

# Oxpens River Bridge

## Planning Statement

Including the Statement of Community Involvement and Health Impact Assessment

October 2023

**PRIOR  
+ PTNRS**

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# 1. Introduction

## 1.1 Planning Statement

- 1.1.1 This Planning Statement has been prepared by Prior+ Partners (P+P) on behalf of Oxford City Council (the Applicant) as part of a full planning application for a pedestrian and cycle footbridge across the Thames in south west Oxford. The bridge connects Osney Mead and the Grandpont Nature reserve with the future Oxpens site, train station and central Oxford.
- 1.1.2 The application is submitted to Oxford City Council (OCC) as the determining local planning authority (LPA) under the Town and Country Planning Act 1990 (as amended) and the Town and Country Planning (Development Management Procedure) (England) Order 2015.
- 1.1.3 This Planning Statement is submitted in support of the application to assess the planning considerations associated with the Development within the context of national and local planning policies and guidance.

## 1.2 Structure of the Document

1.2.1 This Planning Statement is structured as follows:

- **1) Introduction and Purpose of the Document** –This section sets out the purpose of the Planning Statement;
- **2) The Planning Application Site** –This section provides a description of the Application Site;
- **3) Relevant Planning History** –This section provides an overview of relevant planning applications;
- **4) Description of Development** –This section sets out the description of development for which planning permission is sought;
- **5) Consultation and Engagement** –This section provides a summary of the consultation and engagement which has been carried out;
- **6) Planning Policy Context** –This section identifies the relevant national and local policy context for the Development. Statutory planning policies and material considerations relevant to the Planning Application are included in Appendix A;
- **7) Planning Assessment** –This section provides a thematic response of the Development against the planning context outlined in Section 6 and Appendix A;
- **8) Planning Assessment Summary and Conclusions** –This section provides a summary, demonstrating that the development proposals accord with development plan policies when read as a whole.

## 1.3 Supporting Plans and documents

- 1.3.1 The Application is accompanied by the following plans and documents which are submitted for approval and for information as appropriate.

*Table 1.1: Submission documents, reference numbers and planning status*

<b>Document Name</b>	<b>Reference Number</b>	<b>Planning Status</b>
Application Form and Certificates	N/A	For Approval
Location Plan	OXPEN-STN-GEN-ALL-DR-C-0003-P01	For Information
Site Block Plan	Proposed Site Plan OXPEN-KNA-XX-ALL-DR-A-0002 and OXPEN-KNA-XX-ALL-DR-A-0003	For Approval
Application Drawings	Existing Site Plan OXPEN-KNA-XX-ALL-DR-A-0001  Proposed Site Plans OXPEN-KNA-XX-ALL-DR-A-0002 and OXPEN-KNA-XX-ALL-DR-A-0003  Bridge Drawings OXPEN-KNA-XX-ALL-DR-A-0004 and OXPEN-KNA-XX-ALL-DR-A-0005  Schedule of Materials OXPEN-KNA-XX-ALL-DR-A-0006  Visualisations OXPEN-KNA-XX-ALL-DR-A-0007 and OXPEN-KNA-XX-ALL-DR-A-0008 and OXPEN-KNA-XX-ALL-DR-A-0009	For Approval
Arboricultural Impact Assessment	OXPEN-STN-GEN-ALL-RP-J-3002_P02	For Information
Tree Canopy Cover Assessment	OXPEN-STN-GEN-ALL-RP-J-3003_P02	For Information
Design and Access Statement	OXPEN-KNA-GEN-ALL-RP-A-0001-DAS	For Information
Planning Statement including the Statement of Community Involvement and Health Impact Assessment	231023_OxpensRiverBridgePlanningStatement	For Information
Ecological Assessment	OXPEN-STN-GEN-ALL-RP-J-3001-P01_Ecology Assessment Report	For Information
Biodiversity Net Gain	OXPEN-STN-GEN-ALL-TN-J-3001-P01_BNG Assessment Report	For Information
Flood Risk Assessment inc Surface Water Drainage Strategy	OXPEN-STN-GEN-ALL-RP-C-0001-P02_FRA	For Information
Archaeology Assessment	OXPEN-STN-GEN-ALL-RP-J-3021-P02_Archaeology Technical Note	For Information

Document Name	Reference Number	Planning Status
Landscape Strategy	OXPEN-STN-GEN-ALL-DR-L-3001- P02-LandscapeAll  OXPEN-STN-GEN-ALL-DR-L-3002- P02-LandscapeNorth  OXPEN-STN-GEN-ALL-DR-L-3003- P01-LandscapeSouth  OXPEN-STN-GEN-ALL-DR-L-3004- P02-LandscapeNotes	For Approval
Verified Views	4074 Oxpens Bridge –AVR Doc + Methodology –2023-10-19 96dpi	For Information
Land Contamination Report	OXPEN-STN-GEN-ALL-RP-G-0601 P01  OXPEN-STN-GEN-ALL-RP-G-0602 P01	For Information

# 2. The Site Context and Surroundings

## 2.1 Site Location

- 2.1.1 The proposed bridge is located in the West End of Oxford. It is to land in the Oxpens Queen Elizabeth Meadow, an area of open publicly accessible meadow adjacent to Oxford Ice Rink and Grandpont Nature Park.
- 2.1.2 The Oxpens redevelopment site will be in close proximity to the bridge. Osney Mead, a 44 acre is a industrial estate to the west where a masterplan will be developed to regenerate the whole site to provide increased opportunities for employment, homes and supporting uses, and better pedestrian and cycle connections to the city centre and surrounding areas. Osney Mead is proposed to transform into a pleasant waterside community, with new publicly accessible outdoor spaces and improved landscape.

## 2.2 Application Site Boundary and description

- 2.2.1 The application site (“the Site”) consists of the bridge superstructure, associated connecting paths on the north and south of the Thames, the reinstatement of the River Bank on the Northern side, landscaping and ecological enhancements. Figure 1 identifies the extent of the site.

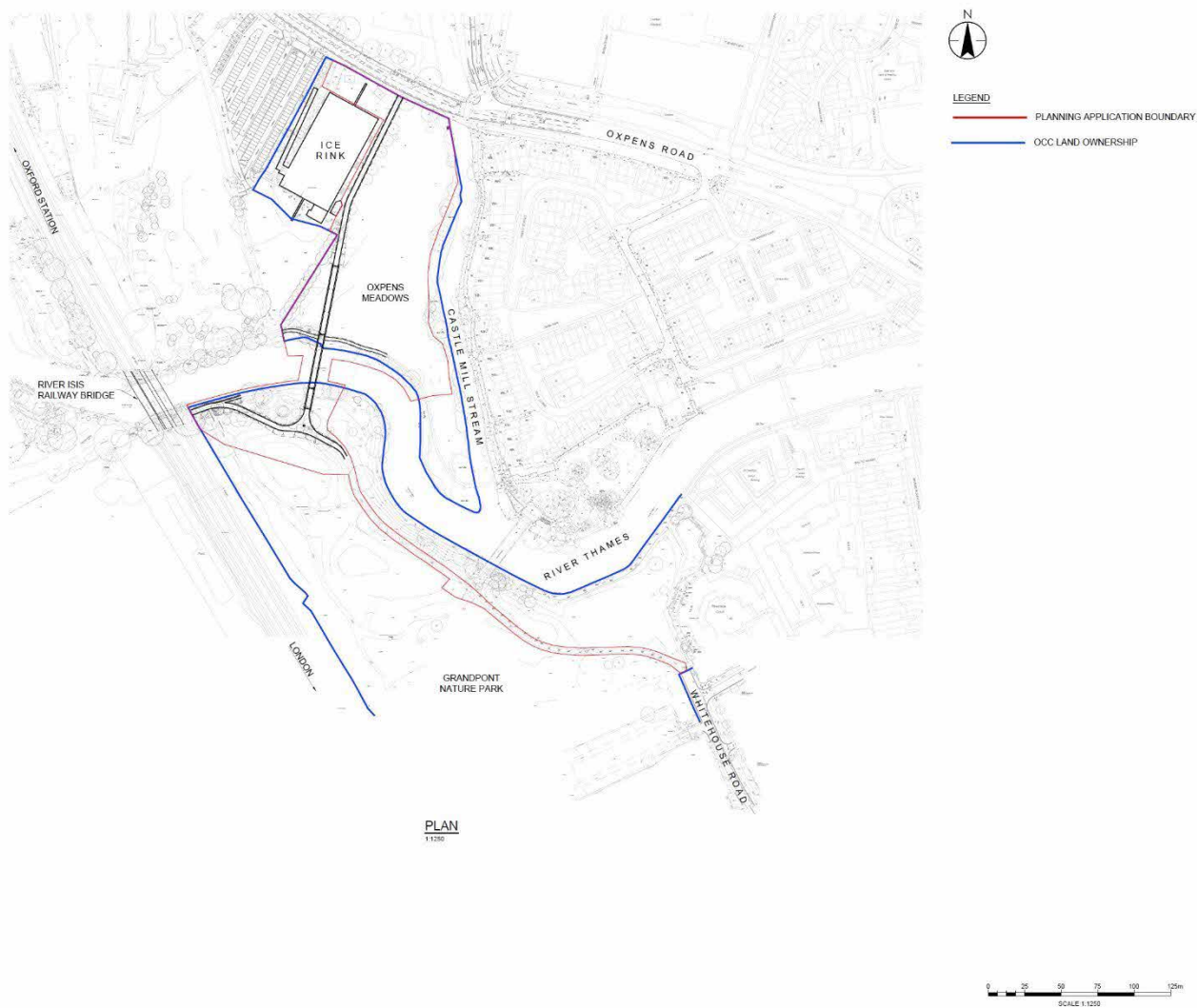


Figure 1 Site Location Plan

- 2.2.2 The landing site north of the Thames sits at the boundary between Oxpens and Oxpens Meadow. The Meadow is an open green space bounded by Castle Mill stream to the East, Oxpens Road to the north and the Thames to the South. The meadow is primarily open grassland with trees and shrubs along its edges.
- 2.2.3 West of the Oxpens Meadow, the site is adjacent to land to the rear of Oxford Ice Rink which forms part of the Oxpens redevelopment site. This is currently hard standing and scrub which falls at a higher ground than the Meadow and land immediately along the river.
- 2.2.4 The northern edge of the Thames includes a pedestrian and cycle towpath which connects Osney Mead and Osney Island with St Ebbes. The path and edge of the river is flanked by a mix of trees and scrub, including category A and B trees, details of which are outlined in the arboricultural assessment.
- 2.2.5 South of the Thames, the site includes land as part of Grandpont Nature Park, nine acres of green space including woodland and open meadow. As with the north of the Thames, the edge of the river includes a pedestrian and cycle footpath and a mix of mature trees and scrub.
- 2.2.6 Further, more technical information about the site constraints such as detailed site levels, utilities and trees are provided in the DAS and supplementary technical reports.



## 2.3 Planning History

2.3.1 The need for a bridge in this location is outlined in the Oxford Local Plan 2011-2036. The plan below presents an extract from the Oxford Local Plan policies map. The plan identifies the west end and Osney Mead as an area of change with the potential to be better integrated via a bridge. Policy AOC1 West End and Osney Mead seeks enhanced public realm along the waterways, enhanced connectivity throughout the area, including along and across waterways and an enhanced pedestrian and cycling experience.

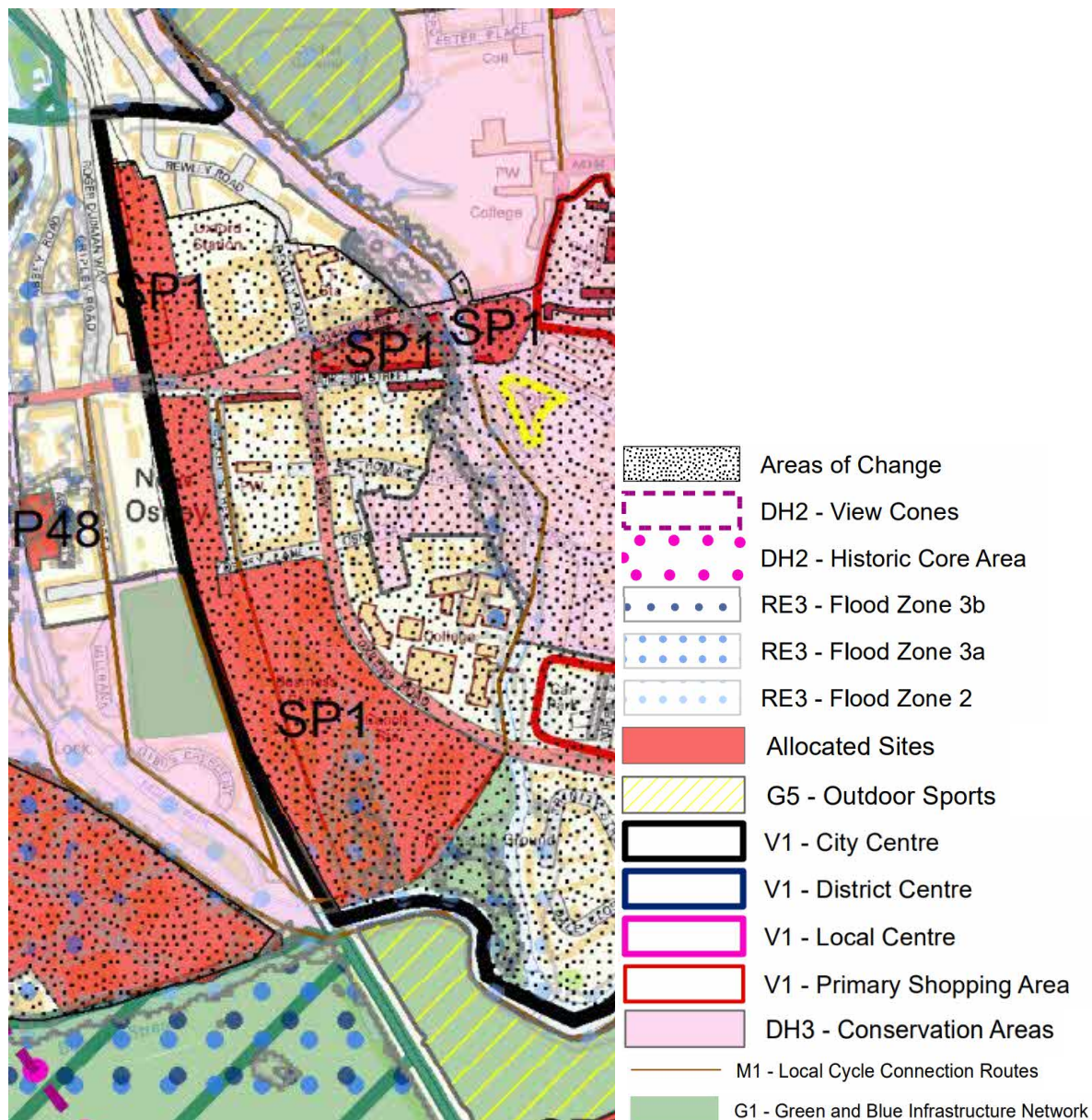


Figure 2 Oxford Local Plan Policy Map

- 2.3.2 Policy AP.1 Sites in the West End outlines requirements for a number of sites in the West End, including Oxpens. This states measures to enhance connectivity are required including a foot/cycle bridge across the Thames.
- 2.3.3 The West End Supplementary Planning Document identifies the Oxpens River Bridge as a key infrastructure priority in relation to movement. This seeks to improve connection between developments at Osney Mead and Oxpens as well as improving access and value to the area around Grandpont Nature park, Thames riverside and out towards the greenbelt. The SPD states that all developments between Osney Mead and the city centre should improve east west connections as this is likely to become a critical future link.

# 3. The Development

## 3.1 Description of Development

3.1.1 This section summarises the details of the Proposed Development applied for within this application, as set out below:

*“Construction of pedestrian/cycle bridge across the River Thames from Grandpont Nature Park to Oxpens Meadow comprising:*

- (i) a steel bridge structure with a total span of 98.90m with a river span of 23.39m;*
- (ii) associated access points;*
- (iii) improvements to existing footpath/cycleway connections;*
- (iv) ecological enhancements including works to the riverbank; and*
- (v) ancillary development including hard and soft landscaping.”*

3.1.2 The bridge seeks to connect Grandpont Nature Park and Osney Mead with the Oxpens site allocation and development site, city centre and the train station. The bridge alignment has been carefully considered to balance the most efficient route with the best siting in terms of views to and from the site particularly across from Oxpens Meadow, to reduce embodied carbon and to limit tree loss.

3.1.3 The bridge design is also born from the site context. The bridge will become an important placemaking feature for Oxford, and the West End in particular, so has been designed to respond to and enhance the unique site. This includes the open character and importance of long views over the Thames and Oxpens Meadow with a sense of enclosure from the mature trees at both banks. The distance the bridge must span requires a significant structure, but this has been designed to maximise transparency at points of openness with two wave structures supporting the bridge which will be experienced against the trees. The bridge height and number of supports seeks to minimise severance as much as possible across the meadow. The wave structures have also been designed to choreograph views to either side of the bridge as the user journeys across it.

3.1.4 The bridge is designed as a shared space for both pedestrian and cyclists, with the width at 3.5m proposed to create sufficient space to reduce conflict between the two users. To further reduce the likelihood of conflict, the bridge slope and landing/ arrival are considered to reduce speed.

3.1.5 Full details of the proposals, including design development, are included in the Design and Access Statement submitted alongside this Planning Statement. The design has been informed by a number of technical assessments and survey work, with details of any mitigation also outlined. These have been informed through close working with the technical specialists on the application team and at the City and County Councils.

3.1.6 Subject to approval of the application and any conditions placed on the permission, construction is estimated to commence in June 2024 with completion in April 2025.

## 3.2 Relationship to Oxpens site and enabling works

3.2.1 As stated above, the Oxpens River Bridge sits adjacent to the Oxpens site allocation. A significant part of this site allocation is currently submitted for planning on behalf of OxWED LLP (OxWED). The preparation for the planning application for the bridge originally occurred in parallel with the outline application and enabling works application for Oxpens. Due to a pause in the bridge programme, the OxWED scheme was submitted in advance of the bridge. As a result, the Oxford City regeneration team and bridge team have worked closely to ensure the bridge proposals align with the submitted OxWED scheme.

3.2.2 The Description of the Development for the Outline Planning Application (OPA) (Planning reference: 22/02954/OUT) to which the application for Oxpens relates is as follows:

*“Outline application (with all matters reserved except for access) for a mixed-use scheme comprising residential and student accommodation (Class C2, Class C3 and Sui Generis), commercial, business and service (Class E), and Hotel (Class C1) uses, with public realm, landscaping, associated infrastructure and works, including pedestrian and cycle routes”*

3.2.3 This outline application is submitted in parallel with a detailed planning application for Enabling Works (EWA) for the Oxpens site (Planning reference: 22/02955/FUL).

*“Implementation of flood mitigation scheme and the reinstatement of the Oxpens Meadow, demolition and installation of interim boundary treatments including fencing, alongside ground works and installation of sheet piling to regrade areas of public realm, including works to the existing towpath to allow for outfall pipes (additional information and amended plans).”*

3.2.4 Whilst the bridge application and the enabling works application function independently, they have been closely coordinated to achieve an integrated solution to the site as a whole. The bridge functions as a standalone structure, but has been designed and will be constructed to fit with the EWA and contribute to combined place making in the longer term.

# 4. Consultation and Engagement

## 4.1 Introduction

- 4.1.1 This element of the Planning Statement represents the Statement of Community Involvement (rather than as a separate document) and provides a summary of the consultation and engagement process that has informed the design process and the submitted proposals.

## 4.2 Relationship to Oxpens and Enabling Works

- 4.2.1 The applicant completed pre-application meetings with Oxford City officers, including the urban design officer, and Oxfordshire County officers on the 6th December 2021, the 30th June 2022 and the 20th September 2022.
- 4.2.2 An overview of design changes made as a result of the pre-application engagement process is contained within the Design and Access Statement submitted in support of this application.
- 4.2.3 A review of the proposed design was then conducted, with a summary of the changes on page 23 of the Design and Access statement. A subsequent meeting was held on the 10th October 2023 with officers to confirm that the revisions have not significantly altered the design approach and associated impacts and mitigation measures. This confirmed that the changes to the proposal were sufficiently minor to as not to require re-consultation and confirmed details required for the planning submission. Exchanges were also held with officers on technical aspects, including biodiversity, arboriculture, archaeology and flood. Representatives from the Environment Agency and Oxford County Council were also contacted to be made aware of the changes and the planning submission.

## 4.3 Oxford Design Review Panel

- 4.3.1 The applicant held a workshop review session with the Oxford Design Review Panel (ODRP) in September 2022 and received feedback on the day and in the form of a follow up letter (also shared with the Case Officer) providing advice on potential design refinement.
- 4.3.2 An overview of design changes made as a result of the ODRP is contained within the Design and Access Statement submitted in support of this application.

## 4.4 Community Consultation

- 4.4.1 Community Consultation ran throughout Summer 2022 and sought to understand the level of support for the bridge proposals as presented and gain direction to inform further design development.
- 4.4.2 First, a series of onsite walkabouts were hosted with specific interest groups and local residents' organisations. This ran through the need for the proposals, shared emerging design concepts and gathered feedback. Organisations engaged with at this stage include:

SENDRA

Osney Island Residents Association

Oxford Civic Society

Cyclox

Oxford Preservation Trust

Fields in Trust

4.4.3 The dedicated consultation period ran for two months from July 13<sup>th</sup> 2022 to September 13<sup>th</sup> 2022. This began with an in-person consultation event hosted near the bridge site from 15:45- 19:30pm. The event included a series of posters summarising the design development and representatives of the project team including Oxford City Council, Knight Architects and Prior + Partners. In total, approximately 70 people attended the event.



*Figure 3 Bridge Consultation event*

- 4.4.4 Following this a project specific website was established on Oxford City Council's consultation webpage <https://consultation.oxford.gov.uk/regeneration-economy/oxpens-river-bridge/>. The website contained a information on the background of the project, the project team and also details of the proposals including the Design approach, impacts and potential mitigation measures.
- 4.4.5 The website also sought feedback from visitors to the website on the proposals, providing an online survey with the option to provide written comments and details of a contact of the Project Manager at Oxford City Council to monitor comments from those who did not wish to use the survey.
- 4.4.6 To help drive people towards the event and project website, details were circulated via a number of communication streams. This included:
- Article in the Oxford Mail
  - Advert of the Event in the Oxford Mail
  - A series of Social Media posts
  - Members briefing including material for members to share to their contacts
  - Posters around the site and at the Town Hall

# Public consultation on new pedestrian bridge to open soon

15th July



proposed design for Oxpens Bridge



By **Matthew Norman**  
Community Reporter  
[@OxMailMattNI](#)

Share [f](#) [t](#) [in](#) 6 Comments

Ad by **CRITEO**

Report this ad

Ad choices

Figure 4 Publication in the Oxford Mail



Figure 5 Event Poster near the site

- 4.4.7 In total, 70 people attended the in person consultation event and 290 people responded to the online survey. This tried to capture perceptions of the bridge, how frequently respondents would use the bridge, where respondents were most likely to use the bridge to get to and any comments.
- 4.4.8 The following tables were generated from the online survey responses and demonstrate public perception. Overall, 47% of respondents did not agree with the need for a footbridge in the proposed location, compared to 43% who did agree with the need. Whilst this suggests public perceptions of the bridge is slightly more negative than positive, it is likely because respondents to public engagement exercises are self-selecting, with those against a proposal more likely to engage. More respondents were likely to use the bridge than not, and the city centre and riverside spaces the most desirable destinations.

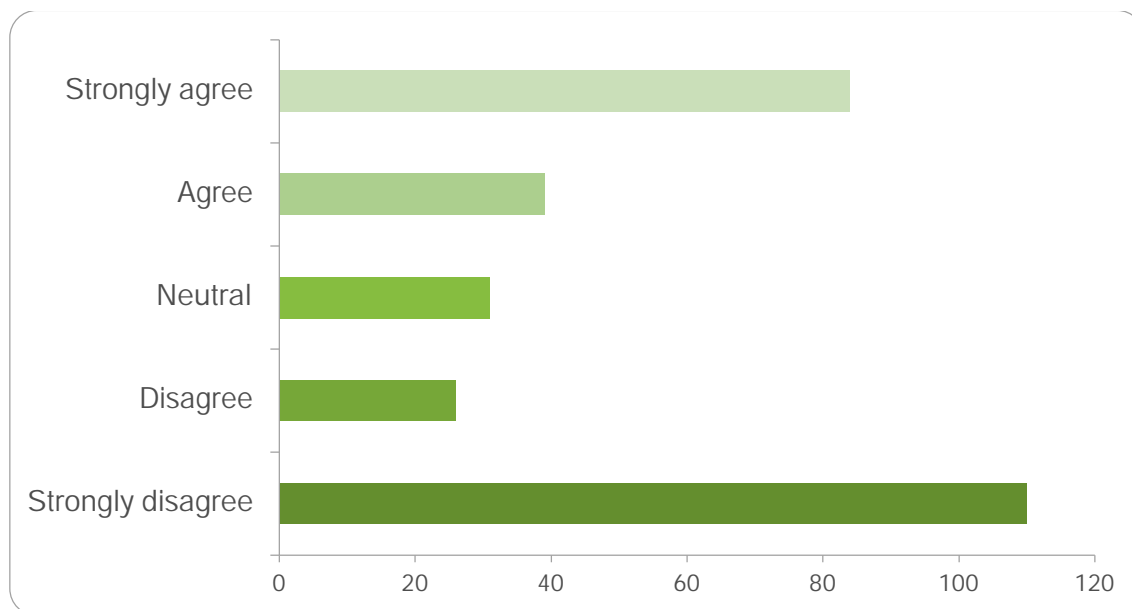


Figure 6 How much do you agree with the need for a pedestrian and cycle footbridge in this location?

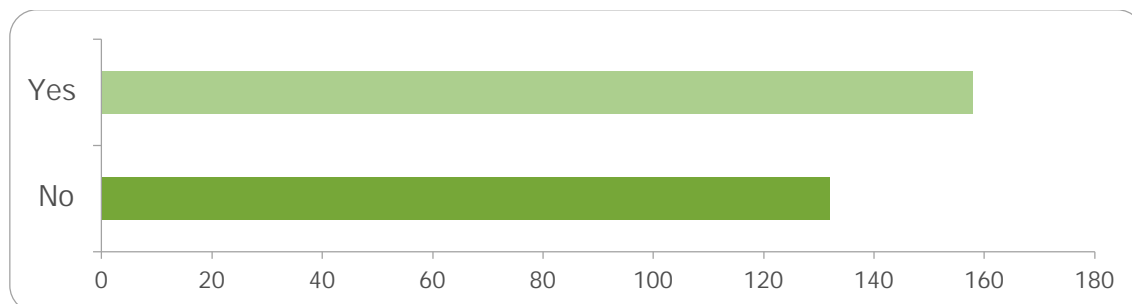


Figure 7 Would you be likely to use a pedestrian and cycle bridge in this location?



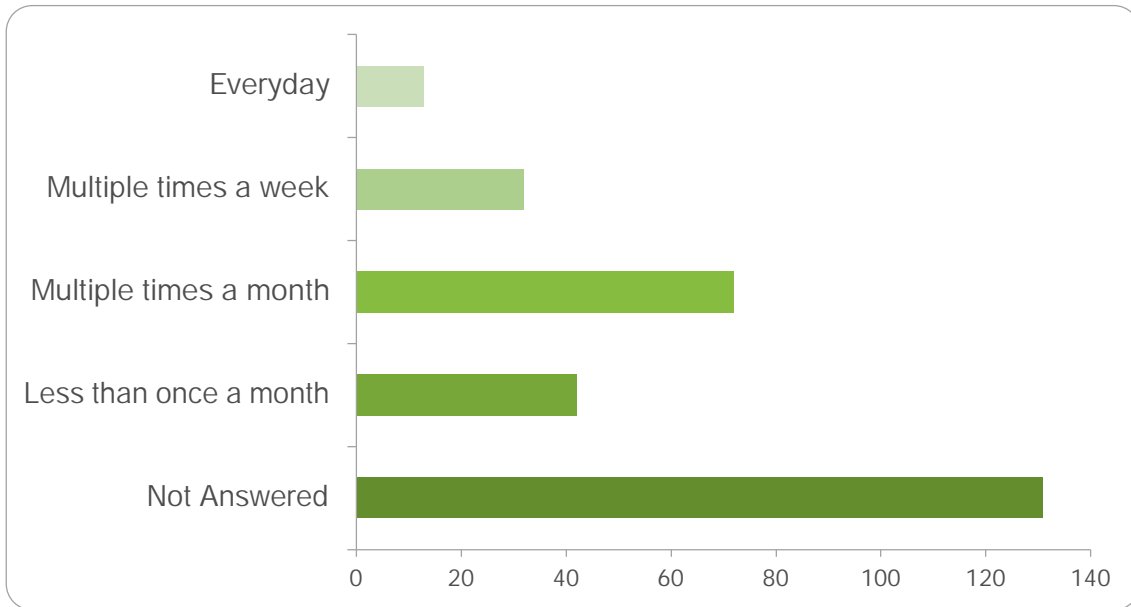


Figure 8 If yes, how frequently would you use a pedestrian and cycle footbridge in this location?

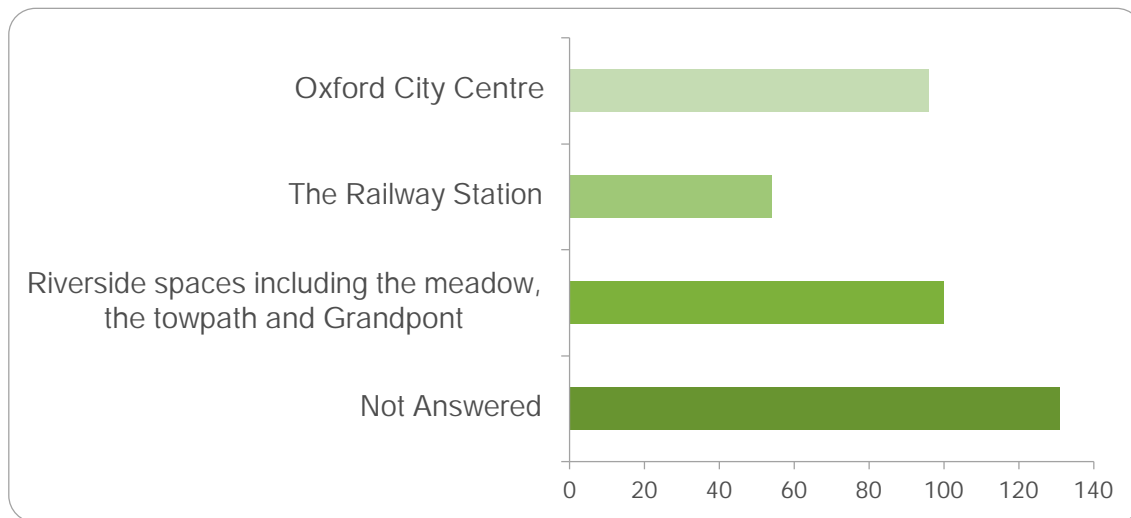


Figure 9 Where are you most likely to use the pedestrian and cycle footbridge to get to?

4.4.9 The table below outlines a summary of the themes that came out of the consultation.

Comment Theme	Comment
Need	<ul style="list-style-type: none"> <li>Duplicating Gasworks pipe bridge and gasworks rail bridge</li> <li>Concern it will result in the loss of adjacent bridges –key pieces of local history</li> <li>Supportive that the bridge will facilitate a culture change away from car dependency</li> <li>Appreciation that the need for the bridge is associated with emerging developments in the area as well as current movement patterns</li> </ul>

Comment Theme	Comment
Design	<p>Concern about conflict between pedestrians and cyclists</p> <p>The bridge design should take cargo bikes into consideration and ensure they can move across with ease</p> <p>Design should seek to minimise maintenance requirements</p> <p>Bridge design and connecting paths should support those with impaired mobility</p> <p>Design should be in keeping with the semi wild natural environment, maximising additional landscaping including trees for visual screening</p> <p>Appreciation that the design is contemporary and seeks to respond to the landscape setting and be minimally impactful on views</p> <p>Would benefit from steps down to the footpaths on either side of the river</p>
Impacts	<p>Concern about the recontouring of the meadow and impacts on flooding</p> <p>Concern about impacts on the nature reserve including biodiversity loss, habitat loss and tree cover</p> <p>The bridge would increase the number of people in the area and change the nature reserve as quiet natural space for people to enjoy</p> <p>Risk of antisocial behaviour under the bridge</p>
Construction	<p>All work in the area should be coordinated to minimise disruption</p> <p>There should be consideration of the wider path network to improve quality, accessibility, and safety. In particular the junction at Oxpens Road</p>

4.4.10 In response to engagement during pre application discussions and the public consultation, the following steps have been made:

Clarify the need for the bridge on the Council's website and communication with participants, including the separate project to repair the gasworks bridge

Maximise transparency of the bridge sides to enhance views and reduce the sense of bulk when viewing the bridge

Maximise landscaping around the bridge to serve as a visual screen

Do not include lighting initially but design in the opportunity to fit lighting should this be required at a later date

Consider the design of the soffit to create a pleasant space under the bridge and reduce instances of crime (graffiti and congregating)

4.4.11 Public consultation on the bridge proposals concluded in September 2022. In the interim period the bridge design was under review, with changes as a result summarised on page 23 of the Design and Access Statement.

4.4.12 The revised design was presented to Oxford city officers on the 10th October 2023. During this session, officers confirmed that given the minor scale of the changes, it would not need to be subject to additional consultation.

4.4.13 Following further design development and prior to submission, organisations continue to be engaged including;

SENDRA

Cyclox

Oxford Preservation Trust.

# 5 Relevant Planning Policy Context

## 5.1 Introduction

5.1.1 This section of the Planning Statement covers the planning policy context of the Development, such as key policy documents or material considerations, with Appendix A provided as a reference point that includes key policies for the determination of this application.

## 5.2 Statutory Development Plan Policy

5.2.1 For this application, the key elements of statutory development plan comprises the following:

Oxford Local Plan 2016-36 (adopted June 2020)

### Oxford Local Plan

5.2.2 The current Local Plan was formally adopted in June 2020 and sets out the overall planning framework for Oxford City from 2016 - 2036. This document identifies and allocates development sites and sets the planning policies against which planning applications will be assessed.

5.2.3 The key elements of relevance to this application is Policy SP1: Sites in the West End, and Policy AOC1: West End and Osney Mead. Both are repeated verbatim below:

#### Policy SP1: Sites in the West End

Planning permission will be granted for a number of mixed use developments across the West End. Residential development and/ or student accommodation across the West End should deliver a minimum of 734 homes on the following sites:

- a. Oxford Station and Becket Street Car Park 20
- b. Student Castle Osney Lane 206
- c. Worcester Street Carpark 18
- d. Island Site 40
- e. Oxpens 450

Planning permission will only be granted for new developments that have regard to the framework set out in the West End Design Code.

Planning permission will only be granted for redevelopment of the station and Becket Street Car Park if it improves the station for passengers and creates a strong sense of arrival to Oxford, and is in accordance with the Oxford Station SPD.

Planning permission will only be granted for development on Oxpens where it enhances Oxpens Field to create a high quality open space, includes new high quality and well- located public realm, creates an active frontage along Oxpens Road, enhances connectivity to Osney Mead including future proofing the proposals so they do not prevent the landing of a foot/cycle bridge across the Thames and has regard to the Oxpens SPD.

Planning applications for the Island Site and Oxpens site must be accompanied by a site- specific flood risk assessment and development should incorporate any mitigation measures.

#### Policy AOC1: West End and Osney Mead:

Planning permission will be granted for new development within the area of change where it would take opportunities to deliver the following, where relevant:

Create high-density urban living that makes efficient use of land

Maintain a vibrant mix of uses

Has regard to the framework set out in the West End Design Code

Maximise the area's contribution to Oxford's knowledge economy

Enhance public realm along the waterways

Enhance connectivity throughout the area, including along and across waterways

Enhance the pedestrian and cycling experience

Ensure that the heritage of the area informs and guides new development proposals

Create easy and attractive transport interchange

Reduce car parking

5.2.4 Other relevant policies are summarised in Appendix A and included in the planning assessment section per theme.

## 5.3 Other Material Planning Considerations

5.3.1 For this application, the identified material considerations that must be considered alongside the Development Plan include:

National Planning Policy Framework (2021) and PPG

The West End and Osney Mead SPD

The emerging Oxford Local Plan 2040

### National Planning Policy Framework 2021

5.3.2 The new National Planning Policy Framework (NPPF) was published in July 2021 and constitutes guidance for local planning authorities as a material consideration in determining planning applications. It sets out the Government's economic, environmental and social planning policies for England and articulates the Government's commitment to a plan-led system where local planning authorities should approve development proposals that accord with the development plan without delay. The NPPF is also supported by the Planning Practice Guidance (PPG) which adds further details for the application of the framework in practice.

5.3.3 At the heart of the NPPF is a presumption in favour of sustainable development that should run through both place-making and decision-taking. The NPPF sets out three overarching objectives to achieving sustainable development. These are independent but should be sought to be achieved in mutually supportive ways. The objectives are:

- **An economic objective** –to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure.
- **A social objective** –to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
- **An environmental objective** –to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

5.3.4 There are a number of policies contained within the NPPF which are relevant to the Development and have been key considerations in the design process, including those outlined in Appendix A.

## The West End and Osney Island SPD

- 5.3.5 Oxford City Council prepared a Supplementary Planning Document (SPD) for the West End and Osney Mead area of Oxford. This recognises the exciting once in a generation opportunity to bring transformational benefits to this area to include new mixed-use developments that seek to complement existing uses in the city centre.
- 5.3.6 The SPD gives further detail to demonstrate how adopted policies as part of the Oxford Local Plan 2036 should be applied in the West End and Osney Mead area and will be a material consideration in the determination of planning applications.
- 5.3.7 The SPD includes a series of strategies and then sets out expectations in different locations. The following presents a summary of the strategies and expectations that apply to the Oxpens River Bridge.

### Green and Blue Network strategy and natural spaces

Developments alongside waterways should ensure the waterways are made more accessible, enjoyable and safe for pedestrians as well as considering biodiversity needs such as the need for buffers or bank restoration.

### Heritage Strategy

Green belt routes including connections from existing network into Osney mead / Oxpens are a key infrastructure priority

### Movement Strategy

Active transport options should be prioritised, with pedestrian and cyclist friendly design measures maximised to ensure that all users are safe and comfortable.

On sites adjacent to waterways and the railway line attention should be paid to the barriers to movement that these features present and opportunities sought to improve or support connections across them. The Oxpens River Bridge is identified as a new opportunity and a key infrastructure priority.

### Public realm strategy

All routes should be designed as spaces that are friendly for pedestrians and cyclists and should incorporate significant greening in order to support people to take up active travel and to make the experience positive and encouraging.

Proposals along watercourses should improve public realm to create a high quality destinations within the West End that can significantly boost Oxford's riverside character.

On all developments between Osney Mead and the city centre, opportunities should be sought to create or improve east-west connections for pedestrians from Osney Mead to the city centre as this is likely to become a critical link for future residents and users of the site for work or pleasure. Key public spaces such as Oxpens Meadow; Grandpont Nature Park; Oxpens new public square and the new improved riverfront at Osney Mead regeneration site could be linked up via these connections including via new or improved routes over/along the river, including the provision of Oxpens Bridge.

### Oxpens

The development should include allow for the landing of the new Oxpens Bridge providing pedestrian and cycle access from south of the city, Grandpont and Osney Mead to the Station and City centre, which would significantly improve east-west connectivity links

The development should contribute towards the cost of new improvements to the public realm along Oxpens Road including better pedestrian and cycle crossing links as well as new cycle lanes

### **The Oxford Local Plan 2040 (draft)**

- 5.3.8 Oxford City Council has begun the development of a new local plan, to set out the planning strategy for meeting the needs of the city and to be used in determining planning applications for a wide range of development. The draft Local Plan is currently at the Preferred Options Stage. A number of proposed policy approaches have been developed which seek to achieve the objectives of making Oxford a better place to live. These approaches are presented as a range of options and at the time of writing are open to consultation.
- 5.3.9 The Preferred Options document still includes the West End and Botley Road as an area of focus, picking up many of the themes and aspirations of the current Local Plan 2036 and the West End SPD. The document identifies poor and congested access for cycling to the city centre and train station particularly between Osney Island and to the east of the train station. Principles for the area include reference to the West End SPD, enhanced public realm opportunities particularly around the waterways and enhanced accessibility and permeability of the area through good pedestrian and cycle links.
- 5.3.10 However, given the early stage of the plans development, little weight is given to this plan.

# 6. Relevant Planning Policy Context

## 6.1 Introduction and Structure

- 6.1.1 This section identifies key planning considerations, assesses the Development against the development plan policy and other material considerations and provides planning justification as to why planning permission should be granted for this detailed planning application for the Oxpens River Bridge.
- 6.1.2 This section should be read together with the Design and Access Statement (DAS) and other supporting technical documentation accompanying this Planning Application.
- 6.1.3 The planning assessment section of the Planning Statement follows the structure below in response to policy provisions:

Principle of this development

Proposed Location

Design Approach

Sustainability, Climate Change and Resilience

Heritage, Archaeology and Views

Biodiversity, Ecology and Arboriculture

Landscape and Public Realm

Lighting

Flood Risk and Water Management

Movement

Land Contamination



## 6.2 Principle of Development

### Policy Context

6.2.1 The following are considered relevant to the consideration of new infrastructure:

Policy AOC1: West End and Osney Mead

Policy SP1: Sites in the West End

Policy S1: Presumption in favour of sustainable development

Policy M1: Prioritising walking, cycling and public transport

6.2.2 In addition to the above, paragraphs 8, 104, 110, 112 of the NPPF are also relevant to this planning application.

### Summary and assessment of proposals

6.2.3 Policy S1 states that when considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It continues that "Planning applications that accord with Oxford's Local Plan (and, where relevant, with neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise".

6.2.4 Policy AOC1 states planning permission will be granted for new development within the West End and Osney Mead where it would take opportunities to enhance public realm along the waterways, enhance connectivity throughout the area, including along and across waterways and enhance the pedestrian and cycling experience.

6.2.5 Policy SP1 provides further details on requirements for sites within the West End. This identifies the Oxpens site and requires the site enhances connectivity to Osney Mead including future proofing the proposals so they do not prevent the landing of a foot/cycle bridge across the Thames.

6.2.6 Policy M1 encourages development that prioritises walking and cycling including public realm improvement works.

6.2.7 The provision of a bridge in this location is part of the site allocation for the area, and as a result has been through a robust consideration process and deemed appropriate by Oxford City Council. The Local Plan was also judged to be sound by the Inspector through the Examination in Public and wider examination process. The proposed bridge will be a key step in improving east west connectivity in the area and facilitating the mode shift towards walking and cycling.

## 6.3 Proposed Location

### Policy Context

6.3.1 The following are considered relevant to the proposed bridge location:

Policy AOC1: West End and Osney Mead

Policy SP1: Sites in the West End

Policy SP2: Osney Mead

Policy M1: Prioritising walking, cycling and public transport

Policy G1: Protection of the green and blue infrastructure network

6.3.2 In addition to the above, paragraphs 8, 104, 110, 112 of the NPPF are also relevant to this planning application.

### Summary and assessment of proposals

- 6.3.3 As stated above, Policy AOC1 refers to the need to enhance public realm along the waterways, enhance connectivity throughout the area, including along and across waterways and enhance the pedestrian and cycling experience within the West End and Osney Mead.
- 6.3.4 Policy SP1 goes into detail on the Oxpens site allocation including reference to a foot/ cycle bridge between Oxpens and Osney Mead. Policy SP2 again references a new pedestrian and cycle bridge linking Osney Mead with the other side of the river.
- 6.3.5 Policy M1 encourages development that prioritises walking and cycling including public realm improvement works.
- 6.3.6 The provision of a bridge in this location has already been through a robust consideration by Oxford City Council in order to be defined as part of a site allocation for the area. The intention of the allocation is to connect Osney Mead and areas further to the south/ south west with the city centre, station and the OxWED development. In addition, to improve wider public access to, and enjoyment of, local assets in the form of Grandpont Nature Park, the Meadow and routes along the Thames. The site allocation for both Oxpens and Osney Mead references the bridge in order to promote sustainable travel modes to and from the areas. The demand for connectivity towards the city centre is also expected to increase due to the Osney Mead site allocation for a mixed use development including approximately 247 new homes.
- 6.3.7 There are two existing bridges in some proximity to the site this application relates to, the Gasworks Rail Bridge and Gasworks Pipe Bridge. Repairs to the Gasworks Pipe Bridge so it can be used safely as a pedestrian and cycle route are underway as part of a separate project.
- 6.3.8 Repairs to the nearby Gasworks Rail Bridge were explored as a way to meet requirements to improve connectivity. However, it was not deemed sufficient or appropriate as it would require significant alterations to the bridge and gradients of connecting paths to accommodate cycling. The nearby paths along the Castle Mill stream are also not suitable for cycling and to create this connection a new route over the stream and through the meadow would be required. This would also need to be raised to avoid flooding and is longer and less direct. Accordingly, this would involve greater construction within the meadow. As a result, a new bridge was deemed the most appropriate option to meet demand for improved connectivity.
- 6.3.9 The alignment and bridge landing evolved through discussions with the neighbouring OxWED development, planning officers and other officers within Oxford City Council and Oxfordshire County Council. This sought to explore and define a route that best serves the needs of different bridge users given the range of potential journeys. This location was selected as it presents a middle path, creating efficient and pleasant options depending on destination and type of journey, for example cycle commuters vs a family travelling for leisure. Those seeking quick access, including cyclists, can pass directly to the east of the ice rink onto Oxpens Road where they can either turn left towards the station or continue to the city centre. Through coordination with OxWED, a second route passes to the rear of the ice rink into and through the OxWED development site and onwards towards the station. There is also the option to loop round, to enjoy the meadow or continue onwards along the Thames path. The location of the bridge enables these options.
- 6.3.10 The proposed bridge location also provides more efficient routes than relying on the repaired Gasworks Pipe Bridge, particularly given the increased demand when the Osney Mead site allocation comes forward. Without the bridge in this location, people travelling from the south/ south west would either need to travel north to Botley Road or continue much further east to cross the Thames into St Ebbes. St Ebbes also has a much quieter character so the potential increased footfall once the redevelopment at Osney Mead is complete would have significant impacts on amenity.

## 6.4 Design Approach

### Policy Context

6.4.1 The following are considered relevant to the consideration of design of the built environment:

Policy DH1 High quality design and placemaking

6.4.2 In addition to the above, paragraphs 130, 131 and 132 of the NPPF set out high level principles of design and set guidelines for local authorities when determining planning applications.

### Summary and assessment of proposals

6.4.3 Policy DH1 states planning permission will only be granted for development of high quality design that creates or enhances local distinctiveness. In addition, proposals are expected to meet the following design objectives and principles:

Respond to site character and context

Natural features and resources

Movement

Designing development blocks, density and uses

Design of external areas

Plots and buildings

Ensuring quality

Design and alteration of buildings.

- 6.4.4 The Design and Access statement provides the greatest exploration of the design rationale, however the main arguments can be summarised as follows.
- 6.4.5 The bridge design seeks to be of Oxford through creation of a design that is borne out of and enhances the specifics of its location and offers a bespoke solution to the opportunities presented by the site.
- 6.4.6 The alignment runs north south across the site and lies to the east of the ice rink. As outlined above, the alignment achieves the shortest journey length for most key routes. It follows most closely the main city centre desire line, whilst allowing those heading to/from the railway station to branch off through the OxWED development in a logical way. It crosses the river broadly perpendicularly, reducing the span of the bridge and associated cost and embodied carbon. and cost/carbon of the bridge). Finally, it avoids landing at the most ecologically sensitive and heavily wooded area on the southern side of the Thames.
- 6.4.7 The proposed design responds to views to and views from the bridge. Due to the navigational clearance and headroom required an above deck structure is required, the structural mass is proposed to be shifted either side of the Thames for a more open character across the river. This has been designed as two waves which correspond to the solidity of the trees on both banks. The wave structures are asymmetrical directing views over the river. Overall, the design responds to and enhances the journeys through the site; the enclosed character of Grandpont Nature Park on the southern bank, the open feel and longer view over the Thames and finally the northern landing where the bridge joins the OxWED development or routes to the City Centre and Station.
- 6.4.8 Where the bridge lands on the northern bank, careful consideration has been taken to avoid creating a sense of severance between the OxWED development and the meadow by reducing the number and size of piers and ensuring the height of the bridge and design of the soffit is comfortable whilst discouraging people gathering under the bridge.
- 6.4.9 The detailed design and materiality seek to maximise durability of the bridge whilst also seeking to retain a sense of openness when moving over the bridge and to integrate the bridge into its landscape setting. The Design and Access Statement outlines how the proposal has considered ease of management and maintenance, as upon completion of the bridge the structure will be adopted by Oxfordshire County Council.
- 6.4.10 The design approach therefore complies with aspirations outlined in Policy DH1.

## 6.5 Sustainability, climate change and resilience

### Policy Context

- 6.5.1 The following policies are considered relevant:
- Policy RE1: Sustainable design and construction
  - Policy M1: Prioritising walking, cycling and public transport
- 6.5.2 In addition to the above, paragraphs 154, 157, and 112 of the NPPF are also considered relevant to the considerations of sustainability.

## Summary and assessment of proposals

- 6.5.3 Policy RE1 seeks to ensure sustainable design and construction principles are incorporated. This includes minimising waste and maximising recycling during construction, minimising flood risk, being adaptable to future needs and enhancing biodiversity.
- 6.5.4 Policy M1 seeks to encourage walking through ensuring the urban environment is permeable and safe with good connections to the wider network. It also encourages improvements to the pedestrian environment and public realm. To promote cycling, the policy seeks to provide for connected, high quality, convenient and safe routes capable for accommodating the anticipated growth in cycling.
- 6.5.5 The Design and Access statement includes a sustainability assessment on page 22. The principal justification of this proposal is to improve the sustainability of Osney Mead and the West End by enhancing connectivity and encouraging the modal shift away from cars to active travel. The bridge seeks to improve pedestrian and cycle accessibility east west through the site and to current populations and sites of future anticipated growth. Accordingly, it directly improves connections and the quality of the pedestrian and cycle environment through a new high quality, convenient and safe route.
- 6.5.6 The proposal considers sustainability, climate change and resilience through its design. The design is of very high quality and a unique response to the site intended to function as a valuable piece of civic infrastructure that enhances the use and character of the meadow and Grandpont Nature Park. Through following these principles of good design, it is intended the bridge to feel timeless and valued so it remains and is well maintained for many years to come.
- 6.5.7 Finally, the alignment of the bridge and materiality seeks to reduce the span of the bridge and materials required, reducing the embodied carbon. Materials seek to be as durable as possible and easy to maintain. Upon completion of the bridge, the structure will be adopted by Oxfordshire County Council, who will be responsible for management and maintenance.
- 6.5.8 Accordingly, the bridge proposal is deemed to comply with Policy RE1 and M1 on sustainability, climate change and resilience.

## 6.6 Heritage, Archaeology and Views

### Policy Context

- 6.6.1 The following policies are considered relevant:

- Policy DH2: Views and Building Heights

- Policy DH3: Designated heritage assets

- Policy DH5: Local heritage assets

- Policy DH4: Archaeological remains

- 6.6.2 In addition to the above, paragraphs 194, 197, 198, 199, 200, 201, 202 and 203 are also considered relevant to the consideration of heritage, landscape and visual impact.

## Summary and assessment of proposals

- 6.6.3 Policy DH2 seeks to retain significant views within and outside Oxford, in particular to and from the historic core. Proposals are required to explore their potential impact on important views including the historic skyline and out towards Oxford's green setting. Planning applications in close proximity to the Carfax tower are required to assess visual impact including use of verified views and 3D modelling. Permission will not be granted for development within or in the setting of a view cone if it would harm the special significance of the view.
- 6.6.4 Policy DH3 outlines that an application for planning permission for development which would or may affect the significance of any designated heritage asset, either directly or by being within its setting, should be accompanied by a heritage assessment that includes a description of the asset and its significance and an assessment of the impact of the development proposed on the asset's significance. In line with national policy, where a development proposal will lead to less than substantial harm to a designated heritage asset, this harm must be weighed against the public benefits of the proposal.
- 6.6.5 Policy DH5 states that Planning permission will only be granted for development affecting a local heritage asset or its setting if it is demonstrated that due regard has been given to the impact on the asset's significance and its setting and that it is demonstrated that the significance of the asset and its conservation has informed the design of the proposed development.
- 6.6.6 Policy DH4 requires applications within the City Centre Archaeological Area, on allocated sites or elsewhere where archaeological deposits are suspected, to provide sufficient information to define the character, significance and extent of such deposits. Development proposals that affect archaeological features and deposits will be supported where they are designed to enhance or to better reveal the significance of the asset and will help secure a sustainable future for it.

## Views and Designated and Local Heritage Assets

- 6.6.7 The proposal and proposal site do not relate to a designated heritage asset and are not within a conservation area. However, Oxpens Meadow in which the bridge sits constitutes a non designated heritage asset. This recognises that Oxpens Meadow was part of the historic endowment of Osney Abbey. According to de Gomme's map of Oxford, the southern part of the meadow was fortified and named as Hart's Sconce during the Civil War in the mid-17th century. During the 19th century the island was also a recreation ground for St Ebbe's suburb, including a bathing place. The wider site, including the adjacent Oxpens site, falls within the setting of 15 non-designated heritage assets and two conservation areas.
- 6.6.8 As a result of this context, the emerging OXWED development proposals and given that the Site is changing from undeveloped open space to an open space with a new structure, there will inevitably changes to views. As a result, the production of verified views was requested during pre application discussions.
- 6.6.9 First a Vu City model was tested to understand whether the bridge would be visible from key view cones including from Castle Mound and St George's Tower.
- 6.6.10 As the bridge sits some distance from the historic core, Castle Mound and St George's Tower, is not visible from them and is located within some of the lowest-lying parts of the city, along the riverside. Verified views were requested from the more immediate setting particularly the non designated asset of the meadow. As the bridge is not lit, verified views are provided for the following:

Oxpens Meadow from close to the path alongside the river looking west

From Grandpont looking north

From Oxpens Road looking across the Meadow

6.6.11 A separate document (Accurate Visual Representations) has been provided which outlines the production of verified views. Discussions of the bridge design and the relation of the bridge to its context is also provided as part of the Design and Access Statement. These documents demonstrate that the bridge has been designed to be as lightweight as possible sitting comfortably in its setting, enhancing the use and appreciation of the non designated heritage asset Oxpens Meadow. This includes locating the greatest mass of the bridge away from open points including the Thames and the meadow to minimise a sense of severance as can be seen from the view from the meadow looking west. The view from Oxpens Road demonstrates how the bridge will act a marker, increasing legibility and understanding of the network of routes in the area when passing along the Oxpens Road. The view from Grandpont demonstrates how steps have been taken to minimise impacts on trees, and how the associated landscaping will seek to soften the experience of the bridge.

## Archaeology

6.6.12 As outlined in the Archaeological Technical note the proposed bridge location contains no known extant archaeological sites but several designated and non-designated archaeology and heritage assets have been identified within 1km of the site:

Grade II listed memorial,  
Grade II Osney Abbey and Mill Cottage,  
Grade I and Grade II listed structures in Oxford City Centre

6.6.13 The wider proposed bridge site boundary, which covers land associated with the bridge construction, pathworks and landscaping lies in an area associated with Harts Sconce and St Ebbes bathing place. Harts Sconce consists of defences constructed to defend Oxford during the English Civil War, although the bridge proposal falls to the west of the known extent of the defences. The bridge site and meadow also falls part of a 19th century recreation ground for St Ebbe's suburb, including a bathing place, although this was filled in during the early 20th century.

6.6.14 As outlined in the Archaeological Technical note and agreed through discussions with the Oxford City Council archaeologist, the northern section of the proposed bridge site has been archaeologically evaluated as part of the OxWED development below ground investigations and it has been possible to determine likely trends.

6.6.15 The proposed bridge location and works associated with its construction is located away from likely areas of archaeological significance. It is considered that any necessary archaeological mitigation and monitoring could be secured via a planning condition and the programme of works can be agreed with the Oxford City Archaeologist prior to commencement of development.

6.6.16 Overall, this section has outlined how the planning policy ambitions and requirements have shaped the planning application proposals in respect of views, the historic environment and archaeology. The location and design of the bridge have been carefully balanced to minimise impacts on views, particularly severance across Oxpens Meadow, with the desire to contribute to placemaking of the wider Oxpens and improve legibility of the wider pedestrian and cycle network.

## 6.7 Biodiversity, Ecology and Arboriculture

### Policy Context

6.7.1 The following are considered relevant to the consideration of development impacting ecology and arboriculture:

Policy G2: Protection of biodiversity and geo-diversity

Policy G7: Protection of existing Green Infrastructure features



6.7.2 In addition to the above, paragraph 153,154, 174, 179, 180 and 182 of the NPPF are considered relevant to the consideration of impact on biodiversity, ecology and trees.

## **Summary and assessment of proposals**

- 6.7.3 Policy G2 states development that results in the net loss of ecological sites and species of ecological value will not be permitted. The policy states on sites of local importance for wildlife and where there are species and habitats of importance for biodiversity and geodiversity but that do not have individual protection, development will only be permitted in exceptional circumstances where exceptional need is demonstrated, adequate onsite mitigation measures to achieve biodiversity net gain are proposed and finally if this is not feasible compensation measures are required.
- 6.7.4 Policy G2 considers Biodiversity Net Gain (BNG), a tool to achieve biodiversity enhancements at a range of scales from individual design features to the assessment of the development as a whole. Currently, a net gain of 5% or more from the existing condition is required.
- 6.7.5 Policy G7 also seeks to protect against the loss of green infrastructure features such as hedgerows, trees or woodland where this would have a significant adverse impact upon public amenity or ecological interest. If loss is proposed, applications are expected to demonstrate that their retention is not feasible and loss can be mitigated.
- 6.7.6 If loss of trees is proposed, applications are expected to demonstrate that retention is not feasible, that any loss of tree canopy cover is mitigated against through new trees or additional tree cover. If tree loss cannot be mitigated through planting on site, then it should be demonstrated that alternative proposals for new Green Infrastructure will mitigate the loss.

### **Biodiversity and Ecology**

- 6.7.7 An Ecological Assessment Report (EAR) has been prepared for the bridge site application. This was prepared through an ecological desk study, extended UK habitats survey, ground-level tree assessment for roosting bats and otter, water vole and badger surveys. The surveys were conducted at various points between July 2021 and May 2022, with a subsequent update survey conducted in October 2023.
- 6.7.8 The proposal site falls within Grandpont Nature Park, a non statutory designated area but is within 2km and hydrologically connected to Iffley Meadows Site of Special Scientific Interest (SSSI). The survey work found the site includes habitats in the form of broadleaf woodland, grassland and mixed scrub and the river as well as an area of hardstanding. The broadleaf woodland is of moderate quality and grassland of poor quality. Due to the presence of suitable, but largely suboptimal, habitat there is some potential use of the site by protected species.
- 6.7.9 The proposal will result in some loss of areas of woodland and grassland. However, ecological surveys have informed the design process to minimise impacts, and other mitigation measures have been or can be incorporated. As agreed through consultation with Oxford City Council Officers, the main focus of any mitigation proposals should be on avoiding the fragmentation of habitats and avoiding potential impacts on foraging and commuting bats, including through lighting.
- 6.7.10 The bridge proposal includes enhancements for biodiversity outlined within the landscape design and steps that can be secured through a Construction Environmental Management Plan. This includes aligning the bridge to avoid landing on the most densely wooded area, retaining woodland where possible, replacement tree and shrub planting, and the sowing of native, woodland herbaceous perennials and flowering meadow. Coir rolls and bat and bird boxes are also proposed to be installed to increase habitat provision.
- 6.7.11 The biodiversity evaluation of the proposed development has been undertaken using the Natural England Biodiversity Metric 4 which is used to inform decision making alongside expert ecological advice. This includes an assessment of both habitat units and river units. Based on the landscape proposals the Proposed Development can achieve a 30.82% net gain for habitat units and a 20.97% gain from water course units. However, owing to the loss of a line of trees the Proposed Development achieves a -73.13% loss for linear habitat. Discussions are under way about potential sites for offsetting habitat units, which could include credits through Trust for Oxfordshire's Environment or through delivery within offsite areas within Oxford City land holdings.

## Arboriculture

- 6.7.12 An Arboricultural Impact Assessment (AIA) is submitted with the planning application, including tree surveys conducted in October 2021 and July 2022. This recorded a total of 68 tree features which have the potential to be impacted by the development proposals, including 62 individual trees and six woodlands. The majority were categorised as moderate or low grade.
- 6.7.13 In order to facilitate the bridge and associated landscaping and pathworks, the removal of a total of 27 individual trees, one grade B woodland, and part of another grade B one woodland is required. The Arboricultural Impact Assessment outlines tree removal in greater depth. While tree loss is unavoidable to achieve the desired outcomes for this scheme, none of the trees are considered to offer such a contribution to the site that their loss cannot be replaced. Both national and local planning policy recognise the significance and importance of ancient and veteran trees, but there are no such trees within the site so there is no loss of these features.
- 6.7.14 To compensate for the loss of trees, landscaping proposals include six additional native trees to the north of the Thames, and three to the south of the Thames within Grandpont. These larger trees are proposed to be accompanied by approximately 43 smaller feathered trees integrated into wider landscaping works. Exact species are to be confirmed with Oxford City Council tree and ecology officers, but are likely to include willow, Copper Beech, disease resistant Elm and/or Black Poplar.
- 6.7.15 Policy G7 of the local plan requires any development to demonstrate that where tree loss is required, the replacement planting will provide a similar level of canopy cover within a 25-year period from completion of the project. Additional tree planting as outlined in the landscaping strategy will result in an additional 7.2% tree canopy cover within a 25 year period, meeting policy requirements.
- 6.7.16 The Arboricultural Impact Assessment, Ecology Assessment, Biodiversity Net Gain Calculations and Landscaping Scheme therefore demonstrates that the bridge proposal complies with Policy G2 and G7 associated with biodiversity, ecology and arboriculture.

## 6.8 Landscape and Public Realm

### Policy Context

- 6.8.1 The following development plan policies are considered relevant to the consideration of development impacting green infrastructure:
- Policy G7: Protection of existing Green Infrastructure features
  - Policy G8: New and enhanced Green and Blue Infrastructure Network Features
  - The Osney Mead and West End SPD –Green and Blue Network Strategy
  - The Osney Mead and West End SPD –Public Realm Strategy
- 6.8.2 In addition to the above, policies, paragraphs 174, 98 and 100 of the NPPF are also considered relevant to the consideration of Green Infrastructure.

### Summary and assessment of proposals

- 6.8.3 As outlined above, policy G7 seeks to protect and mitigate against loss of green infrastructure features including trees. It outlines the approach to mitigation if required including tree canopy cover.
- 6.8.4 Policy G8 requires applications impacting Green Infrastructure features to demonstrate how they have been incorporated into the design. This includes public access, biodiversity, climate change including flood risk, character and sense of place and connectivity of walking and cycling routes.
- 6.8.5 The policy also states that permission will only be granted for planning applications which affect or increase the use of a Public Right of Way if they safeguard and improve or add to the Public Right of Way network.
- 6.8.6 The Osney Mead and West End SPD includes a Green and Blue Network Strategy and Public Realm Strategy. The Green and Blue network strategy encourages developments alongside waterways to ensure the waterways are made more accessible, enjoyable and safe and consider biodiversity needs. The public realm strategy encourages pedestrian and cycle routes to incorporate greening and improve public realm to encourage uptake of active travel and boost the riverside character. The strategy also encourages new east west connections including the proposed bridge.
- 6.8.7 The design of the bridge and landscaping proposals have sought to reduce and mitigate any impacts on the existing site features. The bridge design is directly informed by the landscape setting, this includes orientating the structure away from the most ecologically sensitive areas and designing the massing of the bridge in a way that minimises impacts on views to and from the structure.
- 6.8.8 The landscape design seeks to ensure the bridge proposal integrates into its setting and delivers ecological enhancements including replacement tree and shrub planting, and the sowing of native, woodland herbaceous perennials and flowering lawns. The landscape design has been developed through consideration of, and engagement with, the emerging designs for the Oxpens site to create a cohesive and coherent piece of public realm and significant contributor to the green and blue network to enhance the riverside character and encourage use of the pedestrian and cycle networks.
- 6.8.9 The bridge proposal will directly improve the Public Right of Way network, creating new pedestrian and cycle infrastructure to improve East- West connections in the West End/ Osney Mead area. The bridge will provide an improved dry route in times of flooding and also includes improvements to the adjacent paths to help integrate with and improve the pedestrian and cycle path network in the area. Temporary diversion(s) will be required to facilitate construction and be set out within the Construction Environmental Management Plan.
- 6.8.10 Accordingly, the proposals are compliant with Policy G7 on the protection of green infrastructure features, G8, new and enhanced blue and green infrastructure network features and the green and blue network and public realm strategy of the SPD.

## 6.9 Lighting

### Policy Context

- 6.9.1 The following development plan policies are considered relevant to the consideration of development impacting green infrastructure:
- Policy RE7: Managing the impact of development
  - Policy DH2: Views and building heights
  - Policy G2: Protection of biodiversity and geodiversity
- 6.9.2 In addition to the above, policies, paragraphs 185 of the NPPF are also considered relevant to the consideration of Lighting.

### Summary and assessment of proposals

- 6.9.3 Policy RE7 seeks to ensure the amenity of communities, occupiers and neighbours is protected, including artificial lighting levels.
- 6.9.4 Policy DH2 seeks to avoid impact on character on views to, from and within the historic city, including avoiding competition.
- 6.9.5 Policy G2 seeks to avoid an adverse effect on biodiversity, particularly of designated sites and their buffers.
- 6.9.6 During design development there was much consideration about whether the bridge and adjacent routes should be lit. Lighting the bridge and connecting paths would improve the sense of safety of bridge users, particularly during the winter months. However, the presence of lighting is disruptive to the habitats of animals including bats in sensitive ecological corridor along the Thames and Grandpont Nature Reserve.
- 6.9.7 Public consultation responses were divisive about whether lighting should be provided. As a result, the decision has been made not to light the bridge at this time, accordingly a full Lighting Assessment is not required.
- 6.9.8 However, the bridge design will have the option to be retrofitted to include sensitive lighting (for example to the deck) if it is required at a later date. This approach has been confirmed with Oxford County Council in their response to the bridge consultation on the 13<sup>th</sup> September 2022, who will assume responsibility for the bridge and surrounding path network following construction.

## 6.10 Flood Risk and water management

### Policy Context

- 6.10.1 The following are considered relevant to the consideration of flood risk and water resources:

- Policy RE1: Sustainable design and construction

- Policy RE3: Flood risk management

- Policy RE4: Sustainable and foul drainage, surface and groundwater flow

- 6.10.2 In addition to the above, paragraphs 154, 159, 167 and 169 of the NPPF are considered relevant to the consideration of flood risk and water resources.

### Summary and assessment of proposals

- 6.10.3 Policy RE1 requires development proposals follow sustainable design and construction practices including minimising flood risk including flood resilient construction.
- 6.10.4 Policy RE3 aims to restrict development in Flood zone 3b except where it is for water-compatible uses or essential infrastructure. Development is expected to not lead to a reduction in flood storage through the use of flood compensation measures and where possible increase flood storage and not lead to an increased risk of flooding elsewhere.
- 6.10.5 Policy RE4 requires that all development proposals manage surface water through Sustainable Drainage Systems (SuDS) or techniques to limit run off. The policy requires surface water runoff is managed as close to its source as possible, in line with the following drainage hierarchy:
  - a) store rainwater for later use; then:
  - b) discharge into the ground (infiltration); then:
  - c) discharge to a surface water body; then:
  - d) discharge to a surface water sewer, highway drain or other drainage system; and finally:
  - e) discharge to a combined sewer.

## Flood Risk

- 6.10.6 As the bridge crosses the River Thames, it is defined as lying partially within Flood Zone 3b. However, the bridge constitutes 'Essential Infrastructure' as required by Policy RE3. Also, in accordance with Policy RE3 this application is supported by a site specific flood risk assessment. The approach outlined in the flood risk assessment, and summarised below, has been confirmed through discussions with the Environment Agency, OxWED and representatives of both Oxford City Council and Oxfordshire County Council. Whilst the bridge proposal is intended to be integrated with OxWED development proposals, in accordance with recommendations by the Environment Agency a standalone floodplain storage analysis and associated mitigation has been developed within the bridge application site red line.
- 6.10.7 With regard to bridge design, the EA requires bridge soffit levels to be typically set at a minimum of 600mm above the modelled 1 in 100 annual probability plus allowance for climate change. In this location, this requirement would result in a minimum soffit level of 56.79m AOD. The bridge is proposed to have a minimum river soffit level of 58.20m, exceeding EA requirements.
- 6.10.8 Policy requires that any new development located in the vicinity of a watercourse should be constructed such that it does not detrimentally impact on flow routes or reduce the available floodplain storage over a site which could potentially cause an increase in flood levels on-site or elsewhere. The flood risk assessment accompanying this application considers up to the benchmark of the 1 in 100 annual probability +41% allowance for climate change fluvial flood level of 56.79m AOD.
- 6.10.9 For the bridge scheme alone, the assessment identifies the need for a local land scrape in three locations (as identified in Appendix D of the Flood Risk Assessment) to ensure overland flow routes in and out of the flood compensation area at a maximum level of 55.7m AOD. The analysis demonstrates that the scheme will result in a significant gain in floodplain storage capacity of 77.9m<sup>3</sup>, which fully meets the EA level-for-level flood compensation requirements and Policy RE3.

## Surface Water Drainage

- 6.10.10 The Flood Risk Assessment report includes consideration for the management of surface water drainage. An assessment of the suitability of the site to use different infiltration drainage techniques was conducted.
- 6.10.11 It is intended that surface water runoff associated with the footbridge will replicate the sites existing drainage regime, and there will be no change in the rate or volume of runoff discharged off-site or to the river. The bridge deck will drain from the centre to both the north and south abutments, where runoff will be channelled into infiltrating features in the form of rock filled gabion baskets connected via pipe work to geocellular crate soakaways. These are proposed at both the northern and southern abutment.
- 6.10.12 Accordingly, this approach complies with the drainage hierarchy set out in Policy RE4 which prioritises infiltration as opposed to discharge into the sewer network.

## 6.11 Movement

### Policy Context

- 6.11.1 The following are considered relevant to the consideration of movement and parking:

Policy M1: Prioritising walking, cycling, and public transport

Policy AOC1: West End and Osney Mead

Policy SP1: Sites in the West End

The Osney Mead and West End SPD –Green and Blue Network Strategy

6.11.2 In addition to the above, paragraphs 104, 110, 111 and 112 of the NPPF are considered relevant to the consideration of walking and cycling.

### **Summary and assessment of proposals**

6.11.3 Policy M1 seeks to encourage development that promotes walking through ensuring the urban environment is permeable and safe with good and direct connections both within and across the wider network. In addition, it encourages improvements to the pedestrian environment including new crossing points and public realm improvements that are sufficient for the level of use.

6.11.4 Policy M1 encourages cycling by providing for connected, high quality, convenient and safe (segregated where possible) cycle routes within developments and ensure the wider networks that are permeable and can accommodate the anticipated growth in cycling.

6.11.5 Policy AOC1 and SP1 both discuss the wider West End and Osney Mead area, including the need to improve east west connectivity and reference a new bridge connection across the Thames.

6.11.6 The Osney Mead and West End SPD Movement Strategy seeks to prioritise active transport option that ensure users are safe and comfortable. It also states that on sites adjacent to waterways attention should be paid to the barriers to movement that these features present and opportunities should be sought to improve or support connections across them. As a result, the Oxpens River Bridge is identified as a new opportunity and a key infrastructure priority.

### **Principle and Need**

6.11.7 The bridge proposal is in response to the site allocation for the area which seeks to improve east west connectivity in the area. This identified current poor connectivity as well as projected pressure on the network as a result of other allocated development sites in the area including Osney Mead and Oxpens. This will sit alongside repairs to the nearby Gasworks Pipe Bridge, which is expected to be completed in 2024.

### **Integration into the Existing Network**

6.11.8 The location and alignment of the bridge has been developed through coordination with the adjacent Oxpens site. The alignment of the bridge provides efficient routes from existing and future sites to the south of the Thames towards Oxpens, the City Centre and to the railway station. The location also links into current and future routes to help activate the Oxpens site but also enhance use of routes along the Thames and to Grandpont and the Meadow.

### **Segregation of Pedestrians and Cyclists**

6.11.9 During design development, there was significant engagement and deliberation about whether the bridge should seek to segregate pedestrians and cyclists. Engagement includes pre-application discussions with Officers, meetings with Oxford County Council, discussions with associated local interest groups including Cyclox and wider community consultation.

6.11.10 Segregating the bridge into separate lanes for pedestrians and cyclists would result in a much wider bridge that would be more visually intrusive, more impactful on the ecology of the site and involve more materials and associated carbon. It would also be difficult to enforce and can result in cyclists failing to slow down as they travel over the bridge.

6.11.11 The decision was therefore made to not physically segregate pedestrians and cyclists. To reduce the likelihood of conflict, the bridge is sufficiently wide (3.5m) to allow users to pass each other by comfortably, including cargo bikes. The design of the bridge including the degree of slope and entry and exit points have been carefully considered to deliberately slow cyclists down.

### **Conclusion**

6.11.12 As outlined, this planning application directly responds to identified need for a new pedestrian and cycle footbridge in this location. The proposal has been carefully considered to provide a convenient route that enhances permeability. The quality of the bridge design and associated landscaping creates a pleasant and safe connection that will also encourage uptake of active travel in the area. Accordingly, proposals comply with policy on movement.

## 6.12 Land Contamination

### Policy Context

6.12.1 The following are considered relevant to the consideration of movement and parking:

Policy RE9: Land Quality

6.12.2 In addition to the above, paragraph 184 of the NPPF is considered relevant to contaminated land.

### Summary and assessment of proposals

6.12.3 Policy RE9 requires planning applications where proposals would be affected by contamination to provide a report which details the investigations carried out to assess the nature of the contamination and possible impacts. It also requires details of mitigation measures required which would allow the development to go ahead safely.

6.12.4 Details of the assessment of land quality and contamination are outlined in the Ground Investigation Report provided as part of this planning application. This identifies that the southern portion of the site now occupied by Grandpont Nature Park was formally occupied by the St Ebbe's Gas Works from the period 1900-1960. The investigations found measured concentrations of potential contaminants in the soils on the Site are below the assessment values appropriate for a public open space. Although the assessment identified some elevated concentrations of heavy metals and hydrocarbons in the top soil and made ground and slightly elevated concentrations of heavy metals and cyanide in the groundwaters, both associated with the previous land use. These however are still below assessment values appropriate for a public open space.

6.12.5 The report proposes mitigation and safety measures during construction to be developed as part of the Construction Environmental Management Plan including off site disposal of soil at regular intervals during construction and the protection of site workers. It also identifies measures that contractors will need to adopt to mitigate risk during construction. Approaches to landscaping, pavement design, surface water drainage and the appropriate design of concrete and in ground materials will also reduce risk. Accordingly, proposals are deemed to comply with Policy PE9 regarding land quality.

## 6.13 Healthy placemaking

### Policy Context

6.13.1 The following are considered relevant to the consideration of healthy placemaking:

Policy RE5: Health, wellbeing, and Health Impact Assessments

6.13.2 Paragraphs 92, 98 and 130 of the NPPF are also considered relevant.

### Summary and assessment of proposals



- 6.13.3 The approach to healthy placemaking is covered by a number of policies and has informed the approach to design and landscape proposals. In particular however, Policy RE5 requires a Health Impact Assessment (HIA) to be submitted; this is included as Appendix B of this Planning Statement.
- 6.13.4 The Proposed Development seeks to embed key principles of healthy place shaping, creating a health-promoting environment where healthy day-to-day behaviours are encouraged as the 'norm' and access to local services via active modes of travel are encouraged. In the context of this application, this is achieved through encouraging the modal shift towards active travel and promoting the accessibility and use of the Meadow and Grandpont Nature Park. Reference should also be made to the submitted Health Impact Assessment in Appendix B for further details.

# 7. Planning Assessment Summary

## 7.1 Conclusions

- 7.1.1 This Planning Statement, together with the suite of supporting application documents submitted for the Oxpens River Bridge demonstrates the case in support of the Development and the acceptability of the proposed development on the Site. At the heart of the NPPF is a presumption in favour of sustainable development, which the proposed Development constitutes.
- 7.1.2 The proposals have been shaped by pre-application discussions with the Oxford City Council and Oxfordshire County Council alongside wider stakeholder and community engagement.
- 7.1.3 As stated above, the Oxpens River Bridge sits adjacent to the Oxpens development site which is currently and in planning on behalf of OxWED LLP (OxWED)( 22/02954/OUT). An outline planning application is sought for a mixed use scheme including residential and student accommodation, commercial, business and service and hotel uses, with public realm, landscaping, associated infrastructure and works, including pedestrian and cycle routes. This outline application is submitted in parallel with a detailed planning application for Enabling Works (EWA) for the OxWED scheme (22/02955/FUL). The EWA has in part been split from the outline planning application to facilitate delivery. The bridge development and preparation for the planning application for the bridge has been developed through close alignment and coordination with OxWED proposals, particularly with regard to flood compensation and landscaping.
- 7.1.4 The principle of a pedestrian and cycle footbridge in this location has already been deemed acceptable as it is part of the site allocation for the area, and as a result has been through a robust consideration process and deemed appropriate by Oxford City Council. The proposed bridge will be a key step in improving east west connectivity in the area and facilitating the mode shift towards walking and cycling.
- 7.1.5 The bridge design seeks to be of Oxford through creation of a design that is borne out of and enhances the specifics of its location and offers a bespoke solution to the opportunities and challenges of the site. The location and orientation follows most closely the main city centre desire line, whilst seeking to reduce the span of the bridge and associated cost, reduce embodied carbon and avoid landing in the most ecologically sensitive areas.
- 7.1.6 The proposed design responds to 'views to' and 'views from' the bridge and the form and detailed design seeks celebrate structural requirements. Where the bridge lands on the northern bank, careful consideration has been taken to avoid creating a sense of severance between Oxpens and the meadow by reducing the number and size of piers and ensuring the height of the bridge and design of the soffit is comfortable whilst discouraging people gathering under the bridge.
- 7.1.7 The proposal will result in some loss of areas of woodland and grassland, including at Grandpont Nature Park, a non- designated asset. However, ecological surveys have informed the design process to minimise impacts, and other mitigation measures have been or can be incorporated. This includes replacement tree and shrub planting, the sowing of native, woodland herbaceous perennials and flowering lawns and installation of coir rolls and bat and bird boxes. The landscaping proposals achieve a policy compliant net gain of 20.97% river units and an increased tree canopy cover of 7.2%. Whilst proposals do result in some loss of linear habitat units, mechanisms are identified to compensate for this loss.
- 7.1.8 Although the bridge scheme is intended to coordinate with OxWED proposals, an independent flood risk assessment was carried out. This demonstrates that the scheme will result in a significant gain in floodplain storage capacity of 77.9m<sup>3</sup>, which fully meets the EA level-for-level flood compensation requirements. The proposals also incorporate sustainable urban drainage techniques to manage surface water through infiltration.
- 7.1.9 Despite the former gasworks use of the south side of the river, levels of contaminants are still below assessment values appropriate for a public open space. Mitigation and safety measures during construction are to be developed as part of the Construction Environmental Management Plan including offsite disposal of soil and the protection of site workers.
- 7.1.10 This Planning Statement has demonstrated that the proposals are in compliance with planning policy. Therefore, it is respectfully requested that planning permission be granted for the Development subject to agreeing appropriate planning conditions.

# Appendix A: Relevant Planning Policy Context

- 1.1 Sections 5 and 6 of the Planning Statement covers the planning policy context of the Development, such as key policy documents or material considerations, with this Appendix provided as a reference point that includes key policies for the determination of this full application.
- 1.2 This Appendix of the Planning Statement summarises the relevant planning policy context for the Development at national, regional and local levels, and considers the statutory development plan polices, as well as other material considerations which are relevant to the application.
- 1.3 The policy context is set out under the following headings:  
  
Statutory Development Plan Policy; and  
  
Material Planning Considerations
- 1.4 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires Oxford City to determine any application in accordance with the Statutory Development Plan unless material considerations indicate otherwise.

## Statutory Development Plan Policy

- 1.5 For this application, the statutory development plan comprises the following:

Oxford Local Plan 2016-36 (adopted June 2020);

## Oxford Local Plan

- 1.6 The Local Plan was formally adopted in June 2020 and sets out the overall planning framework for the City from 2016 - 2036. This document identifies and allocates development sites and sets the planning policies against which planning applications will be assessed.
- 1.7 Relevant polices to the proposed development from the plan include those summarised below:  
  
Policy S1: Presumption in favour of sustainable development: Reflects NPPF provision in that applications that accord with the Oxford Local Plan will be approved without delay unless material considerations indicate otherwise.  
  
Policy RE1: Sustainable design and construction: Planning permission will only be granted where it can be demonstrated that the identified sustainable design and construction principles have been incorporated.  
  
Policy RE2: Efficient use of land: Development proposals must make best use of site capacity, in a manner compatible with the site itself, the surrounding area and broader considerations of the needs of Oxford.  
  
Policy RE3: Flood risk management: New development will be directed towards areas of low flood risk (Flood Zone 1). Applications over 1ha must be accompanied by a Site Specific Flood Risk Assessment (FRA).  
  
Policy RE4: Sustainable and foul drainage, surface and groundwater flow: All proposals require SuDS and surface water should be managed close to source in line with the drainage hierarchy. Proposals should be in line with OCC guidance. A Foul and Surface Water Drainage Strategy must be provided for all new build residential development of 100 dwellings or more; non-residential development of 7,200sqm or more; or student accommodation of 250 study bedrooms or more.  
  
Policy RE5: Health, wellbeing, and Health Impact Assessments: Measures that will help contribute to healthier communities and reduce health inequalities must be incorporated in a development. For major development proposals, the Council will require a Health Impact Assessment to be submitted.  
  
Policy RE7: Managing the impact of development: Planning permission will only be granted for development that ensures that the amenity of communities, occupiers and neighbours is protected and provides mitigation measures where necessary. This will include: visual privacy, outlook; sunlight, daylight and overshadowing; artificial lighting levels; transport impacts; impacts of the construction phase, including the assessment of

these impacts within the Construction Management Plans; odour fumes and dust; microclimate; contaminated land; and impact upon water and wastewater infrastructure.

Policy RE8: Noise and vibration: Planning permission will not be granted for development sensitive to noise in locations which experience high levels of noise, unless it can be demonstrated, through a noise assessment, that appropriate attenuation measures will be provided to ensure an acceptable level of amenity for end users and to prevent harm to the continued operation of existing uses.

Policy RE9: Land quality: where proposals would be affected by contamination or where contamination may present a risk to the surrounding environment, must be accompanied by a report which details the investigations that have been carried out to assess the nature and extent of contamination and the possible impacts it may have on the development and also sets out detailed mitigation measures to allow the development to go ahead safely and without adverse effect.

Policy G2: Protection of biodiversity and geo-diversity: For Major Developments, a recognised biodiversity calculator (across the whole site) should demonstrate an overall net gain for biodiversity and should demonstrate an improvement of 5% or more from the existing situation. A management and monitoring plan might be required for larger sites.

Policy G7: Protection of existing Green Infrastructure features: Planning permission will not be granted for development that results in the loss of green infrastructure features such as hedgerows, trees or woodland where this would have a significant adverse impact upon public amenity or ecological interest. It must be demonstrated that their retention is not feasible and that their loss will be mitigated through increase in canopy cover/ new trees (or if this is not possible then through green roofs or walls).

Policy G8: New and enhanced Green and Blue Infrastructure Network Features: The application should demonstrate how new or improved green or blue infrastructure features will be incorporated, which should contribute to the following: i. public access ii. health and wellbeing, considering opportunities for food growing, recreation and play iii. Biodiversity iv. creating linkages with the wider Green Infrastructure Network (and the countryside) v. climate change (including flood risk and sustainable drainage) vi. character/sense of place vii. SuDS viii. connectivity of walking and cycling routes.

Policy DH1: High quality design and placemaking: All developments will be expected to be supported by a constraints and opportunities plan and supporting text and/or visuals to explain their design rationale which should cover the relevant checklist points set out in Appendix 6.1 of the Local Plan.

Policy DH2: Views and Building Heights: Planning permission will not be granted for any building or structure that would harm the special significance of Oxford's historic skyline. Planning permission will be granted for developments of appropriate height or massing, as demonstrated by the following criteria, all of which should be met: a) design choices regarding height and massing have a clear design rationale and the impacts will be positive; and b) any design choice to design buildings to a height that would impact on character should be fully explained, and regard should be had to the guidance on design of higher buildings set out in the High Buildings Study TAN. Planning permission will not be granted for development proposed within a View Cone or the setting of a View Cone if it would harm the special significance of the view.

Policy DH3: Designated heritage assets: An application for planning permission for development which would or may affect the significance of any designated heritage asset, either directly or by being within its setting, should be accompanied by a heritage assessment that includes a description of the asset and its significance and an assessment of the impact of the development proposed on the asset's significance. Where a development proposal will lead to less than substantial harm to a designated heritage asset, this harm must be weighed against the public benefits of the proposal.

Policy DH4: Archaeological remains: applications should include sufficient information to define the character, significance and extent of such deposits so far as reasonably practical. Where harm to an archaeological asset has been convincingly justified and is unavoidable, mitigation should be agreed with Oxford City Council and should be proportionate to the significance of the asset and impact. The aim of mitigation should be where possible to preserve archaeological remains in situ, to promote public enjoyment of heritage and to record and advance knowledge.

Policy DH5: Local Heritage Assets: In determining whether planning permission should be granted for a development proposal, which affects a local heritage asset, consideration will be given to the significance of the asset, the extent of impact on its significance, as well as the scale of any harm or loss to the asset as balanced against the public benefits that may result from the development proposals.

Policy M1: Prioritising walking, cycling, and public transport: Walking: Proposals shall: ensure that the urban environment is permeable and safe to walk through and adequately lit; make improvements to the pedestrian environment including crossings points where needed, seating, signage and landscaping; and support high quality public realm improvement works and ensure that footways are sufficiently wide to accommodate the level of use. Cycling: the Council will seek to ensure development provides for (segregated where possible) cycle routes; provides for accessible, conveniently located, secure cycle parking facilities in both private and publicly-accessible locations.

## Other Material Planning Considerations

1.8 For this application, the identified material considerations that must be considered alongside the Development Plan include:

National Planning Policy Framework (2021) and PPG

### National Planning Policy Framework 2021

1.9 The new National Planning Policy Framework (NPPF) was published in July 2021 and constitutes guidance for local planning authorities as a material consideration in determining planning applications. It sets out the Government's economic, environmental and social planning policies for England and articulates the Government's commitment to a plan-led system where local planning authorities should approve development proposals that accord with the development plan without delay. The NPPF is also supported by the Planning Practice Guidance (PPG) which adds further details for the application of the framework in practice.

1.10 At the heart of the NPPF is a presumption in favour of sustainable development that should run through both place-making and decision-taking. The NPPF sets out three overarching objectives to achieving sustainable development. These are independent but should be sought to be achieved in mutually supportive ways. The objectives are:

- o **An economic objective** –to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure.
- o **A social objective** –to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
- o **An environmental objective** –to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

1.11 There are a number of policies contained within the NPPF which are relevant to the Development and have been key considerations in the design process, including the following:

#### Promoting Healthy and Safe Communities

1.12 Paragraph 92 of the NPPF states that planning decisions should aim to achieve healthy, inclusive and safe places which:

- a) promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other;
- b) are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion;
- c) enable and support healthy lifestyles, especially where this would address identified local health and well-being needs;

#### Open Space and Recreation

1.13 Paragraph 98 highlights that access to a network of high-quality open spaces and opportunities for sport and physical activity is important for the health and well-being of communities.

- 1.14 Paragraph 99 underlines that existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:
- a) an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or
  - b) the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or
  - c) the development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use.
- 1.15 Furthermore, planning decisions should protect and enhance public rights of way and access, including taking opportunities to provide better facilities for users or adding links to the existing network.

#### **Promoting Sustainable Transport**

- 1.16 At paragraph 104, the NPPF states that transport issues should be considered from the earliest stages of development proposals, so that:
- a) the potential impacts of development on transport networks can be addressed;
  - b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised;
  - c) opportunities to promote walking, cycling and public transport use are identified and pursued;
  - d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account –including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains;
  - e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places.
- 1.17 Paragraph 105 emphasises that the planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes.
- 1.18 Paragraph 110 highlights that in assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:
- a) appropriate opportunities to promote sustainable transport modes can be –or have been –taken up, given the type of development and its location;
- 1.19 Furthermore, paragraph 111 states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. Paragraph 110 emphasises that within this context, applications for development should:
- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second –so far as possible –to facilitating access to high quality public transport, and appropriate facilities that encourage public transport use;
  - b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
  - c) create places that are safe, secure and attractive;

#### **Making Effective Use of Land**

- 1.20 Paragraph 119 encourages planning decisions that promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions.
- 1.21 Paragraph 124 states that planning decisions should support development that makes efficient use of land, taking into account:
- a) the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it;
  - b) local market conditions and viability;

- c) the availability and capacity of infrastructure and services –both existing and proposed –as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use;
- d) the desirability of maintaining an area’s prevailing character and setting, or of promoting regeneration and change; and
- e) the importance of securing well-designed, attractive and healthy places.

#### **Achieving Well-Designed Places**

- 1.22 Paragraph 126 highlights that the creation of high-quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.
- 1.23 Additionally, paragraph 130 states that planning decisions should ensure that developments:
- a) will function well and add to the overall quality of the area;
  - b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
  - c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change;
  - d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
  - e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development and support local facilities and transport networks; and
  - f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.
- 1.24 Paragraph 132 highlights that design quality should be considered throughout the evolution and assessment of individual proposals. Early discussion between applicants, the local planning authority and local community about the design and style of emerging schemes is important for clarifying expectations and reconciling local and commercial interests. Applicants should work closely with those affected by their proposals to evolve designs that take account of the views of the community. Applications that can demonstrate early, proactive and effective engagement with the community should be looked on more favourably than those that cannot.

#### **Meeting the Challenge of Climate Change, Flooding and Coastal Change**

- 1.25 Paragraph 152 states that the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure.
- 1.26 Paragraph 159 states that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk (whether existing or future).

#### **Conserving and Enhancing the Natural Environment**

- 1.27 At Paragraph 174, the NPPF states that planning decisions should contribute to and enhance the natural and local environment by:
- a) protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils;
  - b) recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services –including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland;
  - c) maintaining the character of the undeveloped coast, while improving public access to it where appropriate;
  - d) minimising impacts on and providing net gains for biodiversity;
  - e) preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability.

Development should, wherever possible, help to improve local environmental conditions such as air and water quality, taking into account relevant information such as river basin management plans; and

- f) remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate.

1.28 Paragraph 180 sets out that when determining planning applications, local planning authorities should apply the following principles:

- a) if significant harm to biodiversity resulting from a development cannot be avoided, adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused;
- b) development on land within or outside a Site of Special Scientific Interest, and which is likely to have an adverse effect on it (either individually or in combination with other developments), should not normally be permitted.
- c) development resulting in the loss or deterioration of irreplaceable habitats should be refused, unless there are wholly exceptional reasons and a suitable compensation strategy exists; and
- d) development whose primary objective is to conserve or enhance biodiversity should be supported; while opportunities to incorporate biodiversity improvements in and around developments should be encouraged, especially where this can secure measurable net gains for biodiversity.

#### **Conserving and Enhancing the Historic Environment**

1.29 Paragraph 194 states in determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment.

1.30 Paragraph 197 states that in determining applications, local planning authorities should take account of:

- a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
- c) the desirability of new development making a positive contribution to local character and distinctiveness.

1.31 Paragraph 199 states when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation.

1.32 Paragraph 200 states any harm to, or loss of, the significance of a designated heritage asset should require clear and convincing justification.



# Appendix B: Health Impact Assessment



London Healthy Urban Development Unit

HUDU Planning for Health

# Rapid Health Impact Assessment Matrix

Self-completion Form

April 2017

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NHS London Healthy Urban Development Unit

<http://www.healthyurbandevelopment.nhs.uk>

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## HUDU Planning for Health

# Rapid Health Impact Assessment Matrix – Self-completion Form

## Introduction

The assessment matrix is designed to rapidly assess the likely health impacts of development plans and proposals, including planning frameworks and masterplans for large areas, regeneration and estate renewal programmes and outline and detailed planning applications. It should be used prospectively at the earliest possible stage during plan preparation, or prior to the submission of a planning application to inform the design, layout and composition of a development proposal.

The matrix does not identify all issues related to health and wellbeing, but focuses on the built environment and issues directly or indirectly influenced by planning decisions. It is generic and should be localised for specific use. Not all the issues or assessment criteria may be relevant and the user is encouraged to prioritise specific actions which focus on key impacts.

The assessment matrix identifies eleven topics or broad determinants. Under each topic, Section 2 of the tool identifies examples of planning issues which are likely to influence health and wellbeing and the section also provides supporting information and references.

Health impacts may be short-term or temporary, related to construction or longer-term, related to the operation and maintenance of a development and may particularly affect vulnerable or priority groups of the population. Where an impact is identified, actions should be recommended to mitigate a negative impact or enhance or secure a positive impact.

Name of assessor / organisation:

Prior + Partners

Name of project (plan or proposal):

Oxpens River Bridge

Planning reference (if applicable):

N/A

Location of project:

Oxpens Meadow

Date of assessment:

22/09/2023

## 1 Housing quality and design

Assessment criteria	Relevant?	Details/evidence	Potential health impact?	Recommended mitigation or enhancement actions
Does the proposal seek to meet all 16 design criteria of the Lifetime Homes Standard or meet Building Regulation requirement M4 (2)?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	n/a	<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input checked="" type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	N/A
Does the proposal address the housing needs of older people, ie extra care housing, sheltered housing, lifetime homes and wheelchair accessible homes?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	n/a	<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input checked="" type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	N/A
Does the proposal include homes that can be adapted to support independent living for older and disabled people?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	n/a	<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input checked="" type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	N/A
Does the proposal promote good design through layout and orientation, meeting internal space standards?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	n/a	<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input checked="" type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	N/A
Does the proposal include a range of housing types and sizes, including affordable housing responding to local housing needs?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	n/a	<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input checked="" type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	N/A
Does the proposal contain homes that are highly energy efficient (eg a high SAP rating)?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	n/a	<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input checked="" type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	N/A

## 2 Access to healthcare services and other social infrastructure

Assessment criteria	Relevant?	Details/evidence	Potential health impact?	Recommended mitigation or enhancement actions
Does the proposal retain or re-provide existing social infrastructure?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	n/a	<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input checked="" type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	n/a
Does the proposal assess the impact on healthcare services?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	n/a	<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input checked="" type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	n/a
Does the proposal include the provision, or replacement of a healthcare facility and does the facility meet NHS requirements?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	n/a	<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input checked="" type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	n/a
Does the proposal assess the capacity, location and accessibility of other social infrastructure, eg schools, social care and community facilities?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	n/a	<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input checked="" type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	n/a
Does the proposal explore opportunities for shared community use and co-location of services?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	n/a	<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input checked="" type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	n/a

Assessment criteria	Relevant?	Details/evidence	Potential health impact?	Recommended mitigation or enhancement actions
Does the proposal contribute to meeting primary, secondary and post 19 education needs?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	n/a	<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input checked="" type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	n/a

### 3 Access to open space and nature

Assessment criteria	Relevant?	Details/evidence	Potential health impact?	Recommended mitigation or enhancement actions
Does the proposal retain and enhance existing open and natural spaces?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	The proposal will encourage visitors to make better use of existing open and natural spaces including the Oxpens Meadows, Grandpont and the Thames Towpath, through improving connectivity. Landscaping proposals accompany the bridge including new planting within Grandpont Nature Park.	<input checked="" type="checkbox"/> Positive <input type="checkbox"/> Negative <input checked="" type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	n/a
In areas of deficiency, does the proposal provide new open or natural space, or improve access to existing spaces?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	The proposal will improve access to Grandpont Nature Park and Oxpens Meadow for residents and visitors on either side of the Thames by improving connectivity between the two as well as connecting into the wider path network including the towpath.	<input checked="" type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	n/a
Does the proposal provide a range of play spaces for children and young people?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	n/a	<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input checked="" type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	n/a
Does the proposal provide links between open and natural spaces and the public realm?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	The proposal is a bridge intended to connect open space and natural spaces and the public realm, particularly the surrounding network of routes.	<input checked="" type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	n/a
Are the open and natural spaces welcoming and safe and accessible for all?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	The bridge location is intended to improve safety as it can be overlooked from the Oxpens Road and future Oxwed redevelopment site. The bridge design has taken into consideration safety and accessibility with the height of spaces underneath the bridge and bridge width seeking to reduce the likelihood of people congregating underneath the structure. Lighting has been considered to balance a sense of safety with ecological impacts.	<input checked="" type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	n/a
Does the proposal set out how new open space will be managed and maintained?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	Management regime responsibility of Oxfordshire County Council, but can be subject to planning condition.	<input checked="" type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	n/a



#### 4 Air quality, noise and neighbourhood amenity

Assessment criteria	Relevant?	Details/evidence	Potential health impact?	Recommended mitigation or enhancement actions
Does the proposal minimise construction impacts such as dust, noise, vibration and odours?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	A Construction and Environmental Management Plan is expected via condition in order to identify how any potential impacts during construction will be mitigated as far as possible	<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input checked="" type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	Construction phase effects are judged to be not significant when the identified mitigation measures are applied through a Construction Environmental Management Plan (CEMP) for the Site. A CEMP will minimise the noise and vibration construction impact.
Does the proposal minimise air pollution caused by traffic and energy facilities?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	The proposal seeks to increase the uptake of pedestrian and cycling by improving connectivity. This would reduce traffic and associated air pollution.	<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input checked="" type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	n/a
Does the proposal minimise noise pollution caused by traffic and commercial uses?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	n/a	<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input checked="" type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	n/a

## 5 Accessibility and active travel

Assessment criteria	Relevant?	Details/evidence	Potential health impact?	Recommended mitigation or enhancement actions
Does the proposal prioritise and encourage walking (such as through shared spaces?)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	The proposal is for a new bridge that creates better east west connections and encourages walking and cycling	<input checked="" type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	N/A
Does the proposal prioritise and encourage cycling (for example by providing secure cycle parking, showers and cycle lanes)?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	The bridge is intended to be a shared pedestrian and cycle bridge. It has been designed to minimise conflict between the two users through the proposed width, slope and landing design.	<input checked="" type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	N/A
Does the proposal connect public realm and internal routes to local and strategic cycle and walking networks?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	The location of the bridge is designed to integrate into and improve the existing network of routes. The bridge creates a new connection to the towpath along the Thames, north to the station, east into the city centre and to emerging regeneration sites including Osney Mead.	<input checked="" type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	N/A
Does the proposal include traffic management and calming measures to help reduce and minimise road injuries?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	The proposal has been designed to minimise conflict between pedestrians and cyclists through the proposed width, slope and landing design.	<input checked="" type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	N/A
Is the proposal well connected to public transport, local services and facilities?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	The location of the bridge is intended to improve connectivity between local services, facilities and residential neighbourhoods.	<input checked="" type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	N/A

Assessment criteria	Relevant?	Details/evidence	Potential health impact?	Recommended mitigation or enhancement actions
Does the proposal seek to reduce car use by reducing car parking provision, supported by the controlled parking zones, car clubs and travel plans measures?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	n/a	<input checked="" type="checkbox"/> Positive <input type="checkbox"/> Negative <input checked="" type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	N/A
Does the proposal allow people with mobility problems or a disability to access buildings and places?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	The bridge and towpath works associated with it are designed to be DDA compliant.	<input checked="" type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	N/A

## 6 Crime reduction and community safety

Assessment criteria	Relevant?	Details/evidence	Potential health impact?	Recommended mitigation or enhancement actions
Does the proposal incorporate elements to help design out crime?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	The location and design have been well thought through to help design out crime. The location ensures it can be overlooked from the Oxpens Road and future Oxwed redevelopment site. The height of spaces underneath the bridge and bridge reduce the likelihood of people congregating underneath the structure.	<input checked="" type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	N/A
Does the proposal incorporate design techniques to help people feel secure and avoid creating 'gated communities'?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	The bridge design seeks to discourage people congregating under the bridge. The bridge will be open at all times to create a new safe and secure route.	<input checked="" type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	N/A
Does the proposal include attractive, multi-use public spaces and buildings?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	n/a	<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input checked="" type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	N/A
Has engagement and consultation been carried out with the local community?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	The Statement of Community Involvement section of the Planning Statement outlines how proposals for the Development have included community and key stakeholder engagement to inform design proposals.	<input checked="" type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	N/A

## 7 Access to healthy food

Assessment criteria	Relevant?	Details/evidence	Potential health impact?	Recommended mitigation or enhancement actions
Does the proposal facilitate the supply of local food, ie allotments, community farms and farmers' markets?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	n/a	<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input checked="" type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	n/a
Is there a range of retail uses, including food stores and smaller affordable shops for social enterprises?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	n/a	<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input checked="" type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	n/a
Does the proposal avoid contributing towards an over-concentration of hot food takeaways in the local area?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	n/a	<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input checked="" type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	N/A

## 8 Access to work and training

Assessment criteria	Relevant?	Details/evidence	Potential health impact?	Recommended mitigation or enhancement actions
Does the proposal provide access to local employment and training opportunities, including temporary construction and permanent 'end-use' jobs?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	There are likely to be minor beneficial impacts during construction stages.	<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input checked="" type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	N/A
Does the proposal provide childcare facilities?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	n/a	<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input checked="" type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	n/a
Does the proposal include managed and affordable workspace for local businesses?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	n/a	<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input checked="" type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	n/a
Does the proposal include opportunities for work for local people via local procurement arrangements?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	n/a	<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input checked="" type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	N/A

## 9 Social cohesion and lifetime neighbourhoods

Assessment criteria	Relevant?	Details/evidence	Potential health impact?	Recommended mitigation or enhancement actions
Does the proposal connect with existing communities, ie layout and movement which avoids physical barriers and severance and land uses and spaces which encourage social interaction?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	The bridge is directly intended to improve connectivity between new and future communities by addressing current issues with east west connectivity. The bridge will encourage better use of existing open spaces which will promote social interaction.	<input checked="" type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	n/a
Does the proposal include a mix of uses and a range of community facilities?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	n/a	<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input checked="" type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	n/a
Does the proposal provide opportunities for the voluntary and community sectors?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	n/a	<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input checked="" type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	n/a
Does the proposal address the six key components of Lifetime Neighbourhoods?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<p>The Development addresses a number of the key components of the Lifetime Neighbourhoods as follows:</p> <ol style="list-style-type: none"> <li>1. Resident empowerment: Community participations within the development of the bridge design</li> <li>2. Access: The bridge improves accessibility to open spaces and surrounding neighbourhoods as well as integrating with the existing network of routes</li> <li>3. Community Spaces: The bridge design will deliver biodiversity net gain and the design will enhance its location</li> <li>4. Built and Natural Environments: The bridge design will deliver biodiversity net gain and the design will enhance its location</li> <li>5. Social Networks/Wellbeing: The bridge will encourage better use of the surrounding open spaces</li> </ol>	<input checked="" type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	n/a

## 10 Minimising the use of resources

Assessment criteria	Relevant?	Details/evidence	Potential health impact?	Recommended mitigation or enhancement actions
Does the proposal make best use of existing land?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	The location of the bridge has been chosen to maximise connectivity, whilst reducing the demand for materials and support the redevelopment of neighbouring sites.	<input checked="" type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	N/A
Does the proposal encourage recycling (including building materials)?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	Proposed materials are outlined in the Design and Access Statement and schedule of materials plan.	<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input checked="" type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	N/A
Does the proposal incorporate sustainable design and construction techniques?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	The bridge design has been well thought through to reduce the span and material required, reducing the embedded carbon. Further details are provided in the Design and Access Statement.	<input checked="" type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	N/A



## 11 Climate change

Assessment criteria	Relevant?	Details/evidence	Potential health impact?	Recommended mitigation or enhancement actions
Does the proposal incorporate renewable energy?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	n/a	<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input checked="" type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	N/A
Does the proposal ensure that buildings and public spaces are designed to respond to winter and summer temperatures, ie ventilation, shading and landscaping.	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	n/a	<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input checked="" type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	N/A
Does the proposal maintain or enhance biodiversity?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	The approach to the bridge location seeks to minimise impacts on the most ecologically sensitive areas of the site. The landscape strategy outlines mitigation measures to tree loss and impacts during construction.	<input checked="" type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	Details of biodiversity net gain are outlined in the landscape strategy
Does the proposal incorporate sustainable urban drainage techniques?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	Flood risk assessment accompanying the application includes details of sustainable urban drainage techniques.	<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input checked="" type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	N/A