Reason: As the application is in outline only and is not accompanied by detailed plans and by virtue of Sections 91 to 95 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.
3	Land Use Budget	The development shall be carried out in accordance with Land Use Parameter Plan and comprise the following land use

		proportions: (a) 32.4ha residential land (b) 63.4ha green infrastructure (c) 2.2ha primary school (d) 0.8ha Local Centre (d) 0.1ha Residential Mixed Use Development (community use buildings (Class F2 and commercial use (Class)) (e) 1.7ha Assisted Living (f) 10.4ha retained farmland (g) 7.9ha remaining for infrastructure and access No land use shall vary from the above stated area without the prior written approval of the Local Planning Authority. Each reserved matter application shall, where applicable, identify spatially and numerically the area of land in the above land use categories. Reason: To ensure a balanced mix of uses in the development, ensure the approved mix of land uses are delivered as part of the reserved matters and to be in accordance with Policy STRAT13 of the South Oxfordshire Local Plan 2035.
4	Design Code and Character Area Briefs	Prior to the submission of any reserved matters applications relating to the Character Areas listed below, as defined in the Design and Access Statement and the Regulating Plan, a Design Code and Character Area Brief for that Character Area shall be submitted to an approved in writing by the Local Planning Authority. CA1: Gateway Park CA2: River Walk CA3: Central Neighbourhood CA4: Wick Farm CA5: Northern Linear Park CA6: Woodlands CA10: Enclosed Dog Walking Field The Design Code and Character Area Brief shall include design guidance for the Character Area building on the design principles set out in the Design and Access Statement and the Environmental Mitigation and Enhancement Strategy. Each reserved matters application shall demonstrate how it accords with the relevant and approved Design Code and Character Area Brief. Reason: To ensure that the design of the development accords with the NPPF and policies STRAT13, DES1, DES2 and TRANS5 South Oxfordshire Local Plan 2035 and the adopted South Oxfordshire Design Guide.

5	Phasing Plan	Prior to the commencement of development a site wide Phasing Plan that accords with the approved Land Use Parameter Plan shall be submitted to and approved in writing by the Local Planning Authority. The Phasing Plan shall identify the sequence of development and indicate where phases or sub phases may overlap. The Phasing Plan shall identify development in parcels of residential, education, leisure, open space, community uses and commercial uses and identify key infrastructure works including access and primary roads and off-site infrastructure. The Phasing Plan shall show means of access (vehicular, cycle and pedestrian) serve those parcels by first occupation (of each parcel) and other supporting infrastructure. The development shall be carried out in accordance with the approved Phasing Plan or such updated version as shall be subsequently approved in writing by the Local Planning Authority. Each reserved matters application shall refer to the phase(s) to which they relate and, where relevant, shall identify the sub-phases within the reserved matters application area. Reason: To ensure that infrastructure is delivered to meet the needs of the development in accordance with Policies STRAT13, INF1 and TRANS4 South Oxfordshire Local Plan.
6	Amenity Space and Play Provision	As part of the green infrastructure provision on the site, the development shall provide the following open space and play facilities as a minimum: 5.10ha Amenity green space 0.91 ha Play provision (designated equipped play space) 1.09ha Play provision (Teenage/adult incl MUGA, tennis courts outdoor gym, bike track) 1.46 Allotments 2 x Neighbourhood Equipped Areas of Play (NEAP) 1 x Local Equipped Area of Play (LEAP) 3 x Local Landscaped Areas of Play (LLAP) Each reserved matter application shall, where applicable, identify spatially and numerically the area of land in the above land use categories. Reason: To ensure appropriate provision of amenity greenspace and play facilities on the site in accordance with Policy CF5 of the South Oxfordshire Local Plan 2035.
7	Market Mix	Prior to the submission of the first reserved matters application for residential development, details of the sitewide number and mix of market dwellings to meet the needs of current and future households shall be submitted to and approved in writing by the local planning authority. The mix of housing shall have regard to the Council's latest evidence, monitoring and delivery and the character of the site and its

		setting. Thereafter, the development shall be implemented in accordance with the agreed mix unless otherwise approved in writing by the Local Planning Authority. Reason: In accordance with Policy H11 of the South Oxfordshire Local Plan 2035.
8	Housing Delivery Document	Prior to the submission of the first reserved matters application for residential development a Housing Delivery Document shall be submitted to and approved in writing by the Local Planning Authority. The Housing Delivery Document shall demonstrate the disposition of housing across the whole site and provide the following information for each phase or sub phases (as determined in the approved Phasing Plan). a) The number and mix of market dwellings (cumulatively totalling 725 across the site) in accordance with the approved market mix (the subject of condition 7) b) The number and mix (bedroom size) of affordable housing (cumulatively totally 725 units across the site) in accordance with the agreed affordable mix appended to the S106 c) The tenure of each affordable unit d) The number and mix of the market assisted living Extra Care units e) The number and mix of the affordable assisted living Extra Care units d) The number of units to meet Building Regulations Part M (4) Category 2 and Part M (4) Category 3 for both market and affordable sectors, in accordance with Condition 9 An updated Housing Delivery Document shall be provided for each phase or sub phase incorporating residential development and submitted with the reserved matters application. The Development shall be carried out in accordance with the approved Housing Delivery Document as updated and approved in writing by the Local Planning Authority. Reason: To provide the housing mix on the site to meet housing need and facilitate a balanced community in accordance with the strategic housing market assessment (SHMA) and Policies H9, H11, H13 of the South Oxfordshire Local Plan 2035 and to enable monitoring of the provision.
9	Accessible and adaptable dwellings	Residential development shall be constructed to Building Regulations Part M (4) Category 2 for all affordable units and in fifteen per cent of all open market homes and Part M (4) Category 3 in five per cent of affordable units. Details of the properties to be provided to these standards shall be shown on all reserved matters applications incorporating residential development.

		Reason: To improve and increase the amount of housing stock that be used or adapted easily for use by people with disabilities in accordance with policy H11 of the South Oxfordshire Local Plan 2035.
10	Archaeological WSI	Prior to any demolition and the commencement of the development within a phase or sub phase a professional archaeological organisation acceptable to the Local Planning Authority shall prepare an Archaeological Written Scheme of Investigation for that phase or sub phase, relating to the application site area, which shall be submitted to and approved in writing by the Local Planning Authority. Reason: To enable an appropriate level of archaeological investigation of the area including excavation and recording, post excavation analysis and the publication of results in accordance with Policy ENV9 South Oxfordshire Local Plan 2035.
11	Staged programme of archaeological evaluation	Following the approval of the Written Scheme of Investigation referred to in condition 10, and prior to any demolition on the site and the commencement of development (other than in accordance with the agreed Written Scheme of Investigation), a staged programme of archaeological evaluation and mitigation shall be carried out by the commissioned archaeological organisation in accordance with the approved Written Scheme of Investigation. The programme of work shall include all processing, research and analysis necessary to produce an accessible and useable archive and a full report for publication which shall be submitted to the Local Planning Authority within two years of the completion of the archaeological fieldwork. Reason: To enable an appropriate level of archaeological investigation of the area including excavation and recording, post excavation analysis and the publication of results in accordance with Policy ENV9 South Oxfordshire Local Plan 2035.
12	Construction Management Plan	No development shall commence within a phase or sub phase until a Construction Management Plan (CMP) has been submitted to and approved in writing by the Local Planning Authority for that phase or sub phase. The CMP for each phase or sub phase shall comply with the approved CEMP Biodiversity and LEMS (Conditions 13 and 14) and Arboricultural Method Statement (Condition 28) and include the following matters for that phase or sub phase: (a) Traffic during construction: access arrangements, traffic routes, routes within site kept free from obstruction, hours on local highway network, wheel washing, travel plan for

		construction workers, location of compounds, vehicle parking and turning areas, scheme for prevention of surface water discharges onto the highway, contact details for the Site Supervisor responsible for on-site and off-site works; (b) Location of exclusion zones to prevent soil compaction for large scale planting areas, public and school playing fields, allotments and the remediation of any soil compaction; (c) Handling and storage of topsoil; (d) Protection of trees, hedgerows and water features identified in the LEMP and Aboricultural Method Statement (e) Archaeology protection; (f) Environmental protection from noise, vibration (including piling), dust for residents within and adjoining the site; (g) Contamination investigations and reporting; (h) Method statement for the prevention of contamination or soil and groundwater and air pollution and remediation in the event of pollution; (i) A management strategy and proposals for the minimisation of construction waste and sustainable working methods including the re-use of rainwater (j) hours of operation for construction to be restricted to 08:00-18:00 Monday to Friday and 08:00-13:00 on a Saturday, and no work is permitted to take place on Sundays or Public Holidays without the prior written authority of the Local Planning Authority. The development of each phase or sub phase shall be carried out in accordance with the CMP for that phase or sub phase or such updated version as shall be subsequently approved in writing by the Local Planning Authority. Reason: To protect the amenity of the area and in the interests of highway safety in accordance with Policy DES6, ENV12 of the South Oxfordshire Local Plan 2035.
13	Construction Environmental Management Plan (Biodiversity)	Prior to the commencement of development within a phase or sub phase (including demolition, ground works, vegetation clearance) a Construction Environmental Management Plan for Biodiversity (CEMP Biodiversity) for that phase or sub phase shall be submitted to and approved in writing by the local planning authority. The CEMP (Biodiversity) shall where relevant include the following: a) Up to date ecological surveys for bats, reptiles, water vole/otter, badger, nesting birds and habitats shall be undertaken (as appropriate). The up to date surveys shall be of an appropriate type for the above species and survey methods shall follow national good practice guidelines. b) Risk assessment of potentially damaging construction activities. c) Identification of "biodiversity protection zones".

		d) Practical measures (both physical measures and sensitive working practices) to avoid, reduce or mitigate the impacts on important habitats and protected species during construction (may be provided as a set of method statements). e) The location and timing of sensitive works to avoid harm to biodiversity features. f) The times during construction when specialist ecologists need to be present on site to oversee works and their roles and responsibilities. g) Responsible persons and lines of communication. h) Use of protective fences, exclusion barriers and warning signs. The approved CEMP (Biodiversity) for each phase or sub phase shall be adhered to and implemented throughout the construction period of that phase or sub phase strictly in accordance with the approved details, unless otherwise agreed in writing by the Local Planning Authority. Reason: To protect the important species on the site, in accordance with provisions of the NPPF and Policies ENV3 and ENV3 of the South Oxfordshire Local Plan 2035.
14	Landscape for Ecology Management Strategy (LEMS)	A site wide strategy for landscape and ecology management (LEMS) shall be submitted with the first Reserved Matter application. No development shall commence until the strategy has been approved in writing by the Local Planning Authority. The LEMS shall cover the whole of the development site covered by the outline approval P22/S4618/O and be broadly in accordance with the outline details agreed in the Biodiversity Enhancement and Management Plan (Appendix 7.3 of the approved Environmental Statement) and the approved Drainage Strategy (Condition 21). The LEMS shall include: a) Description and evaluation of all features to be managed including SUDs, water courses, wetlands, ponds, nature park, woodland, trees and hedgerows; b) Ecological trends and constraints on site that might influence management; c) Proposals for ecological enhancements for habitats and species; d) Palette of trees and shrubs appropriate to each character area and their objective e) Use of topsoil and subsoil from the site, storage locations on the site and minimum depths of topsoil for planting f) Locations and programme of early implementation of screening and buffer planting Reason: To ensure that there is no net loss of biodiversity, to manage flooding and enhance the landscape in accordance

		with provisions of the NPPF and Policies ENV2 and ENV3 of the South Oxfordshire Local Plan 2035.
15	Landscape and Ecology Management Plan (LEMP)	A Landscape and Ecology Management Plan (LEMP) for each phase or sub phase shall be submitted with Reserved Matters for approval. Each LEMP shall be consistent with the details of the approved Strategic Landscape and Ecology Management Strategy (LEMS), approved under Condition 14. No development shall commence within that phase or sub phase until the LEMP for that phase or sub phase has been 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 including the integration of existing and new planting b) Ecological trends and constraints on site that might influence management c) Proposals for ecological enhancements for habitats and species d) Management plan for SUDs on the site d) Aims and objectives of management e) Appropriate management options for achieving aims and objectives f) Prescriptions for management actions g) Preparation of a work schedule (including an annual work plan capable of being rolled forward over a five-year period) h) Details of the body or organisation responsible for implementation of the plan i) Ongoing monitoring and remedial measures The LEMP shall also include details of the legal and funding mechanism by which the long-term implementation of the plan will be secured by the developer with the management bodies 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 development of each phase or sub phase shall be implemented and maintained in accordance with the approved details for that phase or sub phase. Reason: To ensure that there is no net loss of biodiversity, to manage surface water and enhance the landscape in accordance with provisions of the NPPF and Policies ENV2 and ENV3 of the South Oxfordshire Local Plan 20351.
16	Site-Wide Biodiversity Enhancement Plan	Prior to the submission of any reserved matters applications linked to this outline permission, a Site Wide Biodiversity Enhancement Plan shall be submitted to and approved in writing by the Local Planning Authority. The Site-Wide

		Biodiversity Enhancement Plan should broadly be in accordance with the Biodiversity Impact Assessment v6 and supporting Biodiversity Metric submitted with the ES and the outline details of habitat creation and enhancement contained in the Outline Biodiversity Enhancement and Management Plan (Appendix 7.3b of the ES). The Site-Wide Biodiversity Enhancement Plan should include: a) Details of habitat creation or enhancement likely to be delivered within each agreed phase of the development. Habitat type and condition should be referenced with regards to the statutory biodiversity metric. b) Parameters for the number and type of species enhancements (such as bat and bird boxes, hedgehog highways etc.) to be delivered within each agreed phase. c) Selection of appropriate strategies for creating or enhancing target habitats, or introducing target species. Reference should be made to achieving relevant habitat condition criteria, with regards to the statutory biodiversity metric. d) Provision of a minimum 10 metre buffer, measured from the top of either bank, of retained and enhanced watercourses, where relevant. There is a presumption against operational development within the buffer unless essential for the development. e) Use of the statutory biodiversity metric to demonstrate that the Site-Wide Biodiversity Enhancement Plan can deliver the required level of biodiversity net gain. f) A phase-by-phase BNG tracker, identifying the number and type of units that each phase of development will deliver to accord with the site-wide Biodiversity Plan. The tracker will be updated with each subsequent phase approved. g) Outline provisions for the monitoring of delivered habitats, post-completion, for a minimum of 30 years. Monitoring reports shall be provided to the council at years: 1, 2, 5, 10, 15, 20, 25, and 30 post completion. The Site-Wide Biodiversity Enhancement Plan shall deliver a net gain for biodiversity accounting for the impacts of development approved in outline, and linked SODC application P22/S4596/FUL, and linked Oxford City Council application 22/03049/FUL. The biodiversity net gain shall be sufficient to clearly demonstrate as a minimum no net loss of units relating to application P22/S4596/FUL and the delivery of 1.2 units for habitats and 0.77 units for hedgerows relating to the linked Oxford City application 22/03049/FUL. Reason: To secure net gains for biodiversity, in accordance with Policies ENV2 and ENV3 of the SOLP35 and the NPPF
17	Phase Biodiversity Enhancement Plan	Prior to the commencement of development within a phase or sub phase, a Biodiversity Enhancement Plan shall be submitted to and approved in writing by the Local Planning Authority. The Phase Biodiversity Enhancement Plan will

		accord with the Site-Wide Biodiversity Enhancement Plan agreed under condition 16. The Phase Biodiversity Enhancement Plan should include: a) Details of habitat creation or enhancements, including suitably detailed drawings and cross sections as required. b) Details of species enhancements including relevant scale plans and drawings showing the location, elevation and type of features such as bat and bird boxes, hedgehog highways etc. as appropriate. c) Method statements for establishing or enhancing target habitats, or introducing target species. d) Sources of habitat materials (e.g. plant stock), seed mixes, or species individuals. e) Method statement for the ongoing management of relevant habitats for a minimum of 30 years post-completion of the phase (including all built development and habitat establishment works); f) Full details from the statutory biodiversity metric demonstrating that the Phase Biodiversity Enhancement Plan can deliver the required biodiversity units to accord with the BNG tracker approved as part of the Site-Wide Biodiversity Enhancement Plan. g) Phase-specific BNG monitoring plan providing for the submission of post-completion monitoring reports in accordance with the Site-Wide Biodiversity Enhancement Plan. Thereafter the Phase Biodiversity Enhancement Plan shall be implemented, maintained and retained in accordance with the approved details. All enhancements should be delivered prior to the final occupation of the relevant phase or sub phase. Reason: To secure net gains for biodiversity, in accordance with Policies ENV2 and ENV3 of the SOLP35 and the NPPF.
18	Energy Statement	Prior to or concurrent with the submission of reserved matters for each phase or sub phase of built development an Energy Statement shall be submitted for approval in writing by the Local Planning Authority for that phase or sub phase. The Energy Statement shall include SAP calculations in line with the recognised methodology set by Government, demonstrating how the development will achieve carbon reduction compared with code 2013 Building Regulations, as follows: - for dwellings begun before 31 March 2026 at least a 40% reduction in carbon emissions - for dwellings and development begun after 31 March 2026 and before 31 March 2030 at least a 50% reduction in carbon emissions - for dwellings and development begun after 31 March 2030 a 100% reduction in carbon emissions The development of that phase or sub phase shall be constructed in accordance with the approved details.

		Reason: To ensure high standards of sustainable design and construction in accordance with Policies DES 7, DES8 and DES10 of the South Oxfordshire Local Plan 2035.
19	Energy Statement Verification	Prior to the first occupation of each dwelling on each phase or sub phase, an Energy Verification Report shall be submitted to the Local Planning Authority and approved in writing. The Verification Report shall identify when the dwellings were begun and demonstrate (with photographic evidence) that the energy efficiency measures have been implemented. These measures shall be retained and maintained as such thereafter in accordance with the Energy Statement and Verification Report. Reason: To ensure high standards of sustainable design and construction in accordance with Policy DES10 of the South Oxfordshire Local Plan 2035.
20	BREEAM – Reserved Matters	A BREEAM pre-assessment for the new build non-residential development shall be submitted with the reserved matters for each phase or sub phase where relevant, to demonstrate that the buildings shall achieve a minimum BREEAM rating of Excellent. Prior to completion of each building a Design Stage Certificate for that building (prepared by an accredited Building Research Establishment Assessor) shall be submitted to and approved in writing by the Local Planning Authority to demonstrate compliance. Within 6 months of occupation of any non-residential building, evidence shall be submitted in the form of a Post Construction Certificate (prepared by Building Research Establishment qualified assessor) to demonstrate full compliance with the specified BREEAM standard for that building. Reason: To ensure high standards of sustainable design and construction in accordance with Policy DES10 of the South Oxfordshire Local Plan 2035.
21	Detailed Surface Water Drainage	Prior to commencement of development within a phase of sub phase a detailed Surface Water Management Scheme for that phase or sub-phase of development, shall be submitted with Reserved Matters for approval in writing by the Local Planning Authority. The detailed design is to be based on the principles contained within Stantec Flood Risk Assessment report reference 332510694 rev b dated April 2024 and Stantec Surface Water Drainage Strategy report reference 332510694/2001-R001 rev B dated April 2024. The scheme shall be subsequently implemented in accordance with the approved details before the development is completed.

		No dwelling or building shall be occupied or used by the public until the surface drainage works to serve that phase or sub-phase of the development have been carried out and completed in accordance with the approved details. The scheme shall include: • A compliance report to demonstrate how the scheme complies with the “Local Standards and Guidance for Surface Water Drainage on Major Development in Oxfordshire”; • Full drainage calculations for all events up to and including the 1 in 100 year plus 40% climate change; • A Flood Exceedance Conveyance Plan; • Proposed site and finished floor levels; • Comprehensive infiltration testing across the site to BRE DG 365 to include an assessment of the risks to controlled waters; • Detailed design drainage layout drawings of the SuDS proposals including cross-section details; • Detailed design for all bridge structures and associated infrastructure to be provided demonstrating management of surface water, water quality, run-off rates and volumes; • Landscape plans with sustainable drainage features integrated and co-ordinated as appropriate; • Drainage construction details; • Detailed maintenance management plan in accordance with Section 32 of CIRIA C753 including maintenance schedules for each drainage element, and; • Details of how water quality will be managed during construction and post development in perpetuity; • Consent for any connections into third party drainage systems • Details of silt management and design against blockage • Details of surface water management during construction Reason: To prevent pollution and flooding in accordance with Policies ENV12 and EP4 of the South Oxfordshire Local Plan 2035.
22	Record of installed SuDS	Prior to the occupation of 75% of the dwellings within any phase, a record of the installed SuDS within that phase or sub phase shall be submitted to and approved in writing by the Local Planning Authority for deposit with the Lead Local Flood Authority Asset Register. The details shall include: (a) As built plans in both .pdf and .shp file format;

		(b) Photographs to document each key stage of the drainage system when installed on site; (c) Photographs to document the completed installation of the drainage structures on site; (d) The name and contact details of any appointed management company information. Reason: To prevent pollution and flooding in accordance with Policies ENV12 and EP4 of the South Oxfordshire Local Plan 2035.
23	Groundwater Assessment and Mitigation	Prior to the commencement of development within a phase or sub phase, details of groundwater mitigation measures required based on detailed groundwater assessment following monitoring undertaken over at least a period of 6 months over the winter period and historical evidence are to be submitted to and approved by the local planning authority for that phase or sub phase. Details are to include any required mitigation measures to intercept and redirect groundwater, information in peak expected groundwater levels in affected areas of the site, details of any ground level or floor level raising to reduce the risk of groundwater emergence. The scheme for a phase or sub phase shall subsequently be implemented in accordance with the approved details before that phase or sub phase is occupied in any of the areas subject to higher groundwater risk. Reason: To prevent pollution and flooding in accordance with Policies ENV12 and EP4 of the South Oxfordshire Local Plan 2035.
24	Survey of Watercourses	Prior to the commencement of the development, a survey of all ordinary watercourses on or on the boundaries of the site along with any improvement measures / remedial work necessary to ensure suitable flow through drainage ditches / watercourses / other drainage features to cater for the associated upstream catchment are to be submitted to and approved by the local planning authority. Details for the improvement of ditches and drainage along Elsfield Road shall be included in the submission along with any interception ditches or swales required to reduce the risk of overland flow affecting the proposed development. The scheme shall be subsequently implemented in accordance with the approved details before the area of development related to the works is occupied. Reason: To prevent pollution and flooding in accordance with Policies ENV12 and EP4 of the South Oxfordshire Local Plan 2035.
25	Foul Water Drainage	Prior to commencement of development within a phase or sub phase, a detailed Foul Water Scheme for that phase or sub-

		phase of development, shall be submitted with Reserved Matters for approval in writing by the Local Planning Authority. In areas of the site at higher risk of groundwater levels being within 3m of the surface of the site as detailed in the Stantec Flood Risk Assessment report reference 332510694 rev 3 dated November 2022, details of specific measures to reduce the risk of groundwater entering the pipe and manhole network and to ensure that the system is suitably watertight shall be included in the submission. The scheme for a phase or sub phase shall be subsequently implemented in accordance with the approved details and no dwelling or building shall be occupied until the measures related to that dwelling or building have been implemented. Reason: To ensure the proper provision of foul water drainage and to ensure flooding and pollution is not exacerbated in the locality in accordance with policy EP4 of the South Oxfordshire Local Plan 2035.
26	Drainage Adoption and Future Maintenance	All below ground drainage infrastructure serving more than one property is to be offered for adoption to Thames Water or alternative OFWAT approved water statutory authority. Water authority approved adoption plans are to be provided to the Local Planning Authority prior to the final occupation of any phase or sub phase where applicable. Reason: To ensure that robust measures are taken to ensure that below ground drainage is adopted by an appropriate authority in accordance with policy EP4 of the South Oxfordshire Local Plan 2035.
27	Sydling's Brook Mitigation	Prior to commencement of development within a phase or sub-phase that includes the Sydling's Brook or is adjacent to a phase or sub-phase that includes the Sydling's Brook, a detailed design of the Sydling's Brook mitigation measures are to be submitted with the Reserved Matters for approval by the Local Planning Authority. The approved works are to be completed prior to the first occupation of the relevant phase of sub phase. Reason: To prevent pollution and flooding in accordance with Policies ENV12 and EP4 of the South Oxfordshire Local Plan 2035.
28	Tree Protection	No works or operations including demolition and site clearance shall take place within any phase or sub phase until an Arboricultural Method Statement, accompanying Tree Retention and Removal Plan and Tree Protection Plan has been submitted to the Local Planning Authority for approval in writing either prior to or concurrent with the submission of reserved matters for that phase or sub phase.

		The Arboricultural Method Statement must include the following: (1) A specification of any pruning or tree surgery works to any trees to be retained, to prevent accidental damage by construction or demolition activities; (2) The specification and location of temporary tree protective fencing and any ground protection required to protect all retained trees in accordance with the current edition of BS 5837 "Trees in relation to design, demolition and construction", and details of the timing and duration of its erection; (3) The definition of areas for the storage or stockpiling of materials, temporary on-site parking, site offices and huts, mixing of cement or concrete, and fuel storage; (4) The means of demolition of any existing site structures, and of the re-instatement of the area currently occupied thereby; (5) The route and method of installation of drainage or any underground services in the vicinity of retained trees; Consideration will be made to avoid siting of utilities and service runs within the Root Protection Area (RPA) of all trees to be retained. Only where it can be demonstrated that there is no alternative location for the laying of utilities, will encroachment into the RPA be considered. Methodology for any installation works within the RPA will be provided and must be in compliance with the current edition of NJUG 'Guidelines for the planning and installation and maintenance of utility apparatus in proximity to trees'. (6) The details and method of construction of any other structures such as boundary walls in the RPA of retained trees and how these relate to existing ground levels; (7) The details of materials and method of construction of any roadway, driveway, parking, pathway or other surfacing within the RPA, which is to be of a 'No Dig' construction method, in accordance with the principles with in Arboricultural Association Guidance Note 12 "The use of cellular confinement systems near trees" and in accordance with current industry best practice; and is appropriate for the type of roadway required in relation to its usage. (8) Provision for the supervision of ANY works within the RPA of trees to be retained, and for the monitoring of continuing compliance with the protective measures specified, by an appropriately qualified arboricultural consultant, to be appointed at the developer's expense and notified to the Local Planning Authority, prior to the commencement of development; and provision for the regular reporting of
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		continued compliance or any departure there from to the Local Planning Authority. Thereafter the development within the phase or sub phase shall be carried out in accordance with the approved details for that phase or sub phase with the agreed measures being kept in place during the entire course of development of that phase or sub phase. Reason: To safeguard trees which are visually important in accordance with Policies ENV1, DES1, and DES2 of the South Oxfordshire Local Plan 2035.
29	Noise levels external amenity areas – Reserved Matters	Each reserved matters application which includes a residential parcel shall include a detailed scheme for protecting the dwellings from the external noise environment of the area. This should be informed by noise modelling to demonstrate how the proposed buildings would provide screening and thus affect the acoustic environment relating to road traffic noise. No development shall take place within the site subject of these reserved matters until details of the scheme have been approved in writing by the Local Planning Authority for that residential parcel. The scheme shall be designed, specified and constructed so that the sound insulation performance of the structure and the layout of the dwellings is such that the indoor ambient noise levels do not exceed the values detailed in Table 4 of BS 8233:2014 "Indoor ambient noise levels for dwellings". Noise levels in external amenity areas shall not exceed the desirable level of 50dB LAeq,T, as specified in Paragraph 7.7.3.2 of BS 8233:2014 "Design criteria for external noise" unless otherwise agreed by the Local Planning Authority. Thereafter the development of that phase or sub phase shall not be carried out other than in accordance with such approved scheme and no dwelling shall be occupied until the scheme measures that relate to that dwelling have been implemented. Reason: To safeguard the amenities of the occupiers of the proposed development in accordance with Policy ENV12 of the South Oxfordshire Local Plan 2035.
30	Noise Assessment – Reserved Matters	The submission of Reserved Matters for non-residential buildings shall include a noise assessment together with a detailed scheme of mitigation for protecting occupants and surrounding residents from the internal and external noise. The scheme shall be approved in writing by the Local Planning Authority and the details shall be implemented in accordance with the approved scheme. Reason: To ensure that the development is not unneighbourly in accordance with Policy DES6 of the South Oxfordshire Local Plan 2035

31	Hours of operation – Reserved Matters	Details of the hours of operation for all non-residential buildings shall be submitted with reserved matter applications for approval in writing by the Local Planning Authority. Reason: To protect the amenity of residential properties in accordance with Policy DES6 of the South Oxfordshire Local Plan 2035
32	Details of Parking – Wick Farm Local Centre	Details relating to the provision of car parking to serve the Wick Farm Local Centre, to include the number of spaces and associated layout, shall be submitted to and approved in writing by the Local Planning Authority. The details should be included as part of the reserved matters application for development adjoining the Local Centre as identified the Phasing Plan to be approved in Condition 5. The Wick Farm Local Centre shall not be occupied until the car parking to serve it has been approved and implemented. Reason: To ensure an appropriate provision of car parking to serve the Local Centre in accordance with Policies DES1 and TRANS5 of the South Oxfordshire Local Plan 2035.
33	Framework Travel Plan	Prior to first occupation of any part of the development hereby approved, a Framework Travel Plan shall be submitted to and approved in writing by the Local Planning Authority based on the Framework Travel Plan, Dec 2022 submitted with the application. Thereafter, from first occupation, the associated details shall be implemented in full in accordance with the approved document. Reason: To promote the use of non-car modes of transport in accordance with Policy TRANS4 of the South Oxfordshire Local Plan 2035
34	Residential Travel Plan	Prior to first occupation of the proposed residential use, a Travel Plan and Travel Information Pack shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, upon first occupation, the Travel Plan shall be implemented in full and the first residents of each dwelling shall be provided with a digital copy (hard copies on request) of the approved Travel Information Pack. Reason: To promote the use of non-car modes of transport in accordance with guidance contained within the National Planning Policy Framework and Policy TRANS4 of the South Oxfordshire Local Plan 2035.
35	Other Travel Plans	Prior to occupation of the proposed primary school, assisted living units and other commercial units with a GFA of 1500sqm or more, a Travel Plan or Travel Plan Statement for such individual use shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, from first occupation of the primary school, assisted living units and

		relevant commercial units, such use shall be implemented in accordance with the approved document for such use. Reason: To promote the use of non-car modes of transport in accordance with guidance contained within the National Planning Policy Framework and Policy TRANS4 of the South Oxfordshire Local Plan 2035.
36	Wayfinding scheme	Prior to first occupation within a phase or sub phase, a wayfinding strategy for that phase or sub phase, which shall include where relevant details of signage, locations for signage and key routes to destinations in Oxford and the surrounding area and a programme for implementation and a maintenance schedule (where relevant), and shall be broadly in accordance with plan, reference IMA-20-134-WCH-10 (Future Proposed/Potential Cycle Network and Wayfinding Signage), shall be submitted to and approved in writing by the Local Planning Authority. The strategy shall thereafter be implemented within each phase or sub phase in accordance with the approved strategy. Reason: To promote the use of non-car modes of transport in accordance with guidance contained within the National Planning Policy Framework and Policy TRANS4 of the South Oxfordshire Local Plan 2035.
37	Mobility hubs	The details of each mobility hub, which shall include as applicable details of parking levels for electric vehicles, car club, disabled and visitor spaces, cycles, bus stop infrastructure, shall be submitted as part of the reserved matters application where relevant for approval in writing by the Local Planning Authority. The mobility hubs shall thereafter be implemented in accordance with the programme set out in the S106 Agreement. Reason: In the interests of highway safety and to ensure a satisfactory standard of construction and layout for the development, in accordance with Policy TRANS5 of the South Oxfordshire Local Plan 2035
38	Estate Roads	Before any building within a phase or sub phase of the development is occupied, the estate/access roads, footpaths and cycleways that will serve that building, including the adjacent spine road shall be laid out, constructed, lit and drained and if required temporary or permanent traffic calming shall be put in place in accordance with Oxfordshire County Council's Specifications. Reason: In the interests of highway safety and to ensure a satisfactory standard of construction and layout for the development, in accordance with Policy TRANS5 of the South Oxfordshire Local Plan 2035
39	Electric Vehicle Charging	A scheme for each phase or sub phase demonstrating all on-plot residential car parking to be provided with active (live) on-

		plot charging points for electric vehicles and for all off-plot parking (residential and non-residential) a minimum of 25% of all parking spaces to be provided active charging points with ducting for future connection for the remainder, in accordance with the County Council's adopted parking standards, shall be submitted with reserved matters for approval in writing by the Local Planning Authority. Thereafter, the electric charging points and future connections within that phase or sub phase shall be provided before first occupation of the building served in that phase or sub phase and maintained and retained at all times. Reason: In accordance with the Councils adopted Car Parking Standards and Policy EVI 8 of the Oxfordshire Electric Vehicle Infrastructure Strategy.
40	Cycle Parking	The submission of each reserved matters application (with the exception of infrastructure only reserved matters applications) shall be accompanied by details of cycle parking facilities, including e-cycle parking and charging for that reserved matters area, to be provided in accordance with the County Council's parking standards. No dwelling or building shall be occupied until the measures related to that dwelling or building have been implemented and thereafter maintained and retained at all times. Reason: To encourage the use of cycles as a means of transport in accordance with Policy TRANS5 of the South Oxfordshire Local Plan 2035.
41	Landscaping – Reserved Matters	A scheme for the landscaping of each phase or sub phase shall be submitted with Reserved Matters, for approval in writing by the Local Planning Authority. The landscaping scheme shall include: i) the planting of live trees and shrubs, ii) locations of trees and tree pits in a crated design iii) the treatment of the access road and hard standings, and the provision of boundary treatments iv) schedules of new trees and shrubs to be planted (noting species, plant sizes and numbers/densities), v) the identification of the existing trees, hedgerows and shrubs on the site to be retained (noting species, location and spread) and root protection areas, vi) any earth moving operations and finished levels/contours, vii) details of play areas viii) details of street furniture (seating, bins, boundary treatments) ix) implementation programme. The landscaping scheme for each phase or sub phase shall be implemented in the first planting season either before or after first occupation or use of development within that phase or sub-phase, or in accordance with a programme submitted

		as part of the scheme, and thereafter be maintained in accordance with the approved landscape management plan for that phase of sub phase. In the event of any of the trees or shrubs so planted dying or being seriously damaged or destroyed within 5 years of the completion of the development phase, a new tree or shrub or equivalent number of trees or shrubs, as the case may be, shall be planted in the first available planting season with species first approved by the Local Planning Authority. Reason: To help to assimilate the development into its surroundings in accordance with Policies ENV1, DES1 and DES2 of the South Oxfordshire Local Plan 2035.
42	Landscape Management Plan	No phase shall commence until a management plan and programme for the maintenance of landscaping (for a minimum period of 20 years) within that phase has been submitted to and approved in writing by the Local Planning Authority. The Landscape Management Plan shall include: a) Details of long term design principles and objectives. b) Management responsibilities, maintenance schedules and replacement provisions for existing retained landscape features and any landscape to be implemented as part of the approved landscape scheme including soft landscaping, trees within pits, hard surfaces, street furniture within open spaces and any play/ youth provision. c) A plan detailing which areas of the site the Landscape Management Plan covers and also who is responsible of the maintenance of the other areas of the site. d) Summary plan detailing different management procedures for the types of landscape on site e.g. Wildflower meadows, native or ornamental hedgerows, verge and border planting. The maintenance shall be carried out in accordance with the approved management plan and programme. Reason: To help to assimilate the development into its surroundings in accordance with Policies ENV1, DES1 and DES2 of the South Oxfordshire Local Plan 2035.
43	Contaminated Land - Investigation	Prior to the commencement of the development of a phase or sub phase a phased risk assessment for that phase or sub phase shall be carried out by a competent person in accordance with current government and Environment Agency Guidance and Approved Codes of Practice such as Land Contamination: Risk Management 2020 and BS10175:2011 +A2:2017 'Investigation of potentially contaminated sites'. 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. If potential contamination is

		identified in Phase 1 then a Phase 2 investigation shall be undertaken. Phase 2 shall include a comprehensive intrusive investigation in order to characterise the type, nature and extent of contamination present, the risks to receptors and if significant contamination is identified to inform the remediation strategy. Phase 3 requires that a remediation strategy (for each relevant phase or sub phase of development) to be submitted to and approved in writing by the Local Planning Authority. Reason: To ensure that any ground, water and associated gas contamination is identified and adequately addressed to ensure the safety of the development, the environment and to ensure the site is suitable for the proposed use in accordance with Policy ENV11 of the South Oxfordshire Local Plan 2035.
44	Contaminated Land - Remediation	Prior to the first occupation of a phase or sub-phase any previously approved remediation strategy in condition 43 shall be carried out in full for that phase or sub phase and a validation report confirming completion of these works has been submitted to and approved in writing by the Local Planning Authority. Reason: To ensure that any ground, water and associated gas contamination is identified and adequately addressed to ensure the safety of the development, the environment and to ensure the site is suitable for the proposed use in accordance with Policy ENV11 of the South Oxfordshire Local Plan 2035.
45	Groundwater Contamination	Prior to the commencement of development within a phase or sub phase, a remediation strategy to deal with the risks associated with contamination within that phase or sub phase, shall be submitted to and approved in writing by the Local Planning Authority. This strategy will include the following components: 1. An updated site investigation scheme, based on the Geotechnical and Geoenvironmental Investigation 2022, to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off-site. This should also include detailed baseline monitoring of groundwater elevations across the whole site, as well as groundwater quality and surface water quality baseline datasets. 2. The results of the further site investigation and baseline monitoring, the detailed risk assessment referred to in (1) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken. 3. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (2) are complete and identifying any requirements for longer-term monitoring

		of pollutant linkages, maintenance and arrangements for contingency action. Any changes to these components require the written consent of the Local Planning Authority. The scheme 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 in line with paragraph 180 of the National Planning Policy Framework and Policy ENV11 of the South Oxfordshire Local Plan 2035.
46	Groundwater Contamination Verification Report	Prior to the first occupation or use within a phase or sub-phase, a verification report demonstrating the completion of works set out in the approved remediation strategy for that phase or sub phase 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 the site does not pose any further risk to the water environment by demonstrating that the requirements of the approved verification plan have been met and that remediation of the site is complete. This is in line with paragraph 180 of the National Planning Policy Framework and Policy ENV11 of the South Oxfordshire Local Plan 2035.
47	Flood Risk Assessment	The development shall be carried out in accordance with the submitted flood risk assessment (Land North of Bayswater Brook Flood Risk Assessment, Revision B, 03/04/2024 ref. 332510694) and the following mitigation measures it details: • 'Level-for-level' Floodplain compensatory storage to be provided as outlined in section 7.9 of the Flood Risk Assessment and Stantec Drawing 332510694/100/002 in Appendix F. • Floodplain compensatory storage shall be completed in advance of the various phases of built development, such that there are no losses in storage at any phase of the construction, as outlined in Technical Note 5, September 2023 Job no. 332510694, and section 7.9.8 of the Flood Risk Assessment. • Provision of a new flood relief culvert under the Wick Farm access road, with dimensions as described in section 7.8.4 of the Flood Risk Assessment Reason: To reduce the risk of flooding elsewhere by ensuring that compensatory storage of flood water is provided and to reduce the risk of flooding from blockages to the proposed culverts and bridges in Accordance with the NPPF and Policy EP4 of the South Oxfordshire Local Plan 2035.

48	Flood Zone 3B	In accordance with the approved Flood Risk Assessment, there shall be no raising of ground levels or development within the baseline pre-development Flood Zone 3B except for approved essential infrastructure, as defined on the SODC Strategic Flood Risk Assessment (March 2019). Reason: To ensure there is no increased risk of flooding to the proposed development and future users and to prevent flooding elsewhere by ensuring that compensatory storage of flood water can be provided in accordance with the NPPF and Policy EP4 of the South Oxfordshire Local Plan 2035.
49	Flood Zones 2 and 3A	In accordance with the approved Flood Risk Assessment, no development shall take place within the post-development Flood Zones 2 and 3A other than to provide for the following: (a) any outdoor playing field or sports pitch; (b) any road or parking area; (c) any footpath or cycle path; (d) any children's play equipment and hard surfaces; (e) any gates, fences, walls or other means of enclosure; (f) areas of Open Space and Green Infrastructure (g) any other category of development as shown on the approved parameter plans Reason: To reduce the risk of flooding to the proposed development and future users in accordance with the National Planning Policy Guidance Framework.
50	Foul Waste	No development shall be occupied until confirmation has been 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 or alternative OFWAT approved water statutory authority where applicable to allow development to be occupied (including any interim on and/or off-site drainage works as may be required that would not involve additional flows to the Oxford Sewage Treatment Works). 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 to avoid sewage flooding and/or pollution incidents in accordance with Policy ENV12 of the South Oxfordshire Local Plan 2035.
51	Strategic Water Main	No construction shall take place within 5m of the water main. Information detailing how the developer intends to divert the asset / align the development, so as to prevent the potential for damage to subsurface potable water infrastructure, must be submitted to and approved in writing by the local planning

		authority in consultation with Thames Water. Any construction must be undertaken in accordance with the terms of the approved information. Unrestricted access must be available at all times for the maintenance and repair of the asset during and after the construction works. Reason: The proposed works will be in close proximity to underground strategic water main, utility infrastructure. The works has the potential to impact on local underground water utility infrastructure
52	Bayswater Brook LEMP	No development shall take place until a Bayswater Brook Landscape and Ecological Management Plan (LEMP), has been submitted to and approved in writing by the Local Planning Authority. The Bayswater Brook LEMP shall be carried out as approved and any subsequent variations shall be agreed in writing by the Local Planning Authority. The scheme shall provide a comprehensive plan for the enhancement of river habitats for the length of the Bayswater Brook which is contained within the application site. The extent and scale of the interventions should be such that a significant ecological response could be expected. The LEMP shall specify the detail of proposed interventions, including cross section and long section information, which shall be designed to create: • significant water velocity and depth diversity in the water channels; • variety in the water channels in terms of planform and channel width and depth; and • provision of coarse sediment features using gravel of an appropriate size and geological provenance. The LEMP shall set out how the above interventions are proposed to be delivered, which should include: • introduction of increased channel sinuosity • alteration of uniform incised channel cross section to create areas of 2 stage channels and improved lateral connection. Any presence of secondary channels should be for flow attenuation purposes only. Given the nature of the Bayswater Brook and the potential for very low flows during the summer months, by attempting to create flow dependant river habitats across two channels it is likely to result in compromised habitat in both channels. • creation of backwater features to mimic natural refuge areas which fish and other species can utilise during higher flows, but which also create permanent features of benefit to such species as water voles • use of lots of large woody debris (LWD) to help slow down flow, create areas of scour and deposition and develop variety in depth and velocity • creation of long reaches of gravel bed, with diversity of form encouraged by installation of LWD

		- channel variation created using brushwood or gravel berms - ensuring that planned river crossings comply with best practice. For example, ensuring continuation of sediment processes and species (e.g. fish movement) Each reserved matters application shall demonstrate how the proposals as part of that application accord with the approved Bayswater Brook LEMP. Reason: To ensure the protection of wildlife and supporting habitat. Also, to secure opportunities for enhancing the site's nature conservation value the NPPF and Policy ENV3 of the South Oxfordshire Local Plan.
53	Piling	Prior to commencement of development within a phase or sub-phase requiring piling/investigation boreholes using penetrative methods, the details of these works shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Environment Agency. The development of that phase or sub phase shall be carried out in accordance with the approved details. Reason: To ensure that the proposed development does not harm groundwater resources in accordance with the NPPF and Policy ENV11 of the South Oxfordshire Local Plan 2035.
54	Decommissioning of investigative boreholes	A scheme for managing any borehole installed for the investigation of soils, groundwater or geotechnical purposes within a phase or sub phase 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 for a phase or sub phase as approved shall be implemented prior to the occupation of that phase or sub phase and managed thereafter in accordance with the approved details. Reason: To ensure that the proposed development does not harm groundwater resources in accordance with the NPPF and Policy ENV11 of the South Oxfordshire Local Plan 2035
55	Commencement - full	The development to which this permission relates for the detailed proposals for the Wick Farm Local Centre (as identified in condition 56 below) must be begun not later than the expiration of five years beginning with the date of this permission. Reason: By virtue of Sections 91 to 95 of the Town and Country Planning Act 1990 as amended by section 51 of the Planning and Compulsory Purchase Act 2004.
56	Approved Plans - Full	That the development hereby approved shall be carried out in accordance with the details shown on the following approved

		plans, except as controlled or modified by conditions of this permission. Demolition drawings: 241351-XXXX-PUR-01-ZZ-DR-A-1200 Rev P02 – Building A Floor Plan 241351-XXXX-PUR-01-ZZ-DR-A-1250 – Rev P02 – Building A East Elevation 241351-XXXX-PUR-01-ZZ-DR-A-1251 Rev P02 – Building A West Elevation 241351-XXXX-PUR-01-ZZ-DR-A-1201 Rev P02 – Building B Floor Plan 241351-XXXX-PUR-01-ZZ-DR-A-1252 Rev P02 – Building B Elevations 241351-XXXX-PUR-01-ZZ-DR-A-1202 Rev P03 – Building C Floor Plan 241351-XXXX-PUR-01-ZZ-DR-A-1253 Rev P01 – Building C Elevations 241351-XXXX-PUR-01-GF-DR-A-1203 Rev P02 – Grade II Listed Barn Floor Plan 241351-XXXX-PUR-01-ZZ-DR-A-1254 Rev P01 – Grade II Listed Barn North Elevation 241351-XXXX-PUR-01-ZZ-DR-A-1255 Rev P01 - Grade II Listed Barn South Elevation 241351-XXXX-PUR-01-ZZ-DR-A-1204 Rev P03 – Grade II* Listed Well House Floor Plan 241351-XXXX-PUR-01-ZZ-DR-A-1256 Rev P01 - Grade II* Listed Well House Elevations 241351-XXXX-PUR-01-ZZ-DR-A- Rev 01 Demolitions Plan Existing drawings: 241351-XXXX-PUR-01-GF-DR-A1000 Rev P02 Building A Floor Plan 241351-XXXX-PUR-01-ZZ-DR-A1050 Rev P02 Building A Elevations 241351-XXXX-PUR-01-ZZ-DR-A1051 Rev P02 Building A West Elevation 241351-XXXX-PUR-01-ZZ-DR-A1060 Rev P02 Building A Sections 241351-XXXX-PUR-01-GF-DR-A1001 Rev P02 Building B Floor Plan 241351-XXXX-PUR-01-ZZ-DR-A1052 Rev P02 Building B Elevations 241351-XXXX-PUR-01-GF-DR-A1002 Rev P03 Building C Ground Floor Plan 241351-XXXX-PUR-01-ZZ-DR-A1053 Rev P01 Building C Elevations 241351-XXXX-PUR-01-GF-DR-A1003 Rev P03 Grade II Listed Barn Floor Plan 241351-XXXX-PUR-01-ZZ-DR-A1054 Rev P01 Grade II Listed Barn Elevations 241351-XXXX-PUR-01-ZZ-DR-A1055 Rev P01 Grade II Listed Barn Elevations 241351-XXXX-PUR-01-GF-DR-A1004 Rev P02 Grade II* Listed Well House Floor Plan
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		241351-XXXX-PUR-01-ZZ-DR-A1056 Rev P01 Grade II* Listed Well House Elevations Proposed drawings: 241351-XXXX-PUR-01-GF-DR-A-2000 Rev P01 Building A Co-Working Hub Floor Plan 241351-XXXX-PUR-01-ZZ-DR-A-2050 Rev P01 Building A Co-Working Hub Elevations 241351-XXXX-PUR-01-ZZ-DR-A-2051 Rev P01 Building A Co-Working Hub Elevations 241351-XXXX-PUR-01-ZZ-DR-A-2060 Rev P01 Building A Co-Working Hub Sections 241351-XXXX-PUR-01-GF-DR-A-2001 Rev P01 Building B Bicycle Shop Floor Plan 241351-XXXX-PUR-01-ZZ-DR-A-2052 Rev P01 Building B Bicycle Shop Elevations 241351-XXXX-PUR-01-GF-DR-A-2002 Rev P05 Building C Retail Unit Floor Plan 241351-XXXX-PUR-01-ZZ-DR-A-2053 Rev P02 Building C Retail Unit Elevations 241351-XXXX-PUR-01-GF-DR-A-2003 Rev P04 Grade II Listed Barn Floor Plans 241351-XXXX-PUR-01-ZZ-DR-A-2054 Rev P01 Grade II Listed Barn Elevations 241351-XXXX-PUR-01-ZZ-DR-A-2055 Rev P01 Grade II Listed Barn Elevations 241351-XXXX-PUR-01-GF-DR-A-2004 Rev P03 Grade II* Listed Well House Floor Plan 241351-XXXX-PUR-01-ZZ-DR-A-2056 Rev P01 Grade II* Listed Well House Elevations 241351-XXXX-PUR-01-GF-DR-A-2005 Rev P04 New Barn Café and Bar Floor Plan 241351-XXXX-PUR-01-ZZ-DR-A-2057 Rev P02 New Barn Café and Bar Elevations 241351-XXXX-PUR-01-ZZ-DR-A-2058 Rev P02 New Barn Café and Bar Elevations 241351-XXXX-PUR-01-GF-DR-A-2006 Rev P02 Community Centre Floor Plan 241351-XXXX-PUR-01-ZZ-DR-A-2059 Rev P03 Community Centre Elevations 241351-XXXX-PUR-01-ZZ-DR-A-2063 Rev P02 Community Centre Elevation and Sections 241351-XXXX-PUR-01-ZZ-DR-A-2100 Rev P05 Proposed Site Plan 241351-XXXX-PUR-01-ZZ-DR-A-2101 Rev P04 Proposed Roof Plan P19-0856-EN-116 Rev A Wick Farm Hardworks Plan P19-0856-90 Rev G Wick Farm Landscape Masterplan P19-0856-98 Rev E Wick Farm Landscape Sections P19-0856-99 Rev F Wick Farm Detailed Planting Reason: To secure the proper planning of the area in accordance with Development Plan policies.
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57	Wick Fam Local Centre Interpretation Boards	Prior to the occupation of the Wick Farm Local Centre, details relating to the provision and siting of interpretation panels setting out the historic significance of the listed structures located within the Wick Farm Local Centre shall be submitted to and approved in writing by the Local Planning Authority. The interpretation panels shall thereafter be implemented and maintained in accordance with the approved details. Reason: To promote understanding and enhance the positive contribution these listed structure make to the public realm, in accordance with Policy ENV6 of the South Oxfordshire Local Plan 2035.
58	Wick Farm Bat Mitigation Strategy	The development hereby permitted shall be implemented in accordance with the recommendations and mitigation strategy of the Wick Farm Outline Bat Mitigation Strategy v2 submitted with the application in all respects. All ecological mitigation and enhancement features shall be delivered on site prior to first use and retained as such thereafter. Any variation shall be agreed in writing by the Local Planning Authority before such change is made. Reason: To protect the important species on the site, in accordance with Policies ENV2 and ENV3 of the South Oxfordshire Local Plan 2035.
59	Community Centre (Wick Farm) hours of operation	The hours of operation for the community centre located in the Wick Farm Local Centre shall be submitted to and approved in writing by the Local Planning Authority. The hours of operation shall have regard to and be informed by the noise assessment for the Wick Farm Local Centre to be approve through Condition 60. The hours of operation for the community centre shall thereafter be carried out in accordance with the approve details. Reason: To ensure that the development is not unneighbourly in accordance with Policy DES6 of the South Oxfordshire Local Plan 2035
60	Noise Assessment and Attenuation – Wick Farm Local Centre	Prior to the commencement of development of the mixed-use local centre, a noise assessment for the community centre and the Class E uses, together with a detailed scheme of mitigation for protecting occupants and surrounding residents from the internal and external noise shall be submitted. The scheme shall be approved in writing by the Local Planning Authority and the details shall be implemented in accordance with the approved scheme. Reason: To ensure that the development is not unneighbourly in accordance with Policy DES6 of the South Oxfordshire Local Plan 2035.
61	Landscaping – Wick Farm Local Centre	Prior to the commencement of development of the Wick Fam Local Centre, a scheme for the landscaping of the local centre

		shall be submitted to and approved in writing by the Local Planning Authority. The landscaping scheme shall include: i) the planting of live trees and shrubs, ii) locations of trees and tree pits in a crated design iii) the treatment of the access road and hard standings, and the provision of boundary treatments iv) schedules of new trees and shrubs to be planted (noting species, plant sizes and numbers/densities), v) the identification of the existing trees, hedgerows and shrubs on the site to be retained (noting species, location and spread) and root protection areas, vi) any earth moving operations and finished levels/contours, vii) details of play areas viii) details of street furniture (seating, bins, boundary treatments) ix) implementation programme. The landscaping scheme shall be implemented in the first planting season after first occupation or in accordance with a programme submitted as part of the scheme, and thereafter be maintained in accordance with the approved Landscape and Ecology Management Plan. In the event of any of the trees or shrubs so planted dying or being seriously damaged or destroyed within 5 years of the completion of the development phase, a new tree or shrub or equivalent number of trees or shrubs, as the case may be, shall be planted in the first available planting season with species first approved by the Local Planning Authority. Reason: To help to assimilate the development into its surroundings in accordance with Policies ENV1, DES1 and DES2 of the South Oxfordshire Local Plan 2035.
62	BREEAM – Wick Fam Community Buildings	The new build non-residential development hereby approved shall achieve a minimum BREEAM Rating of Excellent. Prior to completion of each building a Design Stage Certificate for that building (prepared by an accredited Building Research Establishment Assessor) shall be submitted to and approved in writing by the Local Planning Authority to demonstrate compliance. Within 6 months of occupation of any non-residential building, evidence shall be submitted in the form of a Post Construction Certificate (prepared by Building Research Establishment qualified assessor) to demonstrate full compliance with the specified BREEAM standard for that building. Reason: To ensure high standards of sustainable design and construction in accordance with Policy DES10 of the South Oxfordshire Local Plan 2035.

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63	Restriction on external amplification equipment – Wick Farm Community Centre	No loudspeakers or other sound amplification equipment shall be used in the external areas of the site of the community centre located in the Wick Farm Local Centre. Reason: To ensure that the development is not unneighbourly in accordance with Policy DES6 of the South Oxfordshire Local Plan 2035
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