

In total there were some 99 responses to the on-line questionnaire. The summary below provides an analysis of the responses received including an indication of the areas where there is agreement and where there was disagreement. The responses received for each question were as follows:

### Question 1 (Vision and objectives)

**55%** of the respondents either agreed or strongly agreed with the vision and objectives set out in the Oxford Station SPD

### Question 2 (Design principles)

There are eight design principles covering a range of key issues, the responses for each principle were as follows:

**Urban form, views and buildings:** **58%** of the respondents either agreed or strongly agreed with the advice set out in the SPD.

**Scale and massing:** **45%** of the respondents either strongly agreed or agreed with the guidance and felt that the development offered the potential for new buildings of a high quality architectural design which respects its skyline to come forward. **38%** of respondents however either disagreed or disagreed strongly.

**Land use Mix:** **47%** of respondents either strongly agreed or agreed with the guidance on the mix of uses proposed in the SPD, creating a gateway and contributing to the wider regeneration of the West End; whilst **35%** either disagreed or disagreed strongly.

**Public Realm and Amenity spaces:** **59%** of the respondents either agreed or agreed strongly that the creation of new public spaces and improved links will significantly improve the sense of arrival in Oxford; whilst **28%** either disagreed or disagreed strongly.

**Access and movement:** **52%** of the respondents either agreed or strongly agreed with the proposal for a new multi-modal transport interchange to support a choice of sustainable transport modes; whilst **35%** either disagreed or disagreed strongly.

**Pedestrian and cycle movement:** **62%** of the respondents either agreed or strongly agreed with the principle to improve pedestrian and cycle links and integrating with the existing transport network and cycle parking; whilst only **24%** either disagreed or disagreed strongly.

**Bus movement and interchange:** **51%** of the respondents either agreed or strongly agreed that the comprehensive development of the site can deliver a new bus interchange; whilst **30%** of the respondents either disagreed or disagreed strongly.

**Car and taxi movement:** 51% of the respondents either disagreed or disagreed strongly with the new design layout with new pick-up and drop-off areas to resolve traffic congestion; with only 26% of respondents who either agreed or agreed strongly.

### **Question 3 (key development opportunities)**

**Station and Station Square East:** 79% of respondents either strongly agreed or agreed with the overall design approach which seeks to create a high quality building and public open space; with only 11% who either disagreed or strongly disagreed.

**Corner development and station entrance:** 53% of respondents either strongly agreed or agreed that this area of the site represented a major opportunity to enhance the Station area; whilst 32% either disagreed or disagreed strongly.

**Western station entrance and Station Square West:** 43% of respondents either strongly disagreed or disagreed to create a new gallery to Oxford, which represents the strength of opinion from local residents in Cripsey Road and Abbey Road in particular against some of the proposals. 38% of respondents however either agreed or strongly agreed.

**Bus interchange, multi-storey car parking and cycle parking:** 53% of respondents either strongly agreed or agreed with the design approach to create an integrated 'transport hub' maximising public transport opportunities; whilst 31% either strongly disagreed or disagreed.

### **Question 4 (Illustrative masterplan) and Question 5 (other comments)**

The response was varied and covered a wide range of comments, many of which raised key issues already identified either in the questions above or summarised in the responses from key stakeholders. There was a desire to see the new Station designed to a high standard with good quality materials. Cycle parking and facilities should be available at both of the key entrances. There was recognition that the development should respect its setting and not adversely impact on local communities. Retail uses should be focused principally on the needs of commuters. The needs of cyclists in terms of cycle parking, facilities and movement represented a high priority. Access for both cyclists and pedestrians under the Botley Road Bridge was considered to be important and should be segregated. Generally there was a desire to reduce both the number and impact of private parking in favour of more environmentally sustainable travel modes, such as public transport, cycling and walking. Concern was expressed about the impact of the proposed development on local residents, particularly those in Abbey Road and Cripsey Road. Respondents also wished to be assured that the new Station would provide good facilities for passengers with disabilities.

## Summary of Consultation Responses from key stakeholders

This note provides a summary of the 46 additional individual letters and emails received in response to the public consultation, of which 17 have supported the redevelopment of the Station in principle. The summary highlights where there was support in principle together with the main concerns raised by key stakeholders, organisations and residents and then the officer's response and the proposed changes to be made to the SPD as follows:

### Network Rail

**Support:** Network Rail has been working closely with officers over a number of years through the Station Working Group. We are 'jointly committed to delivering a better station' providing more rail capacity, better passenger and station experience as well as transport links, housing and retail opportunities.

**Concerns / Objections:** consider that the SPD does not contain sufficient flexibility to encourage the potential development of the site or protect the long-term need of the railway. Network Rail therefore object for the following reasons:

**Viability of funding:** there is a lack of funding available from Network Rail or City Council for any future development of the station site. Its development will be dependent on private funding, which would be unduly constrained by this SPD.

**Need to maximise land value:** the proposed bus station on Becket Street car park, as set out in the SPD, constrains the development value of this site.

**Future rail capacity:** in the early stages of assessment, the SPD does not allow for future changes to the track layout that may be required to meet passenger growth.

**Pedestrian flow:** insufficient assessment of pedestrian flows has been carried out. Consider SPD does not allow for sufficient flexibility for future passenger growth to be met.

**Officer response and changes proposed:** In response to the concern about funding, the station is a top priority for the city in the Strategic Economic Plan. Both the station and the bridge are identified as key infrastructure funding priorities currently being pursued as part of the Oxfordshire Infrastructure Fund. The City Council have been successful in bidding for some Local growth Fund. The SPD will be amended to: reflect the progress already made for funding and the potential for future sources; confirm that all of the proposed uses are considered to be viable, through a phased development of the site; and that the City Council will continue to work with the County Council and partners to ensure a funded deliverable scheme.

In terms of viability and the need to maximise the value of the site, amendments will be made to the SPD to allow for greater flexibility through the potential opportunities that

could be explored from an option with reduced car parking provision and around the bus station.

Some pedestrian mapping was carried out as part of the earlier master planning work, however there is a recognition that further detailed work will need to be carried out, which would be acknowledged in the SPD.

## **Oxfordshire County Council**

**Support:** County Council has worked with the City Council and Network Rail to produce a masterplan for the Station site, which includes a transport interchange, increase in cycle parking. The redevelopment and improvement of the station is a key focus of the Oxford Transport Strategy. The County Council will continue to work closely with the City Council, Network Rail and other partners to develop the SPD, so that it provides a robust framework for the redevelopment of the Station, but provides sufficient flexibility to enable development to take place.

### **Concerns / objections:**

**Use of space and general design principles:** The SPD 'should not prescribe design solutions or use of space', but be driven by the operational and servicing requirements of the station. The advice should promote innovative use of space, such as cycle towers. Include a design principle to mitigate anti-social behaviour.

**Strategic and operational rail context:** supports general principles. Consider SPD needs to focus on 'built environment surrounding the station' not 'the internal layout;' be accurate and up to date; recognise 'planning setting'; key role of Network Rail (landowner); not compromise the functionality of the station; assess future passenger and freight services; include the specific technical requirements of the rail industry; meet accessibility standards; and ensure station security measures are included.

**Pedestrian and cycle facilities:** support improved cycling provision, but facilities should be 'easily accessible from east and west', exemplary in design, cycle parking not necessarily underground. Provide navigable pedestrian links to key sites. Station frontage should prioritise pedestrians and cyclists.

**Bus interchange, taxis and long-stay car park:** bus interchange should be under cover and include all modes within close proximity; bus interchange layout should reflect emerging study (City centre movement and public realm strategy); be innovative and respond to aspirations of zero-emission zone.

**Roger Dudman Way, Cripsey Road and Abbey Road:** concern that parking proposals to the west will adversely impact on surrounding residential streets and Roger Dudman Way and Botley Road junctions; traffic modelling required. Not clear how Roger Dudman Way will be treated and need to maintain access to Nursery and student accommodation.

**Officers response and proposed changes:** The role of the SPD is to provide advice and guidance to show how the Station site can be redeveloped to provide a new Station together with supporting commercial uses which will help towards the funding and viability of the scheme. The delivery of a new Station for Oxford remains a top priority, and innovative solutions will be explored with partners within the context of these general design principles.

The SPD will include a new section on the residential character of the areas outside the Station together with further text on importance of considering the redevelopment within the wider context of the regeneration of the West End area of the city and the other major developments either nearing completion such as the Westgate or likely to come forward in the future such as Oxpens and potentially Osney Mead. The City Council will continue to work with Network Rail and the train operators to fully understand their operational requirements and forecast passenger growth to ensure that it fully meets their future needs.

Additions will be made to the text and relevant plans to provide further information on existing and proposed cycle routes and how they relate to the Station site area. The proposed access arrangements and possible design solutions will be explored further as the scheme is developed in more detail.

The proposal for car parking provision is largely to replace the amount of existing parking spaces but not to allow a net increase in spaces. The parking arrangement comprising the proposed new multi-storey car park would make better and more efficient use of the site. The bus interchange and improved cycle and pedestrian links to the Station does seek to positively promote sustainable travel.

The access and movement section will be amended to include a redesign of Roger Dudman Way and Cripsey Road together with access points and need to maintain access for both vehicles and cyclists who already use these routes.

## **OxLEP**

**Support:** OxLEP support objectives and priorities in the Station SPD, which reflects the priorities for economic and housing growth set out in the Strategic Economic Plan (SEP). The SPD has an important role to play in assisting the delivery of development to meet social, economic and environmental needs, particularly housing shortage, growing economy and transport capacity. The approach taken in the SDP aligns with the SEP to plan for both jobs and housing growth, putting in place infrastructure required for both. The SEP supports transport improvements, which links with the SDP sections on transport and access recognising that congestion inhibits economic growth. The Creativity, Cultural, Heritage and Tourism Investment Plan for Oxfordshire highlights the importance of tourism. Improved rail links, better arrival and additional hotel accommodation will be of benefit to the city.

Suggest include reference to Community Employment Plans (CEP's) within the SPD to highlight the opportunities for local employment and training that could be secured through the development of the Station area.

### **Environment Agency**

**No objection:** pleased to see flooding identified as a key constraint and therefore any future development should respond to areas of flood risk. The section on sustainability and design principles 1-3 need to be fully considered at the early design stage.

**Officers response and proposed changes:** Comments noted

### **Natural England**

Whilst we welcome the opportunity to give our views, the topic of the Supplementary Planning Document (SPD) does not appear to relate to our interests to any significant extent. We therefore do not wish to comment.

**Officers response and proposed changes:** comments noted

### **The Abbey and Cripsey Road Residents Association (on behalf of 50 people plus)**

**Object:** the SPD lacks detailed consideration of the local residential areas around the train station, its intrinsic character and the therefore the potential impact of the proposed development. The key concerns raised include the following:

**Residential amenity:** the scale and massing of the 'operations building' and Station as viewed from the west and the impact in terms of loss of light and the change to the character of the area. The neighbourhood would become a 'commercialised precinct.'

**Traffic and parking:** Concerns expressed about the location of the short-stay car park, proposed drop-off area and the need for 58 staff parking spaces which will increase the generation of traffic in the area adversely impacting on their residential amenity. The proposed changes to Cripsey Road and Roger Dudman Way do not take account of the height differences and the need for vehicle access to be continued for existing users. Traffic management of this area needs further consideration. Consider development will add to further congestion of Botley Road and local road network;

**Loss of trees:** concerned about the loss of the existing trees and effect on the streetscene and character of the area;

**Mitigation measures:** concerned about impact of new line and freight use. Need for mitigation measures agreed to avoid noise and disturbance during construction and on completion of works to minimise noise and light pollution;

**Mix of uses:** retail, hotel and student accommodation uses considered not necessary and appear to be solely 'income generating';

**Green Infrastructure:** should be included as design principle

**Suggested changes:** Key issues of concern should be addressed at design stage. Seek minimal change to Roger Dudman Way, retain trees along Cripsey Road, parking to west limited to staff and disabled parking only, operations building should be re-designed, review access arrangements containing vehicle movements to southern-end of Cripsey Road and restrict with barrier, remove drop-off point, further consideration given to mitigating impact of noise / vibration and pollution.

**Further support provided by residents individually:** 38 Abbey Road, 34 Abbey Road, 25 Abbey Road, 13 Abbey Road, 23 Cripsey Road, 24 Mill Street, 54 Mill Street, local resident no address provided.

**Officer response and changes proposed:** new section to be included in SPD on the character of the 'residential areas' near the Station; design principles to include reference to relationship and potential impacts on residential areas; trees along Cripsey Road to be subject to a Tree Preservation Order (TPO); 'green infrastructure' considerations in supporting text to be included in both the design principles and sustainability sections; access and movement section to include need for redesign of Roger Dudman Way and Cripsey Road together with access points and need to maintain access to existing areas already served; short-stay parking to be relocated to Becket Street area and potential for redesigning scale and mass of operational building; staff parking limited to operational spaces only.

## **Rewley Park Management Company**

**Support:** welcomes the proposed development

### **Objections:**

**Residential block:** this proposal is where the temporary operational building is currently under-construction. The three-storey height of the proposed building will result in overshadowing and loss of light to properties in Stable Close, which is demonstrated by the effect of the existing temporary buildings. Consider it should be no more than two storeys in height.

**Traffic in Frideswide Square:** concerned about the potential increase in traffic in Frideswide Square, particularly from the proposed bus station. Suggest a new roundabout is included at the junction of Rewley Road and Hythe Bridge Street to improve access arrangements for residents and emergency services.

**Future consultation:** wish to be fully engaged in the future as the plans develop.

**Officers response and proposed changes:** the new section on 'residential character' will provide the context for a further assessment of the design principles which will be used to review the scale of the proposed residential buildings and the need to consider the impact on surrounding residential properties.

### **Railfuture (Thames Valley Branch)**

**Support:** Broadly welcomes the proposal as set in the SPD and is supportive of this development. A new station is long overdue and given passenger growth and increase in trains the current station is not 'fit for purpose.' The proposed station given the site constraints should be able to meet future demand for the next 30 years. But consider the new bus station does needs to be 'step free, covered and very clearly signed.' Support provision of hotel and location close to Station.

**Concerns:** The use of bays could cause congestion, option of 'islands' would be preferable. If solution is bays suggest relocating them to west side rather than on Becket Street. Do not support bus station under car parks, which do not work well. Consider that platforms should have canopies to protect passengers from the weather. To handle the increased train capacity it is suggested that the four proposed platforms should be signalled to allow for two shorter trains if necessary. Station transfer deck should be as wide as possible to encourage maximum use and fitted with glass making it appear light and spacious. Retail within the concourse should be limited to kiosks with larger units only at the lower level. The proposed 30 gates should be a minimum. Ticket machines and information boards should be at all entrances. Alignment of Station should maximise its visibility from the east, with a clock-tower included as a feature.

**Officers response and proposed changes:** Further discussions will be held with the bus operators following the concerns expressed about the bay layouts but the Bus movement and interchange section of the SPD does allow for the option of 'bay islands' as opposed to the 'herringbone' layout. The purpose of the SPD is to set some of the broad principles for the design of a new Station and supporting commercial development. The City Council will continue to work in partnership with Network Rail and the operating companies to make sure that the detailed design of the proposed new Station does fully take into account their future operational needs and support facilities.

### **Cyclox**

**Support:** welcome the increase in cycle parking to 2,450 and proposed cycle hub concept (repair shop).

**Cycle parking:** but consider given comparison to Cambridge and need to 'future proof' it should be increased to about 3,940 spaces. Parking facilities all to the east, but in practise cyclists will go to north so needs some provision there and adjacent to the west entrance. Access arrangements to basement areas not clear, and regret no provision at ground floor

level. Cycle stands (Josta) need to be gas assisted. Need to include provision for family and cargo cycles. Personal security in basement areas will need to be provided, together with appropriate signposting and hire facilities.

**Access and movement:** cycle routes and from the Station need to be attractive, segregated, well-signed, well-lit and useable for all ages and abilities. Concerned about potential conflict at junctions. Important to ensure 'development provides convenient access'. Cycle path under Botley Road bridge needs to be segregated and provide on both sides of road and Osney Bridge widened. Osney Lane footbridge could be shared facility. Two routes up Roger Dudman Way; Frideswide Square needs better signage to make cyclists aware; create pedestrian / cycle path adjacent to St. Thomas' church; potential conflict at Becket Street with buses and coaches; quietway through Oxpens and Oxpens Road designated Cycle Super Route; Station Square East: discourage 'cycle dismount signs' support 'shared space'; need to make clear in design advice how cyclists will access platform and upper concourse.

**Phasing:** essential to ensure sufficient cycle parking is provided during construction work at least 600 spaces.

**Officers response and proposed changes:** The design principle on Pedestrian and cycling movement will be amended to include the option of providing some further cycle spaces to the west side of the Station. The cycle routes to and from the Station will be reviewed and added to where necessary together with additional relevant cycle proposals set out in the Oxford Transport Strategy and LTP4. Further detailed work will need to be undertaken at the detailed design stage to ensure that cycle provision is made under Botley Bridge in line with the County Council's requirements for its designation as a Cycle Super Route; and access and signage arrangements are provided.

### **Savills on behalf of Christchurch College**

**Support:** Christchurch recognises the importance of the redevelopment of the station as a key component of the economic and physical regeneration of the West End and the benefits it will bring to the City as a whole. Supports mission statement and key objectives, particularly to retain 'balanced east-west connectivity' and access to both sides of the track. Generally support constraints and opportunities analysis but feel it would benefit from more assessment of the impact as viewed from the west.

**Concerns / Objections:** Christchurch own property near the Station and in particular in Cripsey Road and Abbey Road, concerned about impact of noise and traffic on these residential streets. The College also own property in Botley Road, Mill Street and Barrett Street and is concerned about the potential impact on both commercial tenants and residents.

**Dispersal of travel modes:** concerned by the potentially high levels of private car movements to the West side of the station and impact on the residential amenity of Cripsey Road and Abbey Road.

**Reduced car dependency and parking:** whilst the SPD promotes the benefit of a transport hub interchange together with a reduction in parking, the proposals however do not appear to show a reduction in either long-term or short-term spaces. The impact of the short-term spaces in particular will generate more traffic movements within the residential streets to the west and necessitate the loss of mature trees. The new design creates more activity to the west elevation at the expense of the quiet residential character and quality of environment. Suggest area allocated for taxi's be used for cars dropping-off or picking up instead, and consider the 'operational parking' should be provided within the multi-storey car park. Any parking to the west should be for disabled drivers and essential operational spaces. Roger Dudman way is used by cars (Venneit Close), nurse and for operational purposes and therefore the design does need to be revised to accommodate their needs and try to reduce the loss of on-street parking. Changes in levels and formation of the new access and public realm seem likely to increase flood risk.

**Buses:** Consider that the proposed bus interchange needs to be carefully designed to provide a legible link to and from the Station and avoid people crossing the Botley Road at street level.

**Residential amenity:** consider careful consideration needs to be given to the relationship of this development to surrounding residential streets to the west in particular. The scale of the operations building does not relate to surrounding residential properties and would impact on outlook, daylight and privacy. Loss of trees will add to this stark frontage. Amendments to scheme required, together with a better understanding of the impact of the construction phase.

**Mill Street / Becket Street:** concerned about impact of proposed student accommodation. Need to fully consider the impact of the new development on Becket Street with the outlook and amenity of residents.

**Officers response and proposed changes:** new section will be included in the SPD on the character of the 'residential areas' near the Station. Design principles to include reference to relationship and potential impacts on residential areas; trees along Cripsey Road to be subject to a Tree Preservation Order (TPO). Short-stay parking to be relocated to Becket Street area and potential for redesigning scale and mass of operational building; staff parking limited to operational spaces only.

The proposal for car parking provision is largely to replace the amount of existing parking spaces but not to allow a net increase in spaces. The parking arrangement comprising the proposed new multi-storey car park would make better and more efficient use of the site.

The bus interchange and improved cycle and pedestrian links to the Station does seek to positively promote sustainable travel.

'Green infrastructure' considerations in supporting text to be included in both the design principles and sustainability sections; access and movement section to include need for redesign of Roger Dudman Way and Cripsey Road together with access points and need to maintain access to existing areas already served; traffic management arrangements for junction with Botley Road; removal of secondary access route shown from Abbey Road; inclusion in design principles of the need for mitigation measures both during and after construction in relation to noise, light, traffic, dust and vibration;

### **Oxford Preservation Trust**

**Support:** 'the comprehensive planning for the future development of this area is welcomed.'

**Concerns:** But have detailed comments about the SPD needing to be seen in a 'city-wide context', objectives should promote Oxford's identity and its local distinctiveness more, requires a much fuller 'heritage context,' including assessments of the Swing Bridge scheduled monument. Consider guidance on 'urban form' needs to be more detailed. Consider the views, scale and massing needs to take greater account of 'local' and 'longer' views and the need to use the methodology set out in the Oxford View Cones Assessment. SPD should include definitions for the scale and massing of proposed buildings. Need clear overarching guidance on building heights, together with the approach in the Local Plan and the on-going review of the present height limitations (18.2m). Support 'integrated hub' but could Gloucester Green buses be included? Support positive frontage of new development to Becket Street but treatment of west elevations need to be fully considered. The masterplan needs to give a clear view of which options is preferred.

**Officers response and proposed changes:** the 'heritage context' will be reviewed in the light of the detailed comments received, particularly in relation to the Swing Bridge and St. Thomas's Church. The scale and massing section will be revised to include further details on the need to consider the 'local' and 'longer' views and the Oxford View Cones Assessment. The Illustrative master plan provides the opportunity to show that different options for elements of the development can be explored offering different design solutions. The SPD seeks to provide some necessary flexibility for innovative designs which comply with the design principles.

### **Oxford Bus Company**

**Support:** we support the overall proposals to improve the station and the public realm and to further enhance the economy of Oxford.

**Objections:** But expressed concerns about aspiration to promote good interchange between modes is missing needs to be reflected in design principles; concerns about additional mileage created and traffic congestion; mixing buses with cars would add delay; SPD needs to take account of greater bus use; bus bays not considered suitable. **Vision and objectives:** the importance of the bus offer as part of the integrated transport hub is lessened by its location from the bus station as compared to the taxis and threatens the stated objectives. The need to promote good interchange between modes is missing. **Transport and Access:** LTP4 acknowledges the important role that buses play and will continue to in promoting sustainable travel; with the majority of visitors arriving to Oxford by bus. Consider Frideswide Square to have inherent design faults and does not at present provides a sub-standard experience for bus customers. **Urban form, public realm and accessibility:** The design principles do not assess the need for fast and legible interchange between modes. The design principles will worsen the interchange compared with those that presently exist. Consider proposed walking arrangements for bus travellers from the bus interchange to the Station would be poor, buses need to be nearer to the platforms. Route needs to be covered and better connected to the Station. Residential above the bus station would not work. **Access and movement:** There is no information to show how the bus station would operate, which buses would be accommodated either local or from Gloucester Green; or whether future bus capacity needs would be accommodated. Consider it should be used for city and interurban buses and not to replace Gloucester Green. This proposal would divert buses, add mileage and increase potential for further traffic congestion and additional emissions. The design guidance in this SPD for the redevelopment of the Station should take into account the full needs for the interchange with buses and adequately reflect future needs with the interchange located as close as possible to the station platforms as possible. **Bus movement and interchange:** Consider the proposed 'herringbone' bus bay marking arrangement would not work operationally with the number of buses using the interchange, not suited to high frequency services. Potential conflict between pedestrian and vehicle movements. No layover space provided. Could not be used for rail replacement work as well as for the operation of buses. The location of the bus interchange would increase the walking time for passengers between bus and train. Suggest looking at emerging guidance in CIHT for best practise for developing quality development and bus provision.

**Officers response and proposed changes:** The bus interchange is an important component of the creation of a 'transport interchange' the importance of ensuring the interchange between modes is recognised. Further supporting text will be added to strengthen this key role.

Additions will be made to the text and relevant plans to provide further information on proposed pedestrian and cycle routes and how they relate to the Station site area. The proposed access arrangements and possible design solutions will be explored further as the scheme is developed in more detail.

The proposal for car parking provision is largely to replace the amount of existing parking spaces but not to allow a net increase in spaces. The parking arrangement comprising the proposed new multi-storey car park would make better and more efficient use of the site. The bus interchange and improved cycle and pedestrian links to the Station does seek to positively promote sustainable travel.

The City Council will work with the bus and coach operators and the County Council as highway authority to ensure the appropriate design solution for the bus interchange is achieved and that access arrangements to and from the site are as efficient as possible to avoid any undue delay in journey times. The bus movement and interchange section of the design principles does already show an alternative layout with 'islands'.

### **HLF Planning Ltd on behalf of owner of 25 Cripsey Road**

Concerned about the proposals for the Western station entrance and Station Square West and the 'impact on the living conditions and amenity of neighbouring residents, particularly in Cripsey Road.' Objects to the loss of trees in Cripsey Road; the additional traffic generated from the proposed new parking and its impact in terms of noise and disturbance on residential amenity. Roger Dudman Way traffic route needs to be reconsidered. No justification given for short-term parking spaces and new drop-off point. Suggested changes: retain vegetation and trees (Roger Dudman Way and Cripsey Road); remove northern access point to car park; and consider a one-way system along Cripsey Road.

**Officers' response and proposed changes:** There will be a new section will be included in the SPD on the character of the 'residential areas' near the Station; design principles to include reference to relationship and potential impacts on residential areas; trees along Cripsey Road to be subject to a Tree Preservation Order (TPO); short-stay parking to be relocated to Becket Street area and potential for redesigning scale and mass of operational building; staff parking limited to operational spaces only; 'green infrastructure' considerations in supporting text to be included in both the design principles and sustainability sections; access and movement section to include need for redesign of Roger Dudman Way and Cripsey Road together with access points and need to maintain access to existing areas already served; traffic management arrangements for junction with Botley Road; removal of secondary access route shown from Abbey Road; inclusion in design principles of the need for mitigation measures both during and after construction in relation to noise, light, traffic, dust and vibration;

### **Resident (3 Abbey Walk)**

**Support:** Support the proposals and look forward to them being implemented consider they represent a great improvement.

**Officer response:** support noted

### **Resident (35 Venneit Close)**

**Objections:** concerned about future vehicular access arrangements for developments off Roger Dudman Way (Venneit Close and Castle Mill). These need to be properly secured for existing users and emergency services. Proposal appears to reallocate part of Roger Dudman for short-term parking and link northern section to Cripsey Road; not convinced this will work particularly given differences in ground level. In parts it does appear that Roger Dudman Way is about six foot higher than Cripsey Road.

**Officer response and proposed changes:** Roger Dudman Way to be redesigned to reflect existing conditions and respond to proposed changes to SPD such as retaining trees and re-locating short-term parking spaces.

### **Resident (11 Peacock Road)**

**Objections:** concerned about access to the Station and bicycle parking. Consider proposed access arrangements for cyclists coming from Station Squares East and West will not work with potential conflict with both pedestrians and road traffic. The entrances need to be wider with segregated access arrangements and ramped from Botley Road.

**Officer response and proposed changes:** The advice within the SPD on the access arrangements, cycle routes and cycle safety will be reviewed and added to within the text and design principles.

### **Resident (Flat 14 Millbank)**

**Objections:** consider the development should be assessed according to the following key considerations: transport (less vehicles more pedestrian priority); access (full access and movement for all); environmental (planting and biodiversity); mental wellbeing (need to promote a calming and pleasant environment); and community (need to promote and protect sustainable communities). No clear evidence of viability, adverse impact of private vehicles, no regard for existing infrastructure, more social housing required.

Station Square East: all areas should be pedestrian and cycle priority, taxi position would impact on pedestrian and cycle safety, Station should harmonise with other buildings, signage critical for movement, not clear how Gloucester Green would be affected;

Corner development and station entrance: key entrance to Station from high quality footbridge important, this should not be the tallest element of development, infrastructure for Becket Street poor, but should include drop-off and taxi facility, no need for commercial buildings which would also impact on cycle and pedestrian safety.

Western Station entrance and Station Square West: no provision made for YHA but replacement should be on corner development, single entrance to Station preferable, drop-off and parking should be in Becket Street together with servicing arrangements, parking

provision appears arbitrary and appears contrary to normal policy promoting sustainable travel.

Bus interchange, multi-storey car parking and cycle parking: consider position of bus interchange is poor and will adversely impact on Becket Street should be closer to Frideswide roundabout, Osney footbridge should not directly link to multi-storey car park, number of bays appears arbitrary, buses should not access Osney Lane. Not clear how cycle spaces determined, but needs to be visible.

Illustrative masterplan: Retail in Becket Street would not work should just be in main Station, pedestrian footbridge should be available for all to use, not a good position for a hotel, 'operational' building too large, no need for student accommodation, fundamental viability question mark remains.

**Officer response and proposed changes:** Additions to the text concerning environmental aspect such as landscaping and sustainability will be made to guide and inform the development approach. A new section on the existing residential character and communities near the Station will be added together with the need for new development to have regard to the potential impact on these areas. The promotion of pedestrian and cycle priority within the key areas of public realm will help contribute to the well-being of those moving to and from the Station. Retail has been shown on Becket Street to create an active frontage, operational building may be changed as the West side of the Station is reviewed.

### **Resident (45 Mill Street)**

Welcome response from drop-in session and hope for continued consultation on plans as they are developed.

**Concerns:** no evidence to show costs of widening the bridge and lowering the road underneath; and how the proposed commercial uses will make the overall scheme financially viable. What type of new retail units are proposed and who will they serve and how will they impact on existing businesses. Concern about underground cycle parking both impact on water table and security. How will residents be affected by additional track? What improvements are proposed to Osney Bridge ? concerned about proposed direct link to multi-storey car park. New bus interchange does not appear feasible and will result in further traffic congestion.

**Officer response and proposed changes:** Further detailed design work and costing does need to be done on the widening of the bridge and road beneath. Both the station and the bridge are however identified as key infrastructure funding priorities currently being pursued as part of the Oxfordshire Infrastructure Fund. The City Council have been successful in bidding for some Local growth Fund. The retail units are available to serve both the travelling public and people who live in the local area. The views of the Environment Agency on flooding issues will be taken into account when detailed proposals are drawn up,

issue identified as a constraint. Reference in the SPD will be made to the need to ensure cycle parking arrangements are 'secured by design.'

### **Resident (10 East Street)**

**Objections:** support ACRA statement the drop-off point would have a detrimental effect on local residents and impact on traffic flows.

**Officer response and proposed changes:** significant changes are proposed to the treatment of the West side of the Station as set out in response to ACRA concerns.

### **Resident (Osney Island resident and commuter)**

**Support:** the redevelopment of the station, widening of the bridge and cycle and pedestrian improvements. This project presents a real opportunity to be innovative.

**Objections:** Not really clear from the SPD what the vision for the new building really is. Needs a building of a high design standard and sustainable. Concerned about proposed drop-off space and loss of the trees in Cripsey Road together with the adverse impacts on biodiversity. The design principles should make reference to the need to preserve the trees. The cycling arrangements for access to Castle Mill seem unclear together with those for cyclists heading under the bridge into town. Pollution already high on Botley Road, drop-off arrangement will only add to it. Should be segregated routes for cyclists and pedestrians under and along Botley Road.

**Officers response and proposed changes:** The purpose of the SPD is to provide advice and guidance for the development of a Station and commercial uses. The key design principles set out the broad policy framework within which development proposals will be assessed. Whilst providing some guidelines there is intended to be some flexibility to allow innovative design solutions to be proposed.

There will be a new section will be included in the SPD on the character of the 'residential areas' near the Station. Design principles to include reference to relationship and potential impacts on residential areas; trees along Cripsey Road to be subject to a Tree Preservation Order (TPO).

Access and movement section to include need for redesign of Roger Dudman Way and Cripsey Road together with access points and need to maintain access to existing areas already served. Botley Road is part of the Oxford Transport Strategy's Cycle Super Highway proposals and therefore any new scheme will need to meet the standards specified by the Highway Authority.

### **Resident (25 Abbey Road)**

**Objections:**

**General overview:** no justification for commercial uses

**Trees** (Cripsey Road): trees in cities contribute to improving urban climate

**Context:** concerned that reconstruction of this area will be successful

**Officer response and changes proposed:** SPD does confirm that commercial uses on the Station Area are required to make the overall scheme viable. Trees in Cripsey Road are to be subject to a Tree Preservation Order (TPO).

### **Resident** (21 Weldon Road)

#### **Concerns**

**Public realm:** important to develop 'fine quality spaces' around the new buildings and increase the number of trees and water features; need to address issue of 'urban heat islands' utilising green / brown roofs for biodiversity; well-planned landscape is as important as good quality architecture;

**Design principles:** reference to original Victorian Station design detail should be considered; relationship between proposed block SW corner of Frideswide Square and Victorian arcade of shops would be too overbearing; support creation of a public square (Station Square East) need to be fully realised with key features; do not wish to see a design like Reading Station; suggest an 'urban tree-planting approach' (Green Blue Urban) and ensure maintenance and sustainable of new public spaces; retain trees where possible or provide replacements; support biodiversity enhancements.

**Officer response and changes proposed:** The creation of a high quality public realm within Station Square East is a key component of the SPD, which will focus principally on promoting pedestrian and cycle priority. The detailed design of this space will be set out in a comprehensive Design and Access Statement.

### **Resident** (23 Barrett Street)

#### **Objections:**

**Masterplan and mix of uses:** public consultation late in master planning process; consider master plan (SPD) approach has changed from the requirements of a new Station to opportunities for commercial development; mix of uses and scale of development greater seeking to maximise development including more hotel provision.

**Bus Station:** appears now to include relocation of both local buses and coaches from Gloucester Green; object to proposed location opposite St. Thomas's Church (12thC)

**Design principles:** consider SPD principles does not seek to create a gateway but will in practise turn its back on west Oxford and the wider regeneration of the West End;

**Cripley Road and Roger Dudman Way:** proposed short-term and staff parking and drop-off point will significantly increase the traffic flows in Cripley Road and surrounding streets; object to loss of trees; object to removal of Roger Dudman Way and its use as a vehicle access point for the Station.

**Botley Road:** no details about the lowering of the levels required or relationship to existing surroundings; widening of Botley Road appears to have been removed from the scheme?

**Taxi provision:** object to any taxi provision to the West adjacent to Cripley Road

**St. Thomas's Church:** SPD proposes five-storey buildings on Becket Street directly in front of St. Thomas's Church providing a poor relationship to this historic building and separates it from residents and the parish.

**Public highway:** Osney Lane is a public highway, which the multi-storey car park would infringe upon.

**Officers response and proposed changes:** A new Station for Oxford is a top priority for the city in the Strategic Economic Plan. Both the station and the bridge are identified as key infrastructure funding priorities currently being pursued as part of the Oxfordshire Infrastructure Fund. The City Council have been successful in bidding for some Local growth Fund, but some commercial development needs to be included to enable the Station development to be viable. Short-term parking to be relocated from Cripley Road to Becket Street. The trees in Cripley Road will be subject to a Tree Preservation Order (TPO). Further design work will need to be carried out to show how the Botley Road levels will be lowered and pedestrian and cycle provision secured for Super Cycle Route.

## **Resident (31 Abbey Road)**

### **Concerns/Objections:**

**General:** inadequate consultation, Network Rail not engaged; plans do not provide sufficient detail; too much commercial development including more shopping; no explanation to show how this development will interact with others in the West End; no account of additional traffic load.

**Impacts on neighbourhood:** no account taken of the quality and impact on local residential neighbourhood; loss of trees; parking would generate significant traffic using Cripley Road and Abbey Road adversely affecting residents; loss of residents parking; noise and pollution; scale of development three-storey cause loss of light; drop-off point would generate further regular traffic movements; no recognition of difference in height levels Cripley Road / Roger Dudman Way; reduced parking should apply to rail staff as well as residents; concerned about impact of construction work on residents and their well-being.

**Alternative options:** drop-off point moved to east; short-term parking moved to long-term provision in Becket Street; staff parking limited; reduce size of operations building; retain trees; Roger Dudman Way lowered minimally to allow station entrance; use of technology to reduce light and noise pollution and train vibration;

**Officer response and proposed changes:** new section on residential character; relocating short-term parking spaces to Becket Street; tree preservation order to be issued on trees in Cripsey Road; revised proposals for access and movement arrangements for Cripsey Road and Roger Dudman Way and traffic management arrangements for junction with Botley Road; removal of secondary access route shown from Abbey Road; inclusion in design principles of the need for mitigation measures both during and after construction in relation to noise, light, traffic, dust and vibration.

New section to be included in SPD on the character of the 'residential areas' near the Station; design principles to include reference to relationship and potential impacts on residential areas; trees along Cripsey Road to be subject to a Tree Preservation Order (TPO); 'green infrastructure' considerations in supporting text to be included in both the design principles and sustainability sections; access and movement section to include need for redesign of Roger Dudman Way and Cripsey Road together with access points and need to maintain access to existing areas already served; short-stay parking to be relocated to Becket Street area and potential for redesigning scale and mass of operational building.

### **Commuter (Didcot to Oxford)**

**Support:** fully supports proposal for a new Station

**Concern:** would like to see provision for better toilet facilities for users of the Station.

### **Commuter (Charlbury to Oxford)**

**Support:** supports proposal for new Station

**Concerns:** considers there to be too much commercial development and that the location of the bus station is poor with limited space to manoeuvre should be nearer to the Station.

**Officer response and proposed changes:** the commercial development is necessary to ensure that a viable scheme for the redevelopment of the Station area can be properly funded. There is a commercial office building proposed on the corner of Botley Road and Becket Street to create part of the 'gateway' into the City. The internal arrangement of the bus station allows for 'islands' as an option rather than the 'herringbone' design originally proposed.

### **Councillor S. Pressel**

**Support:** bridge needs widening

### **Concerns and Objections:**

**Transport:** concerned about long walk from bus stop to trains, Osney Lane footbridge needs improvement, need fewer cars and more buses and public transport, bus interchange too small, **Housing:** affordable housing needed not student flats, **Trees:** along Cripsey Road must be retained, need to replace trees in Eastern Square, **Parking:** not convinced about underground cycle parking, need good access for cyclists and pedestrians, parking needed for tricycles, bikes and trailers, **Streetscene:** Roger Dudman Way needs improved appearance, **Other issues:** where will YHA go ? what will happen to Co-Op Nursery.

**Officer response and proposed changes:** welcome support for bridge widening. The SPD will include additional text to promote permeable and safe routes for pedestrians and cyclists. An option for potential car reduction will be referred to in the illustrative masterplan. The trees along Cripsey Road will be subject to a Tree Preservation Order (TPO). Roger Dudman Way will be redesigned in the light of proposed changes to the SPD. Network Rail are discussing alternative replacement locations for YHA.

### **City Sightseeing**

**Support:** support the redevelopment of the Station

**Concerns / Objections:** as a key tourist attraction need to maintain a high profile as part of this development and play an important role Oxford's tourist economy; current location provides an excellent opportunity to provide information and services to visitors through a tourism centre ('one-stop shop'); research shows visitors expect to see open top buses but currently no provision has been made in the SPD at the Station; as a tourist attraction we have particular requirements; comprises have already been made at Westgate to suffer the same at the Station would seem unreasonable.

**Officers response and proposed changes:** Officers will explore with key partners and City Sightseeing the potential for alternative provision that could be made within the surrounding area.

### **Oxford Civic Society**

**Support:** agree with the SPD vision and objectives and support the aim of a single transport hub.

**Concerns / objections:** consider SPD relates to an out-of-date West End AAP and should instead be informed by city-wide and City centre transport studies and aligned with the Oxford Local Plan 2036. The SPD mentions other key strategic sites but does not show synergies. The separation of the bus station and rail station will not assist transfer arrangements; no details of bus routes; Rapid Transit not mentioned; no details about cycle routes; and the cost of widening Botley Bridge. The Station site is cramped in nature making

it difficult to fully realise the aspirations for a better gateway to Oxford. Consider the proposal does not achieve a 'fully integrated transport hub'. The transport hub should be located at Oxpens and consider the Station area should be redeveloped as part of a single masterplan for the Oxford Central West area. No enhancement of Station area should take place until an alternative route for West-South bound traffic has been established to limit traffic on the eastern part of Botley Road. Station site currently congested even without increase in traffic.

**Site characteristics, constraints and opportunities:** in relation to transport and access there is an absence of County Council proposals to reduce congestion, rapid transit and intermodal exchange with railway; Phase 2 timescales out-of-date, problems of accommodating larger number of bus services in city not mentioned, relationship to wider cycle routes not explained. The key opportunity is to consider the Station site in a wider context as an Oxford Central West area.

**Design principles:** agree at present poor sense of arrival but not clear how many of existing buildings are to be developed; more needs to be said about 'massing'; mix of uses should be considered in wider context; space for cycling required; impact of increase in buses on public realm and neighbouring streets needs to be explored further; Rapid Transit proposals should be included; preferred cycle routes needs clarification together with relationship with pedestrians; role of long-term car parking at Station not sustainable; not clear how taxi access will be achieved safely with cyclists and pedestrians.

**Development components:** appears too prescriptive.

**Illustrative Masterplan:** lacks detail on future passenger numbers and facilities required; design principles need further guidance to show how a quality development can be secured adding to the Oxford scene; recognise importance of commercial development to fund redevelopment of Station; phasing section needs further details.

These comments are supported and endorsed by a resident of 33 Laburnum Road.

**Officers response and proposed changes:** The role of the SPD is to provide advice and guidance to show how the Station site can be redeveloped to provide a new Station together with supporting commercial uses which will help towards the funding and viability of the scheme. The delivery of a new Station for Oxford remains a top priority, and innovative solutions will be explored with partners within the context of these general design principles.

The adopted West End AAP forms part of the statutory adopted Local Plan, and is being actively used to provide the planning policy framework and design code for future development proposals for the West End area of the city. The Preferred Options for the emerging Local Plan 2036 has recently been out for public consultation and will be taken forward through the development of new policies over the next 18 months. The City centre

movement and public realm strategy has just been commissioned to provide part of the evidence base to inform the Local Plan, any key findings that emerge from this study will be taken into account alongside the key design principles of this SPD as the redevelopment of the Station site is taken forward.

The alternative option of siting a 'transport hub' at Oxpens has been fully explored in the past and Network Rail has confirmed that any new train Station would need to be located on their existing site.

Further details on funding and viability will be provided within the phasing section.

Access and movement section to include further information on bus and cycle routes together with linkages to LTP4 proposals such as Rapid Transit and Super Cycle Highway (Botley Road) and Premium Cycle route (Becket Street).

## **University of Oxford**

**Support:** The University of Oxford welcomes the SPD and the key drivers for a 'modern and attractive station' as a gateway to the city; an east / west passenger decked concourse; substantial improvement in non-car facilities for pedestrians, cyclists and public transport; and an appropriate scale of commercial development. The development represents a 'sea change' in travel opportunities for the University.

The University agrees with most of the key design principles and the vision to balance east-west connectivity. This will be important in supporting future development at Osney Mead and Old Power Station.

**Pedestrian and cycle movement:** whilst the University strongly agree with the design principle to enhance pedestrian and cycle connectivity some concerns have been made and amendments sought. These are: a need to include pedestrian and cycle route down Roger Dudman Way and more widely the important role Roger Dudman Way plays with Cripsey Road; and wrongly considers Abbey Road's role as a secondary route from the north; new access points for car parking need to accommodate Roger Dudman Way requirements; need for some cycle provision from the west / Botley Road; and signalisation of the new junction of Cripsey Road / Botley Road. The Botley Road bridge requires a commitment to separating pedestrians from cyclists and cyclists from vehicles. Osney Lane bridge should be widened and improved to allow cycle access.

### **Objection:**

**Car movement:** a key design principle is to 'reduce car dependency', but the scale of provision for car parking is contrary to this principle. The parking being provided for Network Rail appears to be aimed at meeting their operational demands, but runs contrary to policies in LTP4 concerned with demand management and air quality. Suggest there should be a reduced car parking option. Consider the drop-off and short-stay parking to the

west should be relocated to the multi-storey car park and parking levels lowered. This would benefit properties in Cripsey Road and allow the trees to be retained.

**Taxi movement:** one of the design principles states that ‘development must include high quality public spaces adjacent to the station entrances’, but this is compromised by the proposed taxi drop off and pick-up point. Suggest it is relocated to Roger Dudman Way instead.

**Officer response and proposed change:** There is some flexibility within the design principles to explore alternative options for the mix and location of uses to realise the value of the site to contribute to its commercial viability.

The proposal for car parking provision is largely to replace the amount of existing parking spaces but not to allow a net increase in spaces. The parking arrangement comprising the proposed new multi-storey car park would make better and more efficient use of the site. The bus interchange and improved cycle and pedestrian links to the Station does seek to positively promote sustainable travel.

The access and movement section will be amended to include a redesign of Roger Dudman Way and Cripsey Road together with access points and the need to maintain access for both vehicles and cyclists who already use these routes. The City Council will discuss with the County Council as highway authority the need to consider appropriate traffic management measures at the junction with Roger Dudman Way and Botley Road.

### **Youth Hostel Association**

**Objection:** whilst the present SPD acknowledges other specific uses the City would seek to retain or create but it is silent on the matter of the provision of a new replacement site for the YHA.

**Officers response and proposed changes:** The City Council support in principle the relocation of the YHA to a new replacement site within the City centre and understand that discussions are taking place with Network Rail to explore what options there are currently available.

### **NHS Oxfordshire Clinical Commissioning Group (OCCG)**

The OCCG do not object to the new station but are concerned about the potential increase in visitors and how this may impact on the demand for healthcare support. Developer funding should be sought.

**Officers response and proposed changes:** These comments are noted and will be passed on to the appointed developer as the site comes forward for development.

### **Sport England**

No detailed comments but worth considering innovative cycle parking used in Japan. Management of cycle spaces should be made clear.

**Officer response and proposed changes:** The SPD will include a brief statement in the design principles section which would seek to support 'innovative design' solutions, which would make efficient and effective use of this development site.

## **Thames Water**

Water supply: The developer will need to work with Thames Water at an early stage to understand what infrastructure is required, when and how it will be delivered.

Wastewater Infrastructure: The scale of this development is such that the developer may be required to fund an impact study to determine the spare capacity available in the system to meet this additional demand.

Sustainable urban drainage: Support approach to Sustainable Drainage and positive benefits. Developers should actively manage surface water run-off and greenfield run-off-rate.

**Officer response and proposed changes:** These comments are noted and will be passed on to the appointed developer as the site comes forward for development.

## **Taxi (COLTA on behalf of Hackney carriages of Oxford)**

A taxi rank needs to meet two objectives: to be located in an easily visible place and readily accessible for passengers; and to have a sufficient amount of space for cabs. Consider there needs to be provision made for a minimum of 32 cabs, extending the proposed arrangement. Should be some provision made for a rank on the west side of the Station. Not clear where drop-off point for black cabs would be, but it should be exclusively for their use.

**Officer response and proposed changes:** The taxi rank is proposed in the Station Square East and presently comprises 24 spaces, the scope for increasing the number of these spaces is however considered to be limited at this stage. This taxi rank would be the main drop-off and pick-up point for those visitors using black cabs.

## **North Hinksey Neighbourhood Plan**

### **Concerns:**

**Evidence:** no real evidence of the numbers of passengers using the Station now and in the future or patterns of behaviour; forecasting and modelling work should be used;

**Access and movement:** arterial routes into Oxford already well used some at capacity; Botley Corridor Study appears to underestimate use of this corridor; increase in the number of buses will not move more people at peak times; long-term parking and staff parking not required suggest expansion of Park and Ride instead; proposed bus loop around Becket

Street and Holybush Road will increase journey time and delays for passengers; commercial building (3) should be moved to the end of the site; suggest access to Becket Street limited to buses only; looking to create a West Oxford and North Hinksey Business Identity; better transport movement and access would reduce need for parking and offer opportunity for more commercial development; Botley Road bridge width does constrain traffic movements so should reduce amount of traffic and create more capacity; operational staff parking not necessary; better public transport less space required for taxis.

**Officer response and proposed changes:** Some pedestrian mapping was carried out as part of the earlier master planning work, however there is a recognition that further detailed work will need to be carried out, which would be acknowledged in the SPD. The City Council will continue to work in partnership with Network Rail and the train operating companies to develop their evidence and forecasting of passenger numbers.

The proposal for car parking provision is largely to replace the amount of existing parking spaces but not to allow a net increase in spaces. The parking arrangement comprising the proposed new multi-storey car park would make better and more efficient use of the site. The bus interchange and improved cycle and pedestrian links to the Station does seek to positively promote sustainable travel.

Further discussions will take place with the bus and coach operators and the County Council as highway authority to ensure the appropriate design solution for the bus interchange is achieved and that access arrangements to and from the site are as efficient as possible to avoid any undue delay in journey times.

### **Liberal Democrat Group**

Appears overdeveloped. The trigger for the development is the widening of the bridge and extra railway lines. Extensive planting required. Commercial elements appear too dominant. More considerable should be given to renewables and carbon-neutral. Is there sufficient future capacity built into these proposals? Adverse impact on amenity of residents on West-side of Station, and operationally no cycle facilities or ticket machines; suggest alternative arrangements for line to east and cycle parking instead of staff car spaces. East side north of Botley Road, renewable energy standards need to be made clear, taxis could conflict with pedestrians and cyclists. Becket Street, public links to Station important, prefer to see buses underneath and car park on top, multi-storey car park could be underground. Commercial next to Station better than residential. Station building should not be higher than Said Business School, design needs to be of a high standard. Design should include renewable energy solutions.

**Officer response and proposed changes:** The station is a top priority for the city in the Strategic Economic Plan. Both the station and the bridge are identified as key infrastructure funding priorities currently being pursued as part of the Oxfordshire Infrastructure Fund.

The City Council have been successful in bidding for some Local growth Fund. Commercial aspects are important to make the overall scheme viable. A Design and Access Statement will be prepared which will assess include the scope for a landscaping scheme. The SPD will be changed to reduce the overall impact on the West side of the Station, trees retained and short-stay parking relocated. The City Council will work with partners, such as Network Rail and the train operators to review and update forecast passenger numbers to ensure sufficient capacity is achieved. Additions to text in Sustainability section in SPD to provide additional guidance on the need for these developments to respond to climate change and promote sustainable development. Multi-storey car park underground would impact on commercial viability of scheme. The design principles seek to achieve a high standard of design.

**Additional comment** (no address provided)

Concerned about the location of the bus station, consider it should be nearer the new train station. It could be designed as a landmark building, such as Victoria Coach Station, Preston Bus Station or Bath Bus Station. Bath is a good example of example of integrating a bus station with a rail station.



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