

Appendix 2:

Public Consultation: Summary of Comments Received.

Consultation Undertaken by Applicant.

During the course of 2012 and prior to the submission of the planning application the applicant undertook a comprehensive programme of public consultation and community involvement. Over the course of the year this consisted of press releases, the establishment of a website and public engagement in the form of public exhibitions and drop in sessions at Barton and Northway, and a mail out to 3,000 people in those areas. At the same time a programme of stakeholder events was also under way involving regular project team meetings, workshops, member briefings and a symposium. On 4th May 2012 the Berkshire, Oxfordshire, Buckinghamshire and Milton Keynes Design Panel Network (BPBMK) considered the emerging Masterplan at that stage.

The outcome of the consultation process was fully reported with the planning application documents and summarised as **Appendix 3** is the applicants' response to the points raised. The comments of the BOBMK group are attached as **Appendix 4**.

OCC Consultation on Receipt of Planning Application.

Statutory and Other Organisations.

Oxfordshire County Council - School Provision: 1.5 form primary school entry extended to 2 form entry agreed; amendments to projected layout of primary school suggested; community space within primary school agreed; financial contribution to secondary education to be secured by S.106 agreement.

County Council - Transport and Highways: Access from A.40 at Northway agreed for buses and emergency vehicles only plus cyclists and pedestrians; in principle layout of junction acceptable subject to detailing; bus link may not be deliverable if Town Green application successful; with mitigation additional traffic movements can be accommodated; key mitigation measures are traffic signal control at Marsh lane / Cherwell Drive / Marston Road / Headley Way junction, enhancements at Green Road roundabout including road markings and enhancement to bus services; agreement in principle to 50 MPH speed limit to A.40; alterations to other highways required; Controlled Parking Zone (CPZ) supported; detailed amendments to Design Code required (eg relating to bus stops, bus shelters, lighting at bus shelters, traffic calming; surface water drainage; tree species; location of bin storage, size of garages, levels of parking provision, location of car parking etc).

County Council - Rights of Way: Support footbridge across Bayswater Brook to footpath leading to Elsfield; would welcome wider package of measures and improvements to footpath along Bayswater Brook.

County Council - Non Highways Drainage: Overall approach acceptable.

County Council: Waste: Use of recycled aggregates and management of waste adequately addressed; condition suggested for management of excavated waste.

Environment Agency: No objection to application as submitted; suggests various conditions relating to development being in accordance with the Flood Risk Assessment (FRA) submitted; details of surface water drainage to be submitted; details of contamination and its remediation and subsequent verification to be submitted; 8m buffer zone to Boundary Brook required.

Thames Water: Details of on and off site drainage works to be submitted and approved in consultation with Thames Water.

English Heritage: A number of views from Old Headington Conservation Area and Stoke Place bridleway are of significance in conservation terms; development visible from Stoke Place in particular; rural setting compromised and some harm caused; however this would be limited with mitigation from existing tree coverage; rural land within conservation area would remain intact; massing and layout of development would minimise visual impact on views out of conservation area as far as possible; impact on conservation area therefore minor negative; public benefits justify harm.

Natural England: Not likely to have adverse effect on Sidleys Copse and College Pond Site of Special Scientific Interest (SSSI) subject to mitigation including open space and greenways; support compensation for loss of lowland meadow grassland but concerned that replacement area should be larger than that lost; no objection in terms of protected species, but local planning authority should assess adequacy of surveys submitted; planning authority should also assess other possible impacts.;

Thames Valley Police Crime Prevention Officer: Do not object; development to be in accordance with *Secured by Design* principles; all properties should have zone of defensible space; landscaping and lighting details to be brought forward together; advise against bollard lighting; uplighters to be avoided; some concern regarding location of play areas; no details of youth provision; need to avoid conflicts between uses within commercial centre; welcome upgrading of existing underpass; need to control future features to main street such as roller shutters etc; suggest restrictions on height of landscaping features to front and side of plots; street furniture should be robust and deter antisocial activity; cycle parking to be secure; would wish to make recommendations on traffic speeds; 20 MPH speed limit throughout estate and during construction; provision to be made for safety camera a system; link to Northway needs to include technology to ensure bus /emergency use only.

Sport England: Applicant needs to demonstrate facilities would be equivalent or better in quality and quantity, and subject to equivalent or better management; information not provided as drawings illustrative only and not possible to assess if facilities better in quality and quantity; location adjacent to primary school and dual use both welcomed; unable to support due to lack of information; therefore object to proposals.

Scottish and Southern Energy (SSE): Clear policy required for diversion of 11,000 volt and 33,000 volt power lines underground to meet requirements of development; no objection to application subject to condition requiring contractual undertaking in respect of rerouting.

Old Marston Parish Council: Object; concerned at amount of traffic generated through Old Marston village and Marsh Lane.

Third Parties.

Oxfordshire Green Party: Various objections to the Barton AAP but these were not taken on board by Inspector - loss of nature park; level of affordable housing at 40%; inadequate public open space; concerned about density and garden space; too close to A.40 resulting in air pollution and noise; loss of greenery to central reservation of A.40 and at Foxwell Drive. Application cannot be objected to these grounds therefore but other concerns nevertheless: question the need for a hotel; concerned at density and height of buildings – heights should be reduced; not convinced there would be a 76% - 24% split of houses to flats; no indication of what would happen if Town Green application for Foxwell Drive were successful; concerned about food crops in extended allotments being grown so close to A.40; details of form and extent of foul drainage needed; photovoltaics and solar thermal provision should be extended.

Berks, Bucks and Oxon Wildlife Trusts (BBOWT): Insufficient mitigation proposed to ensure no damage to Sidlings Copse and College Pond Site of Special Scientific Interest (SSSI) due to potential increased recreational pressures, in particular from uncontrolled dogs and antisocial behaviour; possible insufficient off - site compensation for loss of lowland meadow; not clear who would maintain fencing at SSSI; mitigation should be undertaken to improve potential habitats for water voles.

Northway Residents Association: Object to size of development, damage to environment and intrusion of access into Northway; will harm; landscapes and habitats; increase pressures on drainage and other services; loss of greenery; additional noise and pollution; possible damage to parked cars; through traffic not acceptable; potential for flooding.

Friends of Old Headington: Support level of affordable housing; welcome creation of new semi rural neighbourhood; linear park imaginative; need to minimise reflection from photovoltaic panels; may not meet Core Strategy requirements on open space; pocket parks may be too small; welcome primary school but concerned that existing secondary facilities and doctors' surgeries would be sufficient; lack of public house is a missed opportunity; not clear what mixed use means in terms of commercial centre; spine road may become a rat run – traffic calming required; safety risks to spine road; landscaping to central reservation of A.40 should be retained; some properties too close to A.40; how would 50 MPH speed limit on A.40 be enforced; may be harm to Northway from traffic via new access; routing of buses from new access through Northway not clear – needs to be clear and prevent other traffic; concerned about potential for flooding; height of buildings at gateway entrance not acceptable and will be visible from Old Headington; views in and out of Old Headington need to be respected.

County Councillor Roz Smith: Concerned about impact on traffic at green Road roundabout; potential pressure on secondary school provision; integration with Marston, Risinghurst and existing Barton areas.

County Councillor Anne Purse: Will worsen conditions at Green Road roundabout; better solution than adjusted line markings at roundabout required; pollution from queuing traffic; will result in diversion of traffic through surrounding villages.

West Oxfordshire District Council: Welcomes substantial new housing development; need to consider impact on A.40 and junctions to absorb additional traffic - any development which slowed or restricted traffic movements would be a concern; City council should seek advice of Local Enterprise Partnership (LEP) on economic implications of development and attractiveness for inward investment; highway modelling should extend beyond 2019 and consider cumulative impacts; assumptions about car ownership are optimistic; query what measures would be taken if traffic modelling proves to be incorrect; question whether there is a case for measures to ease traffic congestion at Wolvercote roundabout; would have concerns about any future at grade crossings of A.40; concerned that development should not extend westwards and conflict with environmental constraints.

Gerald Eve on Behalf of Christ Church: Any enhanced access to countryside needs to be fully managed and agreed so that use of land as farmland is not compromised; Christ Church interested in exploring potential opportunities to work with Council to bring forward land to serve and support Barton in long term; appropriate measures to protect SSSI need to be agreed (secured by S.106 agreement), and in place to prevent unauthorised access and issues of dog fouling, litter, trampling of habitats; disturbance to livestock etc; linear park will not necessarily be preferred route for short walks; concerned at adequacy of proposed new junction in terms of safety and delays; traffic implications on surrounding villages not assessed - traffic to Woodeaton would increase, leading to rat running through Elsfield.

Individual Comments.

Main points raised:-

- difficult / inappropriate access;
- increased traffic generation;
- increased flood risk;
- impact on ecology and biodiversity;
- concerns relating to public transport infrastructure;
- there should be no access to the development through the existing Barton estate;
- would welcome the reintroduction of a post office;
- taxis and private hire vehicles should be excluded from use of new junction;
- bus services may be required from A.40;
- Foxwell Drive unsuitable for buses and heavy vehicles;
- too little information with application;
- significant investment in public transport and cycling facilities required;
- Green Road roundabout already overloaded;
- no details of how car club would operate;
- more local facilities required in development;
- increased air pollution;
- cycling times inaccurate;
- better bus links with other residential areas required;
- half hourly bus frequency not sufficient;
- no detail of population breakdown;
- no additional capacity on A.40 or feeder roads;
- majority of journeys would be by car;
- insufficient outdoor and community space;

- impact on Old Headington Conservation Area not assessed;
- transport and travel framework inadequate;
- no dedicated youth facilities provided;
- would increase rat running through Old Headington;
- public house should be provided;
- pedestrian routes not adequately addressed;
- increased noise generation;
- secondary school pupil should be directed to Cherwell not Cheney School;
- emerging design of primary school inappropriate;
- control of lighting required;
- plans themselves look exciting;

In addition three separate petitions have been received from residents in the Northway and Marston areas, two via Councillor Haines. A petition of 582 signatures is concerned regarding the additional traffic in the Marston area and “rat running” through Old Marston Village, whilst a second of 935 signatures relates to concerns about flooding and sewage issues in Marston and Old Marston. The third petition of 66 signatures suggests that the proposals are in breach of various regulations, and also raises issues concerning the suitability of the road network in Northway to safely accommodate the additional traffic.

NB: Comments received which relate to matters outwith the planning process such as references to land ownership, covenants, potential Town Green status etc have not been included in the above summary.