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| APPLICATION NO. | P15/S433/FUL |
| APPLICATION TYPE REGISTERED | Major 24 March 2015 |
| PARISH | Didcot |
| WARD MEMBER(S) | Margaret Davies Anthony Dearlove Anthony Nash |
| APPLICANT SITE PROPOSAL | Hammerson UK Properties Plc Orchard Shopping Centre, Didcot Demolition of existing buildings and construction of 1 and 2 storey buildings for retailing units including: <ul style="list-style-type: none"> • Retail units (flexible A1 / A3 use) • Restaurants (A3 use) • Gym (D2 use) • All the above with associated servicing areas • Replacement public toilets • New public realm • Improvements to existing public realm • Landscaping • Realignment of drainage channel • Amending existing car park layout • Additional car, cycle and motorcycle parking • Relocated bus route and the closure of High Street to allow for retail development |
| AMENDMENTS | Please refer to Appendix 2 for a list of the amended plans |
| GRID REFERENCE OFFICER | 452915/190159 Mrs E Hamerton (W) |

1.0 INTRODUCTION

1.1 This application is referred to planning committee at the discretion of the planning manager due to the level of public interest.

1.2 The Orchard Centre sits between Hitchcock Way, Broadway and Station Road. It currently comprises a number of retail units, including a Sainsbury's superstore, café and restaurants. In addition it includes some highway land and some industrial and business units located to the east of the site. To the north of the site there is parking and a petrol station and a currently vacant plot to the west on Station Road. Attached at **Appendix 1** is a site location plan.

1.3 There are a variety of uses either adjoining or adjacent to the site, this includes residential along Station Road and parts of the Broadway and business and industrial uses along Hitchcock Way and Broadway. There are two Conservation Areas near to the site, Station Road Conservation Area which is to the west and Northbourne Conservation Area which is to the south.

2.0 PROPOSAL

2.1 This is a full planning application for the extension of the existing Orchard Centre which will include the construction of:

- 2.2 • 10,848 sqm (GEA) of additional retail floorspace (A1 Use Class);

- 1,874 sqm (GEA) of flexible retail floorspace (A1 / A3 Use Class);
- 709 sqm of (GEA) new restaurants (A3 Use Class);
- A new gym of 1,509 sqm (GEA);
- Replacement public toilets;
- 101 new car parking spaces;
- New motorcycle (6) and new cycle (80) parking spaces;
- A replacement bus route along Station Road;
- New bus stops;
- New public squares within the new development;
- Works to the existing public square outside Sainsbury's;
- Enhanced hard and soft landscaping within and around the proposed new buildings; a
- Enhanced pedestrian and cycle routes into the Orchard Centre.

2.3 Attached at **Appendix 2** is a list of all the documents and plans which this application comprises, including the amended plans and a copy of the layout plan and elevations. A full copy of all the plans can be viewed on the council's website at www.southoxon.gov.uk

3.1 **BACKGROUND**

South Oxfordshire District Council (SODC) are working with its preferred development partner, Hammerson Plc, the owners of the Orchard Centre, to deliver the expansion of Didcot Town Centre. The aim is to create a successful, vibrant and attractive and sustainable town centre for Didcot.

3.2 Didcot is the largest of the four main towns in South Oxfordshire. It also is surrounded by a number of smaller settlements such as Harwell, East and West Hagbourne, Upton, Blewbury, Sutton Courtenay, North and South Moreton and Appleford. Didcot is the nearest town centre for these villages some of which have very few or no shops and facilities of their own.

3.3 Didcot is also close to a number of major, high value employment centres, collectively referred to as Science Vale. This includes Harwell Science and Innovation Centre, Culham Science Centre and Milton Park.

3.4 Despite Didcot's excellent train links and being within close proximity to the A34 and the large population the town serves and the near- by employment centres, the town centre is compact and has a limited range of shops given the size of the catchment it serves. The quality of the built environment could also be improved.

3.5 The first phase of the Orchard Centre helped to expand the range of shops and facilities in the town through the Sainsbury's superstore, shop units and several cafes and restaurants. However through the adopted South Oxfordshire Core Strategy and the Didcot Town Centre SPD, further expansion has always been envisaged.

3.6 **Environmental Impact Statement**

In line with the Town and Country Planning (Environmental Impact Assessment) (EIA) Regulations 2011, this development was the subject of a Screening and Scoping Opinion. Given the size and nature of the development an Environmental Statement has been submitted with the planning application.

4.0 **CONSULTATIONS & REPRESENTATIONS**

Attached at **Appendix 3** is a table summarising the consultation responses received. A copy of the full response can be found on the council's website at www.southoxon.gov.uk.

4.1 In addition to the statutory public consultation on the planning application which was undertaken by the Planning Department, Hammerson have undertaken various public engagement events as well. The Consultation Statement dated February 2015 details all the events, in summary these have included:

- Stakeholder engagement – Hammerson have met with a number of stakeholders on an on-going basis
- Public exhibition on 5 & 6 December 2014
- Public exhibition on scheme amendments 4 July 2015

5.0 **RELEVANT PLANNING HISTORY**

The first phase of the Orchard Centre was permitted in October 2001 (planning reference P01/W0126). There have been numerous planning applications and advertisement consent applications for small scale development.

6.0 **POLICY & GUIDANCE**

6.1 The development plan comprises:

- The South Oxfordshire Core Strategy
- The South Oxfordshire Local Plan
- The Thame Neighbourhood Plan
- The Woodcote Neighbourhood Plan
- OCC Waste and Mineral Plan 2006
- Saved Policies from South East Plan (relating to Upper Hayford and Thames Basin)

The documents relevant to this application are:

- The South Oxfordshire Core Strategy
- The South Oxfordshire Local Plan
- Didcot Town Centre Supplementary Planning Document
- South Oxfordshire Design Guide Supplementary Planning Document
- The National Planning Policy Framework
- The National Planning Policy Guidance

Appendix 4 lists the Core Strategy and Local Plan policies which are relevant to this application.

7.0 **PLANNING CONSIDERATIONS**

The planning considerations relevant to this application are:

1. Principle of the development
2. Impact on highways including
 - traffic
 - safety
 - parking
 - cycle provision
3. Impact on neighbours
4. Impact on the conservation area
5. Design & accessibility
6. Landscaping
7. Ecology
8. Drainage and flooding

- 9. Contaminated land
- 10. Noise
- 11. Air quality
- 12. Economy

7.1 Principle of the development

The South Oxfordshire Core Strategy allocates an area to the east of the Orchard Centre for an extension to the town. Policy CSDID2 of the Core Strategy sets out the requirements for this site which include 20,000m² – 25,000m² of additional retail floorspace - use classes A1 – A5, approximately 300 dwellings and the possibility of a leisure / community or hotel use.

- 7.2 In May 2009 a supplementary planning document (SPD) was adopted for this site, this SPD was adopted prior to the adoption of the Core Strategy and was based on the content of the Local Plan. The aim of the SPD was to set out an overall vision, aims and objectives and associated development principles for the town centre, which will guide its future development. The key objectives include a development which comprises, mix of uses, retail, residential, access and movement, public realm, building quality, civic pride and sustainability.
- 7.3 This planning application does not cover an area as extensive as allocated within the Core Strategy and SPD. Compared to the Core Strategy policy and the SPD, this application proposes approximately 13,500 sqm of floor space and does not include a hotel community use or residential development, however new leisure facilities will be provide by the proposed new gym.
- 7.4 Although the site area for the scheme is smaller than the area allocated for this development, Hammerson own the majority of the land and therefore can deliver this scheme without the reliance of other land owners or mechanisms to acquire the land. This enables more certainty and shorter timescales for the delivery of this scheme.
- 7.5 The SPD was adopted 6 years ago in 2009 prior to the NPPF and the adopted South Oxfordshire Core Strategy. As stated in the supporting planning statement submitted by GL Hearn it was prepared prior to the full effect of the 2008 economic downturn was known. In addition since 2009 the national trend and demand in relation to retail and leisure provision has been evolving and has shifted. Online shopping has grown and continues to and leisure uses within town centres are becoming more popular and are starting to establish themselves more within a town centre environment. This has therefore had an impact on the amount of retail that is now viable and proposed as part of this scheme.
- 7.6 Although this scheme will deliver less retail then envisaged through the policy, this reduction is justified through the significant changes to retail and the economy since both the SPD and Core Strategy were adopted. The proposed development will provide a significant enhancement to the Didcot to the retail and leisure offer in Didcot Town Centre. The application also demonstrates how additional retail floorspace could be delivered in the future.
- 7.7 Mindful of the Core Strategy policy for this area of the town, the planning application includes an illustrative plan which outlines how development could be brought forward on land to the east in a comprehensive manner as part of a later phase. This assists in showing that although this planning application includes less development; it would not undermine the future expansion of the town or the development of other planned uses on the land to the east.

7.8 Paras 19- 22 of the NPPF focus on economic growth. The advice set out in this section states that planning should operate to encourage and not act as an impediment to sustainable growth. Policies should be flexible enough to accommodate needs not anticipated in the plan and to allow a rapid response to changes in economic circumstances and there should be support for the existing business sectors, taking account of whether they are expanding or contracting. Further advice is given on planning for town centres in para 23 where the promotion of competitive town centres is encouraged along with a diverse retail offer which reflects the individuality of town centres. I have given significant weight to the NPPF.

7.9 Despite the reduction in the retail floorspace, the changes in the economy and retail sector and advice within the NPPF are valid material planning considerations which in my opinion allow the principle of this development to be considered positively.

7.10 **Highways**

The majority of the objections received in relation to the original plans and the amended plans relate to the opening up of Station Road to buses. Didcot Town Council and other nearby neighbouring Parish Councils, including East Hagbourne, North and South Moreton and Harwell all have concerns about buses using Station Road. As well as creating a bus link, cyclist will also be able to use this route. A number of nearby residents and users of the Orchard Centre have objected to buses passing along Station Road, noting concerns with safety, increase pollution, noise and disturbance in the area and the loss of a popular pedestrian space within the town.

Background As part of the pre-application discussions in relation to this proposal a number of options were considered for the relocation of the bus link. The landownership restriction and the changing retail market has resulted in a scheme which requires the existing bus link to be relocated, this was envisaged in Policy through the Core Strategy and also Policy SP4. OCC will not agree to the Stopping Up of the High Street unless the bus link is re-provided. A number of options were looked at by Hammerson Oxford County Council, South Oxfordshire District Council and the bus operators, these were independently evaluated by Glanville’s on behalf of SODC. The options considered and evaluated were:

| Option | Summary | Conclusion |
|--|---|-----------------------|
| Station Road (northbound) / Edinburgh Drive (southbound) | -reduces impact on Station Road -introduces impact on Edinburgh Drive -Significantly increases separation from Orchard Centre for one direction of travel -reduces further deviation to X1 / X32 Requires additional third party land | not a feasible option |
| Service Road (new service yard area to the rear of the new retail units) | -removes impact on Station Road -journey to / from bus stops location do not involve the need to cross a busy road and are convenient - reasonably direct route although slightly tortuous | not a feasible option |

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| | <p>with HGV movements</p> <ul style="list-style-type: none"> -Highly unattractive and undesirable -This would adversely compromise servicing of the new retail units - Would reduce the retail floorspace in the scheme and impact viability of the project | |
| Services terminating at the Station | <ul style="list-style-type: none"> -removes impact on Station Road - Orchard Centre effectively not served by bus - significantly increases separation from Orchard Centre - most users would need to cross busy road and walk further - bus stops much less convenient | not a feasible option |
| Bus Stops on Broadway / Hitchcock Way | <ul style="list-style-type: none"> -removes impact on Station Road -bus stop locations involve the need to cross a busy road for at least one direction of travel -unpleasant bus stop environment – especially when dark -diversion around Jubilee roundabout requires additional running time and liable to congestion and delay, increased cost of operation and unreliable service | not a feasible alternative |
| Station Road (southbound) and Broadway / Hitchcock Way (northbound) | <ul style="list-style-type: none"> -reduces impact on Station Road -journey to/from bus stops locations for at least one direction of travel are much less convenient -diversion via Jubilee Way roundabout requires additional running time and liable to congestion which will lead to unreliable services - unpleasant bus stop environment on Hitchcock Way | not a feasible alternative |

Having explored the above options the only realistic alternative for re-providing the bus link is Station Road.

- 7.11 Oxfordshire County Council (OCC) objected to the original proposal. In summary their concerns in relation to the original plans were:
- Inability to fully assess the impact of the development proposals
 - Lack of detail to demonstrate proposed re-provision of the bus link and associated stops can be successfully and satisfactorily delivered
- 7.12 In response to this Hammerson submitted further evidence to supplement the Transport Assessment and additional plans for Station Road which included:
- Widening of Station Road at the northern curve
 - Changes to the bus stops to allow buses to pass each other
 - Relocation of southbound bus stop
 - Changes to the road signage
 - Inclusion of a signalised junction with the Broadway
- 7.13 OCC's concerns have been addressed in relation to the design and safety of Station Road, on the proviso that this road is delivered and operational before OCC will agree to 'Stopping Up' High Street. In relation to resident's concerns about safety, there are examples of other places such as Oxford City Centre and Newbury town centre where shared surface streets with bus routes through them work effectively and safely. A safety audit of Station Road has been undertaken and submitted as part of the amended plans to ensure that pedestrian safety is fundamental to the scheme through the design, layout and hard and soft landscaping. The Safety Audit demonstrates that the proposal will not adversely affect safety and can provide an appropriate and safe route.
- 7.14 Despite the additional information OCC have objected to the amended scheme due to concern over the level of car parking proposed to serve the development. It is their view that this has the potential to create on street parking issues, queuing traffic, and impact on the town centre's on-going vitality and attractiveness. The further evidence provided has not allayed concerns over the potential overflow of parking onto surrounding road networks and impact on junctions in the immediate vicinity. The issue is compounded further by the proposed extension to the car park next to the petrol filling station. The land on which the car park will be extended is owned by OCC and they have stated they would not be willing to make this land available to Hammerson as at some point in the future they may require it for strategic improvements to Hitchcock Way, although no plans have been prepared by OCC to date.
- 7.15 There is a difference of opinion between OCC and Hammerson in relation to traffic generation and parking requirements from this development. OCC consider Hammerson have underestimated traffic generation and parking provision. Hammerson consider that they are being required to forecast traffic generation and parking which is beyond reasonable for this type of development.
- 7.16 The S106 agreement will cover enforcement of Station Road and parking provision.
- 7.18 A verbal update will be given at the planning committee meeting.
- 7.19 The aim of Policy T1 of the adopted Local Plan is to ensure that roads in new developments are designed to a standard that ensures a safe and attractive

environment and safe and convenient routes for cyclists, pedestrians and provision for those whose mobility is impaired is provided. The amended plans and the provision of the Unilateral Undertaking and S106 agreement meet the requirements of the development plan policies.

Although there will be some localised impact from the proposed buses along Station Road overall the proposed development will ensure that the town centre is well served by buses and will create an accessible environment. The proposed use of Station Road for buses is acceptable on balance.

7.20 Neighbours

The closest neighbouring properties to this development are along Station Road and Broadway some of which are opposite to where the new car park is proposed and those along Broadway, a number of which will be opposite or near to the new parking area accessed off this road.

7.21 Whilst a number of neighbour objections have been received and several petitions submitted the main concerns relate to the proposed bus link on Station Road and the impact of this on pedestrian safety.

7.22 Some residents along Station Road have raised concerns about noise, pollution and disturbance from buses operating along this road and from the proposed car park. Although the area of Station Road near to Cornerstone does not have any through traffic along it now, it previously was part of a bus route and it was open to vehicles. The southern end of the road was stopped up as part of the original Orchard Centre development. Although the re-introduction of buses along this road will be noticeable to residents it is not considered that it would be harmful and therefore justify refusing planning permission. In terms of noise and pollution several of the buses which use this route are partially electric powered therefore the emissions and noise is lower than a standard bus. The frequency of the buses along this route is anticipated at approximately 11 an hour at peak times, therefore it is not a continual stream of vehicle movements. The applicants Environmental Statement concludes that this proposal will not adversely affect air quality of noise levels.

7.23 In relation to the Station Road car park this area is currently a vacant site surrounded by hoardings. Next to this is the service area for Sainsbury's which is used by HGV delivery vehicles, to the east is the existing car park for the Orchard Centre. The topography of the site slopes away from the houses opposite, therefore the new car park will be at a lower level than the street. This will help to reduce its visual impact on the properties opposite. The character of this area already includes parking and a delivery yard area. The proposed car park is not considered to create a level of noise, disturbance or visual impact that would be detrimental to the amenity of nearby neighbours.

7.24 Access of Broadway will be a new parking area, this will be smaller than the existing one which is currently there. Therefore in terms of impact on neighbours it is not considered to be harmful.

7.25 As part of this proposal new retail units will be built and visible from Broadway and High Street. Although this will change the outlook for nearby residents, it is not considered to be harmful to their amenity. Given the distance between the new units, topography and the residential properties this development is not considered to be oppressive, overbearing or lead to any unacceptable levels of overlooking.

7.26 Impact on the Conservation Area

There are two nearby Conservation Areas, the Didcot Northbourne Conservation Area to the south of Broadway and the Didcot Station Road Conservation Area which is to the west of Sainsburys.

7.27 In relation to the original plans the Conservation Officer considers the increase in parking opposite the conservation areas as unfortunate as it undermines the potential for greater integration of the pedestrian and public transport routes from the area into the Orchard Centre, however the character and appearance of the conservation area are not harmed by this proposal and the overall scheme enhances the appearance of this part of Broadway which forms the setting of the conservation area.

7.28 The Conservation Officer does not consider that the introduction of buses along Station Road would in itself cause harm to the special interest of the conservation area. However, there are wider implications for the setting of the Conservation Area as a result of the need for increased signage to deter cars and other vehicles from using this road. The Conservation Officer notes that this is an opportunity to enhance the appearance of the junction of Station Road where it meets the existing public open space. The existing pedestrian only part of Station Road would benefit from increased landscaping and shared surface detailing that would redefine the space as a vibrant street where pedestrians are encouraged and the existing character and use of the space for outdoor seating is maintained.

7.29 It is the Conservation Officer's opinion that the introduction of the Station Road car park is considered to improve the current appearance of this area. The lower ground level should reduce the visual impact on the cars on the setting of the Conservation Area and the increased landscaping and pedestrian access are an enhancement to the area.

7.30 The amended plans have sought to address the points raised above by changing the design details through the hard and soft landscaping of Station Road which is designed as a shared surface street for buses only which in turn should negate the need for a large amount of signage. In addition the design of Station Road has included improved hard and soft landscaping details.

7.31 Design & Accessibility

A number of objections received relate to concerns that the introduction of buses along Station Road will result in the loss of the existing 'town square' and 'public heart' of the town.

7.32 One of the key constraints of this site is landownership. Whilst this has resulted in a reduced site area compared to what the Core Strategy and Didcot Town Centre SPD envisaged, illustrative plans accompanying the planning application demonstrate how a future expansion could be designed. However in order to deliver a town centre expansion in a timely way ensuring delivery can be achieved it has been necessary for Hammerson to focus on a scheme for which they are the majority land owner.

7.33 Balancing the landownership with the changing retail market has resulted in a scheme which will impact on the existing bus link along High Street. OCC require this link to be re-provided.

Hammerson have responded to these constraints by creating a scheme that delivers a level of floorspace appropriate to the current retail market. The proposal creates links from Broadway and Station Road and the creation of an enhanced town square area adjacent to the existing Next unit. This area will be a focus point for restaurants and

cafes. There will also be space within this area for markets and seasonal outdoor events in addition to the other outdoor areas that will be created by the proposal.

- 7.34 The topography of the site is varied and the scheme has had regard to national standards in terms of gradients and access for those less mobile and shoppers with pushchairs / prams. Didcot Access Group and Didcot Town Council have raised some concerns in relation to the provision of the new toilets and the location along a corridor, however Hammerson have limited options as to where these can be provided.
- 7.35 Although this scheme is reduced compared to the aspirations of the Core Strategy and Town Centre SPD, it is still able to create a place which will be a vibrant and attractive asset for the town.
- 7.36 **Landscaping**
The Council's Landscape Officer made a number of suggestions to the scheme based on the original plans. Balancing a number of issues, some of these were appropriate to include whilst others such as introducing more trees in the restaurant quarter also impacts on an 'event' space raised concerns with groups such as Didcot Access who were concerned that more trees would lead to increased leaf loss in the autumn months which becomes a slip hazard which is especially an issue for those less mobile.
- 7.37 Through the amended plans the hard and soft landscaping along Station Road will be improved and changes are being made to the existing car park by using tree planting to create clearer pedestrian routes to the new shops.
- 7.38 **Ecology**
The applicants submitted an Ecological Appraisal (produced by RSK). The majority of the habitats on the site are of low ecological value. The surveys have revealed that there is no presence of water voles in the existing water courses on the site it did however identified certain features of buildings proposal for demolition which may provide suitable roosting sites for bats.
- 7.39 In line with the recommendations of the appraisal the council's Countryside Officer recommended that further surveys were conducted in order to determine the presence or absence of these species on the site. A verbal update will be provided at the committee meeting in relation to this issue.
- 7.40 Policy C8 of the adopted Local Plan states that development that would have an adverse effect on a site supporting specially protected species will not be permitted, unless damage to the ecological interest can be prevented through the use of planning conditions. Therefore in order to comply with this policy a condition is recommended relating to the mitigation methods.
- 7.41 **Drainage and Flooding**
The Council's drainage consultant has not raised any objection to foul drainage or surface water drainage and has recommended a number of conditions if planning permission is approved.
- 7.42 Thames Water, the Environment Agency and OCC have also provided comments on the proposed drainage. Thames Water have identified that there is an inability for the existing waste water infrastructure to accommodate the needs to this application. Therefore they have recommended a planning conditions requiring Hammerson to submit a drainage strategy detailing any on and off site drainage works. In addition the existing water supply infrastructure has insufficient capacity to meet the additional demands for the proposed development. Therefore a condition is recommended

requiring an impact study of the existing water supply infrastructure has been submitted to and approved by the local planning authority.

7.43 The Environment Agency have not raised any objection to this proposal subject to their recommended conditions.

7.44 OCC have raised concerns about the Flood Risk Assessment and SUDs, although these points can be addressed through conditions.

7.45 **Contaminated land**

Hammerson submitted a Preliminary Risk Assessment Report dated February 2015 as part of the planning application which identified potential sources for land contamination on the site and made recommendations for further intrusive contaminated land investigations. Therefore the council's Environmental Health Officer has recommended a condition addressing this.

7.46 **Noise**

The Environmental Health Officer has not raised any objection to this proposal due to noise providing the mitigation measures as suggested by Hammerson are adhered to. The mitigation is covered by a condition. For these reasons this development is considered to comply with Policy EP2 of the adopted Local Plan.

7.47 **Air Quality**

The Environmental Health Officer has not raised any objection to this proposal on air quality grounds. A condition is recommended which requires Hammerson to agree measures to mitigate the impact on air quality, as recommended by the applicants Environmental Statement

7.48 **Economy**

Hammerson have identified through the supporting statement and the Environmental Statement that during both the construction and operational phase of this development new jobs will be created, Hammerson anticipate that this will be in the region of 520 new jobs. This proposal will create more retail, food and drink outlets in the town which in turn Hammerson consider will attract more people from a wider area, which will increase spending in the locality.

8.0 **CONCLUSION**

8.1 This application will bring a number of economic, social and environmental benefits to the town. Although the size of the scheme is less than was allocated in the Core Strategy and envisaged in the Town Centre SPD, I have given considerable weight to the changes in the economy, particularly the retail sector which in my opinion justify the reduced scheme.

8.2 In line with the NPPF this application proposes a sustainable development. It is contributing towards the local economy through the creation of jobs and a wider retail choice for the town. It is creating a high quality built environment in the town expanding the choices for residents in the town and the wider area. The development also has regard to its environmental impact and through the conditions recommended in section 9 below will ensure natural resources are not harmed.

8.3 Whilst OCC have raised an objection in relation to the level of parking, the provisions of the S106 will address this issue.

8.4 There have been a number of objections which primarily relate to the opening up of Station Road to buses. However the existing bus link had to be re-provided and of all

the alternatives considered Station Road was the only feasible option. The safety audit undertaken on behalf of the applicant demonstrates that the proposal will not adversely affect safety and can provide an appropriate and safe route.

9.0 **RECOMMENDATION**

9.1 **To delegate authority to grant planning permission to the Head of Planning subject to:**

- i. **The prior completion of a S106 agreement to cover: travel plan monitoring, Station Road enforcement, bus shelters, future parking provision, landscaping and maintenance of public open space.**
- ii. **Detailed conditions in accordance with the summary set out below.**

9.2 **Conditions**

1. **Commencement three years.**
2. **Approved plans.**
3. **Sample materials.**
4. **Contamination.**
5. **Flood risk assessment.**
6. **Development to accord with approved flood risk documents.**
7. **Surface water drainage details.**
8. **Waste water drainage details.**
9. **Foul drainage impact study.**
10. **Air quality.**
11. **Noise and vibration management plan.**
12. **Water supply impact study.**
13. **Details of proposed signage.**
14. **Planting scheme – including tree pit details and service runs.**
15. **Bat mitigation.**
16. **Details of shopfronts to be approved before the occupation of individual units.**
17. **Details of signage to be approved before the occupation of individual units.**
18. **Details of plant or ventilation, where required, to be approved before the occupation of individual units.**
19. **Signage details – Station Road.**

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