

OXFORDSHIRE COUNTY COUNCIL'S RESPONSE TO CONSULTATION ON THE FOLLOWING DEVELOPMENT PROPOSAL

District: South Oxfordshire

Application no: P15/S0433/FUL

Proposal: Demolition of existing buildings and construction of 1 and 2 storey buildings comprising retail units (Use Class A1), flexible retail units (Use classes A1/A3), restaurants (Use Class A3), a gym (Use Class D2); replacement public toilets; new public realm; improvements to existing public realm; new landscaping; realignment of drainage channel and alterations to access comprising amendments to the existing parking layout; additional car, motorcycle and cycle parking; new servicing area; new and amended access from the highway (including relocated bus route and closure of the High Street to allow redevelopment for retail use) and altered/new pedestrian access.

Location: Orchard Shopping Centre Didcot OX11 7LL

Purpose of document

This report sets out Oxfordshire County Council's view on the proposal.

This report contains officer advice in the form of a strategic localities response and technical team response(s). Where local member have responded these have been attached by OCCs Major Planning Applications Team (planningconsultations@oxfordshire.gov.uk).

District: South Oxfordshire

Application no: P15/S0433/FUL

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Location: Orchard Shopping Centre Didcot OX11 7LL

Strategic Comments

- **Object for the reasons given below**

- Inability to fully assess the impact of the development proposals
- Lack of detail to demonstrate proposed re-provision of bus link and associated stops can be successfully and satisfactorily delivered.

Comments:

The expansion of Orchard Centre is supported in principle and a welcomed investment to help support a growing and changing face of Didcot. It will have a large and positive impact on Didcot and the surrounding area.

However, it must be well planned and take into account the wider place requirements. From the County Councils perspective the impact and transport network requirements is particularly important.

Didcot lies within the Science Vale area which will see significant growth in the coming years. Oxfordshire County Council (OCC) recognises the importance of the Science Vale area and it is included within the emerging Local Transport Plan 4 as well as supported in the Corporate Plan 2014/15 – 2017/18. It is also recognised in the Oxfordshire Strategic Economic Plan.

The proposal is broadly in line with South Oxfordshire's adopted Core Strategy specifically policy CSDID2. However, there are two areas where OCC have concerns about specific adherence and believe require further work and evidence is required. These are the final two bullet points of policy CSDID2 (The Orchard Centre) as highlighted below:

Permission will be granted for a mixed-use retail-led development to include: on land at the Orchard Centre (as shown on the Adopted Policies Map) provided that the scheme:

- *provides additional car parking and servicing including reconfiguring the existing provision where necessary; and*
- *considers alternatives to the spine road through the site.*

Taking the two requirements above in turn:

- 1) The County Council is concerned over the level of car parking proposed to serve the development. This has the potential to create on street parking issues and impact on the shopping centres on-going vitality and attractiveness. Further evidence is required to allay concerns over the potential overflow of parking onto the surrounding road network and the impact on junctions in the immediate vicinity.

- 2) The County Council understands the applicants desire to stop-up the High Street, through the Orchard Centre, to allow phase 2a to be delivered as designed; however a suitable alternative will need to be delivered and operational before we would agree to the highway being stopped up. The applicant will need to demonstrate a suitable re-provision of the bus link and bus stops which supports the priority destinations of Didcot station, Orchard Centre and the Broadway.

The applicant has shown an alternative (via Station Rd) that, in principle, is on a suitable alignment. However, the current application does not fully demonstrate how this will be satisfactorily delivered. Further work and a greater level of detail is required to demonstrate that this alternative link can be successfully delivered.

The County Council is keen to work with the developer and District Council to develop the proposals and evidence submitted to try and overcome these concerns.

Officer's Name: Paul Fermer

Officer's Title: Locality Manager – Science Vale

Date: 22 May 2015

District: South Oxfordshire

Application no: P15/S0433/FUL

Proposal: Demolition of existing buildings and construction of 1 and 2 storey buildings comprising retail units (Use Class A1), flexible retail units (Use classes A1/A3), restaurants (Use Class A3), a gym (Use Class D2); replacement public toilets; new public realm; improvements to existing public realm; new landscaping; realignment of drainage channel and alterations to access comprising amendments to the existing parking layout; additional car, motorcycle and cycle parking; new servicing area; new and amended access from the highway (including relocated bus route and closure of the High Street to allow redevelopment for retail use) and altered/new pedestrian access.

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Transport

Recommendation

Objection

Key issues

- Safe and satisfactory operation of the proposed alternative bus route down Station Road is not demonstrated.
- This link would need to be operational before the existing bus route was closed and stopped up.
- The trip generation estimates presented in the TA are considered to be an under estimate by virtue of the dataset and methodology used.
- The car parking provisions are considered inadequate.
- The traffic impact scenario presented in the TA is not considered realistic.
- The Framework Travel Plan is inadequate and will require substantial improvement.
- There are a number of traffic safety issues that require clarification or amendment.
- Land required on Hitchcock Way is within Highway boundary and may be required for capacity improvements.
- A full drainage strategy will need to be submitted.

Legal Agreement required to secure

Section 106/278 arrangement to provide high-quality public transport infrastructure in Station Road, consisting of two high quality bus shelters to an agreed standard including seating and internal lighting, two bus stop pole/flag/information case units and two real-time information displays.

Bus shelters to be procured, owned and maintained by the Orchard Centre as other street furniture is within the shopping centre. The Premium Route bus stop pole/flag/information case units and electronic displays, and on-going maintenance thereof, would be procured by County Council through its call-off contract, so a section 106 contributions of £14,000 would be required.

Travel plan monitoring fees of £2,040.

Conditions

If the local planning authority is minded to permit this proposed development then the following conditions should apply.

- 3107 Close existing access
- 3304 Plan of parking provision
- 3401 Cycle parking facilities
- 3503 Construction traffic management
- 3504 Green travel plans

A condition that the construction of the new shopping centre buildings, and closure of the existing bus link, cannot proceed before successful implementation of the proposed new bus link through Station Road, to the satisfaction of the County Council.

The Framework Travel Plan will be strengthened to include customer trips to and from the site as well as employees working at the site. It will also include a range of short medium and longer term actions to support sustainable travel to and from the site. This improved travel plan will be submitted for approval to the Travel Plan Team at Oxfordshire County Council before first occupation. It will provide realistic estimates of all trips to and from the Orchard Centre.

Before the commencement of the development, a fully designed scheme utilising a sustainable drainage system for the surface water drainage of the development needs to be submitted and once approved the scheme needs to be implemented prior to the occupation of any dwelling to which the scheme relates. This is to ensure the effective and sustainable drainage of the site and to avoid flooding.

Informatives

Prior to commencement of development, a separate consent must be obtained from OCC Road Agreements Team for the new highway vehicular access under S278 of the Highway Act. Contact: 01865 815700; RoadAgreements@oxfordshire.gov.uk.

We have established that there is an area of public highway (within OCC ownership) that would be required if the plans remain as they are. The land to the west of the petrol filling station is shown on a number of plans (including Orchard Centre Didcot Option 3A Site Plan Revision 15) to extend to the north for additional car parking. This area of land has public highway status but has not been included in the stopping up consultation.

Detailed Comments

Transport Strategy Team

OCC understands the applicants desire to stop-up the High Street, through the Orchard Centre, to allow phase 2a to be delivered as designed. However a suitable alternative will need to be delivered and operational before OCC would agree to the highway being stopped up. The applicant will need to demonstrate a suitable re-provision of the bus link and bus stops which supports the priority destinations of Didcot Station, Orchard Centre and the Broadway.

The County Council is being consulted separately on the proposed stopping up of Public Highway under Section 247 Town & Country Planning Act for High Street and its response to both the planning application and stopping up order are aligned.

The applicant has shown an alternative route via Station Rd that, in principle, is on a suitable alignment. However the current application does not fully demonstrate how this will be satisfactorily delivered. Further work is required to convince OCC that this alternative link can be successfully delivered. Further technical analysis of the proposed alternative is set out under the Road Agreements Team response below.

Land to the west of the petrol filling station is shown on a number of plans to extend to the north for additional car parking. This land is an area of public highway and has not been subject to a stopping up order. Hitchcock Way is likely to see an increase in the number of trips in future years as Didcot expands. OCC may require this road to have changes made to it to aid with capacity improvements, such as widening. Therefore OCC would need to be satisfied that any land taken would not jeopardise future capacity improvements. Decking of the car park could be considered to reduce the amount of land outside the applicant's ownership.

Transport Development Control

The planning application is accompanied by a Transport Assessment (TA). The TA notes that *"A Transport Scoping Report was submitted to OCC on 13th January 2015."* However, it does not note that OCC responded to that scoping report throwing into question some of the key data and assumptions relied on in the methodology. A subsequent technical note from developer's consultant argues that in favour of the adopted methodology, but does not adequately demonstrate its validity.

Trip Generation

The trip generation methodology in the TA is underpinned by the asserted principle that an increase in floor space at an existing retail centre will not lead to a directly proportional increase in the number of trips that the centre will attract, and that the overall trip rate per unit area will decrease. This concept is acceptable in principle. However, its quantification in the TA and the data on which it is based is disputed.

The factor used to uplift trip generation according to the increase in floor space at the Orchard Centre is taken from before and after studies of the increase in customer numbers as a result of Sainsbury's supermarket extensions. This is applying a food retail outcome to a comparison shopping proposal, and it is highly likely that shopper behaviour will differ greatly between the two forms of retail.

The TA asserts that *"The use of this data for assessing non-food planning applications has been accepted by a number of planning and highway authorities in recent years."* and cites five examples, details of which are provided in Appendix D. However appendix D contains only the Sainsbury's data and a technical note responding to comments from Kent County Council and the Highways Agency regarding the Ashford Retail Park. Other examples are not detailed and cannot therefore be verified. Notwithstanding this fact, OCC would not necessarily accept the acceptance of a methodology and dataset by another highway authority as a precedent.

Despite its unsuitability noted above, the Sainsbury's data at Appendix D has been reviewed. The data relates to 53 store extensions undertaken between 2002 and 2003. Of these 53 extensions it is noted that 11 actually experienced a decrease in measured patronage after they were extended. Given that the TA accepts that the Orchard Centre will experience an increase in trips it would seem counter-intuitive at best to calculate that increase using a

dataset that includes reductions in patronage. The presence of negatives in the database also points to the possibility that other factors may be at work at certain sites, and that therefore the data is not a pure reflection of the patronage outcome of a store expansion.

At paragraph 5.6 the TA states that *“This methodology is also particularly relevant to the Orchard Centre Extension since there is an existing Sainsbury’s supermarket at the Orchard Centre which contributes to a significant proportion of the existing trip generation.”* This statement is spurious since the Sainsbury’s itself is not expanding. If the Sainsbury’s itself were expanding then the data at Appendix D may be considered suitable to that element of the expansion plans.

The TA then sets out to try and demonstrate that retail extensions attract a small proportion of new trips. It cites a survey of trip linking at Lakeside at Thurrock (para 5.7), but OCC fails to see how this demonstrates that assertion.

Before and after traffic count data is also presented for three retail extensions and a new Savacentre which show insignificant changes in traffic flow. However, the precise location and context of these observations is not given, and neither is the nature of the retail development to which they relate. These cannot therefore be accepted as demonstrating the rate at which a retail expansion attracts extra trips. For example, it could be that the roads in question were already at capacity and no expansion of adjacent capacity would register as an increase in hourly traffic.

All of this data and evidence is considered of only passing relevance at best, and certainly does not point to a reliable trip generation uplift factor for the proposed Orchard Centre expansion.

Based on the Sainsbury’s expansion records the TA selects a 12% uplift of observed trips as its central case for analysis, with a 16% uplift to be analysed as a sensitivity test. This is based on an increase in gross internal area of 10,699m² which represents an increase over the existing floor space of 42%. The use of this number is at odds with the 15,029m² gross external area quoted in paragraph 1.3 of the introduction and implied in Table 3.2. If compatible measures of area are used then the increase in floor area would be 60% with a similarly higher uplift to be applied to observed trips and a greater impact on the transport network.

OCC contests that the chosen uplift factor to be applied to observed trips generated by the existing Orchard Centre is inappropriate and unrealistically low for the following reasons:

- It is based on data from extensions to Sainsbury’s stores, which do not represent comparison shopping;
- The database contains negative values which are counter intuitive;
- It has been calculated using incompatible measures of floor area.

The TA considers trips to the gym and asserts that they are largely linked trips, but offers no justification for this. It applies an 80% reduction to TRICS data. OCC considers it highly unlikely that the proportion of gym related trips that are linked to the Orchard Centre would be this high, and would need to see some justification of this assumption using empirical data before it could be accepted.

For the reasons set out above the trip generation estimates set out in Tables 5.4 and 5.5 of the TA are considered too low and are therefore disputed by OCC. Also, nowhere in the TA is the estimated trip generation for the existing permitted use presented. These trips are deducted from the uplifted observed trips before the estimates are presented in Tables 5.4 and 5.5. It is therefore not possible to verify the estimates presented in Tables 5.4 and 5.5.

The trip attractions for the motorised presented in Table 5.8 and 5.9 do not match the vehicle trip attractions in table 5.4 and 5.5.

Car Parking

Table 3.2 of the TA presents existing and proposed floor space and car parking provisions at the Orchard Centre. The table reveals that a 60% increase in floor area at the Orchard Centre is met by only a 15% increase in car parking provision, and that the rate of provision equates to one space per 51.1m². This rate of provision is well below the maximum standards set out by SODC, and leads to concern that the car park provision will be inadequate.

Para graph 6.15 of the TA states that “... *it should also be remembered that car parking standards for retail uses are maximum standards and given that the parking provision does not exceed the maximum, the proposal is therefore policy compliant.*” This argument is considered too simplistic, and ignores the real possibility that the car park will reach capacity at peak times and generate both on-street parking and queues on surrounding streets.

A car park occupancy survey and an accumulation analysis are both presented. No details are presented as to how the survey was undertaken. The TA states that the dwell time at the car park has been increased by 12 minutes, but does not say what the existing or assumed dwell time is. It is not therefore possible to verify the accuracy of the accumulation analysis.

The accumulation analysis presented shows car park occupancy at over 90% during the Saturday peak hour for both the 12% 1nd 16% uplift scenarios. This is sufficiently close to capacity to generate queues into the car park as vehicles within it circulate in search of vacant spaces. Given that OCC considers the trip generation estimates to be too low, a more realistic trip generation scenario would worsen the car park accumulation analysis.

Impact on the Highway Network

The junction analysis presented identifies that certain points on the network around the Orchard Centre already suffer from peak hour congestion, and that this will worsen in future years. This relate specifically to the Jubilee Way roundabout, and the signalised junction of Hitchcock Way / Station Road / Cow Lane, as well as the main junction into the development from Hitchcock Way.

The impact scenario identifies only minimal deterioration in this congestion as a result of the expanded Orchard Centre. However, as noted the trip generation estimates are considered to be unrealistically low and a more realistic scenario might identify a more significant impact.

Public Transport Team

The proposed closure of the bus link through the Orchard Centre, without provision of a satisfactory alternative, would cause significant negative impact to the local bus network, as a consequence the main bus service is likely to terminate at Didcot Station. This is some way from this retail area and may result in complaints from passengers and subsequent loss of patronage to the bus services and thus reduction in commercial viability.

The proposal to re-open Station Road to bus services is an acceptable initiative, which recognises the urgent need for local bus services to continue to bring very many bus users to the Orchard Centre. More work will be required on the detailed design of the Station Road proposal, and some thought must be given to traffic management arrangements, including limiting its use to registered scheduled local bus services.

There are major committed development plans for Didcot and the wider Science Vale area to grow significantly in the next two decades, which will result in much more movement in this

area, and which will result in significantly greater bus use, especially between the new residential areas, the centre of Didcot and the major employment areas. The Orchard Centre will be the major retail hub of this area, and it is essential that new residents can access it.

The future bus network will be commercially-driven. The County Council's policies promote the use of public transport to provide a choice of mode of transport to its residents as a means of reducing the impact of individual car transport on its congested road network. At the same time, the County Council's role is to ensure these bus services can be provided in a commercial self-sustaining manner, rather than through revenue support. This is achieved by ensuring that residential and commercial development is delivered in a manner which strengthens main bus routes, by ensuring that new residents can walk to logically-located bus stops and that main generators and attractors can be served without significant deviation or imposition of additional running time.

The following regular bus services currently use the bus link at the Orchard centre, with approximate daytime frequencies

- Route x1 Oxford-Abingdon-Didcot-Harwell-Wantage hourly each way
- Route x2 Oxford-Abingdon-Didcot-Harwell-Wallingford hourly each way
- Route x32 Oxford-A34-Didcot-Harwell-Wantage hourly each way
- Route 91 Didcot Town Service (north) hourly each way
- Route 92 Didcot Town service (south) hourly, north to south
- Route 94/95 Didcot-Blewbury hourly each way
- Route 98 Didcot-Great Western Park two per hour, one way

Thus the current regular bus service pattern currently generates 13 buses per hour through the bus link

There are also a few less regular bus services using the bus link, including:

- Milton Park-Didcot shuttle (lunchtime only) four per hour, one way
- Route A1 Didcot-Ardington one journey per day
- Route 91 Didcot-Long Wittenham two journeys per day

Even taking these irregular local bus services into account, there is currently a maximum of 18 buses passing through the bus link in the busiest hour in both directions added together.

LSTF funded bus service enhancement

Following a bidding process for Government funding to support new sustainable transport initiatives, an improved bus service will operate between Didcot Parkway station and Harwell campus from July 2015. This new improved bus service has received significant backing from the Local Enterprise Partnership, which regards it as a significant step towards its vision of a 'Science Transit' network of high-specification high-frequency public transport services around the Science Vale area. This new service will add two buses per hour in each direction through the bus link.

Future service levels

The committed Vale of White Horse and South Oxfordshire Local Plan housing allocations will result in additional bus services being provided to the centre of Didcot, whilst committed plans for significant additional employment in the Science Vale will also generate additional bus services – however most of these services will be cross-linked between residential and employment areas across the centre of Didcot, so providing an efficient network without the need for separate terminating services. Hence there will be a modest increase in the number of bus services over time. The predicted number of future bus services will be well within the

design capacity of a Station Road bus link incorporating a narrowed section where buses can proceed only in one direction at a time. The number of buses using Station Road will be significantly fewer than the number of buses using the Blckett Street shared space area in the centre of Newcastle-upon-Tyne, which has also has a narrowed section around the Monument, which is analogous to the proposed situation in Station Road.

Travel Plans Team

Transport Assessment paragraph 2.16 states 'Cycle parking is accommodated on sheffield stands and hoops which are located at several points around the existing Orchard Centre. This includes adjacent to Sainsbury's, to the north of the amphitheatre, adjacent to retail units along Broadway and in the service yard for staff. There are 74 existing cycle parking spaces in total and these have been observed on a site visit as under-occupied across the day'. However OCC officers observe current cycle parking is often full, particularly at key locations such as by Sainsbury's. Under used cycle parking can often be explained by poor choice of location. With the existing Orchard Centre design, cycle parking located on the edges of the development is under used because that it is not where cyclists want to park. Ensuring that cycle parking is correctly located and visible encourages its use and cycling in general.

Current access to cycle parking via cycle paths such as the ones located next to Sainsbury's is poorly thought out.

The Framework Travel Plan (FTP) submitted with this application states that the FTP focuses on staff trips rather than customer trips, the latter of which would form the majority of trips to/from the development. That is exactly why the FTP needs to focus on both. The largest part of travel to and from the site will be made up of customer trips.

A failure to tackle trips generated by customers leads to problems around key shopping destinations. A good local example of what can go wrong would be Bicester Village.

The Orchard Centre is a major trip generator attracting visitors from Didcot and much further afield. This already has a knock on effect on the levels of traffic on local roads. Further expansion is likely to exacerbate this situation and it seems reasonable to expect the developer to implement measures through the Framework Travel Plan which will mitigate this.

The idea of the FTP is to demonstrate to future site occupiers the level of commitment that is required to support and encourage sustainable travel to and from the site. A strong framework travel plan is essential.

It may not be possible to restrict the number of car trips to and from the site on any given day but reasonable estimates of the likely level of car trips must be given to quantify the impact of this expansion on the surrounding road network.

As it stands the submitted framework travel plan will do little to encourage and support sustainable travel to and from the site by customers. It will need to be strengthened to be effective. This could potentially help to offset the demand for car parking facilities at the site which will increase as the centre expands.

Five year targets will be required for staff and customer who are visiting the site. These annual targets will work towards a reduction in the number of SOV trips to and from the site. Measures which actively promote, support and encourage sustainable travel by customers will be included in the framework travel plan. All eventual site occupiers will have a duty to encourage sustainable travel both amongst their own staff and by their customers.

The permeability of the site is the key to supporting and encouraging travel by other modes and concerns are already being raised about the permeability of the site for walkers and cyclists.

Traffic Safety Team

The following comments are focussed on the Station Road proposed element of the application:

It is not clear whether the current 'access-only' restriction on the trafficked section will be retained; further clarification on this is required. From a road safety perspective a traffic mirror at the northern bend is not acceptable.

Further clarification is required as to how loading will be achieved in the pedestrianised section which is to be used by buses. Confirmation on how the 'no-vehicles' section will be enforced is required to assess if this is acceptable.

It appears that there is a proposal to ban cyclists from the southern section of Station Road. Further clarification is required to explain the thinking behind this. As this area of Station Rd will become mixed use, cyclist should be able to be facilitated safely. Where Station Rd joins Broadway there is insufficient space and width to accommodate the bus stop and buses passing, further work is required to show how this can be accommodated safely.

Whilst there are new cycle parking facilities shown on the north side of Sainsbury's, there should be more around the site as a whole and this development should be a trigger to significantly improve cycle links throughout Didcot. Confirmation on where staff at the existing and proposed retail units will park is required.

Road Agreements Team

The Station Road proposal changes the current arrangement and creates an environment with potential heightened hazards to pedestrians. The space constraints proposed offer very limited scope for error in bus tracking, particularly at the interface with Broadway, greater tolerances should be designed within the proposal. Much thought must be given to the safety engineering of the space between Station Road and Broadway. The route must be appropriately designed and planned. Squeezing in the bus link between existing planters and trees at the southern end of Station Rd is not acceptable.

Specific observations are listed below starting from the north end of Station Road.

1. Junction with Hitchcock Way is capable of accepting all bus movements and the carriageway width of 10m is carried through to a point approximately opposite Enterprise Vehicle Hire. At this Point the carriageway narrows to 6.5m.
2. Carriageway through curve at Northern end of Station Road is 6.5m. Subject to provision of tracking drawings and assurance that 15m coaches will not use this link, then OCC would expect that two buses would be able to pass each other with care.
3. The proximity of the end of the on-street parking section may compromise bus passing movements and OCC would recommend extending the existing double yellow parking restriction on the west side of the carriageway by a further 5m to improve visibility and space available for buses to get in correct lane before entering curve.
4. Station Road between curve at north end and White Leys Close:
 - a. Kerb to kerb carriageway here is 7.3m. Approx. running carriageway between parked cars and east kerb line is 5.5m. 5.5m is insufficient for two buses to safely pass and this dimension does not allow for poorly parked cars.

- b. Footway to east side along this section is approx. 2.8m wide. The 2.8m wide footway is in OCC ownership so the carriageway could be widened to 6.5m over this length and the footway/cycleway narrowed to 1.8m. This would then allow the complete length of Station Road to be made 6.5m wide and thus allow buses to safely pass with care. Making this amendment to the carriageway width over this section would also mean that the correct un-staggered alignment will be achieved over the entire length of the eastern kerb line to Station Road
5. Station Road.
 - a. Thought could be given to semi-formalizing parking along Station Road, perhaps with a series of build outs. This would help with ensuring tidier parking. It could also be considered that parking could be alternated to utilize both sides of the carriageway. This would slow vehicles down and make the space less sterile and uniform.
 6. Pedestrianised priority section.
 - a. Visibility for buses approaching from the north and looking through to Broadway is acceptable, although over the distance proposed and with the steep gradient, it will be difficult to tell accurately if the opposing bus has entered the priority zone or not. Also, if a signalised junction is proposed on Broadway end, the bus waiting at the top may be tempted to move into the priority zone too quickly, in order that it clears the junction for any vehicles behind it.
 - b. Buses waiting to move into the priority zone from the south will be partially un-sighted by both existing trees and planter boxes. This fact is exacerbated by a steep down gradient. It needs to be demonstrated that the give-way arrangement can be operated safely.
 - c. How is east-west pedestrian movement to be controlled at interface with Broadway? This is an open movement area at present and consideration regarding how pedestrian safety can be accommodated with an all movement junction and bus stop all attempting to operate in the same space as a free flow pedestrian area must be demonstrated.
 - d. The proposed bus stop at the Broadway end presents a hazard to pedestrians as both they and bus drivers will be un-sighted when pedestrians are attempting to pass the stationary bus.
 - e. Tracking plots at Broadway end are far too tight and allow absolutely no room for error and thus do not make provision for accommodating pedestrians if they are also moving through the tracking zone at the same time. Attempting to squeeze the link in whilst retaining existing trees and street furniture is compromising further an already un-safe design proposal. More space and additional thought is required at this very busy interface.

OCC believes that Station Road could potentially be made to work if comments made are taken into account and concerns addressed. There will be challenges in ensuring buses moving through a pedestrianised area do so safely and sympathetically to the environment, but through good design and appropriate behaviour by bus drivers it is believed this can be achieved.

Officer's Name: Chris Nichols

Officer's Title: Transport Development Control

Date: 07 May 2015

District: South Oxfordshire

Application no: P15/S0433/FUL

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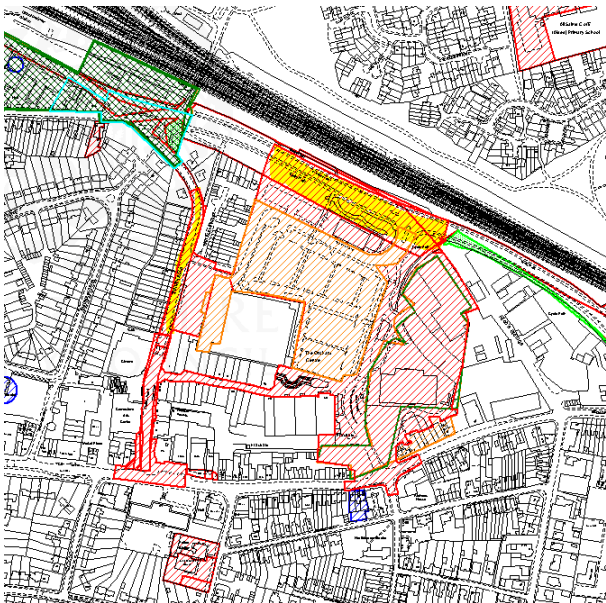
Location: Orchard Shopping Centre Didcot OX11 7LL

Property

Recommendation:

No objection subject to conditions

Key issues:



The areas highlighted in yellow, on the above plan, are owned by Oxfordshire County Council (OCC) and may impact on the development proposals and access to the development site. Discussions will be required with the county council.

Officer's Name: Oliver Spratley

Officer's Title: Corporate Landlord Officer

Date: 30 March 2015

District: South Oxfordshire

Application no: P15/S0433/FUL

Proposal: Demolition of existing buildings and construction of 1 and 2 storey buildings comprising retail units (Use Class A1), flexible retail units (Use classes A1/A3), restaurants (Use Class A3), a gym (Use Class D2); replacement public toilets; new public realm; improvements to existing public realm; new landscaping; realignment of drainage channel and alterations to access comprising amendments to the existing parking layout; additional car, motorcycle and cycle parking; new servicing area; new and amended access from the highway (including relocated bus route and closure of the High Street to allow redevelopment for retail use) and altered/new pedestrian access.

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Ecology

Comments:

The District Council should be seeking the advice of their in-house ecologist who can advise them on this application.

In addition, the following guidance document on Biodiversity & Planning in Oxfordshire combines planning policy with information about wildlife sites, habitats and species to help identify where biodiversity should be protected. The guidance also gives advice on opportunities for enhancing biodiversity:

<https://www.oxfordshire.gov.uk/cms/content/planning-and-biodiversity>

Officer's Name: Tamsin Atley

Officer's Title: Ecologist Planner

Date: 13 April 2015

RESPONSE TO CONSULTATION ON THE FOLLOWING DEVELOPMENT PROPOSAL

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Application no: P15/S0433/FUL

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LOCAL MEMBER VIEWS

Cllr: Stewart Lilly; Patrick Greene; Nick Hards

Division: Hendreds & Harwell; Didcot East & Hagbourne; Didcot West

Comments:

The following County Councillors collectively object to Hammerson's application as below. All have had representations from their communities they serve as to the loss of easy access to the retail area. If it proceeds people will be modifying their loyalty to Newbury, Abingdon & Oxford.

Cllr. Stewart Lilly, Cllr. Patrick Greene, Cllr Nick Hards.
Oxfordshire County Councillors

Date: 25 May 2015
