

Public Consultation

The following is a summary of the responses received in relation to the public consultation on the application.

Statutory Consultees

- Oxfordshire County Council:

Highways Authority: No objection.

The application proposes a low car development. However, without sufficient parking controls in the local area, the County Council has concerns that all parking associated with the development would not be contained within the site. This would lead to unacceptable overspill parking and compromise the principle of the development to encourage low car ownership. A contribution to a Controlled Parking Zone or other traffic enforcement/management measures in the area is therefore required.

A Travel Plan Statement is required in support of this application in order to encourage the sustainable transport aspirations for the development.

A SUDS drainage scheme will need to be designed carefully so that ground water is not polluted and the flows emerging into the Old Temple Cowley School development site are not increased.

Drainage Authority: No objection subject to a condition requiring the detailed design of the drainage strategy

The Drainage Maintenance Plan will need to show how the storage tank is to be maintained including pumps required to discharge surface water to the surface water sewer on Temple Road.

There is no improvement to water quality on the site. Pervious pavements could be used to improve water quality even though there is no soakage.

Education: The County would seek CIL contributions towards Early Education Provision, Primary Education, Secondary Education (inc Sixth Form), and Special Education Needs

Property: The County would seek CIL contributions towards Adult Learning, Local and Central Library provision, and Strategic Waste Management

Fire and Rescue Service: There is likely to be a requirement to provide fire hydrants within the development site. Exact numbers and locations cannot be given until detailed consultation plans are provided showing highways, water main layout and size. The provision of hydrants in accordance with the requirements of the Fire & Rescue Service will therefore need to be the subject of a planning condition if the application is ultimately recommended for approval.

As an informative, the Fire and Rescue Service recommends that new dwellings be constructed with sprinkler systems.

- Oxford Preservation Trust: The Trust has looked at this application with interest which utilises the site of the former Swimming Pool for much needed residential housing. The site lies just outside the boundary of the Temple Cowley Conservation Area, which designation has helped to ensure that the former village retains its character with its surviving 17th and 18th century stone houses, cottages, and stone walls such as those facing onto Temple Road directly across from this site. These 'villages within the town' are a key characteristic of Oxford and seen here and elsewhere in nearby Iffley, Old Marston and Old Headington. As the area has evolved newer 19th and 20th Century brick and stone buildings have been constructed, some of considerable character including the Library and the United Reform Church which form part of the site, and the award winning History Centre in St Luke's Church opposite

Whilst we understand the pressure for housing we are concerned that this application seeks to build over too much of the overall site, with no attention given to providing any significant open green space, and with little reference paid to the surrounding character of the conservation area and the grain of the existing residential houses.

The three apartment blocks rising to five-storeys are too large in scale, height and massing, and rather than taking the opportunity to enhance the area, will instead have a negative impact on the street scene and are out of scale with the two-storey library building and the existing houses in the area. The architectural style of the apartment block fronting Temple Road is disappointing, for although the proposed red brick does reflect the predominant building material on this side of the street, the design is uninterestingly square, reflecting neither the curved walls of the library building nor any more imaginative 21st Century design.

We support the re-use of this site for residential housing, but would want to see better and good quality design and building appearing here in East Oxford which can only encourage others to follow. We ask the City Council to refuse this application and encourage a revised and better design.

- Oxford Civic Society
The Society considers that the proposals do not provide an acceptable balance between the conflicting requirements for maximising housing provision, ensuring high standards of living accommodation, providing adequately-sized and well-configured green amenity space, and accommodating appropriate standards of car parking, without exacerbating local parking difficulties (in the absence of any controls of on-street parking) and local traffic conditions.

It appears that the total garden space provided to the 13 houses is greater than the open green space available to the remaining 35 dwellings. This disproportionate allocation is not compensated for by the private balconies associated with the apartments, which are too small to provide realistic amenity space, and are thus at risk of being used merely for equipment storage. The total extent of the green amenity space provided is not only quite small, but by being

reduced to a series of narrow bands at right angles to each other, lacks a sense of openness and genuine functionality.

The Design Review Panel appears to have urged the minimising of parking provision, and the extent to which this has been followed is set out in paragraph 7.21 of the Planning and Consultation Document which states: "*the scheme will provide 36% less parking than the minimum requirements of that guidance. The provision is also approximately 50% less than the standard required in the City Council's Supplementary Planning Document.*" Although this location is suitable for car-free households, this risks the encouragement of new residents parking in adjoining streets, exacerbating problems already extant, at least until or unless a Controlled Parking Zone is established in the area. Notwithstanding the reduced parking provision, it is evident that the attractiveness of the development is compromised by the fact that, of the open space, over 50% comprises hard-surfaced car park areas.

The proposal for a Travel Plan for the site is a laudable attempt to address the need to reduce car travel by the new residents, but the achievement of its objectives is dependent upon individual behavioural decisions of the new residents. The assessment in the Transport Statement that there will be 4, two-way cycle journeys per 12-hour day is inconsistent with the predictions of the Travel Plan that cycling will be the chosen mode of travel for 20% of the occupants of the 48 residential properties proposed, and suggests little commitment to the encouragement of modified travel behaviour.

The assessment that there will be nearly 190 vehicle trips per day generated by this development is concerning. The Transport Statement concludes that this is acceptable, but only on the basis of comparison with previous traffic levels. However, these have only been assessed on a theoretical basis rather than from actual records, and with no consideration of patterns of traffic flow across the working day. More detailed assessment should be made of the likely effects of the injection of 190 vehicles into the surrounding road network, particularly Cowley Road, and the road junctions and the apparent anomalies between the Transport Statement and Travel plan should be resolved.

Regarding cycle parking, although an adequate number of spaces is provided, for the three apartment blocks the practicalities of this provision are completely unacceptable. In fact, the proposals appear to be no more than a cynical attempt to demonstrate commitment to cycling, without any appreciation of the practicalities, let alone the convenience, or knowledge of the actual requirements of potential cyclists. In all cases, the cycle parking is not conveniently placed to the entrances of the residential blocks, and in the case of Block C entry to the parking facility would involve negotiation of two doors and two right-angled corners in a narrow corridor. Apart from this inconvenience, the proposed arrangements will be near-impossible to use by anyone not of robust stature, since they all involve lifting the bicycle (typically weighing 12 – 20kg) clear of the ground, whilst obstructed by the close proximity of adjacent bicycles already parked. This arrangement might be acceptable for long-term storage of little-used equipment, but it is not fit for the purpose of facilitating frequent active travel and

encouragement of adoption of cycling as a preferred mode. It is thus totally unacceptable.

The society believes that the proposals do not effect an acceptable balance between the quantum of housing, the quality, quantity and disposition of amenity space and achievable patterns of travel behaviour. We would urge refusal of this application for development in the current form.

- Thames Water Utilities Limited

No objection.

- Natural England

No comment to make on the application. The application is not likely to result in significant impacts on statutory designated nature conservation sites or landscapes. It is for the Local Planning authority to determine whether the application is consistent with national and local policies on the natural environment.

Third Parties

Letters have been received from the following addresses. Their comments are summarised below.

- Hill House, Abbebury Avenue
- Flat 4, 85 Abingdon Road
- 2 Alma Place
- 16 Augustine Way
- 151 Bagley Close, Kennington
- 14, 15 Bailey Road
- 52 Bennett Crescent
- 6, 15 Beresford Place
- 13 Boswell Road
- 53, 109 Bulan Road
- 194 Campbell Road
- 7 Caldecott Close
- 12 Chalfont Road
- 28 Granville Court, Cheney Lane
- 13, 17, 28 Church Hill Road
- 22 Clive Road
- 75 Coltman Close, Abingdon
- 11 Coverley Road
- 490 Cowley Road
- 5, 20, 30, 48, 66, 87, 97, 110a Crescent Road
- 110, 134 Cricket Road
- 32 Dashwood Road
- 43, 45 Dene Road
- 12, 14, 19, 36, 37 Don Bosco Close
- 26, 29 Fairhaven Road, Bicester
- 144 Fern Hill Road
- 45 Field Avenue

- 7, 26 Fletcher Road
- 35 Florence Park Road
- 36 Freelands Road
- 8 Gillians Way
- Lowenna, Hendred Street
- 46 Henley Street
- 6 Highfield Avenue
- 1 Hobbyhorse Lane, Sutton Courtney, Abingdon
- 157, 158, 160 Hollow Way
- 192 Howard Street
- 42 Hurst Street
- 196 Iffley Road
- 18 Inott Furze
- 333 Iffley Road
- 18 James Street
- 17, 29, 35 Junction Road
- 2, 14 Kirby Road
- 37 Kirk Close
- 19, 20 Knolles Road
- 3 Lawrence Road
- 27 Lake Street
- 57, 73, 89, 95 Leafield Road
- 22, 59 Lizmans Court
- 320 London Road
- 66 Lye Valley
- 11 Lytton Road
- 50 Maidcroft Road
- 82 The Crescent, Mandlebrote Drive
- 17 Marshall Road
- 132 Morrell Avenue
- 31 Mt Peechee Place, Canmore, AB Canada
- 45 Nowell Road
- 32, (Flat 8) 111, 165 Oxford Road
- 54 Owens Way
- 16 Peel Place
- 47, 78 Percy Street
- 28 Phipps Road
- 24 Ramsay Road
- 56 Raymund Road
- 108 Ridgfield Road
- 18 St Annes Road
- 8, 21, 29 St Christophers Place
- 31 St Lukes Road
- 13, 15 Salegate Lane
- 2 Shelley Road
- 67, 84 Lizmans Close, Silkdale Close
- 3 Skelton Court, Jeune Street

- 105 Southmoor Road
- 49, 65 Stratford Street
- 26 Stanley Road
- 20 Tawney Street
- 9 Temple Mews
- 13, 38, 42, 44, 64, 78B Temple Road
- 26, 46-48 Tree Lane
- 35 Turner Close
- 22 Trinity Road
- 7 Yeats Close
- 18 York Avenue
- 15, 17 Westbury Crescent
- Flat 5, 60 West Way
- Westfield Close
- 51 White Road
- 7 Whitson Place
- 21 Whitethorn Way
- 32 Willow Close, Garsington
- 47, 57 William Morris Close
- 23 Wytham Street
- Ivy Cottage, Moulsoford
- Poachers Cottage, Steeple Aston
- Rosedene, Church Hanborough;
- Old Temple Cowley Residents' Association
- Silver Band Hall
- St Christopher's School
- 27 letters received from individuals who did not provide an address

Individual Comments:

The main points raised were:

Local Plan Policies

- The development would be contrary to Local Plan Policies CS21, SP54 and HP9

Community Facility

- The Temple Cowley Pools and Fitness Centre was a hugely valued and well patronised resource and was the focal point of a number of community resources (Library, Silver Band Hall, United Reform Church, NHS Medical Centre, Oxford Historical Record Centre, Primary School, and even adjoining pub). The proposal to demolish this facility and replace with 48 dwellings is not acceptable.
- The closure of Temple Cowley Pools and Fitness Centre has created an enormous deficiency in Temple Cowley and the surrounding area, so the 'deficiency' test of Policy CS21 has not been met
- The alternative facilities at Blackbird Leys are not in a location equally or more accessible for residents of Temple Cowley, or for Cowley in general, which has an ever-increasing population in the need of community accessible fitness provision (rather than private provision)
- The alternative facilities at Blackbird Leys are not as accessible for those with

mobility problems.

- The site has not been shown as being surplus to requirements for sport and recreation and so does not accord with either national or local plan policies
- Although the site has been closed by the Council it retains the potential to provide types of sport and recreation for which there is a need in the city.
- Local people want the facility re-opened in some form, not dense housing
- Local residents have been deprived of accessible affordable leisure/sports facilities: Speedway, Greyhounds at the Oxford Stadium and Morris Motors Athletics Club
- The Temple Cowley area has a population of 6,500 and increases each year, yet is poorly served by leisure facilities.
- There is a very good justification to expand leisure facilities in the face of the mass housing developments all within 15 minutes walk of Temple Cowley Pools
- The community facility should be retained as there are community projects willing to take on reopening the facility at minimal cost to the Council
- There is no replacement Diving Pool at Blackbird Leys
- There were no replacement for the Squash facilities that were closed

Housing

- There is more than enough 'social housing' in Cowley
- Temple Cowley has had far too many properties built in the area in the last 20 years (Morris Motors Social Club; Salesian Gardens etc)
- There is a great need for affordable housing in the city, and so the affordable housing in the scheme should have a large provision of affordable key-worker housing and not change into buy-to-let HMOs.
- It is difficult to determine whether the homes will adhere to minimum standards for lifetime homes
- There are plenty of other brown field sites within the city such as car parks which could be developed and in the case of car parks could ease congestion in the city.
- The extra children to this part of East Oxford will have an impact on school places
- The Band is concerned with the sound which will be emitted from the Band Hall by way of Brass Bands, Bagpipes, Drums, and Parties which will affect the occupants of the new properties.

Transport

- The three parking spaces for the library while legally required by the application are inadequate for the library
- The level of parking provision is inadequate and below the standards for both City and County provision for this area and will place an impact on surrounding streets
- At least 75 parking spaces should be provided in this area for a development this dense, for residents and visitors
- There would be significant problems with traffic, access, and safety of access for schoolchildren
- There will be unacceptable levels of traffic on Temple Road (in both directions), Junction Road, and onto Hollow Way
- The development should include improvements to the local walking and cycling provision, particularly the crossing of Oxford Road
- There should also be a controlled parking zone to prevent parking by non-

residents

- The site is not in a sustainable location and does not support walking and cycling as there are few facilities within easy walking distance and the cycle routes are unpleasant
- Additional cycle route improvements should be made to make the development more accessible, including better links to Barracks Lane, the school and city centre, Oxford Road/Between Towns Road to Cowley Centre
- The GP practice on Temple Road has no parking provision and people rely on parking by the Library or the pool
- The access road looks to be very narrow and similar to the existing Library slip road which will not be acceptable
- There is no access for pedestrians through the Silver Band Hall or School
- A travel survey should be done in the nearby community facilities to get a realistic view of the travel habits of people using facilities surrounding the site

Design

- The density and bulk of the development is unsympathetic to the surrounding buildings
- The density is twice the maximum density that the council suggested in their own policy
- The development of the proposed density is out of character with the area and does not in any way enhance the existing streetscape of mainly two-storey residential buildings
- The proposal would have a detrimental impact on Temple Cowley Conservation Area and adjoining Listed Building
- The buildings are too large and would overshadow the library and overlook its children's area. The basement room at the library will get no light at all with a building so close.
- The building will impact negatively on access to the Silver Band Hall
- The density of the development should be reduced to approximately 39 dwellings on the site, and that would still seem excessive
- The development is not in keeping with the village context
- Block D is a three storey structure just two metres from their boundary with a large flank wall facing the Silver Band Hall. This wall has no windows or relief. By reason of the size this will have a detrimental impact on the Band Hall
- Due to the excessive bulk, massing and height, this would have an adverse impact upon the amenities of the adjoining properties in Temple Road, Oxford Road, Silkdale Close, Kirby Place, and also natural light to the Silver Band Hall

School Access / Silver Band Hall Access

- The proposal will block off the emergency service vehicle access to St Christopher's Primary School playing fields and the western buildings
- There is no provision for pupil drop off within this part of Temple Road when parents leave their children to walk 100m to the school. This will place pressure on the main school entrance and have an impact on safety
- Two of the proposed houses and two car-parking spaces are proposed to be built on the right of way. This is not acceptable. On many occasions the Band uses large coaches to transport members to competitions etc. To restrict their right of way over the access road would make it difficult for coaches to manoeuvre in and

out of the Band Hall car park

Inaccurate information

- The aerial photographs within the application are out of date
- The proposed layouts are inconsistent
- The construction period will disrupt the use of the library and also the school (which would impact on the children's ability to learn).
- Thames Water have raised concerns about sewage flooding in the area

Support

- We need more houses and flats. Prices are high because there is not enough offer
- All of the comments opposing the development would be understandable if there wasn't a huge housing problem and the fact that nobody with an average salary can afford to buy a house is more important than a swimming pool

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