



December 2021

Response to questions raised by Harbord Road Area Residents Association

Thank you for providing your feedback response and for your questions about the project on behalf of the Harbord Road Area Residents Association.

We've detailed below our responses to the questions you raised. The responses have been informed with input from the wider technical and design team which is currently considering all the feedback received during the recent consultation. This feedback will then be used to further shape proposals for PR6a/ Water Eaton and will help us to develop an illustrative masterplan and fix parameters for the outline planning application.

Commuter routes

In your response you provided feedback about commuter routes, especially concerning the provision of an improved cycle route along the Banbury/ Oxford Road for cyclists. You asked if it,

Would it be the case that cycle provision would cover the entirety of the route from Kidlington Roundabout to the Cutteslowe Roundabout, as part of a wider strategy of cycle improvements?

Our current proposals are to provide routes along Banbury/ Oxford Road which would provide a direct route for commuter cyclists. There is also a plan to provide an additional route between the Park and Ride and Cutteslowe Park as part of our wider strategy for cycle improvements.

Discussions are underway with County Highways and Cherwell District Council to ensure that the plans for the site accommodate cycle routes and cycle infrastructure for all users in the local area.

Furthermore, work with Oxfordshire County Council, Oxford City Council, Cherwell District Council as well as the developers for other schemes coming forward in North Oxford, such as PR6b, will determine how we can best accommodate cycling between Kidlington and other local centres.

Keeping stakeholders informed

Can our group made up of, 'i-Transport representatives, the County Councillor and Cycling Champion for Oxfordshire, Cllr Andrew Gant; the two local Ward Councillors Cllr Liz Wade and Cllr Steve Goddard; Cyclox representatives' be kept informed with any changes to the strategy.

This was asked in relation to cycle route proposals through Cutteslowe Park.

We can confirm that we are in the process of considering a route through Cutteslowe Park. This includes measuring the impact of the route on trees and wider biodiversity within the park. We will update you once this work is complete and can then discuss how this can be delivered.

All the feedback we receive during consultation will also be considered alongside our technical work as we continue to refine the design of our masterplan for the site. We will be holding a second round of public consultation next year where we will be sharing additional information about cycle route allocation and any changes to our transport strategy.

Public rights of way

How will we protect the public right of way between the North Oxford Golf Course, Banbury Road and the PR6a site during construction?

The construction phase of development for PR6a will be structured and programmed to limit disruption to adjoining public rights of way, local facilities and surrounding road networks. This will be done with use of a construction management plan which would accompany our outline planning application to Cherwell District Council.

Should construction activity impact upon public rights of way appropriate temporary diversions would be put in place subject to the appropriate approvals from Oxfordshire County Council.

We would also require the house builder to provide advance notice of these diversions and would publicise any route changes and the diversion timescales prior to the construction period.

Flood Risk

Are any homes being built in Flood Zone two and/or Flood Zone three. If so why and what measures will be planned and built in to prevent flooding of the properties.

Built development will not be located flood zone two or three. The closest development will be located at an elevation 10 metres higher than the floodplain.

As the site is a hill site, what measures will be taken to prevent run off and ensure that rain is soaked up where it falls or within say 5m during periods of heavy rain?

A surface water drainage system is being designed to serve the development. Sustainable drainage systems will be integrated throughout the development and with green infrastructure where possible. These systems are designed to reduce the impact of water run-off and provide biodiversity and water quality improvements. The water drainage system is also being designed with an inbuilt allowance for changes in rainfall frequency and patterns resulting from climate change.

Once the drainage system is introduced, we would expect that there would be no increase in surface water run-off from the site and there is also potential for the alleviation of existing flood issues in the area. This would be done by attenuating and slowing flows from land into the existing watercourse, where at present rainfall flows at unrestricted rates.

Has the cumulative risk of flooding been considered ie taking into account development of: the Oxford City' Croudace site; PR6b; PR6a; PR7a; and PR7b?

The strategies for each site will be developed separately, due to specific local considerations. However, they will all be based on the same principles of flooding management which aim to avoid, wherever possible, increasing flood risk to the site or surrounding areas.

Habitats

What is being done to protect the category A trees? And, what is being done with the category B and C trees? How and where will they be replaced if removed?

We believe that all trees regardless of category and condition provide positive environmental and ecological contributions.

In the main those trees of highest quality – Grade A trees - are located on the perimeter of the site within hedgerows at a distance from the footprint of development.

All trees on our proposed site will be protected in accordance with *BS5837:2012 Trees in Relation to Design, Demolition and Construction*. This will be applicable to all trees regardless of their category.

The proposals also include the provision of new areas of public open space. This would incorporate the existing hedgerow network, a broad green eastern corridor and a new area of parkland. In this green space we plan to introduce a variety of native trees. This will ensure we achieve net gain in tree stock at PR6a – and will serve to complement the development and create ties with the existing context surrounding the site.

NOTE: please see below for information about wildlife habitat protection.

What will be done to compensate for the loss of habitat for skylarks and brown hare? And will the agricultural land be managed to encourage these at risk species? And how will the 'Farmland bird compensation' policy requirement be met.

We have carried out several seasons of ecology surveys on the site to obtain a detailed record on how it is used by wildlife including, farmland birds, brown hares and other at risk species. These surveys have recorded a range of farmland bird species across the site, although populations are currently limited by the intensive agricultural management of farmland.

Regarding brown hares, our survey did not record a population at the proposed PR6a site and this suggests that the present population will be relatively small.

Loss of habitat will be compensated for in the design of the site masterplan and biodiversity improvement management plan. This will be done in a way that enhances biodiversity and the quality of habitat and will be carried out across public open spaces as well as retained farmland to the south-east of the site.

In respect of this retained farmland we plan to use a process of sensitive management, including the provision of winter seed strips and rotational management of hedgerows and scrub to protect native species such as linnet, yellowhammer and reed bunting. We also anticipate that the density of breeding skylark will increase from the management plans for retained farmland.

Transport

Could you advise how you propose to limit vehicle traffic to the development and in particular to the school during drop off and collection? And how will you manage school traffic? And is a School Street Scheme being considered and if not could it be? Or perhaps an alternative?

The school site will contribute to Oxfordshire County Council's infrastructure plans by putting walking, cycling and public transport at the centre of our transport planning.

Our site masterplan will also promote a walking and cycling first approach, with dedicated cycling and pedestrian routes alongside onsite facilities which will promote local trips instead of long journeys.

In response to your question about school drop offs and collections, the location of the primary school has been designed to accommodate pupils from PR6a and PR6b. This local catchment area has been designed so it is a comfortable walking distance from both sites and will reduce the need for travel by private car. This, combined with our design principles for the site focusing on delivery of cycle and pedestrian routes and the principles of the school street scheme – will contribute to a significant reduction in private car use..

Although we are able to encourage people to choose walking and cycling over car use for school drop-offs and collection, this is not something we can enforce. However, by providing easier car-free alternatives, we expect that school traffic will be minimised. We appreciate your suggestion for a School Street Scheme or indeed other "walking bus" options. These schemes could be considered as part of the site wide management plan and travel plan.

Could you advise what strategy you have to prevent displacement of school traffic to neighbouring residential areas and in particular the Harbord Road Area?

As we plan for the school to cater for the local catchment, this would reduce school drop off and pickups by private car. We also plan to implement extensive residential and school travel plans to monitor traffic in the area, as well as traffic management measures where needed including the use of parking restrictions. We would not envisage school drop offs being made at Harbord Road given the distance to the school.

Housing

Please advise on the current thinking on building types and their locations.

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The outline application will not be presenting actual building designs as that will be a matter for subsequent reserved matter applications. However, we will be specifying an indicative housing mix and building heights.

We are currently proposing taller buildings towards the Oxford Road, creating a gateway into the city and framing entrances into the site, while lower buildings will be situated on the eastern edge of the development. This will create a mixture of housing typologies across the site from apartments to detached housing. Our plans also include a local centre, providing a venue for shops, businesses and community facilities.

What proportion of the development will be affordable housing?

Our proportion of affordable housing will adhere to the Local Plan requirement for 50 per cent affordable housing on the site.

How many homes will Christ Church retain for its own use and will these homes form part of the affordable housing quota?

Christ Church has not decided whether or not to retain ownership of any homes at PR6a, but if it does, they will not be taken from the affordable housing quota.

Community

Can you please advise whether you will be providing amenity areas suitable for use by teenagers?

We will provide a range of amenity areas to suit all types of residents including young people. We are currently in the process of refining and shaping our plans for these spaces. We would welcome your thoughts on the types of open space that you consider would best serve the local community.

We hope this information is useful. If you have any further questions about our responses or any other queries, please do contact us on 0800 531 6831 or PR6a@camargue.uk.