

## **Westgate Development: Planning Applications 13/02557/OUT, 13/02558/FUL and 13/02563.FUL.**

### **Addendum to Officers' Report**

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This addendum document should be read in conjunction with the officers' main report and appendices on planning application 13/02557/OUT for the development at Westgate, as well as enabling applications 13/02558/FUL and 13/012563/FUL relating to temporary car parking and coach parking at Oxpens Road and Redbridge Park and Ride respectively. The addendum brings members up to date in readiness for consideration and determination of the planning applications at West Area Planning Committee on 11<sup>th</sup> March 2014.

#### **Planning Practice Guide.**

On 6<sup>th</sup> March 2014 the Department for Communities and Local Government (DCLG) published the Planning Practice Guide as an accompanying document to the National Planning Policy Framework (NPPF) published in March 2012. Committee will be advised orally of any implications of the document on the planning applications under consideration

#### **Heritage Assessment.**

Following a recent reported legal case, Barnwell Manor Wind Energy Ltd v East Northampton District Council, English Heritage and the National Trust (February 2014) that centred around the statutory duties of local authorities in relation to the preservation and enhancement of designated heritage assets, an additional justification for approval has been drafted to form part of the main committee report recommendation. The additional justification should read:

*The City Council has given considerable weight and importance to the desirability of preserving or enhancing designated heritage assets and their settings, including the listed buildings and conservation area(s). It considers that any harm that would result from the proposed development is justified by the public benefits that would result and that the proposal is considered to comply with the relevant adopted policies contained within the adopted Oxford Local Plan, the adopted Oxford Core Strategy, the adopted Sites and Housing Plan and National Planning policy and guidance.*

#### **Community Infrastructure Levy (CIL).**

The officers' report refers to financial sums required from the development under the provisions of the recently adopted CIL procedures, and goes on to indicate that there are provisions in the Regulations for works to be undertaken directly by the applicant in lieu of financial contributions being made. The 2014 Amendment Regulations have now been published and have come into force. Under these arrangements an amendment would be required to the Council's Charging Schedule to allow direct works by the applicant.

### **Pedestrian Route from Oxpens Temporary Car Park.**

If the planning applications are granted planning permission, then there would be a requirement for a safe and signposted pedestrian route to be in place on a temporary basis from the Oxpens Road temporary car park to Westgate and to the city centre. There may also be a requirement for the route to be amended as construction progresses. As this route would in part fall outside the planning application site, then the means by which it is best secured is via an additional clause in the S.106 legal agreement, the other items for which appear at the head of the main report.

### **Public Realm Principles.**

The means by which control would be exercised over the Westgate development would be by planning conditions and legal agreement, but also by a series of "Development Principles" and "Parameter Plans". These are referred to in the main Officers' report from paragraph 45. These would be fixed within the outline planning permission if granted and would form a framework within which a detailed proposal would emerge at the reserved matters stage. To these the applicant would wish to add a series of more detailed "Public Realm Principles" which would further define the manner in which the detailed development would come forward. These would also be fixed by the outline permission and delivered by the applicant through the reserved matters, insofar as they are within the control of the applicant to do so. Officers support their inclusion as part of the outline planning permission if granted. The full list of public realm principles is appended.

### **Public Consultation.**

Since the officers' report was drafted a further public comment has been received from the City of Oxford Licensed Taxicab Association (COLTA). In the association's further submission its previous objection has been withdrawn, with support now offered to the development.

### **Recommendation.**

Committee is requested to note this additional information, and that the recommendations to the Officers' main reports remain otherwise unaltered.

7<sup>th</sup> March 2014

### Appendix: Westgate Public Realm Development Principles.

#### Bonn Square.

- BS1: Create large, clear, uncluttered pedestrian civic public spaces to north of the proposed Westgate development.
- BS2: Removal of pedestrian subway from the northern elevation of existing Westgate Centre.
- BS3: Remove existing mature tree and structure from the area to the front of the existing Westgate Centre.
- BS4: Incorporate cycle parking provision within Bonn Square to encourage sustainable transport to the proposed Westgate development and Oxford city centre.
- BS5: Provide flush crossing point with tactile demarcation from Bonn Square across northern end of Castle Street.
- BS6: Incorporate a raised speed table at the corner of Castle Street and New Road.
- BS7: Create a flush transition from Bonn Square surface to North Arcade.

#### Castle Street / Norfolk Street.

- CN1: Raised speed table flush crossing zone aligned with east - west routes at south - west of block 4 and Castle Quarter.
- CN2: Tactile crossing points aligned with pedestrian desire lines across Castle Street and Norfolk Street.
- CN3: Mature street tree planting located within pavement areas; locations to be conditioned to be coordinated with existing underground service constraints.
- CN4: Provision of cycle parking along block 4 Castle Street elevation.
- CN5: High quality bus stops with real time signage to reflect Oxford City Centre guidelines.
- CN6: Removal of existing subway below northern section of Castle Street.
- CN7: Public realm paving surface to run through beneath south - west corner of block 4 to provide clear area to pedestrian circulation.
- CN8: Generous pavements with high quality public realm materials and street furniture designed to minimise street clutter.
- CN9: Reconfigured kerb alignment and improved pavement areas to accommodate revised public transport bus stop provision.
- CN10: Improvement of pedestrian surfaces and crossing point at junction between Castle Street and Paradise Street.
- CN11: Contrasting material surface to raised table sections of highway.
- CN12: Creation of pedestrian only east - west link created through Turn Again Lane with cycle access outside core retail hours.
- CN13: Secondary access route through proposed Westgate development, Church Lane, created to upper level arcade.

### **Greyfriars Place / Old Greyfriars Street.**

GF1: Create a new urban space at the node between Turn Again Lane, Old Greyfriars Street.

GF2: Transform Old Greyfriars Street from a bus dominated route flanked by pedestrian barriers to a pedestrian and cycle friendly environment.

GF3: Restrict vehicular access to taxis, block 4 service vehicles and emergency access only.

GF4: Provide an attractive, durable and hard landscaped space capable of accommodating safe taxi turning and delivery access.

GF5: Retain existing trees where possible and integrate into design detail proposals at the reserved matters stage.

GF6: Create cycle parking in close proximity to the proposed Westgate development and Sustrans Cycle Route 5 and other local routes.

CF7: Provide seating areas and tree planting to create a comfortable, habitable space for visitors and local users.

CF8: Removal of bus traffic from old Greyfriars Street to enable creation of east - west pedestrian only (cycles outside core retail hours) route through proposed Westgate development.

CF9: Removal of pedestrian barriers from Old Greyfriars Street to allow unrestricted pedestrian circulation along the length of Old Greyfriars Street.

### **Abbey Place & Castle Mill Stream.**

AP1: Provide generous raised pedestrian crossings with change of material to contrast with the main highway surface.

AP2: Create a new bus only road system around block 1 to allow the southern end of Norfolk Street to be transformed into a pedestrian only environment.

AP3: Create an attractive small scale space to the north of block 1A with links to Abbey Place and paths along Castle Mill Stream to the north and south.

AP4: Develop a landscape scheme for the Castle Mill Stream edge that meets Environment Agency requirements with regard to access and flooding.

AP5: Provide areas of hard landscape to block 1A western elevation suitable for accommodating external seating and dining spaces.

AP6: Create an attractive and functional landscape transition between Abbey Place and Tennyson Lodge incorporating noise attenuation if required.

AP7: Develop the public realm from Castle Mill Stream to Abbey Place to accommodate pedestrian circulation to and from the existing Oxford and Cherwell Valley College.

### **Thames Street & Speedwell Street.**

TS1: Raised pedestrian and cycle crossings on Speedwell Street in contrasting surface to main highway.

TS2: Landscape median between Thames Street and Speedwell Street to accommodate level change between proposed Westgate development and existing Thames Street highway condition.

TS3: Creation of pedestrian only section of Norfolk Street.

TS4: Provision of seating and cycle parking furniture to the southern elevation of block 1 and block 2.

TS5: Develop a high quality landscape treatment to the area around the new car park access ramp to the proposed Westgate development.

TS6: Access to Castle Mill Stream pathway.

TS7: Pedestrian crossing to Thames Street to safely accommodate pedestrian movement.

TS8: Animated public realm environment to Speedwell Street appropriate for the importance of the southern elevation of the proposed development and its position as the southern gateway approach to the city centre and proposed Westgate development from Thames Street and beyond.

### **East / West Lanes.**

EW1: Provide a mix of 18 hour and 24 hour east - west pedestrian routes through the Westgate site, in between new blocks and existing Westgate.

EW2: Creation of new arcades north and south of 24 hour east - west pedestrian route, linking Bonn Square to South Square.

EW3: Creation of South Square with direct pedestrian links to South Arcade, Old Greyfriars Street, Norfolk Street and Speedwell Street.

EW4: Creation of Greyfriars Lane: pedestrian link route from Rose Place and St. Aldate's to the east, across Old Greyfriars Street to South Square and Abbey Place with links to Castle Mill Stream and Oxford and Cherwell Valley College to the west. Removal of bus traffic and pedestrian safety barriers from Old Greyfriars Street to allow unobstructed, safe pedestrian movement.

EW5: Creation of Turn Again Lane: pedestrian and cycle (limited hours) link route from Turn Again Lane and St. Aldate's to the east to Middle Square and the North and South Arcade and Castle Street and Paradise Street to the west. Removal of bus traffic from Old Greyfriars Street to allow transformation.

EW6: Church Lane: pedestrian (18 hour) link route from Pembroke Street and St. Aldate's to the east to Middle Square and the Central Arcade upper levels and Castle Street and Castle Quarter to the west.

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