



What you said and what we're doing

In November/December 2022, a four-week public consultation was held on the proposed enhancements to Oxford North's Central area for Phase 1a's Red Hall and the emerging proposals for Phase 2-Plots A, B & C-to invest in and deliver amenities, landscaping and carbon efficient buildings.

The following is a summary of the feedback received at the in-person event, webinar and through the online surveys. The table is grouped by topics and themes and sets out our responses.

RED HALL - NOW APPROVED

THEME	COMMENTS RECEIVED	RESPONSE
Design/appearance	<p>Questions over what the use of the Red Hall will be and who is going to manage it.</p> <p>Concerns over the prominent colour of the Red Hall. There were some suggestions for the Red Hall to be coloured green instead.</p> <p>Concern that the roof on the south-east elevation will provide little sun/rain protection for pedestrians.</p> <p>Suggestion that the redesign is not in keeping with more high-tech buildings on neighbouring plots (A, B and C)</p> <p>Concerns expressed by many that the building is too tall.</p>	<p>The Red Hall was approved as part of the original outline master-plan and detailed Phase 1a planning permission. The approved design i.e. colour, height etc. has been carried through to the amended proposals which is to extend the building to create more amenity and community use in the early phase of the project and better connect to the Market Square.</p> <p>The Red Hall has been designed as the heart of the district for those who work, live and visit Oxford North. It will be run to provide office space for science and tech companies, along with amenity, community use and estate management services.</p> <p>During the Red Hall's expansion design stage, the impacts of sun and shading were considered in relation to the elevations. The results were that the canopy will contribute to shading for the occupants of the building, while the extension's sloped roof will maximise sunlight penetration to the square.</p> <p>The building is within consented height parameters.</p>

PHASE 2

THEME	COMMENTS RECEIVED	RESPONSE
Cycleways	<p>Questions why cycle lanes are not separated from roads.</p> <p>Concern about encouraging cyclists -to use canal tow-paths.</p> <p>Concern over the use of Joe White's Lane as a cycle route –questions on how these are going to be improved to accommodate for cycle traffic as they are 2m wide.</p> <p>The proposed bike racks are argued to be poor quality for a proposal of this scale.</p> <p>No new safe cycle and pedestrian links to the existing residential developments to the East particularly Lakeside and Five Mile Drive.</p> <p>Concern that the cycle path that crosses both Peartree roundabout and Wolvercote roundabout is dangerous for cyclists.</p> <p>Questions why there no cycling links are being made to Oxford Parkway. Existing cycling infrastructure is perceived as inadequate for increased cycle usage.</p> <p>Would like to see the new design for cycle and pedestrians along the A44.</p>	<p>The cycle lanes were designed to meet Oxfordshire County Council current design standards.</p> <p>A range of cycle parking options will be provided throughout the development including covered secure cycle parking facilities and external short stay parking. Also, the buildings will include showers, changing rooms and lockers.</p> <p>Joe White's Lane is part of the national cycle network – Sustrans route No 5. The section along the tow-path (just north of the A34 bridge to the Woodstock Road just south of Yarnton) has been upgraded from a single track rough tow-path to a 2m wide tarmac surface.</p> <p>As the wider site develops more cycle links will be provided connecting to existing cycle paths to enable connections through the district and onwards to key transport hubs.</p> <p>Peartree roundabout is currently being upgraded by Oxfordshire County Council to improve it for pedestrians and cyclists. Wolvercote roundabout was upgraded by Oxfordshire County Council a few years ago and is outside Oxford North's scope.</p>
Employment –labs, shops and other amenities	<p>Suggestions for ground floor shops and cafés in order to take pressure off Summertown.</p> <p>Consensus that the site should promote local retail businesses instead of larger enterprises.</p> <p>Generally positive views on the new lab provision .</p>	<p>Small retail and café uses are proposed as part of the Red Hall which will be publicly open to those who work, live and visit Oxford North. Others may follow in later phases.</p> <p>We need to ensure that we're providing a range of amenities which meet the needs of people working, living and visiting. This is why we will be considering small, medium and large companies –local and some national - so that we can provide suitable amenity to meet everyone's needs.</p>



THEME	COMMENTS RECEIVED	RESPONSE
Green space and vegetation	<p>Suggestions of increasing the number of trees on internal roads and reducing bushes for more shadow cover.</p> <p>Concern over level of biodiversity net gain (5%) when national targets for biodiversity has increased to 10% so hope developers are keen to meet this.</p> <p>Perceived lack of green space within the project.</p> <p>In favour of the proposed planting but requests that measures are in place to combat future droughts as existing vegetation is prone to wilt.</p> <p>Concerns over the proposed green corridors and whether they are adequate to connect urban and rural habitats.</p> <p>Have measures been implemented to mitigate the environmental negative externalities on surrounding SSSI's?</p> <p>How are the habitats of the water vole community near Duke's Cut are going to be protected?</p> <p>Is the ancient hedgerow along Joe White's Lane going to be protected throughout and after development?</p>	<p>The landscaping strategy for the site was approved at the outline masterplan planning application stage. The landscape designs for the central area are being revised and enhanced to maximise the opportunities for biodiversity within the landscaping areas.</p> <p>The potential impacts of the development upon the wider SSSI's were considered at the outline application stage – this remains unchanged.</p> <p>Tree and boundary protection measures were approved as part of the outline masterplan planning application stage and will be adhered to throughout the development.</p> <p>There are no changes to the hedgerow along Joe White's Lane.</p> <p>The landscaping already approved for Canalside Park will supplement the habitat value of the existing landscaping.</p> <p>The scheme will provide significant and varied green spaces designed by leading landscape designers Gustafson, Porter + Bowman working closely with BSG Ecology.</p>
Flooding/drainage	<p>Concerns regarding pond overflow during wet weather and what drainage mitigation is in place.</p> <p>How are properties that are downhill from Oxford North going to be protected from increased flood risk due to the new impermeable surfaces from the development.</p> <p>Concern that flooding regularly affects fields adjacent to the site.</p>	<p>The outline drainage strategy for the wider site has been approved by the Lead Local Flood Authority (LLFA) and each plot will be submitted with a supporting drainage report which has to demonstrate that the proposal would not have any impact upon flooding and that surface water drainage would be adequately dealt with.</p> <p>The proposals include efficient rainwater storage capacity in the event of extreme events that will hold back water and release it at a controlled rate. The development allows the flow of water to be controlled, an improvement to the pre-development scenario.</p>



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Sewage	<p>How will the existing sewage treatment plant deal with increased use?</p> <p>Concern over lack of new water treatment facilities.</p> <p>Clarity needed on the potential impact of sewage in the Thames.</p>	<p>Thames Water is required to provide sufficient capacity at the sewage treatment works for developments planned in the area.</p> <p>There are planning conditions requiring agreement with Thames Water over capacity prior to occupation which were approved as part of the outline masterplan stage.</p> <p>We are pleased to clarify that Oxford North's sewage will use newly built infrastructure, which has to be signed off by Thames Water, which will feed into the Oxford Sewage Treatment Works to the south of Oxford at Littlemore.</p>
Housing	<p>Support for the proposed housing supply.</p> <p>Worried that the total affordable housing proposed will not be implemented or realistically be deemed 'affordable'.</p> <p>Ensure that there is a residential focus over employment uses – Oxford has excess of employment growth and shortage of affordable housing.</p> <p>Concerns over the housing types. Why 5-bedroom houses have been proposed when there is greater demand for 1 and 2 bed houses.</p>	<p>While new homes in Oxford are much-needed, housing is not part of Oxford North Ventures' Phase 2 planning application.</p> <p>On Canalside, Hill Group is building the first 317 new homes of which 35% will be affordable housing and 1-5 bedroom homes - a wide range of sizes to meet local needs.</p>



THEME	COMMENTS RECEIVED	RESPONSE
Sustainability	<p>Questions on the plans and measures in place to offset carbon emissions during construction.</p> <p>The development proposes following a Net Zero Carbon Pathway – unclear how this is going to be achieved from the plans with no explicit mention of Passivhaus design for housing or industrial buildings.</p> <p>What are the measures in place to mitigate the increase in noise, light and air pollution?</p> <p>Concerned over potential wind problems with current building configurations – questions whether a wind tunnel test is being conducted.</p> <p>How will the buildings that front the A40 and close to the A34 deal with increased noise pollution?</p> <p>Building B due to its location will be subject to extreme levels of traffic noise and to ground vibration – how will this be mitigated?</p>	<p>Further applications will be submitted with supporting energy statements which will set out the measures being employed to ensure that the development is low carbon in operation.</p> <p>All buildings are being designed to minimise carbon emissions associated with construction.</p> <p>Conditions on the outline masterplan planning permission require development coming forward on future plots to provide details of how they mitigate the impact of noise from the development and air pollution and how light spillage will be minimised particularly in relation to its impact upon biodiversity.</p> <p>Conditions on the outline planning permission also require details of how users of the building will be protected from existing noise sources to be submitted and approved.</p> <p>Computational wind testing is being undertaken to support the emerging proposals and will inform the designs.</p> <p>The design of the substructure and building envelope will fully cater for external noise and vibration.</p>
Community facilities	<p>Requests for community allotments as a response to removing agricultural land.</p> <p>Questions whether it is possible for new development to commit to a community fund that supports local community business.</p> <p>Requests for buildings/land for various community sports activities.</p> <p>Many of local institutions (surgery, primary school) are at capacity. Suggestions to provide more social infrastructure at Oxford North.</p> <p>The connectivity of this site to provide safety and effective means of transportation with local schools is deemed unsatisfactory. Specific focus on school children / adults, crossing the A40 in condensed congested polluting traffic.</p>	<p>The community contributions associated with the development were all agreed at the outline masterplan planning stage and are appropriately dealt with through the Section 106, the legally-binding agreement between us a landowners and Oxford City Council as part of the granting of planning permission, associated with the wider scheme. The S106 sets out requirements with triggers associated with various stages of development.</p> <p>Community Infrastructure Levy (CIL) is a planning charge on new developments to help the funding of infrastructure. Oxford City Council will collect CIL receipts to the value of circa £8.85m as a result of Oxford North of which 25% goes to the local area. These funds are administered by Oxford City Council and any questions about the allocation can be directed to them.</p> <p>Currently under construction are the Safer Routes to School improvements which have been approved by Oxfordshire County Council to help promote walking and cycling to Wolvercote Primary School.</p> <p>Oxford North Ventures will incorporate spaces for sport and wellbeing in the public realm for use by everyone.</p>



THEME	COMMENTS RECEIVED	RESPONSE
Transport	<p>General lack of understanding on the size of car parking facilities and the rationale/justification.</p> <p>Concern over increased commuting to Oxford due to the balance of new homes vs. new jobs. Will put more pressure on existing transport infrastructure and routes.</p> <p>Insufficient thought given to impact on congested intersections of major road. Questions on why plans do not show how these issues will be mitigated.</p> <p>Suggestions to include a link from the A40 to the Peartree Roundabout.</p> <p>Questions on how the plans alleviate the traffic between A34 and Woodstock Road.</p> <p>Concerns there is a lack of space for turning and parking for retail deliveries.</p> <p>How do shuttle buses and Park and Ride buses enter and exit the site?</p> <p>Question how the car park will block off noise from the development with review from 3rd party road noise specialists suggest this is not possible. Will acoustic buffering cover Wolvercote?</p> <p>No definition of number or location of car charging points.</p> <p>Unclear how the development intends to prevent rat-running through the site. The plan to feed traffic coming in from the A44 and the A40 to a car park adjacent to the A34 is welcomed.</p> <p>What are the measures in place to mitigate Wolvercote roundabout traffic?</p> <p>Concern to know that the proposed new bus infrastructure be implemented as the existing system would not be able to cope with increased demand.</p>	<p>The car park which is proposed has been designed on the basis of the wider site capacity for Oxford North. The level of car parking was established at the outline masterplan planning permission stage and the proposed car park accords with that level.</p> <p>Similarly the impact of the traffic generation associated with the development proposal was considered at the outline application stage and was considered to be acceptable. This was based on the level of parking proposed as part of the outline application.</p> <p>Contributions towards local bus services and improvements to the public transport infrastructure were covered as part of the outline planning permission and covered in the S106.</p> <p>We will be providing significant funding for a new bus route from Eynsham Park & Ride to Oxford North and onwards to Headington and Cowley.</p> <p>Buses will be able to enter the site from the new A40 and A44 bellmouths, albeit the main bus routes stop on the A40 and A44 and will not enter the district.</p> <p>We will be providing showers and changing facilities for cyclists along with safe cycle storage, and EV charging for cars and e-bikes/scooters.</p> <p>On the question about a link from the A40 to the Peartree roundabout, this is beyond the development's scope and was not deemed necessary by the local authority to justify the development's accessibility.</p> <p>Internally within the site the access, delivery and servicing requirements will be considered as part of the development of each plot to ensure that they can be adequately serviced during operation.</p> <p>The new street between the A40 and A44 will be the development access road used mainly by employees, residents and visitors to Oxford North. The traffic signals onto the A40 and A44 at the new junctions will be managed by Oxfordshire County Council and the majority of the green time will be provided to through traffic reducing the attractiveness of the street to rat-runners. Traffic calming measures and low traffic speeds on the link will also serve to deter rat-running traffic.</p>



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Character/design	<p>Varied responses both against and in support of the proposed building heights and building densities.</p> <p>Concern with the design and appearance of buildings/development as a whole. Thoughts that appearances will date quickly and does not reflect local character.</p> <p>The visual impact on Oxford Canal needs to be considered.</p> <p>Concerns over how the site is connected and integrated with the rest of the local area in the forms of appearance, design and access.</p> <p>In Plot A what will be emitted from the tall chimneys?</p> <p>Concerns regarding the materials used and how sustainable they are</p> <p>Building heights are not in line with height profile of Oxford.</p>	<p>The proposed developments have been designed to provide flexible buildings which can be used in line with current demands and adapted in future years for future uses.</p> <p>The heights of the buildings were considered as part of the outline masterplan planning permission where wider studies of the impact of such heights on the landscape character were undertaken and approved. As development of plots come forward the landscape and visual impact assessment we will be re-run to consider the detailed design. The outline permission is based on a height parameter plan. The proposals take this into account.</p> <p>The character of the area has been designed to provide a new neighbourhood for Oxford. The nature of the buildings means that they cannot replicate the character and form of existing development and as such the character of Oxford is reflected through use of appropriate materials.</p> <p>The chimneys will be for laboratory exhaust gases which will comply with statutory codes.</p> <p>We are designing within the consented building height parameters.</p>
Construction	<p>Questions on how cycling safety is ensured during the construction phases.</p> <p>Concerns why there has been no commitment to providing for wildlife or replacing hedgerows destroyed during construction.</p>	<p>Construction works will comply with necessary health and safety guidelines.</p> <p>The approved construction environmental management plan addresses impacts on wildlife during construction.</p> <p>Our pledge is delivering a minimum of 5% biodiversity net gain. On-site measures are prioritised over off-site. A contribution of £55,000 has already been made to Cuttleslowe Park to increase their biodiversity.</p> <p>Sustainable Urban Drainage Solutions (SUDS) such as attenuation tanks, permeable paving, and green roofs will be implemented on plot levels in order to decrease flooding risks.</p> <p>The masterplan for greenfield development includes extensive planted and biodiverse open space with drought resistant species.</p> <p>On Central, it will include over 300 new carefully maintained trees as well as new hedgerows, compared to 12 trees and hedgerows on the original site.</p>

