

On Behalf Of:

C/o Mr Daniel Rose
D.Rose Planning LLP
19-20 Bourne Court
Southend Road
Woodfrod Green
Essex
IG8 8HD

Date: 21st December 2017

Your ref:

My ref: 17/02969/B56

Please ask for: Nadia Robinson

Telephone: (01865) 252697

Dear Daniel

APPLICATION: 17/02969/B56

PROPOSAL: Change of use of Nielsen House and annex from office (Use Class B1(a)) to residential (Use Class C3) to provide 114 x 1-bed flats and 20 x 2-bed flats. This application is for determination as to whether prior approval of the Council is required and, if required, whether it should be granted. This application is assessed solely in respect of transport and highway impacts, contamination risks, flooding risks, impacts of noise from commercial premises on the intended occupiers of the development on the site.

AT: Nielsen House London Road Headington

Following your application, Oxford City Council, as local planning authority, hereby confirm that its prior approval is required for the proposed development at the address shown above, as described by the description shown above in connection with matters concerning:

- Transport and highways impacts of the development
- Contamination risks on the site
- Flooding risks on the site

The Council has assessed the development as to its impacts as listed above and agrees to give its prior approval for the proposed development, provided that it is carried out in accordance with the details provided with the application and subject to the following conditions:

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

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

- 2 The development permitted shall be constructed in complete accordance with the specifications in the application and submitted plans PD P001 P1, PD P100 P1, PD P101 P1, PD P102 P1, PD P103 P1, PD P104 P1, PD P105 P1, unless otherwise agreed in writing by the local planning authority.

Reason: To avoid doubt and to ensure an acceptable development as indicated on the submitted drawings in accordance with Part O Schedule 2 Part 3 of The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended).

- 3 Prior to the commencement of works a scheme outlining the improvements to be made to the footpath to the south of the site shall be submitted to, approved by, the Local Planning Authority. Alterations to the footpath are required in order to create an appropriate shared footway and cycle access into the site. The proposed access must be of a sufficient standard for shared pedestrian and cycle use and must be appropriate for safe and convenient use year round.

Reason: In the interest of highway safety and to promote the use of sustainable transport in accordance with policy CP1 of the Oxford Local Plan 2001-2016.

- 4 Prior to the commencement of works a scheme outlining the improvements to be made for pedestrians accessing the site from the proposed vehicular access point to the north of the site shall be submitted to, approved by, the Local Planning Authority. The scheme shall detail appropriate levels of street lighting and footway widths. The improvements shall be carried out in accordance with the approved details before the development hereby permitted is first occupied. A Section 278 Agreement is required for this action.

Reason: In the interest of highway safety and to promote the use of sustainable transport in accordance with policy CP1 of the Oxford Local Plan 2001-2016.

- 5 Prior to the commencement of works details of a scheme to improve the suitability of the current secondary vehicular exit, towards the west of the site, for the use of pedestrians and cyclists shall be submitted to, and approved by, the Local Planning Authority. The scheme shall provide details of the closure of the exit for vehicular use, and improvements to be made to the pedestrian and cycle environment including; appropriate levels of street lighting and the reinstatement of the footway and cycle route along the southern site of the A40 at this access. The improvements shall be carried out in accordance with the approved details before the development hereby permitted is first occupied. A Section 278 Agreement is required for this action.

Reason: In the interest of highway safety and to promote the use of sustainable transport in accordance with policy CP1 of the Oxford Local Plan 2001-2016.

- 6 Prior to use or occupation of the new development, covered and secure cycle parking for a minimum of 326 bicycles shall be provided in an on-site location that is appropriate, easily accessible, in close proximity to the entrance to each block of flats and in accordance with the requirements set out in Policy HP15 of the Sites and Housing Plan. The location and type of this provision should be submitted and agreed by the Local Planning Authority in writing and thereafter retained.

Reason: To encourage the use of sustainable modes of transport in accordance with Policy HP15 of the Sites and Housing Plan 2026 and with policy CP1 of the Oxford Local Plan 2001-2016.

- 7 A Travel Plan for the site, including a Residential Travel Information Pack and the name and contact details of a Travel Plan Co-ordinator for the site, shall be submitted to and approved in writing by the local planning authority prior to the first occupation of the development. This shall be updated within 3 months of full occupation when adequate survey data becomes available. The Travel Plan shall be implemented upon first occupation, and the Residential Travel Information Pack shall be distributed to all residents at the point of occupation to ensure that they are aware of all travel options available to them from the outset.

Reason: To mitigate for the transport and highways impacts of the development and to encourage the use of sustainable modes as a means of transport in line with policy CP1 and TR2 of the Oxford Local Plan 2001-2016.

- 8 Before the development permitted is commenced a swept path analysis shall be submitted to, and approved in writing by, the Local Planning Authority to demonstrate that a large fire tender can safely and easily enter, turn and exit the site in a forward gear.

Reason: In the interest of highway safety in accordance with policy CP1 of the Oxford Local Plan 2001-2016.

- 9 A Construction Traffic Management Plan should be submitted to the Local Planning Authority and agreed in writing prior to commencement of works. This should identify;

- The routing of construction vehicles and management of their movement into and out of the site by a qualified and certificated banksman,
- Access arrangements and times of movement of construction vehicles (to minimise the impact on the surrounding highway network),
- Details of wheel cleaning / wash facilities to prevent mud, etc from migrating on to the adjacent highway,
- Contact details for the Site Supervisor responsible for on-site works,
- Travel initiatives for site related worker vehicles,
- Details of times for construction traffic and delivery vehicles, which must be outside network peak and school peak hours,
- Engagement with local residents and neighbours.

The development shall be undertaken strictly in accordance with the Construction Travel Plan as approved at all times.

Reason: In the interests of highway safety and to mitigate the impact of construction vehicles on the surrounding network, road infrastructure and local residents, particularly at peak traffic times in accordance with policy CP1 of the Oxford Local Plan 2001-2016.

- 10 Development shall not begin until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro-geological context of the development, has been submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The scheme shall also include:

- Existing drainage details and discharge rates
- Evidence to support the level of discharge betterment that can be achieved
- Discharge Rates
- Discharge Volumes
- Maintenance and management of SUDS features
- Sizing of features - attenuation volume
- Infiltration in accordance with BRE365
- Detailed drainage layout with pipe numbers
- SUDS
- Network drainage calculations

Reason: To ensure compliance with Policy CS11 of the Oxford Core Strategy 2011-2026

- 11 The development shall not be occupied until the remedial works approved under reference 16/02678/CND have been carried out and a full validation report has been submitted to and approved by the LPA.

Reason- To ensure that any ground and water 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 the requirements of policy CP22 of the Oxford Local Plan 2001-2016.

The applicant's attention is drawn to the following **informatives**:

- 1 The soil conditions on site should be taken into account in the design of the detention pond to ensure that any mobilization of contaminants from the soils to the pond water would be minimized.
- 2 Thames Water is the regulator for water supply pipes, and should be consulted on the suitability of any proposed water supply pipes.
- 3 The developer is required to enter into a Section 278 Agreement with the County Council to carry out alterations to the public highway required to improve pedestrian and cycle access at the main access and also proposed secondary pedestrian and cycle access. Both accesses are from the A40.
- 4 The applicant is advised that all existing trees within the application site are protected under the Oxford City Council London Road (No.1) Tree Preservation Order 1994. In

general, it is an offence to cut down, top, lop, uproot, wilful damage or wilful destroy any TPO tree without the Local Planning Authority's written consent. The grant of prior approval in no way gives such TPO consent. Given the risk of damage, for example resulting from contractors vehicles parking on and compacting soft ground in which tree roots are growing, the applicant is strongly advised to ensure that trees that are vulnerable are physically protected in accordance with the recommendations of British Standard 5837:2012 'Trees in relation to Design, Demolition and Construction – Recommendations' when contractors are working on site; for example the very significant, high quality and value, veteran oak tree that stands in a prominent visually location at the front of the existing building which should be protected with robust barrier fencing erected at the edge of its Root Protection Area or crown spread, whichever is furthest from the trunk.

Yours sincerely,

Nadia Robinson
Principal Planner

For and on behalf of
Patsy Dell
Head of Planning, Sustainable Development and Regulatory Services