

# Oxford City Council

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## **DIAMOND PLACE SUPPLEMENTARY PLANNING DOCUMENT OPTIONS DOCUMENT Report on consultation**

**JULY 2014**



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## **1. Introduction**

The City Council's Sites and Housing Plan 2013 includes policy SP14: Diamond Place and Ewert House, which allocates the site for a retail-led mixed-use development. Part of the site is owned by the University of Oxford and part by the City Council.

Because of the importance of the site to the local area and because of the significant potential of the site to bring benefits to the area if developed carefully, the City Council intends to publish a development brief in the form of a Supplementary Planning Document.

Early consultation with the local community took place at a workshop held at a meeting of the Summertown St Margaret's Neighbourhood Forum in September 2013. This helped to inform the drafting of an 'options' document, which was the basis for the second stage of consultation. The options document set out and explained a series of options for potential approaches that may be taken in the draft SPD. A set of options were shown for key issues such as level of parking provision, with a preferred options given in each case.

This report summarises the responses received during the consultation on the options document. These responses will help inform the drafting of the SPD.

## **2. Consultation Process**

The options document was made available for members of the public to view on the 1<sup>st</sup> April 2014. The consultation was started at a workshop held during a meeting of the Summertown St Margaret's Neighbourhood Forum on 2<sup>nd</sup> April 2014 in the North Oxford Association Community Centre. During the workshop, options were introduced and attendees were able to discuss these in small facilitated groups. A summary of the workshop discussions is included at the end of each section in part 3 of this report. Workshop attendees were also encouraged to complete comment forms once they had had a chance to reflect.

Paper comment forms were made available in the Ferry Leisure Centre, the North Oxford Association Community Centre, the Summertown Health Centre, the Summertown Library, the Central Library, and the City Council office at St Aldate's Chambers. Paper copies of the document were also available to view in the last three locations listed.

The options document was published on the City Council's website. An online comment form was also available.

All forms of communication also made it clear that letters or emails to the planning policy team would also be an acceptable way to comment.

## **3. Consultation Results**

56 responses were received via the on-line questionnaire and 126 paper questionnaires were returned. In addition, 9 respondents replied by letter or email, rather than by using the forms. About 30 people attended the workshop held at the Summertown St Margaret's Neighbourhood Forum on 2<sup>nd</sup> April.

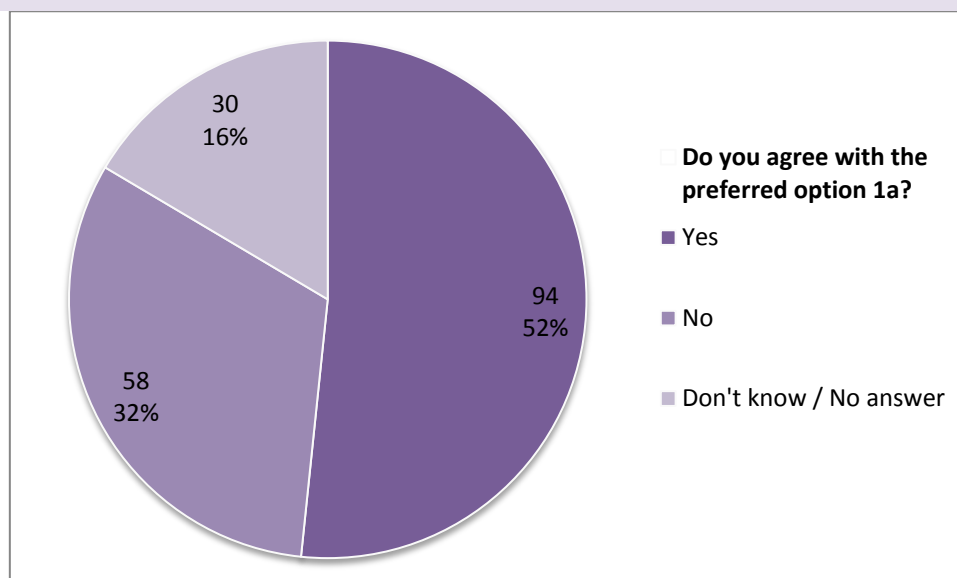
Pie charts are used below to show the proportion of respondents who agreed with or disagreed with the preferred options. Respondents were not required to answer all questions. The pie charts also record the proportion of respondents who didn't answer each question, or who answered 'don't know'.

Where more people disagreed with a preferred option than agreed with it, some further analysis was carried out to try and understand what the preferred option was. The online consultation question only asked respondents whether or not they agreed with the preferred option. However, the paper questionnaire allowed respondents to tick or cross against each option. Therefore the number of respondents using the paper questionnaire who agreed with each option on topic is shown under the pie chart in cases where the majority of respondents disagreed with a preferred option.

Please note that for the purposes of the initial analysis of how many people agreed or disagreed with the preferred option, if a respondent ticked against an alternative option on the comment form, it was assumed they did not agree with the preferred option, even if they had not crossed next to it.

### Retail options

1a Preferred option	<b>Smaller retail option with flexibility</b> Retail of about 1,000m <sup>2</sup>
1b Alternative option	<b>Smaller retail option</b> Retail with an upper limit of 1,000 m <sup>2</sup> with no option for additional retail beyond this. There should be more than one retail unit to encourage active frontages and variety. This still leaves scope for a convenience store or small supermarket.
1c Alternative option	<b>Larger retail option</b> Ground floor retail of 4000 m <sup>2</sup> approx (scope for a medium size supermarket, similar in size to Aldi on Botley Road).



Summary of comments received in relation to retail:

**There is no need/undemonstrated need for additional retail development in Summertown/retail is not a priority (13)**

- The case for more retail has not been made (2). The lack of a study on retail in Oxford since 2008 means there is no account taken of the huge impact of the recession and the move to on-line shopping. Deloitte's have predicted nationally a decline of 30-40% over the next 3-5 years. Purpose built retail units on the Walton Street / Little Clarendon Street development remain unlet. Without data on the number and percentage of empty units across Oxford, it seems foolhardy to agree to any new retail space in north Oxford (1). Oxford has many empty shops already so why build more? (1)

**Prefer options 1b or 1c (10)**

- Smaller retail option (1b) preferable- sufficient and more chance of local/specialist businesses (8)
- Prefer larger retail option 1c (2)
- 1c would be large and flexible and would help pay for health and community facilities (1)
- Vale of White Horse District Council prefer the option for a smaller amount of retail (1b) to encourage active frontages adjacent to existing commercial premises on Banbury Road

**Dislike option 1c (5): no need for more large stores, out of character, it would kill off existing shops**

**Comments on the type of retail**

- Many thought there was too much duplication in Summertown already and did not want to see: charity shops(3)/estate agents(4)/hairdressers(1)/kitchen retailers (1), coffee shops (4)
- Some respondents would like to see more of specific types of retail: Good quality restaurants/cafes (3), hardware shop (8), garden shop (20), florist (1) post office (8)
- An Aldi similar to the one on Botley Road would be a great asset to the area
- There is no need for another supermarket or convenience store (31)
  - not an aldi or lidl (1)
  - Too many supermarkets have ruined Headington (1)
- Several respondents wanted to see only smaller units/independent shops (eg Totnes/Lymington) and many of those thought an upper floorspace limit would encourage independent shops/small units and preclude another supermarket small units (12)
- A few respondents mentioned things they wanted to see instead of retail: More useful would be services and workshops eg recycling, furniture restoration, community workshops, enterprise (2)
- Summertown is a wonderful shopping centre. I would like to see the Council encouraging small independent retailers (NOT more chains to turn it into another "clone town" like the Centre of Oxford) - obvious examples - a good deli and a greengrocer.
- There should be safeguards against more supermarkets and estate agents and there should be small low cost retail units available to ensure a diversity of retail outlets.
- The pleasant arrangements of Ewart House, car-parks, etc, could be kept as they are; but if change must come, the car-parking should not be sacrificed. Small retail outlets should be favoured, not betting shops, charity shops and a Tesco's.

**Other comments**

- If shops are owned by the Council rents will be excessive and shops empty (1)
- Mustn't lead to an increase in congestion /locate larger retail at ring road to avoid increasing congestion (2).

- Parking needed to support shops (4), it will help keep the retail alive, helping discourage people from going to out-of-town supermarkets (not green and bad for local shops) (1).
- More office development is needed rather than retail to support retail already in Summertown (1).
- A couple of respondents would not support retail if it precluded a health centre (2)
- Agree with preferred option- it would complement existing facilities (1), allow flexibility (in case there is a need for additional retail to compete with other centres/to ensure not too restrictive (5)), would enhance Summertown (1)
- There has been a misrepresentation of the community hostility to ANY more retail (expressed at the previous consultation). If it is to be ignored because the development has to be retail led then say that. But do not mis-state our views or we won't bother to engage again (1)
- Why is it necessary to aim to enlarge (and thus downgrade) Summertown centre? No mention is made of finance - is this available (1)?

Oxfordshire County Council prefer 1a or 1b in the absence of an up-to-date Retail Needs Assessment that takes account of changes in retail provision across the city. They say it should be promoted for non-supermarket uses.

Summer Fields School supports the preferred options, considering genuinely mixed-use options not dominated by a single retail occupier would be most appropriate for Summertown, although they are concerned about the risk proposals would have an urbanising effect on Summertown.

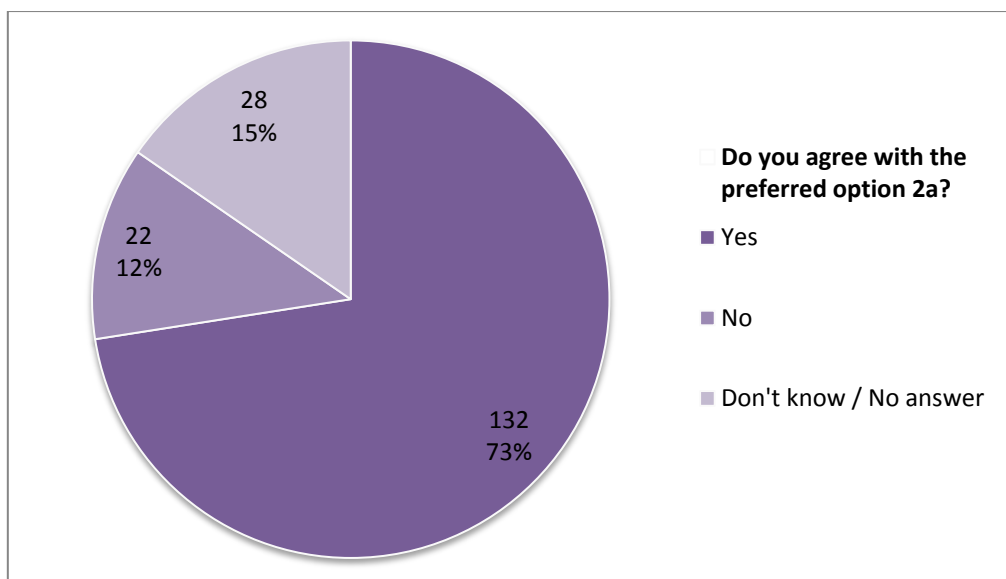
The University of Oxford support the general principle that there needs to be more than one retail unit included, and also that the upper floors should be utilised for non-retail uses. There should be an adequate level of retail to create activity on the site to meet policy requirements and to increase viability of the scheme. The University also considers it important that the option of a larger supermarket be retained to allow potential for a large anchor store that may enable more creativity in other aspects of the scheme, for example cultural facilities.

#### **Summary of Feedback from workshop 2.04.2014**

There were mixed views as to the appropriate level of retail development, with many supporting the smaller retail option (1b) and others questioning whether higher levels of retail may be required to ensure that the development is financially viable. Some people were sceptical about flexibility and would prefer a fixed upper limit. Again, many people stated that they would prefer small units to encourage more diversity in the retail offer, including specialist shops and a post office, rather than a supermarket. It was suggested that it may be possible to create a piazza which could also include cafes.

#### **Health Centre Options**

<i>2a Preferred option</i>	<b>Encourage a health centre</b> <i>The SPD to say that the site should be developed to include a health centre, assuming that the interested practices still desire to and are able to locate there. The required size is likely to be at least 1,200 to 1,300 m<sup>2</sup>, gross internal floorspace.</i>
<i>2b Alternative option</i>	<b>To make no mention of a health centre.</b>



Summary of comments received in relation to the inclusion of a health centre:

**27 comments were received in support of including a health centre in the SPD**

- **10 comments supported the general principal of including a health centre**  
Very important (1); essential (2); highly desirable (1); vital (1); should be a priority in any plan (1); strongly support (2); excellent (1); best option (1).
- **16 respondents stated that there is a need for a new health centre in the area**  
Existing premises are not easily accessible for elderly and disabled patients (6); health services stretched (1); to replace recently closed/closing practices (2); new facilities needed to cope with existing and future demand (5); poor parking for disabled patients at present (1); have to travel to East Oxford for physiotherapy (1).
- Oxfordshire County Council consider that a new health facility would have good synergy with Extra Care Housing that they think should be delivered on the site.

**17 comments were received in relation to the health centre's facilities/design**

- Big health centre needed (as at Jericho) (2); mix of health related services (5); NHS only (3); purpose built, fully accessible to elderly/disabled patients (4); a friendly space not like the Jericho one (1); a suburb centre for all generations. Teenagers have nothing to do, no-where to hang out (1); the Summertown Health Centre with modern facilities (1); include the Banbury Road Medical Centre; The Health centre does not necessarily need to be on the ground floor, as long as it has good access for wheelchair users and good lifts. It is better to have more "culturally vibrant" functions on the ground floor (1).

**2 comments were received in relation to health centre parking**

- Will require additional car parking spaces (1); the principal problem for existing health centres in the area is the lack of adequate conveniently close parking. The "preferred option" makes no mention of this (1)

**8 comments were received in relation to the location of the health centre (within or outside of site)**

- Not to be located where the existing community centre is but elsewhere such as in the South East Corner (1); Essential to re-consider siting (1) a Health Centre does not need to be next

to prime retail and could be in a much quieter area (1); in NOA area (1); utilise Ewart House (1); A health centre in this location could put pressure on the site for more parking than retail or residential. It would also not fit with the main uses of the site for retail, office, residential and as a public space by the nature of its use and the people that require to use it. It should therefore not be a necessity to have one and should need a great deal of evidence based work to show it is more valuable to the particular site and its context than another use and then it might be elsewhere (1); the majestic wine shop area would be a better location with parking (1). Health Centre needed but Masonic Site or S.E. corner of S.Parade might be equally suitable (1).

### 9 respondents questioned the need for/viability of including a health centre

- No certainty this will come forward due to need for financial support and private investment (1); No point including if no interest (1); Whilst not against in principle, the demand for a health centre seems unproven. I would prefer to see an extension to the leisure and community facilities on and adjacent to the site at Ferry Pool - this would provide a much more vibrant resource to local resident (1); Vested interest of practices obtaining funded premises which enables the sale of existing buildings for private gain (1); given that much of the site is in its own ownership, the City Council should have the power, through application of a covenant or otherwise, to ensure that an integrated Health Centre is provided, and that this is viable in terms of rent or purchase costs (1); I'm happy with what's already there (1); Just convert Ewert House into flats. Leave everything else as it is (1); large GP surgeries are soulless and unnecessary (1); current facilities are adequate (1).

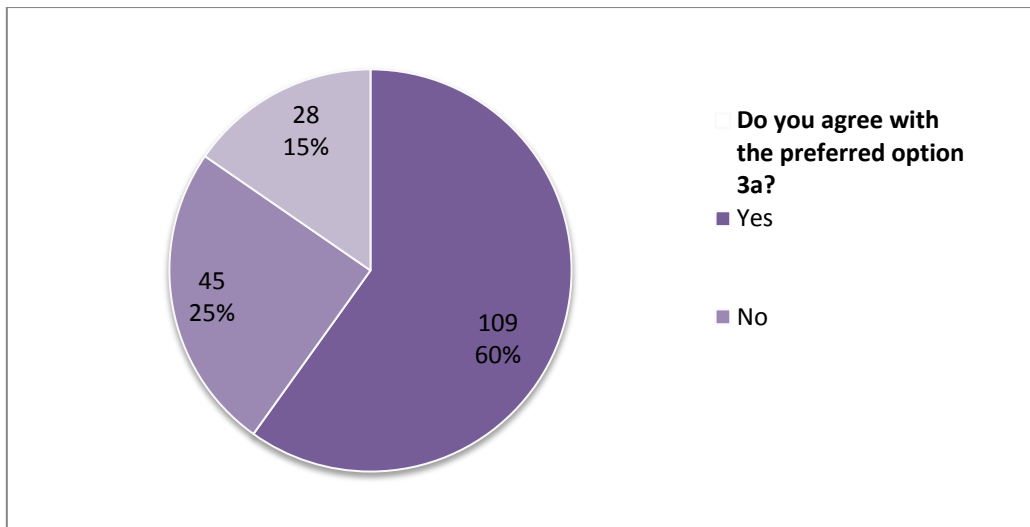
### Summary of Feedback from workshop 2.04.2014

The inclusion of a health centre was widely supported. Many considered that this would be needed as new housing will generate additional demand. Some people commented that an NHS health centre should be specified. There was general support for the health centre to offer a range of health related services. Some considered that a health centre must be located on the ground floor and others thought that it could be provided on upper storeys. There were also concerns that adequate levels of parking is provided for health centre users, using disabled parking spaces.

### Housing Options

<i>3a Preferred Option</i>	<i>General housing and potential for elderly persons accommodation (to include a minimum of 50% of self-contained units as affordable housing)</i>
<i>3b Alternative Option</i>	<i>General housing only (to include a minimum of 50% affordable housing and the remainder as market housing)</i>
<i>3c Alternative Option</i>	<i>Student accommodation and general housing</i>





Summary of additional comments received in relation to housing:

#### Comments in support of the preferred option

- Summertown is a suitable/good location for elderly persons accommodation (especially with growing elderly population) (22)
- Agree there should be houses above retail/GP surgery (1)
- The nearby amenities such as retail, medical centre, leisure centre and community centre are of benefit (3).
- (Substantial amounts of) new housing is needed (5)
- Residential development provides a presence at all hours and tends to 'moderate' other uses in terms of their intensity and impacts (1)
- Only with a health centre (2)
- Elderly and those in social housing more likely to shop in local retail outlets and have lower levels of car ownership (1)
- Both elderly and student accommodation acceptable, but not both together (1)

#### Comments in support of a different mix of housing types

- Should be only/more elderly persons accommodation (4)
- Prefer more elderly or graduate student accommodation and less general housing (1)
- Already enough accommodation restricted to elderly people- this makes it harder for young people (1)
- Allow flexibility in mix of types/allow students as part of a mix (7): aids vibrancy (1) it's better if students are housed in (good quality) purpose-built accommodation- this frees up general housing (3); Summertown needs more young people/creates a good mix (2); student accommodation could be restricted to post-grads (2)
- Option 3b preferred (3)- housing is always needed in Summertown and young couples/working people will maintain the youthful and successful atmosphere of Summertown (1)
- No need to create a ghetto for elderly or students- both groups tend to be short-term residents (1)

#### Comments objecting to proposals for housing on the site

- No need for housing in this prime location/housing should not be located here (6)
- Oxford is overcrowded already and transport etc can't cope (2)
- Do not need more people in Oxford/this area (2)

- Summertown is already quite densely populated so my sense is that it is not the best place to put more housing... If it has to be developed it should not be done as primarily a money-making venture, which I suspect is actually what's happening (1).

#### **Comments relating to affordable housing**

- There should be more than 50% affordable housing (75%) (2)
- Social housing should be for the elderly too (2)
- 50% affordable housing is excessive/ an unrealistic burden on development/inflexible and should be negotiable (5); will drive property values even higher /make housing provision/development uneconomical (2)
- Affordable housing should mean 80% social rent (2)
- There should be flexibility for old and young/a mix of residents (2)
- There should not be a minimum 80% of affordable homes provided as social rented dwellings as rented accommodation usually leads to a much less stable population and occupants do not take as much pride in their property as owners (1)
- Teachers, nurses and lecturers need buy to rent (1)
- Young couples/families should have priority for affordable housing - students and elderly better provided for (1)

#### **Comments not in favour of any student accommodation on the site**

No (more) student accommodation/students (23): too noisy (1); there is enough accommodation for the University of Oxford already and Brookes students don't want to live in Summertown (2); Student flats on Port Meadow is absolutely unforgivable (1); students transient and do not bring a sense of community and may also jeopardise the mix and viability of the retail sector (2)

#### **Other comments**

Possibility of co-housing and smaller houses should be explored; no need for more large private housing (1)

New housing must not crowd the existing area (1)

Additional parking in the multi-storey would be required (1)

Must ensure housing is of adequate quality (1)

Marketed to local people first and not overseas (1)

Just convert Ewert House into flats and leave everything else as it is (1)

Need more information about need (1)

Summer Fields School feel the type of housing is important and do not want to see a significant level of high density or high-rise dwellings.

#### **Comments from the Vale of White Horse District Council and Cherwell District Council**

The Oxfordshire authorities have worked together to prepare a Strategic Housing Market Assessment (SHMA) which identifies new housing targets for each district. The requirement for Oxford has increased from 8000 new homes for which provision was made in the core strategy in the period 2006 to 2026 to between 28 – to 32,000 new homes in the period 2011 to 2031.

Each council should first seek to accommodate their own objectively assessed need in full before identifying any unmet need which other authorities would be asked to assist in providing. The provision of the maximum amount of new housing possible on this site should be a priority over and above the provision of land for retail and other uses.

### University of Oxford comments

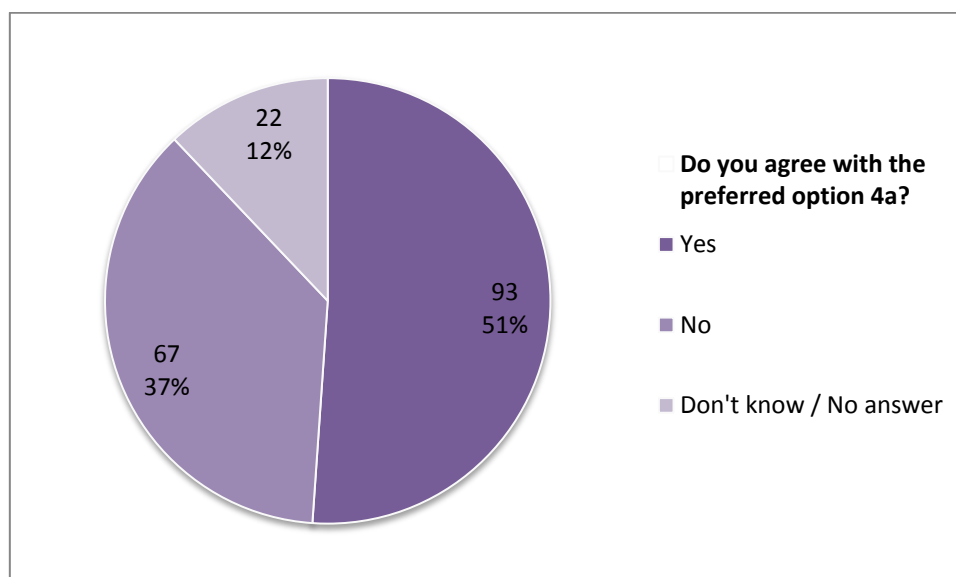
The University of Oxford supports option 3C, which includes student accommodation, aiding a vibrant and mixed-use community. Student accommodation can be car free and low carbon.

### Summary of Feedback from workshop 2.04.2014

The inclusion of residential development was widely supported, with many people viewing elderly persons accommodation as the most appropriate option. Many people commented that they did not support the inclusion of student housing. There were also comments encouraging a focus on smaller housing units, specifically flats.

### Level of Public Parking

4a Preferred option	<b>Number of public parking spaces to increase from current provision.</b>
4b Alternative option	<b>Number of public parking spaces to decrease from current provision.</b>
4c Alternative option	<b>Re-provide the same number of public parking spaces</b>



Summary of comments received in relation to public parking levels:

#### 9 respondents stated that the level of parking provided should reflect the type of development

- The amount of public parking required depends upon the type of development (4); take into consideration parking needs generated by the inclusion of a health centre (3); more retail will require more parking (2).

#### 13 respondents stated that the current level of public parking is not sufficient

- Not enough parking now (8); a decrease would cause major problems in the area/retail units would not be viable (2); not enough blue badge spaces (1). As the City Council is pushing for more intensive use of this it is important to provide more spaces to cater for the increased demand, otherwise people will be deterred from coming to shop in Summertown (1) Summertown Cycles, said over 50% of their trade comes in from people using the two large Summertown car parks and even now there are times when customers complain about not being able to drop off or collect bikes because the car parks are full (1).

#### 14 respondents questioned the need for increased public parking

- No evidence of need for more parking (5); maintain the same number of spaces (3); parking is a waste of valuable space (2); reduce car dependency/encourage use of public transport

(3). Summer Fields School said that the district centre is an accessible location and the redevelopment scheme must be to serve a local catchment. Existing traffic conditions, especially peak-hour are not good and so there should be no or limited additional provision.

**16 other comments were received in relation to public parking**

- Public parking is essential to support existing/future retail (4)
- Short stay parking provision needed (1)
- Parking should be cheap/free (2)
- Depends on extent of increase (1)
- Presumably to get a supermarket to come/just for supermarkets (2)
- Underground car parking (1); ground level parking (1); not multi-storey (1)
- Improve access to make better use of spaces (1)
- A parking assessment is required to understand current and future needs (1)
- More parking may reduce the amount of housing/retail that can be provided, affecting the viability of the development (1)
- Parking should be free for gym users to encourage healthy lifestyles (1)

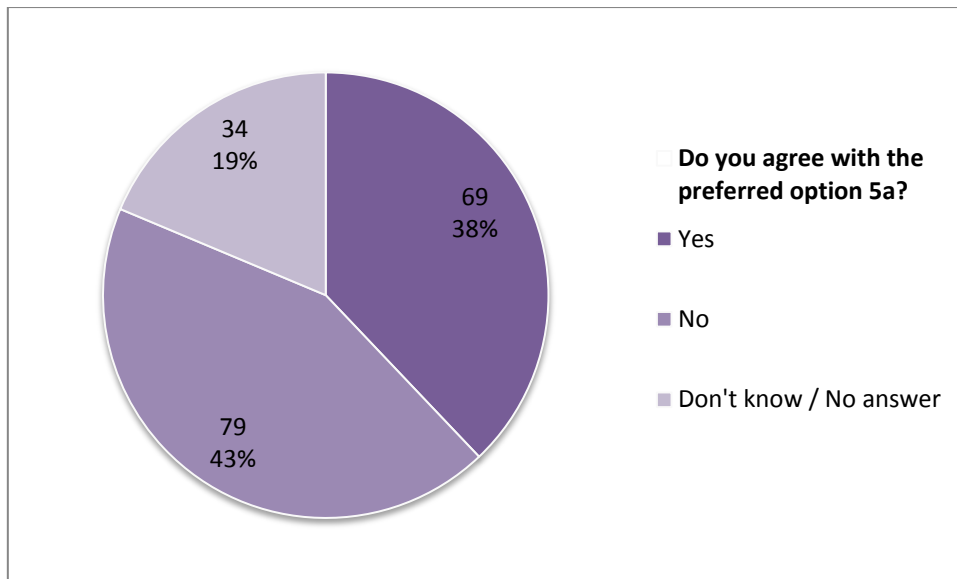
**Summary of Feedback from workshop 2.04.2014**

There were mixed views about the appropriate level of public parking. Some people supported an increase in public parking provision to serve health centre and sports centre visitors. Others questioned the need for additional public parking, commenting that the sports centre car park is rarely filled. Some also wondered whether a health centre should have its own separate car parking facilities.

Comments were also put forward in relation to the type of parking to be provided, with requests to include motorcycle and scooter spaces, disabled spaces, cycle parking and electric re-charge points all being put forward. There was also a suggestion that the focus should be on short term than long term parking.

**Temporary Public Parking options**

<i>5a Preferred option</i>	<b><i>Temporary surface level car park close to the development site</i></b>
<i>5b Alternative option</i>	<b><i>Provide no temporary car park but ensure permanent car park is constructed at the start of the site's redevelopment.</i></b>
<i>5c Alternative option</i>	<b><i>Temporary decked car park to be constructed</i></b>



*Of those completing the paper questionnaire, 27 people said they agree with 5a, 49 people said they agree with option 5b and 38 people said they agree with option 5c. 42/56 people completing the online questionnaire agreed with the preferred option.*

Summary of comments received in relation to temporary parking:

**7 comments were received in support of the preferred option**

- Best plan (1); the obvious solution (1); allows continuity of attractive parking in close proximity (1)
- use Summerfield's School land (1)
- Build 5a as the first phase of the works and make sure that it is well landscaped (1)
- Acceptable (1)
- Only if the playing fields are laid back to form afterwards (1)

**14 respondents opposed the preferred option**

- Should not use playing fields/greenfield land (9)
- Impractical and expensive (1)
- Too far away (3)
- Lessons should be learnt from St Clements development (1)

**10 respondents commented that they would prefer Option 5B**

- Logical and cost effective (4); developer should provide as an obligation (1); minimises loss of income for shops and other facilities (3); consider phasing of development in more depth (1); build the underground car park first and the square on top (1).

**10 respondents commented that they would prefer Option 5C**

- Logical solution (2); least disruptive (2); impractical (1); too expensive/unviable (5).

**Additional comments relating to temporary parking (15 total)**

- There is a need for some form of temporary car parking (8)
- Let developers propose (1)
- Must have at least current no. spaces (including blue badge spaces) (1)
- Not sure what temporary decked car park looks like (1)
- Whatever is best for shoppers/retail (1)
- Which playing fields will be used? (1)

- Options contain the implicit assumption that the development will have at least one building as a dedicated, single-purpose multi-storey car park. The flexibility should be retained for car parking to be provided in any of the buildings, i.e. shared with retail, housing, community or leisure uses. (1)
- After witnessing the fiasco surrounding temporary parking provision during the St Clements car park development I have grave concerns about the potential damage to our business if this is not done right. Provision of temporary parking needs to be adequate and close by, with as much as possible provided on the development site itself. The agreed temporary parking for the public then needs to be managed by someone other than the building site manager to make sure that all the spaces are not taken over for contractors' vehicles and storage of materials and equipment, as happened in St Clements. (1)

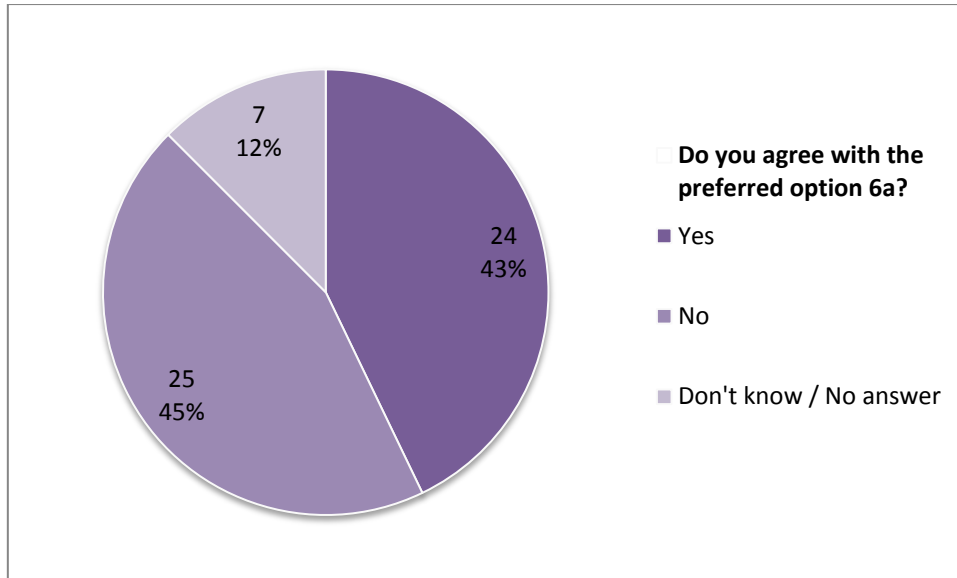
Summer Fields School own the playing fields to the east of the site. In their response to the Options document they say they are willing to consider a temporary car park on their land, but they would not support a purely temporary car park on their land if it were to then be reinstated to sports field use. The temporary car park is supported only as part of the option to provide permanent access suitable for serving a strategic housing site. The future potential residential use of the 1.25ha playing field east of the site could be included more specifically within the SPD, i.e. and in-principle endorsement.

#### **Summary of Feedback from workshop 2.04.2014**

Summer Fields School was seen as the most likely location for temporary car parking, although some questioned whether shoppers would be prepared to walk the additional distance. There was also support for providing permanent car parking as the first phases of construction

#### ***Private parking for new general housing on site***

6a Preferred option	<b>Medium parking option</b> SPD to suggest the maximum parking requirements for houses and 3 bedroom flats should be met (2 spaces except for 1-bed houses), but also to suggest below the maximum standard number of dedicated spaces for 1 and 2 bedroom flats (at least 0.2 unallocated spaces per dwelling remains as a requirement).
6b Alternative option	<b>Higher parking option</b> Meet maximum standards for housing. This would require 1 space per 1 bedroom dwelling and 2 spaces per 2, 3 or 4 bedroom dwelling as well as at least 0.2 unallocated spaces per dwelling.
6c Alternative option	<b>Lower parking option</b> SPD to suggest a maximum of one space per family unit, although car free housing would also be an option. 1 bed units and 2-bed flats should be car free. Wheelchair accessible or adaptable homes should have at least one space per dwelling whether a house or flat.



Summary of comments received in relation to private parking:

**9 comments were received in support of the alternative, higher private parking option**

- Sensible and will avoid future conflicts (1)
- Under-provision of private parking will mean that residents will use public parking spaces, reducing the availability of parking for shoppers and harming retail in Summertown (1)
- Parking should be adequate and realistic (2)
- At least one space per residence (1)
- There is never enough parking available for home owners (1)
- As much parking as possible should be provided for the general housing. This is a much more realistic approach than pretending that people don't have and don't use cars (1)
- Parking for new housing must be fit-for-purpose (no value in constraining parking, this will only drive homeowners to park on side roads, pushing the issue further out). Better to limit the new housing to numbers that are more manageable with respect to parking (i.e. the driver is availability of parking, houses as secondary) (1)
- 1 space per 2 people (1)

**15 comments were received in support of the lower private parking option**

- Good public transport links (5)
- Affordable and elderly housing suggests low levels of car ownership (1)
- Residents of affordable housing should be employed locally and therefore not need to travel by car (1)
- Existing car club opportunities (2)
- Close proximity to shops (1)
- More spaces encourages more cars (1)
- No additional parking, apart from provision for delivery vehicles (1)
- Car-free housing (2), with plenty of cycle parking and appropriate provision for residents with disabilities (1)
- Why should there be additional parking for residents when everyone else has to buy a permit to park outside their own house? (1)
- Don't allow the maximum standard for all units, provided that the new residents don't automatically get parking permits to park in nearby roads and the Summertown CPZ (1)
- 3 or 4 bed houses should have 1 parking space, flats should have only on-street parking (1)
- Restrict parking for housing, especially if housing includes provision for elderly and students (1)

## 5 additional comments were received in relation to parking provision in general

- Bicycle and mobility scooter spaces should also be considered (2);
- Minimise car access and traffic, particularly through Ewart Place. This space should be about people and not cars. Access to any new multi-storey car park should not sever the pedestrian use of Banbury Rd (1).
- “This document pays lip service to pedestrians and bicycles and buses but is actually obsessed with enabling people to park and drive cars. This is built into the whole design which wants to bring more people in by car to shop, rather than have them come by bike, foot, or bus to work and circulate on foot during e.g. their lunch hours. The priority should shift to non-car transport by reducing car parking space (private and public – no house should get more than one space). In the public car parking most spaces should be for disabled people.” (1)
- “Summertown is already very dangerous for the many cyclists who use this area. This is a really important (almost) safe route from Oxford city centre to Summertown and Woodstock Road (up side of Cherwell Drive and across Ferry car park, Summertown car park to the pedestrian crossing and back roads near middle way). Many school children and cycle commuters, shoppers etc use this route. The junction of Banbury Road, Ferry Road is really dangerous for cycles, particularly as the traffic lights allow opposite traffic when many cars and cycles think they have priority to turn right. Near miss accidents are very frequent here. Extra parking means extra cars and a lot more danger for cycles.” (1)

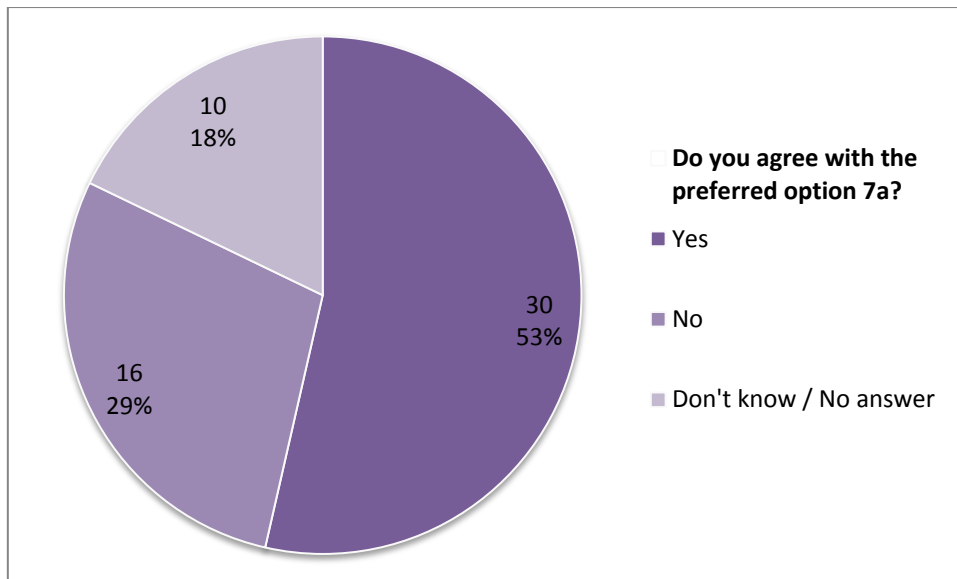
### Summary of Feedback from workshop 2.04.2014

It was recognised that the site is well served by public transport and that this may mean that less parking needs to be provided. However, some people felt that a car free development would be unlikely to work and that one parking space per dwelling might be most appropriate. It was also suggested that adequate spaces should be provided for tradesmen and carers, particularly if housing for the elderly is to be provided.

### Employment (offices) Options

7a Preferred option	<b>Do not specify employment as an expected use on the site in the SPD.</b> <i>Follow the Sites and Housing approach that employment is just a potential use of the site.</i>
7b Alternative option	<b>SPD to suggest employment as a desirable use on the site, especially offices on upper storeys.</b> <i>SPD to suggest that employment uses should be retained or equivalent/additional employment uses be brought onto the site.</i>





Summary of comments received in relation to employment:

**4 comments were received opposing the inclusion of employment as an expected use**

- The focus should be on providing more housing, not employment (2);
- There is already reasonable provision of offices in Summertown and numerous retail units are being used as estate agents offices (1);
- Employment may create a greater demand for car parking and will lead to greater trip generation.

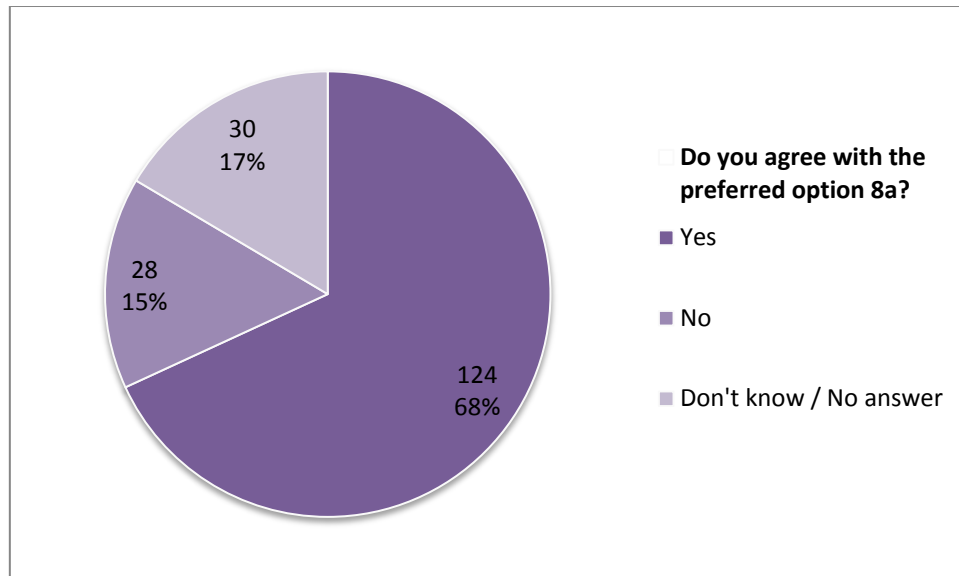
**12 comments were received in supporting the inclusion of employment as an expected use**

- Would offer a wider range of employment opportunities for local people, not just retail jobs (1)
- Workers would spend money in local shops, cafes and restaurants (5)
- Include/encourage employment (3)
- Employment should remain within the city, near bus routes, within walking distance and cycling distance of residential areas and not all end up on car-serviced ring roads (1); enables a greater mix of uses (1).
- Surprised there is no office space option. There could be a unit to house high-tech/start-up companies combined with community and health centre with public space. It would be awesome and consonant with Oxford Next Millennium. Not a superstore/Tesco and parking job please! (1)

**Community Centre Options**

8a Preferred option	<p><b>SPD to suggest that the community centre should be re-provided within the new development.</b></p> <p>A new community centre would need to be 'sustainably-sized' so that it can include facilities required to sustain the on-going management and maintenance of the centre. It should be multi-functional with small and large rooms capable of accommodating a large range of uses. A new facility would need to have at least as much floorspace as the existing facility.</p>
8b Alternative option	<p><b>SPD to make no reference to the potential for the community centre to be incorporated in the new development.</b></p>

The following pie chart shows numbers of responses received to the City Council’s consultation. It should be noted that the North Oxford Association ran their own survey which was responded to by 141 of their 600 members and to which only 13 people registered their support of the preferred option. The North Oxford Association also held a special public meeting to discuss the matter, which 29 members attended, none of whom supported the preferred option. This led the North Oxford Association to respond as a body in objection of the preferred option.



Summary of comments received in relation to Community Centre options:

- 24 respondents highlighted the importance of the community centre as a facility for local people. The NOA is an essential Community Centre for all and shouldn’t be closed temporarily or permanently with ensuing disruption (1).
- The North Oxford Association responded to the consultation to say that they would not like the community centre to be considered as part of the SPD. 14 other respondents either questioned the need to build a new community centre or stated that they would prefer there to be no consideration of the community centre in the plan.

30 comments were received in relation to the delivery of a new community centre:

More community centre space (6); At least equal to current footage (1), although better design/updated to cater for more interests/including arts space to become a better focus (5); potentially more than one storey (1); more activities for older people (1); new management (1); combine community and health centres (1); include a library (2); needs more parking (1); at least as good as existing (2); only if wanted (1) temporary provision of facilities during construction (4), although it would be better to avoid demolishing the existing centre and to find a different location for the new health centre (1); near health centre, car park and bus stop (1); ground floor provision for easy access (1); improve the green space by the existing centre (2). The premises were built with voluntary contributions from the public and largely maintained by these means – we are owed a replacement (1).

**Summary of Feedback from workshop 2.04.2014**

There were mixed views as to whether the community centre should be mentioned in the SPD. Some saw the potential re-provision of the community centre as an opportunity to increase

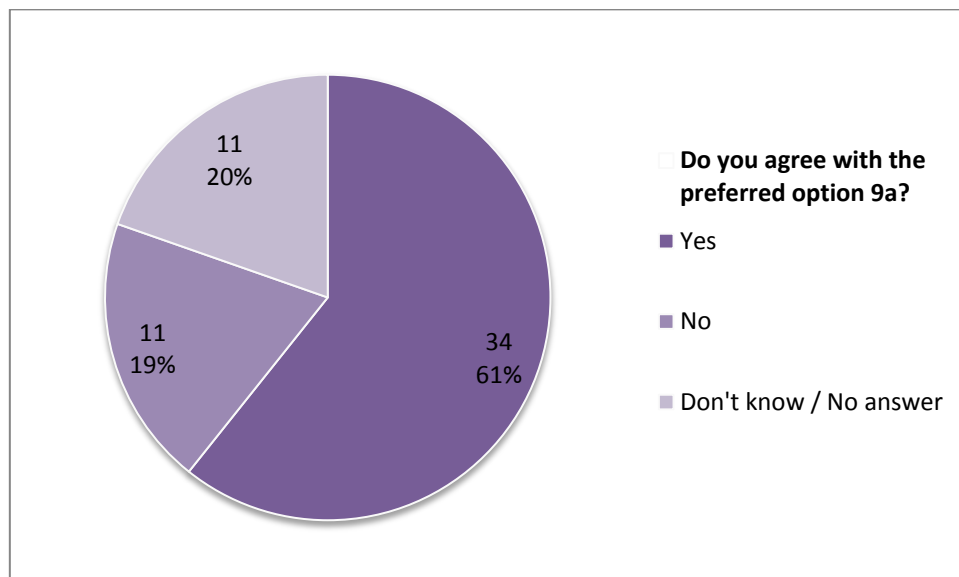
floorspace, to create a more flexible building, or to combine the community centre with either the health centre or library to create a community hub. However there were also concerns that if the community centre were included, developers may try to reduce the amount of floorspace. Many people commented that a temporary facility would need to be provided during the construction phase. Others questioned the need to spend money on re-providing the existing centre when it could be spent on other things such as providing affordable housing. There was a general view that if the community centre is not mentioned in the SPD then the existing centre should be retained.

### Leisure Options

9a Preferred option **SPD to make no reference to commercial leisure.**

9b Alternative option **SPD to suggest commercial leisure uses should be considered on the site.**

9c Alternative option **SPD to suggest redevelopment of the Ferry Centre.** This could have other uses above. A greater range of sports facilities could be provided. It could be redeveloped to include commercial leisure.



Summary of comments received in relation to leisure:

#### 5 comments were received in support of including commercial leisure uses (Option 9B)

- Could contribute to the vitality of the area (1)
- Commercial leisure options ought to be actively encouraged (1)
- Better use could be made of the site on which the community centre is based (1)
- A commercially run dance/drama school (1)

#### 6 comments were received in support of the redevelopment of Ferry Centre

- Preferred (1); strongly agree (1); agree (1)
- Further extension of the Ferry Centre would be hugely welcomed by the local population, particularly in the provision of outdoor recreation and leisure options 2)
- Expand Ferry Centre to include a remedial fitness centre combined with Health centre (1)

2 comments were received questioning the need to redevelop Ferry Leisure Centre.

**8 other comments were received in relation to leisure uses**

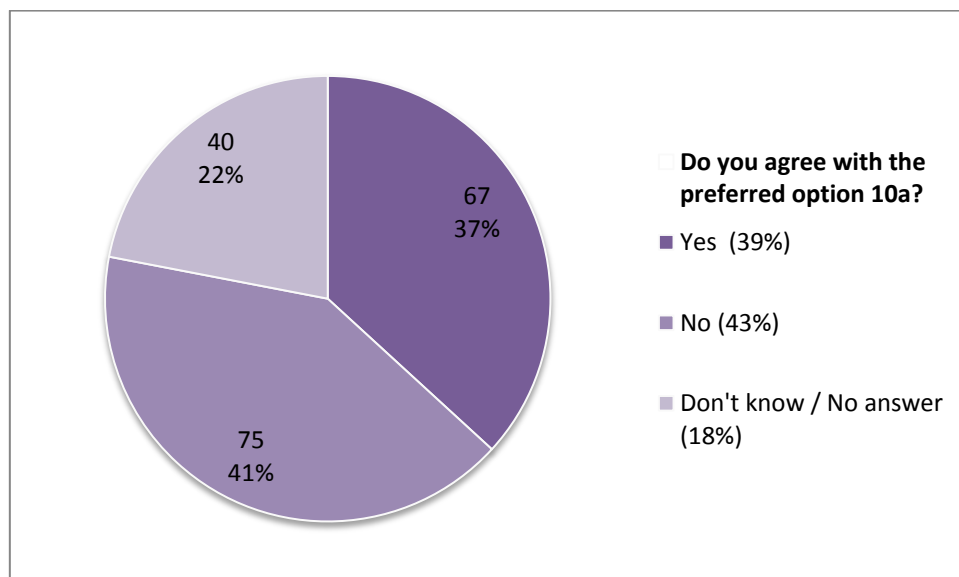
- Any changes to the site should not be to the detriment of the Ferry Leisure Centre (3), which is an important amenity, including for schools (1)
- Concerned that current sport 19 facilities with adequate parking are kept (1)
- I think that some leisure facilities should be provided (1)
- Leisure and sports facilities should continue and/or increase (1)

**2 comments were received agreeing that there should be no commercial leisure uses**

- Commercial leisure uses are often open at unsociable hours and may lead to general amenity disturbance (particularly late night noise) for nearby residential properties (1)
- Agree with judgement against cinema/bowling alley (1).

**Access Options**

10a Preferred option	<b>One-way access through the site.</b> Cars to access or exit the site at Ewert Place/Diamond Place and access or exit via Ferry Pool Road. (potentially with a contra-flow cycle route).
10b Alternative option	<b>All roads into the site to remain two way, but circulation will be across the site,</b> ie there will be access from the existing area of the Diamond Place Car Park through to the existing area of the Ferry Pool Car Park.
10c Alternative option	<b>Access to remain the same</b> This would mean there would remain two-way accesses into the site from Ferry Pool Road, Diamond Place and Ewert House, but there would be no vehicular connection through the site.



Of those responding to the paper comment form, 39 agreed with preferred option 10a, 25 agreed with option 10b and 45 agreed with option 10c. 28/56 of those completing the online comment form agreed with the preferred option.

Summary of additional comments received in relation to access:

**11 comments were received in support of one-way access through the site**

- Safer (3); more efficient (2); minimises space taken up by roads (1); great idea (1); one way access once construction has been completed (1); will keep traffic from Marston from clogging up Banbury Road (1); the present system is crazy. If you cannot get in one car park you have to drive “around the houses” to get to the other (1); One way access with circulation/connection? (1)

**6 comments were received on the location of one-way entry/exit points**

- Entry from Banbury Road and exist Ferry Pool Road (2)
- Not an exit via Ferry Pool Road (1)
- Make all access from Ferry Pool Road and use Diamond Place as bike/pedestrian access (1)
- Difficult right turn on Marston Ferry Road (1)
- Too dangerous off Ferry Marston Road by Ferry Pool Road (1)

**10 comments were received in opposition to one-way access through the site**

- Would create a rat-run (3); too restrictive (1); one way access would be difficult if you take into account parking and turning for coaches using the leisure centre (1); two way would be more flexible (1); impractical – Ferry Pool Road is not suitable and interruption of traffic on to Marston Ferry Road would be disastrous (1); this would cause additional congestion at the traffic lights which are already congested at times (1); need easy access to both ends – Sports Centre and new development (1); maximise access in and out but not through site (except for pedestrians and cyclists) (1).

**7 comments were received in relation to Option 10b (two way roads, circulation across the site)**

- Sensible (1)
- One way streets increase traffic speeds, two way streets have a traffic calming effect (2)
- Too much of the site wasted on road space (1)
- Include Traffic controls to avoid rat-runs (1)
- Two way with a car park connection (1)
- Two way access only via Ferry Pool Road for general public (1)

**5 comments were received in support of there being no change to access**

- Prevent rat-running (2)
- Should be access only (1)
- A road running through the site would reduce the quality and safety of the environment (1)
- Leave pedestrian and cyclist route across the site(1)

**6 comments were received advising careful consideration of cycle and pedestrian access**

- The pedestrian/ cycle route needs to be planned across the site to join up with the Banbury Rd separate from the main access route for cars (1)
- There should be dedicated cycle/pedestrian routes (away from the cars) (2) with separate pedestrian access provided (1). Cherwell school children, many walking and many cycling use this route, as well as lots of other cycle commuters (1).
- Focus on improving cycle links (4)

**Other comments received in relation to access**

- Depends on the development / whether the site to the east is to be developed (2)
- Don't make cars a priority (2)
- Consider impact on surrounding roads (3)

- Must take into account getting to Cherwell School (3)  
Speed restrictions (1)
- I live on Banbury Road with access to the rear of my garden via Diamond Place. Any changes should take this into consideration.
- Vehicular connection across the site might be needed in case of emergencies (1)  
Access for houses only via present access to Ewert House (1)

The Highways Agency has considered the likely impact on the Strategic Road Network and concluded that there would be unlikely to be any material impact, although they recommend developers seek opportunities to encourage trips outside of peak periods, eg through a framework travel plan.

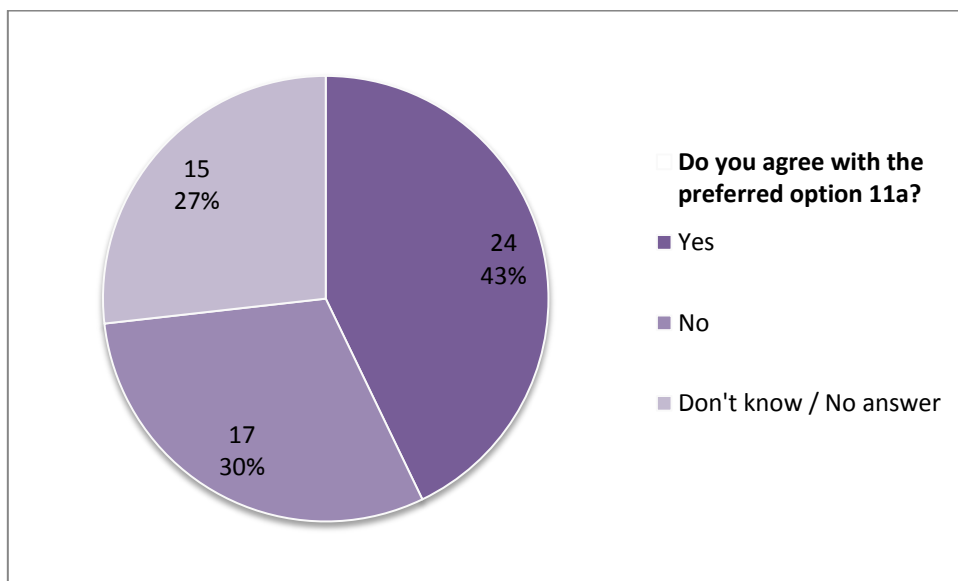
**Summary of Feedback from workshop 2.04.2014**

There were a wide mix of opinions in relation to access, with some people preferring a one way route through the site (with suggested entries at Banbury Road or to next D’Overbroeck’s College and an exit at Ferry Pool Road), other people supported the creation of a two way route or opted the keep the access the same in order to avoid creating a rat run. There were also concerns about the impact creating a through route could have on the surrounding roads. There were strong views that both cycle and pedestrian routes should be given priority.

**Access to the East of the Site**

**11a Preferred option** *Leave opportunity for vehicle access through to the east of the site*  
 SPD to state that an opportunity must be left for access through to a potential development of several hundred houses (the Summertown strategic development site) to the east of the site. A gap in blocks should be left with road access leading to it.

**11b Alternative option** *Leave opportunity for pedestrian and cycle access through to the east of the site.*  
 The SPD should restate the policy requirement that development should allow for pedestrian and cycle links through the site from Summertown Strategic site to Banbury Road.



Summary of comments received in relation to access to the east of the site:

### 3 comments were received in support of Option 11B (pedestrian and cycle access to East)

- Reduce traffic flows through the site (1)
- Cycling and walking should be encouraged (1)
- Don't facilitate additional development (1)

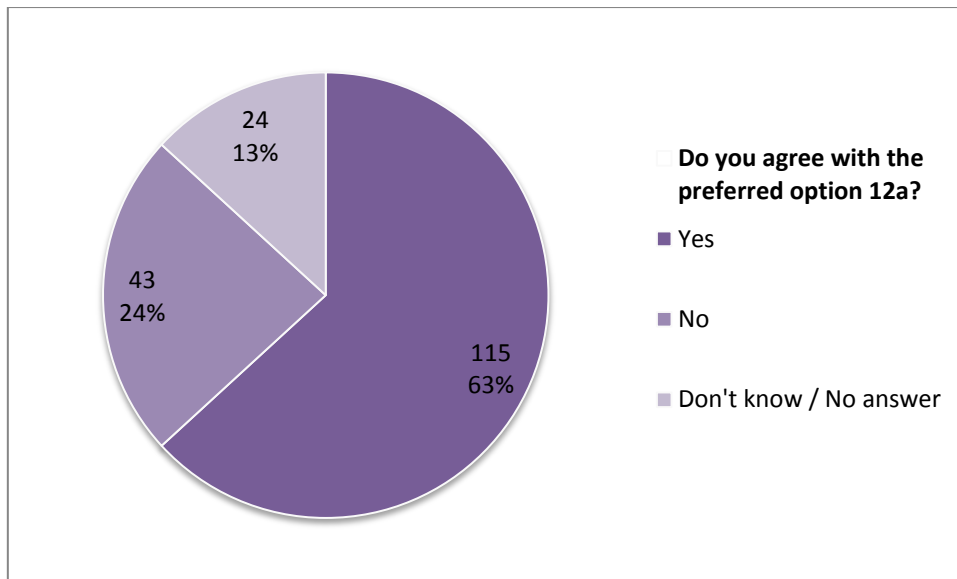
### Other issues raised in relation to access to the East of the site

- Keep options open in case there is a need for temporary/permanent car parking (1);
- Do not support the Summertown strategic development site (4);
- The Summertown Strategic Site as currently defined is separated from the Diamond Place site by playing fields currently allocated to their existing use in the Local Plan. Reference should be made in this SPD to the value in carrying out a land-swap, to promote the more sustainable option of housing development immediately to the east of (i.e. contiguous with) the Diamond Place site, and provision should be made to facilitate future limited vehicle AND dedicated cycle and pedestrian access to the 'swapped' area." (1)
- Essential to allow pedestrian traffic across west-east to the footpath/cycle path to Cutteslowe and to Cherwell School. Make the site permeable (1)!
- The through route to Cherwell is not obvious. The route must be suitable for peak flow of pedestrians and cyclists who are young and exuberant. Narrow paths and pinch points will need to be avoided so as to avoid the students coming into conflict with other users, particularly in the afternoons (1).
- Encourage dialogue with Summerfield to extend housing on to their land east of Ferry Centre car park – improve pedestrian access to Cherwell School in process. Encourage Summerfield to use land east of footpath between Lonsdale Road and Cherwell as alternative to playing fields lost in this – new bridge over footpath (1)?

Summer Fields School supports option 11a. They say that the opportunity could be expressed much more strongly: it is a unique one-off opportunity to improve access to a designated strategic-scale housing site. The school considers that the SPD should require access to the playing field site at the very least and should ideally include the development of that land as a temporary car park and housing.

### Open Space Options

<i>12a Preferred Option</i>	<b>Town square</b> <i>Mixed-use, flexible town square that includes a play, art and Green Infrastructure element and is large enough to hold public events, such as markets and street theatre.</i>
<i>12b Alternative Option</i>	<b>Green Space</b> <i>Open space to be provided as green space (well-related to the residential development, particularly any houses and individual blocks of flats).</i>



Summary of additional comments received in relation to open space:

**11 comments were received in support of a town square**

- Would improve the quality of the local environment (3); would create a focal point (2); would provide opportunities various uses including a place to eat lunch and location for public events (5); would be in keeping with the urban character of the area (1).

**18 comments were received in relation to design of a town square**

- Should include trees/green elements (8); use high quality materials (1); ensure high levels of natural light/ avoid shading by surrounding buildings (2); should be screened from the wind (1); minimise opportunities for antisocial behaviour (1); include benches (2); should not result in a reduction in the amount of parking provided (1); could be located to the rear of the Co-op with frontages to square (1); needs a visual link to Banbury Road (1).It was also suggested that a Town Square could include a skateboard area, open air theatre, outdoor gym or children’s play area.

**5 respondents stated that the location of market should not change.**

**4 comments were received in opposition to the inclusion of a town square**

- Most of Summertown is already hard surface (1); no need for a town square (2); just convert Ewert House into flats. Leave everything else as it is (1).

**15 comments were received in support of the inclusion of green space**

- More attractive (1); enables more opportunities for recreation (1); Summertown needs more publically accessible green spaces (5); would improve the quality of the local environment (3); as much green space as possible (3); there is not enough green space or open space (1); Green space is important as teenagers congregate in Summertown (1).

**12 comments were received in relation to the design of a green space**

- Include seating (2); use for occasional activities (1); sculpture garden (1); play area (3); water fountain (1); include trees/plants (3)

**5 comments were received against the inclusion of green space**



- Just green is not good enough (1); there is already plenty of green space in Summertown (1); would become a dog walk (1); not enough space on this site (2).

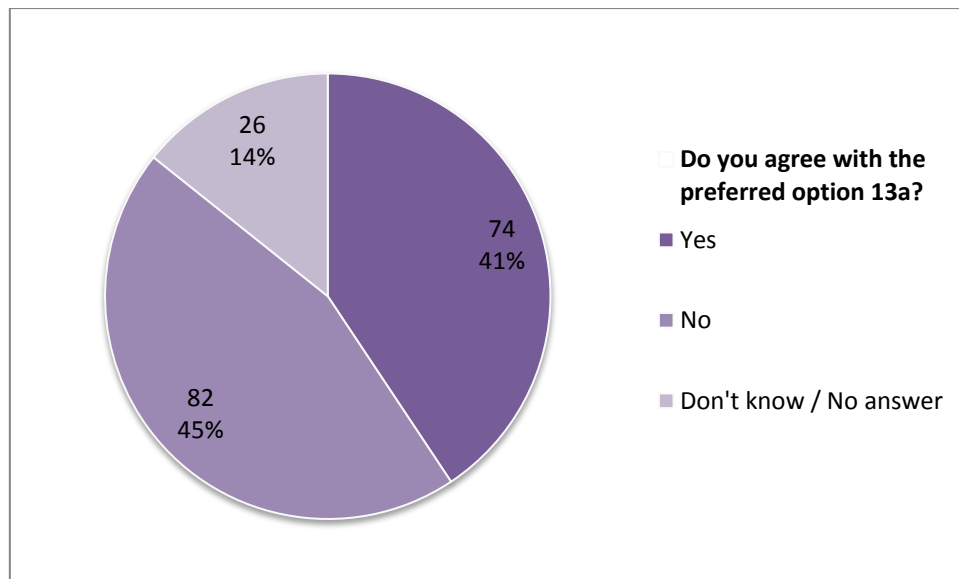
**2 respondents stated that would like more information on the green space option.**

**Summary of Feedback from workshop 2.04.2014**

There was general support for a town square with suggestions that this could include trees and other green elements and possibly a fountain. The design of the square was viewed as very important, particularly in a small space. Concerns were also raised about the maintenance of the square, whether it would be secured at night and whether skateboarding could be discouraged.

**Height Options (and comments relating to design considerations)**

<b>13a Preferred option</b>	<b>Medium height option</b> <i>Up to 4 storeys immediately to the east of Banbury Road, 3.5 storey buildings permissible on widest most important routes, a mix of 2, 2.5 or 3 storey buildings on the rest of the site, with choice of heights explained in a design and access statement.</i>
<b>13b Alternative option</b>	<b>Low height option</b> <i>Heights of no more than the 3 storeys found in surrounding residential streets. Heights of only 2 storeys further from the district centre.</i>
<b>13c Alternative option</b>	<b>High height option</b> <i>SPD to take the approach of suggesting some buildings of 5 storeys or above on parts of the site most suitable for 'landmark' features.</i>



*Of those responding using the paper comment form, 38 respondents agreed with option 13a, 63 respondents agreed with option 13b and 10 respondents agreed with option 13c. 36/56 respondents using the online comment form agreed with the preferred option 13a.*

Summary of additional comments received in relation to height:

**Comments relating to the preferred height option (13a)**

**Support (5)** This should include car parks (1); gives most flexibility and provides more parking and residential accommodation (1); OK if built with sensitivity i.e. not too much high rise (1); As the site is lower than Banbury Road, a careful 4 storey

design could feature only 3 storeys fronting Banbury Road (1).

The preferred option refers to “immediately to the east of Banbury Road”. However the map of the site on page 3 does not include any frontage to Banbury Road, which suggests that any four-storey buildings “immediately to the east of Banbury Road” would, in fact, be set back. On this basis, English Heritage supports the preferred option. However, if it is proposed to allow four-storey buildings on the Banbury Road frontage, we believe that there should be a mix of four-storey and lower buildings rather than a continuous four-storey frontage. It would be important to integrate any frontage development on the site with the existing buildings on Banbury Road immediately to the north and south of the site, particularly those to the south (1).

**Neutral (1)** Depends on design (1). Make sure the square/open space is not shaded too much by the 4-storey buildings (1).

**Disagree (6)** Out of keeping with the rest of Summertown (2); too obtrusive (1); no need to increase height (1); remember that they will just put telecommunications masts on everything (1); will set precedent for other high rise buildings (1).

#### **Comments relating to the low height option (13b)**

**Support (16)** In keeping with the area (11); anything higher will make the area feel “closed” and claustrophobic (1); more suitable in general (1); three storey would allow same amount of parking (1).

Heights should be limited to the same as the surrounding area and should be a maximum of 2 storeys or 11m max. I do not agree with specifying by number of storeys as commercial developments often have storey highs of almost twice that of residential development. Using storeys and not absolute heights is misleading and planners should attempt to be transparent and open to the public and in their planning guidance (1).

High buildings are oppressive and good planning can get a relatively high density without having to build more than 2 or 2.5 storeys high. 13b modified to limit heights to 2.5 or 2 with the possible exception of one iconic building, eg the health centre with plenty of space around it- for car parking as well as planting (1).

**Neutral (1)** Depends on the quality of the design (1).

**Disagree (1)** Too restrictive (1).

#### **Comments relating to the high height option (13c)**

**Support (14)** Makes best use of space and allows for future increases in capacity (1); OK if well designed (1); support well designed ‘landmark’ (3); might be useful (1); maximise housing (1); the small site requires this (1); acceptable in principle/no problem with higher buildings (2); 5 or 6 storeys around boundary (2); unconstrained unless immediately adjacent to residential (1); Be bold – go

higher. Use the space- no reason to limit height. If we're doing development then be more imaginative, use the space intensively. Go up to 6 or 7 storeys. Site is set back from the roads, behind existing buildings, with no clashing sight line, so can absorb higher building with no visual costs, which would provide increased space (1).

**Neutral (1)** Possibly (1)

**Disagree (7)** Not in keeping with the area (2); too obtrusive (1); terrible idea (1); we cannot trust the landmark to be of sufficient quality (1); too restrictive (1); undesirable (1); not appropriate (1).

**Comments relating to design/the stated design general principles (7)**

- Appropriate scale and mass (2); in keeping with area (1); avoiding overshadowing (2); consider visual impact (1).
- Summer Field School consider that design considerations are of key importance in terms of the potential impacts on the school and its day to day operation. The height and façade treatments particularly to the north of the site are important in terms of impacts on the school. The uses proposed are also important in terms of the impact on the pupil dormitory accommodation that lies within 9m of the northern boundary of the development site. It is also important there is no adverse effect on the mature trees that, in addition to amenity value, provide a strong buffer along the northern boundary. The general principles should mention noise and pollution impacts on nearby sensitive uses.
- General principles summarised on pp 29-30 seem sensible (1)
- It is thoughtful and appears to aim to produce a well-balanced, high quality use of space (1)
- English Heritage agrees with the principle that retail units should not create blank frontages to a street and the general principles for Access, streets and movement, particularly the reference to the Manual for Streets, for Public realm/open space and for Design considerations – building details, scale and form (1)

**Other comments received relating to design (8)**

- Just convert Ewert House into flats. Leave everything else as it is (1).
- Your options in this question are vague since there is an implication for increasing height which I don't agree with (1).
- I am concerned that by not specifying a maximum height, the Council is leaving itself open to the sort of aesthetic crime currently blotting the Port Meadow landscape at Roger Dudman Way. While I don't object to heights similar to the old Oxfam building immediately to the east of the Banbury Road – it would be good to have the actual height laid down in black and white to avoid any confusion (1).
- Parking study required to assess what is required from the multi-storey (1).
- The document consistently gives priority to cars and to uses which bring in cars. It should not.
- There should be better consideration of sustainability (4): The most important priority to consider is the environment i.e. porous parking etc (1); We need to base our plans on ecologically sound principles. This document is a prime example of our not doing this (1); I would encourage a stronger commitment to promoting low carbon development(1)
- It increases the density of use but it should not/it should be kept low density (2)
- Any alternative to the present flat open space needs to more fully demonstrate how pedestrians will feel and be more secure in such cold dark situations? It does not fit with the present character of the area. (1)

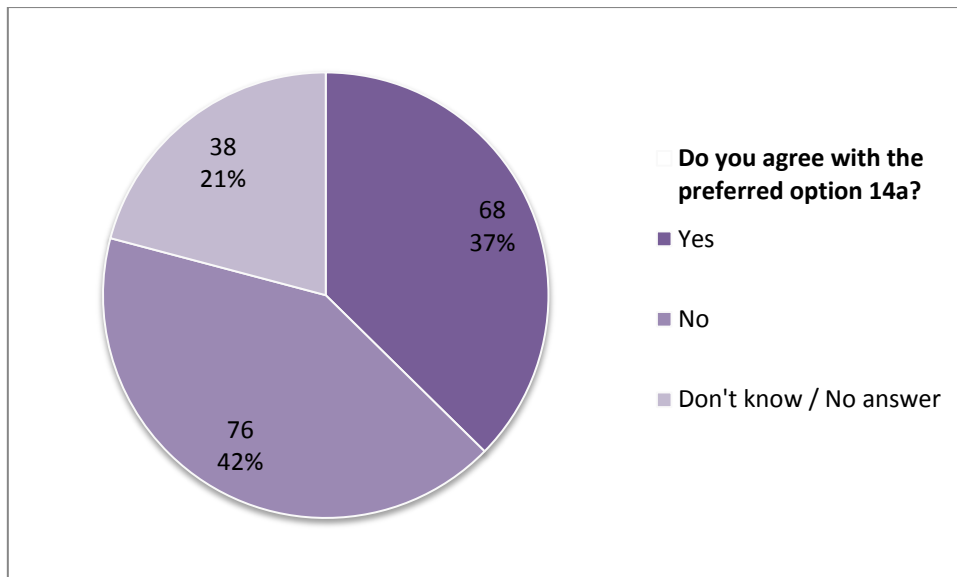
- It would be helpful for these options to be laid out in a more visual way. I can just about ‘get’ all of the options reading through the text, but for the instances where things get more technical (i.e about building height/number of storeys), I really think that some sort of drawings or mock-ups would help people better understand the options that are being presented to them.
- Recent Summertown improvements a good example (except for plastic grass in one location) (2).
- We must not waste the opportunity to achieve excellent design creating long-term pride in Summertown/ regenerating the Summertown area (2).
- Strongly support creating an architectural and Fixtures and Fittings proposal which is of real merit and interest – the planning permission for sites at Banbury Rd roundabout and of the refurbishment of the University Graduate Centre on Banbury Rd, has allowed anonymous and out of scale building that detract massively from the character of Summertown (1).
- Make sure the architects are inspired and modern using lots of glass and steel. The student flats on Port Meadow are a DISASTER so my trust that the City Council can get this right is dubious already. However, Summertown is too lovely to ruin so I look forward to seeing design options in the next stage of consultation (1).
- Oxford City Council has A VERY poor record in town planning, town squares and specifically architecture. Can we have reassurance it won’t be hideous like the Westgate, Cowley Centre or new student flats on Port Meadow. Take a trip to Cambridge; much better modern town planning. Thoughtful, GOOD architecture please (1).
- Find a “quality of design” group to oversee all designs – as in Cambridge (1)

#### **Summary of Feedback from workshop 2.04.2014**

Some people felt that four storeys would be too high, whilst others were comfortable with four storey buildings with the potential to go up to five or six storeys in places to maximise development on the site. It was suggested that the higher buildings should either be located around the edge or to the north. A mix of heights was generally viewed as preferable along as appropriate consideration is given to the consequences for daylight and wind.

#### ***Method of public car park provision***

<i>14a Preferred option</i>	<b><i>SPD to say public parking should be provided in a two-deck, or potentially three-deck multi-storey (i.e. three or four storeys).</i></b> <i>The acceptable height of the car park would depend on where it was situated in the site and how well designed it was. A set-back on the top deck may help a higher building to be more visually appropriate.</i>
<i>14b Alternative option</i>	<b><i>SPD to say public parking should be provided in a one-deck multi-storey (i.e. two storeys).</i></b>
<i>14d Alternative option</i>	<b><i>SPD to say public parking could be provided as undercroft parking.</i></b>
<i>14e Alternative option</i>	<b><i>SPD to say parking should be provided underground.</i></b>



*Of those responding using the paper comment form, 41 agreed with 4a, 32 agreed with 14b, 35 agreed with 14d, 15 agreed with 14e.*

Summary of additional comments received in relation to public car park provision:

**4 comments were received in support of the preferred option (two/three deck multi-storey)**

- Maximises capacity while minimising footprint (1); three storey maximum (1); Lower ground floor so as not viable from Banbury Road (1); The carpark at Witney is a very good example (1).

**8 comments were received in opposition to the preferred option**

- Too high/out of scale with the rest of Summertown (2); Concerns about graffiti, antisocial behaviour and safety, particularly at night (4); Would become a new park and ride for the City Centre (1).
- Summer Field School feel that a multi-storey has the potential to cause considerable disturbance (ie noise) to pupils, particularly at unsociable hours. It also raises issues of privacy, overlooking, security and air and light pollution. The option should be deleted from the SPD or there should be a maximum of 2 storeys and it should be set well back from the boundary to the north.
- Car parks are ugly (1)

**Comments received in relation to alternative option 14b (one deck)**

- Visually preferable (2); in keeping with the rest of Summertown (2)
- Two storey maximum (5)
- Inefficient use of space (4)

**Comments received in relation to alternative option 14c (undercroft parking)**

- Unsure what undercroft parking is (6)
- Locate housing above (1)
- Preferable if can create more parking spaces (1)
- Uses up valuable space that can be used for shops, restaurants, etc (1)
- Functional and unobtrusive (1)
- Is this financially viable? (1)
- Use fall in ground level to create an undercroft (1)
- With ingenuity this could accommodate many cars (1)

- A multi-storey undercroft design such as the Admiralty Quarter in Portsmouth could provide plentiful car parking and residential flats too - well worth investigating (1)

**Comments received in relation to alternative option 14d (underground parking)**

- Problems of high water table, ground water flow (3)
- Too expensive (3)
- Take advice from the Netherlands (1)
- I do not favour (1); certainly not (1); bad idea (1)
- Encourage some underground parking as well as above ground parking (1)
- Support underground parking (4)

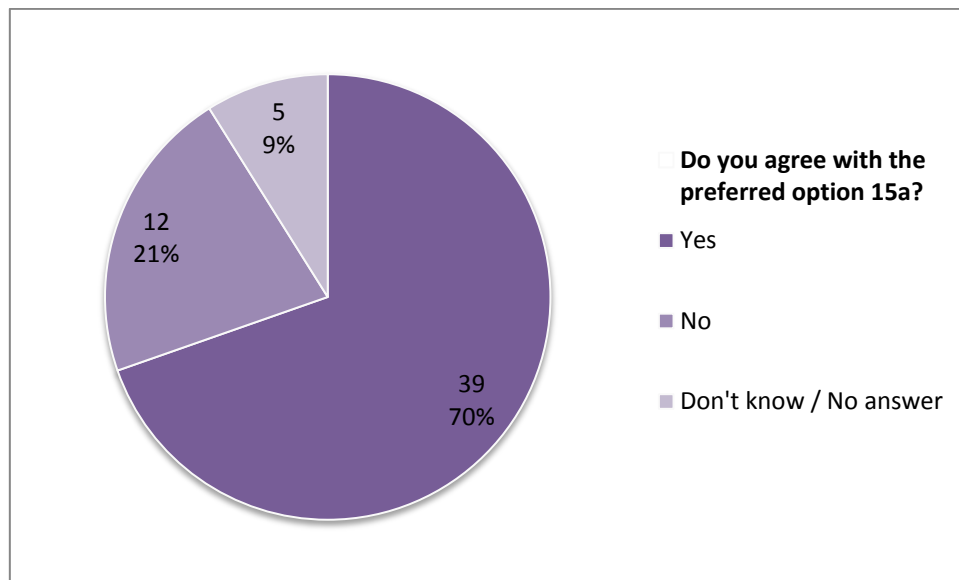
**Summary of Feedback from workshop 2.04.2014**

There were a wide mix of views in terms of how public parking should be provided, with some preferring an undercroft approach and others supporting different options for decked parking and underground parking. Some people were against a the inclusion of multi-storey car parking as they did not consider that it will fit in with the character of the area, whilst others favoured this option due to the restricted amount of space available.

**Car park design considerations**

**15a Preferred option** *SPD to give guidance on the design of the car park.*  
*The SPD could state that the design of the multi-storey will be a key part of the overall success of the scheme, and it should be shown that consideration has been given to how the design of the car park fits with overall design of the scheme.*

**15b Alternative Option** *SPD to make no mention of the design, building material etc of the car park.*



**37 comments received in support of giving guidance on car park design**

- Design is important (13)
- Consider landscaping (1)
- Need to be specific about maximum heights to avoid different interpretations (2)
- Need adequate disabled spaces (1)
- Need to consider cycle parking facilities (1)

- Not multi-storey (8)
- Specify anti-graffiti paint (1) and lots of lighting (1)
- Make car parking invisible (2)
- Parking study required to assess parking need (2)
- Keep ground floor parking (3)
- Public parking in or under any of the buildings (1)
- Summer Field School particularly support the option requiring the SPD to give guidance on car park design. This should specifically include its location (1)

**1 comment received in support of alternative option 15b to make no mention of design**

- Let developers propose (1)

***Layout***

- Summer Field School comment that the general principles seem to imply that most uses need a location adjacent to Banbury Road, which will not be possible in practice. Priorities should be defined. There should be a site analysis and discussion of opportunities and constraints, which would allow proper consideration of the proximity of school accommodation. The indicative location of the town square does not seem to comply with the principle that it should be 'in a location accessible to the whole area, not a hidden away feature'.
- It is good that the Health Centre and Community Centre are at the front of the site.
- The term "street pattern" suggests the aim is a new estate, rather than a sensitive development making better use of a surface car park. The aim should be quality rather than quantity.
- Any design layout should leave scope and flexibility for the future designers to come up with well thought out options
- There is a urgent need to produce a detailed feasibility study, showing a possible scheme in sufficient detail to be able to assess the viability of the proposals made in the diagram showing the potential layout of uses on the site. By doing so may lead us into understanding the constraints and limitations of the site. The feasibility study would need to be displayed and explained to the public and this could lead to a more enlightened and wider discussion which could then show what changes and amendments might then be made and would then lead towards producing a more viable and tested SPD and then in time perhaps towards a more successful development scheme for the whole site.
- The size of the area designated for the multi-storey carpark appears very (excessively?) large in relation to the areas designated for residential, retail and other uses.
- The community function of the Diamond Place NOA premises is of supreme importance (see 9 above) and it could well be jeopardized by the suggested layout.
- Ewart Place access traffic will massively compromise the potential Town Square uses and character of the space.
- Too much space allocated to the car park?

- Why should the different functions be segregated in separate blocks? Why not have penthouse flats on top of the multistorey car park or shops next to the community centre??
- The uses are not ideal, therefore their layout can't be.
- Big rectangular blobs of zoned use can't really be described as innovative.
- Agree with small units with frontage to rear of co-op and new town square
- The size and location of the areas indicated appear to be counter to the principles outlined in question 16. The car park is allocated the largest part of the footprint, and is located as far from the road access as possible, necessitating all traffic passing through or around the town square. Given the stated intentions of the University and the uncertainties regarding the availability of the Ewert House site, this location could also be the last part of the site to become available, thus curtailing the options for provision of car parking. The position shown for a dedicated car park would appear to be much better suited to housing.
- The diagram is not really of any use, since footprint areas are obviously closely related to building heights, which are not indicated, and flexibility should be allowed for development of the optimum design across the whole site, on the basis of detailed studies by urban design professionals, rather than being pre-empted by planning policy.
- Too much space for retail.
- It is important that the car parking stays as close as possible to the shops on Banbury road, not pushed to the back of the development site (that goes for the temporary car parking provision too).
- At the moment the overall layout does not allow for much character to be designed, due largely to the multistorey car park and the through road.
- The car park should be the nearest building to the Banbury Road, so that people will use it for shopping visits to the main shopping street. People can walk to Ferry Centre- where there should remain provision for disabled parking and coach parking when schools or other groups come to the centre.
- The through route for Cherwell school pupils is important to retain.
- A safe walking route from the car park to the community centre is needed.

#### **Summary of Feedback from workshop 2.04.2014**

Some people felt that car parking should be located close to the existing shops and others felt that it should be located next to any student accommodation. It was suggested that the north east corner should be a quieter residential area. It was also suggested that the town square should be bigger and that the retail development could also be to the north of the site.

#### ***Other/general comments***

#### **6 respondents said they suspect project is motivated by commercial greed or that it will be compromised by commercial considerations**

- Ewert House will be no loss, but otherwise the project stinks of lamentable commercial greed on the part of the University and the City Council.



- Since Summertown is well served with facilities at present I would prefer that councillors constrain their rapacious desire for capital gains from the sale of assets and retained the status quo, or permitted the University, should it wish, to put forward its own proposals for the Ewert Place site alone.
- Must retain social character of Summertown. No emphasis on fast pace commercialisation please. Emphasis on local ownership and local business, local students if there is to be low cost accommodation not for well off outsiders. Local population in Summertown must have a say in build and expansion.
- Council go to cheapest builder, so will get a substandard building
- Feel this development is being pushed for financial reasons rather the genuine actual needs of local users in Summertown. We see larger houses turned into flats and now this which destroys the fabric of community facilities for potential commercial gain at a net loss to the area and the community.
- There is a tendency to grandiose plans, by amalgamating separate sites together and trying to achieve too much with groups of proposals that wouldn't stand up on their own - maximising development and commercial gain. Building on multiple levels could add some residential or retail units to a surface car park without detrimental changes to Summertown, but it seems that a simple solution isn't enough and more intrusive measures are necessary.

#### **2 respondents said a feasibility study is required**

- I welcome the need to provide options which help to identify problems and perhaps even find some solutions. They do however need to be tested through a feasibility study.
- I wonder if this development will be viable: there seems to be a frightful lot of it. Perhaps the numbers should be scrutinised before a decision is taken.

#### **5 respondents said they do not wish to see (as much) change/ development**

- It is a great pity that this site is being redeveloped.
- Very ungreen to knock down perfectly good buildings.  
Summertown is great as it is, and it's a real shame this development is planned. It would be better to leave the basic structure as it is; incentivise shop keepers to use the existing retail space at Banbury Road (not just more charity shops)
- Why are you doing this? This plus the Northern Gateway is a disaster - for flooding risk, traffic flow (!!!). We understand the need for housing but the rest????
- Just convert Ewert House into flats. Leave everything else as it is. What a waste of time and money otherwise.
- I think the public car parks should be left as now, except that a better through cycle lane should be designed.

#### **2 respondents said we must ensure disabled people are considered**

- Will you increase blue badge spaces (recently in Summertown they have decreased)?
- Ensure ramps are of a suitable gradient.

#### **4 respondents said they are concerned about loss of uses in Ewert House currently**

- Develop Ewert House into mixed use accommodation if the University no longer wants to use it for continued education- but where will continuing education go?
- Ewert House has been a good public amenity, with the OU courses there (2).
- I work in one of the buildings effected by this development and am concerned about job security

#### **3 respondents noted potential benefits from development of the site**

- A new development with a town square, health centre and community centre would provide considerable benefits to the community.
- This new development has the potential to provide a true heart to Summertown with health centre, community centre, town square as well as good safe parking and extra accommodation for elderly and adults.
- Anything that makes the site pedestrian-friendly, and green would be a great improvement on what exists there now.

#### **Other/general comments**

- Careful management of construction traffic will be essential.  
Will you still keep public WCs?
- The recycling facility must be reprovided.
- Is there scope to (re)provide a couple of taxi waiting spaces?
- Hope you have another go at cheering up Headington, main approach into the city centre...
- Drainage of the site not mentioned but an essential consideration.
- English Heritage considers that the SPD should set out the requirements for archaeological assessment and for the results to inform future development on the site.
- Summertown Cycles should have been approached directly by the City Council over this proposed development . An effort should be made to make direct contact with all the major parties likely to be most affected by the development.