

# Public Participation Statement for the Draft Diamond Place Supplementary Planning Document

Regulation 12 (a) Town and Country Planning (Local Planning) (England) Regulations 2012

July 2015

www.oxford.gov.uk



## 1. Introduction

- 1.1 This Public Participation Statement sets out how Oxford City Council has engaged and consulted with the public on the Diamond Place Supplementary Planning Document (SPD) in accordance with Regulation 12 of the Town and Country Planning (Local Planning) (England) Regulations 2012, and the adopted Statement of Community Involvement (SCI).
- 1.2 This Statement summarises the comments made during the statutory public consultation (during March/April 2015). In appendix 1 it also provides details of the informal engagement and consultation activities and the resulting feedback relating to consultation on options in 2014.

## 2. Purpose of the SPD

- 2.1 The SPD supplements Policy SP14 of the Sites and Housing Plan, which allocates the Diamond Place/Ewert House site for a mixed-use development. It explains the vision for the site of the City Council, evolved with the local community, and will assist developers in the submission of high quality proposals befitting of the area's character and the site's location.
- 2.2 The principle of allocating the site for development has been agreed through adoption of the Sites and Housing Plan in February 2013. The production of the Plan included a series of public consultation exercises.

## 3. Pre-production and options consultations

- 3.1 Three stages of consultation have taken place on this SPD. The approach to consultation on this SPD was to involve local people at the earliest stage. This would enable to City Council to gain a sample of views from the local community on their aspirations (in the context of the existing policy) prior to drafting the SPD. The main focus of the earliest (issues) stage of consultation was a workshop discussion around some set questions that took place at a very well attended session of the Summertown St Margaret's Neighbourhood Forum.
- 3.2 The next stage of consultation asked for comments on a series of options set out in an Options Document. The Options Document included a summary of the responses received in the earlier issues consultation. The methods used in this consultation and the results of this consultation are summarised in Appendix 1.

#### **4. Strategic Environmental Assessment Screening Consultation**

- 4.1 A Strategic Environmental Assessment (SEA) Screening Report has been produced to identify whether the draft Diamond Place SPD would have any significant environmental impacts in accordance with the European Directive 2001/42/EC and associated Environmental Assessment of Plans and Programmes Regulations 2004.
- 4.2 The statutory consultees for the SEA (Environment Agency, Historic England and Natural England) agreed with the conclusions of the Screening Report that no Strategic Environmental Assessment of the Diamond Place SPD was required.

#### **5. Consultation on the Draft SPD**

- 5.1 The draft SPD was approved by the City Executive Board for consultation on 12<sup>th</sup> February 2015. Formal public consultation on the draft SPD took place for an eight-week period from 27<sup>th</sup> February to 17<sup>th</sup> April 2015. 1770 direct notifications of the consultation were sent out, including to the following groups/organisations:
- People who responded to the previous consultation events who requested further contact;
  - People on the City Council's online consultation portal;
  - Statutory consultees including the Environment Agency, English Heritage and Natural England, Thames Water, Scottish and Southern Energy, District Councils and Oxfordshire County Council;
  - University of Oxford as landowner;
  - Local interest and amenity groups including: Oxford Civic Society, Oxford Preservation Trust;
  - Members
- 5.2 As well as direct contact through the online consultation portal, email and letter, other advertising took place on the website and in the press. Furthermore, posters advertising the consultation and two public consultation events were sent to all community notice boards in North Oxford. We had exhibition boards Summarising the document and advertising the consultation period on display at the community centre reception at the start of the consultation, then at the Ferry Centre and finally in St Aldate's Chambers reception. The consultation was advertised amongst members of NOA, the Summertown St Margaret's Neighbourhood Forum and the Ferry Users' Group.
- 5.3 The Draft SPD together with the Strategic Environmental Assessment Scoping Report was made available during the consultation period on the City Council's website and for viewing at St Aldate's Customer Service Centre, Summertown Library and the North Oxford Association Community Centre. Comment forms were also available, as were details of how to comment by email, letter or using the online comment form.
- 5.4 A drop-in session was held at the North Oxford Association in the evening of 20<sup>th</sup> March 2015 so that officers were available if people wanted to discuss the draft SPD. Those attending the event (over 30 people) were asked to complete our comment forms to record their thoughts. Another drop-in session took place at the Summertown Farmers' Market on 22<sup>nd</sup> March 2015. This event had two purposes-officers were available to speak to, and also it was a good location for publicizing the consultation and many comment forms were given out.
- 5.4 During the seven-week period of statutory public consultation, responses were received from 60 individuals or organisations. Responses were considered and as a result changes to the SPD are suggested. Below is a summary of the comments received, with a City Council response and proposed changes shown.

**GENERAL COMMENTS**

General area of comment	Details of comment	City Council response	Change proposed
Positive about SPD Approach	<p>Very good plan.</p> <p>All aspects seem well considered.</p> <p>An excellent vision for the future of this area.</p> <p>Overall, I think the SPD is a good document to provide the basis of design for the new development.</p> <p>Generally I welcome the development of the site.</p> <p>Interesting proposals. Would make good use of the space in the area.</p> <p>The document is very well written and presented (with the exception of the use of 'much needed housing' as a euphemism for growth). The planned development comes across clearly and sounds attractive.</p> <p>Having lived in north Oxford for the past 50 years, yes I think redeveloping Diamond Place is a good idea.</p> <p>Redevelopment a great idea - much better use of space.</p> <p>Historic England said they are pleased to see the good use that has been made of the Oxford Character Assessment Toolkit in developing the evidence base for the SPD, including the identification of the positive value of trees on the northern edge of the site and the identification of an appropriate scale of development.</p> <p>This redevelopment might induce me, an elderly walker living nearby, to visit the present supermarkets in Summertown more; the existing uneven and narrow east pavement on Banbury Road, frequently blocked by bins, placards, and crowds at bus stops being a strong disincentive.</p>	The support is welcomed.	No changes proposed

<p>Generally support the SPD approach</p>	<p>The Vision presented is appropriate, though very generalised.</p> <p>As it goes the document is good and seems to have taken the needs of the area into account - proviso re management of future development.</p> <p>Looks like it will enhance the bland area- just be careful of overdevelopment.</p> <p>I favour development with the proviso that there is no loss of public parking.</p> <p>It is a change in nature for the area which on the basis of the documentation seems advantageous. I found the document excessive for what appears to be relatively straightforward.</p>	<p>The SPD provides general principles to guide the future development of the site. The details of the development will be assessed at the planning application stage.</p> <p>The document states that existing parking spaces should be replaced, with some additional public parking to serve new development (page 16 of the draft document).</p> <p>We have tried to keep to the document as concise as possible whilst maintaining an appropriate level of information to guide a future planning application.</p>	<p>No changes proposed</p>
<p>Comments on future development of the site</p>	<p>Please provide the evidence to show that the residents of Summertown want this development and that it will benefit them.</p> <p>There is no clear rationale for this- we have the impression that the final discussions will be left with the University (terrible record of architectural quality) and Summer Fields School wanting to make money. Little reassurance of public benefit or architectural quality, eg if this is worth doing why not a compulsory purchase of Ewert House?</p> <p>The document is not binding on the City Council or developers- fears that once a developer had his claws into the area, much of the planning document would go by the wayside. The City Council must be rigorous in accepting proposals from developers, but experience has made wary.</p> <p>The site should not be tendered to a developer but rather a public/private partnership should be established so the City Council</p>	<p>The site has been considered as having potential to bring beneficial new development to the area for many years, having been allocated in the Local Plan 2001-2016 and taken forward in the Sites and Housing Plan 2011-2026</p> <p>Once adopted, the SPD will be an important consideration in determining any planning applications on this site.</p> <p>Paragraph 5 of the draft document states that it is not for an SPD to specify who will</p>	<p>No changes proposed</p>

	<p>can obtain the benefit of its freehold ownership of much of the site.</p> <p>If the University has not yet declared its intentions isn't this all a bit previous?</p>	<p>develop the site.</p> <p>Whilst the University has not provided specific details of its intentions for this site, it is likely that development will come forward in the near future. Given the importance of the site to the local area, a development brief has been developed in conjunction with the local community to make the most of this development opportunity in a way that will enhance and improve the area.</p>	
Development site boundary	<p>The draft SPD makes it clear that it deals with a smaller site than the one adopted in the Sites and Housing Plan 2013 (SP14) noting that the reason is because it <i>"includes only the land of the two main landowners, where development is most likely to come forward in the near future"</i>. The potential availability of the back land held by the City and the University would prompt development of the entire SP14 site. The site excludes the land necessary to ensure SP14's <i>"retail-led mixed use scheme"</i> planned to extend the existing shopping area. It suggests that development on the whole SP14 site would merely be 'welcomed'.</p>	<p>Paragraph 2 explains that the document focuses on the area likely to come forward. However, it this does not in any way act to prevent development of the remainder of the allocated site; it is merely the case that as there is no indication this is likely to come forward in the near future, the Co-op having a long lease for example, it was more realistic to focus on how the rest of the site might work.</p>	No changes proposed
Support proposed mix of uses	<p>In favour of all sections, with particular reference to housing, retail, parking and the community centre.</p> <p>I agree that it is totally appropriate and desirable to redevelop this site, and the overall mixed-use objectives are sensible.</p> <p>I agree that the Diamond Place site could be much improved from its current state and in principle support the development of extra</p>	<p>The support is welcomed.</p>	No changes proposed

	<p>housing (particularly good quality affordable housing), a health centre, restaurants /cafes, and well-designed public green space.</p> <p>I strongly agree with use of the Diamond Place site for mixed housing, retail and community use, with some landscaped green space, and restricting the area occupied by parked cars via a multi-storey car park no higher than surrounding buildings is excellent.</p> <p>I support the main use of the site for housing and community facilities.</p>		
The vision for the site	<p>Paragraph 13 states that a wide mix of uses will be supported at this site and this is an approach that the University agrees to, as it is considered important to retain as wide an option base as possible so as to maximise the chances of a viable and vibrant scheme. It is for this reason that it is quite disappointing to see that the Council now wishes to 'exploit' this site, suggesting in the boxed text that 'Development of the site will extend the greenery and tree planting'. It is our view that this is a significant move away from the adopted policy, as at present there is no such reference and indeed the site is considered to be very much part of the commercial environment of the district centre. Rather than being a "quieter, more tranquil part of the district", we had envisaged a well landscaped but busy and vibrant space which we believe can be delivered without harming the character of the area. The boxed text at the end of paragraph 14 is rather confusing in this respect as, on the one hand, it is seeking extra activity, but at the same time suggesting a calmer environment. There are other examples of similar conflicting statements throughout the document, namely paragraph 75 which states that 'Development on the site should be distinctive and vibrant with active frontages to promote surveillance and maximise the amount of activity that takes place in the public realm" whereas paragraph 84 states "It should reflect the character of the area as a quieter part of the district centre". To this end, we seek a stronger focus aimed towards the intended uses set down in Policy SP14 which will offer clarity to the user of the document as well as some</p>	<p>Greenery and tree planting can be delivered alongside town centre uses to help create a successful place by encouraging people to spend more time in the area, providing an attractive setting for uses such as cafes, restaurants and residential units, and also providing space for public events. In this way greenery and tree planting is considered appropriate within the context of a mixed use district centre development as intended by Policy SP14.</p> <p>Where the document refers to creating a quieter, more tranquil part of the district centre, this is in comparison to the part of the district centre which runs along Banbury Road, one of the main arterial routes into the city centre. As Diamond Place will not have this level of traffic flowing through it, it will naturally have a</p>	No changes proposed

	consistency with adopted Council policy. Being a boxed text, this summary (as well as those on pages 24 and 37) is presented as though it were a policy and this should be avoided because it has the appearance of adding weight to the summary in a policy sense.	slightly different, more peaceful 'feel'. The document proposes to build upon this character.  It is considered that it is helpful to summarise key points of each section, and to make the summary stand out it seems reasonable to use boxed text. The summaries are not written as policies.	
Use of language	Paragraphs 74, 77, 105 - These are just a few examples of paragraphs which begin with the site providing an "excellent opportunity" for one use or another. This rather dilutes the meaning and the University consider that the site should be represented as one which simply provides an opportunity.	The phrase 'excellent opportunity' is used 5 times in the document. Where the phrase is used it does not seem to be over-stating the case. However, to insure the meaning is not diluted a few changes are suggested to reduce references to 'opportunity'	Paragraph 83: New development should exploit the opportunity to add greenery and create a sanctuary from the busy radial route of Banbury Road. Planting will be very important in the space to soften the landscape of the busy urban area and to <del>exploit the opportunity to</del> bring something additional to the area.  Paragraph 43: The uses outlined above are considered to be well suited to the site's location. They <del>maximise the opportunity to</del> would increase the offer of the district centre, in terms of new retail and cafes and also in terms of providing a community hub...
People affected	New Marston (South) Residents' Association would remind the Council that the catchment area of Summertown and its facilities is much larger than the physical dimensions of Summertown itself; it is used by people who live relatively far beyond its boundaries.	In developing the SPD consideration has been given to the wide range of people who use Summertown district centre's facilities.	No changes proposed
Design competition	Suggest a design competition for masterplan- the site is certainly big and valuable enough.	It would not be appropriate for the SPD to place this requirement upon future developers.	No changes proposed

		However, design quality will be a key consideration in determining any planning application on this site.	
Character Assessment Background Paper	<p>The character assessment is too descriptive. It should bring out more carefully the features that have to be enhanced, etc. The 'So-what' question needs to be addressed. Specifically:</p> <ul style="list-style-type: none"> <li>▪ Cars can turn onto Banbury Road relatively easily but the bicycle cannot. What is the Character Assessment to say about this?</li> <li>▪ The opportunity to make Ferry Pool Road into a desirable shared-carriageway needs to be sought.</li> <li>▪ Difficulties for pedestrians and cyclists crossing the site are well observed but photographs of the poor connection would improve the Assessment. The problem is described, but improvement adequately demanded?</li> <li>▪ Something more essential than 'formalise' may be required for the bicycle mode.</li> <li>▪ Could reference be made to the Route Quality Assessment in the Welsh and TfL cycle design guidance?</li> </ul>	The character assessment was undertaken using the Oxford Character Assessment Toolkit. The assessment is descriptive as it aims to develop an understanding of the current site and its context. It is not for the character assessment to set requirements for the future development of the site; this is done within the SPD.	No changes proposed

## INFRASTRUCTURE

General area of comment	Details of comment	City Council response	Change proposed
Existing water and sewerage capacity	<p>It is important that developers demonstrate that adequate capacity exists both on and off the site to serve the development and that it would not lead to problems for existing users.</p> <p>In some circumstances this may make it necessary for developers to carry out appropriate studies to ascertain whether the proposed development will lead to overloading of existing water &amp; sewerage infrastructure. Where there is a capacity problem and no improvements are programmed, then the developer needs to contact the water company to agree what improvements are required and how they will be funded prior to any occupation of the development.</p> <p>Thames Water would therefore recommend that developers engage</p>	<p>It is important that all new development is supported by appropriate infrastructure.</p> <p>The Sites and Housing Plan includes 'Section C2: Implementation and Monitoring the Sites Policies'. In paragraph C2.7 it is explained that discussions have been held with the utility companies to ensure that they are aware of the level of growth projected and to</p>	No change proposed



	<p>with us at the earliest opportunity to establish the following:</p> <ul style="list-style-type: none"> <li>• the development's demand for water supply and network infrastructure both on and off site and can it be met;</li> <li>• the development's demand for sewage treatment and sewerage network infrastructure both on and off site and can it be met; and</li> <li>• the surface water drainage requirements and flood risk of the area and down stream and can it be met.</li> </ul> <p>We therefore consider that there should be a section on 'Infrastructure and Utilities' in the Diamond Place SPD which states:  <i>"In line with Core Strategy Policy CS17, it is essential that developers demonstrate that adequate water supply and sewerage infrastructure capacity exists both on and off the site to serve the development and that it would not lead to problems for existing users. In some circumstances this may make it necessary for developers to carry out appropriate studies to ascertain whether the proposed development will lead to overloading of existing water &amp; sewerage infrastructure. Where there is a capacity problem and no improvements are programmed by the water company, then the developer needs to contact the water company to agree what improvements are required and how they will be funded prior to any occupation of the development.</i></p> <p><i>Further information for Developers on water/sewerage infrastructure can be found on Thames Water's website at:  <a href="http://www.thameswater.co.uk/cps/rde/xchg/corp/hs.xsl/558.htm">http://www.thameswater.co.uk/cps/rde/xchg/corp/hs.xsl/558.htm</a>  Or contact can be made with Thames Water Developer Services  By post at: Thames Water Developer Services, Reading Mailroom, Rose Kiln Court, Rose Kiln Lane, Reading RG2 0BY; By telephone on: 0845 850 2777; Or by email: <a href="mailto:developer.services@thameswater.co.uk">developer.services@thameswater.co.uk</a>"</i></p>	<p>identify any particular capacity issues. At the time of the Sites and Housing Plan it was identified that there may be requirements for sewerage network capacity in certain parts of the city and that there could be a long lead-in time for such enhancements. This was highlighted in the policies relating to Sites where Thames Water thought this was likely to be a particular problem. This issue was not raised in relation to Diamond Place. However, the reference to infrastructure in the Sites and Housing Plan and the statutory requirements developers have in contacting utilities companies is considered enough to ensure that adequate utilities infrastructure will be in place.</p>	
Waste Water Services	Thames Water has concerns regarding Wastewater Services in relation to this site. Specifically, the wastewater network capacity in this area is unlikely to be able to support the demand anticipated from this development. Upgrades to the existing drainage infrastructure are likely to be required to ensure sufficient capacity is brought forward	See above	No change proposed

	ahead of the development. Where there is a capacity constraint the Local Planning Authority in line with CS17 should require the developer to provide a detailed drainage strategy informing what infrastructure is required, where, when and how it will be delivered. At the time planning permission is sought for development we are also highly likely to request an appropriately worded planning condition is attached to any consent which will ensure that the recommendations of the strategy are implemented ahead of occupation of the development. It is important not to under estimate the time required to deliver necessary infrastructure. For example: local network upgrades can take around 18 months to 3 years to design and deliver.		
Water Supply	Based on the information available Thames Water do not foresee any issues with regards to water supply to the proposed development site. Due to the size of the development at the point of a planning application being submitted the developer may be required to undertake a flow and pressure check to confirm local network ability; however we do not envisage this being an issue.	See above	No change proposed

## ABOUT THE CONSULTATION

General area of comment	Details of comment	City Council response	Change proposed
General comment on consultation	Thanks for the chance to view and comment.		No changes proposed
Clearly label diagrams	<p>The buildings on the display should have been labelled and the colour on the plan and the code was inaccurate.</p> <p>It is a pity that the buildings were not labelled on the display and that the colour on the plan and the code was inaccurate.</p> <p>Figure C does not have a complete key to the indications shown.</p>	<p>Post-it notes were added to the diagrams used at consultation events with the aim of clarifying the location of the main roads and buildings.</p> <p>Confusion was caused by the colour of the retail and housing block being different on the overhead and 3-D illustrations. This is because the 3-D illustration shows the retail on</p>	No changes proposed

		the ground floor, shown as such in the key, and residential in a different colour above. The overhead plan showed the block in one colour, explained in the key as a mix of the two uses.	
Provide models	Perhaps it would have been better to have LEGO models - it is very difficult to see relative heights of buildings from this SPD.	The diagrams within the SPD are indicative only. Paragraph 91 of the draft document sets some general guidance on building heights but the height of the final development will be determined at the planning application stage. Providing scale models at this stage could cause confusion as exact heights are not yet known.	No changes proposed
More publicity	I have learned of this consultation only through a Lib-Dem election circular; the initial phase in 2014 passed me by entirely. More publicity would no doubt have produced more input from the local public. I have now read (most of) both documents.	The consultations were publicised using a variety of methods (press release, community noticeboards, local libraries, display at Ferry Leisure Centre and the City Council website) in the hope of reaching as many people as possible. We will continue to review and evolve our approach to consultation as set out in the Statement of Community Involvement and associated Action Plan.'	No changes proposed

#### UNRELATED TO DOCUMENT CONTENT

General area of comment	Details of comment	City Council response	Change proposed
Cycle safety on Banbury Road	Banbury Road through Summertown is not cycle-friendly. There is no segregation (south bound especially, and before the slip road northwards (and the slip road is often no alternative).	Banbury Road falls beyond the scope of this document and we are therefore unable to address	No changes proposed

	these issues as part of the SPD.	
--	----------------------------------	--

## USES

### Retail

General area of comment	Details of comment	City Council (officer) response	Change proposed
Positive regarding smaller size	<p>Vast improvement over original plans to increase shops.</p> <p>A reduction in the amount of retail is welcome - the recent increase in vacant shops in Summertown shows little need for retail expansion.</p> <p>The County Council is pleased that a smaller amount of retail is proposed, as this would help deliver more housing and reduce the amount of traffic generation. It should be promoted for non-supermarket retail uses.</p>	The support is welcomed.	No change proposed
Too much retail floorspace/ wrong type of retail floor space	<p>Doesn't believe we need significantly more retail or cafés/restaurants in the area, unless they are useful shops such as hardware store or post office.</p> <p>Retail should specify 'useful' shops that are currently lacking in Summertown: post office, ironmongery, haberdashery, greengrocer, bakery, and more lucrative businesses, such as proper restaurants, stationers, gift shops, florists, garden shop. There are already far too many coffee shops, dress shops, chemists, banks, estate agents in Summertown. If a further supermarket is needed in the new development to bring in rental income, a Waitrose or an</p>	The planning system is not able to control shop type. Recent updates to permitted changes within the Use Class Order mean that it is most realistic to avoid specifying the exact type of retail.	No change proposed

	<p>Aldi/Lidl would probably do best. At both ends of the spectrum their branches are at present awkward to reach from Summertown, even for car-drivers.</p> <p>The plan proposes more shops, which the people of Summertown do not need.</p> <p>The principal Retail Needs Assessment is now 7 years old; the regular updates suggest that there is a trend towards an increase in Class A2 uses (estate agents), which contribute little to the daily life and vibrancy of the community, whilst acting as generators of traffic. New retail uses should be restricted to Class A1, in order to encourage more convenience, durable and specialist goods retailers, as referred to in the last RNA.</p> <p>I feel that the impact on the retail sector in Summertown has not been thought through. The success of the retail sector is vital to health and wellbeing of the neighbourhood. People who use the doctors need pharmacists and pharmacists need shoppers coming in for specialist but non-prescription products, and shoppers need other services such as a post office, which seems not to appear in the plan.</p>		
Don't be prescriptive about or limit the amount of retail	Paragraph 19 - Reference to a document which is now 7 years old is not particularly useful, as it is unlikely to be relevant as retail is a very dynamic industry and we have seen many changes to the high street and other traditional forms of retail more recently. Whilst it is possible to update the health	The figure of 1000sqm is not given as a precise amount of retail that should be provided or a restriction. It is stated as around the level of retail that is expected and which would form a balanced mix of uses. Retail should be located close to the Banbury Road and	No change proposed

	<p>of the shopping centre, as referred to in paragraph 21, there is no broader analysis of likely trends within a wider understanding of the retail industry generally. Whilst the University support the general principle of more than one retail unit, the option of a larger supermarket should be retained. This will allow developers a full range of options and the inclusion of a large anchor store may encourage funders to be more creative in other aspects of the scheme.</p> <p>Paragraph 22 - It is difficult to see how a precise figure of 1,000 sqm of retail can be concluded as being the appropriate floorspace offer. The University are encouraged by the recognition that retail should include restaurants and cafes, which are increasingly features of healthy district centres, but would not welcome a restriction on the final amount of square metreage.</p> <p>Paragraph 23 - If a retail needs study or market appraisal suggests there is a demand for more retail, this should be encouraged in any event and not with conditions or caveats as laid down in this paragraph. Retail uses are entirely appropriate here and it is suggested that the market should be the best indicator of the type and size of offer. There are other adopted policies which will ensure that the overall design is good and Policy SP14 ensures that a mix of uses will prevail.</p> <p>The draft SPD still effectively provides for a housing led scheme. It suggests that a 'retail-led' scheme that provides for more than 1,000 sq m would only be accepted "<i>if it can be shown to be</i></p>	<p>is a vital element of the scheme, attracting visitors and creating activity and interest.</p> <p>A proposal for more than 1000sqm would need to be supported by a retail needs study /market appraisal. This recognises the dynamic nature of the retail industry. There was a lot of concern in the earlier rounds of public consultation that the amount of retail that is appropriate will depend on when development takes place and too much might have negative consequences on existing shops and on the site, for example if there are empty shops. Replacement community facilities should be the same size as existing. The health centre will need to be of a size appropriate for its function.</p>	
--	--	--	--

	<p><i>beneficial to creating a successful scheme, without any negative impacts on urban design, parking pressures and achieving a balanced mix of uses on the site". I note that none of the other proposed uses, including a 1,200-1,300 sq m medical centre, face the same test. The SPD is also unclear as to how the retail restriction of 1,000 sq m was derived. The Oxford Retail Needs Study Update (March 2008) that notes that "Diamond Place is the largest development site ... which could enable comparison and / or convenience development" (6.24) and that "Summertown .. has capacity to accommodate additional floorspace" (6.28). It is difficult to see how the draft SPD is compliant with the adopted Sites and Housing Plan.</i></p>										
Proposed layout	The retail building is too big and should be limited to the north side of the Diamond Place entrance, not extended back into the site.	The plan is indicative. A planning application will be required to produce more detail, following the guidance in the SPD. The retail building is mainly proposed to be flats (although the plan is flexible and it might include other uses). Retail is only on the ground floor along the Diamond Place entrance to the site, through towards the new public open space.	No change proposed								
Clarify the amount of retail	The SPD mentions 1,000sqm of retail but the Appendix section on car parking gives the impression of 2,000sqm.	The appendix sets out parking standards for food and non-food retail because either might be delivered. To make it clear that 1000m <sup>2</sup> of each is not expected, an amendment is proposed.	<p>Changes to Appendix 1 as follows:</p> <p>Text will also to be added to Appendix 1 clarifying that these standards have been taken from The Oxford Local Plan 2001-2016.</p> <table border="1"> <thead> <tr> <th>Development Type</th> <th>Local Plan Parking Standards</th> <th><del>Development</del> Proposed</th> <th>Standard for this amount of development in a TDA*</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>	Development Type	Local Plan Parking Standards	<del>Development</del> Proposed	Standard for this amount of development in a TDA*				
Development Type	Local Plan Parking Standards	<del>Development</del> Proposed	Standard for this amount of development in a TDA*								

				Expe cted		
			Food Retail	Food retail: 1 space per 50m <sup>2</sup> up to 1,000m <sup>2</sup> ; 1 space per 14m <sup>2</sup> thereafter Non-Food Retail (A1 + A2): 1 space per 50m <sup>2</sup>	1,00 0m <sup>2</sup>	5 spaces
			<del>Non-Food Retail (A1 + A2)</del>	<del>1 space per 50m<sup>2</sup></del>	<del>1,00 0m<sup>2</sup></del>	<del>5 spaces</del>
			Health Centre	2 spaces per treatment room or 1 space per 100m <sup>2</sup> Plus 1 space per 2 staff	1,30 0m <sup>2</sup>	3.25 spaces + staff spaces
			Community Centre	1 space per 5 seats or 1 space per 10m <sup>2</sup> of seating/ass embly space	170 m <sup>2</sup>	4.25 spaces



## Parking

General area of comment	Details of comment	City Council response	Change proposed
Support proposals for public parking	<p>Seems to be adequately provided.</p> <p>The County Council agrees that the multi-level car park would be a better use of space than the current arrangement. The likely change in uses on the site is likely to mean there will be fewer peak hour journeys and therefore less of an impact on the transport network. The County Council does not therefore object to the proposals for an increase in public parking appropriate to the new uses on the site, which is in-line with the City Council's non-residential parking standards. The traffic impact of the site must be shown to be acceptable when assessed in detail at the planning application stage.</p>	The support is welcomed. The full traffic impacts can only be tested once more detail is available as part of a planning application.	No changes proposed
Need to maintain levels of public parking provision	<p>Residents of New Marston would be concerned primarily that the provision of public parking should not be reduced</p> <p>Is the multi-storey car park really large enough to replace existing at Ewert House and Diamond Place?</p> <p>What will replace the public car parking?</p>	The document states that existing parking spaces should be replaced, with some additional public parking to serve new development (page 16 of the draft document).	No changes proposed
Multi-storey car parking provision/public car park design	<p>A multi-storey must not be the exclusive answer for all public car parking. The health and community centres appear to be some distance from Ewert Place, the only parking shown, despite the 'pedestrian access route'.</p> <p>I am not keen on the idea of a multi-storey car park.</p> <p>I support the provision of a well-lit and well-designed multi-storey car park close to the Banbury Road shops.</p> <p>The impact of cars is a large factor in the success of the retail sector and insufficient consideration has been given</p>	<p>As explained in paragraph 94 of the draft document, surface level car parks are not considered to be an efficient use of space, nor a particularly attractive use of space. Other options for provision of public car parking enable the site to be better used, with new facilities, retail and housing provided in this important district centre location.</p> <p>Decisions about exactly how the public parking will be provided will be made at the detailed design stage as part of the work for a planning application. However, as outlined in paragraph 95 of the draft</p>	<p>Paragraph 96: <i>However, nearer the sensitive boundaries of the site, <u>in particular the boundary with the dormitories of Summer Fields School to the north</u>, a two-deck (3-storey) car park would be more likely to be appropriate.</i></p> <p>Paragraph 97: Careful design of the car park</p>

	<p>to the ease of use.</p> <p>Summer Fields School was concerned about the potential impacts of a multi-storey car park, especially with regard to its potential location and height. However, the proposed location shown on Figure J is generally agreeable with the proviso that the height of the structure should be limited to 2 decks (3 storey), as proposed at paragraph 96, along its boundary with the School. As such, it should be clarified at paragraph 96 that the “sensitive boundaries” referred to include that with the School; and the height restriction should be included within the ‘Summary of Development Brief Framework for Urban Design: Summary of principles for design of the public car park’ on page 38.</p> <p>I don't see that having a car park next to housing is a very good or healthy thing to do considering the fact that all the carbon monoxide from cars would end up in a low-lying area.</p> <p>Have Thames Valley Police given their approval to the idea of a multi-storey car park? They were decidedly against undercroft parking at the St Clement's car park site on account of the greater risk of crime.</p>	<p>document, a multi-storey car park is likely to be the most practical way of providing public parking on the site. Provision of decks reduces the footprint of the car park. The car park size shown in the indicative diagram is based on rule-of-thumb assumptions and will vary depending on design details.</p> <p>Paragraph 96 refers to the possibility that the height of the car park might need to be more limited near to ‘sensitive boundaries’. It could be clarified in the text that this means the dormitories of Summer Fields School. It is not considered necessary to repeat this detailed information in the summary box.</p> <p>The document should say more about the importance of internal design of the car park to maximise feelings of safety and ease of use. Changes are proposed to paragraph 97.</p> <p>Thames Valley Police have been consulted and have not raised any objection to the multi-storey car park.</p>	<p>will be vital. It must be designed to ensure it feels safe, for example with good <u>and even lighting, minimised visual obstruction and clear pedestrian routes and signage.</u> <u>Furthermore,</u> the visual impact of the car park will be as much related to its design as its height...</p> <p>In the summary of the development brief framework for urban design on page 38: <i>Any planning application will need to show that consideration has been given to how the design of the car parks fits with the overall design of the scheme and also creates a safe and easy to use internal environment.</i></p>
Not enough public parking	<p>To have a development of this size with minimal car park provision will not work. Car users will need to be accommodated - shoppers, users of the community hub and Ferry centre (staff and visitors). Staff of the medical centre and disabled patients. Parking for people attending for maintenance.</p> <p>The SPD talks about parking for the leisure and retail centres but not for the health and community centres. Parking provision is inadequate, especially given the needs</p>	<p>Paragraph 37 of the draft document says that the level of additional public parking required to serve new development on the site should be calculated based on the City Council’s current parking standards. These are set out in the table in Appendix 1. This summarises current parking standards for retail, health centre and community centres. The GP practices have very limited amounts of parking currently, so most patients who drive to the surgeries would need to park at the Diamond Place</p>	No changes proposed

	<p>of regular users of health and community service users.</p> <p>The number of public parking spaces should not be reduced and could be increased to enhance commercial interests/vibrancy of area.</p>	<p>or Ferry car parks at the moment, which are further from the surgeries than the multi-storey would be to any new surgery on the site.</p> <p>There may be opportunities for some on-street parking or small areas of surface car parks in the final scheme. There is likely to be some space near the leisure centre, which might be used for dedicated staff or disabled parking. However, exactly how this parking is provided will be a matter for detailed design at the planning application stage. It might be that the space is needed for coach drop-offs. Because of there being no through route, it might be best to have dedicated disabled parking, GP parking etc inside the multi-storey car park.</p>	
Public parking should be kept to a minimum	<p>Parking provision must be kept to a minimum, or this proposal risks being inconsistent with the overall Transport Plan which is clear about the need to minimise car travel within the ring road. The site does have excellent (and improving) public transport links.</p> <p>With the exception of disabled parking areas, surgery spaces and one parking space for each dwelling I do not think that the amount of spaces should be increased so much. As stated Summertown has an abundance of buses, P&amp;R are very close so why not be bold and stop giving so many parking spaces, more homes could be built instead/more green elements, if people do not want to live in a house/flat without parking then they need not move there. Statistically people in city centres do not drive and with so many buses I can't think of a better new development to fly a green non-polluting flag.</p>	<p>It is the case that the site is in an excellent location in terms of encouraging travel by modes other than the car. However, it is also recognised that there are still circumstances where people will feel the need to travel by car. The public car parks on the site are well used and they have an important role in supporting the leisure centre and shops and services in the district centre (see paragraph 34 and 35 of the draft document).</p>	No changes proposed
More information is required to inform the level of public parking	<p>Consideration of levels of provision of parking spaces should be based on actual data relating to car park usage, rather than conjecture. No such data appear to be available, but it is essential that relevant surveys are carried</p>	<p>The SPD has been informed by the transport strategy for the city as set out in the Core Strategy and in County Council strategies such as LTP4. The County Council have been consulted throughout drafting of</p>	No changes proposed

provision	<p>out to establish matters such as the origin and purpose of car journeys, and the length of stay, as well as bare numbers of users. Only then will it be possible to relate the relationship of the success of retail activities (and other classes of use) to the availability of parking spaces. It is also incumbent on Oxford City Council to cooperate with Oxfordshire County Council in all matters relating to this development, but particularly in relation to any proposals or provisions which influence patterns of travel and modes of transport. Oxon CC has just closed consultation on its next Local Transport Plan (LTP4) and it is a significant omission that the Draft SPD makes no mention of this plan, the vision it presents for transport provisions in the future, or the objectives of travel mode shift which it sets out.</p>	<p>the SPD. It is not considered necessary to refer to all relevant documents in the SPD and the County Council have not suggested reference to the LTP.</p>	
Cycle parking should also be considered	<p>Cyclox is rather disappointed that cycle parking - so key to cycle usage - has been completely left out. A big omission is that cycle parking gets no mention whatsoever, be it residential or business, on-street or secure employee/resident cycle parking, let alone provision for non-standard cycle parking ( tandems - often used for the school run, tag-alongs/trailer bikes, trailers, adapted cycles/tricycles for disabled cyclists). Rather a disappointing omission for a cycling city such as Oxford.</p> <p>Appendix 1 - The parking type is not stated, but I assume refers to car parking. The level of business cycle parking standard needs to be included.</p> <p>It would be useful to make a specific reference towards cycle parking provision, which the University consider to be an essential part of any strategy particularly as it is noted in paragraph 47 that there is an important cycle route through the site. Highlighting the requirement for cycle facility provision will also raise the profile of cycling generally and enable the focus to be made on reducing conflict between users on the roads as identified</p>	<p>It is agreed that cycle parking is very important and would be expected on the site. Cycle parking standards are set out in existing policy, but it would be helpful to clarify that these will apply to the SPD.</p> <p>SP14 requires public cycle parking on the site. Policy HP15 of the Sites and Housing Plan sets out residential cycle parking standards. For clarity, this should be referred to in the SPD.</p>	<p>Paragraph 37:</p> <p><i>The level of additional public parking required to serve new development on the site should be calculated based on the City's current parking standards. The table in Appendix 1 shows the estimated amount of additional public parking (in addition to replacement of existing parking) that will be expected. <u>In addition to car parking spaces, adequate public cycle parking spaces must be provided. The number of spaces should be based on most up-to-date policy and guidance, which is currently the Parking Standards TAs and TPs SPD 2007. However, the Travel Plan and Transport</u></i></p>

	<p>in paragraph 48. Further, it will ensure that the opportunities are taken to take advantage of what is recognised in paragraph 60 to be an excellent location for cycling.</p> <p>I am concerned at the lack of provision specified for cycle parking. Parking for bicycles and other forms, in the public realm, is as much a requisite as for cars. To enable more people to consider cycling the cycle-parking needs to be near any front door and not in a hidden location where any such space will generally be wasted. How about a Multi-storey parking Structure, including different modes of transport?</p> <p>There will need to be a large amount of cycle parking. Summertown is currently underprovided and with more people coming, the pressure will increase beyond the already unmet demand. Cycle parking needs to be outside all facilities, not some distance away.</p>		<p><u>Assessment, as well as discussions with the County Council about need in the area, should all also influence the number of public cycle parking spaces provided.</u></p> <p>New bullet point at the end of the summary of the development brief framework for access and movement.</p> <ul style="list-style-type: none"> <li><u>Residential cycle parking should be provided at the level set out in Policy HP15 of the Sites and Housing Plan (or any policy that supersedes this), ie there should be at least 2 spaces for dwellings of up to 2 bedrooms and at least 3 spaces for dwellings of 3 or more bedrooms.</u></li> </ul>
Provision for electric vehicles	There should be electric vehicle charging points.	It is agreed that there is a good opportunity to provide electric charging points, and this should be referred to in the document.	<p><u>In the summary of the development brief framework for urban design on page 38 (including change proposed above):</u></p> <p><u>Any planning application will need to show that consideration has been given to how the design of the car parks fits with the overall design of the scheme and also creates a safe and easy to use internal environment. Consideration should be given</u></p>

			<a href="#"><u>to provision of electric charging points.</u></a>
Amount of temporary public parking spaces	Car parking during the development needs to accommodate as many cars as at present.	It is agreed that good temporary car park provision is essential, and the aim will be to accommodate as many cars as at present during construction. Paragraphs 38-42 of the draft document explain this and suggest ways this might feasibly be achieved.	No changes proposed
Location of temporary public parking	Figure D - No key is provided indicating precisely where the suggested temporary car parking might be provided.  Summer Fields School agree that use of the School's land would appear to be the most appropriate solution, but as the Council is aware (and as recognised at paragraph 40), the use of the School's land as such would only occur as part of a longer term strategy to develop the site for housing. The Governors would not be prepared to make the land available for temporary car parking, which would cause major disruption, if it became clear that the land was unlikely to be progressed for housing.	It was considered unnecessary to provide a key for Figure D because it is showing only one thing, however it is agreed that this could be done for clarity.  The section of this report on Summer Fields School explains that the document is positive to the potential of housing coming forward on the Summer Fields School site and has been developed in the expectation that this will happen.  Some changes are proposed to the text to	Figure D to include key.
Parking for NOA and health centre	If the Summer Fields School's playing field is used as temporary car parking, with the prospect of long term housing expansion, allocate at once a convenient part of this field as dedicated, ticketed, permanent parking for the health and community centre users.	This is likely to be further away and less convenient for community centre and potential health centre users than a multi-storey car park within the site. The proposals make better use of space by removing most surface-level car parks; adding another on a different site would counteract this.	No changes proposed
NOA parking permits	NOA volunteers should have permits to the multi-storey if the NOA car park is removed.	This is a level of detail that will need to be decided as part of a planning application.	No changes proposed
There should be a lower level of private residential parking	Because of the highly accessible location, well suited to support more sustainable travel options, the County Council considers there should be a maximum of one space per unit of three bedrooms or more.	It is agreed that the site is an accessible location. The maximum parking standard proposed is below normal parking standards, taking account of this accessible location. 2 spaces per 3-bedroom dwelling is expressed as a maximum and it is clear in the document that fewer spaces should be considered.	In the summary of development brief framework for access and movement (page 24 of draft): <i>Residential parking standards: <a href="#"><u>Because of its suitability for low car development, flats and houses of less than 3 bedrooms will not be expected to have</u></a></i>
Insufficient private residential parking	There will be insufficient parking spaces for the number of flats. It should not be assumed that people living in 1-bed flats or affordable accommodation will not own a car.	However, it is also acknowledged many future	

	<p>Need parking for new residents and their visitors. It is unlikely to be a commercial success if new home owners/occupiers have no allocated parking space. Developers are likely to have views on this</p> <p>No parking spaces for 1 and 2 bedroom flats is unrealistic. In the respondent's block of 13x 1 and 2 bedroom flats there are 7 cars, rising from 3 in 2012. Without allocated parking, the problem will be transferred elsewhere in the area. A pool of parking spaces and visitor parking could help.</p> <p>If residential parking is restricted what parking provision will be made for emergency, trade and delivery vehicles?</p> <p>I do not support the SPD's extreme limitation on motorised transport. The effect will be to reduce the number of families who will live in the area. There are very few developments where being car-free, or constrained, is amenable. People are likely to want a car. Removing the option to have a car is likely to result in 'social engineering', which I would object to.</p>	<p>occupants are likely to own or want to own a car, even if it is just for occasional use. There are some potential problems resulting from residential parking 'over spilling'. This is why the document proposed a potential maximum of 2 spaces for 3-bed units. To increase flexibility and potentially to better suit future occupants, a change is proposed so that the total number spaces is no more than if there were 2 spaces per 3-bed dwelling, but these might be distributed differently so there is 1 space for some 3-bed dwellings and 1 space for some 2-bed dwellings.</p>	<p><i>parking spaces. The total number of parking spaces should equal no more than the equivalent of 2 spaces per 3-bedroom dwelling, although a lower amount should also be considered. For flexibility, spaces may be allocated to 2- or 3-bedroom dwellings. Flats and houses of 3 bedrooms or more may have parking up to the maximum standard in the Sites and Housing SPD of 2 spaces per dwelling, although should be considered for a lower amount of parking. The elderly accommodation should meet requirements for disabled parking, but other than that is considered highly suitable for being car-free. This makes efficient use of space and encourages travel by sustainable modes.</i></p>
Method of residential parking provision	<p>It is desirable that residential parking be incorporated into the multi-storey car park rather than be at surface level - the latter would be a serious waste of space.</p>	<p>Paragraphs 100-102 of the draft document refer to the potential impacts of residential parking on the appearance on the development and feel of the public realm. Advice is given on how residential parking might most successfully be provided. The end of paragraph 100 says 'To reduce the impact of private residential parking further, it may also be possible to provide private residential parking within the new multi-storey on one of the levels or a section of a level.'</p>	<p>No change proposed.</p>
Private Parking	<p>Can the SPD require that parking spaces assigned for each house/flat be limited, but this limit does not include hybrid</p>	<p>It doesn't seem to be practical to do this, because, depending on exactly how any residential parking is</p>	<p>No change proposed.</p>

	and PHV vehicles?	provided, it is likely to be difficult to change how it is allocated. It will not be possible to predict the number and location of hybrid and PHV vehicles.	
Car club	Paragraph 61 - Reference should be made to the existing provision for a car club operation on the site – in this case an electric car club. This provision should be maintained as a positive requirement, with scope for extension, and consideration should be given to the availability of this facility in proposing residential parking standards.	It is agreed that reference should be made to the existing electric car club, and encouragement given to investigating potential for it to be expanded.	In the summary of development brief framework for access and movement (page 24 of draft): <i>Residential parking standards: ...<u>Provision should be made for the existing electric car club vehicle based at Diamond Place, and the possibility of expanding the car club provision investigated.</u> The elderly accommodation should meet requirements for disabled parking, but other than that is considered highly suitable for being car-free. This makes efficient use of space and encourages travel by sustainable modes.</i>

### Housing

General area of comment	Details of comment	City Council response	Change proposed
Positive about residential development and possible provision of elderly persons' accommodation	The area is ideal for residential use, particularly for the disabled and elderly, given the proximity to shops, library, proposed GP surgery, sports and swimming facilities, facilities for communal activities, etc. It would be wonderful therefore if more provision could be made for disabled and elderly residents than shown. In particular, could the area east of the community hub, instead of having a mix of houses and flats, just be 1/2/3 bed flats on all sides with a square garden and underground parking? Flats need to be appropriately adapted for the disabled and elderly (e.g. wet rooms, lifts). It is essential that they	A mix of different sized dwellings is expected in accordance with our most up-to-date planning documents. Policy HP2 of the Sites and Housing Plan will apply to this site and will mean that all proposed new dwellings must meet the Lifetime Homes standard and at least 5% of all new dwellings should be either fully wheelchair accessible or easily adapted for full wheelchair use.	No changes proposed



	<p>are affordable to these groups.</p> <p>Assisted living and care for elderly is needed.</p> <p>The County Council supports this site for a residential development to meet the city's housing need. There is a high demand for older people's housing in north Oxford but no planned supply. This site is an ideal location. The use also requires a low level of parking provision, which would help minimise traffic impacts of the development.</p> <p>Housing is a welcome feature, particularly 50% affordable housing and provision of elderly persons accommodation.</p>		
No elderly accommodation; student accommodation more suitable.	Use of a proportion of the site for residential is acknowledged, but we do not agree that it is necessarily a good location for elderly persons' accommodation. Whilst it is accessible and close to facilities, the site is perhaps too central and better suited to those more adaptable to the dynamic nature of a commercial and retail centre. There will inevitably be a challenge regarding environmental conditions, with increased comings and goings and consequential noise which may not be entirely suited to elderly persons. For these reasons, the University considers that a mix of housing and student accommodation would be preferable, offering a better solution in aiding the integration of different uses and building types on the site. It would also be car free (tying in with the desire for car usage not to be encouraged- see paragraph 34).	Paragraphs 41 and 42 of the draft SPD explain that the mix of uses outlined is considered to be well suited to the site's location, increasing the offer of the district centre but also offering an opportunity to provide much needed new housing.	No changes proposed
Too much housing proposed	Provision of housing may be overdone - more space for GP and community centre.	Any replacement of community use should result in at least the same amount of space being available for community centre use. The amount of space it is predicted would be required for a health centre is stated in paragraph 26 and accounted for in the indicative diagram. It is made clear in the document that the needs of GPs should be accommodated if they are in a position to move to the site.	No changes proposed

More housing needed	I would rather see housing, which meets a greater need, behind the co-op building.	The indicative diagram shows the multi-storey car park behind the co-op building, which frees up other parts of the site for other uses, including housing. There is also a block behind the co-op building that shows retail on the ground floor and flats above.	No changes proposed
Affordable housing / Key worker housing	<p>Affordable flats for young people who are being priced out of Summertown as well as OAPs. Priority should be given to owner occupiers rather than property investors who push up prices.</p> <p>The mixed housing should include some affordable for key workers and the disabled, but also – to provide income - some upscale flats for the retired and visiting scholars/graduate students (rather than undergraduates) who, like me, may tend to be non-drivers.</p> <p>The University considers that there is an opportunity here to consider the provision of key worker housing.</p>	The applicable level and type of affordable housing for the site will draw from most up-to-date policy. At present, Policy HP3 of the Sites and Housing Plan is applicable and at least 50% of dwellings on the site must be provided as affordable housing (40% of total dwellings to be social rented). Affordable housing will be allocated according to the Housing Register. The provision of key worker housing would be supported where it is in addition to the required level of affordable housing (Core Strategy Paragraph 7.2.7).	No changes proposed
Housing type	<p>Flats in preference to houses in order to increase the number of units.</p> <p>Large houses and gardens are not appropriate in this area. Single/double apartments for all ages are needed.</p> <p>Is there really a need for 3/4 bed houses? Great need for small apartments without gardens for young and old.</p>	A mix of different sized dwellings is expected in accordance with our most up-to-date planning documents in order to meet a range of needs.	No changes proposed

### GP Surgery

General area of comment	Details of comment	City Council response	Change proposed
Positive about the inclusion of a new GP surgery	<p>A new medical centre would be welcome.</p> <p>Provision of a new Health Centre to replace the two Banbury Road premises needs to be a key priority in any development.</p>	The provision of a health centre has received significant support from the local community at all stages of consultation. It is important that the opportunity to provide this is explored by any future developer of the site.	No changes proposed

	The relocation of GPs and other health services will free up their existing premises for residential development.		
Generally positive about requirement for possibility of a new GP surgery to be explored, but comments on details such as parking provision and size	<p>Priority for the redevelopment should be a new health centre with parking spaces. Now Jericho has a lovely new health centre and Summertown should have one too!</p> <p>Yes I do think a new all-purpose medical centre for Summertown is a good idea. There needs to be plenty of parking.</p> <p>Any new health centre should be highly accessible, preferably sited next to the car park to benefit the less mobile patients arriving by car. Dedicated parking should be provided.</p> <p>Need more space for GP and community uses (less housing).</p> <p>Is there really enough space for the health provision planned?</p> <p>I imagined a much larger health centre along the lines of that at Manzil Way to include several GPs (relocation of Summertown and Banbury Road health centres and others as well), out of hours care (including emergency out of hours care unit like Manzil Way), physiotherapy, pharmacy and dentists(?)</p> <p>The new health centre must be large enough to include ancillary services as in the one in Manzil Way.</p> <p>There is wide support for the provision of a new Health Centre, doing more than just space for GPs. This site offers the potential to explore new ways of providing primary care, working with the OCCG to develop the best model for the area. The King's Fund has produced a booklet on how</p>	<p>The nature of any health services provided on the site will depend on GPs and NHS England. The floorspace figure referred to comes from discussion between the GPs and the Oxfordshire Clinical Commissioning Group about expected numbers of patients and floorspace standards based on that.</p> <p>The car parking standards for health centres are shown in Appendix 1.</p> <p>The indicative layout diagram shows the multi-storey car park close to the entrance of the potential health centre. There is also a space near the leisure centre, accessed from Ferry Pool Road, which could potentially provide disabled or staff parking.</p> <p>It is considered that a health centre could be successfully provided as part of a building that contains other uses. There are potential linkages between health, leisure and community uses. This is put forward in the SPD as a potential way for these services to be provided. However, it is not required that they are linked if further work shows this not to be feasible.</p>	No changes proposed

	<p>new models of working can be used and suggests what could be achieved.</p> <p>A health centre, including physiotherapy, nurses, chiropody etc is needed, but it does not make sense to push it into the same building as the community/sports centre.</p> <p>My one comment is that to be truly effective any new health centre needs to have the facilities to be a centre of excellence for GPs. Large enough to have facilities and staff to undertake minor operations and enough specialist GPs to be effective as more than a conduit into hospital.</p> <p>The University welcomes the understanding that this would need to be fully explored before a decision is made on whether to include a GP surgery in any new development, particularly as it does not feature in Policy SP14. It is not clear if NHS England has been approached and whether or not they are in support of this potential use at the site and the floorspace required. There are clearly major financial issues for such a facility to be provided, raising the issue of the overall viability of the site.</p>		
Impact on Community Centre uses	The idea of combining NHS practices in one building and possibly physiotherapists and chiropodists is a sound one, but not if it means NOA has a smaller space or is on the top floor.	Paragraph 28 of the draft documents states that there should not be a loss of floorspace available to the community. The details of community space provision will be considered at the application stage. It is important that community space is accessible by all and they will be required to be DDA compliant, but this does not necessarily mean that they will need to be located on the ground floor.	No changes proposed
Ensuring delivery	Although the City Council may be unable to ensure provision of Health Centre facilities through planning powers, it is able to do so by application of suitable covenants on the land in its ownership; this should be taken up with the Estates management of the City Council.	The City Council wishes to be supportive of the potential for health care facilities to be located on the site. However, it is not responsible for delivery of facilities. In this case there are existing facilities in the area. Provision of improved new facilities must	

		be lead by the GPs with the support of the Oxfordshire Clinical Commissioning Group.	
--	--	--	--

### Community Hub

General area of comment	Details of comment	City Council response	Change proposed
Positive about the re-provision of community facilities	The opportunity should be taken to provide improved community facilities to those existing, whilst at the same time making better use of the site than is represented by the single-storey buildings in which the existing facilities are accommodated. Such low-density development is no longer appropriate, especially in a location so well-suited to provision of much-needed housing.	The support is welcomed.	No changes proposed
Unsure about new community hub	<p>Will the new Ferry centre be large enough and attractive enough to attract NOA?</p> <p>Leisure and community uses would be entirely appropriate here. However, the University are concerned that if such uses were to become a requirement of the site going forward, then it might stifle development which would otherwise be acceptable.</p> <p>It will be important to ensure that the new community facilities are fully accessible and spatially co-located so that the different uses work well together.</p>	<p>At least an equivalent amount of floorspace to the existing community centre and annex should be available for community uses. The opportunity should be taken to enhance existing leisure facilities which are well used and very popular with many sectors of the community.</p> <p>The details in terms of design and layout will be determined at the planning application stage. It is important that any new community facilities are accessible to all.</p> <p>Changes are proposed to paragraph 28 to emphasise the importance of community and leisure facilities that are accessible to all.</p>	<p>Paragraph 28: New leisure and community facilities should be multi-functional, with small and large rooms capable of accommodating a large range of uses. <del>Facilities</del> should appeal to all groups in the community <u>and they should be accessible to all</u>. Leisure facilities are used by many sectors of the community in different ways, and an increase in leisure facilities on offer will be of benefit to the community. The existing community centre is also popular and well used and there should not be a loss of floorspace available to the community...</p>

Formatted: Space After: 0 pt, Line spacing: single

<p>More space needed for community hub/equivalent community space should be provided</p>	<p>There is a need for more community facilities. I was very disappointed to see the draft block plan which showed almost no space allocated to the 'community hub'. This appears to have a footprint no bigger than the existing Diamond Place centre, yet is supposed to incorporate a community centre, leisure centre facilities and medical centre. Looking at the block layout plan I'd expect the community hub to take up all of the area allocated to it and more, and would expect the health centre functions to take up an area equivalent to that currently allocated to flats.</p> <p>I have no trust that a developer will provide equivalent space in a 'community hub', also expected to house 'extended leisure facilities' and a new health centre.</p> <p>If new community use facilities are to be provided in a community hub the planning guidelines must state that they are of equal square footage to the existing buildings (including annexe) and grounds (ie grassed area, shrubberies, garden courtyard and car park)</p> <p>Any replacement community space must be at least equal to the present building in both headroom and floor-space to preserve its friendly, light and airy character.</p>	<p>At least an equivalent amount of floorspace to the existing community centre and annex should be available for community uses. The amount of space required by a health centre has been calculated to be 1,200-1,300 and this could be accommodated as within the area allocated in the diagrams.</p> <p>At least an equivalent amount of floorspace to the existing community centre and annex should be available for community uses. A change is proposed so that this is clearly expressed in the text.</p>	<p>Paragraph 28:</p> <p><del>...Leisure facilities are used by many sectors of the community in different ways, and an increase in leisure facilities on offer will be of benefit to the community. The existing community centre is also popular and well used and there should not be a loss of floorspace available to the community. New community facilities must available for the existing community association to run. They should be at least equivalent to the size of the existing community centre. There should be a main hall able to accommodate a range of uses and which is suitable for hiring out for functions.</del></p>
<p>Preferred community hub spaces/uses</p>	<p>A community hub should provide a large hall like that in the current Diamond Place Centre and smaller meeting rooms available for a number of uses (community meetings, continuing education classes, Oxfordshire Adult Education classes, children's activities, performances and nursery).</p> <p>Community space must substantially occupy the ground-floor space to serve its often older, sometime disabled, clientele.</p>	<p>Paragraph 28 of the draft document states that new leisure and community facilities should be multifunctional, with small and large rooms capable of accommodating a range of uses.</p> <p>Providing community and leisure space on more than one floor many result in a more efficient use of space. Facilities that are not on the ground floor should be made accessible to all, for example</p>	<p>No changes proposed</p>

Formatted: Not Highlight

	<p>The Cherwell School needs its own sports hall so that the Fusion Centre can have full use of the existing one. The sports centre needs expanding to provide daytime space for all ages for exercise, dance, table tennis, badminton, football, judo etc. It also needs better changing facilities.</p> <p>In the new scheme both the Community Centre and the Sports Centre would benefit greatly from adjacent play space with some equipment for children. West Oxford Community Centre provides an excellent example of a Community Centre benefiting from an adjacent children's playground</p>	<p>through the provision of lifts.</p> <p>The development will include public open space that caters for the needs of different age groups including children and teenagers.</p>	
Other uses suggested to be included in the community hub	<p>A nursery would be tremendously welcome as all the nurseries in Summertown are oversubscribed.</p> <p>More controversially I think the library should be moved to Diamond Place, so that a trip to the library, swimming pool and leisure centre is possible in one place. The library itself is not a particularly attractive building. The problem would be the Turret Garden which I think, given its popularity, should be moved to Diamond Place and incorporated somehow. I think the library site which must be very valuable should be redeveloped for housing.</p> <p>Consideration should also be given to the integration of community facilities by the incorporation of new, improved public library premises as part of a redeveloped community centre, in coordination with Oxfordshire County Council. In addition to the logic of such provision and the opportunity that it would provide for redevelopment at the current library site in South Parade, this would be consistent with the Duty to Cooperate in development planning. Such a solution should incorporate the provision of a garden exhibition space, perhaps in the form of a roof terrace.</p>	<p>Co-locating services can be an excellent idea, but the County Council is responsible for library provision and has not suggested they are looking to relocate the library. Also, there is unlikely to be the capacity on this site with the other competing uses proposed.</p> <p>Provision can't be made for a private nursery as it will be up to private nursery providers where and when they wish to set up a new nursery, within existing planning policy.</p>	No changes proposed

### Loss of Existing Community Centre

General area of comment	Details of comment	City Council response	Change proposed
On-going community centre provision during construction	<p>What provision will be made for the community centre while the build is happening?</p> <p>It is essential that while the development is taking place NOA is able to continue functioning, i.e. the new community centre should be built before the present NOA building is removed.</p> <p>To ensure the continuity of viability of activities currently making use of the community centre, any new development should be phased, and/or alternative facilities should be provided throughout the development period.</p> <p>The NOA community centre contributes to the health and welfare of the community; its users include the elderly and disabled and mothers and toddlers. It should not be demolished before a new permanent replacement is built and brought into use. The document should say that the site of the existing NOA community centre would not become available for redevelopment until the replacement and permanent community centre building has been completed and NOA functions transferred to it and become operational. A new and permanent NOA community centre could be provided on a small part of the Summer Fields School's playing field, enabling it to be built and occupied before the old site is redeveloped.</p> <p>If, as seems likely, the existing Community Centre is demolished with an inevitable delay until the new one has been built, it will be essential that an alternative temporary building be provided. This should have ground floor rooms, accommodation approximating in size to the present Centre and be close to the existing Centre. It will be extremely</p>	<p>It is not considered that any new community facility should be developed before demolition of the existing facility because this would preclude it being provided in the same location, with all its potential for development of a community hub, close to the multi-storey and the principal route into the site from the district centre. However, it is agreed that it is important that community facilities continue to be available in north Oxford during construction on the Diamond Place site. A change to the document is proposed to make this clear.</p>	<p>Paragraph 28:</p> <p><del>...Leisure facilities are used by many sectors of the community in different ways, and an increase in leisure facilities on offer will be of benefit to the community.</del> The existing community centre is <del>also</del> popular and well used <del>and there should not be a loss of floorspace available to the community.</del> <u>New community facilities must be available for the North Oxford Association to run. They should be at least equivalent to the size of the existing community centre. There should be a main hall able to accommodate a range of uses and which is suitable for hiring out for functions. It is vital that the existing community association is supported and maintained during construction and that alternative facilities are available in the area.</u></p>

Formatted: Not Highlight

Formatted: Not Highlight



	<p>difficult for the Community Centre to survive this upheaval and there is bound to be a considerable loss of membership and income. Approximately two-thirds of the existing income is generated by room bookings.</p> <p>During construction alternative, local and convenient community centre accommodation must be provided to ensure continuity of user-numbers and to avoid loss of income.</p>		
Support provision of new community facilities	I do not have any attachment to NOA so this certainly should be redeveloped!		No changes proposed
Impact on North Oxford Association	<p>The major concern of NOA is that the proposed demolition of the existing community centre places the continued viability of the organisation under threat.</p> <p>The proposed demolition of the present premises poses a major threat to the continued work and viability of the North Oxford Association. The proposed accommodation in a shared 'Community Hub' would be totally inadequate.</p>	The running of the community facilities will be something to be discussed with the City Council and Fusion as work progressing.	No changes proposed
Existing community centre should be retained	<p>It seems a shame to demolish a building that has been designed for its purpose to replace it with something that isn't, i.e. a community hub where NOA may be on the top floor and where disabled access won't be so good.</p> <p>It would be very damaging to the community in Summertown if NOA was not retained as it is, benefitting from a rental income.</p> <p>Could not the distinctive, pleasing hexagonal hall of the NOA community centre be kept as a focal point at the end of the Ferry Pool Road tree-lined avenue, with the rest of the building built up by another storey to be the community hub and hide the immense brick wall of the swimming pool?</p>	<p>The current building is not life-expired. Proposals for change come from the fact that redevelopment of the site provides an opportunity to deliver a more flexible and modern facility that meets a wide range of needs. The proposals have the advantage of also allowing some additional, flexible space for the leisure centre and re-working the edges of the leisure centre so that they no longer present a blank and unattractive façade to the rest of the development site.</p> <p>The single storey building is not an efficient use of space. Its hexagonal shape is also not an efficient use of space. Adding additional storeys to the hexagonal shaped building would not achieve a building that provides a natural extension to the leisure centre, a</p>	No changes proposed

	<p>It is essential that the distinctive and attractive hexagonal NOA community hall, welcoming entrance and café be kept. Also the grass should be kept-there is no alternative area in Summertown.</p> <p>This should be kept. It is a great amenity, run by volunteers. The building is in good condition, with two light and pleasant halls and three meeting rooms, used for a wide variety of activities, and the garden, which is open to the public.</p> <p>The present community centre is well-placed and highly suitable; I do not see the need to demolish a working centre rather than incorporate it into a well-designed new development. It is essential that the entrance to the present or a replacement centre is highly visible, close to the entrance to the site to facilitate drop-in and encourage community use.</p> <p>I would like to state my support of keeping the North Oxford Community Hall in view of the future plans to expand the parking area. Unless I've misunderstood, the plan is to expand the parking area and leisure centre and to close the Community Hall? If that is the case, it's indeed unreasonable! It looks too obviously capitalistic, aiming for profits. We are seeing too many examples of this trend in today's world -- would it not be a positive example for the Oxford Council to set by honouring and preserving the things that build our community lives? There need be no obstacle to expanding the parking lot by adding another level to it, but the Community hall can stay where it is. It is far too useful a facility to sacrifice. I hope the Council will show wisdom in preserving what is important to the local community.</p>	<p>good use of space or a better presentation to new routes on the site.</p>	
--	--	--	--

**Loss of Ewert House**

66

General area of comment	Details of comment	City Council response	Change proposed
Benefits of the further education function of Ewert House	<p>Further education function at Ewert house is important to the area educationally, culturally and economically as people travel from a variety of places and shop while there. University should be encouraged to stay.</p> <p>NOA becomes even more important if further education uses at Ewert House are lost.</p> <p>The University has yet to fully develop plans regarding the future accommodation of users at Ewert House. There is a possibility that the University may wish to occupy accommodation itself on any mixed use development, with a view to potentially providing for teaching, graduate accommodation, and/or learning and research needs. Previous public support for the continued presence of a 'Continuing Education' offer on site should be noted. It is for these reasons that the brief should not seek to be prescriptive on the amount of space for uses, but rather remain flexible, adding structure where it is required for example, laying down good design principles within the adopted policy framework provided by Policy SP14 which should remain the focus.</p>	The University will need to make decisions about how and where it provides continuing education in the future. It cannot be required, but the SPD allows for the continuing education to remain on the site.	No change proposed
Convert existing Ewert House building	Has a conversion to residential being considered?	Ewert house is a low two-storey building. It was purpose built, largely to house the Examination Hall. New purpose-built residential accommodation will	No change proposed.

		make better use of space and provide better accommodation than conversion of this building.	
Description of Ewert House	<p>It is unreasonable to call Ewert House low density. It's an office building, as densely used as necessary. Large halls are needed for examinations and thus are not low-density. This is a peculiar description. I object.</p> <p>Historic England say that, given the association of Ewert House with the University, its use as the University Examination Schools' annex, and the University's past patronage of architects of note, it would be helpful if there was some consideration of the building against the Council's own criteria for local designation to determine whether or not it would be considered as a heritage asset in the future.</p>	<p>The building takes up a relatively large amount of space and is not intensively used, therefore it is considered reasonable to describe it as low density.</p> <p>Although comments suggest people living locally are appreciative of the continuing education function of the building, there is no obvious support of the building itself as a heritage asset, which is one of the criteria. The building was not designed by a noted architect and does not have obvious local heritage significance in terms of age, rarity, group value or Oxford's identity.</p>	No change proposed.

### Public Space

General area of comment	Details of comment	City Council response	Change proposed
Public space should be larger/greener/differently orientated	<p>Some paving should be replaced by lawn.</p> <p>There should be much green space and tree and shrub planting to help reduce pollution, increase shade and help to provide temperature stability in both summer and winter.</p> <p>Need more public space (instead of so much housing)</p> <p>In spite of the positive rhetoric, the public space in the outline scheme seems very limited and poorly orientated. It is extremely important that the scheme provides proper high quality pedestrian space off-street to supplement the rather busy on-street facilities on Banbury Road.</p> <p>The space proposed is meagre and is enclosed on three sides by 3.5-4 storey buildings. I suggest you contrive to</p>	<p>It is agreed that tree and shrub planting is very important. The draft document, in paragraph 87, outlines the importance of tree planting and says that trees should be a part of the public realm design.</p> <p>Paragraph 83 explains that greenery will be a very important part of the public open space, and careful attention should be given to planting. It will certainly include trees, shrubs and imaginative planting. It is considered that the small grassed area by the community centre is popular because it is one of the few areas of open space, rather than because it is grass. Careful planting and seating could create a more attractive area, better for all ages to sit in. However, a grassed area could be considered to meet many needs and a change to the wording to</p>	<p>Paragraph 83: New development should exploit the opportunity to add greenery and create a sanctuary from the busy radial route of Banbury Road. Planting will be very important in the space to soften the landscape of the busy urban area and to exploit the opportunity to bring something additional to the area. As well as trees <u>and potentially grass</u>, this should include other imaginative planting and natural features.</p>

	<p>soften this more or less courtyard area by substituting instead the Local Park referred to in paragraph 80. The 'town' element is already catered for (perhaps could even be imaginatively expanded) on the broad Banbury Road eastern shopping parade. By contrast, the evident "popularity of the small grassed area of the community centre" goes for nothing and the vital soft-surface refreshment of grass is totally lost. A local park could form the 'green recreational area or small playground' which, sensitively combined with the trees and features of the quieter more intimate area as envisaged at para 83, would create as a whole the popular, charming 'sanctuary' there described.</p>	<p>mention the possibility of grass is proposed.</p>	
<p>Diagrams do not clearly show public space</p>	<p>There is no indication of public open space- even replacement for existing.</p> <p>It would appear the green spaces mentioned are not actually visible at all. They have to be a very important element of this plan.</p> <p>Although the SPD discusses the importance of public open space, the block diagram does not indicate in the key any public open space, only private open space. The scope for the public square seems to have been lost.</p> <p>Examples needed of public spaces of the size likely to be available.</p>	<p>Public open space is a key element of the proposals, as indicated in the Vision and in paragraphs 77-87. All the open space on the block diagram that is not private open space is public open space. This includes a public square on the north side of the new principal route through the site.</p>	<p>No change proposed.</p>
<p>Comments on details of public realm design</p>	<p>What about seats? Will it be an alcohol free zone like Bonn Square?</p> <p>It would be well if some means could be found to deter the hordes of schoolchildren plus bikes (currently making Sainsbury, Tesco and the Co-op supermarkets (in- and outside) no-go areas for adult locals at lunchtime and mid-afternoon) from colonising the landscaped areas of the new development, for the sake of residents in the development</p>	<p>Paragraph 81 says that public areas of seating will be important. Alcohol-free zones are usually designated by the local authority only where a problem is identified. It would not be considered as part of a planning application.</p> <p>Paragraph 81 of the draft SPD says that the open space should be designed to meet the needs of the whole community- this includes the young and old. It</p>	<p>No change proposed</p>

	<p>and others. One step would be not to permit buskers.</p> <p>Good to specifically include the needs of teenagers.</p> <p>More attention needed please to spaces between buildings - pedestrian squares for sitting out in and sculptures and entertainments and more designed green and hard landscaping.</p> <p>Avenues of trees are an excellent idea, as long as there is enough width for two-way traffic, pavements and trees in Ferry Pool Road.</p> <p>Is there sufficient space for tree planting as indicated on the diagram? The impression given is that Diamond Place could be lined by trees on both sides from Banbury Road!</p> <p>The green space in front of NOA should be kept as there is no other in Summertown. Trees are essential, to be fitted in with 2 lines of traffic and safe lanes from pedestrians and cyclists.</p>	<p>is not considered that different age groups should be segregated.</p> <p>Detailed design of the public realm, including exactly where trees will be planted, will happen at a planning application stage; however it is considered there is enough guidance in paragraphs 77-87 to ensure that an attractive public realm is created.</p>	
--	---	--	--

### Summer Fields School Land

General area of comment	Details of comment	City Council response	Change proposed
Use of protected open space	How can there be a field that is a protected open space when you are planning to put a car park on it and then build housing on it - double standards.	At the present time the Summer Fields School Athletics Track is a protected open space. This cannot be changed by a supplementary planning document. The Summertown Strategic Site is allocated by the Core Strategy and is to the east of the athletics track. Any change to the site area would need to be made through a change to planning policy in a Local Plan review. If Summer Fields School made a planning application at the time it would be viewed as contrary to policy and assessed on its merits (although if the City Council	No change proposed
Potential for future housing development	<p>Paragraph 90 - The last two sentences are somewhat disingenuous in referring to 'potential for future housing development', when, in fact, the area referred to constitutes the Summertown Strategic site, designated for housing development and included specifically in the Core Strategy.</p> <p>Summer Fields School welcomes the provision for</p>		

	residential housing along the eastern boundary, together with the requirement here for an access to the School's land – this is essential if the land is to be used as temporary car parking. However, where this is referred to it would be helpful to specify that the access should be of a standard and suitability that would allow it to serve housing development to the east, in the future. Summer Fields School recognise that a formal allocation of the athletics track for housing, after its use as temporary car parking, would be outside the scope of the SPD but we welcome the recognition within it. There would necessarily be a lead-in time associated with making the athletics track land available (in terms of relocating the playing field facilities within the School grounds, and other operational considerations) and to this end it is hoped that the early dialogue between the Council and the School will continue.	fails to demonstrate a 5-year housing land supply it would not be contrary to CS2 of the Core Strategy which protects greenfield land).  Nevertheless, because of proximity of the strategic site, which has already been tested and allocated through the Core Strategy, and the possibility of the athletics track forming part of this larger development, the SPD development brief has been developed with this potential in mind. The layout and routes shown would all work well if new housing were to come forward on the Summer Fields School athletics track.	
Include Summer Fields School land in the SPD	As the Summer Fields school land is almost certain to be available, in the very near future if not right away, it seems very important to plan for the development of the whole site. This would mean a doubling of the housing capacity and would need careful planning to provide a cohesive development.		

### Comments about other uses wanted on the site

General area of comment	Details of comment	City Council response	Change proposed
Public toilets	I can find no mention of the Public Conveniences (apart from people accessing ...) in the SPD which, I would say, is an omission which should be corrected. It is possible to integrate such conveniences in a positive Urban Design. Currently they do not represent an efficient use of their costly 'footprint', should they not figure in the SPD?	A change is proposed to make it clear that re-provision of public toilets is expected.	Paragraph 41: ...These proposed uses will all work well together and will complement the provision of a town square. <u>It is also important that there are publicly available toilets and recycling facilities in the new development.</u>

Recycling facilities	Recycling facilities will need to be provided, particularly if the existing space is to be re-allocated.  Would the recycling stay on site?	A change is proposed to make it clear that re-provision of recycling facilities is expected.	See above
Post office	Summertown needs a health centre, post office and green recreational space.  In the centre of Summertown I would like to see a post office.	Post offices are included within Class A1 (shops). The SPD supports the provision of A1 uses on this site, however the planning system can not prescribe specific types of shops.	No changes proposed
Civic uses	It seems more appropriate to use the site, close as it is to bus routes and shops, for a concentration of civic buildings (community hub and health centre) rather than to build houses on it.	A community hub including community, leisure and health centre uses is identified as priority for this site. Residential development is also proposed to achieve a mix of uses that will add to the variety and vitality of the area, as well as helping to meet Oxford's significant housing need.	No changes proposed
Tuck shop	Could Cherwell School children run a café/tuck shop?  Tuck bar for Cherwell kids.	It is not possible to require this through the SPD.	No changes proposed

## DESIGN AND LAYOUT

General area of comment	Details of comment	City Council response	Change proposed
Importance of good design	The site is a great opportunity for Summertown, excellent design is going to be key to its success.	Support welcomed. Agree on the importance of good design.	No change proposed.
Building heights / roofscape/ views	Would like to see more variation in height- with 4 and even 5 storey elements to add interest and visual attractiveness.  It should be made clear that the roofscape should not be dominated, not only by height or unbroken mass, but by antennae, as is the case in so many other locations.  Green roofs, if designed as such, may also provide an opportunity for open space and recreational use.  Historic England point out that before its development	The potential benefits of using green roofs are outlined in paragraph 105.  In the summary of the development brief framework for urban design on page 38 it is said that the height of buildings should vary along the same street frontage. Paragraphs 90 and 91 set out the building heights likely to be appropriate in the area and explain the reasoning behind this.  It is agreed that long range views into and out of	Paragraph 92: <i>Irrespective of overall height, the tops of buildings need to be carefully designed because of the contribution they make to the overall skyline.</i> <i><u>Consideration should be given to where the development might be seen from, and whether views out might be possible. Before its development</u></i>



	<p>Summertown was known as a location that provided views of Oxford's famous skyline. The potential for the multi-storey to provide a publicly accessible view should be explored. Furthermore, the potential impact of development on the site on views outward from city centre viewpoints should be considered and the potential to provide an attractive skyline features should the development be visible, should be explored.</p>	<p>the site should be considered, and some changes are therefore proposed.</p>	<p><i>Summertown provided good views of the central Oxford skyline. The potential for a publicly accessible view from the multi-storey car park should be considered. If the development might be viewed from viewing places in the city centre, development should provide an attractive skyline feature. The roofscape should not dominate by its height or by any unbroken mass...</i></p>
Residential development	<p>Flats need to be sensitively designed, like townhouses rather than concrete blocks.</p> <p>How will recycling bins be incorporated in street design to avoid the cluttered effect found in most city streets at present?</p> <p>Consideration should be given to application of restrictions on permitted development to ensure that the design objectives are not diluted or lost through inappropriate but irrefutable subsequent modification, as has happened elsewhere and which can cause a transformation in the character of the area and the nature and composition of communities.</p>	<p>Existing policies in the Core Strategy and Sites and Housing Plan require high quality design. Paragraphs expand on this with details about expectations specific to the site.</p> <p>Details such as bins and whether any permitted development rights should be removed can be considered at the planning application stage. Furthermore, work on a high quality design SPD will give more information on how to ensure design is appropriate and the City Council has a character appraisal toolkit, which may be used to describe existing character of an area, drawing out positive features and potential threats to these.</p>	<p>No change proposed</p>
Over development	<p>The overall impression is one of high density development repeating some of the worst features of the 'Waterways--Canal Corridor' developments and the consequent loss of the present open vistas.</p>	<p>It is considered that development designed within the framework set out in the SPD would be of an appropriate density for this location.</p>	
The setting of Summer Fields School	<p>In general, Summer Fields School welcomes the mixed use nature of the proposals but have previously commented that it is vital that the School retains its rural character post redevelopment of the adjoining land. To this end, the proposals within the SPD to locate residential development on the</p>	<p>The City Council has agreed that the northern boundary of the site is sensitive in that there is potential for overlooking of pupil dormitories. The background note to the SPD notes that there is existing screening from trees, but it is agreed that</p>	<p>In the bullet points under paragraph 106:</p> <ul style="list-style-type: none"> <li>• <i>The residential development close to the</i></li> </ul>

	<p>northern and eastern boundaries (which adjoin the School) are supported. The School would have strongly resisted any noisy, overlooking, potentially unsocial uses (such as the car park, commercial leisure uses) etc in these locations. In particular, it is noted that the SPD requires residential development on the northern boundary to be “set back” (paragraph 106) from the sensitive boundary with the School. This needs to be strengthened. For example, the SPD should note that Ewert House is currently set back by some 10m from the boundary with the School and the SPD should reiterate this as a minimum requirement of the new development. Further, Ewert House is 3 storeys in height and the School would wish the SPD to express this as a maximum storey height for development in this location, providing that the existing level change (of c.2m) between the boundary of the School and Ewert House is maintained (whilst we note the reference to housing on the eastern boundary of the site being relatively lower in height (paragraph 90), further guidance would be helpful in respect of the proposed flats on the northern boundary, having specific regard to the level difference in this location). This is because it is vital that the design of the new apartments avoids overlooking and maintains the privacy of the pupil dormitories within the School grounds (e.g. Front Lodge and Old Lodge are some 9m from the northern site boundary) – some of which accommodate children as young as eight. The School is concerned, in the strongest possible terms, that there is potential for overlooking in this location which must be mitigated by the SPD and eventual development. As such, in respect of this northern boundary, the School would like to see reference to increased planting here by the developer (that which is shown as existing on Figure J is considered rather generous – and it should be noted that due to the height and maturity of these tree, in practice the level of screening at head-height is limited). Paragraph 87 could refer.</p>	<p>additional tree planting on this boundary would be beneficial, and this can be noted in the SPD.</p>	<p><i>sensitive northern boundary with Summer Fields School is set back, which along with the significant drop in levels at this boundary means it should not be intrusive. <u>Trees already provide some screening here too. There is potential for more trees to be planted to create better screening, especially as younger trees will provide screening at a level above the wall and below the tops of the mature trees.</u></i></p>
--	--	---	--

Overlooking of Summer Field School grounds	<p>The SPD states that the development should be designed to minimize overlooking of the adjoining Summer Fields School playing fields. This does not give consideration to existing users, many of whom will be schoolchildren and may be considered 'vulnerable' to un-overlooked corners and hidden sections. When the private space is a Playing Field there cannot reasonably be a constraint on windows looking onto space. I object to this constraint.</p>	<p>The character appraisal background paper, in the section on surrounding buildings, notes that: '<i>A high wooden fence and mature trees line the boundary with Diamond Place meaning that only glimpses of the school buildings are visible within the site. It is important that any new development maintains the privacy of the school and provides an attractive setting.</i>' This leads to the 'Threat' noted in the summary of the character appraisal that: '<i>New development could result in overlooking of Summer Fields School. This needs to be considered at the design stage and avoided.</i>' This is referring to the school buildings on the northern edge of the site that house borders from the age of 8. The draft SPD makes reference to the sensitivity of this boundary. It is not suggested that there should be no overlooking of playing fields.</p>	No change proposed
Street patterns	<p>Whilst I concur that the Victorian pattern is generally a deformed grid, parallel or at a right-angle to main arteries, here it is an unnecessary definition, on a diagonally arranged irregular site. There are exceptions in the area to the grid pattern.</p> <p>The SPD must better consider and illustrate the site in its wider context.</p>	<p>It is not considered that the site is diagonally arranged or that there would be benefits to a diagonal rather than grid-like arrangement. The document is not prescriptive about the pattern of streets, merely highlighting (see paragraph 55) the potential benefits of a grid-like pattern, including that this does reflect surrounding street patters and that it will be easy to read, with the main new route through leading from the Banbury Road in the way that occurs in streets running off that main corridor to the north and south. It is acknowledged that some adaptation will be needed and the principle shouldn't be rigidly applied where it would not be advantageous.</p>	No change proposed
Active frontages	<p>Please ensure 'active frontages' are demanded, and that the need does not get confused by the contrary demand to 'prevent windows looking onto play space ...'</p>	<p>There is no demand in the draft SPD that windows should be prevented from looking out on to playspace or other public space. One of the</p>	No change proposed

		principles stated on page 37 of the draft document is that any planning application should show how consideration has been given to creating active frontages. One of the benefits of the indicative layout is stated as being that new development obscures the 'inactive edges' that exist currently around the site and that new routes are faced by development that will create activity and interest.	
SPD Diagrams	The indicative block plans at the end of the document do not appear to be in line with the site plans indicated in figures B and C on pages 8 and 9 respectively. The figure J plans appear to show the community hub block continuing further south than the indicated site boundary of the NOA Community Centre.	The indicative diagram has been drawn on the basis that it will include expansion of the Ferry leisure centre and ideally a new entrance, so parts such as the existing entrance and brick archway are likely to be drawn into the redevelopment.	No changes proposed.
Energy efficiency	An SPD for a strategic development site such as this should contain higher standards for energy efficiency than those in existing policies. It should push for higher levels of on-site renewable energy production, linking energy needs of different uses etc. Can the SPD suggest or require that commercial premises be serviced by PV panels?	The starting point for new commercial development is that it should complete a Natural Resource Impact Analysis, using the template in the SPD. At least 20% of predicted total energy use should be generated from on-site renewables or low-carbon technologies. This may well include solar panels, but the best solution will be open to investigation by the developer. It may be that a small CHP plant will be found to be the best way to achieve this.	No changes proposed

### ACCESS AND MOVEMENT

General area of comment	Details of comment	City Council response	Change proposed
Support proposed access arrangements	I support the traffic and circulation arrangements.  Summer Fields School welcome the recognition that Ewert Place will not provide a principal access to the site, but will instead function mainly as an access for service vehicles and pedestrians, is welcomed. The School retains full rights of access over Ewert Place and this could be acknowledged in the	The support is welcomed	No changes proposed

<p>Unsure about proposed access arrangements/ worried about impacts</p>	<p>SPD.</p> <p>Is there sufficient road access into the area?</p> <p>The County Council is will require more evidence that satisfactory access arrangements have been made and that any intensification will be mitigated. The County Council appreciates that this may come at the planning application stage and reserves the right to object if this is not the case. There may be reduced peak hour traffic because of the new uses, but there will be more traffic at Diamond Place because of no access to parking from Ferry Pool Road. The multi-storey car park may lead to intensification of traffic onto Banbury Road, particularly at the Diamond Place junction. The pedestrian crossing on the Banbury Road to the north of Diamond Place will not be a solution on its own. It is important that increased vehicular movements in this location do not inhibit pedestrian and cyclist movements. The County Council would be willing to discuss a possible mitigation strategy and possible measures to ensure priority for pedestrians and cyclists once more details about likely traffic generation are known.</p> <p>There are few options for access points. Great care will be needed to ensure that good pedestrian access is maintained.</p> <p>Would a one-way system with entry and Diamond Place, left into the multi-storey and exit at Ewert Place avoid a difficult exit next to the pedestrian crossing lights on Banbury Road?</p> <p>Motor vehicle entry/exit discussed. No such discussion for cycle crossing provision (no provision at Ferry Pool Rd exit on Marston Ferry Road).</p> <p>I am concerned at the almost complete absence of consideration for people cycling to, through and from the site. In particular I bring to your attention the very considerable</p>	<p>The City Council acknowledge that further assessment of access options will be required. The access arrangements suggested are likely to provide an optimal solution; however, further assessment will be required at the planning application stage- only when more details of the type and quantum of development are known will it be possible to fully predict impacts. Mitigation is likely to include junction improvements. It could be made clearer in the text that ensuring safety and ease of use of junctions for pedestrians and cyclists is a priority.</p>	<p>Paragraph 56  <i>It is important that the entrance to the site is clear and attractive. Diamond Place should provide the principal <del>vehicular</del> access into the site <u>and the safety and ease of use of this junction for pedestrians and cyclists should be prioritised.</u> The clear view into the site from Banbury Road and also out of the site to the attractive buildings on the west side of Banbury Road should be retained as far as possible. There will be an increase in vehicle movements along <del>this street</del> <u>Diamond Place</u>, as the two public car parks that are currently located on the site are expected to be combined and so the amount of public parking accessed from Diamond Place currently will be approximately doubled, and there will be additional traffic generated by the new housing...</i></p>
---	---	--	---

	<p>problem of leaving the site onto Banbury Rd, by bike. The issue in particular is people crossing the 'footway' to gain safe access to the signalised pedestrian crossing. There needs to be a thorough redesign of this junction to enable safe crossing by cyclists. Similarly the cyclist using the access from Marston Ferry Rd can be exposed to unreasonable danger without redesign of this single track road.</p> <p>I have major concerns about implications for traffic and parking. Traffic on the Banbury and Woodstock Roads is already set to increase after the opening of the new Parkway Station. Cars accessing the new site will inevitably clog up the surrounding streets. The road where I live is already a bit of a nightmare with cars cutting through from the Woodstock to the Banbury Road. Accessing the new site via Diamond Place will probably make it worse. I would welcome more information about traffic plans for the wider area of Summertown and how effects of the new site will be managed.</p> <p>Paragraphs 54/55 refer to 'within the red line of the site' design and excludes important uses, routes, affected by the SPD. The Guidance must be conscious of surrounding issues, movement, weightings of all traffic modes, it fails towards the Banbury Road, and the foot/ cyclepath to Cherwell.</p>		
<p>Pedestrian and cyclist movements across the site</p>	<p>A clear direct route for walking and cycling across the site and to Cherwell School is essential. This element may become clearer at the planning application stage; the County Council reserve the right to object at a later date if this is not forthcoming.</p> <p>The path between Cherwell School and the Ferry Centre Car Park, although well used by pedestrians and cyclists, has no formal status; the opportunity should be taken to rectify this anomaly.</p> <p>Cyclists and pedestrians should not be conflated. Cyclists are a</p>	<p>It is agreed that the path to Cherwell School is an important route, and there needs to be good connections to it. The proposed principal route and route alongside the east of the existing Ferry Car Park will provide safer pedestrian and cycle access than the existing route from Banbury Road, which requires the crossing of two car parks with no clearly defined routes for pedestrian and cyclists.</p> <p>The route shown is slightly less direct than the diagonal route that may be taken across the car park currently. However, very little distance is</p>	<p>Paragraph 13: <i>The site is located just behind the busy Banbury Road. The site has no <b>vehicular</b> through traffic at present.</i></p> <p>Paragraph 57: <i>A route across the site from Diamond Place to the east side of the Ferry car park will enable a good connection to the</i></p>

	<p>threat to pedestrians and cycle lanes should be kept off pavements. Also, avoid lots of signs and excessive street furniture and markings.</p> <p>Will Cherwell School pedestrians be safe-guarded and kept separate from traffic?</p> <p>A direct, diagonal route across the Ferry Car Park, to give convenience to people travelling to and from the east (Cherwell School), should be a requisite. Making the access point at the eastern site-corner as visible as possible is important.</p> <p>Paragraphs 13 &amp; 43 state “the site has no through traffic at present”. This is incorrect as pedestrians and cyclist currently move across the site. This should be corrected to ‘motorised traffic’.</p>	<p>added and the advantages in terms of safety will be considerable. Arranging blocks to create a diagonal route would create awkward block shapes and would not provide a route with a clear line of sight into the site or out to the Banbury Road. The SPD is not able to change the status of the existing footpath.</p> <p>In the longer term, possible development of the Summer Fields School site to the east of the Ferry Car Park offers the potential to improve pedestrian and cycle access to Cherwell School even further. It may be possible to provide pedestrian and cycle access that avoids use of the existing narrow path that runs between fences. This should be referred to in the SPD.</p> <p>The reference to ‘traffic’ in paragraph 13 was intended to refer to vehicular traffic. This could be specified for clarity. Paragraph 43 refers to vehicle access and does not mention through traffic.</p>	<p><i>Summer Fields School playing field beyond. This will be an important connection as it is expected that the site is to be used as a temporary car park and later for housing.</i></p> <p><u><i>Development of the Summer Fields School site offers potential for improved pedestrian and cycle access to Cherwell School.</i></u></p>
Diagrams within the SPD	<p>Figure F - Although a key is shown for vehicle movements, no such movements are indicated on the plan.</p> <p>Paragraph 62 - Cycle/pedestrian routes marked on the plan should include the Sustrans cycle route that passes the back of the site. This route links the City Centre to Kidlington (and beyond) via the cycle bridge over the A40.</p> <p>The Figure H indicates a ‘best line’, which is not available for cars. Additionally it is no more than a LINE on a plan. No account is given to this as a key route, indicated in the added diagram to the left. The ‘minor’ descriptor is not acceptable. Are pedestrians’ minor because they are not cars? Especially at</p>	<p>Figure F does show vehicle movements as indicated in the key.</p> <p>The key in Figure H notes the routes as minor <u>or</u> pedestrian and cycle route only. The words ‘only’ and ‘route’ could be swapped around for clarity. The primary route is anticipated to be important for all users, not just vehicles. The movements shown in Figure F are explained in paragraph 50 of the draft document.</p> <p>The Sustrans route is shown in Figure F, and this helps to further explain why the principal route</p>	<p>Change to figure H key to swap words ‘only’ and ‘route’.</p> <p>Paragraph 57: <i>A route across the site from Diamond Place to the east side of the Ferry car park will enable a good connection to the Summer Fields School playing field beyond. This will be an important connection as it is expected that the site is to be</i></p>

	<p>school times this is a major route for pedestrians, and cyclists.</p>	<p>proposed is likely to be important. This could be explained more clearly in the text.</p>	<p><i>used as a temporary car park and later for housing. <u>Development of the Summer Fields School site offers potential for improved pedestrian and cycle access to Cherwell School. There is also potential for connecting the principal route through Diamond Place with the Sustrans cycle route to the east. These possible improved routes should be explored through any future development of the Summer Fields School site. Diamond Place should be designed with this longer term possibility in mind.</u></i></p>
Manual for Streets	<p>Reference should be made to the Manual for Streets and Manual for Streets 2; compliance to the principles outlined in these texts should be mandatory for this development.</p> <p>The recognition that principles set out in Manual for Streets should inform the design is excellent!</p>	<p>The City Council agrees it is important that principles set out in the Manual for Streets should inform design. This is referenced in the summary box on page 24 of the draft document.</p>	<p>No change proposed.</p>
Coaches visiting Ferry Leisure Centre	<p>Could the NOA car-park be a safe place for coach drop-off and pick-up of children to the pool?</p> <p>I cannot see how coaches could deliver children to the sports centre in the suggested layout. They need to be able to drop off and pick up without having to turn round; any coach parking needs to be planned to facilitate this. It would not be desirable to have coaches able to drive through the development, a through possible 'rat-run' is rightly avoided.</p>	<p>In the summary box on page 24 it is said that: 'Any <i>planning application will need to show how coaches taking children to the leisure centre will be accommodated.</i>' The final bullet point in the list on page 38-39 says that a gate from Ferry Road to Diamond Place might be necessary to enable coaches to drop off outside the leisure centre (in the area of hard standing shown) and then exit via Diamond Place, without needing to turn round.</p>	<p>No change proposed.</p>



	Why is there no exploration of the demands of coach manoeuvrability?	This gate is likely to be necessary for emergency and servicing vehicles also. It would be considered unnecessary to provide a large area of hard standing to enable large vehicles to turn when there is another potential solution.	
	I do not find the phrase 'rat-run' is acceptable. I accept that a bypass for the traffic-signals should not be created.	It is considered that 'rat-run' is a generally well-understood phrase to describe the generally undesirable use of a cut-through by drivers wishing to avoid the intended, busier main routes.	No change proposed.

---

## **Appendix 1: Interim Consultation Report on the Options**

# Oxford City Council

---

## **DIAMOND PLACE SUPPLEMENTARY PLANNING DOCUMENT OPTIONS DOCUMENT**

Report on consultation

JULY 2014



## CONTENTS

---

1. Introduction
2. Consultation Process
3. Consultation Responses

**PLANNING POLICY**  
Oxford City Council  
St Aldate's Chambers  
109 - 113 St Aldate's  
OXFORD  
OX1 1BX

Telephone: 01865 252847  
Fax:01865 252144  
Email: [planningpolicy@oxford.gov.uk](mailto:planningpolicy@oxford.gov.uk)  
www: <http://www.oxford.gov.uk/planning>

## **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.

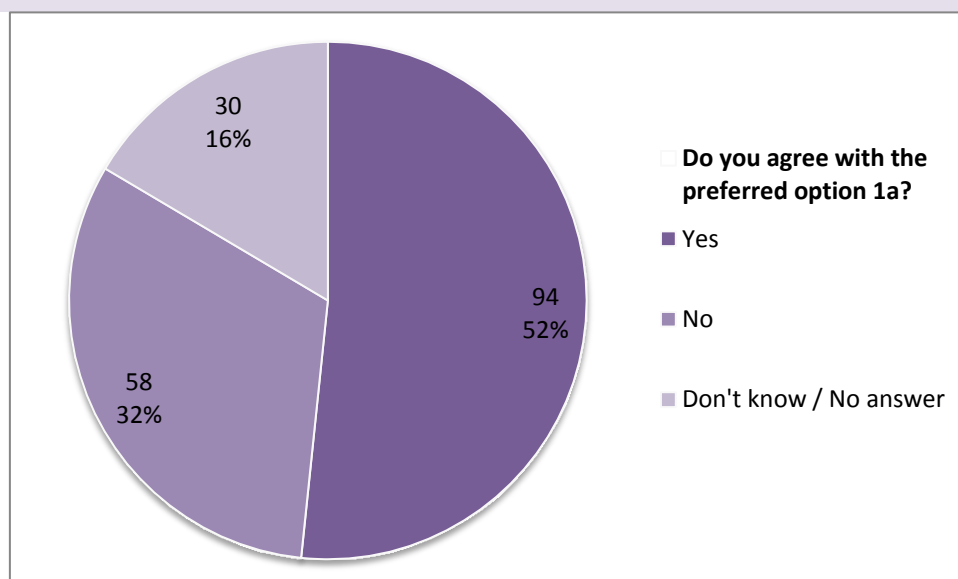
Pie charts are used below to show the proportion of respondents who agreed with or disagreed with the preferred options. Respondents were not required to answer all questions. The pie charts also record the proportion of respondents who didn't answer each question, or who answered 'don't know'.

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 unity 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.

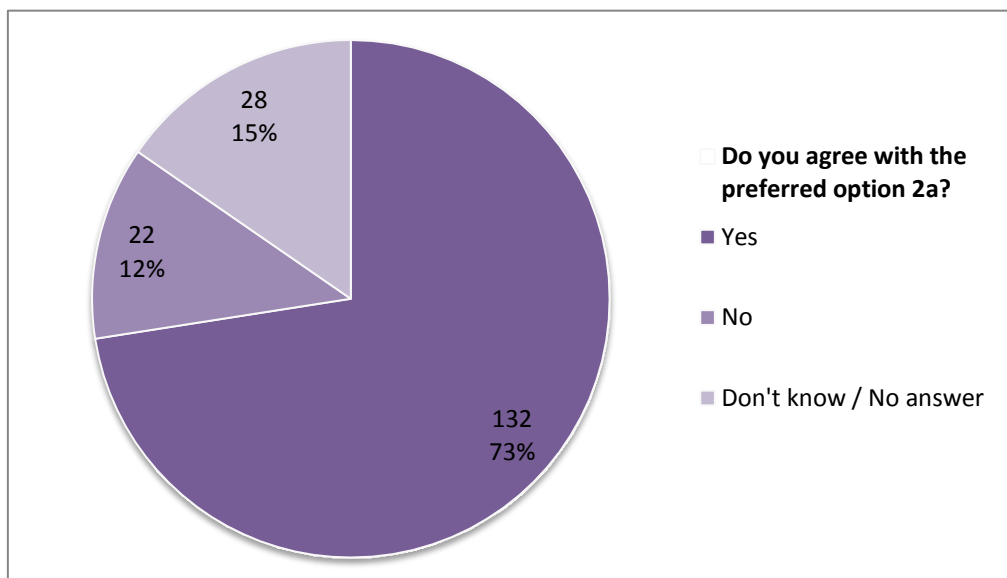
#### **Summary of Feedback from workshop 2.04.2014**

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**

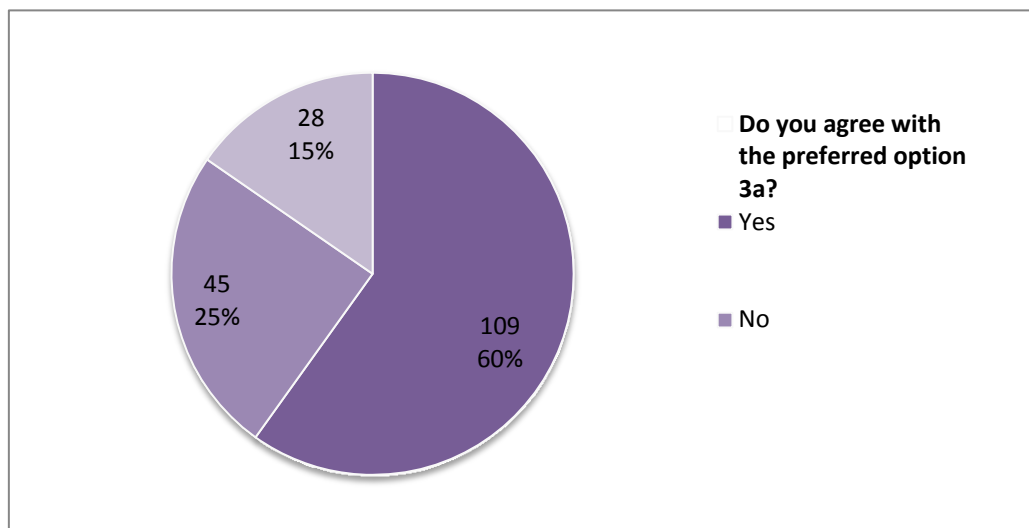
- No certainty this will come forward due to need for financial support and private investment (1); No point including if no interest (1); Whilst not against in principle, the demand for a health centre seems unproven. I would prefer to see an extension to the leisure and community facilities on and 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

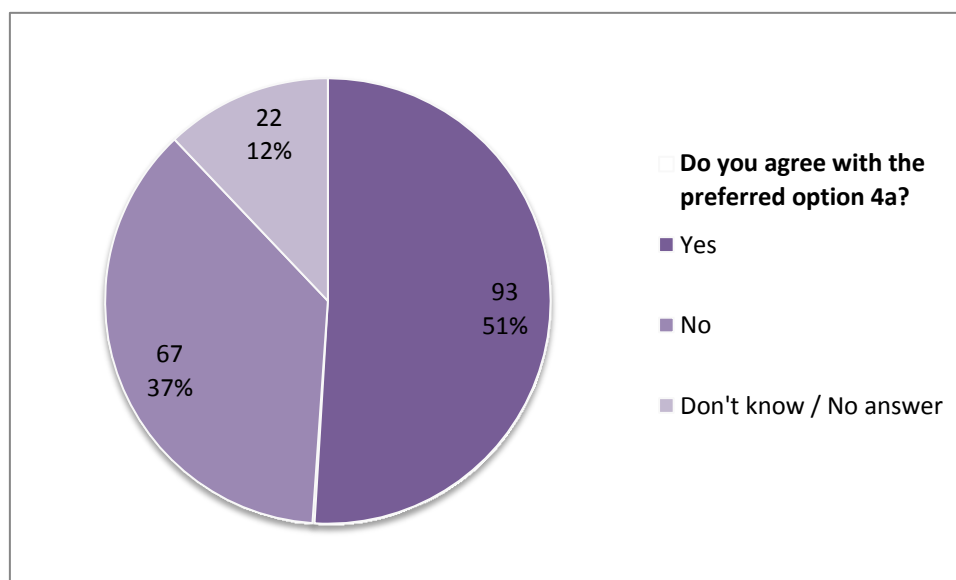
The University of Oxford supports option 3C, which includes student accommodation, aiding a vibrant and mixed-use community. Student accommodation can be car free and low carbon.

### 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)

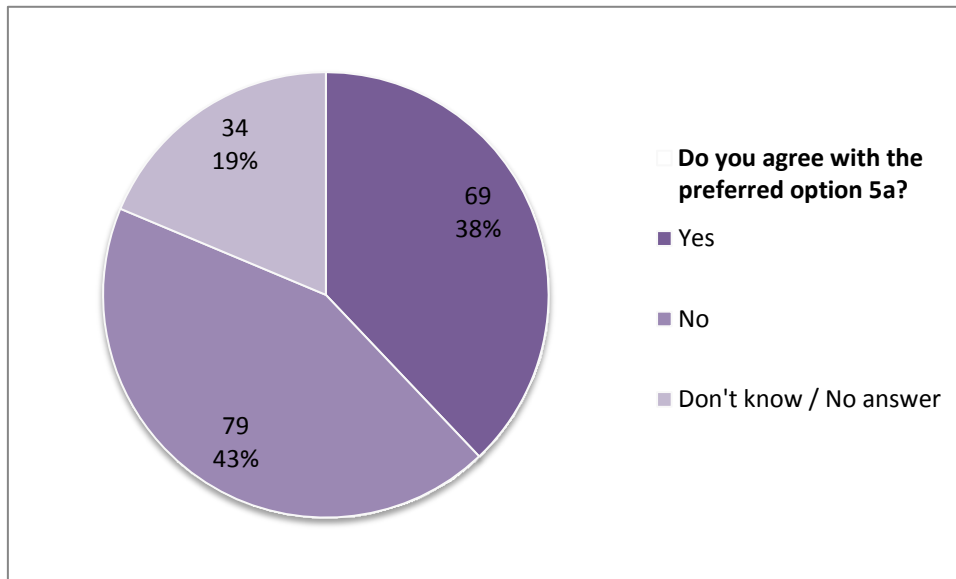
**Summary of Feedback from workshop 2.04.2014**

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.

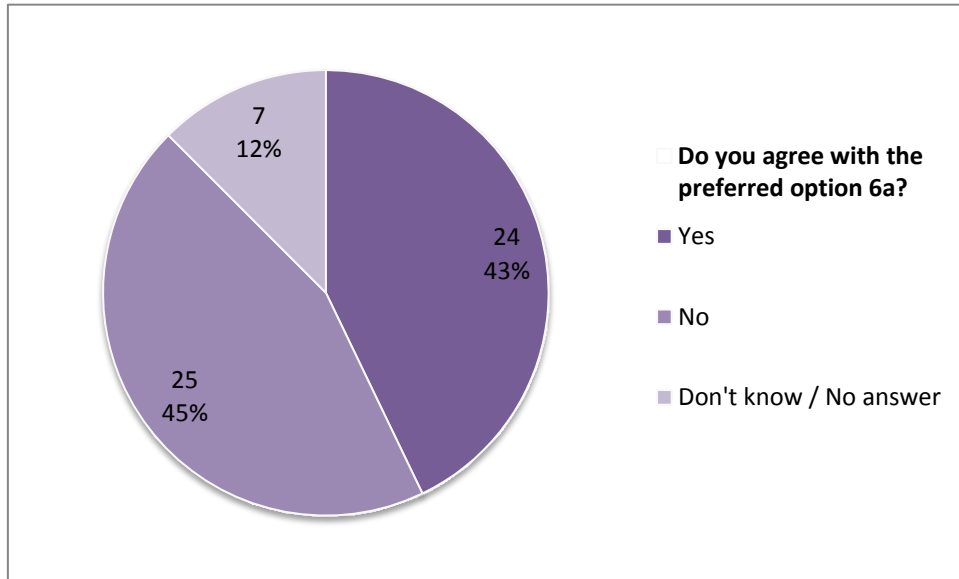
#### **Summary of Feedback from workshop 2.04.2014**

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

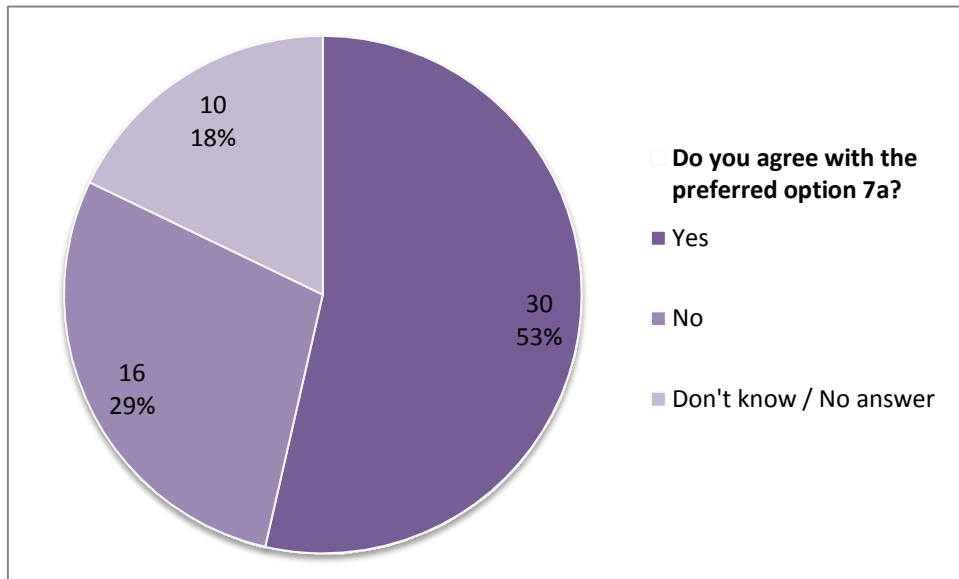
- Bicycle and mobility scooter spaces should also be considered (2);
- Minimise car access and traffic, particularly through Ewart Place. This space should be about people and not cars. Access to any new multi-storey car park should not sever the pedestrian use of Banbury Rd (1).
- “This document pays 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

<i>7a Preferred option</i>	<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>
<i>7b Alternative option</i>	<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.

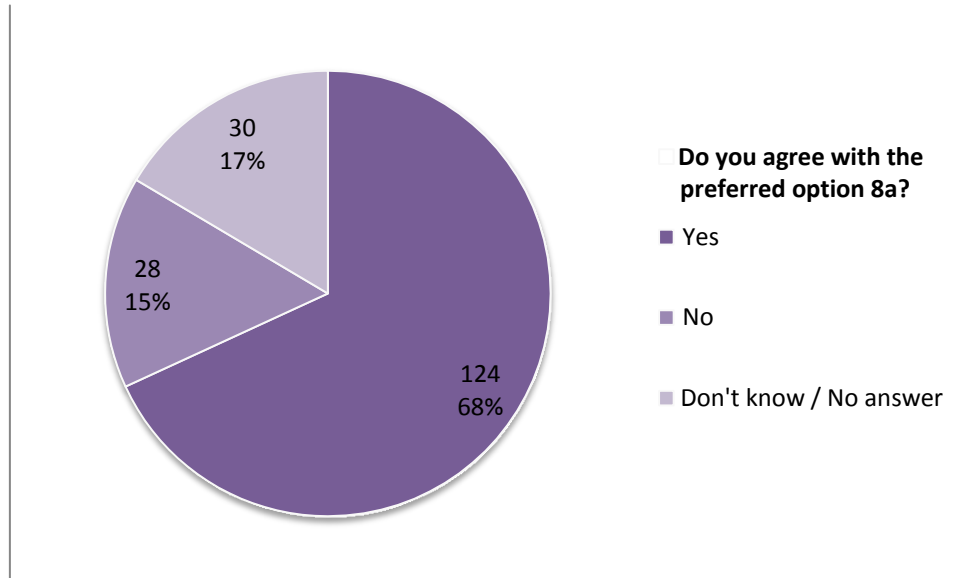
**12 comments were received in supporting the inclusion of employment as an expected use**

- 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**

<p>8a Preferred option</p>	<p><b>SPD to suggest that the community centre should be re-provided within the new development.</b>  <i>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.</i></p>
<p>8b Alternative option</p>	<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

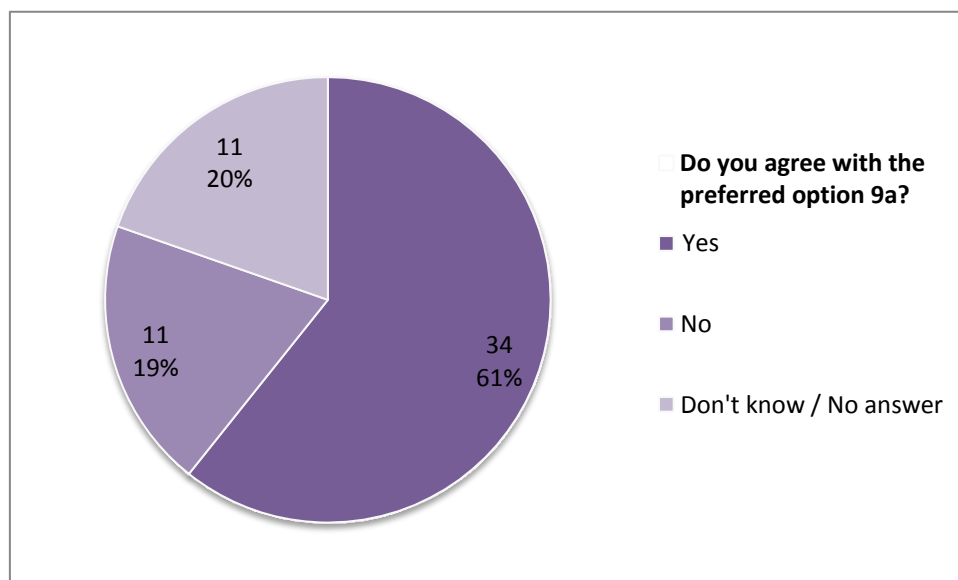
floorspace, to create a more flexible building, or to combine the community centre with either the health centre or library to create a community hub. However there were also concerns that if the community centre were included, developers may try to reduce the amount of floorspace. Many people commented 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**

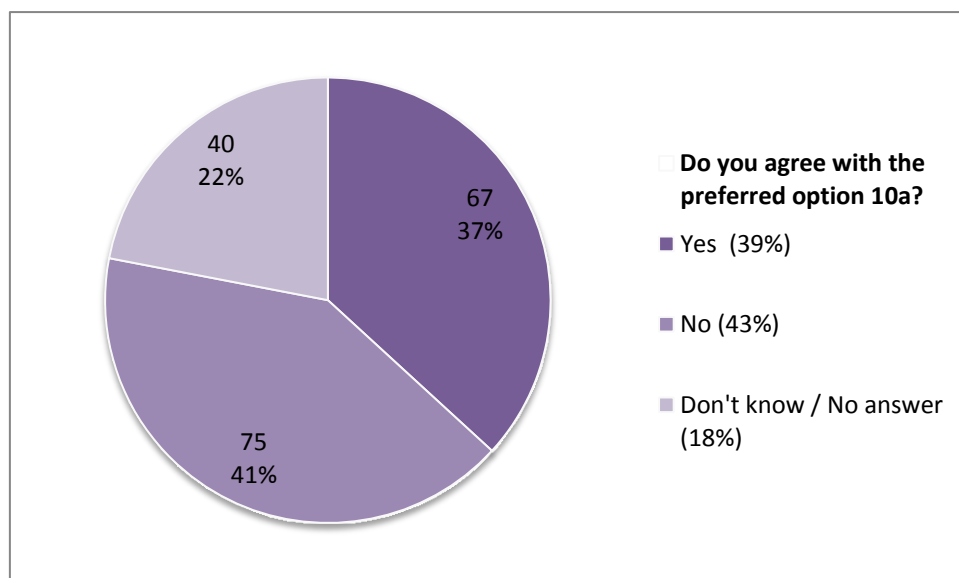
- Any changes to the site should not be to the detriment of the Ferry Leisure Centre (3), which is an important amenity, including for schools (1)
- Concerned that current sport 19 facilities with adequate parking are kept (1)
- I think that some leisure facilities should be provided (1)
- Leisure and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

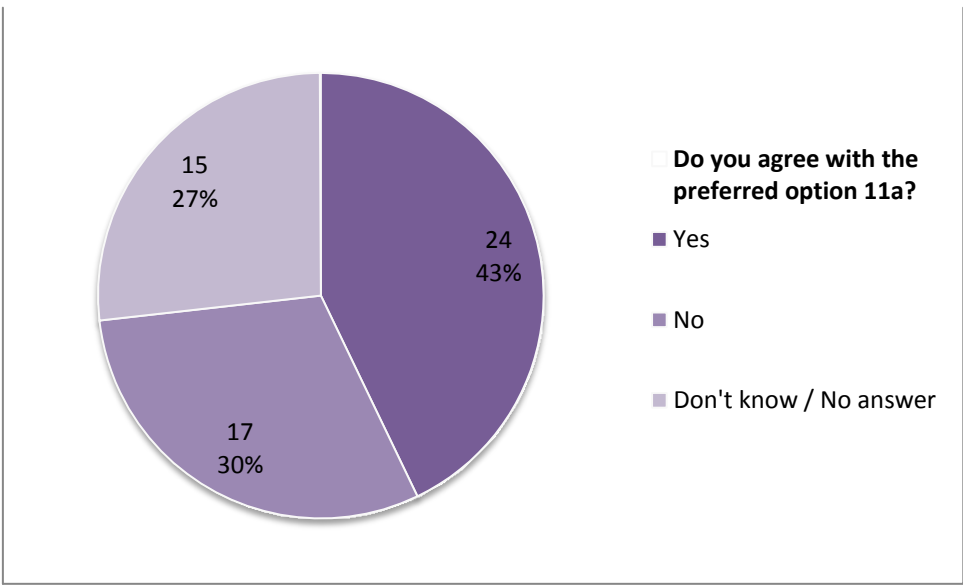
**Summary of Feedback from workshop 2.04.2014**

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 to 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

12a Preferred  
Option

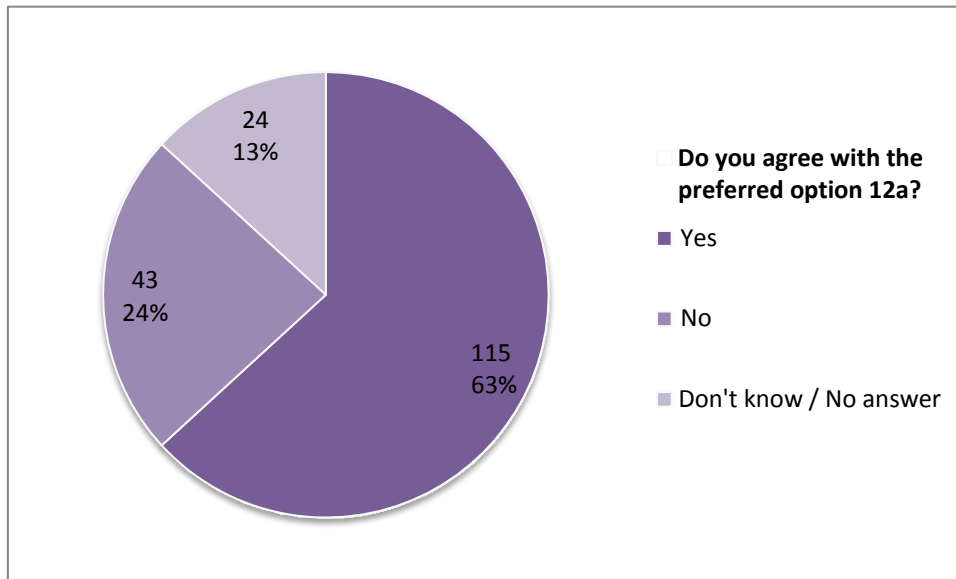
#### **Town square**

*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.*

12b Alternative  
Option

#### **Green Space**

*Open space to be provided as green space (well-related to the residential development, particularly any houses and individual blocks of flats).*



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).

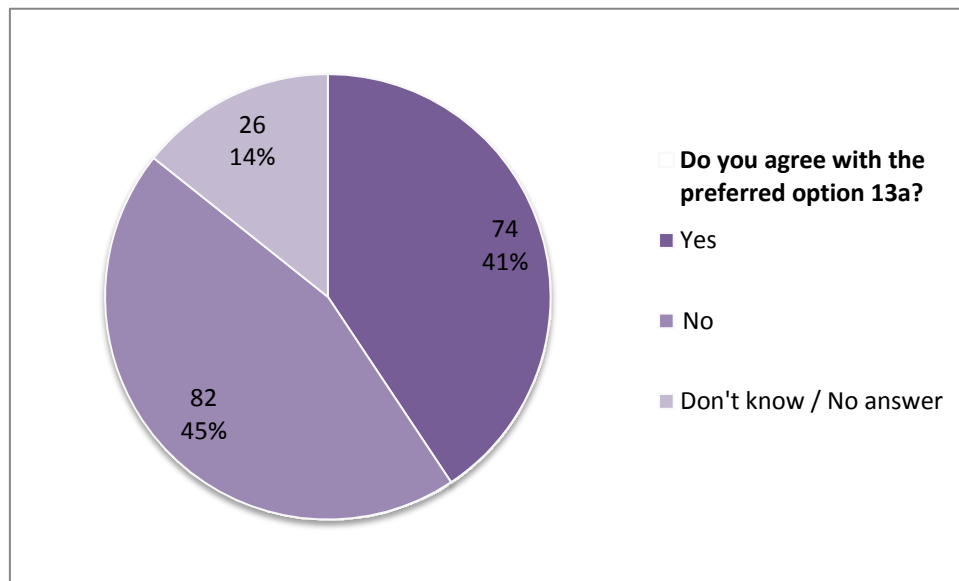
**2 respondents stated that would like more information on the green space option.**

**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)

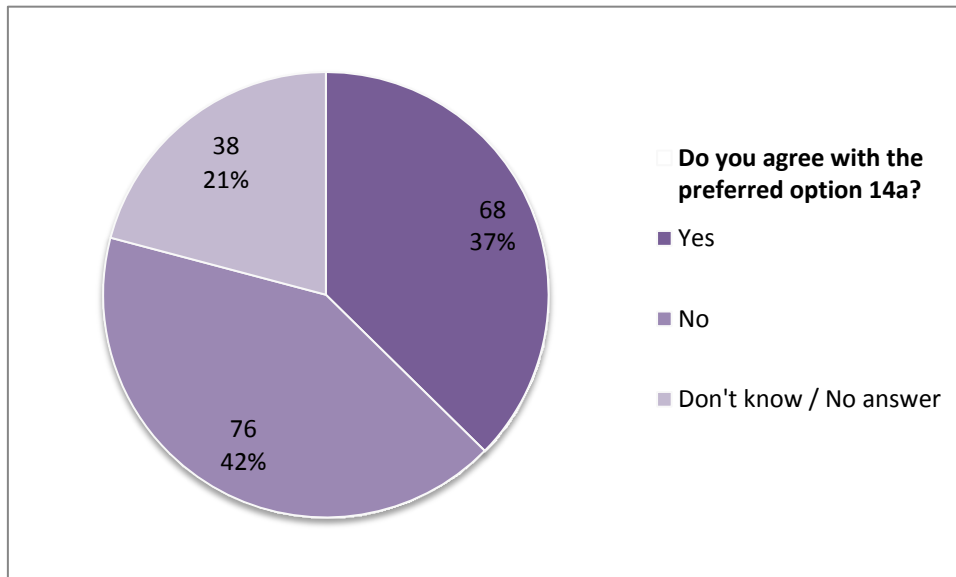
- It would be helpful for these options to be laid out in a more visual way. I can just about 'get' all of the options reading through the text, but for the instances where things get more technical (i.e about building height/number of storeys), I really think that some sort of drawings or mock-ups would 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)

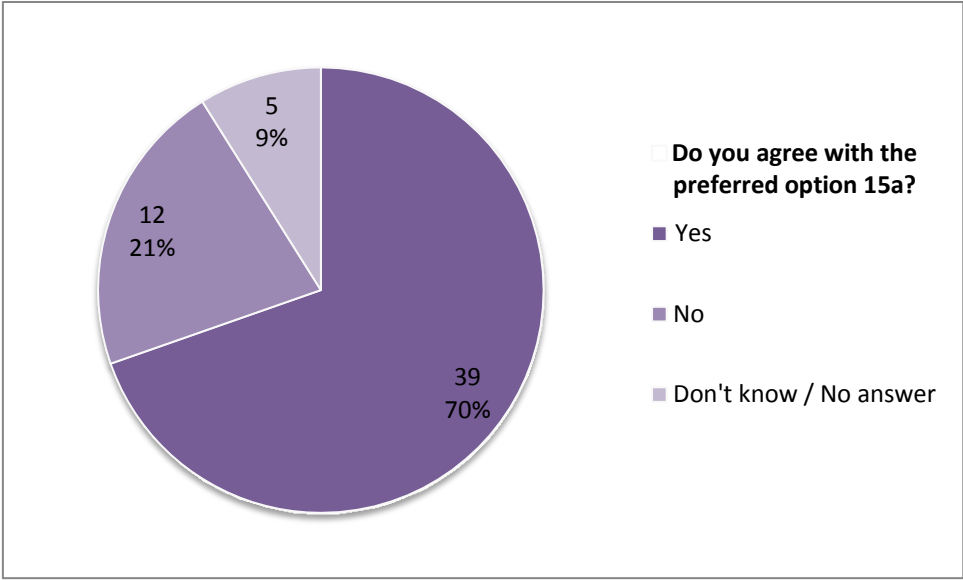
**Summary of Feedback from workshop 2.04.2014**

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.