TO: Planning Dept., Oxford City Council

From: Hazel and Steve Dawe, Cowley Area Transport Group – [www.catg.org.uk](http://www.catg.org.uk)

2nd September 2025

**OBJECTION: 25/01859/OUTFUL Warneford Hospital**

Our objection to the re-development of this site is based upon three considerations:

1. As cyclists, we use Old Road, Warneford Lane and Gipsy Lane regularly;
2. As occasional bus users, the buses we use make use of all three roads listed under a) above as well as Roosevelt Drive;
3. As committee members of the Friends of Lye Valley, we are fully aware of drainage issues in a large part of Headington including those in the Lye Valley catchment. In addition, we are concerned about the overall biodiversity implications of the development and the need to conserve existing mature species and habitats, and the potential to create new, additional areas of environmental value as part of this proposed development.

**OBJECTIONS:**

1. A further 230 parking spaces for this area has negative implications for all the roads listed above with knock-on effects on nearby junctions which barely manage in the rush hour-school run times of the year. An additional 44 College spaces are also to be added. We refer to Headington Crossroads, where we cycle and shop regularly and to the Old Road-Windmill Road- the Slade junction which we use as cyclists and bus users. We are also very concerned about the exceptionally poorly-designed Cornerhouse roundabout which is destined for more through traffic when the Hollow Way traffic filter, which we support, is in operation. This roundabout is already dangerous for cyclists as some drivers/cyclists treat it as a roundabout and others (driving E-W or W-E) treat it as a through road as if the roundabout was not there. This junction needs traffic lights as space for an adequate roundabout does not exist. There should be a net reduction in parking spaces at the Warneford site as part of this re-development to assist in relieving extreme traffic pressures, and to move towards lower or zero emissions, in all of these areas already present at the busiest times. We do not believe adding any car parking or extra traffic movements to this area is compatible with the commitment of both the County Council and the University of Oxford to Vision Zero;
2. We are concerned that a larger number of traffic movements, created by adding parking spaces on the Warneford site, could have knock-on effects in nearby roads including at the Old Road-Windmill Road junction, Lime Walk, Morrell Avenue, The Plain and the Headley Way-London Road junction. In each of these, improved walking and cycling networks are needed because of the existing high levels of rush hour-school run traffic, which additional parking spaces at Warneford will contribute to making worse;
3. The Warneford Hospital needs strong restrictions on staff parking. We suggest only blue badge holders amongst staff should be allowed to park. Other staff should be approaching the site on foot, by bike or by public transport;
4. As cyclists, all of the key roads mentioned above, other than the Slade, need the addition of much wider cycle lanes than those existing or proposed, perhaps comparable to those being created in Windmill Road near to its junction with the Headington Crossroads, as observed 27 8 2025. We also note the welcome use of cargo and ecargo bikes – some quite large – for the movement of children and of freight in Oxford. The Council must consult with freight companies involved to ensure cycle lanes are wide enough, that movements of all those cycling at changed junctions are taken into account, that additional essential cycle parking on the Warneford site also provides for different sizes of cargo bikes;
5. As bus users, we are aware that rush hour-school run levels of traffic are impeding bus movements throughout Oxford. Re-development of the Warneford Hospital site with any additional car parking will contribute to making this problem worse, and undermine any medical emergency-related movements to and from the site;
6. We are unsympathetic to any increase in the area covered by the physical footprint of buildings and internal roads and paths in this re-development. This is likely to have negative impacts upon the hydrology of Lye Valley SSSI and for wildlife. We have no objection in principle to taller buildings on the site to retain, or shrink, the existing physical footprint;
7. We object to the suggested 2 additional vehicle exits on to Roosevelt Drive. Additional traffic on this bus route is to be prevented, not encouraged. We hope to see more frequent buses – e.g. the 15, the 700 – which would assist new staff to access the future upgraded Warneford site;
8. With reference to the Warneford Lane-Gipsy Lane junction, we want much larger cycle forward stop areas with a coloured surface to discourage drivers from waiting on them, as part of ensuring cyclist safety in this area. Roosevelt Drive needs cycle lanes on both sides.
9. Gipsy Lane; There is sufficient room on the eastern side of Gipsy Lane for a one way southbound cycle track fully separated from the traffic. However, the western side serves both Cheney School and Brookes University. Here we would like to see a cycle track or, at the very least, a coloured clearly marked cycle lane. This would require two cycle crossings from the eastern side for Cheney School and Brookes. Again, we would like, these to be clearly marked and with coloured surfacing so that they are clearly visible to drivers. Should you, however, persist with the two-way cycle track solely on the eastern side then the cycle crossings to Cheney School and Brookes University become even more important;
10. We note that the Cheney School is not featuring enough in the planning documents for this application. Active Travel improvements for the school must mean improved access into Cheney Lane for cyclists approaching the school from Warneford Lane, in either direction. This should be accompanied by reductions in car parking on Cheney Lane. A suggestion that a u-turn cut-through on Warneford Lane be removed should be rejected;
11. We request a detailed Green Travel Plan for the Warneford site with emphasis on walking, cycling and bus use and a decline in traffic movements in relation to current movements generated by this site;
12. As committee members of the Friends of Lye Valley, we are fully aware of drainage issues in a large part of Headington including those in the Lye Valley catchment. In addition, we are concerned about the overall biodiversity implications of the development and the need to conserve existing mature species and habitats, and the potential to create new, additional areas of environmental value as part of this proposed development. Given the scale of the re-development, we want to know the following: will all existing mature trees be retained? how will water use per person be reduced on the new site so that there is no net increase in water use? We are envisaging a need for measures such as re-use of basin, shower and bath water for flushing toilets (also referred to as ‘greywater recycling’), as an example. Surfaces within the site for pedestrian and cycle use should be sufficiently permeable to allow water to drain through them indefinitely, without unrealistic expectations about SUDS maintenance. All trees and existing vegetation within the site should be conserved; adding species which are drought tolerant, slow-growing, and also offer good options for pollinators would be welcome;
13. We object to any loss of green space in this area. An excessive loss of such spaces is taking place gradually throughout Oxford as a general planning failure, and has done so for many years;

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