

Application Site



Figure 1. Aerial photograph (2016) showing site boundary

Aerial View from North - East



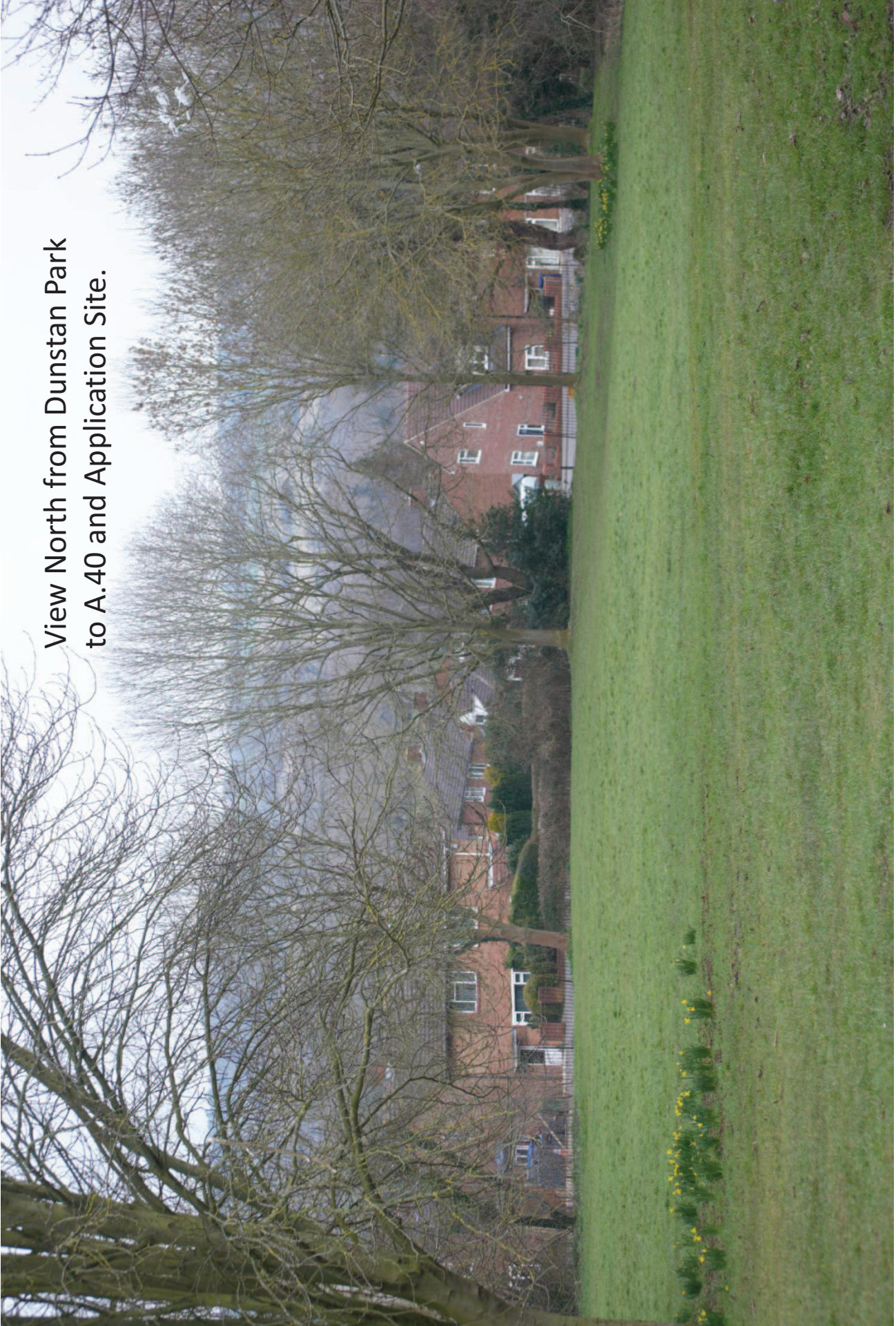
Aerial View from South - East



View North from Stoke Place  
towards A.40 and Application  
Site



View North from Dunstan Park  
to A.40 and Application Site.



View North along Meaden Hill towards Site of new A.40 Junction



# View from North of Application Site



# View from North of Application Site towards Headington





View South towards Headington from North of Application Site



View from North of Application Site towards John Radcliffe Hospital



View Towards Old Headington from North of Application Site



View From North of Application Site towards Barton



View from North of Application Site towards Barton .



# View from Stoke Place looking North

[View from Stoke Place looking North](#)



Figure 6.10: View to north from the public right of way, Stoke Place, Old manor gate

Proposed outline  
Boundary outline

## View from South – East of Elsfield looking South



Figure 5 - View 2 - View south from public edge of way 7132W 20191016 in West End - near of Luton

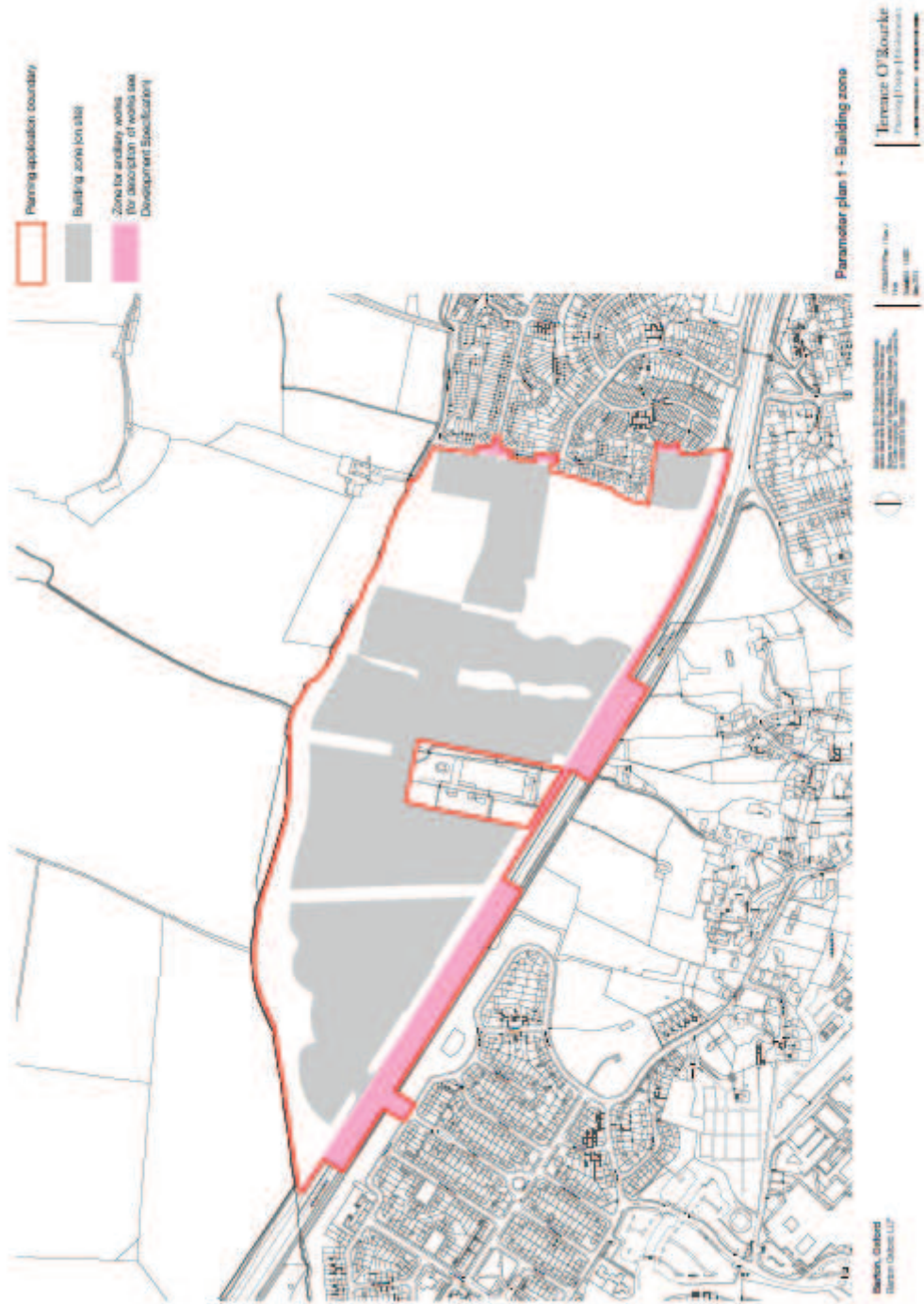
## View from North of Application Site looking South



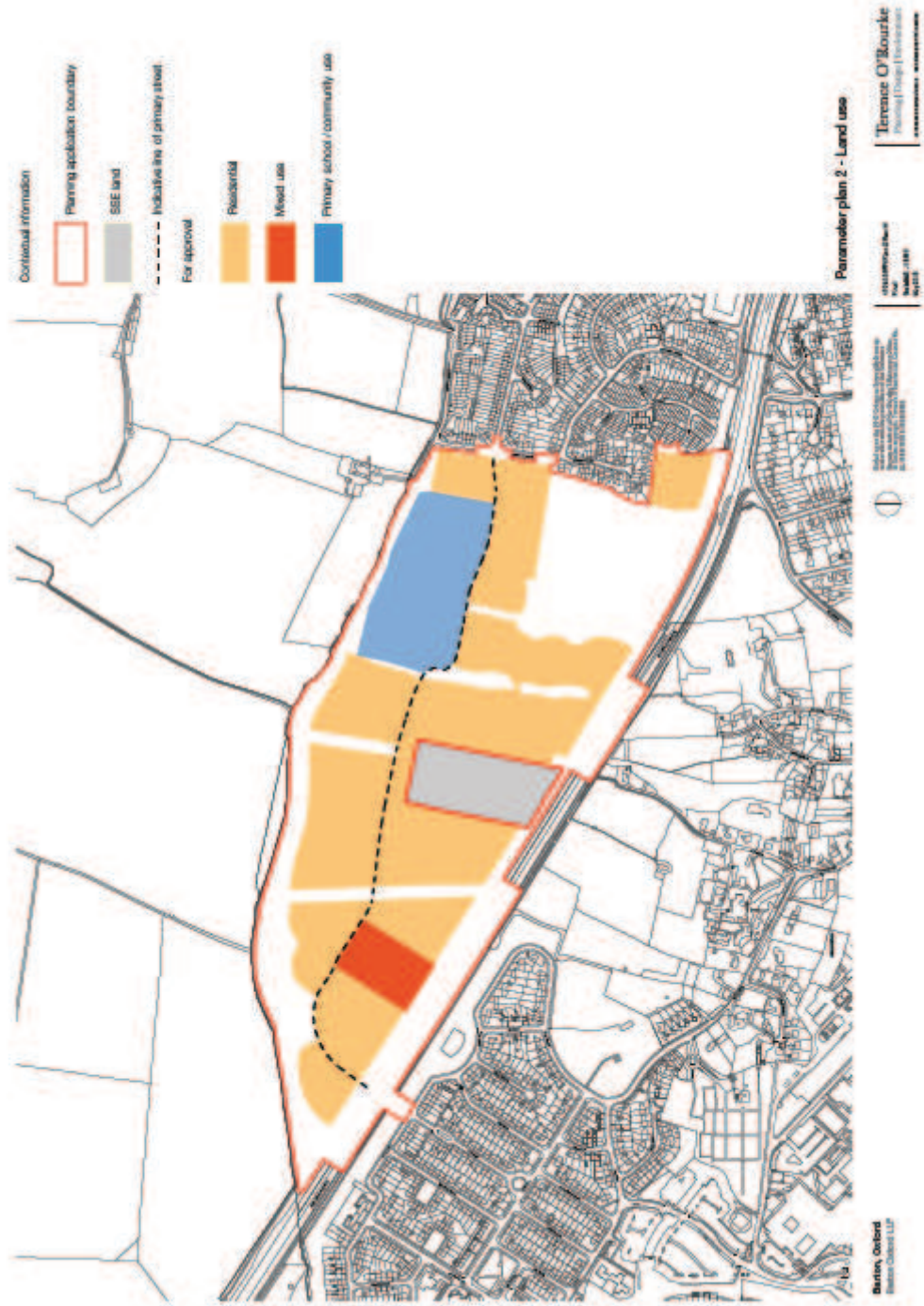
Figure 6 View 6 - View north from the public right of way (R100, 2016) to a field north of the site



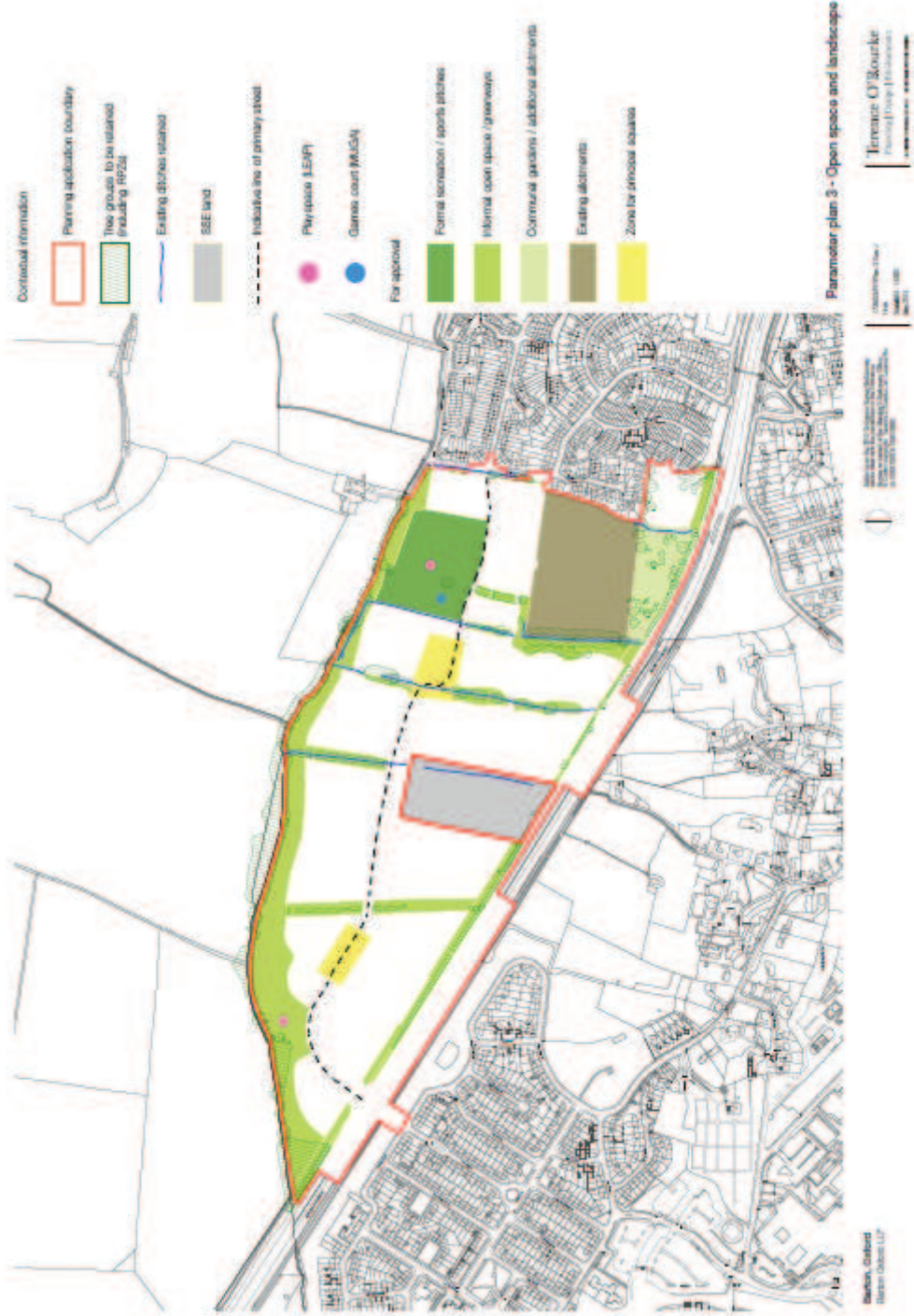
# Parameter Plan 1: Application Site & Building Zones



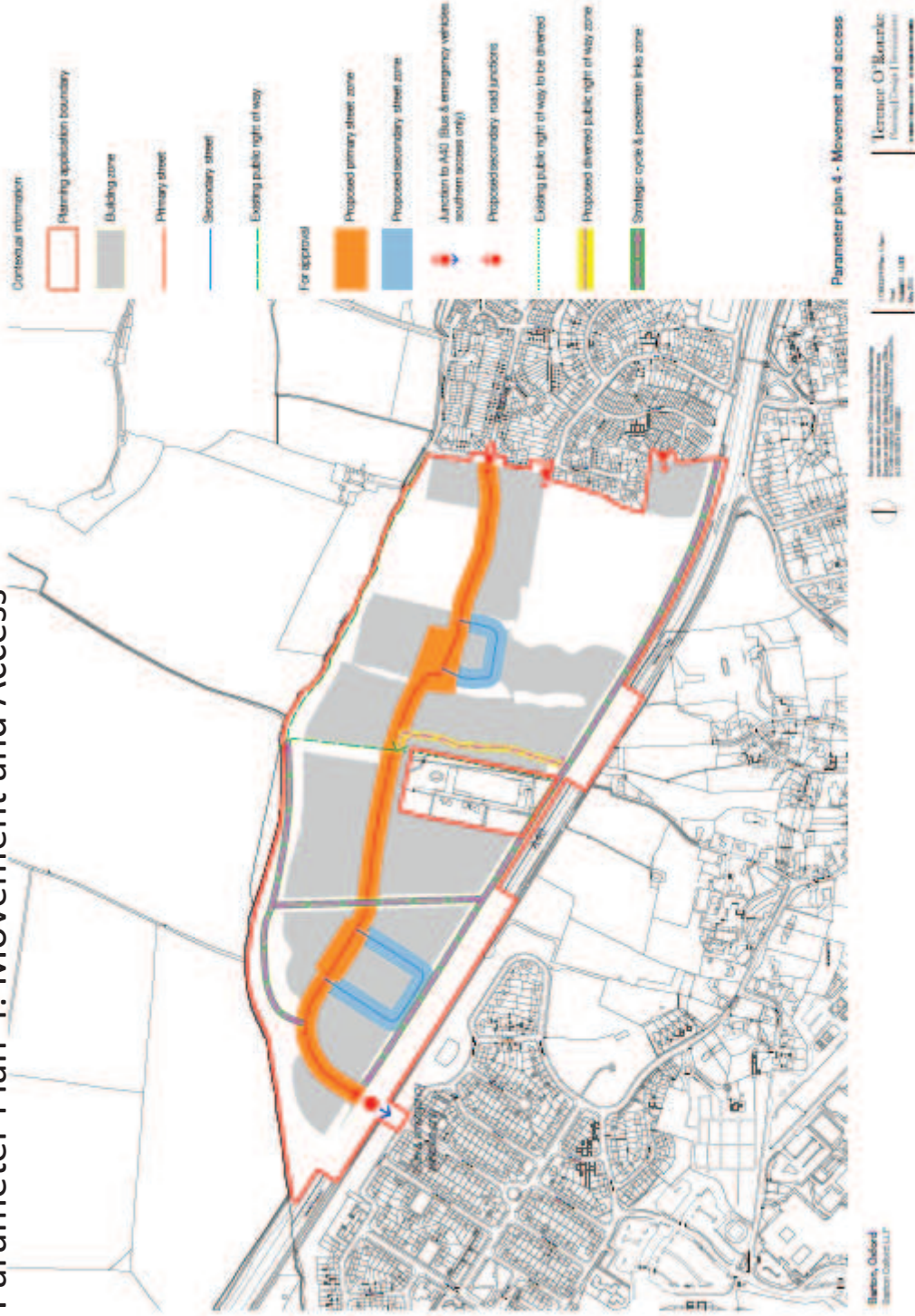
# Parameter Plan 2: Land Uses



# Parameter Plan 3: Open Space and Landscape



# Parameter Plan 4: Movement and Access







## Movement and Connectivity

### 9.3 Movement strategy

The overall movement network (all modes) is illustrated in figure 9.3. The layout and design of the movement network must maximise the opportunity for residents to walk and cycle, either using the street network or design-led footpaths and cycleways.

Key destinations, both internal and beyond the site, are shown on the illustration.

Headline 100% (100% of the site) is illustrated in figure 9.3. The layout and design of the movement network must maximise the opportunity for residents to walk and cycle, either using the street network or design-led footpaths and cycleways.

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Figure 9.3. Link across site and beyond

Source: Oxford - Edge-City (2017)

# Illustrative Layout of Primary School & Community Facilities





# Typical Section Through Primary Street

## 9.5 Street hierarchy Primary street

The primary street acts as a spine through the development bringing together the principal public spaces and key destinations. Full form and elevated treatment must reflect its primary role, with the highest proportion of 3-5 storey dwellings with opportunities for taller buildings in accordance with the parameter plans (Parameters 3A).

On-street carstack and perpendicular parking is provided predominantly on both sides of the street. Hierarchy approach is consistent along the length of the street - refer to page 31.

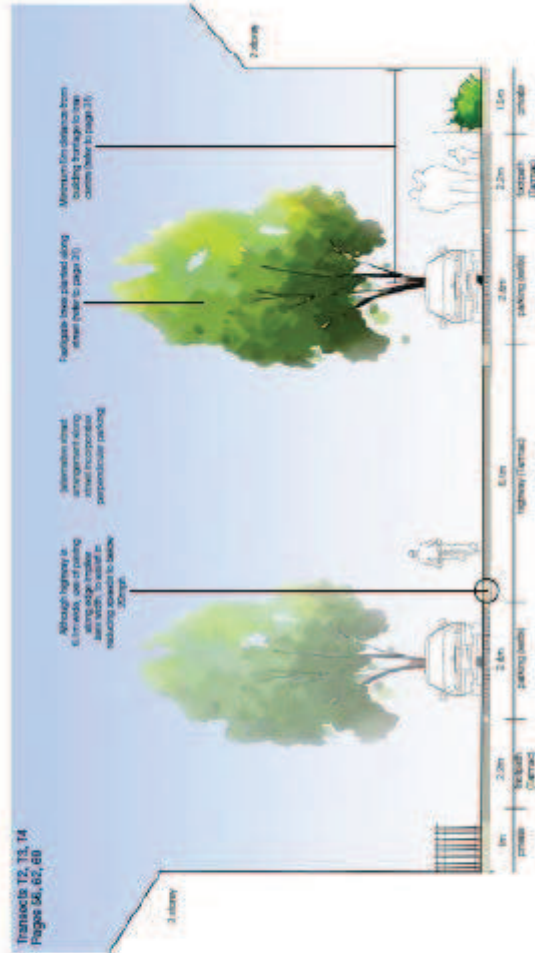


Figure 9.5 Primary street section, location plan and 3D images



# Typical Section Through Tertiary Street

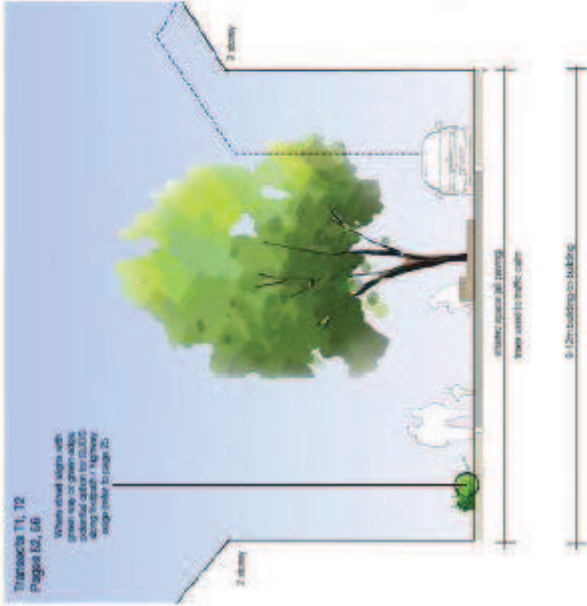
## Tertiary street / mews

These streets must be defined in such a way as to be clearly perceived as a low order street and will generally have an informal character either through the built form or landscape structure, retaining high levels of enclosure. Building heights generally range from 2 to 3.5 storeys. Traffic speeds will be designed to 10-20mph, with the surface treatment creating a pedestrian and cycle friendly environment. Tertiary streets provide opportunities for pocket parks which provide informal play and help with community interaction.



Figure 6.05: Tertiary street section, 30 mpa and below also

Source: City of Edinburgh Council, 2017



Use of porous paving in tertiary street layout along services corridor must be designed to match neighbouring paving (refer to traffic section page 4.6)

# Illustrative Masterplan

## Appearance

Illustrative master plan



Figure 6.6. Illustrative master plan

Source: City of Edinburgh Council, Edinburgh City 2016