

# West End and Osney Mead SPD

## Appendix 1

### Statement of Public Consultation

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

September 2022

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#### 1. Introduction

- 1.1 This Statement of Public Consultation sets out how Oxford City Council has engaged and consulted with stakeholders on the West End and Osney Mead Supplementary Planning Document (SPD) in accordance with Regulation 12 of the Town and Country Planning (Local Planning) (England) Regulations 2012<sup>1</sup>, and the adopted Statement of Community Involvement (SCI).
- 1.2 A report entitled, public involvement project briefing, setting out how the City Council would involve the public, stakeholders and landowners was presented to the Public Involvement Board prior to the preparation of the Draft West End and Osney Mead SPD in March 2022. Following comments received suggesting modifications to the proposed approach were sought. Changes were then made to the project brief, which was subsequently approved.
- 1.3 This statement provides details of the early stage consultation. It includes the formal public consultation engagement on the key issues and scoping for the preparation of the spatial framework together with a subsequent workshop. A summary of the public consultation responses on the Draft West End and Osney SPD together with the officer responses and the proposed changes to the SPD.

#### 2. Background

- 2.1 The City Council appointed consultants, Levitt Bernstein, to undertake work on a spatial framework for the West End and Osney Mead. In addition, Levitt Bernstein produced a Design Guide for the area. The Council ran an initial consultation on the issues that needed to be considered in developing an SPD for the West End early in 2021. As part of the preparation of the Spatial Framework by the consultants, a stakeholder workshop consultation on the vision and scope of this work also took place in 2021. In preparing the spatial framework the consultants work, and in particular, the vision, has been informed and developed through stakeholder meetings and workshops and extensive collection and interrogation of an evidence base. These pieces of work are set out in full in the appendices to the Spatial Framework.
- 2.2 The Spatial Framework is based on significant contextual analysis, including on policy, emerging developments, historic context, demographics, activity, character, public realm,

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<sup>1</sup> With effect from 6th April 2012, the Town and Country Planning (Local Development) (England) Regulations 2004 (Statutory Instrument 2004 No. 2204) were replaced by the Town and Country Planning (Local Planning) (England) Regulations 2012 (Statutory Instrument 2012 No. 767). Therefore 2004 Regulation 18 was replaced by 2012 Regulations 12(b) and 13.

movement and flooding. This concludes with an identification of the strengths, weaknesses, opportunities and threats within the West End.

- 2.3 This analysis shows that there are significant development and regeneration opportunities, but also that there are key infrastructure needs in order to fully realise these, which will require a holistic view of the whole West End and Osney Mead area. The principal aim of the SPD is therefore to help ensure development takes place in a cohesive way that contributes to the wider vision for the area. The West End and Osney Mead is a large and sensitive area on the edge of the city centre with a great deal of potential.
- 2.4 The Spatial Framework sets out the place-making principles for new development, which seek to achieve a vibrant community, a creative place, a global enterprise and an accessible and connected place. There are three golden-threads that run through the spatial framework and the SPD that are important to every aspect of the built and natural environment. These are the sustainability strategy, social value strategy and economic strategy.
- 2.5 The Spatial framework and the SPD include strategies for individual aspects of development in the area, such as enhancing the green and blue network, public realm and movement. The Design Guide adds more detail on what aspects to consider in design terms within these strategies in order to ensure high quality and cohesive design across the area. These pieces of work help to consider the area cohesively and ensure the various developments coming forward are set within a holistic overarching framework.

### **3. Purpose and status of the SPD**

- 3.1 The purpose and status of a Supplementary Planning Document (SPD) is to provide further detail and advice on the implementation of existing adopted policies. There are many adopted policies in the Oxford Local Plan 2036 that are likely to be relevant to new development. The SPD is intended to give detail to show how and where these should be applied to development within the West End and Osney Mead area. Of particular importance to the West End are the following policies:
- **Policy AOC1:** which designates the West End and Osney Mead area as an 'Area of Change' and sets out principles for development in the area including that it creates high-density urban living that makes efficient use of land, maintains a vibrant mix of uses and maximises the area's contribution to Oxford's knowledge economy, following the intention of the Local Industrial Strategy (LIS) to create an innovation district.
  - **Policy SP1:** that supports mixed-use developments across the West End with the aim to deliver at least 734 homes across key sites which include Oxford Station / Becket Street; Student Castle, Osney lane; Worcester Street car park; Land between Park End and Hythe Bridge Street (Island site) and Oxpens; and
  - **Policy SP2:** which allocates Osney Mead Industrial Estate for a mixed use development including employment and academic uses, as well as affordable housing, employer-linked affordable housing, open market housing, and student accommodation.

- 3.2 The Town and Country Planning (Local Planning) (England) Regulations 2012 (paragraph 8(3)) states that: *'Any policies contained in a supplementary planning document must not conflict with the adopted development plan.'* The SPD gives greater detail to policies of the Oxford Local Plan 2036 explaining how to meet the policy requirements in the West End, setting out in more detail what is expected. The SPD will be a material consideration in the determination of any planning application made on sites in the West End.
- 3.3 The continued success of Oxford's economy is critical to the creation of more diverse, cleaner, greener and better paid jobs for its residents, and those of the wider region. It is also vital to the success of the national economy, supporting globally significant innovation and a supply chain that benefits the wider UK economy. The city centre is a very suitable location for this activity, integrated into the heart of the city, and the region, with activity at all times of day and with sustainable transport links. As such, the creation of an innovation district in the West End will support the resilience of Oxford and Oxfordshire's economy for the benefit of local communities and UKPLC. The need for Oxford to build on its economic strengths and make its contribution to the national and local economy aligns with the key objectives for both the Oxfordshire Local Industrial Strategy (2019), the Draft Oxford Economic Strategy and City centre Strategy.
- 3.4 The West End and Osney Mead SPD provides an overarching spatial framework, helping to co-ordinate public realm improvements, infrastructure, design and movement across the area, as key sites are brought forward by developers over time. It seeks to ensure that the wider vision for the area as a whole is fully considered and planned for by setting out strategies for different aspects of development such as public realm, green infrastructure, movement, built form, etc. Each of these strategies is underpinned by the golden threads of sustainability (including reducing and adapting to climate change), social value and building an inclusive economy on the route to zero carbon. As such, the SPD helps provide greater certainty for the public and developers and will help to inform applicants on the design principles of place-making. The SPD then highlights some of the key issues from the spatial framework and Design Guide that are particularly relevant for the development of key sites within the West End to help guide and inform the schemes that come forward.

#### **4. How to use the SPD**

- 4.1 The SPD summarises and explains how to use and apply the principles of the Spatial Framework and Design Guide in helping to develop, design and assess new proposals. The SPD explains what is needed in different areas or types of locations in the West End and Osney Mead in order to meet the individual strategies, and pulls in the relevant details from the Design Guide. For all sites this can be used to identify the parts of the strategy and design guide advice that is most relevant to each part of the area.
- 4.2 The SPD then picks out some key development sites, including Osney Mead, the 'Island site' between Hythe Bridge Street and Park End Street, Oxpens and the Station and goes into more detail about the design principles and the interventions that need to take place. This does not replace for these the general sections sites contained in the Spatial Framework and Design Guide but should be read alongside them.

4.2 Further advice and guidance is provided on the key infrastructure priorities and delivery requirements needed to implement the individual place-making strategies and for the major development sites.

4.3 The key objectives and intended benefits of the SPD are to:

- set out the scope and parameters for development proposals;
- set out a clear Vision and show how it can be realised;
- help decision makers assess planning applications in terms of their contribution to achieving the vision for the area of change in Policy AOC1;
- help to unlock sites by identifying infrastructure needs generated by the cumulative developments of the area and setting out how they can best be delivered;
- set out guidance and a framework to enable a comprehensive masterplan for Osney Mead in accordance with Policy SP2;
- provide continuity for developments to come forward at different times / phases but within a co-ordinated framework.

## **5. Early stage consultation**

5.1 The Council ran an initial consultation on the issues that needed to be considered in developing an SPD for the West End early in 2021.

5.2 A public involvement project briefing report, setting out how the City Council would involve the public, stakeholders and landowners was presented to the Public Involvement Board prior to the preparation of the Draft West End and Osney Mead SPD in March 2022, minor modifications were sought to the proposed approach that were included and the report was subsequently approved.

5.3 As part of the preparation of the Spatial Framework by the consultants, a stakeholder workshop consultation on the vision and scope of this work also took place in 2021. In preparing the spatial framework the consultants work, and in particular, the vision, has been informed and developed through stakeholder meetings and workshops and extensive collection and interrogation of an evidence base. These pieces of work are set out in full in the appendices to the Spatial Framework.

5.4 The vision for the area which informed this work was to transform the West End into a vibrant mixed use area including new homes, as well as a globally recognised Innovation District, and went on to set out some initial thoughts in terms of themes on what should be included in the SPD to best guide development in the area.

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

6.1 A Sustainability Appraisal was carried out to assess the alternative options against the Sustainability objectives that were assessed previously as potentially being impacted by the SPD. This has built on the Sustainability Appraisal Screening and Scoping Report that was published last year. This work has helped to inform the drafting of the SPD. The

Sustainability Appraisal was published alongside the draft SPD and was also made available for public consultation.

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

- 7.1 The Council has legal planning requirements for the preparation of a supplementary planning document (SPD). These are set out in The Town and Country Planning (Local Planning) (England) Regulations 2012 (Part 5) provide the statutory framework for this project. In addition the Statement of Community Involvement 2021 provides some advice on how the public, key stakeholders and landowners will be involved in the preparation of planning policy documents.
- 7.2 The following consultation methods were used to seek public, stakeholder and landowner comments on the draft West End and Osney Mead SPD:
- A press release was issued which generated articles in both the Oxford Mail and Oxford Times;
  - Notification by email (or letter where no email available) to all those listed on the existing planning policy database and who responded to the previous round of consultation;
  - Publicity and documents were made available for public comment on the Council's website, including both the public consultation portal and the Planning Policy pages of the website;
  - Publicity through social media ( including twitter);
  - Posters were placed on community notice boards to inform the public and stakeholders where the SCI can be viewed electronically, with a web link and a person who can be contacted by telephone at the City Council if someone wishes assistance; and
  - 'Hard copies' of the SPD, Spatial Framework, Design Guide and SEA were made available for public inspection at the City Council's Reception Area within the Central Library during the consultation period.
- 7.2 A report was taken to Cabinet on 15<sup>th</sup> June 2022, which sought approval for the Draft West End SPD to go out to public consultation. Approval was given by Cabinet and the Draft West End SPD was subsequently put out for public consultation which ran for a period of 6 weeks from Wednesday 29<sup>th</sup> June to Wednesday 10<sup>th</sup> August 2022. A request was made for an extension of time for an additional week which was granted. So the closing date for comments was Wednesday 17<sup>th</sup> August 2022. The public consultation therefore ran for a total of 7 weeks.
- 7.3 A presentation of the Draft West End and Osney SPD was given by the consultants Levitt Bernstein to the members of the West End Strategic Board on the 7<sup>th</sup> July 2022.
- 7.4 The City Centre Task Force, comprising a mix of officers from the City and County Council together with representatives of businesses within the City centre were given a presentation of the Draft SPD and invited to read this document together with the Spatial Framework and Design Guide and provide comments within the consultation period.

7.5 On the 20<sup>th</sup> July a ‘virtual’ public consultation as held by officers to explain how the SPD should be used and its relationship to the Spatial Framework and Design Guide. Invitations were sent to those who had been involved in the earlier scoping work together with the stakeholders invited to the visioning workshop, by Levitt Bernstein, alongside landowners, amenity groups and local residents associations. Following the presentation some additional comments and points of clarification were sent into officers. The presentation was published for others to view as well on the City Council’s website. An officer response to the comments received was sent to those who had asked further supplementary questions.

**8. Comments received from public, stakeholders and landowners (issues raised, officer response and changes proposed to SPD)**

8.1 The City Council’s Consultation Portal was used to consult the public, key stakeholders and landowners. A questionnaire which identified some of the key issues was used to assess the level of support or concern about the approach taken in the Draft SPD, Spatial Framework and Design Guide. A summary of the responses received based on key themes / issues raised in the questionnaire together with the officer response is attached as Appendix 1. The consultation questionnaire was completed by 92 respondents through the consultation portal.

8.2 There were a total of 31 representations which were made separately by email, largely comprised of organisational responses and statutory consultees. These representations have been summarised separately from the other responses to the questionnaire and are set out in Appendix 2 of this statement, together with the officer response with changes proposed.

**9. Next steps**

9.1 The SPD will be taken to Cabinet on 19<sup>th</sup> October 2022. A summary of the public comments received together with the key issues raised will be highlighted in the report. Cabinet will be asked to carefully consider the public comments received together with proposed changes to the SPD, which Cabinet will be asked to approve.

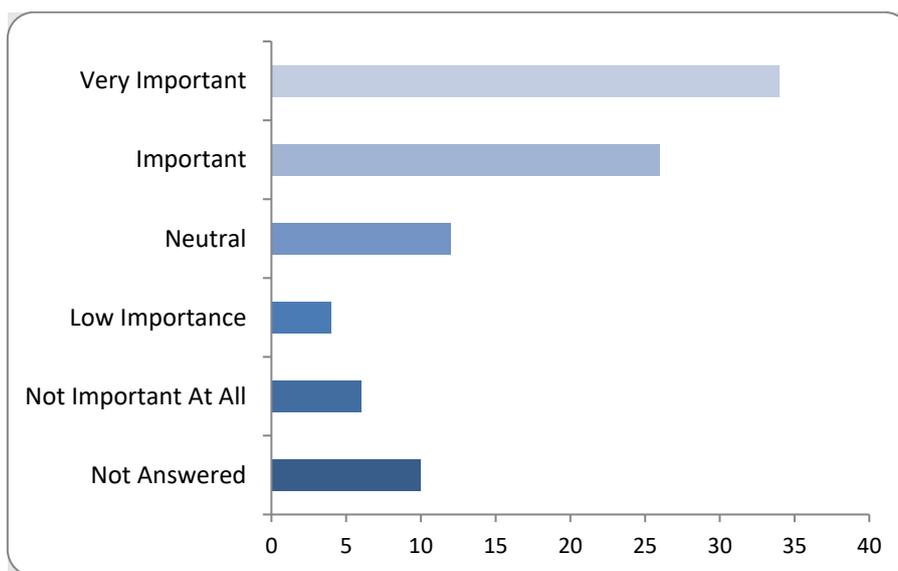
## Appendix 1: Summary of Consultation Responses

An analysis of the responses to the consultation have been collated and reviewed and an analysis is presented below. The questionnaire was divided into topic areas as defined by the SPD, and for the summaries are also grouped according to the same topics. Respondents were asked to indicate their level of agreement with the proposed strategy for each topic. It was in a multiple choice format, and the collated results are displayed graphically in this report. There was a follow up open ended question asking whether any issues or matters had been overlooked in the strategy. Toward the end of the questionnaire respondents were asked if they had any overall comments on the SPD, the Spatial Framework document and Design Guide. Most respondents answered this part of the questions and the received answers were summarised for inclusion in this report to draw out the key themes, issues and ideas that arose under each heading.

The consultation questionnaire was completed by 92 respondents through the consultation portal. 31 representations were separately made by email, largely comprised of organisational responses and statutory consultees. A schedule identifying proposed changes to the SPD and supporting documents is attached as a separate appendix.

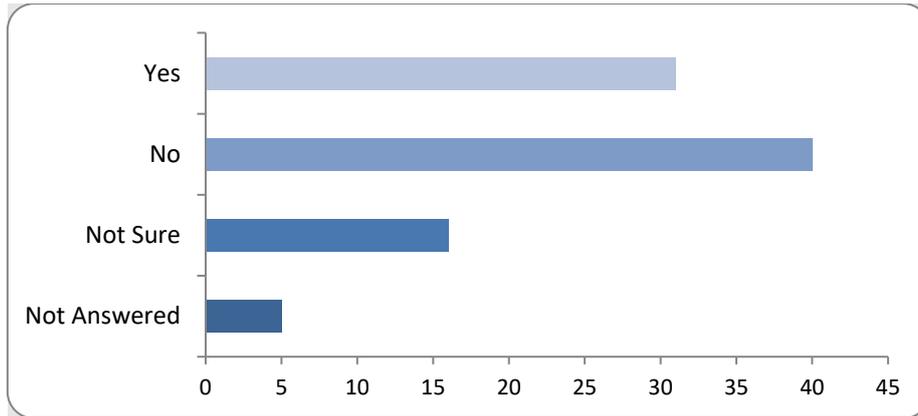
### 1. Overall Vision

*How important do you feel the framework will be to the wider regeneration of the West End and prosperity of the city as a whole?*



Response	Total	Percent
Very Important	34	36.96%
Important	26	28.26%
Neutral	12	13.04%
Low Importance	4	4.35%
Not Important At All	6	6.52%
Not Answered	10	10.87%

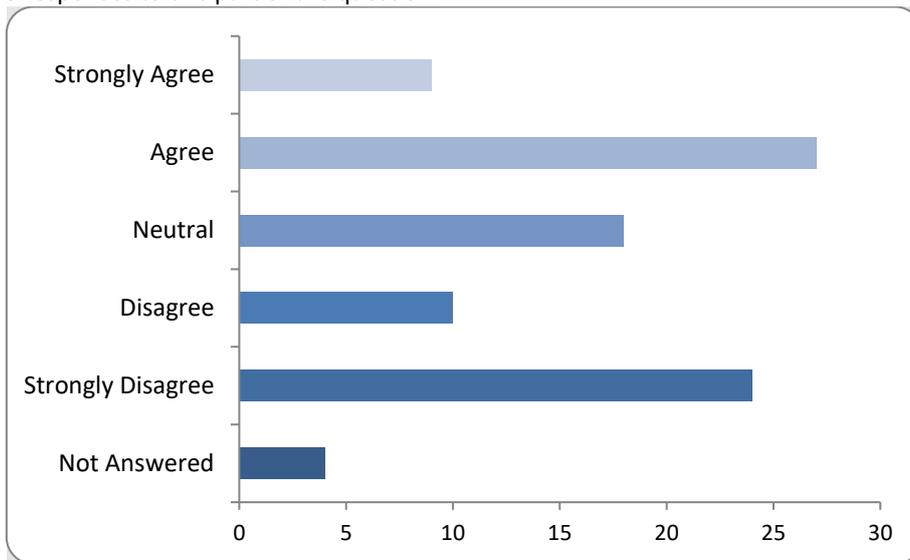
*Have the correct issues been raised?*



Response	Total	Percent
Yes	31	33.70%
No	40	43.48%
Not Sure	16	17.39%
Not Answered	5	5.43%

*Do you agree with the overall approach of the SPD?*

There were 88 responses to this part of the question.



Response	Total	Percent
Strongly Agree	9	9.78%
Agree	27	29.35%
Neutral	18	19.57%
Disagree	10	10.87%
Strongly Disagree	24	26.09%
Not Answered	4	4.35%

*Summary of additional comments*

Among the respondents there was a consensus that development and regeneration in the West End and Osney Mead area is important to the prosperity of the city as a whole. However there were areas of contention in the proposed approach of the SPD. Common themes already started to emerge among several

respondents. The areas that attracted the most comment were climate change/sustainability and the balance between housing and employment as applied to the West End and by extension the city as a whole.

Several respondents were of the view that climate change is not sufficiently addressed in the vision. There was some mention of the need for a dedicated climate emergency strategy. Sustainability needs to be front and centre guiding principle, ensuring all developments are net zero, and the perception was that the SPD does not have adequate commitment to delivering net zero objectives.

There is much discussion on sustainability but little evidence that SPD focusses on issues such as climate resilience and proper Net Zero approach. No commitment to quantifying carbon footprint of e.g. construction works, tree losses, emissions of work spaces etc.

Several respondents commented that SPD does not incorporate enough housing and does not reflect level of housing crisis. Significantly more housing required in this location to start to address level of need. Allocation of 400 homes as set in the SPD/local plan, not sufficient. Balance between residential and commercial/employment land usage in document is inappropriate. There is an imbalance between employment space and housing, and there is too much emphasis given to developing additional employment space, particularly high tech and specialised jobs.

**Other matters** were raised as follows:

- Biodiversity has been overlooked and development will be detrimental. Need to reconsider at least development along river bank.
- Flooding is mentioned, it is not adequately addressed and should be strengthened to manage future flood risk. Development on flood plain and in connection to that not sufficient consideration given to the expansion of infrastructure (especially sewerage and water management i/s) to handle the increased numbers of people in this area.
- Lots of discussion about public realm, walking and green spaces. Not enough discussion about economic activity and residential use. No sign of joined up thinking between county, network rail or east west railway.
- More could be done to encourage 'innovative approaches' to living and making use of space.
- SPD is informed by outdated assumptions such as the OxCam Arc, the changes arising from COVID, the end of Oxfordshire 2050 plan so there is much that is out of date.

**Officer response:**

- The SPD is a high-level document that provides strategic advice and guidance for the development of key sites within the West End and Osney Mead Area. It sets a framework for new development to be considered in a cohesive manner that takes into account the importance of co-ordinating transport and movement, together with future infrastructure and public realm requirements. Within this broad context the approach taken in both the SPD and Spatial Framework does in principle support 'innovative responses' to living and making use of space in the context of the 'golden threads' and the individual strategies.
- Support for the vision for the regeneration of the West End and Osney Mead area is welcomed. Sustainability and intrinsically climate change is one of the 'golden-threads' that runs through the SPD and Spatial Framework, each of the individual strategies is assessed according to how they are applied to the 'golden-threads'. However it is considered that the supporting text could be strengthened to make this point clearer in the SPD- new sentence added to paragraph 30.
- The Oxford Local Plan 2036 was tested at Examination and found by the Inspector to provide the right balance for future housing and employment development within the Plan period. The purpose of the SPD is to provide specific detailed advice at the local level on how the adopted policies comprising the West End Area of Change (AOC1) and West End Sites can then be applied to these development of key sites in the West End and Osney and in different areas of the West End.
- The high-level strategic advice in the SPD and Spatial Framework is set out to be ambitious acknowledging the opportunities to deliver the vision for the regeneration of this area whilst recognising the constraints on new development within the West End and Osney Mead Area. However as detailed schemes emerge on individual sites and locations any future development will have to have regard not only to the SPD as a 'material consideration', but also adopted Local Plan

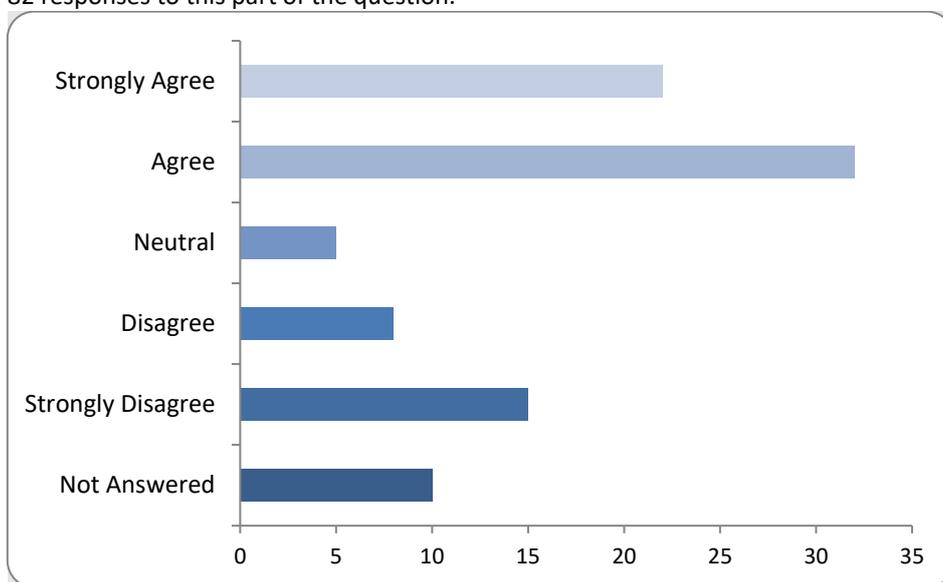
2036 policies that seek to protect and improve biodiversity and make sure that flood risk is properly managed.

- The vision for the West End and Osney Mead Area recognises the important contribution that mixed-use developments including both residential and employment uses will make to the regeneration and vibrancy of the area. How developments positively respond to the ‘economy’ and ‘social value’ are acknowledged through both being ‘golden-threads’ running through the SPD and Spatial Framework.
- The SPD, Spatial Framework and Design Guide were prepared within the overall policy context at the time. Although the Oxfordshire Plan 2050 has now been abandoned, these documents were prepared on the basis of the existing Local Plan 2036 policies. Whilst the COVID-19 pandemic will have some long-term implications such as hybrid working for those able to do it, the city centre will continue to provide a focus for future employment and housing requirements, being such a sustainable location.

## 2. Green/Blue Infrastructure Strategy

*How much do you agree with this strategy?*

There were 82 responses to this part of the question.



Response	Total	Percent
Strongly Agree	22	23.91%
Agree	32	34.78%
Neutral	5	5.43%
Disagree	8	8.70%
Strongly Disagree	15	16.30%
Not Answered	10	10.87%

### Summary of additional comments

There was support for the inclusion of a green and blue infrastructure strategy – specific ideas such as the greening of major routes such as Oxpens Road. However there were concerns raised that the strategy will create opportunities for overdevelopment resulting in the loss of biodiversity and existing habitats. Most concerns related to the impact of waterways and the loss of natural surfaces as a result of their being ‘opened up’ and enhanced routes and leisure use. More detail was desired on how existing natural features will be retained and maintained with future development having due regard to their preservation.

There was a concern shared by several respondents that there has not been sufficient acknowledgement of flooding risks, and the danger it poses towards any development or newly created routes in areas affected. Further perceived omissions were cited, including the existence of existing informal routes and connections

that have not been noted by the SPD, the impact of mitigation measures such as OFAS, cumulative impact on existing drainage infrastructure.

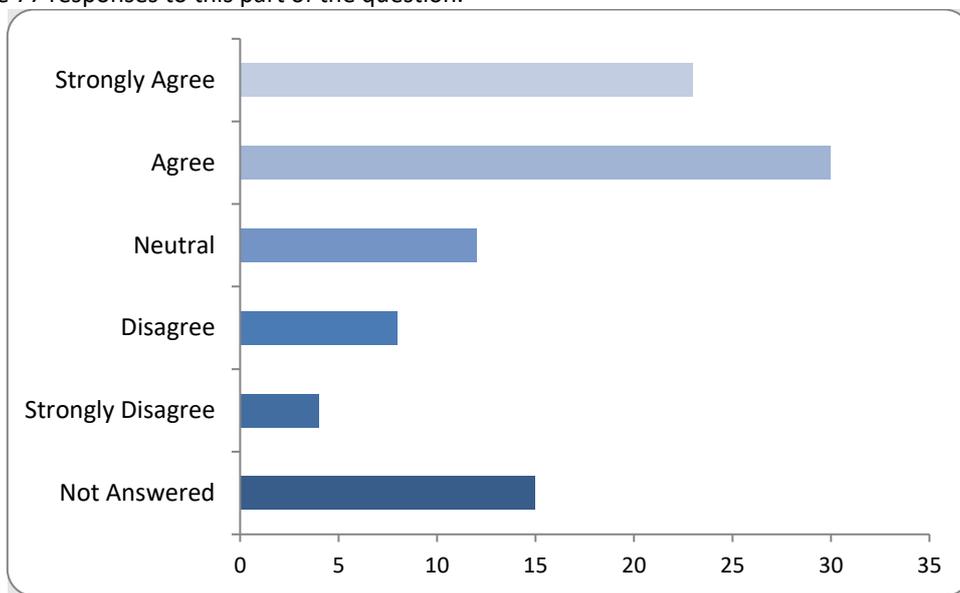
**Officer response:**

Support for the green and blue infrastructure strategy is welcomed. As detailed schemes come forward on key individual sites and locations any future development will have to have regard not only to the principles and strategies set out in the SPD as a ‘material consideration’, but also the adopted Local Plan 2036 policies that seek to protect and improve biodiversity, retain natural features and make sure that flood risk is properly managed. The Local Plan 2036 sets the policy context and already has policies relating to flood risk and biodiversity, and policy approaches for these matters are currently being considered for the Local Plan 2040.

**3. Heritage Strategy**

*How much do you agree with this strategy?*

There were 77 responses to this part of the question.



Response	Total	Percent
Strongly Agree	23	25.00%
Agree	30	32.61%
Neutral	12	13.04%
Disagree	8	8.70%
Strongly Disagree	4	4.35%
Not Answered	15	16.30%

**Summary of additional comments**

There was an overall recognition of the importance of heritage assets in the area although there was some variation on what should be considered suitable to be conferred with this status. Across the comments there was the acknowledgement that both buildings and open spaces could potentially have heritage importance and make positive contributions to the quality and character of a place. Several comments emphasised the importance of prioritising the reuse and repurposing of existing buildings and spaces, over demolition and new development. A number specifically questioned the approach of developing a new river crossing as opposed to continued use or ‘enhancement’ of existing bridges.

Skepticism was expressed by several respondents on the capability of the SPD to deliver on the aspirations expressed in the strategy, due to what was considered as the open ended nature of the statements. There

were also concerns that development on a substantial scale can have excessive impact on the character of adjoining character areas.

**Officer Response:**

In the Oxford context, heritage assets are not only limited to individual buildings but also encompass areas, streets and elements of the public realm. This is in order to promote a sense of place and character in addition to safeguarding the heritage value of individual buildings. The SPD specifically identifies areas and streets that have strong heritage and character value with the aim of discouraging inappropriate development and mitigating the effect of increased footfall and traffic.

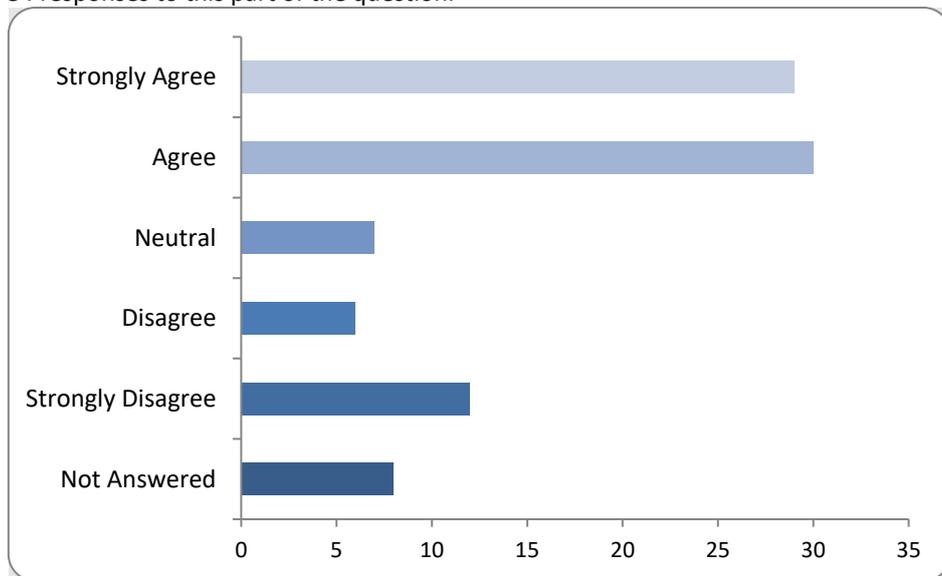
The SPD already encourages the reuse and retention of exiting built fabric as much as possible, not only for the purpose of heritage value but also for the environmental benefits e.g., retention of embodied carbon due to reduced demolition works.

The SPD is in alignment with current local plan policy (DH2) with respect to responding sensitively to heritage assets and their setting, and respecting constraints such as height limits, protected views etc.

**4. Movement Strategy**

*How much do you agree with this strategy?*

There were 84 responses to this part of the question.



Response	Total	Percent
Strongly Agree	29	31.52%
Agree	30	32.61%
Neutral	7	7.61%
Disagree	6	6.52%
Strongly Disagree	12	13.04%
Not Answered	8	8.70%

**Summary of additional comments**

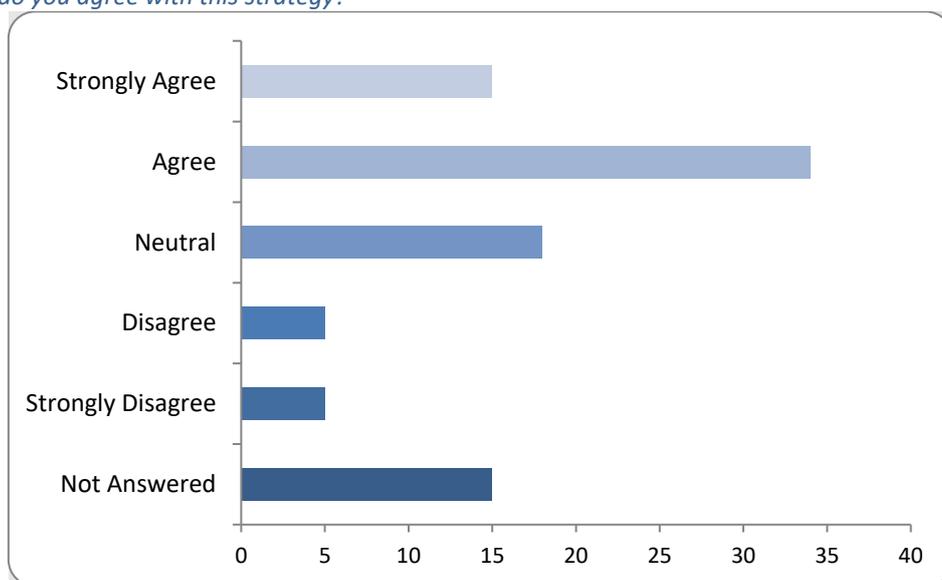
While the idea of reducing car usage is good, it cannot be done without an alternative traffic route from the north or south towards west, otherwise traffic situation will always remain gridlocked, especially Oxpens road. Concern about the increased vehicular traffic as a result of new development. Consideration should be given to at least a bus only route. More bus services and connections if housing and employment use is to increase. Other ideas include Park and walk facility, 'Air Cable' transport proposal.

**Officer response:**

New development on the key sites will seek car-free development and promote walking, cycling and public transport as sustainable travel options. The County Council sets the transport strategy and is currently consulting on its Central Oxfordshire Travel Plan.

## 5. Public Realm Strategy

*How much do you agree with this strategy?*



Response	Total	Percent
Strongly Agree	15	16.30%
Agree	34	36.96%
Neutral	18	19.57%
Disagree	5	5.43%
Strongly Disagree	5	5.43%
Not Answered	15	16.30%

### Summary of additional comments

There was a perceived lack of inclusive principles in the public realm strategy – to take into account the needs of disabled, less mobile, neuro-divergent etc. non-vehicular users. Some respondents questioned the need for public spaces of a notable size, on the grounds that there are other spaces elsewhere in the city. There were concerns that public space interventions such as the Frideswide Square and Westgate development have had mixed results, resulting in wariness on the outcomes. There were objections to considering some green spaces and waterways as potential key public spaces, due to the risk of loss of biodiversity and ecological function and the potential impact of flood risk.

**Officer response:**

The SPD and Spatial Framework principles are fundamentally grounded in ‘place-making’ of which the provision of new and improved public realm facilities is essential to the movement through and enjoyment of the West End and Osney Mead area. These documents are high-level and strategic in nature but it is suggested

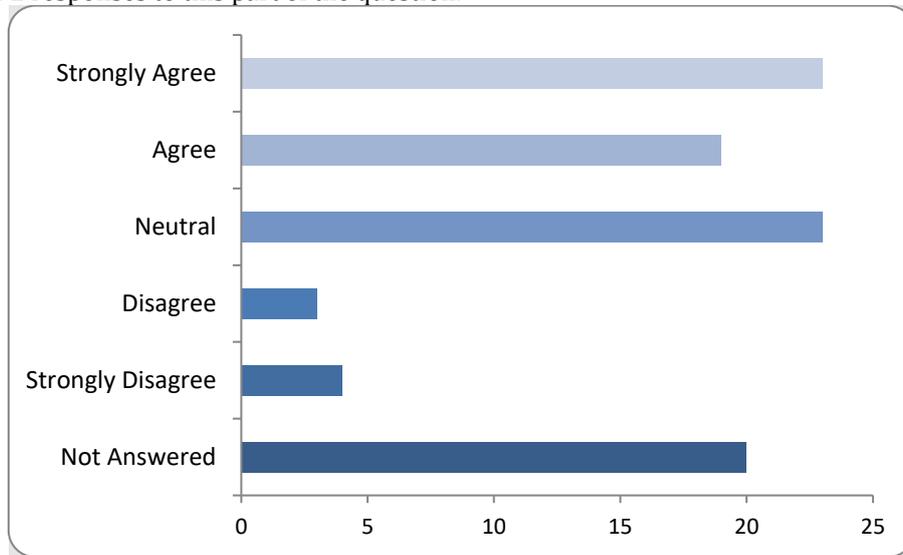
that some additional text should be added the SPD to ensure that the detailed designs that emerge from these individual proposals do properly respond to the needs of people with disabilities and those less mobile.

The creation of new key public spaces will need to consider the impact on biodiversity / ecology and flood risk, which would be necessary through the application of relevant adopted Local Plan policies that would be triggered by any new development proposals.

## 6. Arts and Culture Strategy

*How much do you agree with this strategy?*

There were 72 responses to this part of the question.



Response	Total	Percent
Strongly Agree	23	25.00%
Agree	19	20.65%
Neutral	23	25.00%
Disagree	3	3.26%
Strongly Disagree	4	4.35%
Not Answered	20	21.74%

### Summary of additional comments

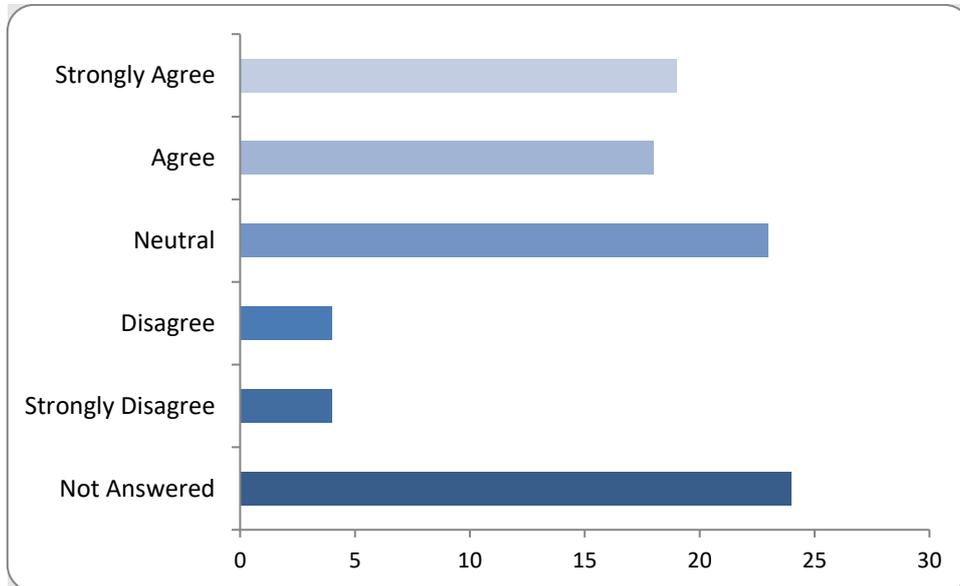
No mention of sports, specifically in the context of the ice hockey rink. A number of respondents mentioned other venues around the city – the proposed Schwarzman Centre was cited a number of times – and concerns were raised about the potential for competition between venues, or what the actual level of need will be for further performance spaces. More detail was requested. The strategy should cater for community and existing arts practitioners with a focus on providing accessible and affordable spaces.

**Officer response:** The city council has a culture strategy, which is currently under review. That would likely form part of the material considerations with respect to the assessment of specific schemes that may be brought forward in the area that include cultural venues.

## 7. Meanwhile Use Strategy

*How much do you agree with this strategy?*

There were 68 responses to this part of the question.



Response	Total	Percent
Strongly Agree	19	20.65%
Agree	18	19.57%
Neutral	23	25.00%
Disagree	4	4.35%
Strongly Disagree	4	4.35%
Not Answered	24	26.09%

### Summary of additional comments

The concept was generally received in positive terms, especially in terms of the potential to improve the street scene where buildings have been empty long-term. The main concerns related to the temporary nature of meanwhile use and what approach will be taken towards a longer term strategy of integration, especially if such uses come with community if not primarily economic value. The difficulties of getting land and property owners to engage effectively to bring about a positive outcome. The issue of empty or underutilised space is recognised as being a city wide problem and there is interest in spreading the approach across the city.

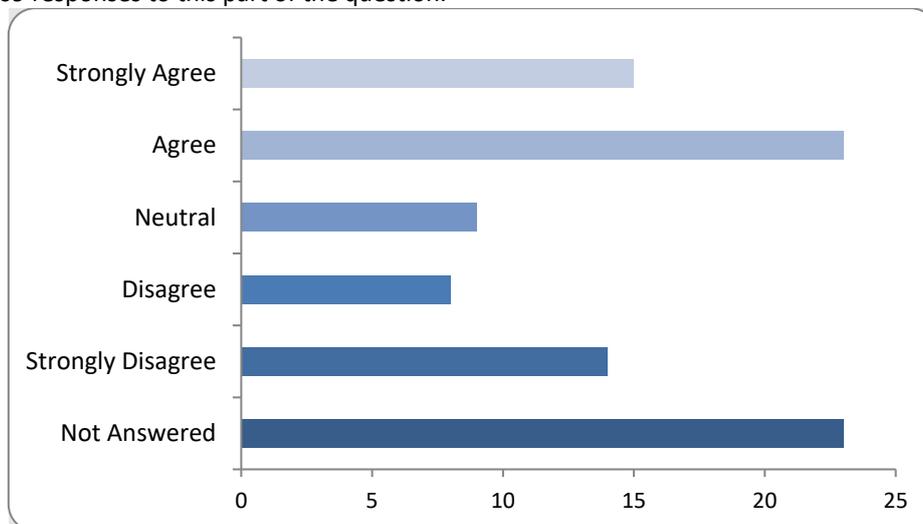
### Officer response:

Support in principle for the introduction of temporary 'meanwhile' uses is welcomed and will help to positively encourage the re-use of existing buildings in the West End which may have been empty for long periods of time. It promotes a sustainable approach to development, which responds to the golden-threads of sustainability and social value, the re-use of these buildings provides some individual benefits to the 'economy' as well albeit in some cases temporary uses.

## 8. Land Use Strategy

*How much do you agree with this strategy?*

There were 69 responses to this part of the question.



Response	Total	Percent
Strongly Agree	15	16.30%
Agree	23	25.00%
Neutral	9	9.78%
Disagree	8	8.70%
Strongly Disagree	14	15.22%
Not Answered	23	25.00%

### Summary of additional comments

There were positive responses to aspects of the strategy, including the promotion of mixed-uses and 15 /20 minute neighbourhoods. The level of need for office and other employment floorspace was questioned, in the context of increased normalisation of home/remote working. Several respondents also questioned the proposed balance between housing and employment use, with the balance deemed to be too heavily skewed towards employment/commercial use on the grounds that Oxford has full employment and additional employment space will cater for workers living outside the city with the need to commute. There is a lot of emphasis on active frontages, and given the changes in the world of retail it should be questioned whether the provision and retention of active frontage should be given as much importance.

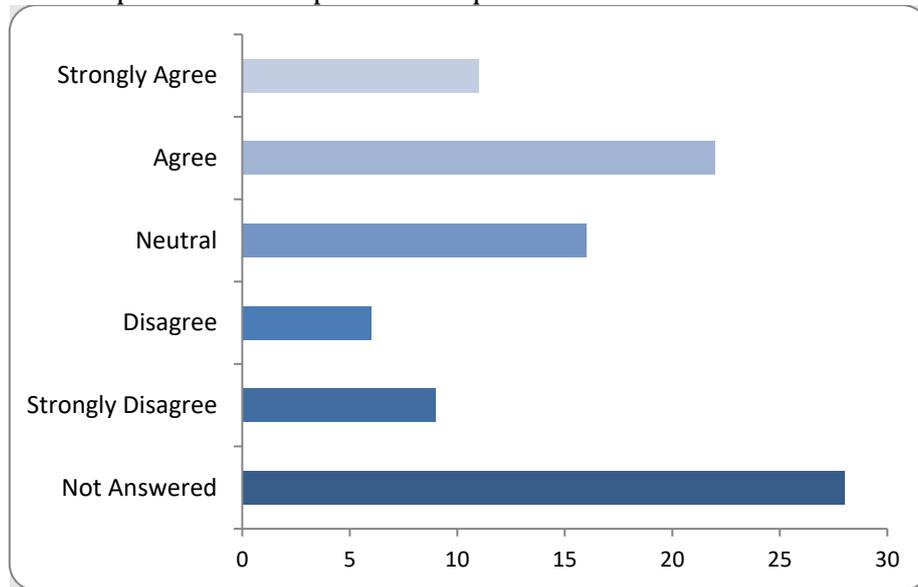
#### Officer response:

Support for land use strategy, mixed-uses and 15-minute neighbourhoods welcomed. Whilst COVID-19 has accelerated changes to working practices, which has allowed opportunities to work from home remotely, there is still significant demand for commercial floorspace in the City centre, which is the most sustainable location in Oxford. Active frontages (where there is activity and visual connection between those on the street and inside of a building) are important although given there is a recognition that these frontages probably need to support a greater mix of town centre uses to reflect the recent changes to the Use Classes order and trend towards on-line retail shopping.

## 9. Built Form Strategy

*How much do you agree with this strategy?*

There were 64 responses to this part of the question.



Response	Total	Percent
Strongly Agree	11	11.96%
Agree	22	23.91%
Neutral	16	17.39%
Disagree	6	6.52%
Strongly Disagree	9	9.78%
Not Answered	28	30.43%

### Summary of additional comments

There were respondents that advocated greater built densities and an emphasis on making use of as much of the permissible height limits as possible – mainly for the benefit of creating as much affordable housing as possible. Conversely there were respondents that were negative towards the notion of encouraging building at height and added density, the concerns were with respect to the design quality, impact on views and character of the area, and the lack of infrastructure that can cope with added demand. There were also comments stating that there should be more explicit requirements for sustainability – with specific standards for emissions, embodied carbon and the mandatory requirements such as Passivhaus.

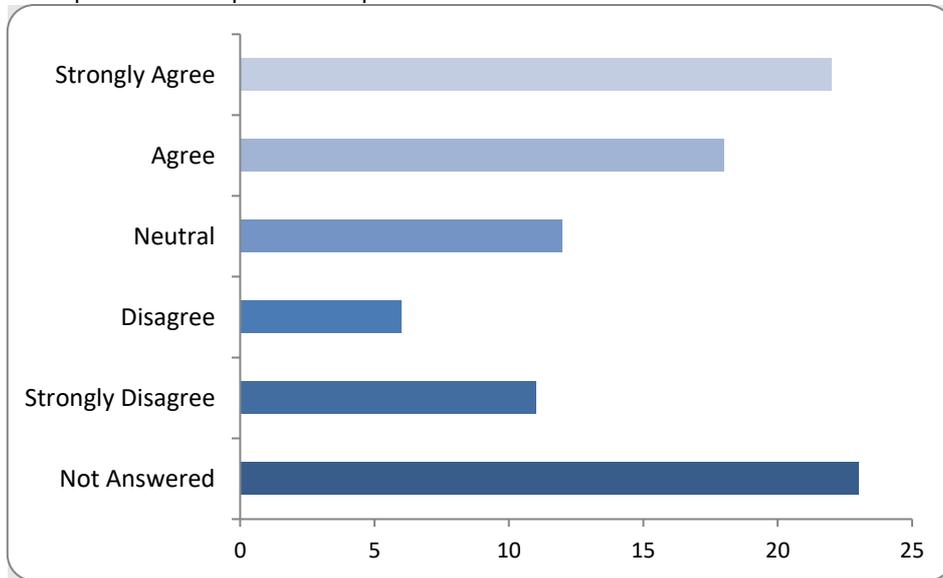
### Officer response:

The principles set out in the SPD and Spatial Framework do recognise the need to promote 'sustainable development', which maximises the use of key development sites, providing they respect building heights set out in the adopted Local Plan 2036. The approach supports mixed-use developments which provide both residential and commercial / employment uses, affordable housing would be required to be provided to meet the adopted Local Plan policy.

## 10. Transformational Sites: Osney Mead

*How much do you agree with this approach?*

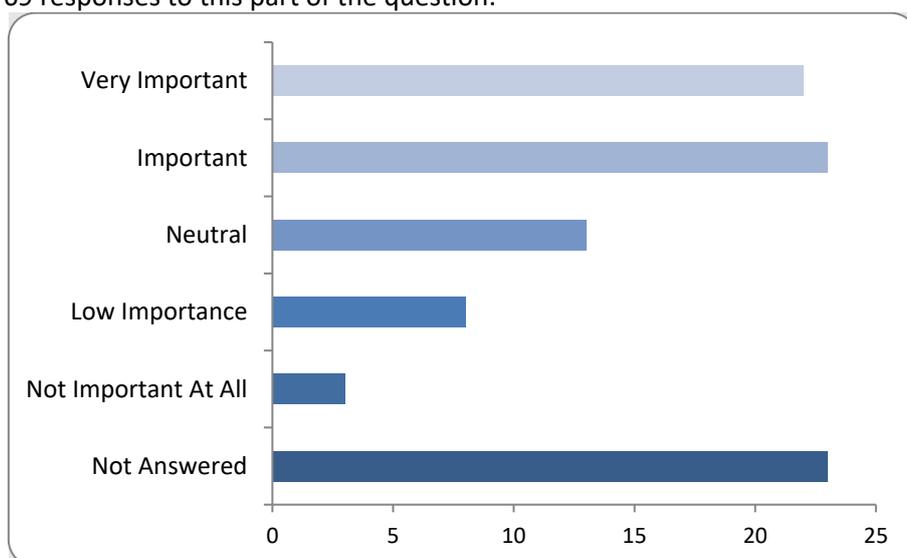
There were 69 responses to this part of the question.



Response	Total	Percent
Strongly Agree	22	23.91%
Agree	18	19.57%
Neutral	12	13.04%
Disagree	6	6.52%
Strongly Disagree	11	11.96%
Not Answered	23	25.00%

*How important do you feel the redevelopment of this area will be to the wider regeneration of the West End as well as serving the city as a whole?*

There were 69 responses to this part of the question.



Response	Total	Percent
Very Important	21	24.64%
Important	22	26.09%
Neutral	13	15.94%
Low Importance	8	9.57%
Not Important At All	4	4.76%
Not Answered	23	25.00%

<b>Very Important</b>	22	23.91%
<b>Important</b>	23	25.00%
<b>Neutral</b>	13	14.13%
<b>Low Importance</b>	8	8.70%
<b>Not Important At All</b>	3	3.26%
<b>Not Answered</b>	23	25.00%

### Summary of additional comments

There was support for some level of regeneration in the area. There was reiteration of points raised in previous sections including the prioritisation of reuse and repurposing of existing buildings, the prioritisation of higher density affordable housing and concerns that the impact of flood risks are sufficiently factored into any development plans. The proposed bridge connection was also raised as an issue by some respondents, querying costs, ecological impacts and the necessity for a new connection.

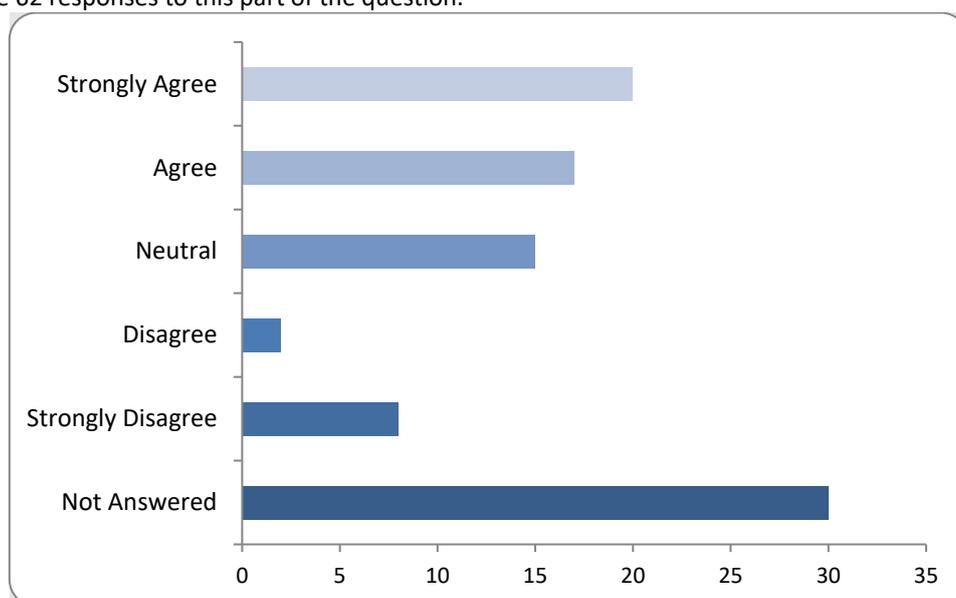
### Officer response:

The amount of housing that is required to be provided on key development sites is set out in the West End sites policy of the local plan, which seeks a total of 734 residential units. The level of affordable housing directly relates to the number of residential units proposed for an individual site and should then be provided to meet the adopted Local Plan policy.

## 11. Transformational Sites – Frideswide Square

*How much do you agree with this approach?*

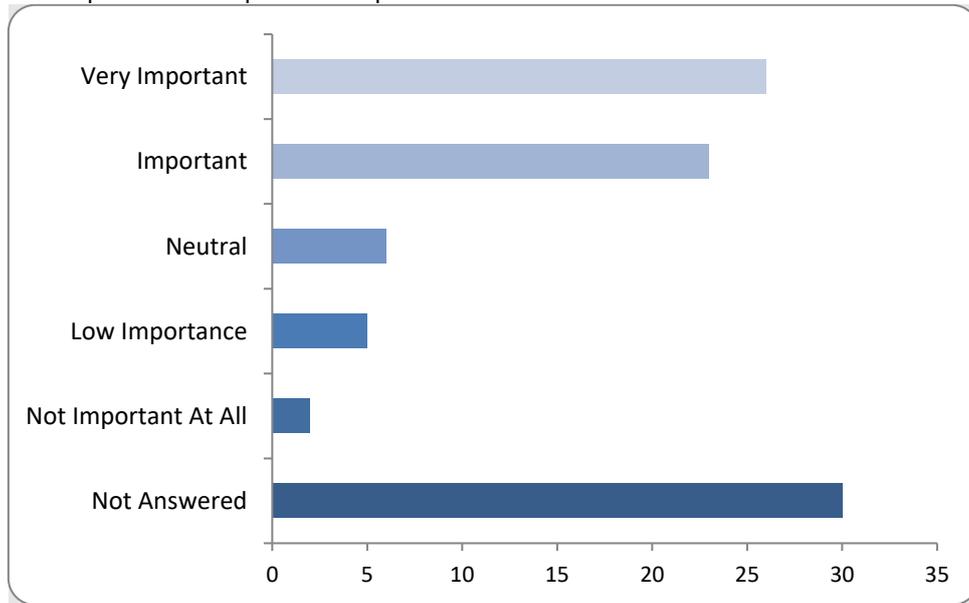
There were 62 responses to this part of the question.



Response	Total	Percent
<b>Strongly Agree</b>	20	21.74%
<b>Agree</b>	17	18.48%
<b>Neutral</b>	15	16.30%
<b>Disagree</b>	2	2.17%
<b>Strongly Disagree</b>	8	8.70%
<b>Not Answered</b>	30	32.61%

*How important do you feel the redevelopment of this area will be to the wider regeneration of the West End as well as serving the city as a whole?*

There were 62 responses to this part of the question.



Response	Total	Percent
Very Important	26	28.26%
Important	23	25.00%
Neutral	6	6.52%
Low Importance	5	5.43%
Not Important At All	2	2.17%
Not Answered	30	32.61%

*Are there any issues or considerations that have been missed?*

There were 39 responses to this part of the question. Several respondents noted that the area is lacking in terms of its character and attractiveness, particularly as part of a gateway into the city via the station and other routes. The overall character and street scene was described as not being desirable and of low quality as a result of what was often described as unsympathetic or inappropriate development. Specific locations were noted including the Castle Mill Stream area, Hythe Bridge Street and Park End Street where a number of historic buildings have been lost over the years. There were also descriptions of the area as hostile to pedestrians and cyclists and calls for more natural features and more to give an impression of a historic area.

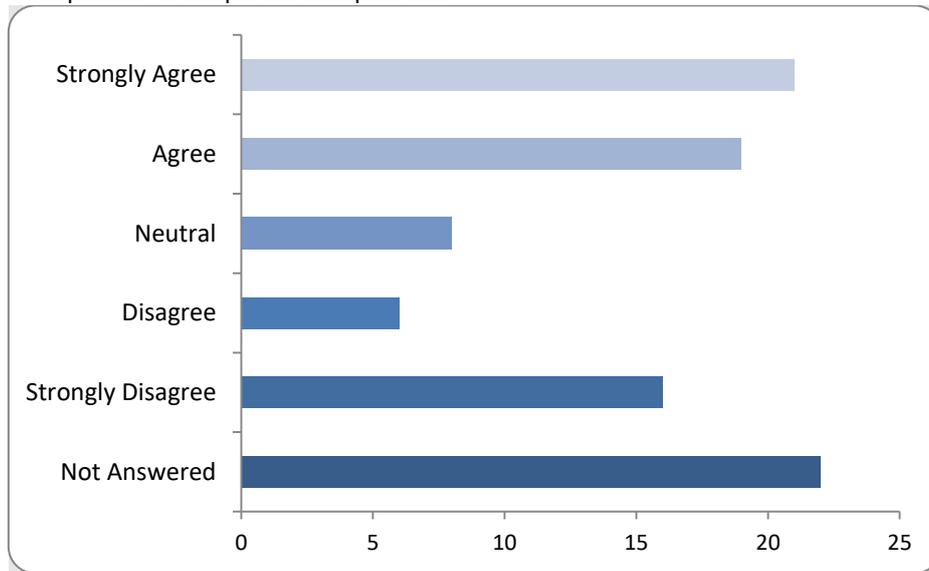
**Officer response:**

**To follow**

## 12. Transformational Sites: Oxpens

*How much do you agree with this approach?*

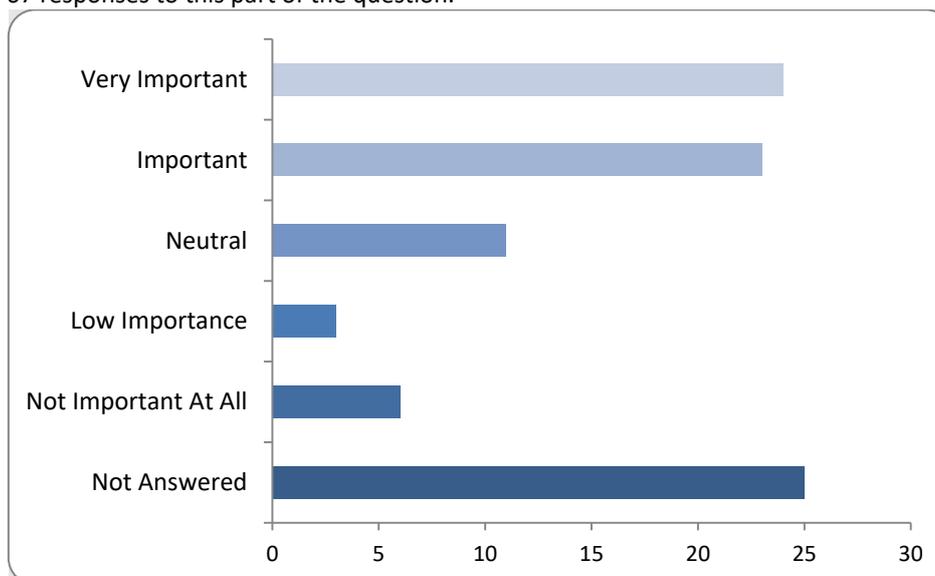
There were 70 responses to this part of the question.



Response	Total	Percent
Strongly Agree	21	22.83%
Agree	19	20.65%
Neutral	8	8.70%
Disagree	6	6.52%
Strongly Disagree	16	17.39%
Not Answered	22	23.91%

*How important do you feel the redevelopment of Oxpens will be to the wider regeneration of the West End as well as serving the city as a whole?*

There were 67 responses to this part of the question.



Response	Total	Percent
Very Important	24	26.09%
Important	23	25.00%
Neutral	11	11.96%
Low Importance	3	3.26%
Not Important At All	6	6.52%
Not Answered	25	27.17%

### Summary of additional comments

As in previous sections, there was a feeling that a far greater amount of housing, particularly affordable housing, could be accommodated on the site than has been allocated. The flooding risk was highlighted by several respondents and there were concerns that this will have an adverse impact on any development in and around the area.

The proposed Oxpens River Bridge was a further point of contention, with concerns about the need, the quality of design and the ecological and other impacts arising from its potential siting.

### Officer response:

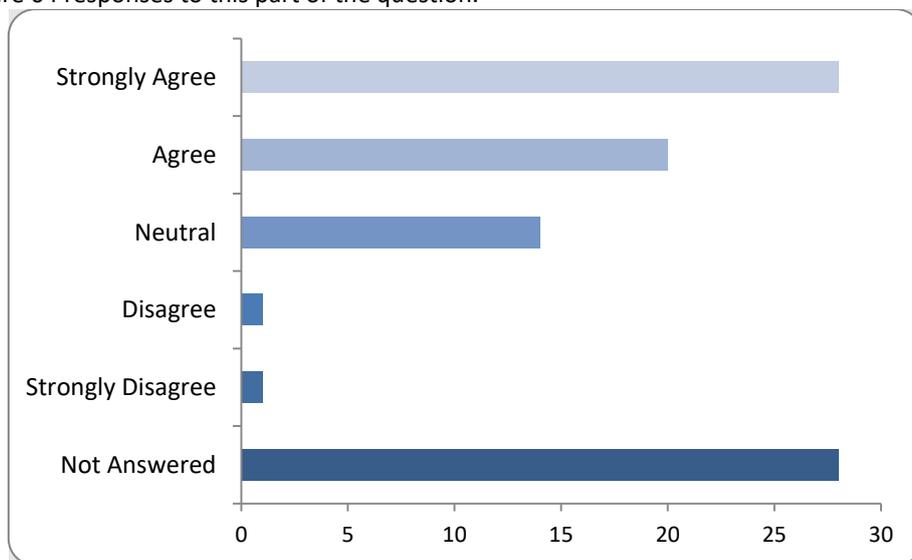
The amount of housing that is required to be provided on key development sites is set out in the West End sites policy, which seeks a total of 734 residential units. The level of affordable housing directly relates to the number of residential units proposed for an individual site and should then be provided to meet the adopted Local Plan policy. The SPD and Spatial Framework include the requirement for new development to positively respond to sustainability / climate change as one of the main 'golden-threads'. In addition the green and blue infrastructure strategy makes it clear that the master planning of the key development sites should fully take into account 'blue infrastructure' considerations to address any flood risk issues.

The Oxpens River Bridge was considered in both the SPD and Spatial Framework to be an important piece of infrastructure that is essential to the ambition to improve connectivity and movement throughout the West End. It provides the opportunity to significantly improve walking and cycling connections for Osney Mead and Grandpont to link with the City centre and Oxford Station. The Oxpens River Bridge will support car free development and enable Osney Mead to function fully as an extension of the city centre.

### 13. Transformational Sites: Station Gateway

*How much do you agree with this approach?*

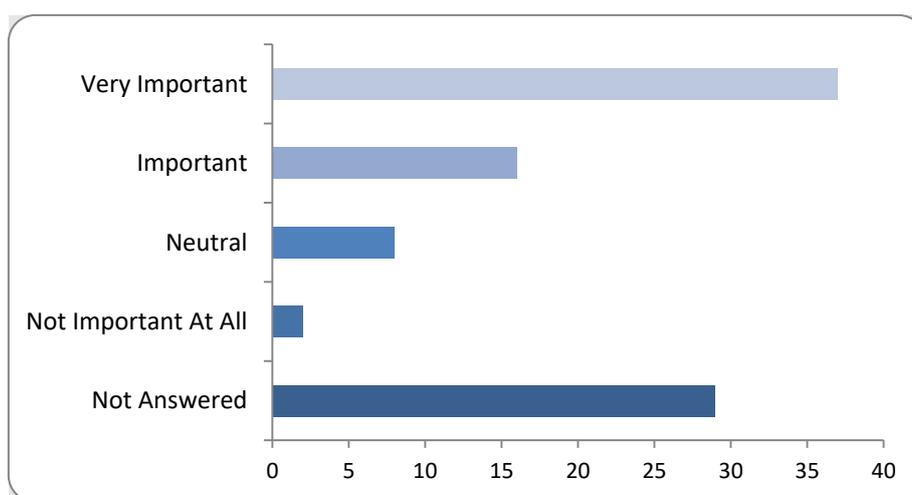
There were 64 responses to this part of the question.



Response	Total	Percent
Strongly Agree	28	30.43%
Agree	20	21.74%
Neutral	14	15.22%
Disagree	1	1.09%
Strongly Disagree	1	1.09%
Not Answered	28	30.43%

*How important do you feel the redevelopment of the Station Gateway will be to the wider regeneration of the West End as well as serving the city as a whole?*

There were 63 responses to this part of the question.



Response	Total	Percent
Very Important	37	40.22%
Important	16	17.39%
Neutral	8	8.70%
Low Importance	0	0.00%
Not Important At All	2	2.17%
Not Answered	29	31.52%

### Summary of additional comments

The traffic issues on Botley Road, and the impact of station works. Considering the effects of changed work patterns towards increased remote working. What is the impact if any of policy changes at national level (e.g. the abandonment of the expressway, less emphasis on Ox-Cam arc etc.)? There were comments on the importance of emphasising integration with other transport modes, and facilities to support active travel modes such as cycle parking, as a priority over the provision of commercial floorspace – shops, cafes etc – which often detract from commuter experience. There should also be improvements to connectivity to the city centre, including pedestrianizing Hythe Bridge St, or making use of waterways as a connecting route.

### Officer response:

The SPD, Spatial Framework and Design Guide were prepared within the overall policy context at the time. Although there have been changes in the national and regional policy framework e.g., changes in infrastructure and strategic priorities, the discontinuation of the Oxfordshire Plan 2050, these documents were prepared on the basis of the existing Local Plan 2036 policies which all remain in force until a new local plan is adopted. Whilst the COVID-19 pandemic will have some long-term implications such as hybrid working for those able to do it, the city centre will continue to provide a focus for future employment and housing requirements, being the most 'sustainable location' in Oxford.

#### **14. Other comments on SPD**

There were positive comments on the development of an overall strategy for the area which is generally considered to have great potential and in need of improvement and uplifting. Many reiterate points of contention that have been raised in previous sections, the main ones being that that balance between housing and economic use is skewed and a much greater capacity of affordable housing is possible in the area, and that flooding risk is perceived to be minimised or not given enough prominence with respect to the level of development proposed. Other issues raised are that the SPD could have done more to specifically address the climate emergency – such as including mandatory and more specific sustainability goals, and that the impacts on the ecology and biodiversity that is already present in the area.

There were also objections to the overall development process of the SPD and framework, with deficiencies including the extent of consultation, an inadequate amount of time allowed for consideration of the documents. There were also some references to other documents forming the consultation, with some respondents describing them as overlong and over complicated which made engaging with the process difficult.

#### **Officer responses:**

- The Oxford Local Plan 2036 was tested at Examination and found by the Inspector to provide the right balance for future housing and employment development within the Plan period. The purpose of the SPD is to provide specific detailed advice at the local level on how the adopted policies comprising the West End Area of Change (AOC1) and West End Sites can then be applied to these development of key sites in the West End and Osney and in different areas of the West End.
- The amount of housing that is required to be provided on key development sites is set out in the West End sites policy, which seeks a total of 734 residential units. The level of affordable housing directly relates to the number of residential units proposed for an individual site and should then be provided to meet the adopted Local Plan policy.
- The high-level strategic advice in the SPD and Spatial Framework is set out to be ambitious acknowledging the opportunities to deliver the vision for the regeneration of this area whilst recognising the constraints on new development within the West End and Osney Mead Area. However as detailed schemes emerge on individual sites and locations any future development will have to have regard not only to the SPD as a 'material consideration', but also adopted Local Plan 2036 policies that seek to protect and improve biodiversity and make sure that flood risk is properly managed.

#### **15. Other Comments on Spatial Framework**

There are positive comments on the principle of the framework and the comprehensive scope. A number of weaknesses were cited. The balance of housing and level of emphasis on climate change raised in previous sections was brought up a number of times. There were some complaints about the length and level of technical detail which was made available. A number of respondents mentioned an unclear evidence base, or unclear links to where they were, and also wider policy changes that may make some references to be out of date or irrelevant, such as the defunct Oxfordshire 2050 plan and the lack of clarity on plans for the Ox-Cam Arc. There were also objections to the overall development process for the framework, with deficiencies including the extent of consultation, an inadequate amount of time allowed for consideration of the documents.

#### **Officer response:**

- Support for the principles of the Spatial Framework is welcomed. The amount of housing that is required to be provided on key development sites is set out in the West End sites policy, which seeks a total of 734 residential units. The level of affordable housing directly relates to the number of residential units proposed for an individual site and should then be provided to meet the adopted

Local Plan policy. The balance between housing and employment was tested at the Examination into the Local Plan 2036, when the Inspector considered.

- There is considerable evidence in the Spatial Framework, which supports the SPD and performs an integral part of the Supplementary Planning Document.
- At the time of writing the SPD and Spatial Framework the references to the Oxfordshire Plan 2050 were up to date, but circumstances have subsequently changed. The text will be updated to reflect this change and any others that are necessary.

## 16. Other Comments on the Design Guide

There were 29 responses to this part of the question. There were widely varying responses to the design guide from those who were able to read it. While there were positive comments commending the document, some respondents found it was written too prescriptively which could prevent innovation or creativity in schemes. There were also some that found the document too technical and jargon filled for lay reading. There were further comments that found the document too generic and open ended, lacking in specific detail pertaining to Oxford and its residents. A number of comments also highlighted as an omission specific standards or targets towards achieving the stated aim of carbon neutral development. There were concerns on the approach towards heights in certain areas on the grounds of impact on the amenity of surrounding residents and natural spaces.

## 17. Demographic profile of respondents

### Gender Identity

Gender Identity	Total	Percent
Female	35	38.04%
Male	38	41.30%
In another way	0	0.00%
Prefer not to say	5	5.43%
Not Answered	14	15.22%

### Age

Age Cohort	Total	Percent
16 - 19	0	0.00%
20 - 24	1	1.09%
25 - 34	5	5.43%
35 - 44	10	10.87%
45 - 54	13	14.13%
55 - 59	10	10.87%
60 - 64	11	11.96%
65 - 75	18	19.57%
75+	2	2.17%
Prefer not to say	8	8.70%
Not Answered	14	15.22%

### Disability/Limitations to daily activity

Extent of limitations to daily activity	Total	Percent
Yes, limited a lot	1	1.09%
Yes, limited a little	3	3.26%
No	67	72.83%
Prefer not to say	6	6.52%
Not Answered	15	16.30%

## Ethnicity

<b>Ethnicity</b>	<b>Total</b>	<b>Percent</b>
<b>White British – English, Welsh, Scottish, Northern Ireland</b>	48	52.17%
<b>White Irish</b>	2	2.17%
<b>White Gypsy or Irish Traveller</b>	0	0.00%
<b>Any other white background</b>	14	15.22%
<b>Black or Black British – Caribbean</b>	0	0.00%
<b>Black or Black British – African</b>	0	0.00%
<b>Any other Black background</b>	0	0.00%
<b>Asian or Asian British – Indian</b>	2	2.17%
<b>Asian or Asian British – Pakistani</b>	0	0.00%
<b>Asian or Asian British – Bangladeshi</b>	0	0.00%
<b>Any other Asian background</b>	1	1.09%
<b>Mixed or Multiple Ethnic Group – White and Black Caribbean</b>	0	0.00%
<b>Mixed or Multiple Ethnic Group – White and Black African</b>	1	1.09%
<b>Mixed or Multiple Ethnic Group – White and Asian</b>	0	0.00%
<b>Any other Mixed background</b>	0	0.00%
<b>Arab</b>	0	0.00%
<b>Chinese</b>	1	1.09%
<b>Other Ethnic Group</b>	1	1.09%
<b>Prefer not to say</b>	7	7.61%
<b>Not Answered</b>	15	16.30%

## **Appendix 2: Additional Responses with OCC Officer Responses and schedule of proposed changes**

Organisation or local group name (left blank for private individuals)	Comment Summary	OCC response	OCC Actions (if required)	LB Actions (if required)
<b>Thames Water</b>	<p>Proposed New Water/Waste Water Infrastructure</p> <ul style="list-style-type: none"> <li>- We consider that the SPD should include a specific reference to the key issue of the provision of wastewater/sewerage and water supply infrastructure to service development proposed in a policy</li> <li>- This is necessary because it will not be possible to identify all of the water/sewerage infrastructure required over the plan period</li> <li>- See response for suggested policy wording</li> </ul> <p>Water Efficiency/Sustainable Design</p> <ul style="list-style-type: none"> <li>- Suggested policy wording "Development must be designed to be water efficient and reduce water consumption (...)"</li> </ul> <p>Flood Risk and SUDS</p> <ul style="list-style-type: none"> <li>- Suggested paragraph to be included in the Neighbourhood Plan "It is the responsibility of a developer to make proper provision for surface water drainage to ground, water courses or surface water sewer. It must not be allowed to drain to the foul sewer, as this is the major contribution to sewer flooding."</li> </ul> <p>Site Allocations</p> <ul style="list-style-type: none"> <li>- NO new sites to comment on.</li> </ul>	<p>These comments seem more relevant to a policy document such as a local plan (e.g. the suggested policy wording), and infrastructure needs were considered as part of the Local Plan 2036 and are being again as part of the Oxford Local Plan 2040.</p>	<p>N.A.</p>	<p>N.A.</p>
<b>CoreFiling Ltd</b>	<ul style="list-style-type: none"> <li>- The SPD has not provided an appropriate level of development management to respect the interests of the existing businesses located at Osney Mead</li> <li>- Don't want transformational change in West End to be achieved by areal gentrification - pushing businesses out to make room for new businesses and residents</li> <li>- Displacement of businesses will reduce the opportunity for staff to cycle to work, increase car journeys</li> <li>- Need a partnership approach with all stakeholders</li> <li>- Small, existing businesses worried about the effects of the SPD</li> </ul>	<p>Neither the SPD, nor any planning document or policies, can protect any particular business. Planning applications will be decided on whether they meet policy requirements and other material considerations, on the basis of detailed design, land use and so on. The SPD amplifies the policies, setting out what good design and mix looks like in the West End, but it could not and does not protect existing businesses, or allow favourable considerations to new ones.</p>	<p>N.A.</p>	<p>N.A.</p>
<b>Aerial Cable Transit (ACT)</b>	<p>SPD contains no solutions to strategic transport access problems</p> <ul style="list-style-type: none"> <li>- proposed development will add to existing congestion on Botley Road particularly</li> <li>- a cableway is suggested as a form of mass transit to meet the need in the area</li> <li>- City/County Council identify a significant problem of tourist coach drop-off and pick-up in the City which conflicts with policies on vehicular traffic reduction and emission reduction in the City - no solution identified</li> <li>- SPD envisages redevelopment of ice rink which is welcomed but could include a cable car station, cafe, mobility hub etc. to be multi-functional</li> <li>- SPD welcomes higher buildings (with criteria), if this aspect of the proposal is supported, there can be no planning objection to cable car towers on grounds of visual impact in the City centre</li> </ul>	<p>The proposed developments seek car-free schemes, and promotion of sustainable travel, including improvements to walking &amp; cycling routes</p> <ul style="list-style-type: none"> <li>-The SPD does not and cannot amend the policy on high buildings</li> </ul>	<p>N.A.</p>	<p>N.A.</p>
<b>Oxford University Development Limited (OUD)</b>	<ul style="list-style-type: none"> <li>-Overall OUD supports and endorses the SPD</li> <li>- Lack of technical and viability assessments which should be addressed in the introduction of the SPD and not at page 168 of the Spatial Framework Appendix</li> <li>- It is vital that the SPD clearly sets out a list of all infrastructure requirements so it is clear to landowners/developers and decision makers</li> <li>- It is essential that the SPD sets out how the Council intends to collect CIL</li> <li>- See response for suggested paragraph of policy rewording</li> <li>- OUD would welcome joint working with the City Council and other landowners in preparing a masterplan for the site and in setting out a mechanism to deliver it - OUD therefore questions Paragraph 119 of the SPD that states that the development of a masterplan will rely on a majority landowner</li> <li>- SPD should also set out what is expected in terms of: the contents of a masterplan, the extent of public consultation and stakeholder involvement, the weight that would be attached to a masterplan endorsed at Cabinet</li> <li>- It would be useful for the SPD to clarify that "once endorsed, the Masterplan will be a material consideration in determining planning applications within Osney Mead"</li> <li>- Spatial Framework is too long D5j</li> </ul> <p>SPD specific comments:</p> <ul style="list-style-type: none"> <li>- OUD supports the objectives and vision of the SPD</li> <li>- Figure 2 - one parcel of land not shaded as a development site</li> <li>- See written response for paragraph specific recommended changes (e.g. certain wording)</li> <li>- Remove reference to storey heights, and instead note that these should be determined following a suitable technical assessment</li> <li>- Remove reference to cost estimates in key infrastructure requirements as this is likely to go out of date</li> </ul>	<p>Paragraph 5 of the SPD already notes that it will be a material consideration.</p> <p>The Spatial Framework is long, but efforts have been made to make it accessible and useable, including the executive summary, moving background information to appendices and the main body of the SPD.</p> <p>Amendment to para 119 suggested to remove reference to 'majority' landowner.</p> <p>Figure 2 shows threats and opportunities, so does not need to shade all development sites. it is expected there will be many more developments sites coming forward than those shown.</p> <p>The cost estimates may go out of date, but they are stated to be estimates and it is still considered helpful to include them to give some idea of magnitude.</p> <p>The SPD does not and cannot amend the policy on high buildings. The SPD is not a masterplan or outline of a specific scheme.</p> <p>Enhanced access is required, and the Oxpens River Bridge is a means of achieving this.</p>	<p>Update to paragraph 5 to say that the SPD is a material consideration (which will be the correct tense for the adopted version)</p> <p>Change in para 119: Whilst development of a masterplan will rely on a majority landowner carrying out more detailed work, ideally in collaboration with the City Council, this SPD...</p>	

	<ul style="list-style-type: none"> <li>- Potentially a section on what the SPD should do if a LP policy is updated</li> <li>Spatial Framework specific comments: <ul style="list-style-type: none"> <li>- None of the plans or figures are numbered or titled</li> <li>- Page 21, the term "of equal value" is also vague</li> <li>- The Vision on Page 35 must be consistent with the vision in the LP/SPD</li> <li>- Focuses on one particular access route as being superior to the others - happens to be the most challenging route with regards to infrastructure requirements</li> </ul> </li> <li>Design Guide <ul style="list-style-type: none"> <li>- Document generally supported</li> <li>- Heights should be set by masterplan following a detailed technical assessment/remove reference to storey heights F5</li> </ul> </li> </ul>			
<b>Individual</b>	<ul style="list-style-type: none"> <li>- General complaints about the consultation process: SPD too long to read, no exhibitions or events, SPD does not reflect residents interests</li> <li>Biodiversity <ul style="list-style-type: none"> <li>- What SPD describes as 'a constrained towpath (south of Osney lock) is area of biodiversity and should not be replaced</li> <li>- Osney Stream plans show river frontage with public plaza, again attacking biodiversity</li> <li>- Why are the OFAS biodiversity targets not mentioned in the SPD?</li> </ul> </li> <li>Infrastructure and Facilities <ul style="list-style-type: none"> <li>- No mention of plans of practical realities of new homes and businesses e.g. health facilities, schools</li> <li>- SPD fails to mention sewers which is a huge issue in the area</li> </ul> </li> <li>Connectivity <ul style="list-style-type: none"> <li>- Concern for Osney Island residents as new routeways into Osney Mead are being planned, issues about privacy, noise and footfall, traffic</li> </ul> </li> <li>Heritage <ul style="list-style-type: none"> <li>- Development will harm character of the area</li> </ul> </li> <li>Flooding <ul style="list-style-type: none"> <li>- SPD identifies the river as a major opportunity but this is not consistent with the risk of flooding in the area</li> <li>- Page 143 Flood Risk Map/wording needs amending</li> </ul> </li> </ul>	<p>Strategies and proposed uses have been developed with the awareness of the physical constraints e.g. flood risk; they do not supersede requirements in the local plan which often require schemes to be accompanied by detailed assessments of their impacts on natural environment, amenity of residents etc in accordance with local plan. Schemes will be assessed and scrutinised as they come forward, including public consultation as legally required.</p> <p>SPD does not include new policies, and therefore does not include targets outside of those identified by local plan.</p> <p>OFAS is a separate scheme and is outside of subject area.</p>	N.A.	N.A.
<b>Network Rail</b>	<ul style="list-style-type: none"> <li>- It is not clear on what is meant by 'an integrated approach to the provision of bus stands, cycle storage and taxi pull ups'.</li> <li>- Assumptions have been made in the evidence base regarding NR's operational land ownerships which have not yet been tested/agreed</li> <li>- Also suggestion that the NR depot could be used for bus parking - this is operational land which will be required to support planned rail infrastructure improvements</li> <li>- Initial character map on design framework shows the lower half of Becket St car park falling within the Oxpens character area, not Station Gateway area (later shown in this area)</li> <li>- Station gateway movement principles state plans should aim to limit parking provision - it is unclear if this relates to parking to support new development on Becket Street or rail parking</li> <li>- We would suggest that there is more emphasis on investment and improvement in the station area being implemented on a phased basis, as business cases are approved</li> </ul>	<p>The reference to using the NR depot for bus parking will be removed. The SPD cannot set a requirement to retain trees, it merely mentions that they are an important consideration, which is the case. The SPD does not say that parking should be flushed towards the railway line but merely says that that provides an opportunity, which it does. This leaves room for further testing, which may show it not to be the optimal solution, which would not become an issue as a result of the wording in the SPD. The SPD is already very clear that the Rail Regulator has control over the number of parking spaces, stating in paragraph 129: 'The Rail Regulator has ultimate control over the number of car parking spaces, but there is a general ambition to reduce parking in the city centre.' The movement principle to aim to limit parking reflects this aspiration, but is not a requirement. The word 'limit' to be changed to 'minimise' to be clear the SPD cannot set a limit on parking at the station, but can set the aspiration that it is minimised. Character design framework map should show Becket Street within Station Gateway area. The addition of the word 'phased' in front of 'investment' is proposed in paragraph 20 of the SPD to make it clearer that that station may well have phases of investment.</p>	<p>Reference to NR depot used for bus parking to be deleted</p> <p>Add the word 'phased' in front of 'investment' in paragraph 20 of the SPD.</p> <p>Amend the word 'limit' to 'minimise' in relation to parking at the station in the principles in the SPD</p>	N.A.
<b>Environment Agency</b>	<ul style="list-style-type: none"> <li>- Need more cross-referencing between the important parts of the three documents e.g. the natural environment is reflected to varying degrees in the different documents with varying levels of detail</li> <li>- Concerned that flood risk issues have not been adequately acknowledged</li> <li>- Development of the Osney mead site will require much more detailed assessment of flood risk and demonstration of safety for users throughout its lifetime, consideration of the sequential placement of development within the site and adequate flood mitigation, resilience, and resistance measures - enough information to pass the remaining parts of the Exception Test for safe development of the site (there is limited information in the documents about flood risk, certainly not enough to confirm the Test is passed)</li> <li>- Our concern about the level of flood risk detail presented, is that other possible design solutions presented throughout the documents may conflict with a flood risk</li> </ul>	<p>It is not considered that the natural environment and climate are missing from the placemaking vision. The first bullet of the placemaking approach states: The opportunity for green and blue infrastructure to address not only environmental challenges but be adapted into a friendly and comfortable public realm network.</p> <p>It is not considered that pages 62-67 on green and blue infrastructure focuses too heavily on infiltration SuDS, or that the consideration of flood risk is too generic. It is agreed that this location requires a site specific approach, but that will be as part of individual applications as they</p>	<p>Para 120 of the SPD Oxfordshire Flood Alleviation amended to Oxford...</p> <p>Para 31 of the SPD add reference to flood risk management into the description of the sustainability strategy</p>	<p>Change references to Environmental Agency in SF to Environment Agency – <b>one use of environmental agency on page 278</b></p> <p>Page 90 add at the end of the second bullet: 'and making space for water' - <b>done</b></p> <p>Page 91 of the SF, add to the end of the first bullet: ', with awareness of the need to keep natural areas as dark as possible.' - <b>done</b></p> <p>Page 117 SF amend first para: Hence, there is a need to first take a sequential approach to locating development on the site and to offset the flood risk through</p>

	<p>issue that is currently unknown because of a lack of assessment, for example with proposals to activate riverside areas as intensive public spaces</p> <p>Lack of acknowledgement of FZ 3b constraints</p> <ul style="list-style-type: none"> <li>- We strongly recommend the council undertake the remaining detailed assessment at a strategic scale</li> <li>- The vision section does not adequately recognise climate change</li> <li>- The natural environment and climate change should feature more heavily in the key principles</li> <li>- The sections on green and blue infrastructure focus too heavily on SuDS</li> <li>- There is only a very generic consideration of flood risk, where this location requires a site-specific approach to the management of all forms of flood risk</li> </ul>	<p>come forward. A key principle of the green and blue network strategy is the integration of flood risk mitigation into all elements of design. This acknowledges large parts of the area are in flood zones and mentions a wide range of SuDS including water channels and ponds. The section refers back to local plan policies on flood risk and allocations, which are supported by a wide range of background evidence, which does not all need to be referred to again in the SPD.</p> <p>page 90: The Local Plan provides a policy basis for biodiversity enhancements such as tree planting, bird and bat boxes. This is applicable. in the WE. The SPD cannot set a target for biodiversity net gain because this is set in local plan policy or national policy once the Environment Act is written into regulations.</p> <p>The intention of the SPD and SF is to manage water more effectively e.g. ponds, ditches, etc. Agree this could be made more explicit</p> <p>The exception text part of the LP2036 provided enough information for allocation of the site but any further work can only take place alongside detailed design for an application, or potentially a very detailed masterplan, so it cannot go further in the SPD.</p>		<p>mitigation strategies with an 'infrastructure first' approach to integrating the blue-green network for any new development proposed for this site, meaning that design should be centred around the need to incorporate flood management features, as part of the green and blue infrastructure network, into the site. - <b>done</b></p> <p>Add a reference to make it clear that natural green spaces should be left as dark as possible. - <b>done</b></p>
<b>Oxford Pedestrians Association</b>	<p>We do not support the proposals in this consultation based on the following grounds:</p> <ul style="list-style-type: none"> <li>- The new bridge would take up too much space in the Nature Reserve, where many people walk and is a haven for wildlife</li> <li>- No sense that this will reduce motorised traffic, in fact likely to increase it and increase air pollution</li> <li>- Affordable housing should be the first option, with houses in walkable distance to the city</li> <li>- The plans will mean the narrowing of pavements on Oxpens Road which we do not support. Currently 1.5m to 3m wide, we see 3m of level unobstructed footway as the minimum width needed for comfortable walking and wheelchair use</li> </ul>	<p>As an area near the train station and the centre of Oxford the West End is highly accessible by means other than the car and developments are expected to be largely car free, with enhancements to the public realm to improve the attractiveness of walking and cycling. The development of the area should not generate car traffic.</p> <p>The proportions of affordable housing and tenure split are set in the Local Plan, with the intention of policies to maximise affordable housing, especially social rented housing to meet the greatest housing needs.</p> <p>Detailed design of Oxpens Road has not yet happened. The County Council's Street Design Guide and the Design Guide appended to the SPD will help to ensure a good pedestrian environment. The County's Street Design Guide suggests 2m as a width for a pedestrian footway.</p>	N.A.	N.A.
<b>Historic England</b>	<ul style="list-style-type: none"> <li>- It is critical that heights are expressed in metres rather than storey heights</li> <li>- Building height parameters should be very clear and seek to ensure that the new skyline in this area is visually deferential to the historic skyline and does not detract from the historic skyline</li> <li>- Mapping is quite poor and imprecise i.e. all the block plans have flat roofs, conservation area is pre-2019 boundary</li> <li>- We advise that the SPD makes links back to the West Oxford Character Statement and to the OHAR</li> <li>- The building heights section talks about net positive impact which suggests that development that is inappropriate would in certain situations, be acceptable so long as there is an overall net positive impact</li> <li>- SPD needs to be amended to make reference to heights articulated in the local plan</li> <li>- Appendix A of the Spatial Framework should mention Oxford's architecture and history as key assets</li> <li>- Our concern with the SEA is the potential conflict with the local plan in terms of building heights by reason of being absence of the 15m height guidance set out in the plan policies for certain parts of the SPD area</li> <li>- There is scope to revise the SPD so that it better represents heritage and sets clearer guidance regarding building heights</li> </ul>	<p>In terms of heritage impacts, as set out in the NPPF, any harm should be mitigated and then balanced against benefits. This approach is reflected in the SPD/SF.</p> <p>Heights are not articulated in the Local Plan, but Policy DH2 sets out how to determine an appropriate height. The SPD refers back to Policy DH2 and this remains the Policy for assessment, as the suit of design and heritage policies in the Local Plan remain relevant for assessing heritage impacts. Character Areas were defined as part of a Townscape Assessment which forms part of the evidence for the adopted local plan</p>	N.A.	Conservation Area boundaries to be updated.
<b>Christ Church College</b>	<ul style="list-style-type: none"> <li>- Generally, Christ Church welcomes the SPD and agrees with the objectives set out</li> <li>- Figure 1 needs a key and be clearly titled - the "blue land" states that it has potential to be affected by the proposals, however it also has the potential to influence and benefit the proposals as well</li> <li>- Paragraph 47 needs to be amended to read "Christ Church" as opposed to "Christ Church College"</li> <li>- Amend Paragraph 53 "sustainability is achieved by retaining and recycling the built form" as this is not always possible</li> <li>- Supports the overarching aim to reduce vehicle dominance</li> <li>- Creation of new links e.g. via Osney Lane and Botley Road would benefit from improvement to provide active streets/better public realm</li> </ul>	<p>1. Please can you expand on what you are referring to in Paragraph 48 (Bullet 3), which refers to Christ Church Old Buildings and proposals on Osney Lane? We assume this is the former St Thomas' School Building and Osney Warehouse, but none of these are listed and should therefore not be referenced as "key heritage assets".</p> <p>Viability and feasibility are dealt with in the Local Plan and there are opportunities to demonstrate lack of viability and to reduce affordable housing if necessary for delivery. Improvements needed to strategic roads across Oxford should be considered as part of a wider transport strategy.</p>	<p>Amendments as follows:</p> <ul style="list-style-type: none"> <li>- Amend Paragraph 47 - "Christ Church" as opposed to "Christ Church College"</li> <li>- Amend para 48 , bullets 3 and 4, to remove incorrect/confusing references to listed buildings</li> <li>- Amend Paragraph 53 "sustainability is achieved by retaining and recycling the built form" to "sustainability <u>can</u> be achieved by retaining and recycling the built form <u>wherever possible</u>" ...</li> <li>- Add note to infrastructure tables with caveat on cost</li> </ul>	<p>SF document: Amend references to 'Christ Church College' to simply 'Christ Church' pp 110, 124, 242, 259, 307, 311 - <b>done</b></p>

	<ul style="list-style-type: none"> <li>- Advised that the infrastructure tables with cost information is removed as this will soon be outdated</li> <li>- The SPD should recognise the importance the Botley Road plays in the gateway to the West End - the document is currently very quiet on the need to enhance the approach to maximise the setting of the Station and the wider area</li> <li>- The reference to the Station Masterplan is supported</li> <li>- The one area that is not mentioned in the SPD is viability and feasibility</li> </ul>		information? Along lines of 'cost figures indicative and correct as at 20xx'	
<b>Forge Bio GP 2 Ltd</b>	<p>Strongly supports the SPD in terms of aspirations for investment and growth within the area</p> <ul style="list-style-type: none"> <li>- Disagree with Paragraph 53, in that it is not always possible to proceed with a development scheme which retains existing built form</li> <li>- Greater focus should be afforded to the provision of non-residential uses alongside housing development (Paragraph 93)</li> <li>- The SPD should include text which acknowledges the changing context that will come about as a result of the realisation of future development</li> <li>- The identification of Beaver House as an opportunity site is strongly supported</li> </ul>	<p>Support for the SPD is welcome.</p> <p>Sustainability objective of SPD supports re-use of existing buildings wherever possible. Wording to be amended to clarify.</p>	<p>- Amend Paragraph 53 "sustainability is achieved by retaining and recycling the built form" to "sustainability can be achieved by retaining and recycling the built form wherever possible" ...</p>	
<b>Nuffield College</b>	<p>Nuffield College supports the framework, their assets in the area include the Island site, Worcester Street car park site, South Frideswide Square parade and Becket Street</p> <ul style="list-style-type: none"> <li>- The SPD needs to be fit for purpose - not being ambiguous or having policy which could be mis-interpreted</li> <li>- Heritage: there will be instances where new development will in fact create new views of key heritage assets</li> <li>- Public Realm: Additional point should be added that public realm quality can be impeded and impacted by street clutter such as bikes/scooters for hire</li> <li>- Land Use Strategy: Include a further paragraph to capture the importance of creating the Innovation District and the need for city centre business space as part of the mixed use area</li> <li>- Recommend that the South Frideswide Square parade and Becket Street be incorporated in the Character Area 3 as it has a stronger relationship to the Station Gateway Character Area</li> </ul>	<p>Support for framework is welcomed.</p> <p>The SPD does not include new policies and provides a context for the implementation of adopted local plan policies.</p> <p>The SPD refers back to Policy DH2 and this remains the Policy for assessment of height, as the suit of design and heritage policies in the Local Plan remain relevant for assessing heritage impacts. Reference to, for example, limited bulk, refers back to this policy and should not be deleted. Amendment proposed regarding short views, for clarity. It is considered that reference to the design of proposals is clear.</p> <p>Reference in para 57 to responsibility of County Council in delivery of public highway is not considered necessary as this is clear enough.</p> <p>The Vision section goes into detail about the Innovation District concept and the potential of a mixed use cluster at the centre of the city. We consider that the land use strategy strikes the right balance and that there is a not a need to add further wording about the benefits of creating an innovation district. There is no need to add commercially-led to mixed-use development as a mixed-use development may be commercially-led, assuming policy requirements of the local plan are met.</p> <p>Character Areas were defined as part of a Townscape Assessment which forms part of the evidence for the adopted local plan.</p>	<p>Amendment to para 47 of the SPD regarding short views: <del>does not restrict</del> <u>has regard for the impact on</u> short views of key heritage assets, such as Nuffield College, the Castle Mound and Tom Tower at Christ Church, <u>ensuring views remain, even if altered, and considering how they may be incorporated and enhanced</u></p>	<p>Expand point on urban clutter in DG section on Public Realm (para 2.4, p. 26) - to include impact of other obstructions such as dockless bikes or scooters? <b>-done</b></p> <p>Add to the Design Guide page 35, 4.2</p> <p>Three levels of density have been identified, including indicative numbers of storeys, although these are not definitive and heights will be subject to testing through the detailed design process for individual sites.</p> <p>Fulfilling the need for different uses and following Policy DH2 in establishing appropriate heights limiting height under the 18.2m set out within the Local Plan 2036 allows for tight perimeter blocks which accommodate a multitude of uses - <b>-done</b></p> <p>Spatial Framework Page 130: Item 6 amend typos – delete 'sites' after Nuffield College on the penultimate line, and replace 2022 with 2023 as the date of a planning application <b>-done</b></p> <p>Spatial Framework Page 174: In the introduction amend reference from 'comprehensive development' to 'comprehensive vision'. <b>-done</b></p> <p>Spatial Framework Page174 –delete 'resolving these ownership challenges' and replace with 'Opportunities to incorporate into the vision' <b>-done</b></p>
<b>OxWED</b>	<ul style="list-style-type: none"> <li>-Encouraging coordination and co-operation between landowners and promoters is promoted as a key principle of the SPD and given the multiple landownerships identified across a number of the allocated sites, we believe that references to the Council utilising their Compulsory Purchase powers (CPO) should be more widely referenced across the West End to help supplement where willing landowners are unable to bring forward adjacent land outside of their control</li> <li>- There should be a greater focus on the shared proportionate delivery of identified infrastructure through the allocation of CIL to support West End infrastructure</li> <li>- Should provide greater clarity on infrastructure delivery mechanisms in particular Oxpens/Osney Mead Bridge which is referred to within the Oxpens site but this will not come forward as part of the Oxpens planning application, but will be separate</li> <li>- The SPD should we clear on superseded or updated documents addressed by the SPD, including the replacement of the 2013 Oxpens Masterplan SPD D14</li> </ul>	<ul style="list-style-type: none"> <li>-Paragraph 127 refers to the benefits of a potential future CPO&gt;</li> <li>- the SPD &amp; SF recognise the need for a shared delivery of infrastructure, reference to CIL added to paragraph 58 of the SPD.</li> <li>-reference to be made to other infrastructure delivery mechanisms &amp; potentially subject to separate detailed application proposals</li> <li>-on adoption of the SPD the Oxpens Masterplan SPD would be superseded.</li> <li>-Oxpens River Bridge location to be changed, in SF &amp; SPD, to reflect agreed position, consequent changes required to Fig 4. Purpose of bridge to be clearer to connect Osney Mead to City centre. F14S</li> </ul>	<p>- See proposed changes in OCC response</p>	
<b>Oxfordshire Cycling Network</b>	<p>Comments revised from earlier submission.</p> <p>Neutral view overall of vision and intent of SPD. Agree with mixed development in</p>	<p>The consultation is culmination of development and engagement work over the last 18 months, starting with an early stage consultation in Spring 2021, followed by a</p>	<p>N.A.</p>	<p>Oxpens River Bridge location to be changed, in SF &amp; SPD, to reflect agreed position, consequent changes required to</p>

	<p>general, but have not formed a view on whether the mix proposed for Osney Mead is the appropriate one – Oxford has a strong unmet need for housing that could be delivered here.</p> <ul style="list-style-type: none"> <li>- Disappointed by the lack of engagement and co-production in its development esp 7 week consultation period for SPD</li> <li>- In the documents, there is no real consideration of the key movements that should drive the strategy - the routes that enable these in the Spatial Framework are 1, 2 and 3 and these would be our strong priority in the Osney area</li> <li>- Do not see a need for the Oxpens River Bridge - it is in the wrong place and its north end is badly placed for connectivity next to the ice rink - there is no good route to the station or centre from here</li> <li>- Use the budget to prioritise the routes mentioned and an improved Grandpont Bridge, rather than the Oxpens Bridge</li> <li>- Support the place-making vision and the desire to create a sense of arrival in West End as at current it is a narrow traffic sewer with narrow pavements</li> <li>- Solution to this is to create a people-friendly corridor from the station to Broad Street including: making Hythe Bridge Street/George Street pedestrian and cyclists only, with buses and motor vehicles using Park End Street, Worcester Street, Beaumont Street</li> </ul>	<p>visioning workshop involving amenity groups, councillors and other local stakeholders. The concluded consultation lasted for 7 weeks, which is longer than the statutory required minimum and was publicised on the council webpages and various forms of media.</p> <p>The Local Plan sets minimum housing numbers for the larger sites within the West End, which are considered to be minimum baseline figures. The area is part of the city centre that is suitable for a mix of uses, and one of the few suitable locations for many of the proposed uses, so it is important it does have a vibrant mix of uses. Much of the area is already in commercial use, and this would continue to be a legal use- planning can't prevent redevelopment within this legal use.</p> <p>The SPD identifies key routes and the Movement strategy sets out the aspirations and desired outcomes, however as the city council is not the responsible highway/transport authority the scope for detailed proposals in the SPD or other planning document will be limited.</p> <p>Oxpens River Bridge is a separate workstream and is subject to its own consultation up until mid-September 2022. However the Oxpens River Bridge location to be changed, in SF &amp; SPD, to reflect agreed position as shown in the consultation.</p>		<p>Fig 4. - I think it now reflects the correct location</p>
<p><b>East West Rail (EWR)</b></p>	<ul style="list-style-type: none"> <li>- Oxford Station is one of two key stations on the EWR route</li> <li>- EWR supports the overarching vision set out in the draft SPD to transform and redevelop the West End and Osney Mead area, which would include improvements to Oxford Station</li> <li>- EWR also supports the objectives of the draft SPD</li> <li>- To help ensure that development within the station gateway aligns and is integrated with the emerging proposals for EWR, it is important that EWR Co is involved with the emerging Oxford Station masterplan, referred to in Paragraph 130 of the SPD</li> </ul>	<p>Support for overarching vision and objectives of the SPD is welcome. The Station Masterplan is a separate workstream and consultation will involve appropriate stakeholders as necessary, including rail operators.</p>	<p>N.A.</p>	<p>N.A.</p>
<p><b>South Oxfordshire District Council</b></p>	<ul style="list-style-type: none"> <li>- Considering the significant size of the SPD area, we think that the true potential for housing of this area is far higher than a minimum of 734 homes across five West End sites</li> <li>- Inconsistency in Policy AOC1 stating that 'high density urban living' will be delivered in the SPD area, yet the SPD itself only refers to building at an 'appropriate density' and neglects to refer to the high-density ambition set out in Policy AOC1</li> <li>- We do not consider medium density development to be an efficient use of land in this area</li> <li>- We consider that high density development can be achieved at lower storeys, which should be achieved across the entirety of the SPD site to make the most efficient use of land and deliver the true potential for housing in this area</li> <li>- We consider that the emphasis on the proposed innovation district, and the proposal for mixed uses other than housing, undermines the opportunity this area holds to deliver housing need</li> <li>- We recommend that the land use strategy in the SPD is amended to shift the balance of uses towards a predominantly residential site, rather than mixed use</li> <li>- As the Osney Mead Industrial Estate is already designated as a Category 2 Employment Site - there is no demonstrated need for the creation of a new innovation district at the expense of the opportunity to provide sustainable housing</li> <li>- In conclusion, we consider that the vision and ambitions of the West End and Osney Mead SPD should be realigned to plan for and support maximum housing delivery in this area</li> </ul>	<p>The Local Plan sets minimum housing numbers for the larger sites within the West End, which are considered to be minimum baseline figures and would not preclude a higher level of provision.</p> <p>The density of a development scheme is one of several considerations while it is being assessed. The other factors to take into consideration would include heights, siting, impact on neighbouring amenity, impact on heritage assets, restrictions on footprint due to flood risk etc. At application stage designs that promote the most efficient use of land possible will be encouraged. The current wording seeks to reflect the range of factors that are taken into consideration when assessing the appropriateness of a scheme, and does not in itself preclude high density development where it is suitable for a specific site.</p> <p>The subject area is part of the city centre that is suitable for a mix of uses, and one of the few suitable locations for many of the proposed uses, so it is important it does have a vibrant mix of uses. Much of the area is already in commercial use, and this would continue to be a legal use. Furthermore the Local Plan does not preclude intensification of existing economic/employment sites- planning can't prevent redevelopment within this legal use.</p> <p>The vision for the West End and Osney Mead area is for a 'mixed-use' development, comprising of a wide range of uses that include residential, socio-cultural and economic uses, which reflects its sustainable City centre location. This accords with Local Plan policies and NPPF Government advice. The Oxford Economic Strategy and</p>	<p>N.A.</p>	<p>N.A.</p>

		LIS both support the creation of additional employment space in the City centre to build on the city's economic strengths - particularly in the growing science and knowledge based sectors - as well as promoting an 'inclusive' economy.		
Vale of White Horse District Council	<p>Considering the significant size of the SPD area, we think that the true potential for housing of this area is far higher and that this should be recognised within the SPD</p> <ul style="list-style-type: none"> <li>- We consider that the emphasis on the proposed innovation district, and the proposal for mixed uses other than housing, undermines the opportunity this area holds to deliver much needed housing within the city</li> <li>- It is recommended that the land use strategy in the SPD is amended to shift the balance of uses towards a predominantly residential site, rather than mixed-uses</li> <li>- There is no demonstrated need for the creation of a new innovation district</li> <li>- In conclusion, we consider that the vision and ambitions of the SPD should be realigned to plan for and support maximum housing delivery in this area</li> </ul>	<p>The Local Plan sets minimum housing numbers for the larger sites within the West End, which are considered to be minimum baseline figures. The area is part of the city centre that is suitable for a mix of uses, and one of the few suitable locations for many of the proposed uses, so it is important it does have a vibrant mix of uses. Much of the area is already in commercial use, and this would continue to be a legal use. Furthermore the Local Plan does not preclude intensification of existing economic/employment sites- planning can't prevent redevelopment within this legal use.</p> <p>The vision for the West End and Osney Mead area is for a 'mixed-use' development, which reflects its sustainable City centre location. This accords with Local Plan policies and NPPF Government advice. The Oxford Economic Strategy and LIS both support the creation of additional employment space in the City centre to build on the city's economic strengths - particularly in the growing science and knowledge based sectors - as well as promoting an 'inclusive' economy.</p>	N.A.	N.A.
NHS Buckinghamshire, Oxfordshire, Berkshire West ICB (- formerly Oxfordshire Clinical Commissioning Group)	<p>Pleased to see reference to health in Appendix 3 of the Design Guide, with 5.3 referring to "easy access to local facilities and health services".</p> <ul style="list-style-type: none"> <li>- Concerned about the increased population pressure that will be brought about by West End development on existing health practices such as Northgate practice, 19 Beaumont Street and St Bartholomew's. BOB ICB are working to ensure the sustainability of the current local GP practices who will be providing those health services in the community, and are seeking both CIL and section 106 funding to ensure that additional population in this area can have access to suitable services.</li> </ul> <p>The documents refer generally to health and wellbeing, however the Trust seeks further discussion with the GP practices involved to determine exactly what will be required to provide actual services to the area.</p>	The minimum housing numbers were set in the Local Plan 2036. The Infrastructure Development Plan to support this was discussed with infrastructure providers, including the CCG. Assumptions were made about population growth across the city and impacts on services such as GPs. This work has been updated as part of the development of the Local Plan 2040. Work to identify primary healthcare needs and how to accommodate them is ongoing as part of this local plan work. No particular infrastructure delivery was identified by the CCG (the predecessor of the ICS BOB) as needed in the West End as part of the previous local plan, so it was not written into a policy requirement for these sites.	N.A.	N.A.
Oxfordshire County Council	<p>Support the production of an SPD for the AOC</p> <ul style="list-style-type: none"> <li>- Welcome that the SPD recognises the regeneration potential of the area and the need to deliver a series of mixed-use neighbourhoods, the scope of regeneration also presents an important opportunity to improve the health and wellbeing of residents and help to reduce health inequalities</li> <li>Throughout the vision, greater reference could be made to the 20-minute neighbourhood concept</li> <li>- Welcome the reference made to inclusive economy</li> <li>- Support the proposal that contributions will need to enhance the green and blue infrastructure on routes that pass along and beyond sites</li> <li>- Welcome the paragraphs which reference climate action, but these need additional text</li> <li>- Transport references out of date, need to be amended</li> <li>- Amend objective in 1.4, para 8 (infrastructure delivery)</li> <li>-Vision, should include some reference in paras 18-29 to 20 minute city neighbourhood concept, referenced in Travel Plans</li> <li>-Golden-threads: reference should be made to equalities issues, including providing for disabled people &amp; healthy place shaping, which needs to be considered through the application of the Core and Supporting strategies.</li> <li>-Para 54: suggested change &amp; additional to text concerning aim of strategy and approach to car parking.</li> <li>-Greater reference needs to be made to role of public transport</li> <li>Tables 1, 2 &amp; 3 in sections 3.1, 3.2 and 3.3 should be deleted</li> <li>-Oxpens bridge in wrong place. Additional cycle routes should be included. Question some river crossings.</li> <li>-Para. 118, Fig 11: proposals for 'vibrant &amp; active public life' adj rail line / river - not clear what is proposed</li> <li>SPD3.9 para 119: relationship between SPD and masterplan should be made clearer with additional text. SPD, 3.9 Para 121, Fig12: changes to Fig 12 required, further tree</li> </ul>	<p>Support for the regeneration of the West End is welcomed and the positive benefits it could bring. Proposed amendments based on feedback are in adjoining columns. The tables are considered useful and there is no reason to delete them. Table 2 it has been made clear contains indicative figures.</p> <p>Figure 12 is indicative only; amendments are not needed and the general principle of greening along the waterways is in line with overall aims and objectives of the SPD.</p>	<p>Additional text to be included which makes further reference to the 15-min neighbourhood concept and further emphasises the importance of measures that support climate change.</p> <p>Change: include reference to - recently adopted Local Transport and Connectivity Plan (2022) and LTCP Part 2 particularly the Central Oxfordshire Travel Plan and Core Transport Proposals and County Street Design Guide.</p> <p>Amend objective: help to unlock sites by identifying infrastructure needs generated by cumulative developments in the area in the IDP and setting out how these needs might be delivered.</p> <p>- Vision: include reference to potential opportunities to include 15-minute neighbourhood concept in recently adopted LTCP</p> <p>-Golden threads: include reference in text in SPD to equalities issues, including providing for disabled people &amp; healthy place making, that needs to be considered in application of Core &amp; Supporting Strategies.</p> <p>-Para 54: additional text - 'The overarching aim of the movement strategy is to provide for safe travel, prioritising active travel &amp; public transport options. Vehicular dominance, particularly in the West End is to be reduced with car-free developments &amp; reductions in car parking.'</p> <p>additional text: public transport provision will continue</p>	<p>-SF, p22: add green routes OFAS, question river crossings -<b>done</b></p> <p>-SF, p265: add P&amp;R sites, Green Zone should be ZEZ. Reference to traffic filter, WPlaceLevy and Botley Rd imps. - <b>still referred to as Green Zone on key and map.</b></p> <p>-SF, p268: cycling accessibility map needs updating -<b>colours are still slightly off (is that what needs updating?)</b></p> <p>-SF, p271-3: text change - <b>text on p272 still needs to be changed to Arial</b> new development should be considered in context of emerging Core Transport Scheme proposals &amp; COTP. p272 CTS referred to. - <b>no mention of COTP</b></p> <p>-SF, p278 other transport improvements / connectivity should be included: Thames path to OFAS, Oatlands Park, Oxpens Rd / Hythe Bridge St future proofed, EA land OFAS, better connectivity St. Ebbes, green connections to Osney Mead. - <b>done</b></p> <p>-SPD, para 117, Fig 10: amend position of Oxpens bridge -<b>done</b></p> <p>Include cycle routes along Willow Walk, proposed route on Ferry Hinksey Rd to Botley Rd and opportunity for cycle route</p>

	<p>planting on edge of riverbank inadvisable.</p> <ul style="list-style-type: none"> <li>-SF, p265: some P&amp;R sites missing, Green Zone should be ZEZ. Reference should be made to traffic filters, WParkingLevy &amp; Botley Road improvements.</li> <li>-SF, p22: add green routes OFAS, question east/west crossings</li> <li>-SF, p268: cycling accessibility map outdated</li> <li>-SF, p271-3: New development should be considered in context of Core Transport Scheme proposals &amp; COTP. p272 CTS needs to be referred to</li> <li>-SF, p278: list of other opportunities should be included</li> <li>-SF, p131: Flexibility required for new uses of CC development sites</li> <li>-Design Guide: need to reference CC Street Design Guide, new LTCP (2022) &amp; COTP</li> </ul>		<p>to play an important role in promoting sustainable travel access and movement in the West End.</p> <p>Para. 57 amend to include ref to LTCP (2022), new developments need to take account of infrastructure projects being developed through the Oxford Core Transport Schemes.</p> <p>-SPD, para 117, Fig 10: amend position of Oxpens bridge. Include cycle routes along Willow Walk, proposed route on Ferry Hinksey Rd to Botley Rd and opportunity for cycle route adj. to OFAS flood route.</p>	<p>adj. to OFAS flood route. <b>-done</b></p> <p>-Design Guide: include reference to County Council Street Design Guide, new Local Transport &amp; Connectivity Plan &amp; Central Oxfordshire Travel Plan <b>-done</b></p>
<p><b>Individual - Green Templeton College, University of Oxford</b></p>	<p>The West End area has potential to address a few of the congestion and emission issues the city faces</p> <ul style="list-style-type: none"> <li>- A proposed scheme to combat this is to move the rail station and create a covered walkway directly from the station to the Westgate centre to reduce the demand on park and ride</li> <li>- The train idling area could provide a link directly to a holding area which could become a hub link for deliveries into the centre</li> <li>- Further opportunity to create a roundabout and link road to the new holding area, which could link to Osney trading park - reducing deliveries into the city and reduce congestion</li> <li>- Holding zone could also provide a scrap storage area for colleges estates departments, could also provide a coach park and area for student drop off's</li> </ul>	<p>Improvements to the infrastructure and capacity of the Station are being taken forward by Network Rail. The Station will be subject to further master planning work to explore new development opportunities for a new Station and associated development that would enable the viability of a scheme.</p>	<p>N.A.</p>	<p>N.A.</p>
<p><b>Cyclox</b></p>	<p>Cyclox would like to see a coherent active travel network across the area, as opposed to the creation of new segregated cycling routes</p> <ul style="list-style-type: none"> <li>- Would like to be more actively involved as early as possible in the co-production of active travel provisions</li> <li>- Cyclox would like to see an explicit commitment to Vision Zero throughout the SPD</li> <li>- Cyclox supports the green and blue infrastructure strategy</li> <li>- Concerned how the flood risk will be mitigated on the Thames tow path</li> <li>- Strongly supports the prioritisation of active travel, transport user hierarchy, transition to zero carbon travel, emphasis on LTN 1/20 compliance, provision of cycle parking, dedicated cycle lanes, and traffic calming - these opportunities just need to be key requirements of any schemes in the areas</li> <li>- Support the proposed segregated cycle route on Hythe Bridge Street, however this will not be possible if vehicular traffic is maintained - would prioritise a two-way central cycle track with wide pedestrian walkways and no vehicular access except emergency vehicles</li> <li>- States that there must be no new provision of parking across all development sites, and we would like to see this explicitly mentioned as a requirement, not just something to look into</li> <li>- Oxpens River Bridge is in the wrong place</li> </ul>	<p>The movement strategy emphasises the importance of promoting walking and cycling in the area. The City Council will work with the County Council, as highway authority, to help to develop an active travel network. New major development sites will be car-free. The Oxpens river bridge is considered to offer important connectivity for both Osney Mead and Grandpont, connecting them better to the Station and City centre, which would promote active travel. It is subject to a separate consultation event.</p>	<p>N.A.</p>	<p>Amend indicative position of Osney River Bridge to reflect material in separate consultation. <b>-unclear</b></p>
<p><b>Individual</b></p>	<p>Main comment is that Oxford City Council has said on a number of occasions that its main priority is addressing inequality and the proposals for the West End and Osney mead will increase inequality</p> <ul style="list-style-type: none"> <li>- Creating 3000 jobs but only 734 homes can only exacerbate the housing crisis at a time when oxford residents are already particularly exposed to the cost of living crisis</li> </ul>	<p>The Local Plan sets minimum housing numbers for the larger sites within the West End, which are considered to be minimum baseline figures. The area is part of the city centre that is suitable for a mix of uses, and one of the few suitable locations for many of the proposed uses, so it is important it does have a vibrant mix of uses. Much of the area is already in commercial use, and this would continue to be a legal use- planning can't prevent redevelopment within this legal use.</p>	<p>N.A.</p>	<p>N.A.</p>
<p><b>West Oxfordshire District Council</b></p>	<p>Considering the significant size of the SPD area, we think that the true potential for housing of this area is far higher and that this should be recognised within the SPD</p> <ul style="list-style-type: none"> <li>- We consider that the emphasis on the proposed innovation district, and the proposal for mixed uses other than housing, undermines the opportunity this area holds to deliver much needed housing within the city</li> <li>- It is recommended that the land use strategy in the SPD is amended to shift the balance of uses towards a predominantly residential site, rather than mixed-uses</li> <li>- There is no demonstrated need for the creation of a new innovation district</li> <li>- In conclusion, we consider that the vision and ambitions of the SPD should be realigned to plan for and support maximum housing delivery in this area</li> </ul>	<p>The Local Plan sets minimum housing numbers for the larger sites within the West End, which are considered to be minimum baseline figures.</p> <p>The area is part of the city centre that is suitable for a mix of uses, and one of the few suitable locations for many of the proposed uses, so it is important it does have a vibrant mix of uses. Much of the area is already in commercial use, and this would continue to be a legal use- planning can't prevent redevelopment within this legal use.</p> <p>The vision for the West End and Osney Mead area is for a 'mixed-use' development, which reflects its sustainable City centre location. This accords with Local Plan policies and NPPF Government advice. The Oxford Economic Strategy and LIS both support the creation of additional</p>	<p>N.A.</p>	<p>N.A.</p>

		employment space in the City centre to build on the city's economic strengths and promote an 'inclusive' economy. There has been found to be a need for additional employment uses as well as housing within the city.		
<b>Individual</b>	<p>Page 15 - Osney Island/Town appears to be called Osney Mead - need to have official definitions so everyone is referring to the same location</p> <p>- Page 19 - Opening up the EA depot and Osney Lock "new permeability between the two banks of the river" - there is a turning pool behind Osney Lock into which the weir and Hydro scheme feed, what is meant by this statement?</p> <p>- Page 20 - Proposals along water courses "should improve public realm e.g. that running to the northeast of Osney mead regeneration site" - does this refer to the Osney mead riverside square and buffer or bank restoration or the Osney stream?</p> <p>- Page 27-28 "high density development" is shown opposite the site of residential houses in Bridge Street extension and Doyley Road potentially to a height of 18.2m which is shown as being 2 storeys higher than a house - what consideration has been given to light pollution, security and privacy?</p> <p>- Page 33 - Thames Canalside Opportunity - what is the cycle infrastructure shown as a circle to the south? (Both the figures and descriptions are misleading)</p> <p>- Proposed plans will remove the wildlife (mature stand of sycamore trees running from the EA to West Street on the west bank of Osney Stream) which will open our homes to intrusion by potential thieves, light and noise pollution</p>	<p>References to Osney Mead in the text are to the site allocation/regeneration area. Osney Island is referred to by name where appropriate. Any 'high density development' would need to comply with the Design Guide, building heights, but also adopted Local Plan policies concerned with impact on street scene and neighbours. The SPD and Spatial Framework include key strategies concerned with sustainability and green infrastructure that seek to protect and promote trees and biodiversity. New schemes coming forward will also be assessed according to adopted Local Plan policies that aim to protect and support biodiversity. The EA depot is mentioned as a possible location for enhanced connectivity in the future, but there would be considerable practical issues to address, not least how to relocate its current functions.</p> <p>The circles indicate primary and secondary gateways that can serve as entry points to the site, and through which activity can be channelled - the diagram does not indicate specific schemes. Any cycle or movement related infrastructure at those points or along those routes will be expected to accord with the requirements of Local Plan 2036 policy M1.</p>	N.A.	N.A.
<b>Thames Valley Police</b>	<p>-Disappointed that the prevention of crime and disorder has not been a consideration within the plan, as Secured by Design has evidenced that a development that is designed fully in accordance with the principles of Crime Prevention through environmental design is capable of achieving up to 87% less crime than existing developments</p> <p>- The Protect Duty/Publicly Accessible Locations legislation which is due to come into force imminently which will place a legal obligation on owners and operators to improve the protection of the public from terror attacks and criminal activity - easier to make the efforts towards protective measures are taken from the outset rather than having to make changes and redesign after development has constructed</p> <p>- Strongly urge to include a specific requirement within the document for developers to design out crime by considering the physical security of buildings and incorporating crime prevention techniques in the layout and landscaping of the immediate surroundings</p> <p>- To support this aim, it is strongly recommended that developers should consult and follow all guidance provided by Secured by Design</p>	This is a high-level strategic document. 'Secured by Design' is referenced in the Local Plan.	N.A.	N.A.
<b>University of Oxford</b> <i>(Response as endorsement of comments from Savills on behalf of OUD)</i>	<p>The University supports and endorses the SPD</p> <p>-The need for an SPD is also supported, with the area's huge potential for regeneration and renewal which will play a material part in boosting the economy of Oxford</p> <p>- The SPD therefore needs to be a robust and useable document that adds clarification to implementing the LP policies</p>	Support and endorsement welcomed.	N.A.	N.A.
<b>SENDRA (St Ebbe's New Development Residents' Association)</b>	<p>Understood that the SPD is needed, as residents of the area, we want to be confident that the SPD sets a course for the area to become an integrated, well-conceived extension to the city as a whole</p> <p>- Overriding concern is that the scope of the SPD is too limited - should unambiguously integrate the West End and Osney Mead area into the city centre</p> <p>- The relative weights given to the golden threads underpinning the draft SPD need to be clear, in particular housing vs employment</p> <p>- Connectivity to the east has not been adequately considered</p> <p>- Concern with the proposed Osney Mead/Oxpens bridge - key concerns are how the cycle/pedestrian route will connect with Oxpens Road, the width of the bridge</p> <p>- There is little in the public realm strategy - whilst there may be public realm improvements to Park End and Hythe Bridge Street, the area to the east is not considered</p> <p>- Making best use of river frontages is welcome, but we are concerned about the adequacy of the proposals for flood management and biodiversity</p> <p>- The SPD fails to discuss the interaction of the key development sites coming forward</p> <p>- without this there is little possibility that the SPD will present an integrated and well-</p>	<p>The SPD is intended to clarify and give guidance on the implementation of adopted planning policy as it relates to a specific area/subject. It cannot propose new policies or masterplan specific schemes. Some of the matters raised are addressed at policy level and are likely to come under consideration within the emerging 2040 Local Plan.</p> <p>The SPD identifies key routes and the Movement strategy sets out the aspirations and desired outcomes, however as the city council is not the responsible highway/transport authority the scope for detailed proposals in the SPD or other planning document will be limited.</p> <p>SF has a section addressing implementation and delivery strategies. There are cross references to IFS and other documents. While specific matters on funding are outside the scope of SPD, it is a priority for the Council, and the</p>	N.A.	N.A.

	<p>designed extension to the city</p> <ul style="list-style-type: none"> <li>- Lack of solutions to development challenges</li> <li>- Concerns on implementation and delivery</li> <li>- Concerns on funding - does not discuss measures to overcome the shortfall in funding for key delivery priorities</li> </ul>	<p>key purpose of facilitating the West End Strategic Board and associated governance is to support the funding strategy. Substantial funding has been secured and further communications will take place as this evolves through partnership working.</p> <p>The proposed Oxpens bridge is subject to a separate consultation process up to mid September 2022.</p>		
<b>ROX (Backing Oxford Business)</b>	<p>With a high demand for housing in Oxford, it seems that the allocation within the proposal should be increased. While space should be found to help support social housing, with little opportunity for gardens, this needs to be planned carefully</p> <ul style="list-style-type: none"> <li>- Space allocated for employment should be reduced to enable more housing to be provided</li> <li>- Retail outlets should only support the local area and not be destination outlets in their own right as recently there has been a major drag to the south west of the city to the detriment of the north and eastern quarters</li> <li>- A limited number of restaurants/inns would be an asset in this area</li> <li>- Space should be made available for the YHA, expected to be moved from its current location by the railway development</li> <li>- More consideration needs to be given to other internal/external recreational activities</li> <li>- More than a glimpse of the River Thames needs to be seen from Oxpens Road to the west of the ice rink to help draw it into the city</li> <li>- Every effort should be made to open up much of the existing Worcester Street car park to create a small marina for boats accessing the Oxford Canal and the Thames - surrounded by appropriate outlets</li> <li>- Serious consideration needs to be given to a proper transport hub next to the new station</li> </ul>	<p>The quantum of housing is as set out in the Local Plan and is considered to be a minimum baseline figure. The Local Plan sets minimum housing numbers for the larger sites within the West End, which are considered to be minimum baseline figures. The area is part of the city centre that is suitable for a mix of uses, and one of the few suitable locations for many of the proposed uses, so it is important it does have a vibrant mix of uses. Much of the area is already in commercial use, and this would continue to be a legal use- planning can't prevent redevelopment within this legal use.</p> <p>The SPD provides a strategic vision for the area and does not address the detail of specific schemes. Neither the SPD, nor any planning document or policies, can protect any particular business. Planning applications will be decided on whether they meet policy requirements and other material considerations, on the basis of detailed design, land use and so on. The SPD amplifies the policies, setting out what good design and mix looks like in the West End, but it could not and does not protect existing businesses, or allow favourable considerations to new ones.</p>	N.A.	N.A.
<b>Oxford Flood Alliance</b>	<p>The SPD talks about activating the riverbank south of Osney Lock and down to Grandpont, but the towpath floods most years, is in Flood Zone 3b, part of the natural flood plain and the types of development permitted by the NPPF are very restricted - we would like to see explicit statements in the SPD and design guidelines about the challenge of activating the riverbank</p> <ul style="list-style-type: none"> <li>- The demountable flood defences for the island are stored in the EA's Osney depot, if this depot is to close and move we need to understand how flood defences will be deployed during a flood emergency</li> <li>- We would like to see the SPD/design guidelines explicitly state that any developments must not compromise flood defences for Osney Island</li> <li>- A holistic approach to redeveloping Osney Mead potentially creates an opportunity to help reduce flood risk to Osney Island as well as addressing the challenges of the Osney Mead site itself - we would like to see the SPD flag up this opportunity as something to be explored</li> <li>- No mention of sewer infrastructure in the SPD which is a concern as the current sewer system on Osney Mead does not cope with floods and is quickly infiltrated by flood water - adequate sewer infrastructure must be put in place</li> <li>- The SPD talks about sensitivity to habitat and retaining existing trees where possible, but is contradictory when it talks about getting rid of the two main areas of tree cover on Osney Mead</li> <li>- Protecting and enhancing existing biodiversity in the area hasn't been adequately thought through - we would like to see the approaches here better aligned with OFAS's approach to enhancing biodiversity</li> </ul>	<p>The SPD makes it clear that green and blue infrastructure strategy that considerations, such as flooding will need to be fully addressed at the early master planning stage for the development of key sites. Development opportunities as part of the 'activated frontage' approach will need to be explored within this context.</p> <p>Sewage infrastructure will be considered as part of detailed design of a scheme.</p>	<p>Para 115 ...development potential of the site that require a large-scale redevelopment, including relocation of the Environment Agency's depot to create a new route into the site (<u>although alternative means of storing and deploying the flood defences from Osney Island would be needed</u>). Undergrounding the electric cables...only be achievable as part of a full redevelopment of the site, <u>as is cComprehensive flood risk management through integrated SuDS and green infrastructure across the site, potentially helping to reduce flood risk to Osney Island also...</u></p>	N.A.
<b>Oxford Preservation Trust</b>	<p>OPT accepts that there is currently built form on the site which has a negative impact to a greater or lesser extent on how the views and setting of Oxford are enjoyed from various places, however this impact should not be an excuse to make it worse, but instead take the opportunity to improve the enjoyment of these views and the positive relationship between Oxford and its green setting</p> <ul style="list-style-type: none"> <li>- The approach to building heights in both the Local Plan and the SPD is ambiguous and needs careful consideration and management</li> <li>- The housing numbers provided should be the minimum provided (at least 734 homes), OPT also would like to see these made up of residential rather than student housing</li> <li>- Whilst the setting of Oxford's skyline needs full consideration, OPT believes a balance can be found - building heights and density are not necessarily mutually exclusive and increasing density does not need to lead to building at height, there are</li> </ul>	<p>The SPD is written to be compatible with high buildings policy and cannot make any amendments. The SPD does not include new policies and provides a context for the implementation of adopted local plan policies. A variety of building and block typologies have been proposed in the SPD, which provide options for development to be brought forward at appropriate densities, although these are indicative and it is clear throughout that Local Plan policies, including DH2 regarding height, will be applicable. The Local Plan sets minimum housing numbers for the larger sites within the West End, which are considered to be minimum baseline figures. The area is part of the city centre that is suitable for a mix of uses, and one of the few</p>	N.A.	N.A.A

	<p>other options, such as terracing that should also be promoted</p> <ul style="list-style-type: none"> <li>- OPT considers that the SPD should be strengthened to ensure that developers have to work hard to increase the housing numbers on their sites - same applies to any new windfall sites where housing should be seen as the first option for redevelopment</li> <li>- The Oxpens River Bridge is not located in the optimal position to encourage walkers and cyclists to use it and in terms of making the area sustainable in transport terms</li> <li>- A more favourable option is the site of the bridge to the east of the Ice Rink which will connect locals from the centre and south of the city</li> <li>- There is limited reference to OFAS in the SPD (particularly as the flood risk and mitigation at Osney Mead relies heavily on the implementation of OFAS) - the OFAS proposals are still under consideration but development at Osney Mead may need to be phased in a way that provides time for OFAS to be implemented to ensure no inappropriate development</li> </ul>	<p>suitable locations for many of the proposed uses, so it is important it does have a vibrant mix of uses. Much of the area is already in commercial use, and this would continue to be a legal use- planning can't prevent redevelopment within this legal use.</p> <p>The SPD makes it clear that green and blue infrastructure strategy that considerations, such as flooding will need to be fully addressed at the early master planning stage for the development of key sites.</p> <p>The proposed Oxpens River Bridge is subject to a separate consultation process up to mid-September 2022.</p>		
Oxford Civic Society	<p>The relative weights given to the golden threads underpinning the SPD need to be clear</p> <p>Guidance to how the mix of housing vs employment will be established including affordable housing and lower-paid jobs</p> <ul style="list-style-type: none"> <li>- Proposals for connectivity are inadequate</li> <li>- No strategic movement corridors are identifiable</li> <li>- Better proposals for flood management and biodiversity are needed in line with OFAS and the SPD should specifically reference the OFAS and its environmental vision (alignment with this should be a requirement of any developments coming forward)</li> <li>- Commend the intention to reduce vehicular dominance although need more details of how this will be achieved</li> <li>- No discussion of the application of rapid transit systems</li> <li>- Design Guide needs to be shortened and made clearer</li> <li>- The Design Guide should prepare codes that show how tall buildings required by the high density envisaged can be designed so that they are not big boxes, and have visual variety, do not overwhelm the streets and will contribute positively to the Oxford skyline and visual experience at ground level</li> <li>- Concern about the optimism surrounding the reopening of the Cowley branch line to passengers to link large residential communities in south and east Oxford to central Oxford - needs more detailed justification</li> <li>- The proposed bridge from Osney Mead to Oxpens/Oxpens Road does not provide good connectivity</li> <li>- Little in the public realm strategy about how pedestrian access to the city from the area around the station will be improved</li> <li>-We would put more emphasis on achieving a net zero city and economy</li> <li>-Need more explanation of how tree planting can provide effective green streets</li> <li>-We would like to see achieving net zero as the driver of the section on built form</li> </ul>	<p>Sustainability, which includes climate change has the greatest weighting followed by the economy and social value. (Text change) The West End Sites policy sets the housing requirement, employment focused principally on key sites. The County Council as highway authority are primarily concerned with transport and movement, changes will be made to the text. The SPD is ambitious and includes the potential for the re-opening of the Cowley Branch line. A number of studies and a full business case are also being developed in support of reopening the line. The Oxpens River Bridge will improve connectivity and is subject to a separate consultation. A variety of building blocks and typologies have been proposed in the SPD and reflected in the Design Guide.</p>	N.A.	N.A.
Natural England	<p>Whilst the SPD does not appear to relate to our interests to any significant extent we do note the presence of Open Mosaic Habitat within the plan area.</p> <p>Open mosaic habitats can be extremely diverse, including such wide ranging sites as railway sidings, quarries, former industrial works, slag heap, bings and brick pits.</p> <p>Natural England does not routinely hold species data, such data should be collected when impacts on priority habitats or species are considered likely. Consideration should also be given to the potential environmental value of brownfield sites, often found in urban areas and former industrial land, further information including links to the open mosaic habitats inventory can be found here. Should the plan be amended in a wa</p>	<p>Confirmation that SPD does not appear to relate to NE interests to any significant extent. Although Open Mosaic Habitat noted.</p> <p>SEA Screening has been carried out to support the SPD.</p>	N.A.	N.A.

	<p>y which significantly affects its impact on the natural environment, then, please consult Natural England again.</p> <p>An SPD requires a Strategic Environmental Assessment only in exceptional circumstances as set out in the Planning Practice Guidance. While SPDs are unlikely to give rise to likely significant effects on European Sites, they should be considered as a plan under the Habitats Regulations in the same way as any other plan or project. If your SPD requires a Strategic Environmental Assessment or Habitats Regulation Assessment, you are required to consult us at certain stages as set out in the Planning Practice Guidance.</p>			
			N.A.	N.A.