

Planning Committee Addendum Report

Published 28 July 2015

Planning Application Ref P15/S0433

1.0 This addendum report should be read in conjunction with the full report which forms agenda item 7 of the planning committee papers for the meeting which will be held on 29 July 2015.

2.0 This report provides an update on the following matters:

- Consultation comments
- Parking
- Residents survey
- Proposed public toilets

In addition it recommends the inclusion of an additional condition for the installation of CCTV along the corridor to the proposed public toilets.

3.0 This section provides an update on the consultation comments received in relation to the amended plans. The table below is a summary of the points raised. A full copy of the responses can be found on the Council’s website at www.southoxon.gov.uk.

Consultee	Summary
<p>Neighbours</p> <ul style="list-style-type: none"> • 11 letters of objection • Petition of over 1000 signatures • Petition of over 35 signatures 	<ul style="list-style-type: none"> • Bus route will destroy the traffic free spaces outside the cinema • The bus lane should remain where it is • The bus information is incorrect the frequency will be more than stated. • By moving the bus stop it will make it longer and more difficult to walk to and from Sainsburys • Bus link will be detrimental to pedestrian safety • Concern about residents parking along Station Road • Overhead power cables along Station Road will be damaged by the increase in traffic • Concern about the frequency and impact of delivery vehicles along Station Road • Concern about impact on privacy from the double decker buses along Station Road and increased noise, pollution and vibration • Concerns about enforcement of Station Road • Concern about impact on tree in Conservation Area • Compromise highway safety

	<ul style="list-style-type: none"> • Concern about parking and the impact on nearby residential streets
Thames Travel	<ul style="list-style-type: none"> • Thames Travel is supportive of these proposals but only if an identifiable bus priority route can be found to replace the current bus link • The use of Station Road in both directions seemed to be a suitable compromise, however would still like to see a bus link retained through the development if the opposition to the use of Station Road is too strong • Bus stop in the vicinity of White Leys Close is needed • The areas within the shared space appears tight if two buses meet • Concerned about the presence of trees and planters in this area- concerned about height and impact on visibility • No reference to the provision of shelters and real time information on the two bus stops in the shared space • Concerned about access arrangements in and out of Station Road • Information submitted is light on accommodating future growth in Didcot • Delivery vehicles do not self- manage as detailed in the supporting information
Forestry Officer	<ul style="list-style-type: none"> • The Horse Chestnut Tree is a very prominent feature of the street scene and protected by the Conservation Area • The tree will need to be pruned to lift the canopy to 6m above the highway to allow safe passage underneath for a double-decker bus. • The adjacent hedge will need to be cut back to achieve a 1.6m wide footway • Recommend condition requiring tree protection measures to be submitted.
Environmental Health Officer – Environmental Protection	<ul style="list-style-type: none"> • No objection in relation to noise subject to conditions
Environmental Health – Air Quality	<ul style="list-style-type: none"> • Reviewed the additional information and considered the potential air quality impact of the development • No objection subject to conditions
Monson (Drainage Consultant to SODC)	<ul style="list-style-type: none"> • No objection subject to conditions

4.0 Officer response to consultation comments:

Neighbours

- The reasons why the bus link needs to be relocated and the options considered are set out in section 7.10 of the original report.
- Due to recent timetable changes and increased frequency of the X1/X32 the number of buses that would travel along Station Road at peak time would be 24.
- The current bus stops are approximately 60m from the entrance to Sainsburys the new ones along Station Road will be approximately double this distance. However bus users will be closer to the shops to the west of Orchard Centre, the cinema and Cornerstone.
- The houses along Station Road do not have any parking due to the period in which they were constructed. The residents therefore have to park on the road. However they do not have any right to park or allocated parking.
- Station Road was previously used by vehicles and buses before the first phase of the Orchard Centre was constructed. There was no issues during this time that I have been made aware of in relation to the impact on overhead power cables.
- In terms of the impact on neighbour's privacy from double decker buses, it is unlikely that these buses would be stationary for long periods of time that would create a sustained level of overlooking that would be detrimental to the amenity of neighbours. Station Road up until approximately 10 years ago was not pedestrianised and therefore vehicles including buses travelled along it.
- OCC have assessed the revised information in relation to Station Road which includes information from the applicant in relation to delivery vehicles and have not raised any objection.
- A number of options for vehicle enforcement along Station Road have been suggested by the applicant. These include rising bollards for buses, CCTV, traffic light control, a bus table or tank. Whilst no decision has been made in respect of which option will be used, this will be included in the S106 legal agreement to ensure delivery of this.
- The Forestry Officer has recommended a tree protection measures condition in relation to the Horse Chestnut Tree on Station Road. This will ensure that it is pruned to a level that will not cause conflict with the passing buses and ensure its longevity.
- The Environmental Health Officers have not raised any concerns in relation to noise or air quality issues in relation to this development subject to the conditions recommended in section 9.2 of my original report.

Thames Travel

- Section 7.10 of my original report explains why the relocation of the existing bus link is needed.
- Hammerson have confirmed that the bus stop next to White Leys Close will be included.
- OCC have removed their objection to the Station Road proposal and accepts this is a suitable alternative to the High Street, they have not raised any technical objections in terms of highway safety and convenience, road width or visibility concerns.

5.0 Whilst OCC have removed their objection in relation to the opening up of Station Road to buses and cycles, they are objecting to the application due to the lack of parking and the impact this will have on the road network. OCC consider that the level of parking provision for the development is inadequate and queues into the car park from Hitchcock Way would become longer. The applicants consider that sufficient car parking for the proposed development has been provided and that parking that currently occurs at the Orchard Centre car park does not only serve the shops at Orchard Centre but the wider town centre. It is your Officer's opinion that the most appropriate way to address this issue is to require a period of monitoring as part of the S106 legal agreement to assess the adequacy of car parking. A period of 12 months from the date the new shops are opened is recommended. If at the end of this period the monitoring demonstrates that parking is insufficient then there will be a requirement for a planning application to be submitted for a new car park to be submitted and for construction to commence within 12 months. Section 9 of my original report includes a provision of future parking provision to be included in the S106 legal agreement.

6.0 At the beginning of July 2015 the Council commissioned a survey of 485 Didcot residents to assess Didcot as a place to live, visits to the Orchard Centre and perceptions of the development. A summary of the survey results are listed below:

- 9 in 10 are satisfied with Didcot as a place to live, giving a net satisfaction score of +85%
- Roads and shopping facilities top the list in terms of desired improvements, followed by sports facilities and traffic congestion
- Over three-quarters visit the Orchard Centre at least weekly, with 22% visiting daily, rising to 34% aged 55+ and 27% of women
- Shopping is the main reason for visiting the Orchard Centre, with around three-quarters visiting for this purpose
- Over 3 in 5 usually travel to Orchard Centre by car, while over half walk, rising to 66% among those visiting daily
- Over 8 in 10 are satisfied with the Orchard Centre, giving a net satisfaction score of 80%
- An improved variety of shops would encourage more visits for 9 in 10. Over half would like better parking and reduced traffic
- Improved clothes shopping tops the wish list, with M&S mentioned by a third of those desiring a specific shop
- Over 2 in 5 know a great deal or fair amount about the plans to extend the Orchard Centre. Younger residents know the least
- There is strong support for the expansion plans, with a net support score of +82%. Older residents are most likely to oppose
- Almost half (47%) had some awareness of the plans to reroute the buses as opposed to 43% who knew nothing at all
- Around a third (35%) are negative about the proposed rerouting, while over 2 in 5 are neutral and 1 in 10 are positive (62% positive or neutral)
- Of the 179 respondents who were negative about the bus rerouting, 40% are supportive once hearing the explanation versus 34% who remain opposed, 15% are neutral. Among all the 485 respondents this equates to 12% opposing after hearing the explanation

- 7.0 Didcot Access Group and Didcot Town Council both raised concerns about the lack of details and the access to the public toilets. The applicants have advised that as yet they have not confirmed the internal details of the public toilets, however they will be providing a full Changing Places Toilet which is larger than a Part M (Building Regulations) accessible toilet and a minimum of 1 accessible toilet. The corridor width leading to them is just over 2m wide and therefore there is enough space for two wheelchairs to pass. The doors to the corridor will be manual.
- 7.1 To date a response from Thames Valley Police Crime Prevention Design Advisor has not been received. Didcot Town Council raised particular concerns about the location of the public toilets at the end of a corridor. In order to address any concerns about safety in this area, an additional condition is recommended requiring CCTV to be installed.

Author: Emily Hamerton

Contact No: 01235 540546

Email: planning@southoxon.gov.uk

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