

## **Marston Paddock**

These contents have been taken from the planning application on the City Council planning portal.

There is a:

- 60-page Transport Statement, some of the details are enclosed,
- 45-page Arboricultural Impact Assessment
- 175-page Ecology and Biodiversity Overview document on the planning portal.

### **Vehicle Parking**

A total of 40 car parking spaces are provided across the site. The following breakdown of parking is provided:

Transport Assessment Marston Paddock

- Flats – 1 x unallocated space per flat
- Wheelchair Accessible Flat – 1 x allocated disabled space
- Houses - 1 x allocated parking space per house

This equates to a total of 27 allocated and 13 allocated parking spaces at a ratio of 1 space per dwelling. This provision is in line with the vehicle parking standards set out in 'Policy M3' and appendix 7 of the Oxford City Local Plan. The level of car parking has been agreed as appropriate by both the City and County Council in pre-application discussions.

Each allocated parking space provided on the site will include the provision of electric vehicle charging (EVC). For the unallocated spaces, 25% of spaces will include EVC provision. This equates to total of 31 EVC spaces across the site and accords with Policy M4 of the Oxford City Local Plan. Motorcycle parking is also provided.

### **Access Arrangement – Primary Access - Butts Lane**

The vehicular access for the site is located on Butts Lane in the form of priority junction. The access has been designed to accommodate cars as well as infrequent refuse collection and delivery vehicles. The priority junction leads into a shared surface street treatment within the site. The access proposals are demonstrated in Stantec Drawing 49719\_5501\_PL001 attached in Appendix B.

Given the nature of Butts Lane, vehicles travel at slow speeds. Surveys undertaken show an average speed of 10mph and a maximum speed of 16mph along the lane (confirmed later in Section 6). On this basis, junction visibility has been provided to Manual for Streets guidance for stopping sight distances at 20mph (23 metres). Visibility splays are shown in Stantec Drawing 49719\_5501\_PL001 provided in Appendix B.

Pedestrian and cycling access is also provided via Butts Lane into Marston. Although it does not have formal facilities Butts Lane is designated as a public right of way and provides a slow speed and unintrusive vehicular environment.

## **Construction Management**

The management of the construction traffic to/from the development will seek to ensure reduced levels of larger vehicles delivering to the site. The proposed management of the site will include a manned entrance and off-site consolidation of materials as far as practicable. To ensure larger construction vehicles can enter Butts Lane, swept path analysis has been undertaken for the following vehicles which is also provided in Appendix B:

- Small Mobile Crane - Stantec Drawing 49719\_5501\_PL005.
- 10.0m Rigid Delivery Vehicle - Stantec Drawing 49719\_5501\_PL006.
- Muck Away Vehicle (Tipper) - Stantec Drawing 49719\_5501\_PL007.

Each vehicle entry will be managed by an on-site banksman to ensure safe entry into Butts Lane and onto the site (the three wooden bollards located outside of property 41 Butts Lane will need to be temporarily removed to accommodate construction swept paths). As shown in the swept path analysis, the informal on-street parking on Church Lane (opposite the former 'Bricklayers Arms' public house on the corner of Butts Lane) will need to be temporarily suspended during periods of delivery of larger vehicles.

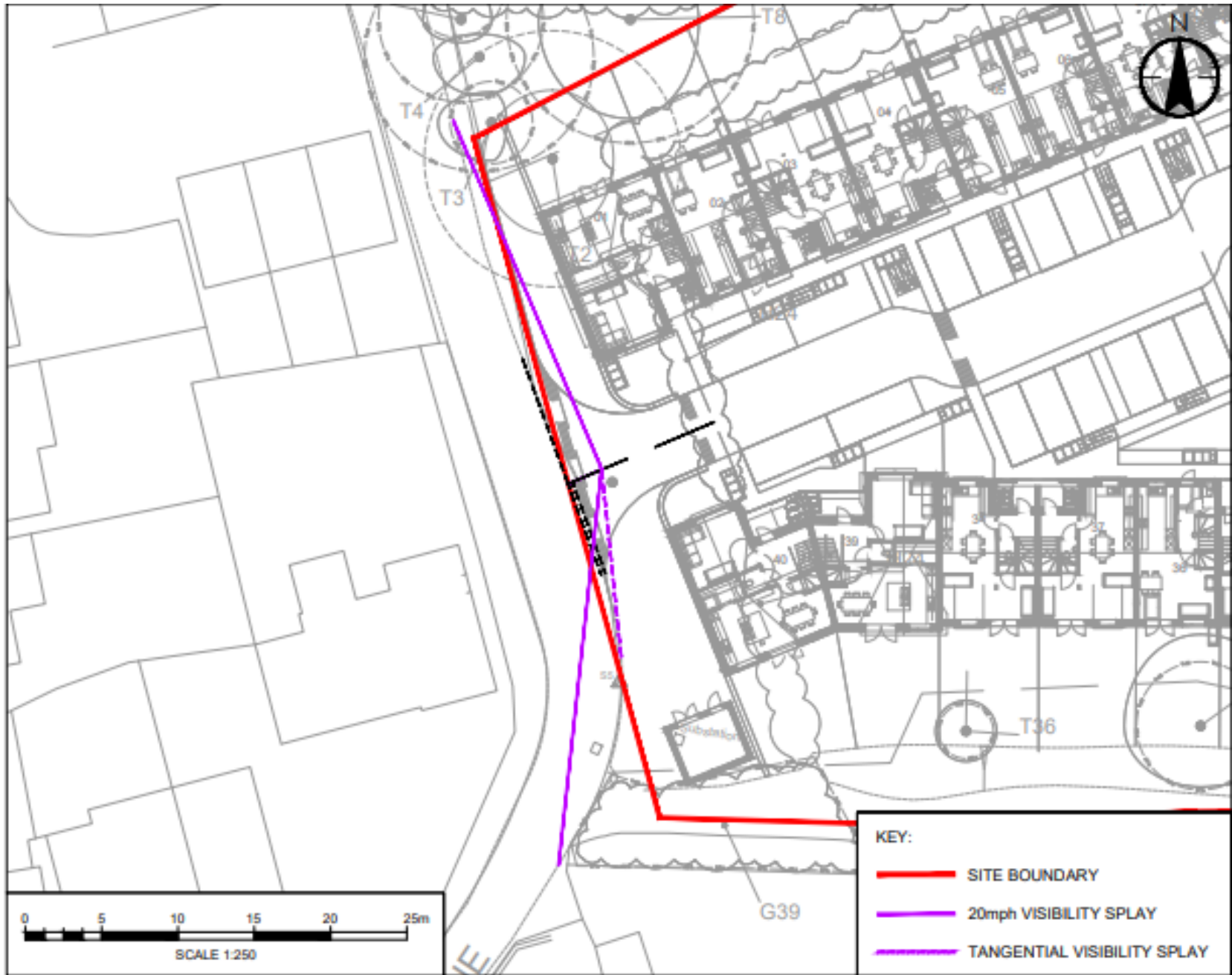
A Construction Logistics Management Plan is envisaged to be conditioned in the planning permission. Ahead of the commencement of construction, the developer of the site will provide further details of the management arrangements of the construction process to discharge this condition. The Construction Logistics Management Plan condition will include the need for the following information to be provided once details of the contractor and construction are better understood:

- The routing of construction vehicles and management of their movement into and out of the site by a qualified and certificated banksman √ Access arrangements and times of movement of construction vehicles (to minimise the impact on the surrounding highway network)
- Details of wheel cleaning / wash facilities to prevent mud on the adjacent highway

- Contact details for the Site Supervisor responsible for on-site works
- Parking provision for site workers
- Details of times for construction traffic and delivery vehicles, outside network peak and school peak hours
- Engagement with residents

Although not confirmed at this point in time, the envisaged developer of the site has a local experience of developing sites in historic parts of Oxford.





## Trees

**This was taken from the Arboricultural Impact Assessment Document:**

### **EXECUTIVE SUMMARY**

I have been instructed to provide an assessment of the impact from a development proposal on the existing tree stock at land the north of Butts Lane in the village of Marston, referred to as Marston Paddock (shown on Site Location Plan, drawing reference MP-DWG-APPR-LP-01) .

A tree survey has been completed following the guidance provided by BS5837 (2012) Trees in relation to design, demolition and construction – Recommendations. A total of 43 trees, groups of trees, hedges, or woodlands have been recorded within the survey area, and all have been categorised as part of a quality assessment to determine the extent of the tree related constraints on site.

- 26 trees, four groups of trees, one hedge and one woodland shelter belt have been assessed as being of moderate quality and condition (Category B).
- Nine trees and one group have been assessed as being of low quality and condition (Category C).
- One tree has been assessed as being of poor quality and condition (Category U).
- Three tree stumps have also been noted within the schedule.

Marston Paddock is an allocated development site in the local plan (Policy Sp23) and requires a minimum of 39 units. The Proposed Development is for the construction of 40 residential units together with off street parking and open space.

This development will require the removal of 10 trees, one group and one hedge, and the partial removal of two groups. The retention of the entire existing tree stock is not feasible if the requirement of the site-specific policy is to be met, but tree removals have been limited to those that are necessary to achieve the policy objective.

Several trees will require pruning to allow a new 2m high acoustic fence to be installed on the northern boundary, and this pruning is limited to ensure ground clearance of 4m. Further detail on this requirement can be found in the Noise Impact Assessment (MP-DOC-INF-NIA-01).

The remaining trees will be protected throughout the development phase through the use of fencing to form a barrier, behind which there will be no access for machinery or materials required during construction. Where fencing will not provide the required protection, alternative methods have been proposed to ensure those trees that may be affected will not be negatively impacted over the long term. Measures include permanent ground protection over car parking bays and temporary ground protection during the construction phase. There will be no excavation within the root protection area of any retained tree.

The proposed tree loss has also been assessed against current national and local planning policy and is considered to be compliant with both.

## **Ecology & Biodiversity**

### **This was taken from the Ecology & Biodiversity Overview document:**

Given the level of supporting surveys completed to support the application, this cover note has been prepared to provide an overview to the submission documents to make them easy to navigate. The detailed ecology work and recommendations are contained within the reports themselves, including details of the relevant personnel and their professional affiliations and competencies, which are appended.

The Marston Paddock site has value for biodiversity due to the presence of notable habitats, including wooded areas and hedgerow, and potential to support protected and notable species. An extended phase 1 habitat survey and subsequent Preliminary Ecological Appraisal (PEA) were undertaken by AECOM in early 2020 which included the classification of all habitats within and adjacent to the Site. This process included the team purchasing the historical records of protected species within 2 km of the survey area from Thames Valley Environmental Record Centre (TVERC) and using the Multi Agency Geographic Information for the Countryside (MAGIC) database to identify international statutory designated sites with 5 km of the Site, national statutory designated sites within 2 km and information on habitats and habitat connections relevant to potential protected and notable species constraints within 2 km.

The PEA identified a programme of surveys and proposed initial mitigation at an early stage of the design development. These recommendations have been built on in survey specific reports completed to inform design development as well as the submission of the Marston Paddock Planning application. Please note, the Arboricultural Impact Assessment (MP-DOC-INF-AIA-01), covering all matters related to trees and hedges, and the Landscape Framework Plan (MP-DWG-APPR-LAN-01) are submitted separately.

## Overview of survey results

The below table represents an overview of the mitigation proposed in each of the reports, although they should be read in conjunction with each other. The below table highlights Items to be completed ahead of commencement which are underlined>.

### Overview of survey results and identified mitigation

Survey	Baseline	Further Details	Recommendations to design
Breeding Birds	Low levels of activity. Some Red list species identified.	4 visits to the site were carried out between May and July 2020 inclusive. A total of 23 bird species were recorded within the Site (discounting those only flying over) during the survey period, with eight assessed as breeding. This total included two Red List species and four Amber List species, three of which are NERC S41 species. Five green list species of a total 17, were confirmed breeding on Site.	Retention of bird nesting habitat and works should avoid the nesting bird season (March – August) where possible. The report also recommends the inclusion of bird boxes on structures and retained trees. As many trees as possible should be retained within the Site. Should felling or limb removal be required for any trees, dead wood should be retained on Site to create habitats and resources for invertebrates, which would benefit feeding birds.
Reptiles	A single grass snake was recorded on the fourth survey along edge of the broadleaved trees on the eastern Site boundary under a fly-tipped sack. No reptiles were recorded during the other six survey visits.	Report recommends retention of suitable wooded edge habitat along north and east boundaries to ensure continued use of site and maintain connectivity. Proposals for the Site should include provision for reptiles	A Reasonable Avoidance Method Statement (RAMS) will be required to guide works in sensitive areas. This document will include details on sensitive timings and methods of vegetation removal, in addition to

		<p>such as retention of suitable habitats, hibernacula/ refuges, and egg-laying features; or creation of suitable habitat such as a pond or communal compost heap to provide improved foraging and egg-laying opportunities for grass snake, respectively.</p>	<p>targeted habitat management to deter reptiles from entering certain areas subject to works. Proposals for the Site should include provision for reptiles such as retention of suitable habitats, hibernacula/ refuges, and egg-laying features; or creation of suitable habitat such as a pond or communal compost heap to provide improved foraging and egg-laying opportunities for grass snake, respectively. Off-Site translocation of the Grass snake population may be appropriate (subject to the agreed mitigation). Given the Low population of Grass snake present on the Site, it may be prudent to move them into an area with an existing population to increase breeding opportunities.</p>
Bats	<p>No bat roosts were confirmed within the Site. Most of the bat species recorded at the Site are relatively common and widespread (including common pipistrelle, soprano pipistrelle and noctule).</p>	<p>No buildings or structures were present on Site and all trees to be potentially affected by the Proposed Development were appraised as having low suitability for roosting bats.</p>	<p>All trees removed of low bat roost suitability are recommended for section or soft felling in the presence of a Natural England bat licensed ecologist, avoiding features</p>



	<p>However, a rarer species of bat, the Annex-II listed barbastelle, was found to be utilising the Site on three occasions: once in June and twice in July.</p>	<p>Along the residential road boundary to the south-west of the Site, common and soprano pipistrelle activity was dominant, both of which are well adapted to the urban environment with foraging around the streetlights being common</p>	<p>that may be obscured by dense ivy Artificial lighting should be minimised throughout any construction processes, particularly along the hedgerows or adjacent woodland. A sensitive lighting scheme should be implemented within the completed development to limit disturbance to bats (and other nocturnal wildlife). The presence of barbastelle highlights the importance of preserving the road-side woodland boundary in the north-east of the Site as far as possible.</p>
Great Crested Newts	<p>No great crested newt or their eggs were recorded during any of the four survey visits. No other amphibians were recorded. The great crested newt eDNA laboratory analysis indicated great crested newt absence in the tested ponds. There is therefore no major constraint to development.</p>	<p>Log piles and hibernacula could be created in suitable areas of habitat (such as grassland and scrub/wooded edges), to enhance the area for amphibians.</p>	<p>These results are considered to be valid for three years. No further surveys are recommended in the interim period to inform a proposed development at Marston Paddock.</p>

Invasive Non-Native Species	No INNS were recorded within or immediately adjacent to the Site during the survey.	An area of tipped soil is located in the northwest of the Site on the semiimproved grassland, with evidence of discarded garden plants, including potatoes. There is potential that the soil is contaminated by INNS that have yet to establish.	Any signs of growth by suspected INNS should be reported to an experienced ecologist who will be able to advise how to proceed
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### **Initial Mitigation recommended for Marston Paddock**

The below bullet points seek to identify and summarise recommendations from the PEA and specific surveys which identified necessary mitigation. A number of these recommendations, such as the need to produce a Construction and Environmental Management Plan ahead of commencement of construction, are contained within multiple of the appended reports (beyond the design drivers and recommendations which have been considered in the Landscape Framework Plan as far as possible). These recommendations include:

- It is recommended that any indirect effects are managed by an ecology section of a Construction and Environmental Management Plan (CEMP). This would be implemented detailing measures to control dust deposition, pollution/spillage, noise, vibration, or lighting pollution during both the site enabling/demolition phase and the construction phase.
- Works should be restricted to daylight hours where possible to avoid artificial lighting potentially impacting on wildlife at night which may be foraging on Site and in the wider area. Standard pollution control measures such as the use of drip trays to prevent leakage of chemicals and other materials from, for example, construction plant and machinery, into the surrounding environment should be adopted.
- Artificial lighting should be minimised throughout any construction processes, particularly along the hedgerows or adjacent woodland. A sensitive lighting scheme should be implemented within the completed development to limit disturbance to bats (and other nocturnal wildlife).

- Clearance of vegetation should be undertaken outside of the nesting bird season (i.e. clearance should be undertaken October to February inclusive). If vegetation or trees are cleared during the bird nesting season (March to September inclusive) a suitably qualified ecologist will be required to undertake a check to confirm the absence of nesting birds. All trees removed of low bat roost suitability are recommended for section or soft felling in the presence of a Natural England bat licensed ecologist.
- Installation of artificial nest/roost sites for bats, birds, and invertebrates (including from felled tree material) can provide enhancement. It is recommended that bird and bat boxes be installed on retained trees or inbuilt into any new properties.
- Care should also be taken when moving construction equipment during the bird breeding season, particularly if it has been in situ for several days.
- The final landscape design should contain appropriate soft landscaping and seeds and plants should be from a recognised source. While native planting of species of local provenance is encouraged, where ornamental planting is required species choice should have a benefit to biodiversity, such as being suitable for invertebrates.
- Proposals for the Site should include provision for reptiles such as retention of suitable habitats, hibernacula/ refuges and egg-laying features; or creation of suitable habitat such as a pond or communal compost heap to provide improved foraging and egg-laying opportunities for grass snake, respectively.
- In addition to the identified surveys, proposals should also consider best practice mitigation for Dormice and consideration of Hedgehogs in the construction and operation stage, including in final fencing design.