



***Delegated Decisions by Cabinet Member for
Environment (including Transport)***

***Thursday, 24 July 2014 at 10.30 am (or at the rising of the
Transport Advisory Panel whichever is later)
County Hall, New Road, Oxford***

Items for Decision

The items for decision under individual Cabinet Members' delegated powers are listed overleaf, with indicative timings, and the related reports are attached. Decisions taken will become effective at the end of the working day on Friday 1 August 2014 unless called in by that date for review by the appropriate Scrutiny Committee.

Copies of the reports are circulated (by e-mail) to all members of the County Council.

These proceedings are open to the public

Peter G. Clark.

Peter G. Clark
County Solicitor

July 2014

Contact Officer: **Graham Warrington**
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Note: Date of next meeting: 4 September 2014

If you have any special requirements (such as a large print version of these papers or special access facilities) please contact the officer named on the front page, but please give as much notice as possible before the meeting.

Items for Decision

1. **Declarations of Interest**

2. **Questions from County Councillors**

Any county councillor may, by giving notice to the Proper Officer by 9 am two working days before the meeting, ask a question on any matter in respect of the Cabinet Member's delegated powers.

The number of questions which may be asked by any councillor at any one meeting is limited to two (or one question with notice and a supplementary question at the meeting) and the time for questions will be limited to 30 minutes in total. As with questions at Council, any questions which remain unanswered at the end of this item will receive a written response.

Questions submitted prior to the agenda being despatched are shown below and will be the subject of a response from the appropriate Cabinet Member or such other councillor or officer as is determined by the Cabinet Member, and shall not be the subject of further debate at this meeting. Questions received after the despatch of the agenda, but before the deadline, will be shown on the Schedule of Addenda circulated at the meeting, together with any written response which is available at that time.

3. **Petitions and Public Address**

4. **Frideswide Square, Oxford - Transport and Public Realm Improvements Enabling Works** (Pages 1 - 20)

Forward Plan Ref: 2014/058

Contact: Jim Daughton, Highways & Transport Service Manager Tel: (01865) 815083

Report by Deputy Director for Environment & Economy – Commercial & Delivery (**CMDE4**).

5. **Proposed Parking Restrictions - Wolvercote** (Pages 21 - 28)

Forward Plan Ref: 2014/067

Contact: Jim Daughton, Service Manager – Delivery Tel: (01865) 323364

Report by Deputy Director for Environment & Economy – Commercial & Delivery (**CMDE5**).

6. Proposed Parking Restrictions - Various Locations, Banbury
(Pages 29 - 36)

Forward Plan Ref: 2014/084

Contact: Jim Daughton, Service Manager – Delivery Tel: (01865) 815083

Report by Deputy Director for Environment & Economy – Commercial & Delivery
(**CMDE6**).

7. Proposed Amendments to Parking Restrictions - Corn Street, Witney (Pages 37 - 46)

Forward Plan Ref: 2014/063

Contact: Jim Daughton, Service Manager – Delivery Tel: (01865) 323364

Report by Deputy Director for Environment & Economy – Commercial & Delivery
(**CMDE7**).

8. Proposed Disabled Persons Parking Place - West Oxfordshire - Part 2 (Pages 47 - 54)

Forward Plan Ref: 2014/102

Contact: Jim Daughton, Service Manager – Delivery Tel: (01865) 323364

Report by Deputy Director for Environment & Economy – Commercial & Delivery
(**CMDE8**).

9. Position Statement on Major Development Proposals for Ground-Mounted Solar PV Arrays (Pages 55 - 66)

Forward Plan Ref: 2014/071

Contact: Linda Currie, Planning Strategy Officer Tel: (01865) 810432

Report by Interim Deputy Director for Environment & Economy – Strategy
Infrastructure & Planning (**CMDE9**).

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Division(s): West Central Oxford

CABINET MEMBER FOR ENVIRONMENT - 24 JULY 2014

FRIDESWIDE SQUARE, OXFORD – TRANSPORT AND PUBLIC REALM IMPROVEMENTS ENABLING WORKS

Report by Deputy Director of Environment & Economy (Commercial)

Introduction

1. The county council has been planning to transform Frideswide Square from a busy highway junction into a well-managed entry point to the city in keeping with Oxford. In March 2011, the Cabinet Member for Transport approved two options for further design work and consultation. This was followed by The Cabinet approving the progression of the “Boulevard” option to detailed design and implementation in March 2012.
2. The approved capital programme for 2014/15 to 2016/17 includes a total budget of £5.478m for Frideswide Square. Delivery within this budget requires review through a value engineering process, and the project team are already engaged in significant early contractor involvement.
3. This report focuses on the identified enabling works and the results of formal consultation on the required amendments to traffic regulation orders (TROs) and conversion of footways that has recently been completed.

Project purpose: regeneration and growth

4. Frideswide Square provides a vital link between the major road routes into Oxford and is, therefore, of strategic importance in Oxfordshire’s road network, handling tens of thousands of car, bus, cycle and pedestrian journeys every day as well as being the gateway to the area for rail passengers. In particular, it is one of the key bottlenecks preventing reliable journey times for people commuting into Oxford from outside the city.
5. Oxford rail station is one of the fastest growing stations in the country, with 50% growth in passenger numbers since 2003. An estimated 6.6 million people passed through the station in 2012/13. Frideswide Square is the main point of arrival and departure for people using the station and, therefore, has an increasingly important transport and public realm function.

Project History

6. In March 2011, the Cabinet Member for Transport approved a design approach for Frideswide Square with no traffic signals, drawing heavily on

“shared space” principles including compact roundabouts, greatly reduced carriageway areas, courtesy crossings, and landscaping.

7. In March 2012, the Cabinet approved the “Boulevard” version as the preferred option and approved progression to further design work and consultation. In order to supplement the main design for the square itself, enabling works to some of the approaches to Frideswide Square have been identified as being necessary. A reduced scale plan showing the general layout of all current proposals are attached at Annex 1.

Background

8. Design work on the project has now been progressed in that additional works are recommended on the adjacent road network covering Becket Street and Osney Lane to the south and the junction of Worcester Street/Hythe Bridge Street/George Street to the east. This will help the overall project in terms of safety, traffic flows, queuing and delays and further traffic modelling has been completed to support this. These works will also increase the availability of alternative routes and temporary traffic management during the construction phase. Reduced scale plans of the proposals are attached to this report at Annex 2 and Annex 3.
9. The additional (enabling) works include opening up the northern end of Becket Street to two-way traffic, introduction of a mini-roundabout at the junction of Osney Lane and Hollybush Row and re-opening the four way junction at Worcester Street/Hythe Bridge Street/George Street. These proposals require amendments to TROs to remove/relocate residents and short term parking, allow additional vehicular movements and convert areas of footway to shared use.
10. It is considered that to progress the improvement scheme to the main Square, the enabling works should be undertaken in advance. The current Capital Programme includes the construction of the enabling works September 2014 to December 2014 followed by the public realm improvements to the main square from February 2015.
11. This report details the results of the formal public consultation on the amendments to the TROs necessary for the enabling works.
12. With reference to the works to the main Square, the detailed design is on-going and a detailed landscaping scheme is being developed taking into account stakeholder comments, budgetary constraints and other factors such as utilities under the road.

Stakeholder consultation

13. Discussions with stakeholders recommenced in late April 2014 which coincided with the informal consultation on the TRO amendments required for the enabling works. Meetings were held with many of the stakeholders resulting in some commenting on the proposed changes to parking on Becket

Street and the proposed shared use footway areas on the junction of Worcester Street/George Street etc. The main discussion points however were with respect to the details of the proposals on the main Square, details of which are still being designed and considered.

14. Stakeholder groups representing people with disabilities have raised concerns about the proposed shared use areas at the Worcester Street/George Street/Hythe Bridge Street junction and the potential delays to pedestrians at this new four-way signalised junction. Comments were also made regarding the proposed loading bay on Becket Street and how this will be defined to the visually impaired including how much footway width will be available when it is in use.
15. Stakeholder discussions, including workshops, on the design and materials for the main works to the Square will continue during the detailed design phase.

Informal Consultation

16. Informal consultation on the proposed enabling works was undertaken between 23 April and 09 May 2014. Consultation was carried out with emergency services, County and City councillors, local user groups (including cycling, walking, public transport and disability groups) and residents, businesses and landowners within the area covered by the enabling works.
17. A total of 6 written responses were received during the informal consultation process from residents of Rowland Hill Court (off Osney Lane) and businesses that front onto Frideswide Square. All of the responses had concerns over the proposals including the removal of and relocation of the resident and short stay parking places, additional and speed of traffic using Becket Street and Osney Lane, adverse effect on traffic noise and congestion, disabled parking, visitors parking, refuse collections and catering for deliveries and loading.
18. As a result of these comments, some amendments to the proposals for the distribution of parking spaces were made prior to commencing the formal consultation process.

Formal Consultation

19. Formal consultation was undertaken between 10 June and 04 July 2014 and carried out with the same groups set out in paragraph 15. In addition, copies of the public notices appeared in the local press and were posted on street furniture within the area of the proposed scheme.
20. 16 responses have been received in response to the consultation and these are summarised, along with officer comments at Annex 4.
21. During the period of formal consultation a site meeting was held, on request, with the local councillor and some local businesses to go over the scheme details. Attendees of the meeting still had concerns over the proposals and

they were encouraged to confirm their concerns back to us in writing for inclusion in this report. One such response has been received.

22. Objections to the TROs were generally based on;
- Additional traffic leading to potential increase in noise, pollution, excessive speed which in turn results in poorer road safety and quality of life.
 - Reduced levels of on street parking for both resident permit holders and visitors and the fact that those spaces retained are further away than where people want/need them.
 - Disabled parking spaces have not been catered for.
 - Lack of delivery/loading spaces to cater for the businesses on Frideswide Square.
 - Lack of enforcement of the existing loading bay restrictions.
 - Lack of consideration given to refuse collections.
 - Not enough consideration given to improvements for pedestrians and cyclists.
 - Becket Street and Osney Lane are not suitable for large vehicles including buses.
 - Lack of regular communication with stakeholders.
 - Pedestrian desire lines are not catered for at the proposed Worcester Street junction and will incur delays.
 - Shared use pavement areas at Worcester Street junction are generally not considered wide enough and will put pedestrians and cyclists in direct conflict.
23. Copies of all the consultation responses are available for inspection in the Members' Resource Centre.

Officer Comments

24. Annex 4 summarises the correspondence received but officer comments in response to the objections above include;
- The existing 20mph speed limit for the area is to remain in place and the geometric layout of the proposals is aimed at keeping vehicle speeds below that speed, ideally 12-15mph. Even at quieter times, the road layout will make it difficult to drive any faster than this. Every attempt has been made to distribute available space between resident permits and short stay parking. There is no 'net loss' in the provision of resident permit spaces.
 - There is no proposal to provide bays specifically for disabled parking. However, blue badge holders can park in residents parking spaces for an unlimited time. Some additional residents spaces are available in St Thomas Street west of Hollybush Row. As part of the design refinement the possibility of adding some provision for blue badge holders in Becket Street and/or Hollybush Row will be investigated. Any additional provision would need to be separately advertised.

- The proposals include for the provision of two loading bays, one to the northern end of Becket Street and one the north end of Hollybush Row. These will replace the one that currently exists within Frideswide Square.
 - Enforcement is a key part of the proposals and those responsible continue to be involved as part of the project team.
 - No design works were undertaken on the project between January and December 2013 hence there were limited communications with stakeholders during that period. Communication channels were re-opened in April 2014 with the informal consultation on the enabling works, as described above.
 - Improvements for pedestrians and cyclists are being considered as part of these proposals including e.g. improvements to the zebra crossing on Hollybush Row and a cycle bypass at the proposed mini-roundabout.
25. The conversion of footway areas to unsegregated shared use at the Worcester Street junction has generated most responses. In response, officers recommend that approval to the conversions be granted but their physical implementation on the ground should be deferred until such a facility is considered required following monitoring of the junction after its construction. This would mean that the signalised junction would incorporate pedestrian phase elements only at initial installation.
26. A communications plan for the project is being prepared as a matter of urgency. This will be aimed at regular communication with stakeholders, including residents and businesses, informing of work schedules, progress, key messages etc.

Equality and Inclusion

27. The project team will continue to develop the design of these enabling works and the public realm scheme for the main Square to address as many of the concerns of people with disabilities as possible. The usability of the new layouts for people with mobility and visual impairments will need to be monitored carefully once complete and adjustments made in light of experience where necessary. Part of the project contingencies will be set aside to deal with any changes (including, but not limited to, changes to assist people with mobility or visual impairments) post completion. No major changes will be made until at least one year has passed after the full completion of the scheme. This allows sufficient time for all road users to adjust to the new layout and for monitoring to be carried out.

Financial and staff implications (including Revenue)

28. The approved capital programme by the council includes Frideswide Square as one of the major integrated transport schemes. The total budget for the scheme (including costs incurred to date) is £5.478m.

29. Detailed design work is continuing with an aim to start construction of the enabling works in September 2014. Works to the main Square are intended to commence from February 2015 (subject to co-ordination with other major works in and around the city), with completion in December 2015.
30. The timetable is challenging and will require considerable staff resources between now and December 2015. The Highways & Transport service is able to draw in additional resources through its contract with Skanska and this is expected to be sufficient to deliver the required work.

RECOMMENDATION

31. **The Cabinet Member for Environment is RECOMMENDED to approve:**
 - (a) **the making of the Traffic Regulation Order amendments for Becket Street, Osney Lane, St Thomas Street and Woodbine Place, as advertised and shown in Annex 2 to this report;**
 - (b) **the conversion of footway areas to shared use at the Worcester Street/George Street/Hythe Bridge Street junction, shown in Annex 3 to this report but not its implementation at this time. Monitoring should be undertaken with a view to implementing later should the need arise;**
 - (c) **progression to implementation of the enabling works subject to any specific matters on the detailed design being resolved (including whether any specific provision for blue badge parking can be made in Becket Street and/or Hollybush Row) in consultation with the Deputy Director of Environment & Economy (Commercial) and the Cabinet Member for Environment.**

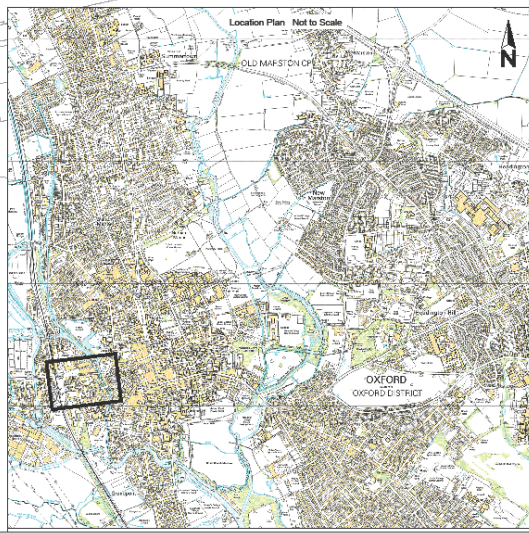
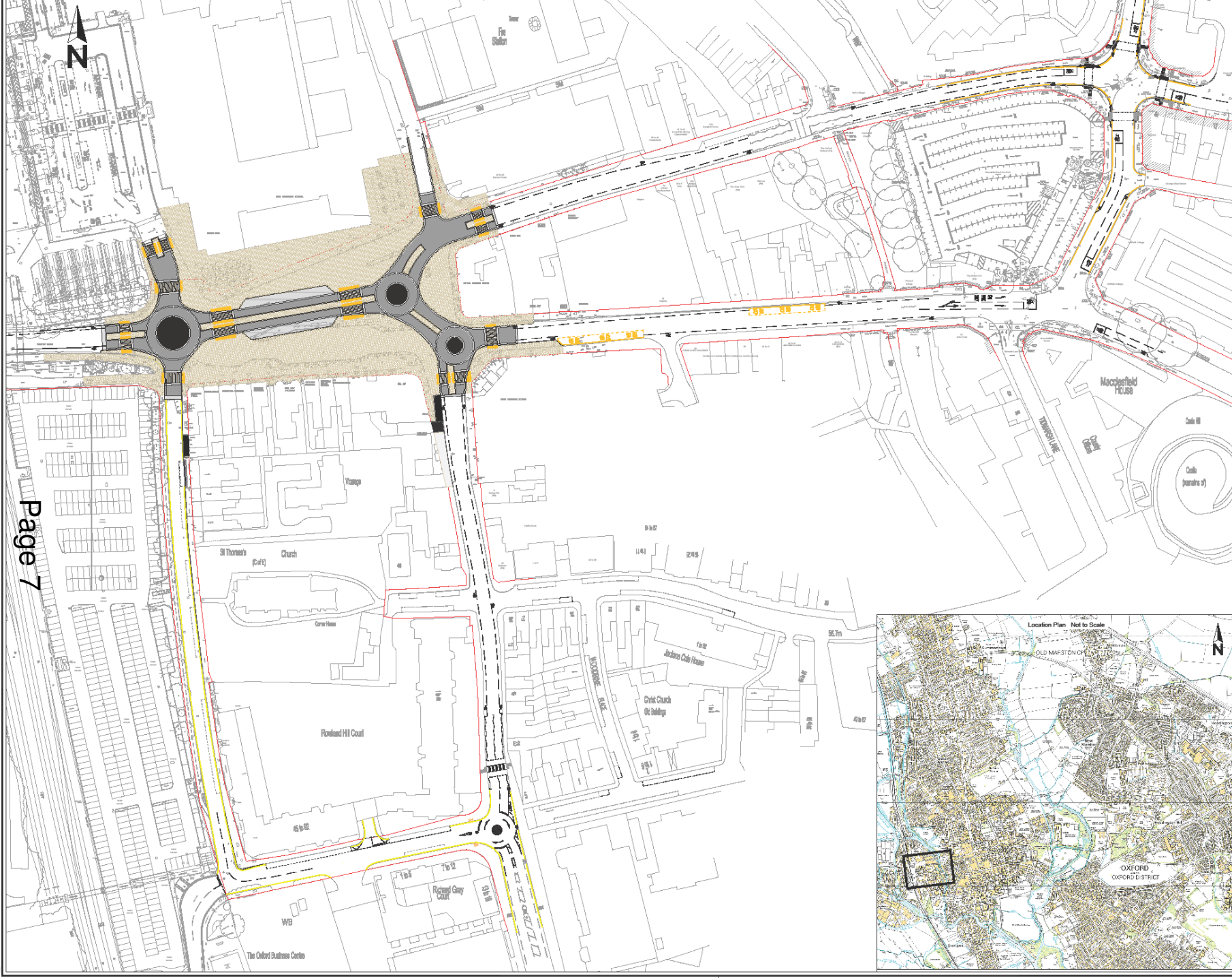
MARK KEMP

Deputy Director of Environment & Economy (Commercial)

Background papers: Consultation documentation

Contact Officer: Jim Daughton

July 2014



SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE INFORMATION NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS:

CONSTRUCTION
(ENTER 'NONE' IF APPLICABLE)

MAINTENANCE/CLEANING
(ENTER 'NONE' IF APPLICABLE)

USE
(ENTER 'NONE' IF APPLICABLE)

DECOMMISSIONING/DEMOLITION
(ENTER 'NONE' IF APPLICABLE)

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Rev.	Date	Purpose of revision	Drawn	Checked/Approved

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Project title: Transform Oxford
Frideswide Square
Transport & Public Realm

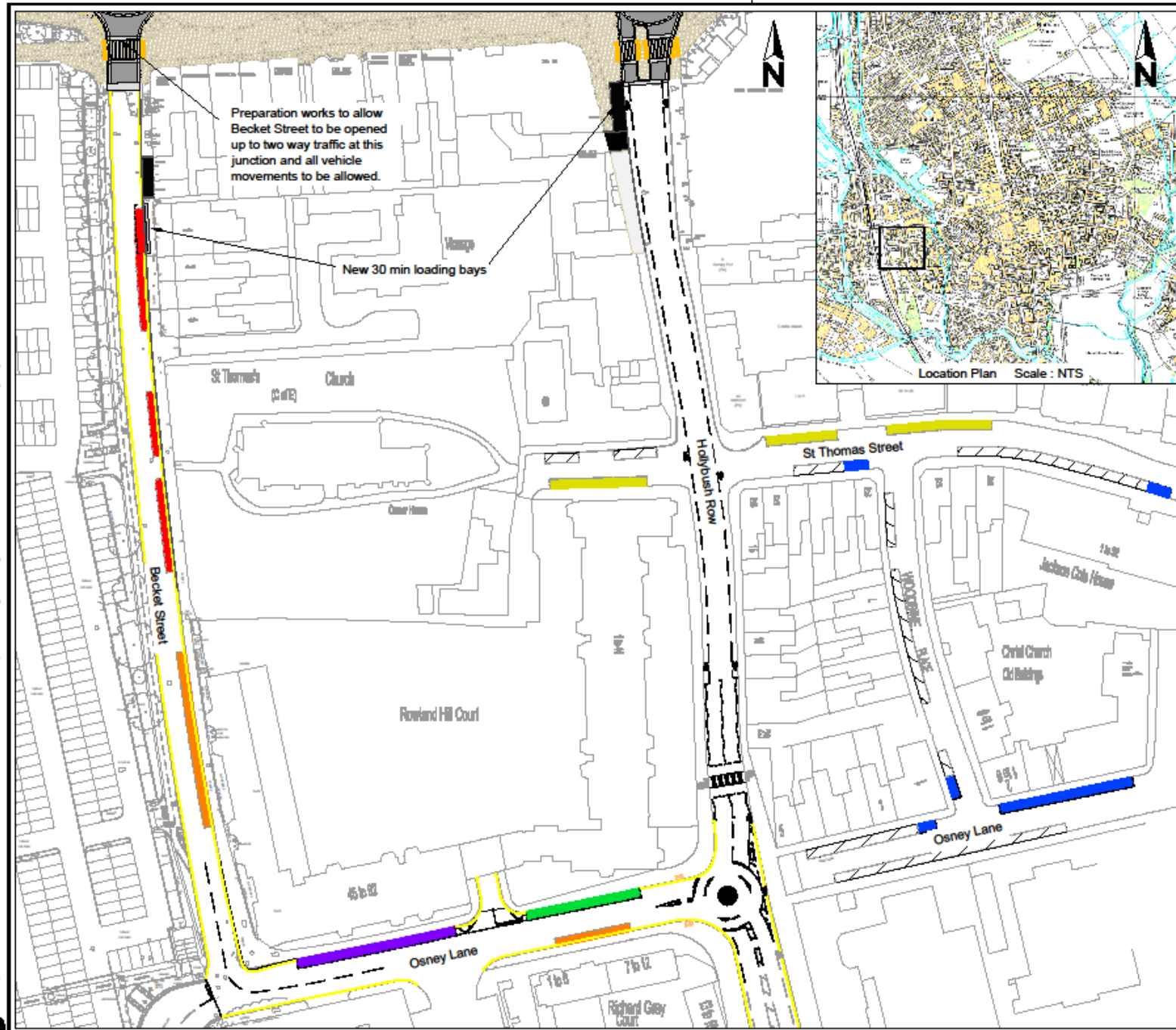
Drawing title: Frideswide Square
Becket Street & Worcester Street
Base Option
Annex 1

Drawing Status: Preliminary Design

Scale @ A1	Drawn by	Created by	Approved by	PG.
NTS	SRF	APW	PG.	
	Date drawn: 02.04.14	Date checked: 02.04.14	Date approved: 02.04.14	

Collaborative Project File & File Ref: S-000122

Drawing No.	Revision
S-000122-PR-000-002	0



Drawing No. S-000122-CON-000-003 Revision 0

- Key**
- Permit bays to be removed and relocated.
 - Proposed new permit bays.
 - Short term parking to be removed.
 - Short term parking to be changed to permit parking.
 - Proposed new short term 30 minute parking.
 - Existing parking to be changed to short term 1 hour parking.
 - Existing parking not affected.

- Notes**
- Existing loading restrictions on Hollybush Row and Oxpens Road to remain.
 - 60 metres of permit parking to be removed from Becket Street with 72 metres relocated in Osney Lane and Woodbine Place.

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Project title
Transform Oxford
Frideswide Square
Transport & Public Realm

Drawing title
Becket Street, Osney Lane & Hollybush Row TRO Changes
Annex 2

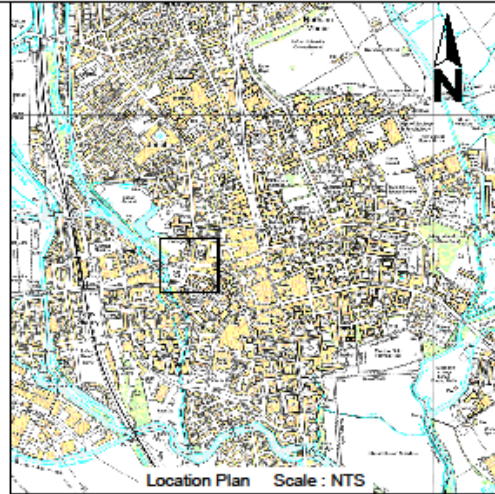
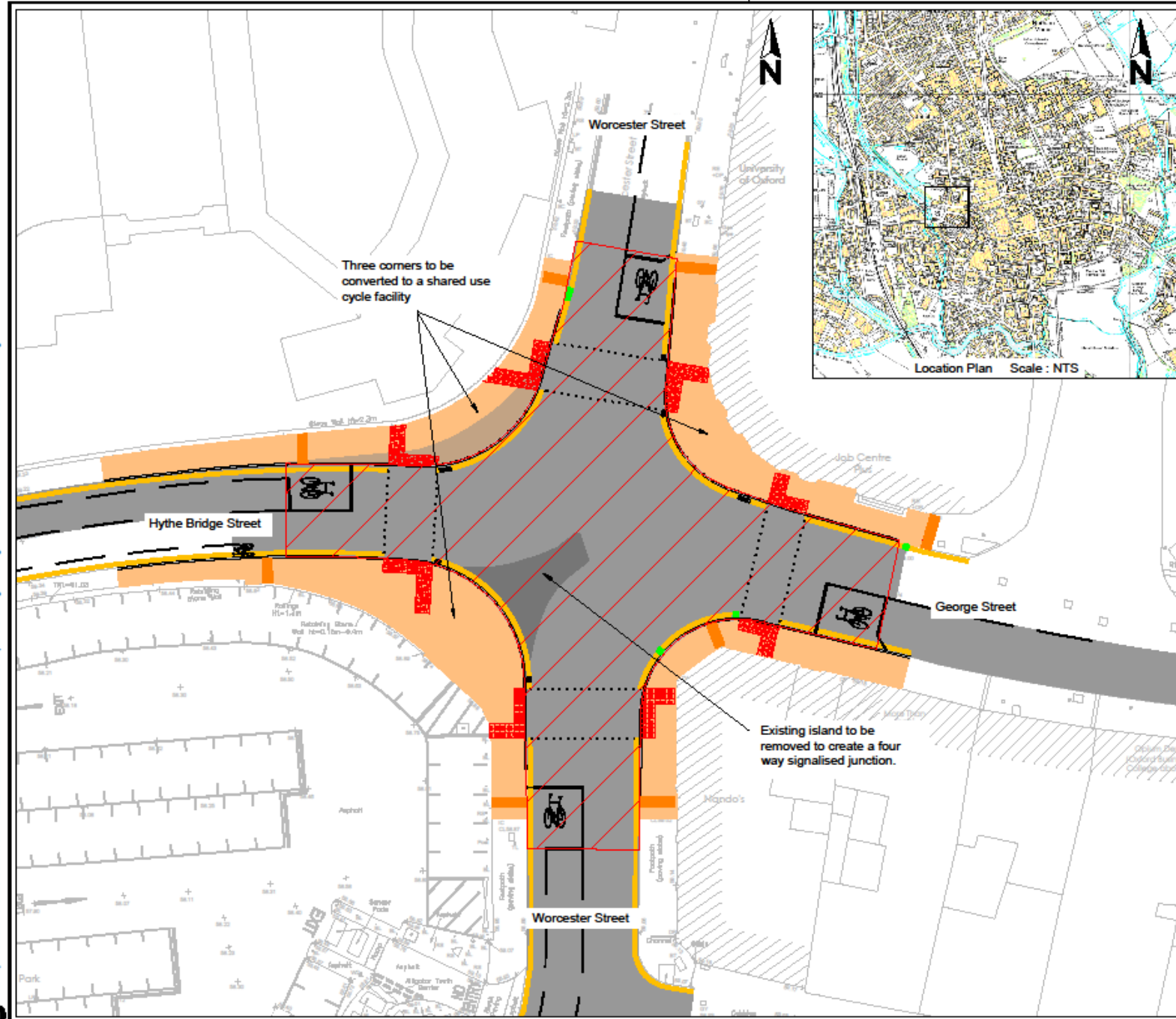
Drawing Status Consultation

Scale	Drawn by	Checked by	Approved by
NTS	SRF	APW	PG
	Date drawn 23.05.14	Date checked 27.05.14	Date approved 27.05.14

Customer Project No. & File No
S-000122

Drawing No. S-000122-CON-000-003 Revision 0

CMDE4



Drawing No. S-000122-CON-000-004 Revision 0

Key

- Area of footway works.
- Area of carriageway works.
- Island to be removed.
- No Loading at anytime.

- Notes**
- Hythe Bridge Street motor vehicle traffic to be restricted to left only, all movements allowed for cyclists.
 - Hythe Bridge Street and both Worcester Street crossing points to allow cyclist and pedestrian movements. George Street crossing point to be restricted to pedestrians only.

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved



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Project title
Transform Oxford
Frideswide Square
Transport & Public Realm

Drawing title
Worcester Street Junction
Annex 3

Drawing Status

Scale	Drawn by	Checked by	Approved by
NTS	SRF	APW	PG
	Date drawn 22.05.14	Date checked 27.05.14	Date approved 27.05.14

Customer's Project No. & Plan Ref
S-000122

Drawing No. S-000122-CON-000-004 Revision 0

Summary of comments received during Consultation

Respondent	Support proposal	Comments	Officer Comments
Cllr John Howson	Y	Raised issue of improved signing of pedestrian routes. Need to encourage more use of the existing pelican crossing on Hythe Bridge Street by pedestrians travelling from the station.	A signing strategy, both for vehicular traffic and pedestrians etc, will be developed and included in the final scheme.
Local resident	N	Concerned that the new four-way signalised junction would mean that pedestrians had to cross more than one carriageway in order to get from Hythe Bridge Street to George street and vice versa. Perceived delays to pedestrians.	Proposed junction is aimed at providing users with more options of routes available. The phasing of the new signals will mean there will be an 'all red' phase for traffic meaning pedestrians can cross 'all' arms at one time minimising delays. The implemented scheme will continue to be monitored on completion. Any adjustments identified as necessary can be made in the future.
OXTRAG	N	Concerned re. proposals to convert the small, narrow areas of footway at Worcester Street junction to shared use. Perceived delays to pedestrians at the new four-way signalised junction.	The proposal for shared use footways was aimed at providing users with route options and includes widening the footway on the north west side of the junction to make cyclists and pedestrians sharing space more comfortable. However, this is a common concern so it is recommended that these areas are not implemented at this stage and that signals are installed as pedestrian only at implementation and

CMDE4

Respondent	Support proposal	Comments	Officer Comments
			monitoring undertaken.
Guidedogs Association	N	Requested details of how the shared use areas will be highlighted. Asked to ensure that the push button boxes to the crossings all had the rotating tactile cone installed. Concerned over the half on carriageway, half on footway loading bays in that they need to be distinguished by the visually impaired.	As above comment. Push button units will be fitted with the rotating cone to assist the visually impaired. Further considerations are to be given to the loading bay demarcation prior to implementation.
OxPA	N	Cannot approve proposals which will sacrifice small adjacent residential streets to increased traffic flows which would also worsen an already unsatisfying experience for pedestrians. Would welcome a reduction in traffic flow. Other concerns as follows; i) how long a period will pedestrians have to wait to cross at the new signalised junction, ii) how will enforcement of the traffic restrictions on George Street be undertaken, iii) do not understand the need for shared use areas, iv) reduction in air quality, v) crossings are off desire lines making them less convenient.	i) Phasing of the signals will be set to minimise delays and disruption to all users and will also be monitored thereafter with adjustments made if necessary, ii) enforcement is key and those responsible for it have been and will continue to be involved as part of the project team, iii) The proposal for shared use footways was aimed at providing users with route options and includes widening the footway on the north west side of the junction to make cyclists and pedestrians sharing space more comfortable. However, this is a common concern so it is recommended that these areas are not implemented at this stage and that signals are installed as pedestrian only at implementation and monitoring undertaken, iv) traffic will increase in Becket Street and Osney Lane and so it is expected that air quality

Respondent	Support proposal	Comments	Officer Comments
			<p>will worsen there. However, there will be correspondingly less traffic in Frideswide Square and Hollybush Row as a result. And in any case, the full benefits of the Frideswide Square project are unlikely to be realised if some traffic was not re-routed along Becket Street and Osney Lane. In the longer term, as part of the Oxpens redevelopment, Becket Street is proposed to be continued straight on south through the site, to re-join Oxpens Road further to the south and east. In this scenario, Osney lane will become a minor side street and so volumes of traffic there will be less than they are even now. This will have a correspondingly positive impact on air quality.</p> <p>v) the intention is to offer as many options for crossing as possible throughout the area covered by the proposals.</p>
Oxford City Council	Y	<p>Supportive in principle but would like assurance on some details. i) Warning signing etc is required on approaches to the new mini roundabout at Osney Lane/Hollybush Row to ensure driver awareness of pedestrians and cyclists ii) consideration should be given to improving conditions for pedestrians adjacent to</p>	<p>i) (iii) & (v) Details of signing will be confirmed prior to implementation including cycle signage. ii) Detailed design of the proposals for Becket St/Osney Lane will consider if anything can be added to calm traffic as it takes the sharp corner near the footbridge. iv) The proposal for shared use footways</p>

CMDE4

Respondent	Support proposal	Comments	Officer Comments
		<p>the footbridge at the corner of Becket Street and Osney Lane, iii) inclusion of adequate cycle signing through the Square, iv) does not support shared use footways at the signalised junction. Consideration should be given to providing cycle bypasses (to permit left turn only cycling) at the junction where space permits, v) there is a need for a clear, easily understood signing strategy, vi) assurance required that the traffic modelling confirms that the junction will work and especially that it will not cause additional delays to buses.</p>	<p>was aimed at providing users with route options and includes widening the footway on the north west side of the junction to make cyclists and pedestrians sharing space more comfortable. However, this is a common concern so it is recommended that these areas are not implemented at this stage and that signals are installed as pedestrian only at implementation and monitoring undertaken. vi) Traffic modelling is currently predicting that there will be significant journey time savings for buses compared to the routes they currently use in and approaching the square</p>
Cllr Susanna Pressel	Y	<p>Concerns raised regarding the speed of vehicular traffic in the area and the proposals may result in them being increased further. Would rather see additional safe on-carriageway cycle facilities rather than the shared use footway areas proposed.</p>	<p>The existing 20mph speed limit for the area is to remain in place and the geometric layout of the proposals is aimed at keeping vehicle speeds below that speed, ideally 12-15mph. Even at quieter times, the road layout will make it difficult to drive any faster than this. It is recommended that shared use areas are not implemented at this stage.</p>
Resident, Rowland Hill Court (X2)	N	<p>Strongly objects to the proposal for changes on Becket Street and Osney Lane on the grounds of i) has an environmental impact assessment been undertaken, i.e. noise, pollution etc, ii) the tight</p>	<p>i) Traffic will increase in Becket Street and Osney Lane and so it is expected that air and noise quality will worsen there. However, there will be correspondingly less traffic in Frideswide</p>

Respondent	Support proposal	Comments	Officer Comments
		<p>bend to the corner of Becket Street and Osney Lane is unsuitable for large volumes of traffic, including lorries and buses, iii) are there plans for any traffic calming measures, iv) safety of pedestrians crossing Becket Street from the adjacent footbridge, v) impact on visibility of parked cars when exiting RHC, vi) no-one lives on the Square so why move traffic to a more populated area, vii) removing free visitors parking is unfair plus re-distributing to provide residents permit spaces (to which they are not allowed) is insulting.</p>	<p>Square and Hollybush Row as a result. The full benefits of the Frideswide Square project are unlikely to be realised if some traffic was not re-routed along Becket Street and Osney Lane. In the longer term, as part of the Oxpens redevelopment, Becket Street is proposed to be continued straight on south through the site, to re-join Oxpens Road further to the south and east. In this scenario, Osney Lane will become a minor side street and so volumes of traffic there will be less than they are even now. This will have a correspondingly positive impact on air and noise quality.</p> <p>(ii) and (iv) Detailed design of the proposals for Becket Street/Osney Lane will consider if anything can be added to calm traffic as it takes the sharp corner near the footbridge. Officers do not consider the current proposals to be unsafe – but will see if they can be further improved.</p> <p>(iii) traffic calming is not considered to be necessary at this stage. However, the scheme will of course be monitored post implementation. Part of the project contingencies will be set aside to deal with any changes post completion</p>

Respondent	Support proposal	Comments	Officer Comments
			<p>(v) Both Becket Street and Osney Lane fall within the current 20mph speed limit and this will remain. It is proposed to move the give-way line on exit from RHC forward to the limits of the on street parking thus improving visibility.</p> <p>(vi) many thousands of people walk through the square on a daily basis and are currently exposed to very poor air quality. The proposals are predicted to keep traffic flowing much better and therefore improving air quality for these pedestrians and other users of the square.</p> <p>(vii) Available space for on street parking has been allocated as fairly as practicable, within the constraints of available road space, between short stay and residents with permits.</p>
<p>Low Carbon South Oxford Transport Group</p>	<p>Y</p>	<p>Broadly support 4 way traffic signal junction but wish to see 'all red phase' for pedestrians to cross all arms at any one time. Object to the shared use footway areas. Would recommend monitoring after installation with adjustments if necessary. Safe routes for pedestrians and cyclists need to be considered at the corner of Becket Street and Osney Lane. Cycle measures are required at the proposed mini roundabout.</p>	<p>An 'all red' phase will be part of the phasing for the new junction arrangement. Shared use areas will not be implemented at this time. Monitoring of the whole range of measures implemented will be undertaken post completion. Cycle lanes and a cycle bypass facility have been included to the new mini-roundabout.</p>

CMDE4

Respondent	Support proposal	Comments	Officer Comments
Resident, Hythe Bridge Street	N	Objections include i) 4 way signals will incur delays to all users, ii) safe crossings for pedestrians are required, iii) increased congestion,	(i) Phasing of the signals will be set to minimise delays and disruption to all users and will also be monitored thereafter with adjustments made if necessary, ii) an 'all red' to traffic phase will be included to assist pedestrians and maximise desire lines, (iii) traffic modelling is predicting that overall congestion in the square and on its approaches will largely improve.
Road User	N	Proposals will increase the danger for pedestrians and cyclists and they mainly seem to be aimed at improving the free flow of motorised vehicles.	Scheme is aimed at providing improvements for all road users but within the constraints of the existing limits of the highway. The cycle facility to the west side of Becket Street is not being removed. Cycle lanes and a cycle bypass have been included on the approach to the mini roundabout. Post completion, the performance of the scheme will be closely monitored and adjustments made if any one mode of transport is being inappropriately over-provided for.

CMDE4

Respondent	Support proposal	Comments	Officer Comments
Business on Park End Street	N	<p>No consideration has been afforded to businesses, and residents, in the vicinity. Lack of residents parking, loading/unloading facilities, no disabled parking. What happens when a large vehicle breaks down at the railway bridge or blocks road while using loading bay? How will refuse vehicles serve the area. No public consultation has been undertaken and no communication on timescales. Daily schedule of works is required along with regular updates.</p>	<p>Available space for on street parking has been allocated as fairly as practicable, within the constraints of available road space, between short stay and residents with permits. Two new loading bays are being proposed to replace the one that currently exists. As part of the design refinement the possibility of adding some provision for blue badge holders in Becket Street and/or Hollybush Row will be investigated. This is the second round of consultation since April 2014. A communications plan for the project is being prepared as a matter of urgency. This will be aimed at regular communication with stakeholders, including residents and businesses, informing of work schedules, progress, key messages etc. Although the finer details of where refuse collections will take place is to be determined, it is envisaged that this will continue as it does at present with such vehicles using the bus bays. In addition, refuse vehicles will also be able to stop on Hollybush Row and Becket Street as at present.</p>
Business on Becket Street	N	<p>Concerned over i) the speed of vehicles, ii) Cars that will be accessing the station car park from Botley will queue back to</p>	<p>(i) 20 mph speed limit is to remain. Speeds on Becket Street post construction can be monitored and remedial</p>

Respondent	Support proposal	Comments	Officer Comments
		<p>the Square and cause delays, iii) lack of residents parking including disabled spaces, iv) behaviour of the pizza businesses with respect to non - compliance with loading restrictions etc, v) refuse collections, vi) safety of crossing point at the footbridge on Becket Street, vii) need to be kept more informed of proceedings.</p>	<p>action taken if there proves to be a high level of non-compliance of the speed limit. (ii) traffic modelling does not suggest this queuing will be a problem. However, it can be monitored, (iii) available space for on street parking has been allocated as fairly as practicable, within the constraints of available road space, between short stay and residents with permits. As part of the design refinement the possibility of adding some provision for blue badge holders in Becket Street and/or Hollybush Row will be investigated. (iv) enforcement of parking restrictions will continue to be undertaken. It is hoped that the proposals are simpler to enforce than at the current time. (v) accomodating refuse collections is a requirement of the design. Final details are being considered. (vi) Detailed design of the proposals for Becket Street/Osney Lane will consider if anything can be added to calm traffic as it takes the sharp corner near the footbridge. (vii) A communications plan for the project is being prepared as a matter of urgency. This will be aimed at regular communication with stakeholders, including residents and</p>

CMDE4

Respondent	Support proposal	Comments	Officer Comments
			businesses, informing of work schedules, progress, key messages etc.
CTC	Y	Considered that the proposals had given thought to helping cyclists at the Worcester Street junction. Shared use areas will help those less comfortable of using the road. Requested more detail of delineation of start/end of sections, delays to some bus services due to new signals junction, potential for a vehicle in the new loading bay on Hollybush Row to cause a pinch point to that approach, arrangements for pizza business as they often park in an obstructive manner to cyclists.	The proposal for shared use footways was aimed at providing users with route options and includes widening the footway on the north west side of the junction to make cyclists and pedestrians sharing space more comfortable. However, this is a common concern so it is recommended that these areas are not implemented at this stage and that signals are installed as pedestrian only at implementation and monitoring undertaken. Modelling shows there is an overall improvement in journey times across the network, both for buses and general traffic. Enforcement of parking and loading restrictions will continue to be undertaken.
Resident, Abbey Walk	N	Objects to removal of 'no entry' from Botley road to Becket Street as safety at the sharp corner of Becket Street and Osney Lane is already an issue along with speed of vehicles and safety of pedestrians.	Detailed design of the proposals for Becket Street/Osney Lane will consider if anything can be added to calm traffic as it takes the sharp corner near the footbridge, including additional signage.

CMDE5

Division: Wolvercote & Summertown

CABINET MEMBER FOR ENVIRONMENT– 24 JULY 2014

PROPOSED PARKING RESTRICTIONS – WOLVERCOTE

Report by Deputy Director for Environment & Economy (Commercial)

Introduction

1. This report considers objections to a formal consultation on proposals to introduce additional parking restrictions in several parts of Wolvercote village.

Background

2. The proposals in this report arise from concerns expressed by the Oxford Bus Company about the difficulties and delays experienced by buses on service 6 whilst negotiating the route through Wolvercote. The proposals supplement the restrictions which were introduced several years ago around Home Close and Rosamund Road to assist bus movements; since then the introduction of larger vehicles onto the route has brought further problems. Separately, there have been concerns raised with County Councillor Jean Fooks that uncontrolled parking in the vicinity of Jacobs Inn causes congestion along that part of Godstow Road. All the proposed restrictions are shown in the plans at Annex 1.

Formal Consultation

3. In May/June 2014 formal consultation took place on the proposals, with copies of the draft Traffic Regulation Order, statement of reasons, and a copy of the public notice deposited for public inspection at County Hall, and Summertown Library. At the same time, the Council wrote to local residents and businesses affected by the proposed changes and public notices were displayed at each site and in the Oxford Times.
4. Nine responses have been received from local residents objecting to or commenting on various elements of the proposals; raising concerns about the effect the restrictions will have on the parking that will remain and asking for additional restrictions. The responses are summarised at Annex 2 along with officer comments. In addition, the Oxford Bus Company has indicated their support for the measures specifically designed to assist their service and Thames Valley Police have no objections. County Councillor Fooks strongly supports the proposals.
5. A number of respondents are concerned that the proposals will make parking for residents more difficult and will lead to parking occurring in less suitable locations. To address this it is suggested that the length of

CMDE5

the proposed restrictions on Elmthorpe Road and on Godstow Road near the Common (the south side, west of the railway bridge) be reduced to allow some extra parking.

6. Other respondents are unsure that the proposed restrictions in the vicinity of Jacobs Inn address the problems which are occurring. In response it is suggested that the restrictions be implemented but that the situation be monitored.

Financial and Staff Implications (including Revenue)

7. The cost of all the proposed work under consultation will be met from S106 funds for the area.

RECOMMENDATION

7. **The Cabinet Member for Environment is RECOMMENDED to approve the proposed parking restrictions for Wolvercote as advertised but amended as described in this report.**

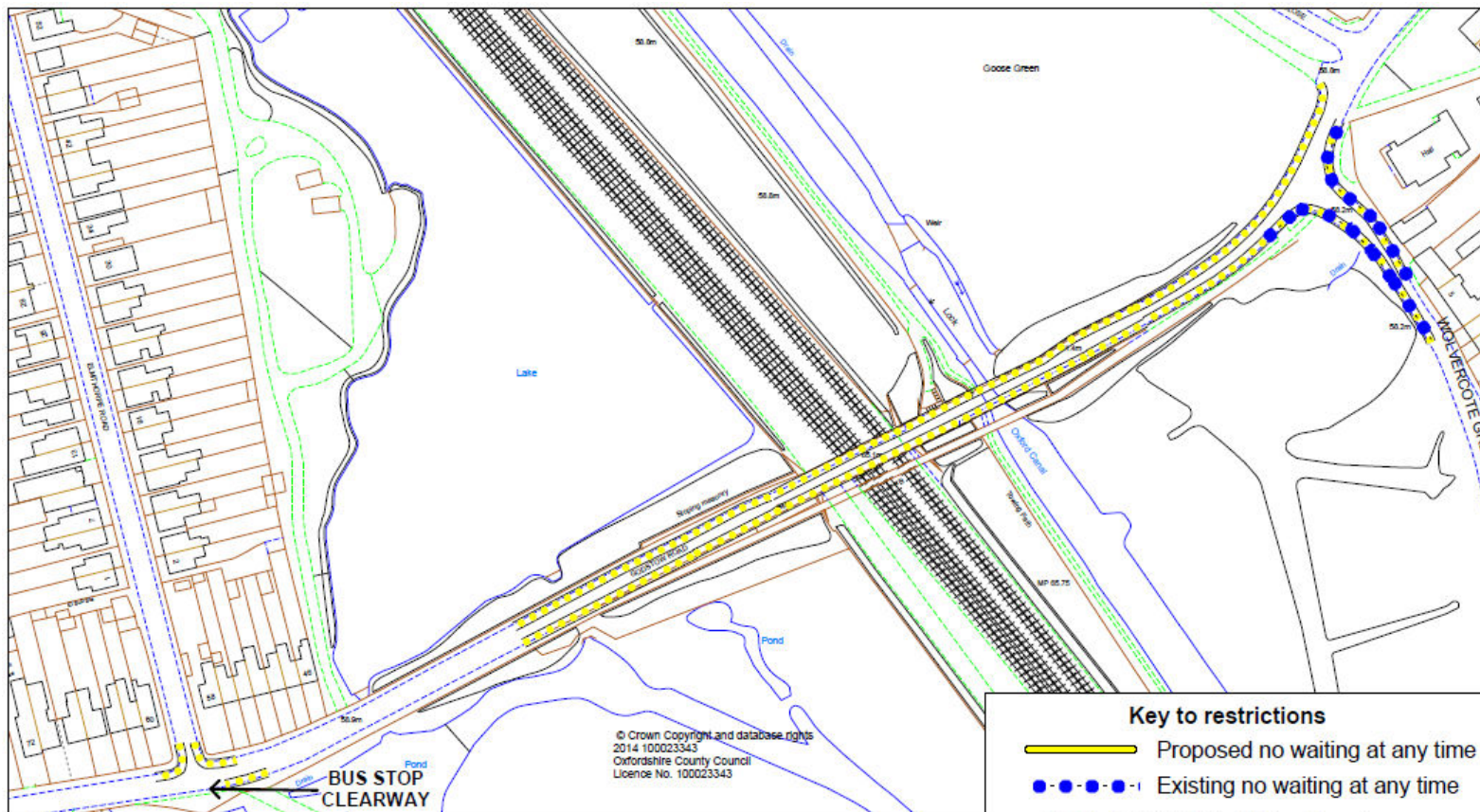
MARK KEMP


Deputy Director for Environment & Economy (Commercial)

Background papers: Consultation documentation

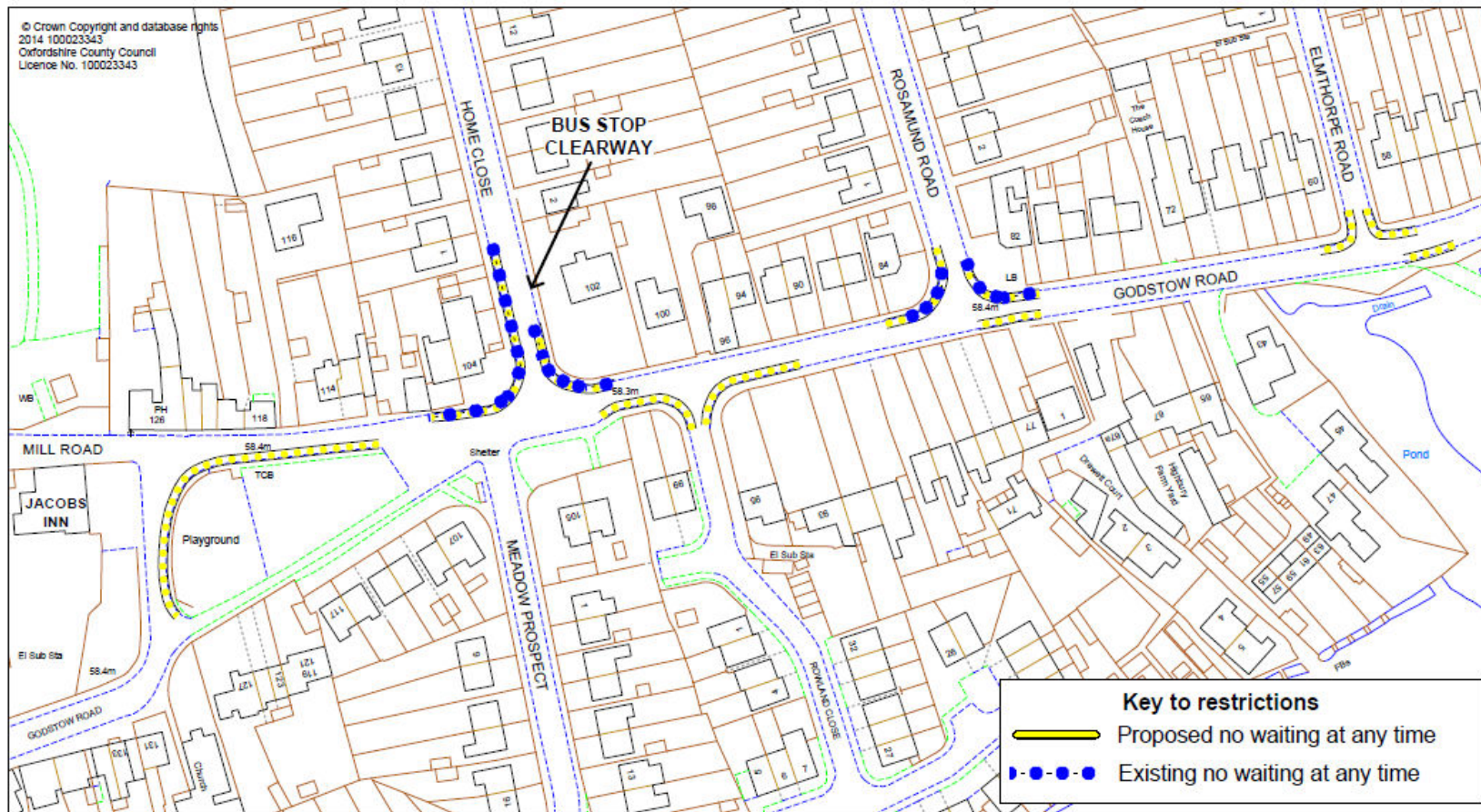
Contact Officers: Jim Daughton 01865 815803


July 2014



 <p>OXFORDSHIRE COUNTY COUNCIL ENVIRONMENT & ECONOMY www.oxfordshire.gov.uk</p>	<p>PROPOSED ADDITIONAL PARKING RESTRICTIONS GODSTOW ROAD, WOLVERCOTE</p>	SCALE	1 : 1500
		DATE	April 2014
		DRAWING No.	Sheet 1 of 2
		DRAWN BY	

CMDE5



 <p>OXFORDSHIRE COUNTY COUNCIL ENVIRONMENT & ECONOMY www.oxfordshire.gov.uk</p>	<p>PROPOSED ADDITIONAL PARKING RESTRICTIONS GODSTOW ROAD, WOLVERCOTE</p>		SCALE	1 : 1250
			DATE	April 2014
	DRAWING No.	Sheet 2 of 2		
	DRAWN BY			

RESPONSES TO CONSULTATION

RESPONDENT	COMMENT	RESPONSE
Resident (Godstow Road)	<p>Objects to proposed restriction on Elmthorpe Road as this will reduce parking availability for residents thus creating additional pressure on Godstow Road.</p> <p>Suggests additional restrictions on Godstow Road to ensure that vehicles only park on one side thus keeping the road clear for traffic.</p>	<p>In view of the comments received it is suggested that the proposed restrictions on Elmthorpe Road be reduced in length so that they simply keep the dropped kerbs free of parked vehicles.</p> <p>The proposed restrictions on Godstow Road are considered to be a reasonable balance between the needs of residents and allowing through traffic to progress but at an appropriate speed.</p>
Resident (Godstow Road)	<p>Objects to the proposed restrictions on Elmthorpe Road as this will reduce parking availability for residents without any benefit to through traffic.</p> <p>Objects to the yellow lines in the north side of Godstow Road as no-one parks there and they will be unsightly.</p> <p>Notes that having parked vehicles on the south side of Godstow Road (adjacent to the Common) provides informal traffic calming. Is concerned that removing parking will cause vehicles to travel faster causing safety concerns.</p>	<p>In view of the comments received it is suggested that the proposed restrictions on Elmthorpe Road be reduced in length so that they simply keep the dropped kerbs free of parked vehicles.</p> <p>The proposed restrictions on Godstow Road are considered to be a reasonable balance between the needs of residents and allowing through traffic to progress but at an appropriate speed. However, in the light of the responses received the proposed restrictions adjacent to the Common will be adjusted to allow some extra parking</p>
Resident	Generally support the proposals but has concerns that pressure for	Noted

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(Godstow Road)	parking in the vicinity of Jacobs well will increase the risk of collisions on Godstow Road.	
Resident (Godstow Road)	Supports the proposals to ensure the continuation of the bus service. Is concerned about the level of parking around Rowland Close - some of which blocks the footway - and suggests the restrictions are extended further into the Close.	Noted. This matter will be kept under review.
Resident (Godstow Road)	Concerned that the proposals will push parking along and make it even more difficult to manoeuvre out of their driveway (vehicles have already been damaged as a result of bad parking). Asks that the current white access protection mark be replaced with yellow lines to keep the driveway clear. Suggests that Wolvercote should have residents parking controls.	In view of the difficulties expressed and the local parking pressures arising from the popularity of Jacob's Inn, it is suggested that the current informal access protection marking be replaced with double yellow lines.
Resident (Wolvercote Green)	Generally supports the proposals but suggests that future needs should be taken into account when considering larger projects such as the Northern Gateway and 'Mill' site development.	Noted.
Resident (Rosamund Road)	The proposed parking restrictions on the bend by the children's playground doesn't deal with the real problem which is on the opposite side adjacent to (and caused by) Jacobs Inn which not only creates safety concerns due to lack of visibility but also tends to block the footway. Considers that the proposed extension to the restrictions west of Rosamund Road isn't sufficient to give drivers exiting that road sufficient visibility of oncoming traffic.	Parking, particularly at weekends, in this part of Wolvercote will be kept under review. The proposals are considered to be a reasonable balance between the needs of residents and allowing through traffic to progress but at an appropriate speed.
Resident (Godstow Road)	Notes that the vast majority of the cars parked along the affected stretches of road belong to local residents; the new restrictions will force them to park elsewhere, thus moving the problem to another part of Wolvercote. Suggests that a more relaxed view of granting planning consent for front garden parking spaces would help.	This may happen but the key aim of the proposals is to ensure that parking does not occur where it could prevent the bus service from running. This is a matter for the City Council.

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	<p>Considers that the proposed restrictions adjacent to the children's playground are pointless as no-one parks there - but there is lots of parking elsewhere in the vicinity caused by customers of Jacobs Inn. Notes that the new restrictions will be useless unless they are enforced - rarely sees a parking warden. Understands the problem buses have in making the turn into Rosamund Road and wonders if the current turning loop could be reversed or even abandoned and the previous arrangement where buses turned in wide part of Godstow Road could be used.</p>	<p>Parking, particularly at weekends, in this part of Wolvercote will be kept under review.</p> <p>The enforcement contractor will be required to patrol more regularly. The bus operator does not allow regular reversing in this type of location on safety grounds.</p>
<p>Resident (Godstow Road)</p>	<p>Fully in agreement with the proposals in the vicinity of Jacobs Inn. Concerned that the proposed restrictions in other areas of the village will be counter-productive as there will be less space for those wanting to park to visit the doctors' surgery or the village shop, and so they will park on the yellow lines. Appreciates the difficulties faced by the bus drivers but not convinced that these proposals will do anything to help. Suggests that Wolvercote needs to have a small car park.</p>	<p>Noted.</p>

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Divisions: Banbury Grimsbury & Castle, Banbury Calthorpe

CABINET MEMBER FOR ENVIRONMENT– 24 JULY 2014

PROPOSED PARKING RESTRICTIONS – VARIOUS LOCATIONS, BANBURY

Report by Deputy Director for Environment & Economy (Commercial)

Introduction

1. This report considers objections to formal consultations on proposals to introduce or amend parking restrictions in two separate areas of Banbury. Other proposed parking changes in the town which were advertised at the same time did not attract any objections and have therefore been approved under my delegated authority.

Background

2. The proposals in this report are for two separate and unconnected parts of Banbury.
3. The first of the proposals is intended to address the problems caused by commuter parking along Bankside. The extent of parking here has grown in recent times so that it is now causing significant danger and disruption to traffic flow, including the town bus service. Requests for action to deal with this matter have come from local Councillors, Thames Valley Police, Banbury Traffic Advisory Committee and Stagecoach. The Police report that they are issuing fixed penalty notices to those cars which park in the most dangerous positions, but would like there to be a more permanent solution. The proposed restrictions along Bankside (Annex 1) do allow for some parking space to remain but in the section of road where it is likely to cause least disruption and danger.
4. The other proposal is for parking restrictions in the vicinity of a new residential development in Foundry Street (off Warwick Road). The development includes a new footway which will narrow part of the road and, as a result, any parking could make access difficult for large vehicles including fire appliances. The proposed restrictions Annex 2 would remove all parking in the cul-de-sac part of Foundry Street and also along the development frontage in the main part of Foundry Street. The developer has previously carried out informal consultation with existing residents of the cul-de-sac and reports support for the proposed changes there.

Formal Consultation

5. In May/June 2014 formal consultation took place on the proposals, with copies of the draft Traffic Regulation Order, statement of reasons, and a copy of the public notice deposited for public inspection at County Hall, and Banbury Library. At the same time, the Council wrote to local residents and businesses affected by the proposed changes and public notices were displayed on site and in the Oxford Times.
6. Three responses were received to the proposals for Bankside – these are summarised at Annex 3. Councillor Dhesi is in support but two residents of Newbold Close object to the retention of any parking on the road. In response it is felt that removal of all parking is likely to lead to intrusion into residential streets such as Newbold Close and that the proposal should be implemented as advertised.
7. Seven responses were received to the proposals for Foundry Street – summarised at Annex 3. Two of these are from businesses on the nearby section of Warwick Road who are concerned that the loss of parking on the cul-de-sac section of Foundry Street will have a serious effect on staff and customer parking. Five responses are from residents of Foundry Street, two of whom are objecting to the loss of parking for residents and the remainder make comments on the proposal and suggestions for other changes.
8. In the light of these objections it is suggested that the proposals be amended to allow parking to continue at the southern end of the cul-de-sac (Annex 4) which will allow some parking to continue where the road layout is not being changed by the new development.

Financial and Staff Implications (including Revenue)

9. The cost of the proposed works described in this report will be met through developer funding.

RECOMMENDATION

7. **The Cabinet Member for Environment is RECOMMENDED to approve the proposed parking restrictions for the two areas of Banbury as advertised but amended as described in this report.**

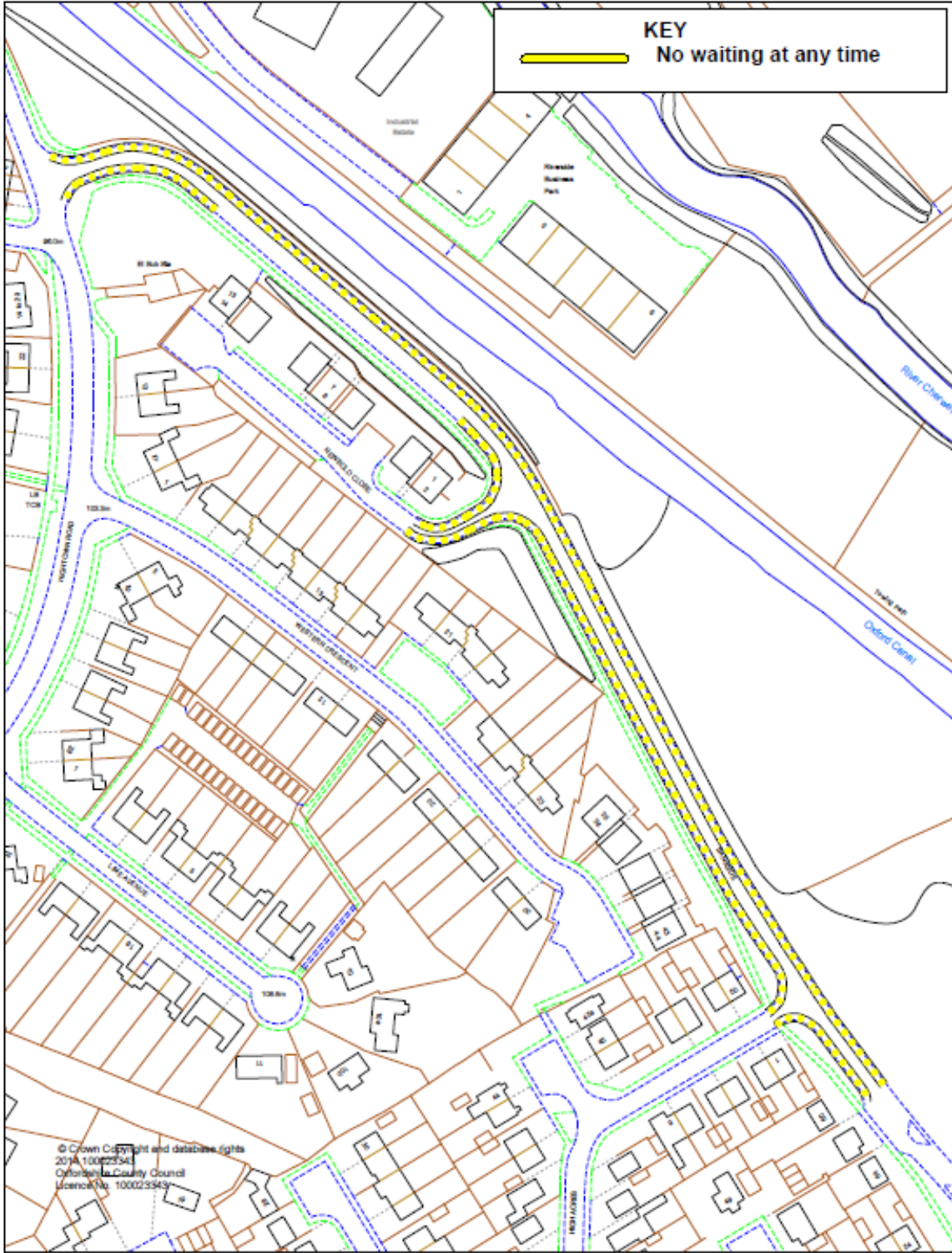
MARK KEMP

Deputy Director for Environment & Economy (Commercial)

Background papers: Consultation documentation

Contact Officers: Jim Daughton 01865 815803

July 2014

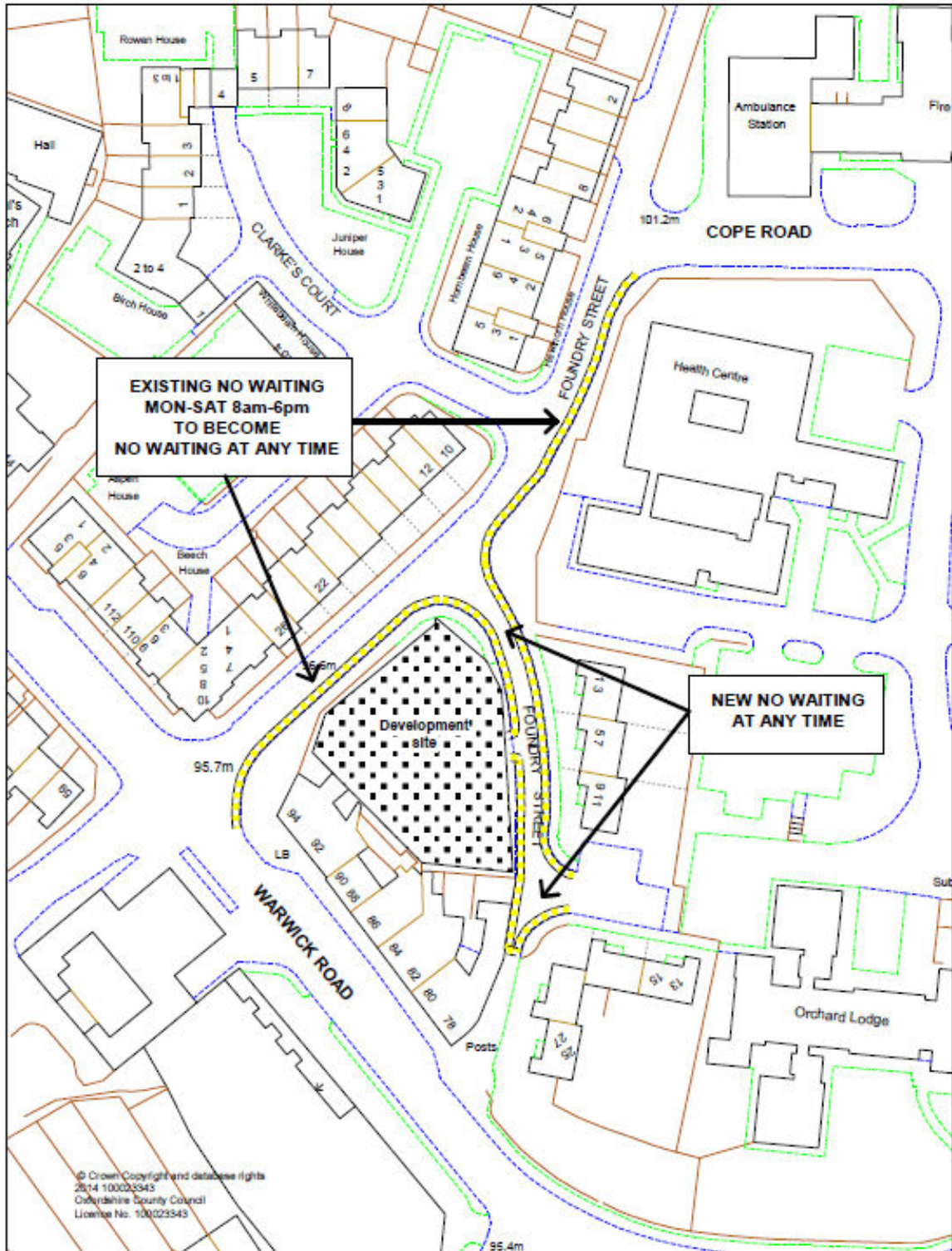


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**PROPOSED PARKING RESTRICTIONS
BANKSIDE, BANBURY**
(for clarity, existing restrictions are not shown)

SCALE	1 : 1500
DATE	May 2014
DRAWING No.	Rev 1
DRAWN BY	



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**PROPOSED PARKING RESTRICTIONS
FOUNDRY STREET, BANBURY**
(for clarity, existing restrictions are not shown)

SCALE	1 : 850
DATE	May 2014
DRAWING No.	
DRAWN BY	

RESPONSES TO CONSULTATION

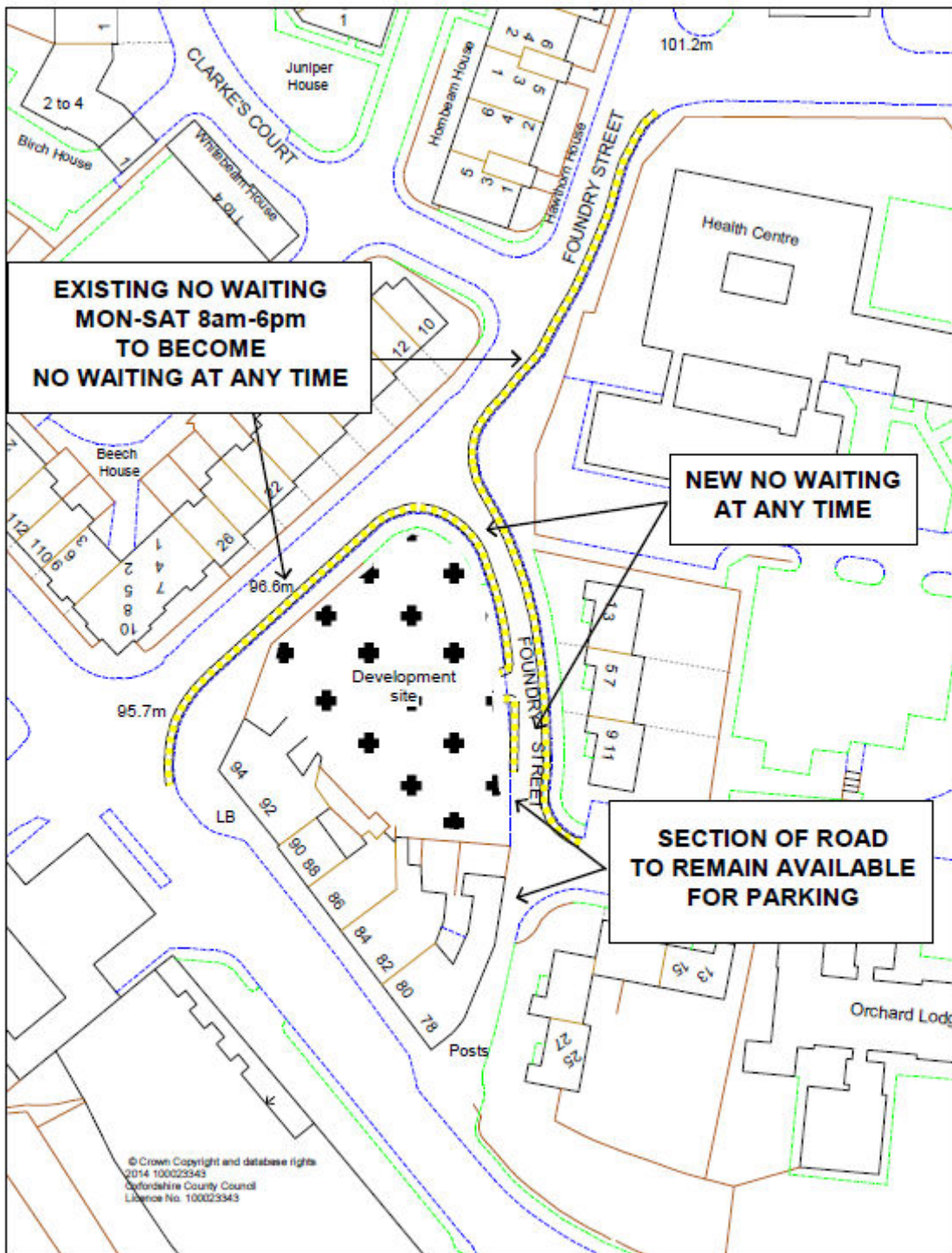
BANKSIDE		
RESPONDENT	COMMENT	RESPONSE
County Councillor Dhesi	Welcomes the proposal - many cars park on Bankside which obstructs vision of oncoming traffic; it is amazing that there have not been accidents.	Noted.
Resident (Newbold Close)	Angry with the problems of non-residents parking in Bankside and Newbold Close - many other residents of Bankside are also concerned. It is dangerous for cars exiting Newbold Close and there have been some near misses. Problem is even worse if there is an incident on the motorway and traffic diverts. Doesn't understand why some parking is allowed to remain.	The proposals are designed to address the danger caused by the parking on Bankside whilst recognising that removal of all parking is likely to lead to intrusion into residential streets such as Newbold Close.
Resident (Newbold Close)	It is ridiculous to leave parking on Bankside where it causes the most nuisance - all parking here should be stopped.	The section of parking that will remain is where there is adequate visibility and space for moving traffic to manoeuvre. Removal of all parking is likely to lead to intrusion into residential streets such as Newbold Close.
FOUNDRY STREET		
Business (Warwick Road)	Strong objections to the proposal due to concerns that it will create additional pressure on parking availability on Warwick Road for customers to local shops and also residents & employees will have even fewer places to park.	Some restrictions are needed on the cul-de-sac section of Foundry Street to assist egress from the parking area of the new development and to accommodate a proposed new footway. In view of



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		the concerns expressed it is suggested that the proposals be amended to allow parking to continue at the southern end of the street.
Business (Warwick Road)	Objects as the proposals will lead to extra parking pressure on Warwick Road which will make it more difficult for customers to access the business. The new development will increase the number of residents needing to park which will make the situation worse. Asks that the section of parking on Warwick Road be designated for business use only.	Some restrictions are needed on the cul-de-sac section of Foundry Street to assist egress from the parking area of the new development and to accommodate a proposed new footway. In view of the concerns expressed it is suggested that the proposals be amended to allow parking to continue at the southern end of the street. The parking on the section of Warwick Street where the business is located already has a 30-minute restriction which, by preventing long-stay parking, is designed to assist the businesses in the area.
Resident (Foundry Street)	Objection to proposal due to belief that this will increase the problem of finding somewhere to park.	Some restrictions are needed on the cul-de-sac section of Foundry Street to assist egress from the parking area of the new development and to accommodate a proposed new footway. In view of the concerns expressed it is suggested that the proposals be amended to allow parking to continue at the southern end of the street.
Resident (Foundry Street)	Objection to proposal due to belief it will increase problems especially in the evening and at weekends, especially when taking into account new development.	Some restrictions are needed on the cul-de-sac section of Foundry Street to assist egress from the parking area of the new development and to accommodate a proposed new footway. In view of the concerns expressed it is suggested that the proposals be amended to allow parking to continue at the southern end of the street.

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Resident (Foundry Street)	As the new development will bring in more cars then surely there should be somewhere for them to park.	The new development will provide parking for residents in accordance with current standards
Resident (Foundry Street)	Concerned that the proposed restrictions will not be enforced and the existing limited spaces for the existing elderly residents will be overwhelmed.	Enforcement is currently the responsibility of Thames Valley Police.
Resident (Foundry Street)	Suggests that the proposed double yellow lines on the through part of Foundry Street be swopped to the opposite side as there is a lot of through traffic cutting through.	This suggestion will be held on file and considered when parking restrictions are next reviewed in this area.



 <p>OXFORDSHIRE COUNTY COUNCIL Environment & Economy www.oxfordshire.gov.uk</p>	 <p>PROPOSED AMENDMENTS TO PARKING RESTRICTIONS FOUNDRY STREET, BANBURY</p>	SCALE	1 : 700
		DATE	JULY 2014
		DRAWING No.	
		DRAWN BY	

CMDE7

Divisions: Witney South & Central

CABINET MEMBER FOR ENVIRONMENT– 24 JULY 2014

PROPOSED AMENDMENTS TO PARKING RESTRICTIONS – CORN STREET, WITNEY

Report by Deputy Director for Environment & Economy (Commercial)

Introduction

1. This report considers objections to a formal consultation on proposals to amend parking restrictions in part of Corn Street in Witney.

Background

2. The proposals in this report were developed with officers from West Oxfordshire District Council in response to requests to provide more flexible parking for residents and those visiting the area. In addition, by providing additional unrestricted parking in Corn Street it was hoped that there would be a reduction in the level of commuter parking on adjacent narrow side streets. The proposed restrictions are shown on the plan at Annex 1.
3. The key changes to the parking restrictions and layout are proposed to be the removal of almost all time-limited parking and to allow unrestricted daytime parking on the south side of Corn Street (west of Swingburn Place). To achieve the latter without causing disruption to traffic flow requires the parking on the north side to become formal footway parking – the footway in this part of Corn Street is particularly wide and so it was considered suitable, even though this arrangement has not previously been used in Witney.

Formal Consultation

4. In May/June 2014 formal consultation took place on the proposals, with copies of the draft Traffic Regulation Order, statement of reasons, and a copy of the public notice deposited for public inspection at County Hall, and the District's Town Centre shop. At the same time, the Council wrote to local residents and businesses affected by the proposed changes and public notices were displayed on site and in the Oxford Times.
5. Eleven responses were received to the proposals and these are summarised at Annex 2. The Police and Fire Service do not object to the changes and the Town Council (through its Traffic Advisory Committee) welcome the additional parking spaces. One business located in this part of Corn Street has asked that the parking outside the shop continues to have a 2-hour limit to provide an opportunity for customers to park.

CMDE7

6. However the majority of respondents either object to or are very concerned about the proposed introduction of footway parking. In addition several respondents from the south side of Corn Street object to the introduction of daytime parking outside their properties, citing the potential loss of daylight and increased noise nuisance.
7. These responses, in particular the issues around footway parking, have been discussed with County Councillor Laura Price. Whilst noting the benefits there will be to residents of adjoining streets by providing all day parking on Corn Street (which is a wider road and much more suitable for parking), Cllr Price does not consider that these outweigh the dis-benefits that arise from partial footway parking and have been expressed by many responders. Consequently she does not support the proposals as advertised.
8. In the light of these objections it is suggested that the proposals be amended so that parking on the north side of Corn Street remains on the carriageway and as a consequence the proposed additional parking on the south side does not proceed. The proposal to allow parking in this part of Corn Street to become unrestricted should continue, apart from the short section outside 154-158 Corn Street (which would retain a 2-hour limit). As a consequence there will be unrestricted parking available in this part of Corn Street which will be of benefit to residents of the area. The revised scheme is illustrated at Annex 3.

Financial and Staff Implications (including Revenue)

9. The cost of the proposed work under consultation will be met from the budget for minor traffic measures.

RECOMMENDATION

7. **The Cabinet Member for Environment is RECOMMENDED to approve the proposed parking restrictions for part of Corn Street, Witney as advertised but amended as described in this report.**

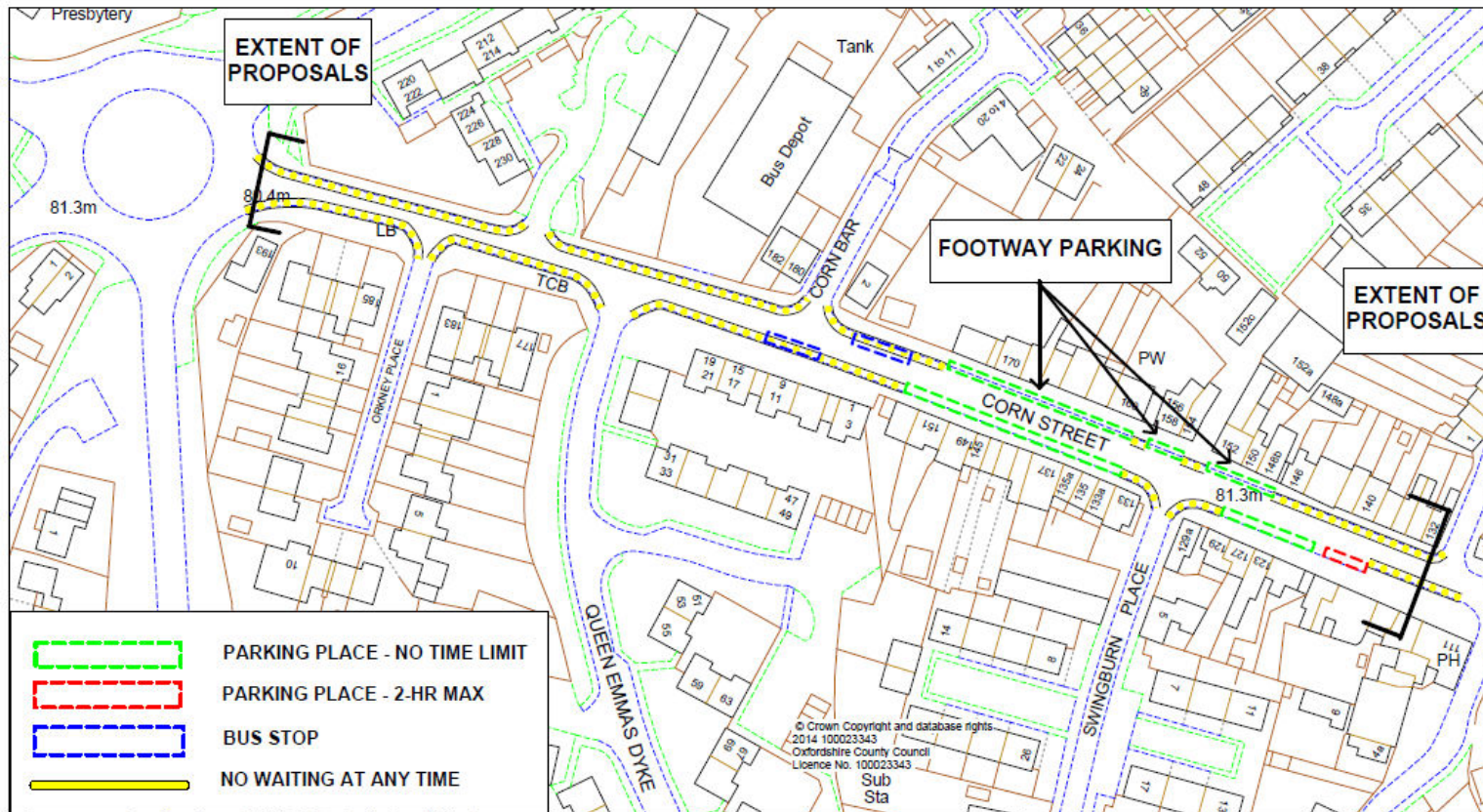
MARK KEMP


Deputy Director for Environment & Economy (Commercial)

Background papers: Consultation documentation

Contact Officers: Jim Daughton 01865 815803

July 2014



 <p>OXFORDSHIRE COUNTY COUNCIL ENVIRONMENT & ECONOMY www.oxfordshire.gov.uk</p>	<p>CORN STREET, WITNEY PROPOSED RESTRICTIONS</p>	SCALE	1 : 1250
		DATE	MAR 2014
		DRAWING No.	
		DRAWN BY:	

RESPONSES TO CONSULTATION

RESPONDENT	COMMENT	RESPONSE
Thames Valley Police	Thames Valley Police have no objection to the order.	Noted.
Fire and Rescue Service	Have no concerns over the proposed changes as long as it doesn't restrict the width of the road causing any delays in their ability to respond to incidents in the affected area.	The proposals do not affect the overall road width available.
Witney Town Council (Traffic Advisory Committee)	<p>The additional parking proposed is welcomed but the pavement parking on the north side is a cause for concern in that the pavements were not being changed; people might walk into cars and injure themselves; it may increase the risk of damage to cars.</p> <p>Currently residents and businesses in and around Corn Street are parking in the side streets which is drawing consternation from those residents who are finding increasing obstruction to parking and access to their properties resulting in a near one way system around Swingburn Place, Orchard Way and the Crofts, Queen Emma's Dyke, Corn Bar and Holloway Road.</p> <p>Concern that there was no proposal to alter the traffic island between 115 and 134 Corn Street which has previously and continues to cause, a high number of accidents and would be better removed and narrowing the sides of the road to make the parking bays safer.</p> <p>Concern about the possibility that the parking could be used as a commuter zone with 24/7 parking with cars being left all day/weeks which potentially could defeat any benefit of having the additional parking with a negative effect for Corn Street and the side streets.</p> <p>Would further like to see the "no limit" parking extended further west towards the roundabout and support for the residents and businesses whom would be happy to</p>	<p>Formal footway parking, where bays are marked out to show the limits of where vehicles can park, works successfully in many places, including parts of Oxford.</p> <p>This is one of the problems that the proposals are trying to address.</p> <p>This will be the subject of a separate investigation.</p> <p>This is a risk, but only by removing the current 2-hour limit will residents be able to park all day.</p> <p>Extending the proposal further west would risk interfering with traffic flow in the vicinity of the</p>

CMDE7

	<p>pay a nominal fee for a parking exemption to be allowed to park their cars longer than 2 hours in Corn Street thus freeing up parking in the side streets along with further proposals to improve parking between the town centre West towards the New Inn.</p>	<p>roundabout and the bus garage. There are no proposals to introduce residents parking (in whatever guise) in Witney.</p>
<p>Resident/Business (Corn Street)</p>	<p>The present parking restriction outside the shop premises and on either side for a considerable distance, is a 2 hour permitted parking between 8am-6pm Monday to Saturday. Would appreciate being allowed to retain a 2hr permitted parking outside the shop, should these proposals go ahead. It is imperative for customers to have a chance of parking and indeed for access to loading and unloading. With ever increasing properties becoming multi-occupancy, parking is becoming a nightmare and footway parking seems a dangerous solution. Corn Street is a very busy pedestrian thoroughfare particularly for school children. Perhaps some sort of 'residents' permits' would solve the problem.</p>	<p>It is suggested that this request be acceded to and the proposals amended accordingly. There are no proposals to introduce residents parking in Witney.</p>
<p>Resident (Corn Street)</p>	<p>Strongly objects to the proposals to allow pavement parking in a large section of Corn Street. Is shocked that the Council feels it is the right thing to do when many groups of pavement users are constantly being put in danger by cars parked on pavements. The people who will be compromised in Corn Street will be elderly people with walking aids, children in buggies, disabled people who are visually impaired or using wheelchairs, small children coming out of school on their scooters and older young people pushing their bikes down the hill. This is a very busy pathway needing all the space it can get. Is an electric chair user and uses the pavement from the bottom of Corn Street every day into town. Has to be vigilant at all times because the chair is powered of course and children and people don't look where they are going. Often has to stop to let the young ones by on their tiny scooters that move very fast. How can parents police their little ones when suddenly there is no kerb to guide them, instead cars half parked on the pavement? It is very dangerous and an accident waiting to happen. What if a child is by the kerb and a car drives up and continues onto the pavement to park? The child will be very confused by this. If parents and children need to cross Corn Street when they are half way down they will be sandwiched between parked cars and road users can easily not see them in time. Disabled people have battled with the idea of pavement parking for years and the problem is increasing. Lives in an area where the pavement is constantly filled with small lorries and white</p>	<p>Formal footway parking, where bays are marked out to show the limits of where vehicles can park, works successfully in many places, including parts of Oxford. Partial footway parking is only being proposed where the footway is particularly wide. The experience where formal footway parking has</p>

CMDE7

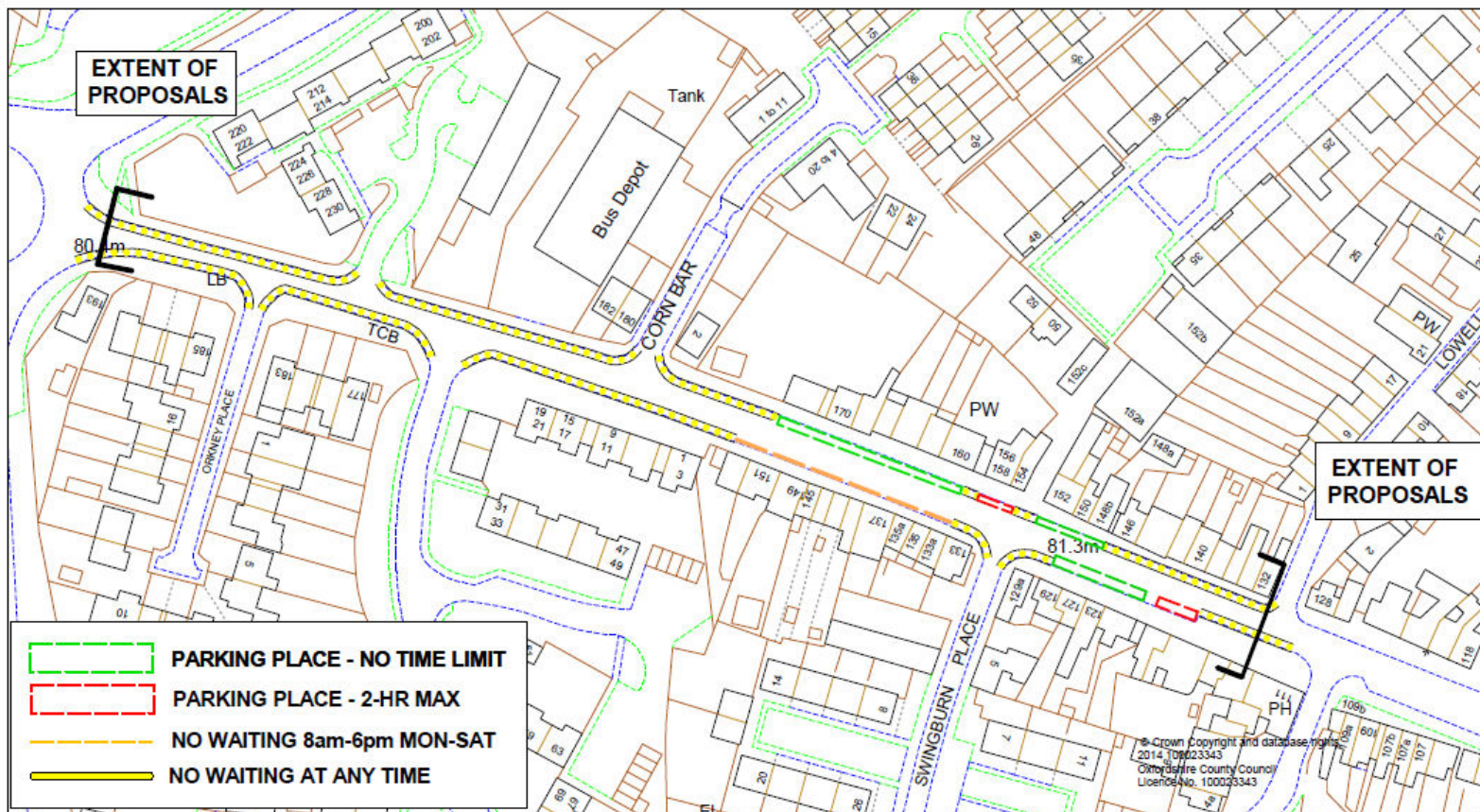
	<p>vans, the pavement is full of holes where the lorry turns every day to park and the street is lined with cars parked on the pavement. If such people see pavement parking just up the road they will think it is fine and our situation will become worse and serious. Your actions render us powerless as you give permission to car owners to use the pavement.</p> <p>The Council should not be encouraging pavement parking only in very exceptional circumstances and this is not the case in Corn Street. The proposals are entirely inappropriate and must not be implemented if we are to stay safe up and down Corn Street. The Officers in Oxford have no idea of the culture of Witney and how we function daily up and down the street and that is why they come up with ideas that do not fit our town.</p>	<p>been introduced in a number of streets is that there has been no increase in the level of complaints about footway parking elsewhere.</p> <p>The proposal for footway parking is to enable additional long stay parking on Corn Street rather than in the adjacent side streets which are less suitable.</p>
<p>Resident (Corn Street)</p>	<p>Objects to the proposal on the following grounds:</p> <ul style="list-style-type: none"> • Footway parking on both sides of Corn Street approx. between property numbers 133-170 will negatively impact the character of the street. • The scale of the changes is unnecessary – there is often enough parking available within the existing spaces, or otherwise at Swingburn Place or Queen Emma’s Dyke. • Noise caused by engines, opening and closing doors and the drivers and passengers of vehicles will be highly audible from within these properties, many of which open onto the street. • No time limit restrictions on these places mean it is likely that those working in the area (for example, at the bus garage) will take advantage of these spaces and take precedence over residents. • The ability to load and unload directly outside my house, currently permitted, will be reduced, as it is likely other vehicles will be parked. 	<p>The proposals would only allow footway parking on one side of Corn Street. This is not the view of those who have made representations for the provision of extra parking.</p> <p>Parking is currently allowed in the evening on the south side of Corn Street so this noise could be occurring at night now.</p> <p>This is a risk, but only by removing the current 2-hour limit will residents be able to park all day.</p> <p>There will be sections of double yellow line at either end of the parking bay which can be used for loading.</p>
<p>Resident (Corn Street)</p>	<p>Objects to the proposed changes in parking on Corn Street.</p> <p>There is currently a single yellow line on the south side outside my property. The changes would mean that there would be parking spaces directly outside.</p> <p>My property and the 2 further up the road towards town have very low front windows and my first concern is that vehicles parking outside would affect the light coming into the front of my property on the ground floor - particularly because of the low window height - there are daily 2 to 3 large transit size vans that use the parking spaces that are at this end of the street and if they were to park in front of my property it would affect light drastically.</p> <p>My second concern is an increase in the noise from parking cars and opening and shutting doors late at night outside the house.</p>	<p>The proposed parking bays would be limited to cars and small vans which would limit the affect described.</p> <p>Parking is currently allowed in the evening on the south side of Corn Street so this noise could be</p>



CMDE7

	<p>My third concern is that of a safety one for crossing the road which is currently fairly easy as the line of sight both up and down the road is very good, allowing you to cross in safety when the way is clear. Cars parking on both sides of the street would affect the vision for pedestrians in this area crossing the street.</p> <p>My fourth concern is that the parking spaces will not be available for residents to use as they will be taken by the drivers of the buses (also coming and going at unusual hours), long stay shoppers using them and walking to town to avoid the 3 hour spaces in town and also commuters parking in them and then using the bus to go to Oxford for the whole day - All of these users would take the spaces outside the houses for long periods every day.</p> <p>Lastly, as it stands currently if on the odd occasion I need to drop something large or heavy from a vehicle through my front door, I am able to pull a vehicle up to the front of the house and unload, before moving the vehicle away, with parking spaces outside the front, cars parked there would prevent this from being able to happen for myself and also my other neighbours on this side of the road that do not have rear access to their houses.</p>	<p>occurring at night now.</p> <p>Increased levels of parking would probably make crossing the road more difficult but there would still be no parking near the bus garage and the pedestrian refuge east of Swingburn Place.</p> <p>This is a risk, but only by removing the current 2-hour limit will residents be able to park all day.</p> <p>There will be sections of double yellow line at either end of the parking bay which can be used for loading.</p>
<p>Resident (Swingburn Place)</p>	<p>Thinks the idea of parking on the pavements is dangerous as it already happens and cars and vans now drive on these footpaths.</p> <p>People ride bikes, also powered wheelchairs, prams, pushchairs and people trying to walk on the path, all that will happen is traffic will go much faster on Corn Street, it is hard to cross now.</p> <p>It will result in the public having to walk in the road (the safest place) as paths will get more broken than they are now. Come along Corn Street and look at the cars parked on the pavement all illegal but never anything done why because in this area they park anywhere anytime and never anything done.</p>	<p>Formal footway parking, where bays are marked out to show the limits of where vehicles can park, works successfully in many places, including parts of Oxford.</p>
<p>Resident (Corn Street)</p>	<p>Requests an amendment to the proposed footway parking in the vicinity of No. 148B so as not to obstruct the entrance to 148A.</p>	<p>This minor change can be made if the scheme is implemented.</p>
<p>Resident (Corn Street)</p>	<p>Concerned that commuters will park in the no limit parking all day and get the bus as they do in the surrounding streets. Perhaps if there was a 4- 6 hour max and no return for 30 mins that would deter the commuters.</p>	<p>This is a risk, but only by removing the current 2-hour limit will residents be able to park all day.</p>

CMDE7

<p>Resident of Charlbury</p>	<p>Objects to the proposal to allow parking on the pavement in Com Street, Witney. Is of the view that pavements are for people and not motor vehicles. This is particularly important in this street as it is used daily by large numbers of children en route to and from the Batt and Henry Box schools. The combination of small children, including under 5's and cars is surely a disaster waiting to happen. Vehicles should never be on pavements as they cause damage and are an obstacle for those with limited mobility, the disabled, mothers with buggies and most importantly, those with visual impairment.</p>	<p>Formal footway parking, where bays are marked out to show the limits of where vehicles can park, works successfully in many places, including parts of Oxford.</p> <p>The proposal for footway parking is to enable additional long stay parking on Corn Street rather than in the adjacent side streets which are less suitable.</p>
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 OXFORDSHIRE COUNTY COUNCIL ENVIRONMENT & ECONOMY www.oxfordshire.gov.uk		CORN STREET, WITNEY REVISED PROPOSAL							
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Divisions: Charlbury & Wychwood

CABINET MEMBER FOR ENVIRONMENT– 24 JULY 2014

PROPOSED DISABLED PERSONS PARKING PLACES WEST OXFORDSHIRE DISTRICT

Report by Deputy Director for Environment & Economy (Commercial)

Introduction

1. On 12 June 2014 the Cabinet Member for Environment considered objections received as a result of a formal consultation on proposals to introduce two new Disabled Persons' Parking Places (DPPP) in Charlbury, West Oxfordshire District.

Background

2. The report to the Cabinet Member is annexed to this report but basically set out the proposals for the proposed provision of a new DPPP in Brown's Lane to assist disabled shoppers in the adjacent supermarket, as shown at Annex 1 and a new DPPP in Market Street to assist disabled customers of the nearby Pharmacy, as shown at Annex 2. Both proposals had been requested by the Town Council on behalf of disabled users of the Pharmacy and the supermarket. The June report considered the outcome of a formal consultation held on the proposals. Other proposals advertised at the same time were unopposed and had therefore been dealt with under Deputy Director's delegated authority to avoid unnecessary delays to applicants.
3. At the June meeting the Cabinet Member approved the proposed space on Market Street as advertised but having listened to concerns expressed at the meeting deferred the proposal to introduce a disabled persons' parking place on Browns Lane until this meeting (24 July 2014) to enable further consideration and a visit to the site.
4. That has been done and following discussion with officers it is now **RECOMMENDED that the Cabinet Member for Environment:**
 - (a) **approve a single Disabled Persons Parking Place on Brown's Lane (outside the Co-op store);**
 - (b) **request officers not to implement that space until a consultation to remove the existing Disabled Persons Parking Place on Poole's Lane has been completed.**

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CABINET MEMBER FOR ENVIRONMENT– 24 JULY 2014**PROPOSED DISABLED PERSONS PARKING PLACES
WEST OXFORDSHIRE DISTRICT****Report by Deputy Director for Environment & Economy (Commercial)****Introduction**

1. This report considers objections received as a result of a formal consultation on proposals to introduce two new Disabled Persons' Parking Places (DPPP) in Charlbury, West Oxfordshire District.

Background

2. The report considers the proposed provision of a new DPPP in Brown's Lane to assist disabled shoppers in the adjacent supermarket, as shown at Annex 1 and a new DPPP in Market Street to assist disabled customers of the nearby Pharmacy, as shown at Annex 2. Both proposals have been requested by the Town Council on behalf of disabled users of the Pharmacy and the supermarket. This report considers the outcome of a formal consultation held on the proposals; other proposals advertised at the same time were unopposed and have therefore been dealt with under my delegated authority to avoid unnecessary delays to applicants.

Formal Consultation

3. Oxfordshire County Council sent a copy of the draft Traffic Regulation Order, statement of reasons and a copy of the public notice appearing in the local press, containing the proposed parking place changes to formal consultees on 14 April 2014. These documents, together with supporting documentation as required and plans of all the DPPPs, were deposited for public inspection at County Hall and West Oxfordshire District Council offices. They were also deposited at Charlbury Library and are also available for inspection in the Members' Resource Centre. At the same time the Council wrote to local residents affected by the proposed changes, asking for their comments. Finally, public notices were displayed at each site and in the Oxford Times.
4. Two objections have been received in respect of the proposal in Market Street and four objections have been received in respect of the proposal in Browns Lane. Finally, one letter of support has been received for both proposals. These are summarised at Annex 3.

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5. In response, the proposed DPPP in Market Street is justified as it will provide a clear place for disabled people to park when visiting the pharmacy rather than relying on the double yellow lines being free of other vehicles which are loading or parked illegally. The DPPP in Browns Lane will likewise provide convenient parking for disabled shoppers; the concerns about the loss of parking for residents is noted – this could be somewhat relieved by removing the DPPP in Playing Close which will be the subject of formal consultation at the next available opportunity.

Financial and Staff Implications (including Revenue)

6. The cost of all the proposed work under consultation, including that described in this report, will be met from the fund set up for this purpose.

RECOMMENDATION

12. **The Cabinet Member for Environment is RECOMMENDED to approve the proposed DPPP changes as set out in this report.**

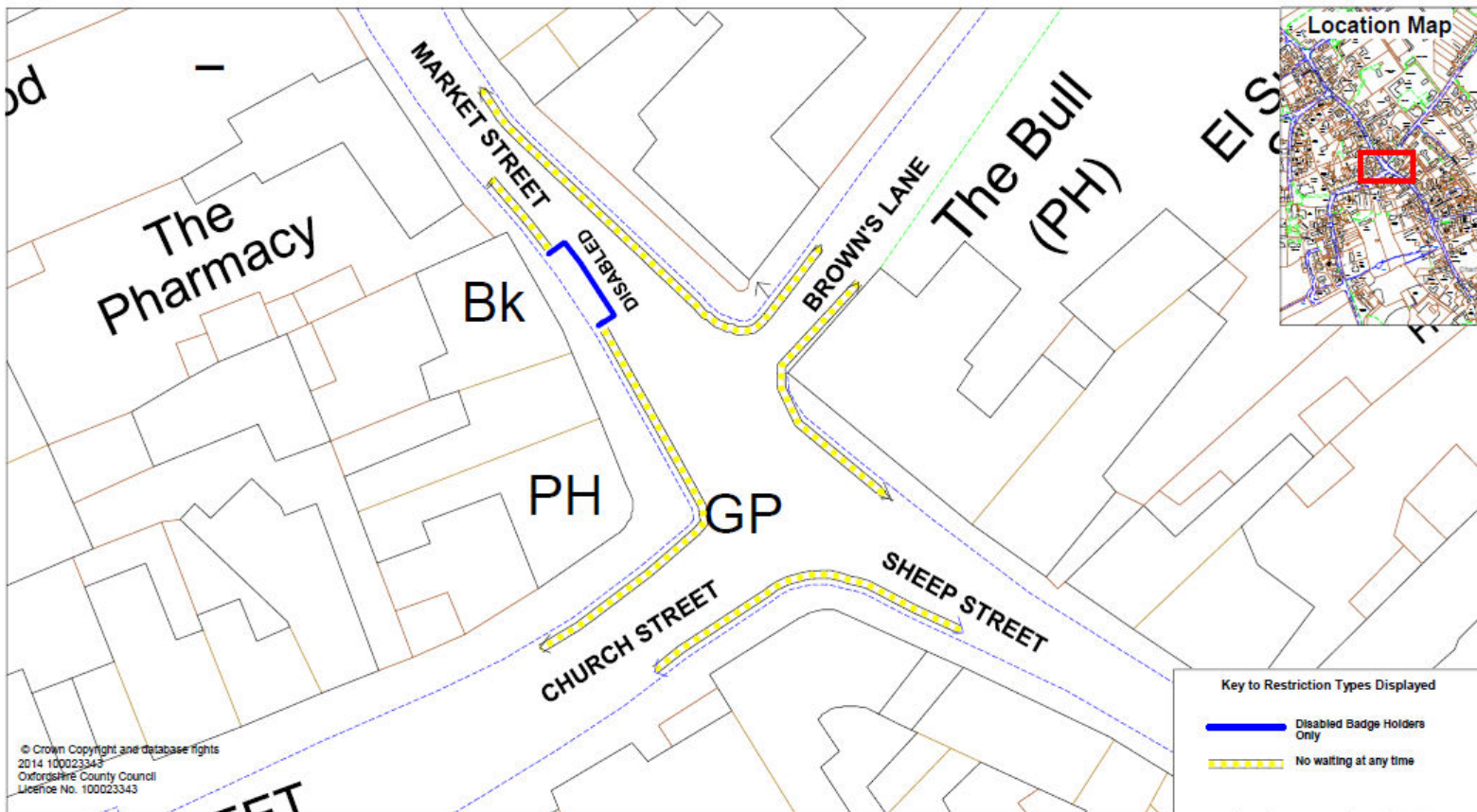
MARK KEMP

Deputy Director for Environment & Economy (Commercial)

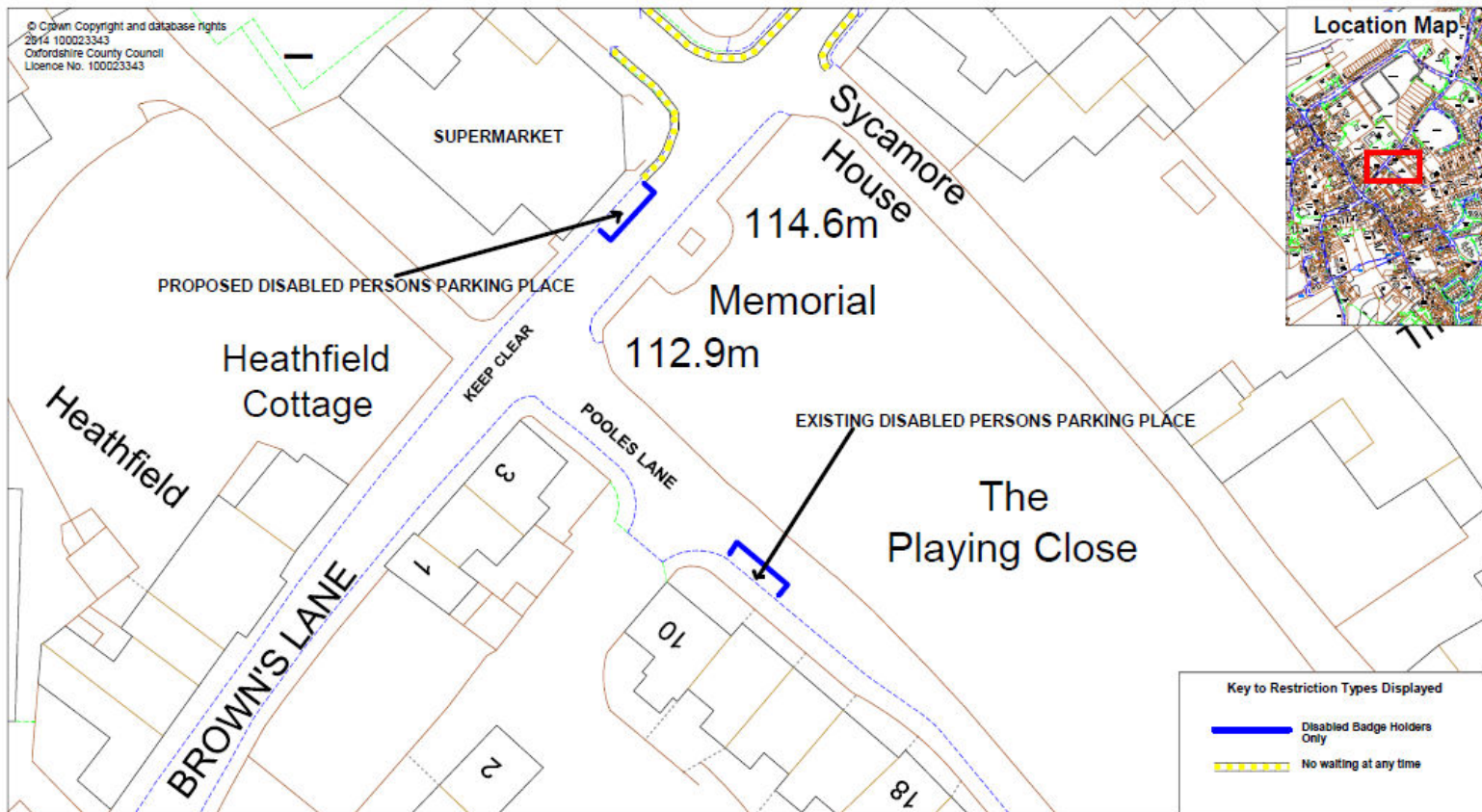
Background papers: Consultation documentation

Contact Officers: Jim Daughton 01865 815803

June 2014



SCALE	NTS
DATE	28/05/2014
DRAWING No.	
DRAWN BY	



 OXFORDSHIRE COUNTY COUNCIL ENVIRONMENT & ECONOMY www.oxfordshire.gov.uk	Proposed DPPP Brown's Lane, Charlbury	SCALE	NTS
		DATE	28/05/2014
		DRAWING No.	
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RESPONSES TO CONSULTATION

RESPONDENT	COMMENT	RESPONSE
A business in Market Street	Concerned about large vehicles negotiating the junction with Brown's Lane and Church Street. The proposed DPPP would be in front of their shop window and parked vehicles would obscure it. Believes there is more space in Church Street for a DPPP although accepts it would be further away.	Market Street is reasonably wide in the immediate locality and the proposed DPPP would be away from the junction and so wouldn't be a problem for large vehicles. Vehicles park here currently and obscure the window, especially to visit the Pharmacy. Church Street is too far away for disabled badge holders to walk.
Resident, Market Street	Believes the proposed DPPP would be outside the Pharmacy and would take away parking space for residents. Parking is difficult here because of rail commuters wanting to avoid the station car park charges. Building work and scaffolding have reduced the available parking space. Cars often park on the double yellow lines. Believes the proposed DPPP will take away more available parking space and will be underused. Would like additional parking space by removing sections of double yellows.	The proposed DPPP would be outside the Estate Agent which is near to the Pharmacy replacing a section of double yellow lines. No current parking would be lost. Some of the double yellows could be reduced but this would be considered as a separate exercise.
Resident, Brown's Lane	Strongly objects as proposal will prevent residents parking. Due to supermarket's long opening hours there is constant demand for parking. Room for 4 cars outside supermarket but the DPPP would take 2 away. Town Council have sent residents a parking survey concerning difficulties parking in the town centre. Yet this DPPP proposal initiated by the Town Council will make parking even worse. Existing DPPP in Poole's Lane also initiated by Town Council and is rarely used. Has conducted own survey and results show a parking problem exists – wants OCC to find	Parking pressure evident here. Existing disabled bays in car park are too far away for the more seriously disabled users of the supermarket; the proposed location is intended to address that. The District Council are happy to remove some bays in the car park if this proposal goes ahead which will provide additional space. The Disabled bay in Playing Close may not be needed and could be removed, subject to consultation.

CMDE8

	measures to solve this problem similar to Dyers Hill restrictions.	Dyers Hill restrictions not suitable for centre of Charlbury. They do not differentiate between residents and commuters vehicles. Resident Permit schemes are not currently available in West Oxfordshire.
Resident, Brown's Lane	Objects to the proposal as parking pressure exists and is added to by shoppers and rail commuter parking. The supermarket has extensive opening hours so situation no better in evenings and early morning. Disabled bay in Poole's Lane (Playing Close) never used and should be removed. A single vehicle bay proposal would be more acceptable. Wants help for local residents to park.	As above.
Resident, Brown's Lane	Resident's difficulties in parking are caused by shoppers and rail commuters. Some shoppers still prefer to park in Brown's Lane above the car park. The disabled bay in the Playing Close is rarely used. Drivers park on the yellow lines near the supermarket and cause a hazard. Disabled users of the proposed bay would be (" <i>more</i> ") at risk of accident. Wants help for local residents to park.	As above.
Resident, Brown's Lane	No off-street parking here so difficult to park and proposed disabled bay would make things worse. Village Hall might be built in the Spendlove Centre area which would also affect parking.	As above.
Resident, The Green	Supports the proposal in Brown's Lane as a badge holder, as disabled bays in the car park are too far away and under-used. Most badge holders park on double yellow lines which obstructs passing traffic and proposal would resolve this. The proposal near the Pharmacy would solve the problem of badge holders having to park on double yellow lines to visit and give them better priority.	Noted.

Division(s): ALL

CABINET MEMBER FOR THE ENVIRONMENT - 24 July 2014

DRAFT POSITION STATEMENT: MAJOR DEVELOPMENT PROPOSALS FOR GROUND-MOUNTED SOLAR PV ARRAYS

Report by Interim Deputy Director – Strategy & Infrastructure Planning

Introduction

1. The purpose of this report is to seek Cabinet Member endorsement of a Position Statement on Major Development Proposals for Ground-mounted Solar PV Arrays (Annex 1).
2. The guidance in the draft Position Statement is intended to ensure that those matters in which the County Council has an interest are fully considered by local planning authorities in the formulation of planning policy in local plans and by applicants ahead of submitting a planning application for a solar farm.
3. The advice does not seek to duplicate the role of the local planning authority in the development management process. An applicant should first contact the relevant local planning authority for pre-application advice: the County Council will feed in advice on a proposal via the local planning authority through the agreed Single Response process.
4. Subject to Cabinet Member approval, the Position Statement will be posted on the County Council web-site as standing advice.

Background

5. In the last 12 months the County Council has dealt with 30 planning consultations relating to proposals for solar farms. These proposals have raised a number of technical issues related to areas for which the County Council has responsibilities or interests.
6. It would provide clarity to local planning authorities and developers if the County Council were to provide standing advice on the likely issues and impacts which developers should assess and any necessary mitigating measures, ahead of submission of a planning application.
7. It could also inform the development of planning policy in district local plans and/or supplementary planning documents.

The draft Position Statement

8. In view of the benefits of solar PV development in helping to reduce carbon emissions, reduce reliance on fossil fuels and provide local energy security as well as its contribution to creating jobs in the local economy, the County

Council should support the development of solar PV development in principle. However, this support should be subject to there being no significant environmental or visual impacts.

9. This is consistent with national policy which is to substantially increase the deployment of renewable energy across the UK, including solar PV, but which seeks to ensure that ground-mounted solar PV developments are appropriately sited, proper weight given to environmental considerations and opportunities provided for local communities to influence decisions that affect them.
10. The draft Position Statement seeks to ensure that ground-mounted installations are temporary in nature (up to 25 years) to avoid permanent impacts.
11. The draft document sets out advice on a number of technical matters to ensure that proposed schemes:
 - are appropriately sited
 - respect local landscape, heritage and visual amenity
 - mitigate transport impacts, including to rights of way
 - take account of opportunities to enhance bio-diversity

Financial and Staff Implications

12. The publication of a Position Statement which makes developers and local authorities aware of the issues the County Council expects to be considered right from the beginning of the application process could potentially save County officer time in providing pre-application advice and in assessing and responding to planning consultations.

RECOMMENDATION

13. **The Cabinet Member for Environment is RECOMMENDED to endorse the Position Statement: Major Development Proposals for Ground-mounted Solar PV Arrays**

BEV HINDLE
Deputy Director – Strategy & Infrastructure Planning

Background papers: Nil

Contact Officer: Linda Currie, Planning Strategy Officer

July 2014

**Oxfordshire County Council
Draft Position Statement
Major Development Proposals for Ground-mounted Solar PV Arrays**

Purpose of document

This position statement sets out Oxfordshire County Council's view on the principle of ground-mounted solar PV development and the issues which should be considered when developing major solar energy proposals with a site area of 1 hectare or above.

The views expressed in this statement are intended to:

- assist in the formulation of planning policy in local plan documents
- provide pre-application guidance and aid the development management process

Status of document

This statement was approved by Oxfordshire County Council's Cabinet Member for the Environment on 24 July 2014

Introduction

Oxfordshire County Council recognises that solar PV development can help meet national and local objectives for reducing carbon emissions and reducing reliance on fossil fuels as well as provide local energy security.

Solar PV development can contribute to economic growth by creating jobs in the local economy in product development/manufacture as well as in installation and deployment. The progressive reduction in installation costs is making solar PV more competitive with other large-scale renewable generation technologies.

At North West Bicester eco-development all of the electricity will be generated from solar panels; the development will generate green construction jobs and apprenticeships for local people and is likely to stimulate the broader greener economy.

Oxfordshire County Council **supports the development of solar PV development in principle** provided there are no significant environmental or visual impacts.

This Position Statement sets out a number of considerations to ensure that schemes which come forward in Oxfordshire:

- are appropriately sited;
- respect local landscape, heritage and visual amenity;
- mitigate transport impacts; and,

- take account of opportunities to enhance bio-diversity.

Policy Context

UK Solar PV Strategy Part 1: Roadmap to a Brighter Future

Government policy is to substantially increase the deployment of renewable energy across the UK, including solar PV. It has published a Roadmap to a Brighter Future as the first part of a UK Solar PV Strategy.

The Solar Roadmap sets out four guiding principles for deployment of solar ahead of the publication of the government's Solar PV Strategy in spring 2014. It states that support for solar PV should:

- Allow cost-effective projects to proceed and to make a cost-effective contribution to UK carbon emission objectives and in the context of overall energy goals.
- Deliver genuine carbon reductions that help meet the UK's target of 15% renewable energy from final consumption by 2020.
- **Ensure proposals are appropriately sited, give proper weight to environmental considerations such as landscape and visual impact, heritage and local amenity, and provide opportunities for local communities to influence decisions that affect them.**
- Assess and respond to the impacts of deployment on: grid systems balancing, grid connectivity and financial incentives.

National Planning Policy Framework (NPPF)

The NPPF sets out government planning policies and how they are expected to be applied. The following are relevant to solar PV development:

- NPPF paragraph 97 explains that to help increase the use and supply of renewable and low carbon energy, local planning authorities should recognise the responsibility on all communities to contribute to energy generation from renewable or low carbon sources.
- NPPF paragraph 98 sets out the government's expectation that when determining planning applications, local planning authorities should:
 - Not require applicants for energy development to demonstrate the overall need for renewable or low carbon energy (and also to recognise that even small-scale projects provide a valuable contribution to cutting greenhouse gas emissions; and

- Approve the application if its impacts are (or can be made) acceptable.
- NPPF paragraph 116 states that planning permission should be refused for major developments in designated areas, including AONBs, except in exceptional circumstances and where it can be demonstrated they are in the public interest. Applicants proposing a solar PV scheme above 1 ha in the Chilterns, Cotswolds or North Wessex Downs AONBs would need to demonstrate exceptional circumstances as to why the development needs to be located in the AONB and the benefits the scheme would bring.
- There is also more general guidance in the NPPF regarding biodiversity, landscape character, historic environment and economic development.

Oxfordshire 2030: Strategy developed by the Oxfordshire Partnership

Environment and climate change is one of Oxfordshire's four strategic priorities.

This Strategy aims to reduce Oxfordshire's greenhouse gas emissions to levels comparable with the best in the UK - a 50% reduction in CO₂ on 2008 levels by 2030.

Local Plans

The lower tier councils – Cherwell District Council, Oxford City Council, South Oxfordshire District Council, Vale of White Horse District Council and West Oxfordshire District Council - are the local planning authorities in Oxfordshire. They are responsible for developing planning policies in local plans to guide new development and for determining planning applications apart from those for minerals and waste.

Oxfordshire County Council supports solar PV development subject to the following considerations

Oxfordshire County Council is a consultee in the local plan preparation and the development management process. This statement seeks to ensure that those matters in which the County Council has an interest are fully considered by local planning authorities when developing planning policy in local plans and by applicants ahead of the submission of a planning application for solar farm development.

OCC supports the development of solar farms in principle subject to the following safeguards to ensure that development is in appropriate locations and harmful impacts are mitigated:

- **Consent to be on a temporary basis**

Installations should be temporary in nature to ensure there are no permanent impacts. Consent should be granted on a temporary basis of 25 years maximum to

allow the solar farm to be decommissioned as other (even) more sustainable forms of renewable energy come on stream and the land can be restored to grassland/arable use.

This will usually mean that no permanent concrete foundations should be constructed

- **Use of previously developed land**

Ideally large scale solar PV arrays should be directed towards previously developed land or brownfield sites, contaminated land or industrial land. However, as Oxfordshire is the most rural county in the South East there are very few sites of this status and of sufficient scale in Oxfordshire.

- **Agricultural land**

It is likely that solar PV farms would be on land currently in agricultural use. Developments should not result in the permanent loss of high quality agricultural land. Where possible/viable agricultural activity should continue on the site; for example, panels can be installed so that sheep can graze beneath them.

- **Landscape and Visual impacts**

An Environmental Impact Assessment is likely to be needed if the solar PV development is in an environmentally sensitive or vulnerable location and the effects of the development are significant.

The character of the landscape and sensitivity to solar PV development must be taken into account to ensure that the development is appropriately located. The development will be located to minimise visual impacts and avoid significant impact on landscape character.

Equipment, security fencing and lighting should be well designed, sympathetic to the setting and landscape character and screened. Landscape character should be enhanced where possible.

Consideration should be given at an early stage to how land will be managed and maintained under the PV arrays. This should be sympathetic to the landscape, and opportunities to maintain agricultural value or improve biodiversity sought.

The landscape and visual impacts of power cables, access tracks and other infrastructure constructed above ground or off-site to serve the site should also be considered

- **AONBs**

Hillside, open vale, open valley and open downland areas are landscapes where it is least likely that solar PV development could be accommodated without causing visual harm to AONBs.

However, solar PV farms are usually not of great height and there may be concealed locations within an AONB where development could take place with only very limited and localised landscape impact.

AONB management plans, landscape character assessments and position statements must be considered in planning stages to help inform development, and early consultation with AONB planning officers sought.

- **Land of ecological value**

Special Areas of Conservation (SACs) and European Protected Species are of international importance and any adverse impact on these should be avoided.

Solar energy development should avoid damaging any of the following, unless the importance of the development clearly outweighs the harm and mitigation can achieve a net gain in biodiversity:

- Sites of Special Scientific Interest
- National Nature Reserves
- Local Wildlife Sites
- Local nature reserves
- Protected and Priority Species
- Priority habitats

Opportunities should be taken within the site to improve ecology. This could include: sowing and management of native seed mixes that contain native wildflowers; creating hibernacula for reptiles and hedgehogs; and creation or strengthening of hedgerows and field margins.

Consideration should be given to grazing options, agricultural production and sward management of land between and around the PV arrays.

Applications for the routing of underground cables should consider how to avoid harmful impacts on habitat and species along the route. The proposals may be to route cables along the field margins. Even in arable landscapes field margins can be an important habitat and impact should be mitigated to avoid harm to this habitat. Damage to the root systems of trees and hedgerows should be avoided. Care should also be taken to avoid impact on protected and priority species. The timing of work may be important to avoid impacting on species hibernating/ roosting/ nesting in the field margin or hedgerow.

- **Land of archaeological interest**

Solar farms should avoid scheduled ancient monuments or heritage assets that are demonstrably of equivalent significance to scheduled monuments.

Applicants should consider the likely impacts that will be caused by the construction of infrastructure including access routes, hard surfacing, cable runs and generator plants. Plans should minimise the impact upon the historic environment and include the long term management of the site post installation. These should be included in

an archaeological desk based assessment that should form part of the planning application.

- **Highways and Access issues**

Applicants should take account of the following in developing their proposals:

- A Transport Statement will be required.
- Any existing or new access to the site should meet standards in terms of visibility splays, geometry, construction (up to 15m from highway boundary) and drainage. Vehicle swept paths (tracking) for construction/delivery vehicles will need to demonstrate access and egress to/from any access is fit for purpose.
- Undertaking improvements to an existing access involving works on the highway will require entering into a s278 agreement with Oxfordshire County Council as local highway authority.
- As existing accesses are likely to be 'agricultural accesses,' provision will need to be made to return them to an 'agricultural access' (reducing the width etc.) on completion to minimise the risk from fly-tipping, abandoned vehicles etc. This will require entering into another s278 agreement with the LHA, including for decommissioning.
- New temporary or permanent access will need planning permission if on to a classified road and will also require the entering of a s278 agreement with Oxfordshire County Council as local highway authority, including for decommissioning.
- Careful consideration will be necessary to avoid the risk of ground-mounted panels causing glare or reflecting sunlight into motorists' eyes on the adjacent highway network which could distract drivers on a nearby road.
- A Sustainable Urban Drainage Strategy (SUDS) for the access arrangements and the proposed site will be necessary ensuring no surface water discharge to the adjacent highway. The impact of any bunds on local watercourses will need to be taken into account.
- A Construction Traffic Management Plan (CTMP) will be necessary before implementation of any planning permission that may be granted.
- A 'haul road' may be necessary to enable HGV access to the proposed site; this may need to be removed on completion and decommissioning.
- Any construction compound will need to ensure that associated delivery vehicles can access it and egress in a forward gear. Consideration should be given to the impact of any associated lighting.

- Worker associated traffic should be minimised during the construction (and any decommissioning) phase.
- It may be necessary to enter into a Routing Agreement to ensure appropriate routes avoid villages and unsuitable roads.

- **Rights of way**

Applicants would need to ensure public rights of way in the vicinity of the site remain available and convenient for public use:

- No materials, plant, temporary structures or excavations of any kind should be placed/undertaken on or next to a right of way which could obstruct or dissuade the public from using it whilst development takes place.
- No changes should be made to the public right of way direction, width, surface, signing or structures without the prior approval of the Oxfordshire County Council's Countryside Access Team or the necessary legal process.
- Access for construction/demolition vehicles or access during the occupation of the site eg by maintenance vehicles should not be taken along or across a public right of way without prior permission and appropriate safety/mitigation measures approved by the Oxfordshire County Council's Countryside Access Team. It would be the responsibility of the applicants, their contractors or the occupier to put right/make good any vehicular damage to the surface of the right of way.

Any gates to be installed should be set back from the public right of way and not open outwards from the site across the public right of way.

Public rights of way through the development site should retain their character and usability as linear corridors and be integrated with the development. Consideration should be given to providing a high quality surface and suitable vegetation to act as a visual buffer where necessary. No improvements should be implemented to a right of way without prior approval of Oxfordshire County Council's Countryside Access Team.

Funds may be requested to secure off-site improvements to mitigate the loss of visual amenity and to provide alternatives or extensions of routes in the locality.

If the site is in proximity to routes used by equestrians, applicants should consider the potential impact of reflected glint or glare. For safety reasons, solar arrays should be of a type or mitigation measures should be put in place to prevent or reduce glint or glare at horse or rider eye level.

Where hedges/natural vegetation is proposed eg to shield the public from glint or glare, to coincide with new boundaries or to enhance existing boundaries, a management regime needs to be agreed with Oxfordshire County Council as local Highway Authority to ensure that public access is not impeded when the vegetation screen is established or encroaches onto the highway.

- **Mineral Safeguarding**

Important minerals resources should be safeguarded from needless sterilisation by non-mineral development under both national and local planning policy (NPPF paragraph 143; Oxfordshire Minerals and Waste Local Plan policy SD10).

Where solar PV proposals are temporary (25 years or less) and do not involve permanent foundations or other structures, it is unlikely that there will be any conflict with mineral safeguarding policy unless there is a need for the mineral to be worked within the lifetime of the solar farm. Land that has permission for mineral working or is allocated for mineral working in a minerals local plan should be avoided for Solar PV development.

Solar PV proposals on worked out and/or restored quarry sites are unlikely to conflict with mineral sterilisation policy but will need to take appropriate account of the restoration requirements of the quarry.

- **Community Gain**

Solar farm proposals can sometimes offer the opportunity for the local community to benefit from the proposal, for example by providing free or discounted energy to a local public building.

Acquiring Pre-application Advice

Applicants should contact the relevant local planning authority for pre-application advice ahead of submitting a planning application for a solar farm; this includes advice on highways and access issues.

Oxfordshire County Council will feed in advice on a proposal via the local planning authority.

Local planning Authority Contact Details:

Cherwell District Council

Bodicote House
White Post Road
Bodicote
Banbury
OX15 4AA
Tel: 01295 227006
Email: planning@cherwell-dc.gov.uk

Oxford City Council

St Aldates Chambers
109-113 St Aldates
Oxford
OX1 1DS
Tel: 01865 252513
Email: planning@oxford.gov.uk.

South Oxfordshire District Council

Benson Lane
Crowmarsh Gifford
Wallingford
OX10 8NJ
Tel: 01491 823740
Email: planning@southoxon.gov.uk

Vale of White Horse District Council

Abbey House
Abbey Close
Abingdon-On-Thames
OX14 3JE
Tel: 01235 540347
Email: planning@whitehorsedc.gov.uk

West Oxfordshire District Council

Elmfield
New Yatt Road
Witney
Oxfordshire
OX28 1PB
Tel: 01993 861420
Email: planning@westoxon.gov.uk

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