

Abbey Cripsey Residents' Association – Comments on SPD 13 October 2017

<p><u>Officer Responses and Changes</u> <u>Proposed</u> Appendix 1 p.181 -205 (in response to Oxfordshire County Council, ACRA and 38, 34, 25, 13, 31 Abbey Road, 23 Cripsey Road, 24 Mill Street, 54 Mill Street, Rewley Park Management Company, Savills on behalf Christchurch college, HLF Planning; Flat 14 Millbank, Osney Island, and University of Oxford).</p>	<p><u>Actual SPD Design Principles Implementation</u></p> <p>Page of SPD, Design Principle and Discrepancies of SPD against Officer Response.</p>	<p><u>Recommendation</u></p>
<p><i>"The SPD will include a new section on the residential character of the areas outside the Station together which will be used to review the scale of the proposed residential buildings and the need to consider the impact on surrounding residential properties."</i></p>	<p>p.38 "Local Context and Character" has incorporated these design principles but the accompanying plan shows:</p> <ul style="list-style-type: none"> • Shows 'surrounding sensitive edges' [houses] but omits part of the most exposed houses on Cripsey Road); • Three separate access points from Cripsey Road onto Roger Dudman Way through trees to be protected exposing the residential area to the operations building and the staff car park. 	<ol style="list-style-type: none"> 1. All of Cripsey road should be a "Sensitive Surrounding Edge" 2. There should be a maximum of one access point from Cripsey Road onto Roger Dudman Way (or none).
<p><i>"Roger Dudman Way will be redesigned in the light of proposed changes to the SPD. The access and movement section will be amended to include a redesign of Roger Dudman Way and Cripsey Road together with access points; removal of secondary access route shown from Abbey Road."</i></p>	<p>p."40 Access and Movement"</p> <ul style="list-style-type: none"> • The SPD does not address the need to redesign Roger Dudman Way (beyond the moving of the short stay car park) • Provides three separate access points 	<ol style="list-style-type: none"> 3. The SPD must either show how Roger Dudman Way is redesigned or remove the plans which run contrary to the design principles. ACRA should be consulted on this.

	<p>from Cripsey Road onto Roger Dudman Way through trees to be protected exposing the residential area to the operations building and the staff car park.</p> <ul style="list-style-type: none"> • Takes no account of consultation responses regarding increased traffic flow through Abbey and Cripsey Road but actually creates a "Secondary Access Route" throughout the streets. <p>p.43 "Car Movement "</p> <p>This shows a new route into Roger Dudman Way and a new access point which achieves the opposite effect to that intended by this design principle!</p>	<p>4. Access through Abbey and Cripsey road for all station users (including staff) must be restricted/discouraged by the plans, not increased. This should be a simple and achievable principle.</p>
<p><i>"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."</i></p>	<p>p.45 "Sustainability"</p> <p>This translates into a watered-down commitment to protect the treeline:</p> <p><i>Trees along Cripsey Road contribute to the quiet character of the street. The development proposals should, where possible, retain or replace existing landscaping, recognising that the boundary conditions will inevitably need to be altered through the development</i></p> <p>The Tree Preservation Order is provisional and appears to be subject to the ecological and buffer function of these trees being considered (it has not yet been issued so far as we are</p>	<p>5. The TPO must be granted as soon as possible and treated properly as a design constraint.</p>

	aware).	
<i>"Inclusion in design principles of the need for mitigation measures both during and after construction in relation to noise, light, traffic, dust and vibration."</i>	p.38 "Local Context and Character" The principle is incorporated but with no supporting details.	6. There should also be a principle to involve and update local residents in ensuring mitigation from development before and after is satisfactory.
<i>"Potential for redesigning scale and mass of operational building." Operational building may be changed as the West side of the Station is reviewed."</i>	This is not expressly stated anywhere in the SPD.	7. The flexible design of the operation building should be noted in the SPD. The scale and massing of the operation building must be appropriate to the residential neighbours.
<i>"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. Staff parking limited to operational spaces only."</i>	p.43 "Car Movement " The plan shows staff parking spaces to be far in excess of the current allowance.	8. 54 staff car parking spaces are far too many and should be reduced on the plans.
<i>"Significant changes are proposed to the treatment of the West side of the Station as set out in response to ACRA concerns."</i>	ACRA concerns regarding the layout of the proposed western side of the station have not been addressed, specifically: <ul style="list-style-type: none"> • The drop off point is 	9. The above recommendations should be implemented and the drop off should be located

	<p>likely to increase car flow through Abbey and Cripsey Road.</p> <ul style="list-style-type: none">• The access points shown on the plans will be detrimental to both Abbey and Cripsey Road and increase traffic flow.• Are the trees actually going to be protected – the SPD is ambiguous?• The main building still towers above Cripsey Road according to the plans and in fact the SPD says it must be prominent and visible from the west	<p>with the taxi drop off on the East of the station.</p>
--	---	--

Abbey Cripsey Residents' Association

13 October 2017