

Consultation responses schedule

To Oxford City Council (OCC)
 From Sarah Stevens / Dean Jones
 Date 22 January 2014 File ref WESL2006
 Subject Proposed Westgate Development: Summary of consultation responses

Author	Summary of matters raised	Westgate Oxford Alliance (WOA) Response
Thames Water	<p>Infrastructure capacity</p> <p>The following condition and informative have been put forward by Thames Water:</p> <p>Waste (condition): Development shall not commence until a drainage strategy detailing any on and/or off site drainage works, has been submitted to and approved by, the local planning authority in consultation with the sewerage undertaker. No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed.</p> <p>Water (informative): There is a Thames Water distribution main crossing the development site which may / will need to be diverted at the Developer's cost, or necessitate amendments to the proposed</p>	<p>Infrastructure capacity</p> <p>A foul water drainage study is currently being prepared for the Westgate Site.</p>

Author	Summary of matters raised	Westgate Oxford Alliance (WOA) Response
	<p><i>development so that the aforementioned main can be retained.</i></p>	
<p>Mr Duncan Stott, 7 Meadow Lane, Oxford OX4 1TL</p>	<p>Housing</p> <p>In support of the principle of the development, however would like to see more housing units (than 'up to' 122 units currently proposed). Would like WOA to consider housing options in other locations on the site if possible.</p>	<p>Housing</p> <p>WOA considers the proposed quantum of housing to be acceptable in light of being part of a retail-led scheme. The Proposed Westgate Development will result in a net increase of 13 to 108 housing units. The positioning of housing on other parts of the site will compromise the provision of retail and result in poorer amenity outcomes for residents.</p> <p>In addition, WOA consider the Proposed Westgate Development forms part of a catalyst for the future establishment of residential within the Oxpens SPD area, which is the focus for residential uses in the West End.</p>
<p>Mr David North, 102a Walton Street, Oxford OX2 6EB</p>	<p>Traffic movements and air quality</p> <p>Author has raised queries in relation to the vehicle movement figures published within Chapter 6 (Transport), Chapter 7 (Air) and Technical Appendix 16.1 (Construction Methodology).</p> <p>Construction traffic and deliveries</p> <p>A query has been made in relation to minimising congestion from construction deliveries and details regarding the location, scale and nature of a remote holding area.</p>	<p>Traffic movements and air quality</p> <p>A discrepancy is noted within the figures published in Chapter 7 (Air) of the Environmental Statement. An updated model of the air quality assessment in the ES Addendum (submitted January 2014) has been produced to reflect the vehicle movement figures in Chapter 6 (Transport) and Technical Appendix 16.1 (Construction Methodology).</p> <p>The air quality assessment is currently being updated and we confirm the identified discrepancy has been rectified.</p> <p>Construction traffic and deliveries</p> <p>The intention is that there will be a holding area for construction vehicles within the local vicinity. The location of the holding area is to be agreed with the Oxfordshire County Council and traffic police, so as to avoid</p>
<p>Mr Ivor Chomacki, 3 Greyhound House, Wallingford OX10 6HU</p>	<p>Traffic movements and air quality</p> <p>Author has raised queries in relation to the vehicle movement figures published within Chapter 6 (Transport), Chapter 7 (Air) and Technical Appendix 16.1 (Construction Methodology).</p> <p>Construction traffic and deliveries</p> <p>A query has been made in relation to minimising congestion from construction deliveries and details regarding the location, scale and nature of a remote holding area.</p>	<p>Traffic movements and air quality</p> <p>A discrepancy is noted within the figures published in Chapter 7 (Air) of the Environmental Statement. An updated model of the air quality assessment in the ES Addendum (submitted January 2014) has been produced to reflect the vehicle movement figures in Chapter 6 (Transport) and Technical Appendix 16.1 (Construction Methodology).</p> <p>The air quality assessment is currently being updated and we confirm the identified discrepancy has been rectified.</p> <p>Construction traffic and deliveries</p> <p>The intention is that there will be a holding area for construction vehicles within the local vicinity. The location of the holding area is to be agreed with the Oxfordshire County Council and traffic police, so as to avoid</p>

Author	Summary of matters raised	Westgate Oxford Alliance (WOA) Response
		<p>congestion around the Westgate Site and City Centre.</p> <p>WOA will be looking to use full vehicle loads as much as possible and further consideration and studies will be carried to look at the feasibility of a Construction Consolidation Centre to compliment the Just in Time strategy.</p>
<p>Mr Ivor Chomacki, 3 Greyhound House, Wallingford OX10 6HU</p>	<p>Freight Consolidation Centre</p> <p>Consideration of utilising an integrated Freight Consolidation Scheme (FCC) where goods are delivered from suppliers to the FCC and then consolidated into containers for onward delivery to the retailers.</p>	<p>Freight Consolidation Centre</p> <p>WOA has undertaken preliminary discussions led by OCC and Oxfordshire County Council on the potential for a Freight Consolidation Centre (FCC) serving the City (not just the Proposed Westgate Development).</p> <p>WOA has expressed support for such an initiative, and has agreed to further discussion on this OCC-led initiative in future and to provide in relation to OCC's draft feasibility brief. WOA has noted that a successful scheme needs to include the retail sector as well as the wider private and public sector (such as hospitals and colleges) for additional support.</p> <p>Such a scheme is not considered as essential for the Proposed Westgate Development to proceed on its own, notwithstanding this. WOA supports further discussions on the potential of a more holistic approach involving other parties.</p>
<p>Oxfordshire Green Party</p>	<p>Refer to separate detailed letter issued to the Oxfordshire Green Party.</p>	
<p>Dr Neville Hargreaves, 2 Swan Court, Paradise Street, Oxford OX1 1JB</p>	<p>Retail mix</p> <p>Development should focus on the provision of 'sustainable' shops that retain the character of Oxford.</p>	<p>Retail mix</p> <p>The Proposed Westgate Development is intended to provide modern retail floorspace for retailers who cannot currently find suitable locations</p>

Author	Summary of matters raised	Westgate Oxford Alliance (WOA) Response
	<p>rather than competing with other surrounding centres.</p> <p>Cinema</p> <p>Objection to the potential cinema as the City Centre already provides such facilities.</p> <p>Traffic movements and congestion</p> <p>Queries in relation to whether the proposed development will not increase car traffic and congestion.</p> <p>Wildlife along Castle Mill Stream</p> <p>Concerns about the loss of wildlife along Castle Mill Stream as a result of the Proposed Westgate Development.</p>	<p>in Oxford due to a lack of suitable opportunities. This is reflected by the fact that much of the new retail floorspace to be constructed has been pre-let to John Lewis, which is not currently represented in Oxford.</p> <p>The principle of retail development of a significant scale in this location is supported by local planning policy (AAP Policies WE23 and CS31). The West End AAP identifies the full extent of the Westgate Site as a development opportunity. In addition, an extant permission exists on the Westgate Site for a comparable level of retail floorspace to that currently proposed.</p> <p>WOA is also committed to providing for a mix of smaller retailers. In allowing for this the proposed retail offer will include small shop fronts including those along Castle Street which will be designed to cater for such users.</p> <p>Importantly, we stress that the take-up of retail floor space within Westgate will not diminish or compete with the existing independent retailers around the High Street due to high level of demand for space within the City Centre. The introduction of new commercial floorspace will benefit retailers by reducing the artificially high rental levels in the City Centre. Currently, the lack of retail stock within the City Centre means that rental levels are high and may not be affordable for smaller retailers and independents.</p> <p>Cinema</p> <p>The application submission is in Outline form to establish the principle for a mixed of uses and building envelopes. Whilst this includes the potential for a cinema this will be dependent on commercial / operator demand. WOA expects to have secured an operator in early 2014.</p> <p>Within the City Centre the main commercial cinema offer is provided by</p>

Author	Summary of matters raised	Westgate Oxford Alliance (WOA) Response
		<p>the two Odeon cinemas on George Street (six screens) and on Magdalen Street (two screens) and the Phoenix Picturehouse on Walton Street (two screens). This offer is supplemented by independent operators, including The Ultimate Picture Palace on Jeune Street (one screen). Whilst there are a number of cinemas within Oxford City Centre the actual number of screens is relatively limited.</p> <p>It is expected that any cinema within the Westgate scheme will be operated by a mainstream operator, which will complement the offer provided by the existing cinemas and increase choice. It is not uncommon for City Centres to have a stronger commercial cinema offer than is currently available in Oxford City Centre (e.g. Bristol City Centre has over 17 screens).</p> <p>The inclusion of leisure uses within the application proposal (including a cinema) will be positive in terms of improving the overall 'offer' of the City Centre, increasing dwell time and footfall.</p> <p>Traffic movements and congestion</p> <p>The Transport Assessment is based on accepted practice and has also been reviewed by Oxfordshire County Council. It does indicate increases in travel to the centre, but primarily by non-car travel, given the constraints on access by car and parking in the centre.</p> <p>Wildlife along Castle Mill Stream</p> <p>The existing trees along Castle Mill Stream are predominantly ornamental or non-native in nature. Furthermore the area is currently subject to human disturbance due to the absence of formal footways.</p> <p>ES Chapter 10 (Ecology) includes a range of mitigation strategies to enhance the ecology of the Castle Mill Stream and adjoining banks</p>

Author	Summary of matters raised	Westgate Oxford Alliance (WOA) Response
<p>Mr Peter Headicar, 44 Richmond Road, Oxford OX1 2JJ</p>	<p>Traffic movements and congestion</p> <p>Due to the detailed nature of Mr Headicar's representations, we have specifically responded to each item as follows.</p> <p><i>Development should be considered in conjunction with other major City Centre developments</i></p> <p>The development has taken into account relevant information on other major City Centre developments. Oxfordshire County Council and OCC are considering the centre wide implications of development.</p> <p><i>Development premature in absence of City Transport Strategy</i></p> <p>The transport strategy is an evolving document and is the responsibility of Oxfordshire County Council; however the basis of the Westgate Transport Assessment has been ratified in light of their plans for Oxford City Centre.</p> <p><i>The TA notes that removing all buses from Queen Street is an aspiration shared by the applicant and major stakeholders. However reducing buses to their present numbers was problematic and no evidence is supplied to demonstrate that their complete removal is practicable and would represent an acceptable outcome for all parties</i></p> <p>The removal of buses from Queen Street is being considered by Oxfordshire County Council and OCC separately. While WOA supports the removal of buses from Queen Street, a sensitivity analysis prepared by SKM confirms the removal is not a necessary condition for the development to proceed.</p> <p><i>The assessment identifies the number of bus and coach stops envisaged on Castle Street/Norfolk Street but not the number of bus movements these are expected to accommodate and the adequacy of this provision.</i></p> <p><i>Furthermore although the report maintains that existing bus services have the capacity to absorb increased passenger numbers generated by the development this cannot be assumed in addition to the increase consequent on the underlying growth in the</i></p>	<p>through marginal planting and additional buffer planting area along the banks. The additional plants will provide a movement corridor along Castle Mill Stream for wildlife that is separate to the proposed formal footways.</p>

Author	Summary of matters raised	Westgate Oxford Alliance (WOA) Response
		<p><i>population and the ceiling which exists on travel by car to the City Centre as a whole.</i></p> <p>The Proposed Westgate Development is expected to increase the number of City Centre bus stops by up to 8 and potentially 4 additional coach stops. This should increase City Centre bus stop capacity by a (theoretical) 96 buses per hour (based on 12 buses per hour at each stop excluding new coach stop capacity. The final routing and stopping outcome is unknown at this stage and there are on-going discussions between Oxfordshire County Council and bus operators on this, but all indications are that the above substantial increase in bus stop capacity will be more than adequate for any development-related effects.</p> <p>SKM have since undertaken a sensitivity analysis which predicts there could be up to 20 extra buses per hour each way past the Westgate Site as a result of increased bus service frequency and route changes. The basis of the sensitivity analysis has been broadly accepted by Oxfordshire County Council.</p> <p><i>There is no indication that further potential increase in bus movements has been allowed for as a result of the re-routing or extension of services which currently do not utilise Castle Street (other than from the pedestrianisation of Queen Street presumably). However the effect of major developments in the West End will be to expand and alter the centre of gravity of the city quite considerably. From both a commercial and public interest perspective this implies reappraisal of services which currently do not serve this part of the city. Routes from the west and north which currently terminate at Gloucester Green, George Street or Magdalen Street fall into this category.</i></p> <p><i>The Westgate proposal should allow for extension/re-routing of these services and certainly not incorporate physical constraints which prevent such improvements being realised in future.</i></p> <p>Oxfordshire County Council and bus operators are working together to investigate and adapt to increased West End demand.</p> <p>The Proposed Westgate Development does not propose or require any rerouting of current services apart from long-distances coaches being routed via Thames Street / Oxpens Road and not Castle Street. The Proposed Westgate Development is not expected to preclude any future changes to bus routing.</p> <p><i>Some of the services travelling along Castle Street/Norfolk Street would also logically call and/or start/finish at Oxpens and the proposed Rail Station hub. The submitted highway layout (specifically the absence of a connection between Norfolk Street and Thames Street) effectively eliminates this possibility.</i></p> <p>In future buses which wish to travel between Norfolk Street and Thames Street can do so via the Wharf House junction. It is</p>

Author	Summary of matters raised	Westgate Oxford Alliance (WOA) Response
		<p>appreciated that this will mean some additional mileage, but during the design discussions on Westgate with Oxfordshire County Council and bus operators, it was realised that a direct 'coach 'cut-through"' would not be feasible due to site constraints here.</p> <p><i>A series of three right-angled bends to be negotiated by crowded buses immediately before or after passengers alight or board is scarcely good practice in a purpose-built development!</i></p> <p>It is noted that the current layout of Old Greyfriars Street has two right-angled bends, however the proposed routing will serve to slow buses down in this area.</p> <p><i>The travel forecasts involve a mass of assumptions and the use of survey data (on trip numbers, origins, purpose and mode share) whose validity and appropriate interpretation is questionable.</i></p> <p><i>There is insufficient time and space to comment on these in detail. However the microscopic attention given to traffic conditions in the immediate vicinity of the proposed development is somewhat surreal in that at peak times volumes are in practice determined by the finite capacity of the three approach roads to the area (Worcester Street/Hythe Bridge Street, Botley Road and Abingdon Road), all of which currently experience severe congestion. A common sense conclusion is that, in the absence of management measures over a wider area, conditions on these roads will get even worse, with longer queues over longer time periods. Buses (including the all-important Park and Ride) will experience even greater delay.</i></p> <p>The assumptions and surveys were agreed with Oxfordshire County Council and are regarded as appropriate.</p> <p>The assessment study area was also agreed with Oxfordshire County Council. It is acknowledged that there are finite capacity constraints in peak times and it is expected that many Westgate users will continue to use bus, park and ride and cycle/walk to the Westgate Site and City Centre.</p> <p><i>The survey data is used to produce baseline and target future modal shares for travel to the Westgate Centre. Whilst the measures included within the outline Travel Plan are welcome it is difficult to have confidence that the targets are soundly based or that the necessary modal shift will actually be achieved in practice. The effectiveness of any measures specific to the Westgate development will inevitably be conditional upon, and subordinate to, the travel management regime operating within the centre as a whole.</i></p> <p>The travel plan targets are preliminary at this early development stage. The outline travel plan will be conditioned and WOA will work closely with Oxfordshire County Council during its implementation. Please refer to the SENDRA responses for further</p>

Author	Summary of matters raised	Westgate Oxford Alliance (WOA) Response
<p>Susan James, 8 Mill Road, Oxford OX2 0AJ</p>	<p>information on this matter.</p> <p>Building Heights Building blocks are considered too high and do not relate to Oxford.</p> <p>Bus routes Queries of whether alternative bus routes have been considered, any why the chosen routes are the most appropriate.</p> <p>Castle Street Request for Castle Street being shared with pedestrians, and greater connections to Castle Quarter.</p> <p>Connectivity to Castle Quarter Greater connectivity required between Westgate and the Castle Quarter. Less emphasis needed on connections to Paradise Square.</p>	<p>Building Heights Each block has been considered in relation to Saved Local Plan Policies HE.9, HE.10 and CP.8 and their overarching objectives as well as the massing relationship with adjoining properties and heritage assets.</p> <p>The objective of the Proposed Westgate Development is to balance the need to work within the site constraints, maximise site opportunities, create an exemplar retail led mixed use development and ensure deliverability of a viable scheme.</p> <p>A thorough and robust study of the existing heritage assets in addition to the completion of the Heritage and Townscape and Visual Impact Assessment (HTVIA) were both submitted with the planning application.</p> <p>Taking on board the Parameter Plans and the Development Principles 1, 6, and 9 the HTVIA concludes that the Proposed Westgate Development is likely to have a beneficial effect on the basis that the proposed buildings will be of high quality and unique to Oxford, with rooflines being of an appropriate scale and articulation, along with the buildings upper floors, to accord with OCC's West End Area Action Plan. This will of course need to be reviewed as part of the future Reserved Matters planning applications.</p> <p>Notwithstanding the outcomes of the September 2013 HTVIA, in response to post-submission consultation the WOA has proposed a reduction of building heights across all blocks, ranging from 0.3 metres to 1.3 metres. The ES Addendum, which encompasses supplementary information to the HTVIA, concludes that the proposed reductions in building height result in an improved effect on the identified heritage.</p>

Author	Summary of matters raised	Westgate Oxford Alliance (WOA) Response
		<p>townscape and visual receptors and also the identified viewpoints, however, they do not result in any additional likely significant effects. Accordingly, there is no change to the findings of the existing September 2013 assessment, which remains unchanged and valid.</p> <p>Bus routes</p> <p>The final routing and stopping outcome is unknown at this stage and there are on-going discussions between Oxfordshire County Council and bus operators on this, but all indications are that the above substantial increase in bus stop capacity will be more than adequate for any proposed Westgate Development-related consequences. We disagree with the comments that stops have been "fitted in wherever space can be found"; WOA has worked closely with the County Council and bus operators ensuring that bus stops locations are in the most appropriate place whilst also considered needs of other users such as pedestrians.</p> <p>Castle Street</p> <p>Wide footpaths are proposed alongside Castle Street as well as multiple shared zone crossings connecting the Westgate Site to Castle Quarter. The will be raised (with a gradient of 1:30) and appropriately treated (i.e. coloured surfacing) to encourage buses to slow down through the shared zones.</p> <p>Connectivity to Castle Quarter</p> <p>It is proposed to provide a shared surface across Castle Street to link Block 4 and Castle Quarter and provide directional signage (this could also be conditioned as part of the planning permission).</p> <p>The maximum line of the south west corner of Block 4 has been pulled back in order to increase pavement widths and to improve the visual</p>

Author	Summary of matters raised	Westgate Oxford Alliance (WOA) Response
Oxford Civic Society	<p>Transport</p> <p>Transport matters, including questions relating to the assumptions that the modal-split will remain the same as present.</p> <p>Concerns the new intersection at Thames Street is not pedestrian or cyclist friendly.</p> <p>Design</p> <p>Concerns the proposed development is inward-looking with limited active frontages.</p>	<p>connection with Castle Quarter.</p> <p>Transport</p> <p>The Proposed Westgate Development will decrease car parking spaces at the site by at least 100 spaces, and on Saturdays it is estimated that most City Centre car parks are already full, however there is some spare capacity on weekdays. Based on this, the Transport Assessment has therefore considered that Saturday car trips will remain broadly the same as existing, but has tested increased car trips on a weekday. The assessment does anticipate increases in use of other modes.</p> <p>The Transport Assessment assesses the impact of any increases in traffic.</p> <p>The Proposed Westgate Development seeks to increase non-car travel through walking, cycling and bus improvements and travel plan measures.</p> <p>The assumptions used in the Transport Assessment are based on the available information and have been agreed with Oxfordshire County Council.</p> <p>The Transport Assessment considers the impact of additional traffic along Thames Street, as well as into the radial routes into the City Centre. The new junctions have been designed to accommodate projected traffic flows, and it is also intended to adjust the signal staging at the Speedwell Street / St Aldate's junction. The Highways Layout Plan has also since been amended to simplify the proposed Thames Street junction by removing the bus 'cut through'.</p> <p>The Transport Assessment considers the impact of the adopted Oxpens</p>

Author	Summary of matters raised	Westgate Oxford Alliance (WOA) Response
		<p>masterplan proposals on the highway network. Any planning application for the Oxpens masterplan site will need to consider the impact of the scheme on other modes. Also it should be noted that Oxfordshire County Council is undertaking its own work reviewing the combined impacts of schemes on transport.</p> <p>Oxfordshire County Council and bus operators are working together to investigate and adapt to increased West End demand. All indications are that these measures will comprise commercial service changes to address new demand, but will be developed in conjunction with Oxfordshire County Council.</p> <p>The Proposed Westgate Development does not require any rerouting of current services and the development should not preclude any future changes to bus routing.</p> <p>The final routing and stopping outcome is unknown at this stage and there are on-going discussions between Oxfordshire County Council and bus operators on this, but all indications are that the above substantial increase in bus stop capacity will be more than adequate for any proposed Westgate Development-related consequences. We disagree with the comments that stops have been "fitted in wherever space can be found"; WOA has worked closely with the County Council and bus operators ensuring that bus stops locations are in the most appropriate place whilst also considered needs of other users such as pedestrians.</p> <p>There are 11 bus stops provided as part of the Proposed Westgate Development on Castle Street / Norfolk Street, and this will represent significant new bus interchange for central Oxfordshire directly adjacent to Westgate.</p> <p>In future buses which wish to travel between Norfolk Street and Thames</p>

Author	Summary of matters raised	Westgate Oxford Alliance (WOA) Response
		<p>Street can do so via the Wharf House junction. It is appreciated that this will mean some additional mileage, but during the design discussions on Westgate with Oxfordshire County Council and bus operators, it was agreed that a direct 'coach 'cut-through'' would not be feasible due to site constraints here.</p> <p>It is not clear how the 90 degree corners will lead to increased volumes of traffic. There are a number of north-south routes available for pedestrians; using the new bus route (along generous footways), use of Old Greyfriars Street then to Castle Street or St Ebbes (via Turn Again Lane), and also use of Norfolk Street (through the Westgate Site itself). Similarly cyclists are able to use the bus link and Old Greyfriars Street and National Cycle Route 5 (NCR5).</p> <p>WOA recognises the aspiration to transform the character of Oxpens Road, and is working with the County Council in this regard. It is the WOA's intention that the detailed design will include features that improve the treatment of this road. SKM CB & Gillespies have been working together to consider the treatment of the surface materials used here. We note that the long-distance coaches currently use Old Greyfriars Street / Castle Street without stopping at Oxpens Road. There is no need for long-distance coaches to use Castle Street or Old Greyfriars Street.</p> <p>With respect to growth in rail patronage and links to the station, there are no details available of the likely growth in rail patronage and the future interface with Westgate, but current surveys indicate that some 3% of weekday City Centre shoppers use rail, with 1% on a Saturday. SKM CB considers believe that this could grow, and that rail users will continue to use the pedestrian and cyclist routes via Park End Street/New Street and Oxpens to access Westgate (within 10 minutes' walk), as well as existing and future bus services. The Proposed Westgate development</p>

Author	Summary of matters raised	Westgate Oxford Alliance (WOA) Response
		<p>includes new bus stops and pedestrian/cyclist crossings at Oxpens that should assist links with the station, and Oxfordshire County Council is working with OCC, and Network Rail on future rail requirements and interfaces.</p> <p>In preparing the submitted plans WOA has been working closely with OCC and Oxfordshire County Council and a key consideration for the ongoing dialogue is how Westgate fits with a wider planning strategy and notably with Oxpens and Station Masterplans. A collaborative process between the different development opportunities is also being fostered through the West End Steering Group, where the different parties involved in the regeneration of the West End meet on a regular basis to share information and discuss common themes and matters.</p> <p>Design</p> <p>The Proposed Westgate Development incorporates two new arcades and two new public squares in the heart of the development and at the Reserved Matters stage the shops and restaurants/cafes will front onto these areas. The Proposed Westgate Development seeks to maximise opportunities for active frontages that are complementary to the surrounding area. Parameter Plan 20 provides a well-considered response to providing active frontages at ground floor level in relation to the urban context to which each street and lane sits. WOA has also been working with officers to increase these frontages, where feasible. As a result of these discussions, Parameter Plan 20 has been revised so that the lowest range is now 5-20%, not 0-20%.</p> <p>The Thames Street frontage presents a challenge due to its interface with a higher order road, its proximity to existing dwelling houses and it having limited pedestrian footfall. As such, shop fronts are not feasible or appropriate. As a result of the discussions with OCC, WOA is also</p>

Author	Summary of matters raised	Westgate Oxford Alliance (WOA) Response
		<p>making increases to the level of active frontage at this location to a minimum of 5-40%. The most significant change relates to an increase of minimum active frontage requirements along Thames Street, Speedwell Street and near Turn Again Lane.</p> <p>At the Outline planning stage, WOA commits to active frontages at Thames Street which will be complemented by a wider southern footpath to enable street planting and seating and the 24 hour pedestrian route between Blocks 1 and 2.</p> <p>Car park and service access is most practicable from Thames Street because it enables vehicles to directly enter and exit the primary road network and into the basement car park and service yards without having to travel unnecessarily through the core of the City Centre. The adoption of a full basement minimises the need for any ground level servicing for commercial units. The form and nature of all vehicular ingress and egress have been designed to minimise the dominance of vehicle crossover points along Thames Street.</p>
SENDRA	<p>Refer to separate detailed letter issued to SENDRA.</p>	
Crime Prevention Design Advisors (CPDA) Oxfordshire	<p>Advisory information relating to the inclusion of a condition on the Outline planning decision as follows:</p> <p><i>No development shall commence until details of the measures to be incorporated into the development to demonstrate how 'Secured by Design' (SBD) and 'Park Mark (PM) accreditation will be achieved have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details, and shall</i></p>	<p>WOA met with Ian Carmichael from CPDA Oxfordshire on 22 January 2014 to discuss ways in which to maximise opportunities to incorporate Secured by Design principles at the detailed design stage.</p>

Author	Summary of matters raised	Westgate Oxford Alliance (WOA) Response
	<p><i>not be occupied or used until the Council has acknowledged in writing that it has received written confirmation of SBD accreditation.</i></p> <p>Recommendation to consult with CPDA to ensure design principles encourages a safe environment.</p>	
Vale of White Horse	No objection is raised.	
Cherwell	No objection is raised.	
COLTA	<p>Taxi rank location</p> <p>Objection to the proposed location of the taxi rank along Old Greyfriars Street.</p>	<p>Taxi rank location – resolution</p> <p>Discussions have taken place COLTA to address their concerns including amendments to the taxi rank design and turnaround at Old Greyfriars Street. We consider their objections to have since been addressed / resolved.</p>
S Newton, Tennyson Lodge	<p>Bus Pollution</p> <p>Concerns relating to pollution from buses.</p> <p>Noise and Vibration</p> <p>Noise and vibration concerns given Tennyson Lodge is currently in a quiet area.</p> <p>Daylight and Overshadowing</p> <p>Daylight / overshadowing from Block 1.</p>	<p>Bus Pollution</p> <p>The routing of buses through the City Centre is the responsibility of the bus operators and Oxfordshire County Council as highway authority – the development is providing a bus priority route and appropriate bus infrastructure in line with their requirements.</p> <p>The intention is that the route through Abbey Place / Norfolk Street / Castle Street is primarily for buses and cycles. It will however (as set out in the Transport Assessment) be necessary to service the (mainly residential) Block 1a in a northbound direction only through this route as set out in the Transport Assessment, however this access will be time-</p>

Author	Summary of matters raised	Westgate Oxford Alliance (WOA) Response
	<p>Flooding</p> <p>Flooding risk due to basement car park.</p>	<p>limited and is expected to be no more than 2/3 vehicles per day. All restrictions on traffic will be subject to Traffic Regulation Order procedures carried out by Oxfordshire County Council.</p> <p>While the re-routing of buses as a result of the development does cause a large increase (i.e. greater than 4µg/m3) as set out in the EPUK guidance in pollutant concentrations at the Tennyson Lodge receptor. This will result in a 'minor adverse' effect following the significance criteria set out in the EPUK guidance document at the Tennyson Lodge receptor rather than the moderate adverse effects quoted. This result is consistent in both the September 2013 ES and subsequent ES Addendum submitted in January 2014.</p> <p>Concentrations predicted both without and with the Proposed Westgate Development are below the relevant objectives set for the protection of human health.</p> <p>Noise and Vibration</p> <p>In relation to traffic noise mitigation, WOA is liaising with OCC to agree on appropriate mitigation strategies that will be secured by a legal obligation. Once agreed, OCC will manage the implementation of the agreed strategy.</p> <p>In relation to construction noise mitigation, Chapter 16 of the September 2013 Environment Statement (ES) requires a 'Section 61 agreement' to be developed with OCC and the contractor. A section 61 agreement is a formal agreement between the appointed contractor and a council where noise levels, hours of work and any mitigation are agreed upon. Construction impacts are therefore able to be conditioned appropriately through the implementation of a Construction Environmental Management Plan (CEMP).</p>

Author	Summary of matters raised	Westgate Oxford Alliance (WOA) Response
		<p>The ES Addendum also confirms the effects of the changes to the proposed Highways Layout Plan and allowance for potential growth in bus traffic (through the sensitivity analysis completed as part of the TA Addendum) are shown to have no effect on the previous assessment prepared as part of ES Chapter 8 Noise and Vibration of the September 2013 ES.</p> <p>Daylight and Overshadowing</p> <p>Of the 177 existing windows assessed for daylight and sunlight at the Tennyson Lodge, the results show that all windows will experience a negligible or minor adverse. This was also confirmed in the ES Addendum (January 2014). As per Paragraph 11.155 of the September 2013 ES and Paragraph 11.46 of the ES Addendum, no mitigation measures are therefore required to address daylight, sunlight or overshadowing.</p> <p>Flooding</p> <p>The EA's flood map shows that the primary flood cell on the east bank of Castle Mill Stream/north bank of the Thames affects a significant area of land to the south of Thames Street and spreads north across Thames Street and into the Westgate site. By contrast, there is only a very limited area within Flood Zone 3 (100 year floodplain) that is at direct risk of flooding from overtopping of the east bank of the Castle Mill Stream north of Thames Street. This suggests that the primary flood risk to the Westgate Site is from the floodplain south of Thames Street.</p> <p>Flow routes north and south of Thames Street were investigated to confirm which area would flood first and hence where flood water should be intercepted and stored to prevent any increase in flood levels at the site or elsewhere.</p>

Author	Summary of matters raised	Westgate Oxford Alliance (WOA) Response
Paradise Lodge Residents	Re-routing of buses	<p>The FRA confirms that in both the 1 in 100 and 200 year events, flood water would reach the Westgate Site earlier in the event from the south, which is why the flood mitigation proposals have been located in Thames Street, to ensure that the flood storage is enabled as soon as the flood water reaches the raised ground associated with the development.</p> <p>The compensatory flood storage provided within the Westgate Site will be enabled as soon as flood water overtops Thames Street from the south, i.e. when flood levels rise above 56.60m AOD, which is the equivalent of a flood event with an annual probability of around 1 in 75. The volume of storage held within the basement car park will be the equivalent of a 1 in 200 year event, regardless of the severity of the flood. Therefore, the volume of water stored within the Westgate site will be greater than that offset by the Proposed Westgate Development for events between 1 in 75 and 1 in 200, which will reduce flood levels across the local area for these more commonly occurring lower order events.</p> <p>In conclusion, the compensatory storage proposed as part of the Proposed Westgate Development would be activated prior to any adverse effects caused by the raised ground levels resulting from the Proposed Westgate Development and would be effective for all flood events up to and including the 200 year event. The proposed basement is not considered to increase the risk of fluvial flooding south of Thames Street.</p> <p>The proposals have been approved in principle by the EA, who have raised no objection to the FRA.</p>
	Re-routing of buses	Re-routing of buses

Author	Summary of matters raised	Westgate Oxford Alliance (WOA) Response
Company	<p>Re-routing of buses (noise, pollution impacts and mitigation).</p> <p>Daylight and Overshadowing</p> <p>Siting of Block B1 (distance to Tennyson Lodge) resulting in the loss of daylight and views.</p> <p>Overlooking by Block B3 (request for WOA to increase the height of the eastern boundary wall to Tennyson Lodge).</p> <p>Noise Mitigation</p> <p>Impact of the construction phase (mitigation of impacts) and request for consultation to minimise disruption.</p>	<p>The routing of buses through the City Centre is the responsibility of the bus operators and Oxfordshire County Council as highway authority – the development is providing a bus priority route and appropriate bus infrastructure in line with their requirements.</p> <p>The intention is that the route through Abbey Place / Norfolk Street / Castle Street is primarily for buses and cycles. It will however (as set out in the Transport Assessment) be necessary to service the (mainly residential) Block 1a in a northbound direction only through this route as set out in the Transport Assessment, however this access will be time-limited and is expected to be no more than 2/3 vehicles per day. All restrictions on traffic will be subject to Traffic Regulation Order procedures carried out by Oxfordshire County Council.</p> <p>While the re-routing of buses as a result of the development does cause a large increase (i.e. greater than 4µg/m³) as set out in the EPUK guidance in pollutant concentrations at the Tennyson Lodge receptor. This will result in a 'minor adverse' effect following the significance criteria set out in the EPUK guidance document at the Tennyson Lodge receptor rather than the moderate adverse effects quoted. This result is consistent in both the September 2013 ES and subsequent ES Addendum submitted in January 2014.</p> <p>Concentrations predicted both without and with the Proposed Westgate Development are below the relevant objectives set for the protection of human health.</p> <p>Daylight and Overshadowing</p> <p>Of the 177 existing windows assessed for daylight and sunlight at the Tennyson Lodge, the results show that all windows will experience a negligible or minor adverse. This was also confirmed in the ES</p>

Author	Summary of matters raised	Westgate Oxford Alliance (WOA) Response
		<p>Addendum (January 2014). As per Paragraph 11.155 of the September 2013 ES and Paragraph 11.46 of the ES Addendum, no mitigation measures are therefore required to address daylight, sunlight or overshadowing.</p> <p>Noise Mitigation</p> <p>In relation to traffic noise mitigation, it is anticipated OCC will liaise with the residents in relation to mitigation measures. To ensure this occurs, WOA will develop an agreement with OCC to be disseminated to the residents.</p> <p>In relation to construction noise mitigation, the ES Chapter requires a section 61 agreement would be developed with OCC and the contractor, which again would involve the residents at the discretion of OCC. A section 61 agreement is a formal agreement between the contractor and the council where noise levels, hours of work and any mitigation are agreed upon. Construction impacts are therefore able to be conditioned appropriately.</p> <p>The ES Addendum also confirms the effects of the changes to the proposed Highways Layout Plan and allowance for potential growth in bus traffic (through the sensitivity analysis completed as part of the TA Addendum) are shown to have no effect on the previous assessment prepared as part of ES Chapter 8 Noise and Vibration of the September 2013 ES.</p>
OCC Tree Officer (Chris Leyland)	<p>Trees along Thames Street</p> <p>Request for tree survey to be extended across all trees along the southern side of Thames Street.</p>	<p>Trees along Thames Street</p> <p>Further to the submission of the tree retention and clearing plan, further surveys along the southern side of Thames Street are not required as the proposed highway upgrades will not modify the existing southern</p>

Author	Summary of matters raised	Westgate Oxford Alliance (WOA) Response
	<p>Request for Arboricultural Impact Assessment.</p> <p>No further comments have been received at this stage.</p>	<p>kerb. Furthermore, the pedestrian crossing to Thames Street has been relocated to avoid the removal of trees.</p> <p>Tree retention and clearing plans as well as an Arboricultural Survey Report were supplied as part of the planning application materials.</p> <p>Also as a result of the changes to the Highways Layout Plan (in particular the relocation of the proposed pedestrian crossing to the western side of the new junction on Thames Street / Oxpens Road), three trees to the south of Thames Street that were previously marked for removal will now be retained.</p> <p>Furthermore, WOA have proposed a 'tree replacement policy' to plant 100 new trees in the City for every one tree removed. WOA will work directly with OCC to facilitate this arrangement.</p>
<p>John Rowland, 65 Hurst Rise Road, Oxford OX2 9HE</p>	<p>Design</p> <p>Objection relating to the proposed design and layout including insufficient placemaking (i.e. need more or larger public squares), inward development, areas of</p>	<p>Design</p> <p>The Proposed Westgate Development incorporates two new arcades and two new public squares in the heart of the development and at the detailed design stage the shops and restaurants/cafes will front onto</p>

Author	Summary of matters raised	Westgate Oxford Alliance (WOA) Response
<p>Mr Alan Alcock, 1 Dale Close, Oxford OX1 1TU</p>	<p>limited active frontage and complexity of the Thames Street intersection for pedestrians and cyclists.</p>	<p>these areas. Notwithstanding this, the Proposed Westgate Development seeks to maximise opportunities for active frontages that are complementary to the surrounding fabric. We consider that Parameter Plan 20 provides a well-considered response to providing active frontages at ground floor level in relation to the urban context to which each street and lane sits. WOA has however been working with officers to increase these frontages, where feasible. Further to our meeting with SENDRA we are currently revising Parameter Plan 20 so that the lowest range is now 5-20% not 0-20%.</p> <p>The Thames Street frontage presents a challenge due to its interface with a higher order road, proximity to existing dwelling houses and having limited pedestrian footfall whereby shop fronts are not feasible or appropriate. We are however also making significant increases to the level of active frontage at this location.</p> <p>At this Outline planning stage, we can also commit to activity at Thames Street also being promoted by a wider southern footpath to enable street planting and seating and the 24 hour pedestrian route between Blocks 1 and 3.</p> <p>Car park and service access is most practicable from Thames Street because it enables vehicles to directly enter and exit the primary road network and into the basement car park and service yards (without having to unnecessarily travel through the core of the City Centre). The adoption of a full basement avoids the need for any ground level back-of-house facilities. Entry and exit points have been minimised to prevent the domination of vehicle crossover points along Thames Street.</p> <p>As discussed at our meeting it is also important to recognise that not every street frontage can be active. For example, Brasenose Lane is a good example of how a street with limited activity can feel attractive and</p>

Author	Summary of matters raised	Westgate Oxford Alliance (WOA) Response
<p>Oxfordshire County Council (draft)</p>	<p>Education</p> <p>Through CIL, the Westgate development should therefore expect to contribute towards the land acquisition and construction costs of a new school at Bertie Place at a rate proportionate to its impact. It will also need to contribute funding proportionately towards expanding secondary school and SEN school capacity.</p> <p>Economy</p> <p>Condition required whereby WOA should enter into early discussions with the Oxfordshire Local Enterprise Partnership with a view to agreeing to provide funding for the preparation of a Westgate Skills and Employment Action Plan. The reason of the condition is to secure sustainable economic growth in order to create jobs, reduce unemployment and to increase prosperity within Oxfordshire in accordance with the</p>	<p>safe at night. At the next planning stage (reserved matters) we are confident that the quality of the architectural treatment alone will provide a form of activation/interest.</p> <p>The reference to recreating an 'urban edge' relates to repairing the urban fabric in this part of the City Centre and reintroducing built form that relates to the existing and proposed streets, as opposed to the current temporary car parks. The two parallel streets along Thames Street are a requirement of Oxfordshire County Council and the bus operators, to ensure bus priority through this area. During detailed design there will attention paid to simplifying the junction layout and urban treatment in this area.</p> <p>Education / Planning obligations</p> <p>CIL payments are currently being discussed with OCC, County and WOA.</p> <p>Economy</p> <p>WOA has met with Oxfordshire Local Enterprise Partnership and will continue dialogue.</p> <p>Skills: WOA is committed to training local people to meet the requirement of future employees at Westgate. Good experience of successful scheme elsewhere. Ongoing dialogue with OCC and County. Re-appropriate strategy for Westgate / Oxford.</p> <p>Transport</p> <p>SKM is working with Oxfordshire County Council to resolve all transport-related elements.</p>

Author	Summary of matters raised	Westgate Oxford Alliance (WOA) Response
	<p>NPPF.</p> <p>Transport</p> <p>Various elements raised:</p> <ul style="list-style-type: none"> • Objection to the proposed Thames Street layout and some other smaller details. • Further information requested including: <ul style="list-style-type: none"> ○ a complete list of all the public realm and highway works; ○ details of proposals for Pennyfarthing Place; ○ details of the minimum number of replacement on-site car parking spaces; ○ details of location and operation of basement car park barriers and details of how vehicles prohibited from using the car park will be managed if they have passed through the car park access junction; ○ times during which cyclists will be permitted to cycle through the site at Turn Again Lane; ○ details of pedestrian crossings in Castle Street, Norfolk Street and Abbey Place. <p>Property</p> <p>Conditions required whereby the development must</p>	<p>Property</p> <p>A condition can be included on the decision notice to ensure suitable access is provided to the library.</p>

Author	Summary of matters raised	Westgate Oxford Alliance (WOA) Response
	<p>ensure that suitable access provisions for deliveries to and from the Central Library are included within the service area at basement level and maintained at all times.</p> <p>Planning obligations</p> <p>Further infrastructure, which the council understands total approximately £5.5m, will be required to meet the needs generated by this development. The timings and priorities of investment in the context of other developments coming forward need to be agreed.</p>	
English Heritage	Further to the meeting on 18 December 2013, WOA is currently in discussions with English Heritage in relation to the representations received.	
OAHS	<p>Design</p> <p>Broad design principles including height, gaps between buildings, roofline and materials should be agreed. Application is silent on how the Proposed Westgate Development will repair the public realm and setting of heritage assets.</p> <p>More consideration needed to views close to the Westgate Site, including Turn Again Lane and Oxpens Meadow</p> <p>Historic environment</p> <p>Buildings need to be more open and reveal the townscape, rather than conceal it. Photos of all</p>	<p>Design</p> <p>A detailed Heritage and Townscape and Visual Impact Assessment has been submitted as part of the ES and assessed long distance and City Centre views. The viewpoints were agreed with OCC and include Turn Again Lane. Views from Oxpens Meadow were also considered as part of the assessment.</p> <p>Views from Oxpens Meadow to the City Centre will not be comprised as the existing built form and trees prevent views to any of the towers and spires associated with both the City Centre and the Eastern Colleges townscape, as demonstrated by Viewpoint 13 – Thames Street (at Oxpens Meadow) of the HTVIA.</p> <p>Historic environment</p>

Author	Summary of matters raised	Westgate Oxford Alliance (WOA) Response
	<p>buildings to be demolished must be taken and recorded before commencement of the development. Roger Bacon plaque should be relocated.</p> <p>Accessibility</p> <p>Bridge should be constructed over Castle Street to link Castle Quarter.</p> <p>Objection against the proposals for cyclists to dismount through the east-west route during retail opening hours.</p> <p>Cinema</p> <p>Concerns the proposed cinema will cause the demise of the existing cinemas in the City Centre; and</p> <p>Library</p> <p>More floor space required to accommodate a Local Studies area.</p> <p>Archaeology</p> <p>Preserving the archaeological remains of the friary <i>in situ</i> would ADD a significant long term public benefit to the other overall public benefits of the development, not detract from them.</p>	<p>WOA is willing to relocate to the Roger Bacon memorial plaque and undertake a photographic record if required.</p> <p>Accessibility</p> <p>The Proposed Westgate Development proposes significant improvements to connectivity within the local area, including the provision of the new 24 hour and 18 hour pedestrian routes (running east-west and north-south).</p> <p>With respect to the ability for cycling along the proposed east-west route, the design originally required no cycling during any part of the day due to the anticipated high levels of pedestrian footfall through Middle Square.</p> <p>There will be substantial areas of raised and/or shared surface across Castle Street to link the Westgate Site with Castle Quarter. The maximum line of the south west corner of Block 4 has also been pulled back in order to increase pavement widths and to improve the visual connection with Castle Quarter.</p> <p>The Parameter Plans and illustrative masterplan have been designed with the objective of ensuring connectivity with the wider city; this includes Oxford City Council's adopted Oxpens Masterplan proposals. The proposed amendments to the Thames Street coach 'cut-through' and junction, which will be the subject of public consultation in January, also improve connection between these areas.</p> <p>Cinema</p> <p>The application submission is in Outline form to establish the principle for a mixed of uses and building envelopes. Whilst this includes the potential for a cinema this will be dependent on commercial / operator</p>

Author	Summary of matters raised	Westgate Oxford Alliance (WOA) Response
		<p>demand. WOA expect to have secured an operator in early 2014.</p> <p>Within the City Centre the main commercial cinema offer is provided by the two Odeon cinemas on George Street (six screens) and on Magdalen Street (two screens) and the Phoenix Picturehouse on Walton Street (two screens). This offer is supplemented by independent operators, including The Ultimate Picture Palace on Jeune Street (one screen). Whilst there are a number of cinemas within Oxford City Centre the actual number of screens is relatively limited.</p> <p>It is expected that any cinema within the Westgate scheme will be operated by a mainstream operator, which will complement the offer provided by the existing cinemas and increase choice. It is not uncommon for City Centres to have a stronger commercial cinema offer than is currently available in Oxford City Centre (e.g. Bristol City Centre has over 17 screens).</p> <p>The inclusion of leisure uses within the application proposal (including a cinema) will be positive in terms of improving the overall 'offer' of the City Centre, increasing dwell time and footfall.</p> <p>Library</p> <p>Dialogue is ongoing between WOA and Oxfordshire County Council with respect to the library. Further details will be provided at the Reserved Matters stage.</p> <p>Archaeology</p> <p>It is understood the extent of archaeology relates to the remains of the Oxford Franciscan Friary, as well as other old remains including the Friary church choir and south nave situated in the vicinity of Blocks 3 and 4. The need for extensive archaeological works to investigate and</p>

Author	Summary of matters raised	Westgate Oxford Alliance (WOA) Response
		<p>record the Friary in particular are accepted in principle, the extent and scope of the works will be subject to final details of the design for Block 3.</p> <p>The September 2013 ES assessed the preserved group of Friday church pier bases as of being of National importance, however the Friary 'precinct' was assessed as being of Regional importance because of the lesser degree of intactness and archaeological interest. Notwithstanding this, further assessments have since been carried out which indicates the Friary remains south of the Friary church make a major contribution to the archaeological interest and the significance of the Oxford Franciscan Friary heritage asset, and therefore the assessment was changed in the ES Addendum as being entirely of National importance. As a result of this change in assessment, the ES Addendum provides a more detailed mitigation strategy to manage the loss of archaeological interests where harmful effects cannot be avoided due to the requirement to position piles and foundations. The ES Addendum also details the significant public benefits which outweigh the loss of the archaeological remains.</p>
Oxford Castle	<p>Land use</p> <ul style="list-style-type: none"> Excessive retail development Bus 'hub' should be as per the CSC scheme i.e. buses terminate rather than through Castle Street. Too much Class A3 land use. <p>Castle Street</p> <ul style="list-style-type: none"> Connectivity between Castle Quarter and 	<p>Land use</p> <p>The Proposed Westgate Development is intended to provide new modern retail floorspace that is currently lacking in Oxford City Centre. The 'type of shopping' that will be created is new floorspace for retailers who cannot currently find suitable floorspace in Oxford due to a lack of suitable opportunities. This is reflected by much of the new retail floorspace being occupied by John Lewis, which is not currently represented in Oxford. This is reflected by much of the new retail floorspace being occupied by John Lewis, which is not currently represented in Oxford. John Lewis is only willing to be represented in</p>

Author	Summary of matters raised	Westgate Oxford Alliance (WOA) Response
	<p>Proposed Westgate Development</p> <ul style="list-style-type: none"> • Castle Street should prioritise pedestrians over buses • Buses along Castle Street will cause a 'barrier' between the Castle Quarter and the rest of the primary shopping areas / high street. <p>Library</p> <p>Library should be relocated to the New County Hall.</p>	<p>Oxford if there is a development comprising a significant net, additional new retail floorspace being created.</p> <p>In addition to attracting new retailers it is anticipated that this will include national retailers that are not currently represented in Oxford City Centre. Average non-food retail expenditure per head within Oxford's catchment is more than 17% above the UK average. It is proposed that larger retails will complement the existing and future independent businesses within the City Centre. By attracting retailers not currently represented, this will not result in an unacceptable effect on vacancy levels, and indeed existing businesses will benefit from increased footfall within the City Centre.</p> <p>The introduction of new commercial floorspace will also benefit retails by reducing the artificially high rental levels in the City Centre. Currently, the lack of retail stock within the City Centre means that rental levels are high and may not be affordable for smaller retailers and independents.</p> <p>Restaurant uses are an appropriate City Centre use, and the quantum of restaurant space provided will be dependent on operator interest. Flexibility is therefore sought for a mix of retail and food/drink uses. The inclusion of restaurant space as well as leisure uses (including a cinema) within the Proposed Westgate Development will also be positive in terms of improving the overall 'offer' of the City Centre, increasing dwell time and footfall.</p> <p>Castle Street</p> <p>County Council and bus operators regard it as essential that Castle Street remains open for bus use, and for sufficient stops to be provided on Castle Street / Norfolk Street.</p> <p>Castle Quarter is connected to the Proposed Westgate Development in</p>

Author	Summary of matters raised	Westgate Oxford Alliance (WOA) Response
		<p>3 locations:</p> <ul style="list-style-type: none"> - Via New Street and Bonn Square - Via Castle St to lower and upper ground floor levels of Westgate - Via Norfolk St <p>There will be buses using Castle Street, but the numbers are not expected to be significantly different from the existing situation. This is being considered further in supplementary assessments currently being undertaken by SKM CB. At the detailed design stage, WOA is seeking to create a pedestrian friendly environment that seeks to encourage users to Castle Quarter. Signage will also be used.</p> <p>Library</p> <p>Oxfordshire County Council is freeholder of the library and requires library to remain in current location.</p>
Environment Agency	No objection. Conditions have been provided. Ongoing dialogue with Waterman.	
Oxford Preservation Trust	<p><i>Westgate Site benefits from an extant planning permission, however it pre-dates key planning documents i.e. NPPF, Core Strategy and West End AAP.</i></p> <p>The extant permission is a material consideration of significant weight in the determination of the current application and cannot be set aside. This extant permission establishes the principle of delivering a retail led, City Centre scheme in this location and confirms that the Westgate Site can accommodate a significant change in the character of the land in a manner which preserves, and where appropriate enhances, the significance of relevant heritage assets.</p> <p>Whilst there has been some change in policy following the granting of this permission the thrust and spirit of policy has remained consistent. There have been no changes in planning policy which would materially alter the spirit and thrust of the planning policy context in which the Proposed Westgate Development will be considered.</p>	

Author	Summary of matters raised	Westgate Oxford Alliance (WOA) Response
		<p>With regards to heritage assets the policy requirement to undertake a proportionate assessment of significance and balanced assessment of the Proposed Westgate Development against the particular significance of a heritage asset remains a consistent thread running through national policy from PPG15, PPS5 and latterly through to the NPPF. The most important change in policy has been one of language and terminology used and an acknowledgement that there needs to be means of articulating and understanding significance in order to inform a balanced decision.</p> <p><i>OPT does not share the view that an outline application was the best approach due to a lack of detail and brings too much uncertainty. Application should be accompanied with full external envelope, the heights, massing, detailed roof articulation and materials, as well as the work being undertaken by the block architects.</i></p> <p>Whilst the Proposed Westgate Development is an Outline Planning Application (with all matters reserved except access), it is accompanied by a level of design and visual information which enables a balanced assessment of the likely effects during construction and upon completion of the development scheme to be made.</p> <p>OCC has advised in its pre-application response that an Outline Planning Application, supported by a sufficient level of detail with accompanying Parameter Plans, Highways Layout Plan and Development Principles, is an acceptable means of delivering the Proposed Westgate Development. The planning application provides a basis for which an appropriate detailed scheme can be developed based on agreed principles, whilst also providing flexibility to deliver a complex scheme in challenging economic conditions. The information submitted is robust and provides sufficient detail in which OCC can consider the planning applications.</p> <p><i>Proposal is contrary to the development plan with respect to high buildings, view cones and heritage policies due to lack of detail provided.</i></p> <p>Particular regard has been had to the effect of the Proposed Westgate Development upon the setting of heritage assets in identified views within and outside the centre of Oxford to preserve the distinctiveness of the skyline, and those elements that contribute positively to this.</p> <p>In considering the compliance of the Proposed Westgate Development with policy it is necessary to consider the aspirations and intent of that policy. With regard to policies HE9 and HE10 these policies were drafted to protect the distinctive character and silhouette of Oxford's skyline. It has been acknowledged by OCC that the prescriptive use of the height threshold set out in Policy HE9 has had the unintended consequence of creating an artificial height threshold resulting in a general uniform building height which does not always contribute to the varied and picturesque skyline. In acknowledgement of this OCC, in conjunction with</p>

Author	Summary of matters raised	Westgate Oxford Alliance (WOA) Response
		<p>English Heritage, OPT and other stakeholders have been developing more sophisticated guidance on the management of Oxford's views and skyline. This document is in draft and will not be adopted prior to the determination of this application and so is of little weight as a material consideration. It does, however, demonstrate the intent to move away from a prescriptive, arbitrary height threshold.</p> <p>The application material demonstrates that the principle of development, as outlined in the Parameter Plans and Development Principles is acceptable, subject to resolving detailed design and landscaping which can be adequately secured via condition and at the subsequent Reserved Matters stage.</p> <p>The illustrative material that accompanies the application, whilst not submitted for approval, gives an indication of the intended design quality. The illustrative scheme provides an indication of how the Parameter Plans and Development Principles could be interpreted. An appropriate scheme, which conserves and where appropriate enhances the significance of the identified heritage assets, townscape character areas and the visual amenity on the identified visual receptors, can be delivered.</p> <p>With regard to the protection of the significance of heritage assets the Proposed Westgate Development would strike a successful balance between the strategic regeneration aspirations for the Westgate Site with the need to pay special regard to the preservation of the significance of the identified heritage assets.</p> <p>It is acknowledged that in some limited instances where the Proposed Westgate Development could lead to a degree of harm to the significance of a heritage asset, through an indirect effect on setting, this harm is less than substantial for the purposes of the NPPF. In line with the guidance at paragraph 134 of the NPPF and the draft National Planning Practice Guidance this limited harm must be considered against the significant strategic planning benefits that would be delivered.</p> <p><i>Public realm. No spaces provided outside the bounds of Westgate, the proposed 'streets' are not streets as they are covered.</i></p> <p>WOA and Gillespies are currently reviewing opportunities for public realm improvements beyond the application site boundary with OCC and Oxfordshire County Council.</p> <p><i>East-west cross routes. Lack of defined links to Castle, not 24 hour access.</i></p> <p>The Proposed Westgate Development proposes significant improvements to connectivity within the local area, including the provision of the new 24 hour and 18 hour pedestrian routes (running east-west and north-south).</p>

Author	Summary of matters raised	Westgate Oxford Alliance (WOA) Response
	<p>There will be substantial areas of raised and/or shared surface across Castle Street to link the Westgate Site with Castle Quarter. The maximum line of the south west corner of Block 4 has also been pulled back in order to increase pavement widths and to improve the visual connection with Castle Quarter.</p> <p>The Parameter Plans and illustrative masterplan have been designed with the objective of ensuring connectivity with the wider city; this includes Oxford City Council's adopted Expens Masterplan proposals. The proposed amendments to the Thames Street coach 'cut-through' and junction, which will be the subject of public consultation in January, also improve connection between these areas.</p> <p><i>Views. Various comments on different viewpoints particularly from the hills to the west, high points within the City including Carfax, Mount and St George's Tower, street level views from Castle Street and Turn Again Lane (viewpoint 9), viewpoint 2 and 19-23.</i></p> <p>A through and robust study of the existing heritage assets in addition to the completion of the Heritage and Townscape and Visual Impact Assessment (HTVIA) were both submitted with the planning application. Based on the plans submitted for approval, the HTVIA determines that the operational effects are considered to be beneficial on the townscape character areas, and range from having a moderate to minor beneficial direct significance of effect with some instances of indirect negligible or no significance of effect.</p> <p>The beneficial effects are due to the Proposed Westgate Development removing the inactive, tired façade of the existing multi-storey car park and reinstating urban built form of high quality design that is specific to Oxford. Through selecting appropriate materials which have been used within the surrounding context, the Proposed Westgate Development is likely to be assimilated into the surrounding area.</p> <p>In light of the revised Parameter Plans, Development Principles and Public Realm Principles, the HTVIA has been updated (refer to Chapter 18 of the September 2013 ES Addendum) with the conclusion that notwithstanding the proposed changes in building heights, the Proposed Westgate Development will not adversely affect the main characteristics of Oxford's skyline. This is due to:</p> <ul style="list-style-type: none"> • the Proposed Westgate Development not endangering the views to the tower of St. Mary's and it remains the dominant feature of the composition of the skyline of Oxford; • the majority of the Proposed Westgate Development will sit below the 'pinnacles' of the dome and spires that make up the spikiness of the silhouette of the skyline; and 	

Author	Summary of matters raised	Westgate Oxford Alliance (WOA) Response
	<ul style="list-style-type: none"> the Proposed Westgate Development does not adversely affect the compact nature of the Oxford skyline. <p><i>Need more activation along Castle Street, by directing some of the pedestrian flow from Westgate along it, and creating additional shops.</i></p> <p>Castle Street will be an active street through the introduction of small retailing opportunities alongside higher levels of pedestrian activity utilising the bus facilities and accessing Castle Quarter. The Castle Street façade is also intended to provide for casual surveillance to the upper floors, enabling users of the Westgate Centre to overlook the street. In addition it is proposed to relocate the library entrance to Castle Street, further increasing activity towards New Road.</p>	
<p>Activate Learning (OCVC)</p>	<p>Block 1a</p> <ul style="list-style-type: none"> Uncertainty of the minimum and maximum Parameter Plans with respect to building footprint. Building is too high and should be decreased to 4 storeys. Risk the building will become alienated from the rest of the Proposed Westgate Development. <p>Pedestrian and traffic routes</p> <ul style="list-style-type: none"> Insufficient allowance for the movement of pedestrians between the Block 1a waterfront and pedestrian bridge into the college. Thames Street junction is too complex. Concerns in relation to the proposed bus route with respect to pedestrian safety due to the proposed 90 degree bends. 	<p>Block 1a</p> <p>OCC has confirmed that an Outline Application, with accompanying Parameter Plans and Highways Layout Plan and Development Principles, is an acceptable means of delivering a scheme which provides sufficient clarity on the basis by which an appropriate detailed scheme can be developed whilst also providing the required flexibility to deliver a complex scheme in challenging economic conditions. The info submitted is sufficient for OCC to robustly consider the applications.</p> <p>The proposed building height is less than the maximum 18.2 metre restriction pursuant to the adopted Local Plan for buildings in the City Centre.</p> <p>Block 1a incorporates a number of elements that will ensure its curtilage will be active and desirable place for the public to visit, including the proposed square adjacent to Castle Mill Stream and restaurant / café uses. Various pedestrian crossings are also proposed as a means to maximise access to Block 1a, to ensure it does not become alienated from the rest of the Westgate Site.</p>

Author	Summary of matters raised	Westgate Oxford Alliance (WOA) Response
	<ul style="list-style-type: none"> Queuing impacts associated with the proposed underground car park. 	<p>Pedestrian and traffic routes</p> <p>As outlined on the Parameter Plans, the routes via the footbridge, and through to Paradise Street, and Norfolk Street are to be retained. Both can be accessed from new footways either side of the bus priority route which is to be provided as part of the development proposals. In the vicinity of Block 01a, the pinch point in footway directly north of the block measures approximately 5 metres in width, however this is based on the maximum building outline. Looking at the recommended widths for pedestrian route (from TfL Guidance), a minimum width of 3.3 metres (where there is no street furniture) is sufficient to support 2,000 pedestrians per hour. Therefore we are comfortable that the width here is sufficient to accommodate demand, which we understand is 2-3,000 students during the peak, however these students are highly unlikely to pass through together in the space of an hour, and furthermore they may not all use this route to/ from the College.</p> <p>The Thames Street junction has controlled crossings across the car park access as well as Thames Street. Since the submission of the planning application, and following further dialogue with the County and City, the layout of the junction has been amended by removing the coach 'cut-through'.</p> <p>The layout of the bus priority route has been designed so that it can accommodate two-way bus movements, along its entire length, including the bends. The bends also ensure that vehicles will be travelling at low speeds. We do not believe the design in dangerous and a Stage 1 Road Safety Audit has been undertaken as part of the design process. A series of raised tables crossings have also been incorporated ensuring pedestrian connectivity between the proposed Centre and the rest of the City Centre.</p>

Author	Summary of matters raised	Westgate Oxford Alliance (WOA) Response
		<p>The ability of vehicles to enter and exit the car park is fundamental to the proposals. Queues at the car park access junction.</p> <p>The modelling submitted as part of the outline planning application predicts that the queue on the Oxpens Road approach of the new junction (accessing the car park) varies between 12 vehicles (in weekday 0800-0900hrs peak), to 20 vehicles (weekday 1145-1245hrs and Saturday 1230-1330hrs). Therefore, there are instances when the access into/ out of Cherwell College could be blocked however the modelling undertaken is very much a worst case since it does not take into account the proposed reduction in car parking spaces from the existing Westgate car park (circa 100 spaces). Furthermore, the layout of the junction proposed as part of the application has now changed and the coach 'cut-through' has been removed, therefore the operation of the junction would improve. Notwithstanding this, "keep clear" road markings could be implemented across the access to ensure vehicles are able to enter and exit.</p>
<p>Malcolm Ryder, 19 Dale Close OX1 1TU</p>	<p>Flood risk Objection in relation to flood risk.</p>	<p>Flood risk A Flood Risk Assessment was submitted with the planning application. The principles of the assessment have been accepted by the Environment Agency. Furthermore, the groundwater modelling was re-run and an FRA Addendum submitted in January 2014 to incorporate plan amendments to the basement levels. The addendum information concluded that the plan amendments have no worsening effect from the September 2013 ES.</p>

Author	Summary of matters raised	Westgate Oxford Alliance (WOA) Response
	<p>30/10/13 Email</p> <p>Flooding Detailed specifications requested as to how flooding prevention will be managed. Two examples given: stream running under car park buildings. Castle Mill Stream is close to entrance of underground car park.</p> <p>Independent shops Consideration of independent small retailers especially specialist and local plus department stores.</p> <p>Integration. Requests that Westgate not be considered in isolation from the other major proposed developments in this area i.e. West End / Oxpens / Station / Oxpens Meadow. Also a need to consider the OCC traffic strategy. There must be an integrated planning of these major developments otherwise it will be piecemeal.</p> <p>Access There must be appropriate access into Thames Street for residents living south of Blackfriars. Traffic lights must be retained.</p> <p>Thames Street</p>	<p>Flooding A Flood Risk Assessment was submitted with the planning application. The principles of the assessment have been accepted by the Environment Agency. Furthermore, the groundwater modelling was re-run and an FRA Addendum submitted in January 2014 to incorporate plan amendments to the basement levels. The addendum information concluded that the plan amendments have no worsening effect from the September 2013 ES.</p> <p>Independent shops WOA is committed to providing for a mix of smaller retailers. In allowing for this the proposed retail offer will include small shop fronts including those along Castle Street which will be designed to cater for such users. Importantly, we stress that the take-up of retail floor space within Westgate will not diminish or compete with the existing independent retailers around the High Street due to high level of demand for space within the City Centre. The introduction of new commercial floorspace will benefit retailers by reducing the artificially high rental levels in the City Centre. Currently, the lack of retail stock within the City Centre means that rental levels are high and may not be affordable for smaller retailers and independents</p> <p>Integration The Proposed Westgate Development incorporates several mechanisms to re-establish the east/west and north/south pedestrian links to neighbouring sites. Full consideration has been given to adopted</p>

Author	Summary of matters raised	Westgate Oxford Alliance (WOA) Response
	<p>John Lewis - no blank wall on Thames Street.</p>	<p>Oxpens masterplan and the initial rail station plans and the West End Steering Group.</p> <p>Thames Street</p> <p>The Thames Street frontage presents a challenge due to its interface with a higher order road, proximity to existing dwelling houses and having limited pedestrian footfall whereby shop fronts are not feasible or appropriate. We are however also making significant increases to the level of active frontage at this location.</p> <p>At this Outline planning stage, activation of Thames Street being promoted by a wider southern footpath to enable street planting and seating and the 24 hour pedestrian route between Blocks 1 and 3.</p> <p>It is also important to recognise that not every street frontage can be active. For example, Brasenose Lane is a good example of how a street with limited activity can feel attractive and safe at night. At the next planning stage (reserved matters) we are confident that the quality of the architectural treatment alone will provide a form of activation/interest.</p>
<p>Oxford Pedestrians Association (OxPA)</p>	<p>Impact on traffic volumes and air quality</p> <p>Our main concern is the impact upon Oxford of the increased traffic volumes attracted to the new development, both private vehicles accessing onsite car parking spaces, and the many delivery/service vehicle movements essential to its functioning. Oxford suffers from major air pollution, with traffic being the main source of the problem. The roads which would be affected most by the proposal would be Botley Road, Abingdon Road, and Thames St/Oxpens Road, all of</p>	<p>Impact on traffic volumes and air quality</p> <p>The Proposed Westgate Development will decrease car parking spaces at the site by at least 100 spaces, and on Saturdays it is estimated that most City Centre car parks are already full, however there is some spare capacity on weekdays. Based on this, the Transport Assessment has therefore considered that Saturday car trips will remain broadly the same as existing, but has tested increased car trips on a weekday. The assessment does anticipate increases in use of other modes.</p> <p>The Transport Assessment assesses the impact of any increases in</p>

Author	Summary of matters raised	Westgate Oxford Alliance (WOA) Response
	<p>which regularly breach EU 'safe' guidelines for minimum exposure to harmful emissions. It cannot be overemphasised that these are all residential streets, and the area under consideration is surrounded on three sides by housing. We consider the target of 1,200 car parking spaces is set too high, especially as, unlike at present, they would be nearly fully utilised at all times of day/week, resulting in greatly increased vehicle movements. Increased traffic congestion on the access routes</p> <p>Thames Street frontage</p> <p>The proposed Thames Street frontage would not be an enhancement of the experience of people approaching from the south. We had hoped that any redevelopment would avoid repeating the mistake of presenting a blank and lifeless wall to the public domain. We consider that attention needs to be paid to the fact that many thousands of walkers and cyclists would access this area from the south, so this aspect needs to be welcoming and easily accessible to people who are not arriving in vehicles.</p> <p>Flood risk</p> <p>We are deeply concerned about impact of such intensive development on the floodplain, with the history of flooding of adjacent residential areas in 2007. We are aware of the 'flood basement' car park proposal but await results of studies to confirm that this would be able to contain all displaced water in future</p>	<p>traffic in terms of air quality and transport. The assumptions used in the Transport Assessment are based on the available information and have been agreed with Oxfordshire County Council.</p> <p>Notwithstanding the air quality assessment identifies some adverse effects from traffic and car parking emission associated with the Proposed Westgate Development, the air quality assessment does not predict concentrations to be above the Air Quality Strategy objectives, which are set for the protection of human health at the receptor locations modelled.</p> <p>Thames Street frontage</p> <p>The Thames Street frontage presents a challenge due to its interface with a higher order road, proximity to existing dwelling houses and having limited pedestrian footfall whereby shop fronts are not feasible or appropriate. We are however also making significant increases to the level of active frontage at this location.</p> <p>At this Outline planning stage, we can commit to activity at Thames Street also being promoted by a wider southern footpath to enable street planting and seating and the 24 hour pedestrian route between Blocks 1 and 3.</p> <p>Car park and service access is most practicable from Thames Street because it enables vehicles to directly enter and exit the primary road network and into the basement car park and service yards (without having to unnecessarily travel through the core of the City Centre). The adoption of a full basement avoids the need for any ground level back-of-house facilities. Entry and exit points have been minimised to prevent the domination of vehicle crossover points along Thames Street.</p> <p>It is also important to recognise that not every street frontage can be</p>

Author	Summary of matters raised	Westgate Oxford Alliance (WOA) Response
	<p>unpredictable weather.</p> <p>Views</p> <p>Views of our historic city from a distance are an important feature of our environmental heritage and we are concerned to ensure that all mitigating measures are taken to ensure this development will not dominate the cityscape. We are also opposed to any new buildings exceeding local limits, which were set for good reasons.</p>	<p>active. For example, Brasenose Lane is a good example of how a street with limited activity can feel attractive and safe at night. At the next planning stage (reserved matters) we are confident that the quality of the architectural treatment alone will provide a form of activation/interest.</p> <p>Flood risk</p> <p>The principles of the flood management strategy were agreed by the Environment Agency and Oxfordshire County Council prior to the submission of the planning application documents. These discussions began in early 2012.</p> <p>WOA is continuing to work with the Environment Agency throughout the assessment of the Proposed Westgate Development to agree on the detailed design of the flood management strategy, taking into consideration floodplain compensation and management of surface water runoff to ensure these risks are displaced elsewhere.</p> <p>In its letter dated the 20 November 2013 the Environment Agency has raised no objection to the Proposed Westgate Development.</p> <p>Views</p> <p>A thorough and robust study of the City's key views and townscape character was captured in the Heritage and Townscape and Visual Impact Assessment (HTVIA). Based on the plans submitted for approval, the HTVIA determines that the operational effects are considered to be beneficial on the townscape character areas, and range from having a moderate to minor beneficial direct significance of effect with some instances of indirect negligible or no significance of effect.</p> <p>The beneficial effects are due to the Proposed Westgate Development removing the inactive, tired façade of the existing multi-storey car park</p>

Author	Summary of matters raised	Westgate Oxford Alliance (WOA) Response
		<p>and reinstating urban built form of high quality design that is specific to Oxford. Through selecting appropriate materials which have been used within the surrounding context, the Proposed Westgate Development is likely to be assimilated into the surrounding area.</p> <p>In light of the revised Parameter Plans, Development Principles and Public Realm Principles, the HTVIA has been updated (refer to Chapter 18 of the September 2013 ES Addendum) with the conclusion that notwithstanding the proposed changes in building heights, the Proposed Westgate Development will not adversely affect the main characteristics of Oxford's skyline. This is due to:</p> <ul style="list-style-type: none"> • the Proposed Westgate Development not endangering the views to the tower of St. Mary's and it remains the dominant feature of the composition of the skyline of Oxford; • the majority of the Proposed Westgate Development will sit below the 'pinnacles' of the dome and spires that make up the spikiness of the silhouette of the skyline. • the Proposed Westgate Development does not adversely affect the compact nature of the Oxford skyline.
Stagecoach	Refer to separate detailed letter issued to Oxford City Council.	
Mr Peter Headicar, 44 Richmond Road, Oxford OX1 2JJ	Recommendation that WOA undertake a survey involving Oxford motorists currently using the City Centre to ask what they would do if car parking was 'not available.'	<p>The issue has been raised during consultation regarding the likely behaviour of shoppers should there be no parking available in Oxford City Centre. It has been postulated that:</p> <ul style="list-style-type: none"> • Issue 1: The Transport Assessment has overestimated the Park and Ride use, as it assumes that car-borne shoppers who cannot park in

Author	Summary of matters raised	Westgate Oxford Alliance (WOA) Response
		<p>the City Centre will all use Park and Ride and some may use e.g. inter-urban bus</p> <ul style="list-style-type: none"> • Issue 2: Motorists will not use Park and Ride (or e.g. bus) and will continue to travel to the City Centre and wait for a parking space. <p>On a weekday, the Transport Assessment has assumed that shopper behaviour will continue broadly as at present, with spare car parking capacity being filled, and there is not believed to be any relevance for the above issues, as there is still expected to be some spare parking capacity.</p> <p>On a Saturday, City Centre parking is generally at capacity, and the Transport Assessment assumed a shift to Park and Ride for those shoppers would normally have parked in the centre, as the 'original mode' of these shoppers was car.</p> <p>In relation to issue (1) we have based our assumption on the switch to Park and Ride on the fact that these users are current car drivers. Even though current Saturday car parking is generally full, these users are still attracted to car and Park and Ride use (which increases significantly on a Saturday for shoppers). However elsewhere in the Transport Assessment Addendum we report on a sensitivity test which transfers a third of predicted Park and Ride users to regional bus. The sensitivity test does not materially change the mode of arrival at Westgate (all by bus) but will of course have an impact on individual services, but it is not possible to predict this kind of impact with any accuracy at this stage. We note that this implies different travel behaviour to that revealed in our City Centre shopper's survey.</p> <p>In relation to issue (2) WOA is working with the County Council to ensure variable message signing at park and rides encourages use of</p>

Author	Summary of matters raised	Westgate Oxford Alliance (WOA) Response
		<p>these sites when City Centre parking demand is very high. It is recognised that some motorists may continue to drive in, but there appears to be clear evidence from existing behaviour that in such conditions a significant proportion will use Park and Ride – on a Saturday, when City Centre parking is full, Park and Ride mode share for shoppers is almost double that on a weekday. Together with travel planning measures to encourage a spread of activity and to highlight the ease of use of Park and Ride, this should minimise any such impact. The fact that Park and Ride (and bus) in Oxford is generally protected from congestion through bus lanes and will have stops directly outside the development should also encourage bus and Park and Ride use.</p> <p>We agree that the circumstances in Bath are very different from Oxford, which has one of the largest and long-established Park and Ride systems in the UK, and do not believe that additional surveys of the type indicated will add sufficient value to the estimates at this stage – the sensitivity tests in the Transport Assessment Addendum shows some of the possible implications.</p>
<p>Bridget Taylor, 16 Kineton Road, OX1 4 PG</p>	<p>General Points</p> <ul style="list-style-type: none"> • Vital to ensure planning processes are not rushed and important issues are fully addressed and resolved in undue haste to progress the Proposed Westgate Development. Imperative to avoid making long-term mistakes or compromises to the area. • Not clear whether Oxford needs more shops, particularly in view of changing shopping habits. Would prefer better shops and a better 	<p>General Points</p> <p>The planning process for the Proposed Westgate Development has sought to ensure it is as thorough and engaging as possible. Refer to the SCI (September 2013) and SCI Addendum (January 2014) for full details.</p> <p>The development proposals have been subject to significant public consultation and discussions with key stakeholders prior to being formally submitted to Oxford City Council. Additional voluntary consultation was undertaken immediately after the planning application was submitted to ensure the views of the community were heard. Many</p>

Author	Summary of matters raised	Westgate Oxford Alliance (WOA) Response
	<p>environment for shopping.</p> <ul style="list-style-type: none"> • Oxford needs more housing. • Development should be human scale, outward facing and well connected with the City Centre. <p>Planning Context, Planning Process and Timing</p> <ul style="list-style-type: none"> • The planning process should consider the City context as a whole, in particular having regard to the Oxpens and Frideswide Square area redevelopments. • Transport, traffic and access issues should be considered and resolved satisfactorily before the Westgate plans themselves are considered. There are serious problems with air pollution, congestion, and inadequate access, sustainability and safety, particularly for pedestrians and cyclists. This needs to include full public consultation as well as deployment of the most reliable and valid statistics. <p>Access, Traffic and Transport</p> <ul style="list-style-type: none"> • Attracting additional shoppers will result in more traffic coming to Oxford City Centre including along Abingdon and Botley Roads, resulting in increased risks for cyclists and pedestrians. What measures will be taken effectively to mitigate these tendencies. • The plans appear to decrease cycle access 	<p>of the comments received have been incorporated into the revised plans. These amendments are described in the Planning Statement Addendum.</p> <p>In addition WOA agreed to the preparation of an Environment Statement as a detailed means of addressing and mitigating a range of potential amenity issues including (but not limited to) air quality, noise and vibration, cultural heritage and flood risk.</p> <p>With respect to housing, WOA considers the proposed quantum of housing to be acceptable in light of being part of a retail-led scheme. The Proposed Westgate Development will result in a net increase of 13 to 108 housing units. The positioning of housing on other parts of the site will compromise the provision of retail and result in poorer amenity outcomes for residents.</p> <p>The Proposed Westgate Development proposes significant improvements to connectivity within the local area, including the provision of the new 24 hour and 18 hour pedestrian routes (running east-west and north-south).</p> <p>The proposed building heights reflect the Westgate Site's context in the City Centre. Notwithstanding, the proposed minimum and maximum building height parameters are underpinned by a thorough and robust study of the existing heritage assets in addition to the completion of the Heritage and Townscape and Visual Impact Assessment (HTVIA). These were both submitted with the planning application.</p> <p>Taking on board the Parameter Plans and the Development Principles 1, 6, and 9 the HTVIA concludes that the Proposed Westgate Development is likely to have a beneficial effect on the basis that the proposed buildings will be of high quality and unique to Oxford, with rooflines being</p>

Author	Summary of matters raised	Westgate Oxford Alliance (WOA) Response
	<p>particularly across this area, for example east-west across the site and beyond, such as along Pennyfarthing Place and beyond, and Greysfriars Street.</p> <ul style="list-style-type: none"> • Important routes north-south routes in this area need to be enhanced, including along the St Ebbe's Street, Norfolk Street and Mill Stream axes. • No east-west cycle route is shown between Queen St (part-time only) and Oxpens Road. • Effective measures need to be taken to improve access between this area and the railway station, including serious consideration of the relocation of the railway station to Oxpens. • It is unclear why access, traffic and transport matters were not fully part of this consultation. <p>Flooding</p> <ul style="list-style-type: none"> • Concerns the proposed two-storey underground car park will displace groundwater storage and flows, resulting in increased flooding risk. • Has uncovering Trill Mill Stream been considered as a mechanism to reduce flood risk and embellish as a feature to the Proposed Westgate Development. 	<p>of an appropriate scale and articulation, along with the buildings upper floors, to accord with OCC's West End Area Action Plan. This will of course need to be reviewed as part of the future Reserved Matters planning applications.</p> <p>Planning Context, Planning Process and Timing</p> <p>As part of the Environment Statement, a list of committed schemes (comprising all major developments in Oxford either being planned, approved or being implemented) was prepared. All technical consultants were required to assess the combined effect of the Proposed Westgate Development on the basis that the cumulative schemes are also realised in the future.</p> <p>Importantly, the Proposed Westgate Development seeks to improve links with Oxpens Road as part of the adopted Oxpens Master Plan. Additional public realm, environment and transport works around the Westgate Site are also proposed and will be finalised with OCC subject to the execution of a S106 Agreement.</p> <p>The planning application includes various assessments which address air quality, congestion, access, sustainability and safety in and around the Westgate Site, as well as the main approaches into the Westgate Site where appropriate.</p> <p>WOA is also working with OCC and Oxfordshire County Council to coordinate their long-term transport objectives into the Proposed Westgate Development, including the closure of Queen Street to buses.</p> <p>Access, Traffic and Transport</p> <p>With respect to traffic numbers, the figures referenced within the submitted Transport Assessment are based on accepted practice and</p>

Author	Summary of matters raised	Westgate Oxford Alliance (WOA) Response
		<p>have also been reviewed and agreed by Oxfordshire County Council. It does suggest increases in overall travel to the Westgate Site, however the majority of this increase is primarily a result of non-car travel, given the existing constraints on access by car and parking in the City Centre. This is because the Proposed Westgate Development will decrease car parking spaces at the Westgate Site by approximately 100 car spaces, whereby on Saturdays it is estimated that most City Centre car parks are presently full. However as there is generally available capacity on weekdays, the Transport Assessment has considered that Saturday car trips will remain broadly the same as existing, but has tested increased car trips on a weekday.</p> <p>With respect to the ability for cycling along the proposed east-west route, the design originally required no cycling during any part of the day due to the anticipated high levels of pedestrian footfall through Middle Square.</p> <p>Other identified transport and safety issues in Oxford City Centre such as links to Oxford Train Station, relocation of Oxford Train Station or improved connections to the south of Thames Street are subject to future planning decisions by Oxfordshire County Council, OCC and other stakeholders including National Rail.</p> <p>The planning application seeks detailed permission for all access. WOA consulted the public in June and September 2013. Members from WOA and Oxfordshire County Council were at the Westgate Shop to respond to queries raised by the community. The Statement of Community Involvement (SCI) outlines the details of the community consultation undertaken prior to the submission of the planning application.</p> <p>Flooding</p> <p>The principles of the flood management strategy were agreed by the</p>

Author	Summary of matters raised	Westgate Oxford Alliance (WOA) Response
		<p>Environment Agency and Oxfordshire County Council prior to the submission of the planning application documents. These discussions began in early 2012.</p> <p>WOA is continuing to work with the Environment Agency throughout the assessment of the Proposed Westgate Development to agree on the detailed design of the flood management strategy, taking into consideration floodplain compensation and management of surface water runoff to ensure these risks are displaced elsewhere.</p> <p>In its letter dated the 20 November 2013 the Environment Agency has raised no objection to the Proposed Westgate Development.</p> <p>The diversion of Trill Mill Stream is necessary to enable the construction of the underground car park and loading docks. Rather than embellish Trill Mill Stream, the Environment Statement proposes improvements along Castle Mill Stream including native landscape planting and bank improvements. Coupled with proposed restaurant tenancies on the ground floor of Block B1a, WOA anticipate the south-western corner of the Westgate Site will become a popular and desirable meeting place.</p> <p>Furthermore, the groundwater modelling was re-run and an FRA Addendum submitted in January 2014 to incorporate plan amendments to the basement levels. The addendum information concluded that the plan amendments have no worsening effect from the September 2013 ES.</p>
Oxford Bus Company	Refer to separate detailed letter issued to Oxford City Council.	
Mr Matthew Reece, 4 Baltic Wharf, Marlborough	Traffic	Traffic

Author	Summary of matters raised	Westgate Oxford Alliance (WOA) Response
Road, Oxford OX1	<p>Concerns in relation to traffic implications along Abingdon Road and Botley Road upon completion of the Proposed Westgate Development.</p> <p>Query as to whether there will be new bus lanes and Park & Ride facilities, and who will fund this infrastructure.</p> <p>Flood risk</p> <p>Concerns relating to the implications on groundwater implications and whether the Proposed Westgate Development will have an impact on the area.</p>	<p>The Transport Assessment, which is based on accepted practice and has also been reviewed by Oxfordshire County Council, indicates increases in travel to the City Centre however the majority of the increase will result from non-car travel. This is due to the existing constraints on access by car and parking in the City Centre, and current Council policy that restricts the provision of additional car parking in the City Centre.</p> <p>In order to minimise increases in congestion, the Proposed Westgate Development seeks to increase non-car travel (as described above) through walking, cycling and provision of substantial bus infrastructure improvements, including a dedicated bus priority link that will be extended along Speedwell Street and to a new additional link to Castle Street. New bus stops will also be provided. These facilities will be constructed by WOA as part of the Proposed Westgate Development.</p> <p>Flood risk</p> <p>A Flood Risk Assessment was submitted with the planning application. This incorporated a Groundwater Modelling study. The principles of the assessment have been accepted by the Environment Agency (EA), and appropriate planning conditions are being negotiated with the EA (in conjunction with Oxfordshire County Council) to ensure the detailed design of the Proposed Westgate Development does not result in an overall worsening of groundwater in the area.</p> <p>Furthermore, the groundwater modelling was re-run and an FRA Addendum submitted in January 2014 to incorporate plan amendments to the basement levels. The addendum information concluded that the plan amendments have no worsening effect from the September 2013 ES.</p>

Author	Summary of matters raised	Westgate Oxford Alliance (WOA) Response
<p>Alice Brander, 45 Trinity Street, Oxford, OX1 1TY</p>	<p>Refer to separate detailed letter issued to Oxford City Council.</p>	