

Planning and Compulsory Purchase Act 2004

The Town and Country Planning (Local Development) (England) Regulations 2012

Oxford Station Area Supplementary Planning Document (SPD)

Adoption Statement

In accordance with Regulation 14 of the Town and Country Planning (Local Planning) (England) Regulations 2012, notice is hereby given that the Oxford Station Area Supplementary Planning Document (SPD) was formally adopted by the City Council on 28th November 2017.

This SPD seeks to guide development proposals as part of an overarching vision to create a new transport interchange and a distinctive gateway to Oxford. The SPD provides a comprehensive and coherent policy framework to maximise the development potential of the Oxford Station Area and generate a positive dynamic with surrounding opportunity sites.

Details of the City Executive Board (CEB) decision on 16th October including the City Executive Board report and statement summarising the consultation responses and the proposed modifications, are available on the City Council's website www.oxford.gov.uk. The decision by CEB was to adopt but subject to further amendments, with delegated powers given to the Head of Planning, which were exercised on 28th November 2017.

The SPD and supporting documents are available for inspection on the City Council's website https://www.oxford.gov.uk/downloads/download/882/oxford_station_spd and at Oxford City Council's offices at St. Aldates Chambers, 109-113 St. Aldate's Oxford OX1 1DS from 21st December 2017 to 21st March 2018.

Any person with sufficient interest in the decision to adopt the Supplementary Planning Document listed above may apply to the High Court for permission to apply for judicial review of the Council's decision to adopt the SPD. Any such application must be made promptly and in any event not later than 3 months after the date on which this Supplementary Planning Document was made publically available for inspection on 21st December 2017.

Amendments made following CEB decision

Changes to text and maps to meet ACRA concerns

Local context and character (p38)

Oxford station is close to existing residential areas forming sensitive edges for any future development. **These** adjacent sensitive edges should be considered as part of the detailed design and construction proposals. In addition the setting of nearby designated heritage assets should be respected.

The adjacent plans and section diagrams highlight the importance of these sensitive development edges.

1. The redevelopment of the station area should minimise its impact on the existing residential areas immediately to the west and east of the station, considering issues of the **proposed** development **including** scale, **design**, access and boundary treatment.
2. **The** trees along Cripsey Road contribute to the quiet character **and amenity** of the streetscene. **A Tree Preservation Order has been made and awaiting confirmation.** The development proposals should therefore, where possible, **seek to** retain or replace existing landscaping, recognising that the boundary conditions will inevitably need to be altered through the development.
3. Development on Becket Street, including the proposed multi-storey car park, should respect the setting of St. Thomas the Martyr's church as identified in Figure DP3, whilst providing a high quality street frontage.
4. **Local residents should be consulted by the developer** on the impact of the proposed development both during and after construction and **the need for** any required mitigation measures in relation to noise, vibration, light and dust.
5. Access to existing homes and businesses in the local area should be maintained during and after the development.
6. **The developer should, through discussions with the Local Highway Authority, seek to minimise the number of access points to Roger Dudman Way and explore appropriate traffic management measures to minimise the impact of traffic movements on the surrounding residential area.**

Access and movement (p40)

5. **The access arrangements to Roger Dudman Way from Cripsey Road will be subject to a detailed transport assessment at the detailed design stage.** The plan showing Abbey Road as a secondary route will be removed.

Sustainability (p45)

Second paragraph: remove the word 'provisional' amend text to say 'A Tree Preservation Order (TPO) has been made on the trees along Cripsey Road which is out to public consultation with a view to being confirmed shortly'. The importance of these trees from their **amenity value**, ecology and as a visual screen has been fully considered as part of this SPD.

All the maps in the design principles section now include only one access point to the west. The treatment of the vehicular access arrangements require a re-design to be worked up in detail at a later stage, this is also re-iterated in the supporting text.

An amendment to the text on p48 (Western Station entrance and Station Square West) and in particular point 10 as follows: 'Amendments to reduce the scale and massing of the proposed operational building should ensure that the bulk is greater towards the new Station building / Botley Road.'

Map amendments

The map on p38 (Sensitive Edges), amendment to include the other properties in Cripsey Road as '*surrounding sensitive edges*'

Map p40 (Access and movement) the two accesses between Cripsey Rd and Roger Dudman Way have been removed from the masterplan, leaving just the main one near Botley Road. No dotted lines but an additional note has been added on the ground floor level plans of the illustrative masterplan to say additional access points if required subject to detailed highway design (see pages 54 & 70);

The YHA amendment

Land Use Mix (p36): includes one additional sentence to the paragraph on the mix of uses. It adds in the following words 'Future provision for the YHA should be actively explored by the landowner and developer.'

Network Rail's control over the track

Illustrative Concourse Level Plan (p54): includes an additional note to say that 'all rail tracks are indicative to show passive provision to meet Network Rail's future requirements'.

Additional references added to state that the 'SPD design principles are shown in the context of the illustrative masterplan'. This emphasises the additional flexibility which has been built into the SPD to meet Network Rail's concerns, so that providing an alternative proposal, which meets the key design principles could take a different form.

