Oxford Station Area

Supplementary Planning Document

DRAFT 4 FOR REVIEW

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AECOM

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Contents








Oxford Station Area
Bird's eye view from south

Oxford Station

Supplementary Planning Document

The Oxford Station area development will create a distinctive new gateway to Oxford, contributing to a vibrant new quarter and a fully integrated transport hub linking the station area with the City and beyond.

Frideswide Square

Introduction | 01

Background

The Oxford Station Supplementary Planning Document (SPD) is a significant opportunity to bring together development proposals for the station area with an overarching vision for creating a truly integrated transport hub which serves as a distinctive gateway to Oxford. The SPD will create a comprehensive and coherent framework which maximises the development potential of the station site and generates a positive dynamic with the surrounding opportunity sites.

Background

Oxford is a major cultural, academic and economic centre, which underpins the prosperity of the county and the wider region. Oxford's unique historic character attracts many more visitors than most towns or cities of comparable size. In this context, the proposed redevelopment of Oxford Station is a unique opportunity to provide an improved gateway to the City for visitors, the workforce and residents.

Oxford Station and the Oxford Rail Corridor provide for inter-regional passenger connectivity through Oxfordshire, with Oxford being the main traffic destination. However, the station and its immediate surroundings do not currently provide visitors, commuters and local residents with an experience befitting Oxford's reputation for excellence.

The Oxford Station Master Plan (July 2014) includes details of the context for comprehensive redevelopment, opportunities and constraints and an appraisal of redevelopment options to enable the station area's transformation. The masterplanning process was informed by stakeholder discussions, including Network Rail, the train operating companies and the local community. The masterplan was prepared in conjunction with the Train Operating company and Network Rail. Changes to station operation will need to be further tested as the design is developed.

Oxford City Council (OCC) has commissioned a Supplementary Planning Document (SPD) to promote and guide the redevelopment of the station area in line with planning and design objectives established through the previous masterplanning exercise completed in July 2014.

Network Rail has previously undertaken rail improvement work to the Great Western Mainline and other strategic rail network projects which will help deliver the economic and housing growth set out in the Oxfordshire Strategic Economic Plan (SEP). Further improvements to the network are planned to increase efficiency and capacity. The proposed redevelopment of the station area will complement the wider network improvements.

The area around the railway station is set to change significantly over the next 10 -15 years with major developments underway or planned at the Westgate Centre, Oxpens, land around Frideswide Square and Osney Mead Industrial Estate. It is important that the redevelopment of the station area complements these planned developments so as to ensure the western side of the City Centre forms a well-integrated and highly connected urban quarter.

Process

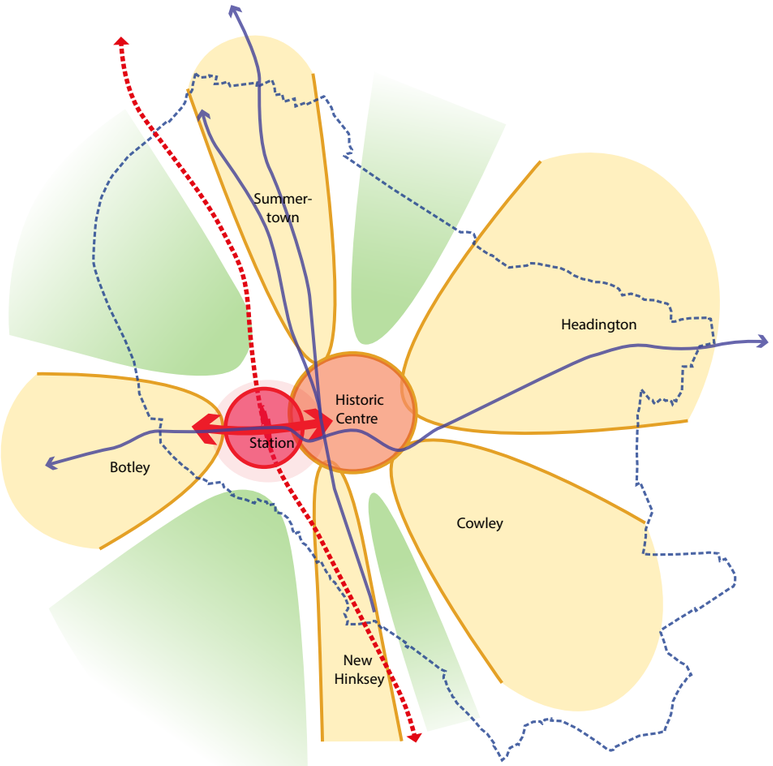
The preparation of the SPD comprises a number of stages prior to its final adoption.

The previously developed Oxford Station Masterplan has been reviewed in order to identify previously agreed objectives and technical design requirements. In this respect the SPD builds on rather than reinvents the previous masterplan process.

The current and emerging planning policy context has been reviewed with a focus on recognising the relevant planning policy objectives and requirements specific to the Station Area.

The process of reviewing the masterplan has included identification of which elements of the Oxford Station Masterplan (July 2014) are fixed and therefore must be delivered and which elements are more flexible. A series of design principles have been developed in the form of parameter plans covering topics including land use and building scale. The SPD includes an updated version of the masterplan which represents one way in which the development could be delivered adhering to the principles.

The preparation of the SPD includes stakeholder engagement and consultation which will be taken into account in finalising the document.



The Site

The Oxford Station area is the gateway for the City of Oxford and should create a positive dynamic with the surrounding context and emerging developments in Oxpens, Jam Factory, Island site, Osney Mead and the wider western area in Oxford City.

The station sits opposite the Said Business School, which announces the unique academic character of the City. This, together with the recent improvement to Frideswide Square, offers a high quality design context.

Site Boundary and Ownership

The site currently comprises a mix of operational railway land, public highway, and the Becket Street operational railway car park. The majority of the study area falls within Network Rail owned land (leased to First Group).

Station

The railway station currently comprises a main station building, north and south bound platforms, associated buildings and structures, and a station forecourt which provides a taxi rank and bus interchange. To the north of the Station building is a staff and short stay car park and former parcel depot. The station's main cycle parking area is located between the station forecourt and Botley Road to the south. This is partially screened from the highway by an area of trees and shrubs.

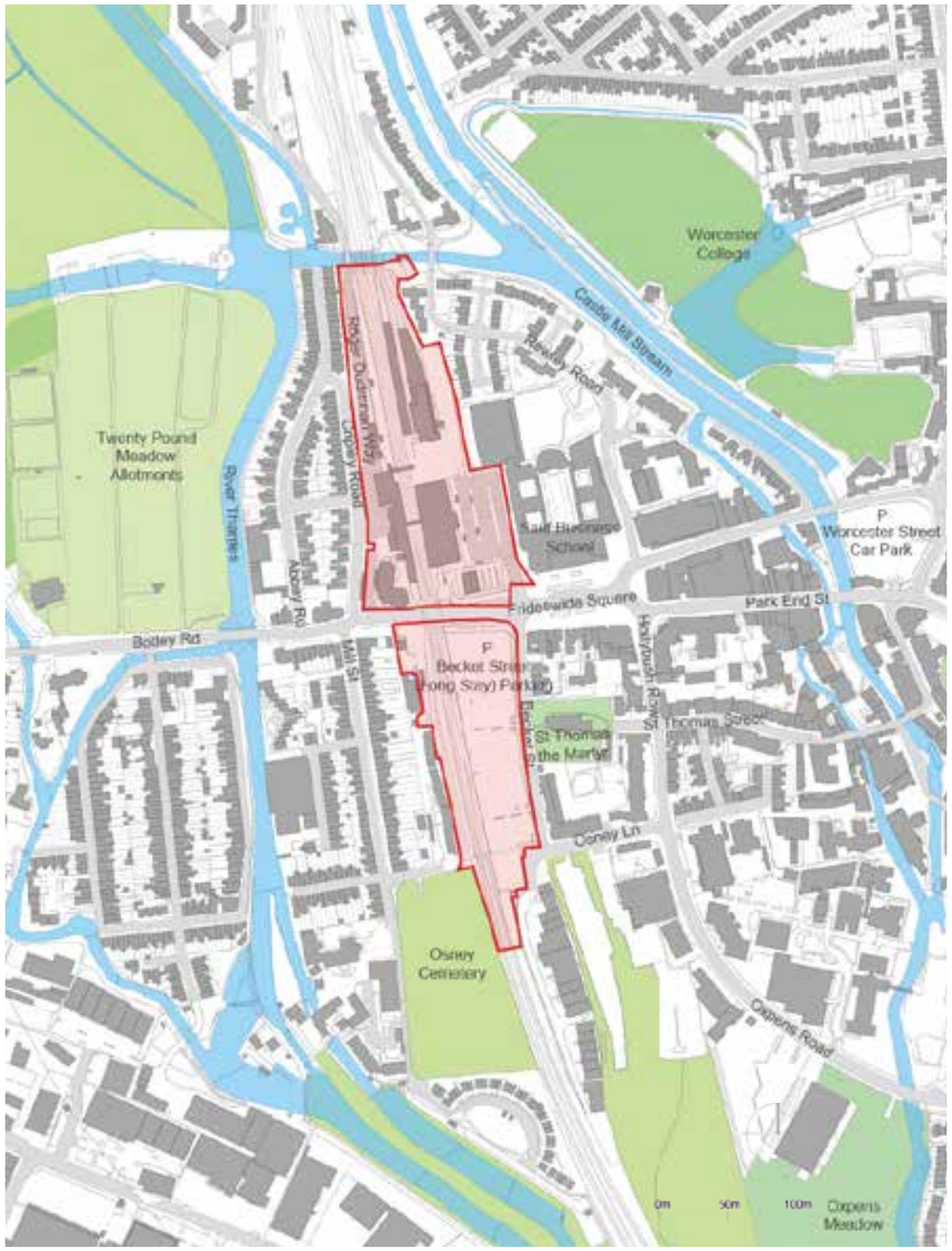
Becket Street car park

The car park provides circa 480 spaces and caters for rail users. It is linked to the main station building by a pedestrian footbridge which crosses over Botley Road. The rectangular car park runs parallel between the railway line and Becket Street. There is a fall in levels to the south west that could provide some opportunity for increased height.

The pedestrian footbridge has been subject to various unrealised designs over the years to enable improved access and appearance. The bridge and associated ramps are linked to Becket Street by an area of adopted highway. This area, located to the south of the existing pedestrian / cycle bridge, also provides access to an emergency level crossing, which is no longer in active use.

West Side of station

The west side of the station has various operational buildings; an occasionally used west entrance and a busy road crossing the site with Roger Dudman Way leading towards the student accommodation, off site to the north. The YHA sits on a strategically important piece of land previously owned by Network Rail. The land (or part of) is however key to enabling the a new western track and, potentially, for an entrance on this side. The Co-op Nursery site is located adjacent to the bridge above the Castle Mill Stream. The existing tracks run nearby alongside Roger Dudman Way that provides Right of Way access to the student development at Port Meadow. The proposed Rail Enhancement project may impact on this land as it crosses the stream.



Plan showing site boundary

Scope and Role of SPD

The Supplementary Planning Document (SPD) aims to create a robust framework to deliver a comprehensive and coherent development for the Oxford Station Area.

Existing Masterplan

The Oxford Station Masterplan set out the overarching context for the SPD, highlighting the strategic rail improvements and upgrades that pointed to the need for a major overhaul of Oxford's station and its immediate surroundings. A significant amount of work has already been therefore undertaken to explore the impacts and improvements that should accompany this transformation.

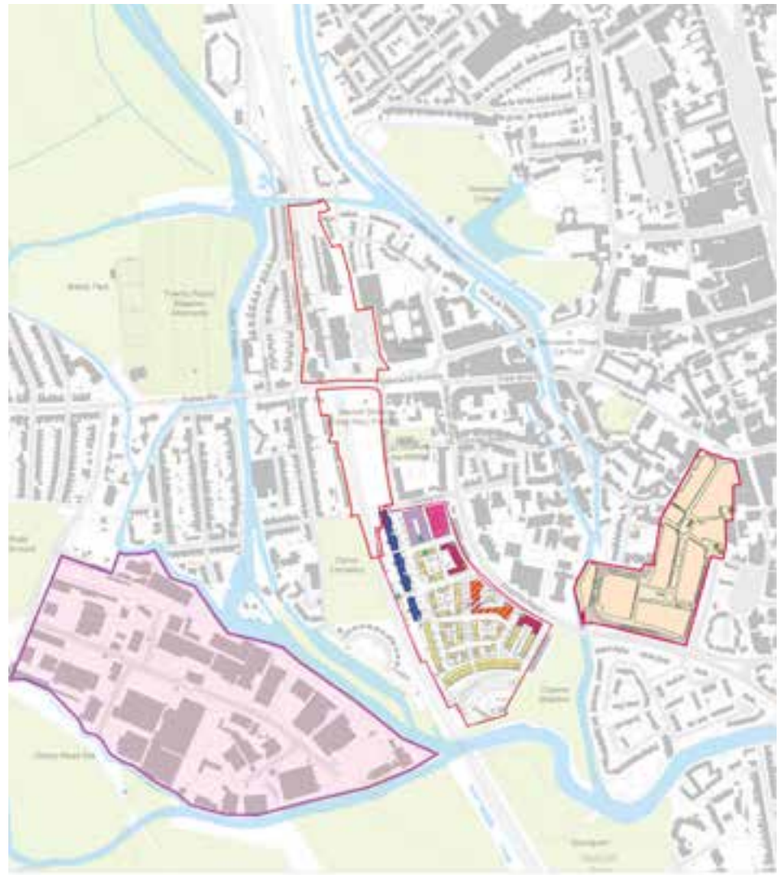
Beyond the rail and interchange components of the station transformation, the urban context of the 'western gateway area' gives important clues for what should be achieved by redevelopment. The area currently fails to provide the appropriate 'welcome' to the City. Visitors (whether business visitors, academic or tourists) arrive with high expectations driven by the City's global reputation; however, many of these expectations are undoubtedly let down by the present station.

The new station should provide a vastly improved level of amenity and experience and the 2015 architectural competition has pointed towards the kind of design responses needed. The challenge goes beyond the functional requirements for a new, enlarged interchange. Specifically, the issue of character must also be addressed to ensure that the design response makes a positive addition to Oxford's list of world-renowned architectural achievements.

Role of the SPD

The station SPD will help deliver a number of objectives and priorities in translating the Station Masterplan into an SPD that:

- Promotes an outward-looking development that creates synergies with neighbouring development sites;
- Acts as an effective gateway into Oxford (and through Botley Road and points west);
- Is safe and convenient for pedestrians and cyclists;
- Promotes an excellent / maximised connectivity network with the station at its core;
- Maximises development potential of the station area;
- Responds imaginatively and sensitively to Oxford's heritage context;
- Incorporates progressive and sound urban design principles and guidance;
- Address the three-dimensional design issues in its massing strategy;
- Addresses opportunities to maximise value as well as development quantum;
- Helps to ensure that the vision for high quality public realm and integrated transport hub and associated development are accompanied with appropriate flexibility in design and implementation.



Context plan including future developments.

The SPD provides a series of design principles for the station and its immediate surroundings which must be considered and responded to in order to achieve the overarching vision for the station area. The SPD includes an illustrative masterplan which represents one way in which the design principles could be interpreted. The illustrative masterplan largely reflects the previously agreed masterplan, although resolves certain key elements of the design based on the latest discussions with stakeholders.

The SPD area covers the railway station which comprises the existing main station building, north and south bound platforms and associated building structures, the station forecourt which currently provides a taxi rank and bus interchange and an area of cycle parking to the south. To the north of the station are a staff and short stay car park and former parcel depot. The SPD also covers the Becket Street Car Park the pedestrian footbridge across Botley Road and the west side of the station along Roger Dudman Way.

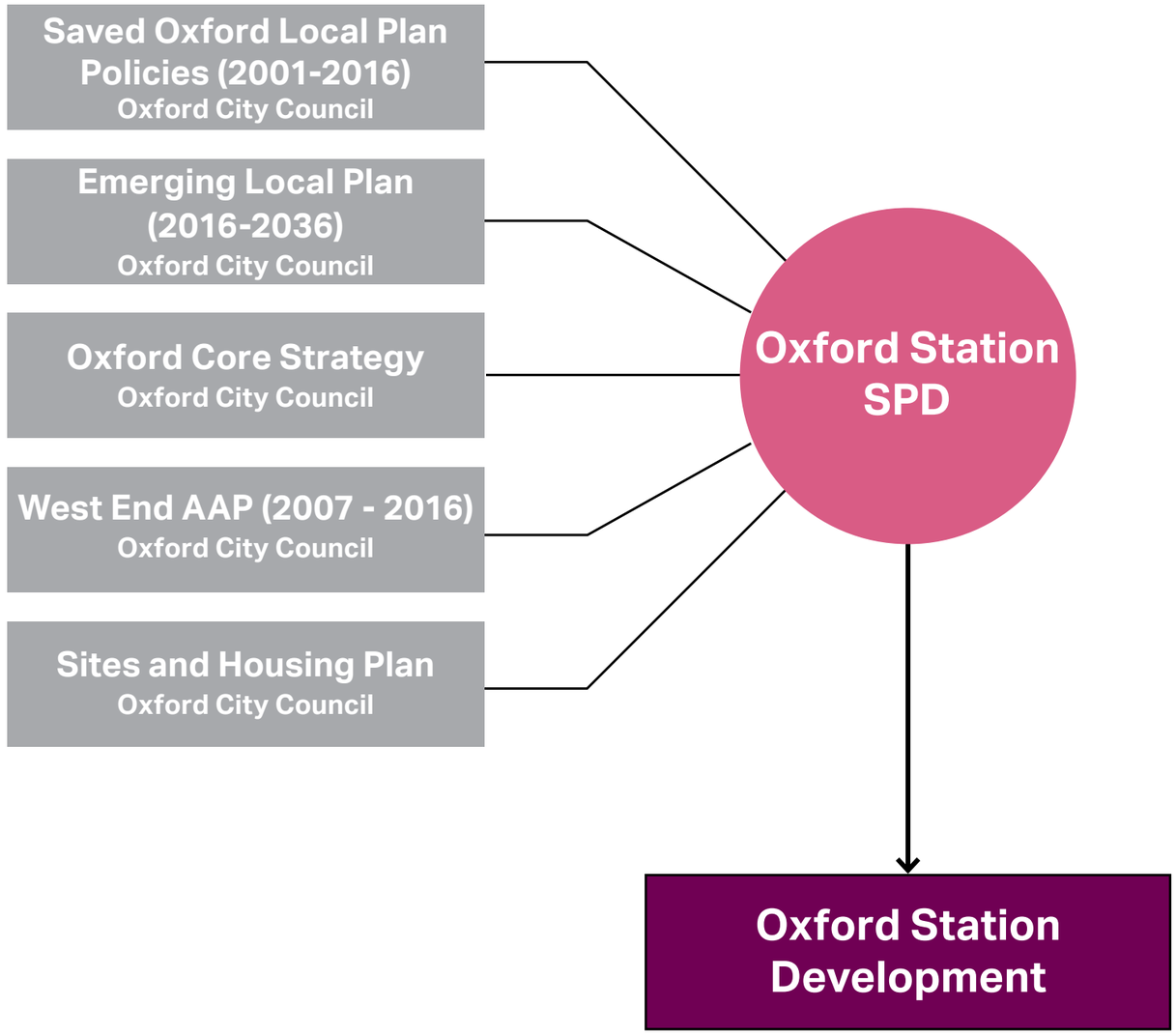
The SPD builds on Oxford City Council's existing and emerging Development Plan, in particular the West End Area Action Plan and the emerging Local Plan 2016-2036 which is due to replace the Saved Oxford Local Plan Policies 2001-2016, Oxford Core Strategy, and the Sites and Housing Plan. The SPD supports the delivery of development to meet planning policy objectives, helping to address Oxford's social, economic and environmental needs, in particular the City's housing shortage, growing economy and transport capacity. The Oxford Station SPD also identifies the opportunity for the development of the station area to establish strong connections with other nearby development sites, such as Oxpens, land around Frideswide Square, the Westgate Centre and Osney Mead Industrial Estate.

A Strategic Environmental Assessment (SEA) Screening Report has been undertaken. The proposed Oxford Station SPD will supplement the existing policies set out in the West End AAP, which has already been subject to a Sustainability Appraisal that incorporates the requirements of SEA. This Assessment concludes that no Strategic Environmental Assessment of the Station SPD is required. In accordance with the SEA Regulations, the consultation bodies were notified for their comments, and were in general agreement that no SEA was required.

The Station SPD will form part of the framework for the development of the site. It will sit underneath the "parent" document – the West End AAP. The Station SPD will become a material consideration when determining planning applications. It is not anticipated that the Station SPD will add unnecessarily to the financial burdens of development. Instead it is intended to help applicants make successful applications and provide a co-ordinated approach to infrastructure delivery.

The Opportunity

Oxford Station SPD will become an important component of the City Council's planning policy framework which will promote high quality development and help support City-wide ambitions for economic and housing growth. This will be through establishing a framework for a high quality architectural and technical design response to the site and context as well as establishing strong connections with nearby development sites, such as Oxpens, land around Frideswide Square and the Westgate Centre, as well as the Botley Road.



Planning and Transport Policy Overview

The Supplementary Planning Document (SPD) aims to create a robust framework to deliver a comprehensive and coherent development for the Oxford Station Area.

A review of the relevant planning policy context is set out in Appendix 1.

National planning policy is set out in the National Planning Policy Framework (NPPF), published in March 2012. The NPPF states that Local Planning Authorities should plan positively for new development and includes a set of core land use planning principles to underpin plan making and development management. The NPPF identifies that transport system should be balanced in favour of sustainable transport modes. It also states that emphasis should be placed on sustainable design solutions to create better places for people with access for all.

The current development plan for the Station Area, which forms the statutory basis for planning decisions, comprises the following documents:

- Oxford Core Strategy (2011)
- West End Area Action Plan (2008)
- Sites and Housing Plan (2013)
- Oxford Local Plan 2001-2016 (saved policies) and Proposals Map

The City Council is currently preparing its draft Local Plan that will supersede the existing development plan documents. The SPD does not form part of the development plan but provides site specific planning guidance in relation to how development is expected to be delivered.

As summarised in the diagram opposite, other policy considerations include County Council transport policy and Local Enterprise Partnership (LEP) strategy.

A review of existing and emerging planning policy has identified the following key policy topics and issues for the Station Area. Further information in relation to planning policy is set out in Appendix 1.

Site specific policies

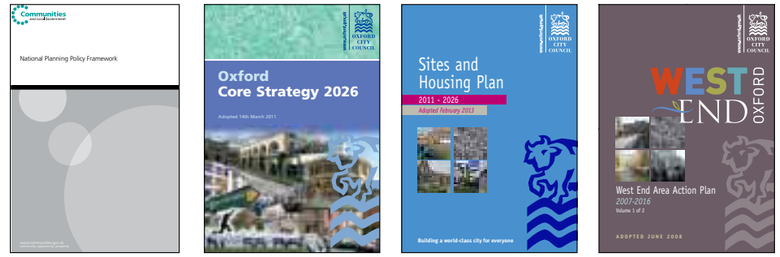
The West End Area Action Plan (AAP) identifies Oxford Railway Station as a key opportunity site and sets out its development potential. For instance, any development of the station must improve the experience for passengers and create a strong sense of arrival to Oxford. The Core Strategy further recognises the key role the Oxford railway station plays for both the City and wider area and identifies the need for specific infrastructure improvements, for example, the existing single storey structure of the station has limited passenger circulating and waiting space, basic facilities and poor retail offering.

The Oxford Transport Strategy (OTS), which forms part of the Local Transport Plan (LTP) 2015-2031, provides a wider impact assessment of the proposed station improvement and states that enhanced rail network and connections should be included where they support the County's objectives for economic growth. It further adds that the development of the rail network should provide inter-regional links and better integration between the rail and strategic bus networks. More specifically, the expansion of the station should include a new bay platform, better facilities, improved interchange with other sustainable modes of transport and widening of Botley Road Bridge. Oxford Railway Station has also been recognised in the LTP as a major constraint within the Oxford-Didcot corridor, which affects the reliability of trains on the strategic national rail network. Without expansion it will hinder economic growth in Oxfordshire including growth of the 'Knowledge Spine'. In order to introduce a new inter-regional service to the East Midlands and South West, a fourth track south of Oxford Station at Oxford Station is required.

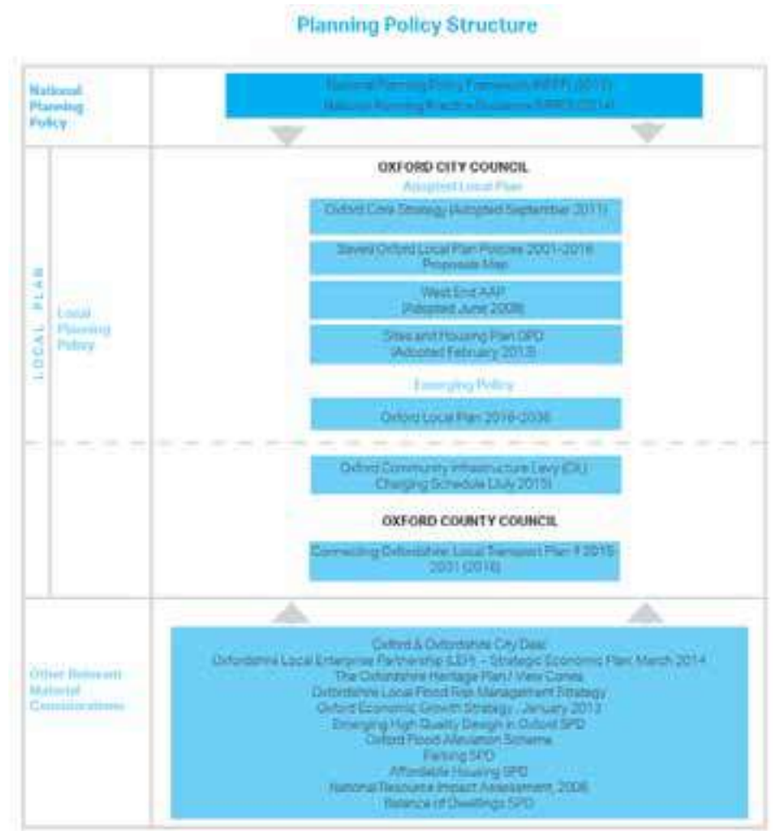
Economic development

Oxford seeks to maintain and strengthen its regional role as a primary focus for shopping, employment, innovation and research, tourism, leisure and cultural activities. As the county's main travel destination, transport infrastructure is key to maintaining and enhancing the City's strategic position. Oxford Railway Station has been identified as being a major constraint on the Oxford-Didcot corridor, which without an expansion will hinder economic growth in Oxfordshire. The following key policies support the City's economic growth:

- Saved Local Plan Policy EC.1, CP.5, CP.6
- Core Strategy Policy CS1, CS5, CS27, CS31, CS32
- West End Area Action Plan Policy WE20, WE23, WE26



Key existing planning policy documents



Planning Policy structure

Design and Heritage

Oxford's unique heritage is recognised as highly important to the City's identity. As such, planning policy requires that new development must respond sensitively to Oxford's heritage through high quality design and ensure that changes to the townscape are informed by an understanding of context as set out in planning guidance including Oxford's Heritage Plan, the Oxford View Cones Study and emerging High Quality Design in Oxford SPD. . The following key policies seek to preserve and promote the Council's design and heritage standards:

- Saved Local Plan Policy HE.9 and HE10
- Core Strategy Policy CS18
- West End Area Action Plan Policy WE1, WE10

Sustainability

New development proposals are required to reduce carbon emissions and mitigate the impact of climate change. The emerging Local Plan 2016-2036 seeks to ensure that Oxford is a healthy place to live and environmentally sustainable. The redevelopment of the station should therefore embrace the principles of sustainable design including relating to energy performance. The following policies address the Council's key sustainability principles:

- Core strategy Policy CS9, CS10 and CS12
- Sites and Housing Plan Policy HP9, HP11
- West End Area Action Plan Policy WE13

Transport

The County Transport Strategy focuses on supporting jobs and housing growth, through reducing congestion; reducing transport emissions by reducing the need to travel; enhancing air quality, safety and the environment; as well as focusing on developing links and efficiency along Oxfordshire's 'Knowledge Spine', an economic corridor linking growth locations in the south of the county with Oxford City and Bicester to the north. The delivery of an integrated transport hub at Oxford Railway Station has the potential to contribute to transport policy objectives. In addition to the County Council Transport Local Plan, a number of key policies are contained in the Council's Development Plan:

- Core Strategy Policy CS13, CS14

The City Council sets out a range of detailed policy requirements in relation to access and parking; where relevant these are reflected in the guidance set out in elsewhere in this SPD.

West End AAP reference for Station Area

West End AAP provides guidance for streets, public realm and development, which also includes specific guidance for the station area and its immediate surroundings. Whilst majority guidance has been followed in this SPD, a select few elements have been challenged and suggestions for change in these elements have been made through the proposed design principles set out in this SPD.

Some of the key points are:

INDICATIVE LAND USES

North Site (Railway Station)

- Primary: Transport
- Secondary: Public space

South Site (Becket St Car Park)

- Primary: Houses, Transport;
- Secondary: Hotels
- Minor element: Flats, Amenities for housing

STREET AND ROUTE TYPES

Type 1 (Becket St)

Scale

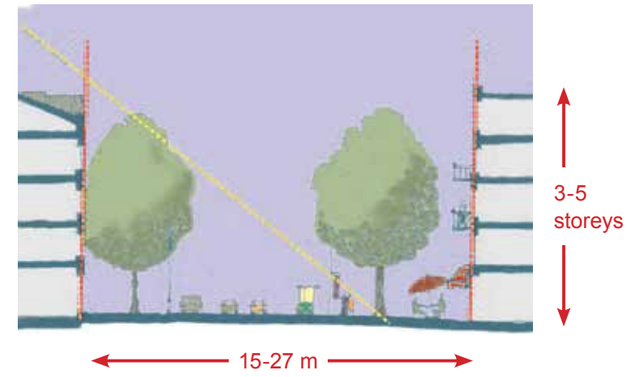
- Range of street width: 15-27 metres
- Range of Building Heights: 3-5 storeys
- Breaks and gaps in the frontage should be no wider than 5 metres unless it is for a special public space.

Continuity of building frontages

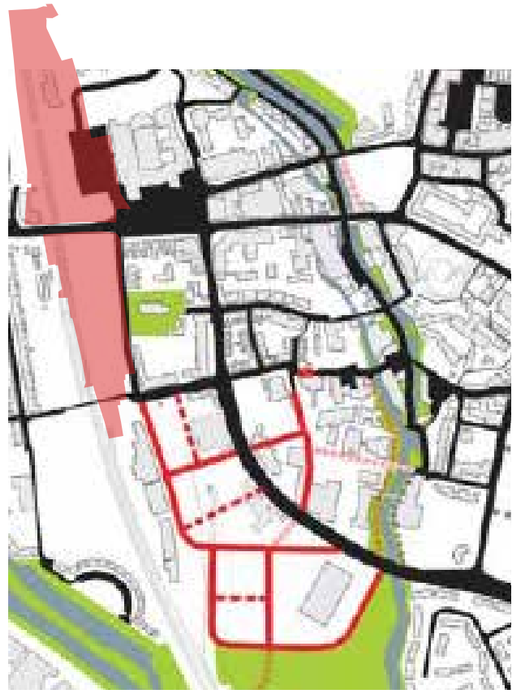
- The building line should coincide with the Plot Frontage Line for 95-100% on the plot width. Coincide is defined as between 0 and 1 metre.
- The remaining 5% may be composed of either breaks in the frontage or set backs of the building line from the plot frontage line
- Breaks and gaps in the frontage should be no wider than 5 metres unless it is for a special public space.

Active frontage

- A, B and C grade frontage: 6-20 entrances/doors per 100 metres of street frontage.
- Transparency of facade to occupied or inhabited space: equal to or greater than 30% of the street facade in addition to the entrance/ doorway.



Street section identifying scale and maximum storeys for Type One streets (Becket St)



New urban structure for the West End (including essential mesh with red and optional mesh with dashed red lines)

Stakeholder engagement and consultation strategy

Oxford Station SPD consultation will continue to engage with key stakeholders and wider public and help build a positive consensus in support of a comprehensive development of the station area.

Stakeholder Engagement and Consultation Overview

The Oxford Station SPD builds on the dialogue with key stakeholders and the wider public established as part of the masterplan completed in 2014. Accordingly, the engagement strategy for the SPD encompasses the following:

- Identification of key stakeholders based on previous masterplan exercise, recognising that there may have been changes since the previous work.
- Developing key messages and FAQs based on the consultation draft SPD.
- Key stakeholder engagement - an initial engagement exercise will take place with key stakeholders that have a direct interest in the site; this is anticipated prior to Christmas 2016. The draft SPD will also be presented to Oxford City Councillors.
- A wider public consultation exercise in relation to the draft SPD will be undertaken in early 2017 over a six week period, to include a public exhibition, providing opportunities for member of the public to discuss the SPD with the project team, and online consultation.
- Feedback gathered during the consultation period will be analysed and used to inform the final draft of the SPD.
- At the end of the process a detailed consultation report will be produced. It will include a detailed analysis of the feedback, an overview of the approach as well as details of how feedback has been incorporated in the final SPD.

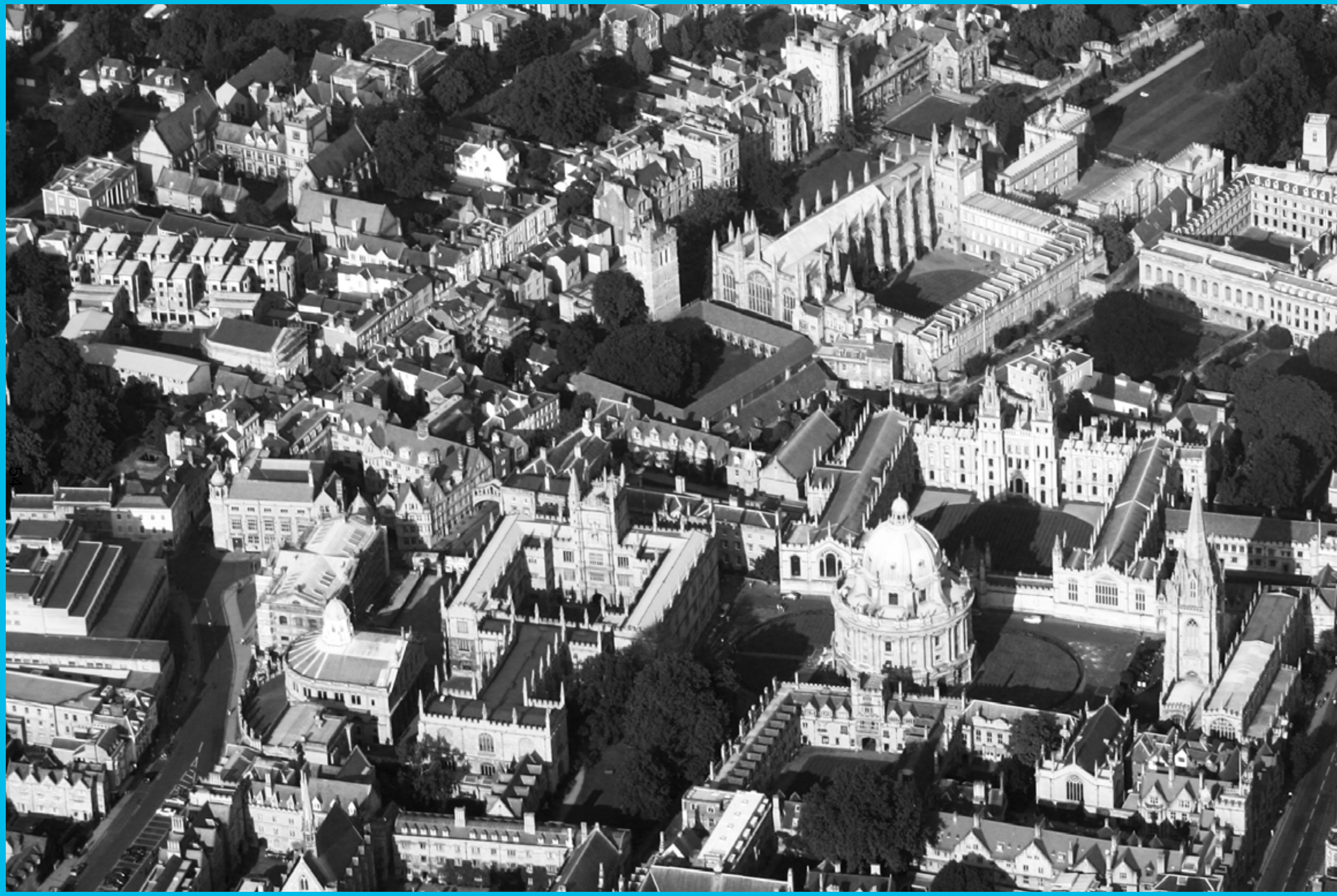
Structure of the SPD

The Supplementary Planning Document (SPD) provides a clear set of design principles that will help deliver a coherent development in a phased manner.

Document Structure

The Supplementary Planning Document is structured as follows:

- Section 1 provides context and background to the SPD in relation to Oxford City Council's vision for the station area, scope and role of the SPD, summary review of Oxford Station Masterplan and shortlisted Station Design Competition entries undertaken to inform the SPD, planning policy context and consultation strategy;
- Section 2 sets out the vision and objectives for the SPD, which have informed the design principles and illustrative masterplan;
- Section 3 summarises the key characteristics of the station area in reference to the surrounding city context and more importantly the emerging development context of major sites surrounding the station area and sets out constraints and opportunities for the station area development;
- Section 4 sets out the key design principles for the station area, which will be the key reference for the design teams in the future stages of Oxford Station development;
- Section 5 provides further guidance for the key components of the station area development;
- Section 6 sets out Illustrative Masterplan for the station area exploring layout for the station area based on the vision and design principles set out in this SPD
- Section 7 sets out indicative phasing of the key components of the station area.



Oxford City - Bird's Eye view

SPD Vision and Objectives | 02

Masterplan Mission Statement and Objectives

'To develop a rail hub and interchange for Oxford, reflecting its status as a world class city and a global centre for innovation and learning, and responding to its internationally recognised heritage assets.'

1. To provide an exemplary gateway to Oxford that:

- Emphasises key links with the city centre and reinforces historic street patterns and character
- Improves wayfinding
- Facilitates multi-modal interchange opportunities to ensure seamless integration with strategic and local transport networks
- Enables high quality architectural and urban design...
- Dovetails with planned wider development

2. To meet operational demands for expected rail growth over the next 30 years and offer an improved passenger experience, helping Oxfordshire deliver economic and housing growth.

3. To act as a catalyst to encourage wider regeneration in Oxford

- Maximising appropriate commercial, economic, development opportunities
- Providing a focus for investment
- Positively impacting on land values

4. To be deliverable, flexible and represent good value for money, protecting and enhancing revenue streams

Illustrative masterplan

SPD Vision and Objectives

'The Oxford Station area development will create a distinctive new gateway to Oxford, contributing to a vibrant new quarter and a fully integrated transport hub linking the station area with the City and beyond.'

- Station SPD to be responsive to surrounding developments and wider Western Area AAP and identify a 'zone of influence' for proposed enhancements
- Define new townscape reference for Station area with cluster of architecturally significant buildings around Station and Frideswide Squares
- Highlight the need to deliver cohesive public realm between Station area and surrounding context – particularly along key station approach routes
- Emphasise balanced east-west connectivity from Oxford Station through delivery of station building and retain access on both sides of the tracks
- Active frontages along Becket Street, Botley Road and Station Square
- Deliver enhanced pedestrian and cycle infrastructure along Botley Road, whilst supporting improvements to link north of Castle Mill stream, pedestrian bridge off Osney Lane exploring alternative solutions for ramp access on the eastern side and proposed bridge south of Oxpens connection with Osney Mead
- Identify preferred land-use mix that establishes station area as the 'gateway hub of Oxford City' with commercial, residential and networking spaces which complement the surrounding developments
- It is critical for the Oxford Station Area development proposals to make the most efficient use of land to maximise the contribution that can be secured from development to secure the station and public realm following the design principles set out in Oxford Station Area SPD.
- Maximise potential of private investment to secure the viability of the development and the future options that follow the key design principles set out in Oxford Station Area SPD.

Station area in Oxford City context - Aerial view

Site Characteristics, Constraints and Opportunities | 03

Site Context

Oxford and the surrounding area is made up of a number of different centres with varying influence over the development of the City as a whole. Cowley Road, Headington and Summertown District Centre and the new Cowley Primary District Centre are lower order centres around the City's core where the Station Areas located. The City also includes two strategic development sites subject to their own Area Actions Plans: Barton Area and Northern Gateway Area.

The site sits on the edge of the City Centre boundary, and within the West End renaissance area which is almost entirely located within the City Centre.

The site is located close to a number of major development opportunity sites which are at different stages of the planning process.

Osney Mead

Osney Mead Industrial Estate is located to the south west of the City Centre and the Botley Road. The 18ha site is an under-occupied industrial site to the west of the City Centre, close to the Westgate Shopping Centre, Oxpens and the railway station, but currently has poor connectivity to these areas. The area is currently identified in planning policy as a protected employment site but the University has stated an aspiration to develop the site for a mix of land uses.

Oxpens

The Oxpens site sits between Oxford Railway Station, Westgate and the River Thames and provides an opportunity for much needed housing, offices, research and development space, a hotel, local amenities and public open space. An SPD has been produced by the Oxford City Council and sets out the Council's expectation for the development of the site. However, this is currently being reviewed and updated.

Westgate

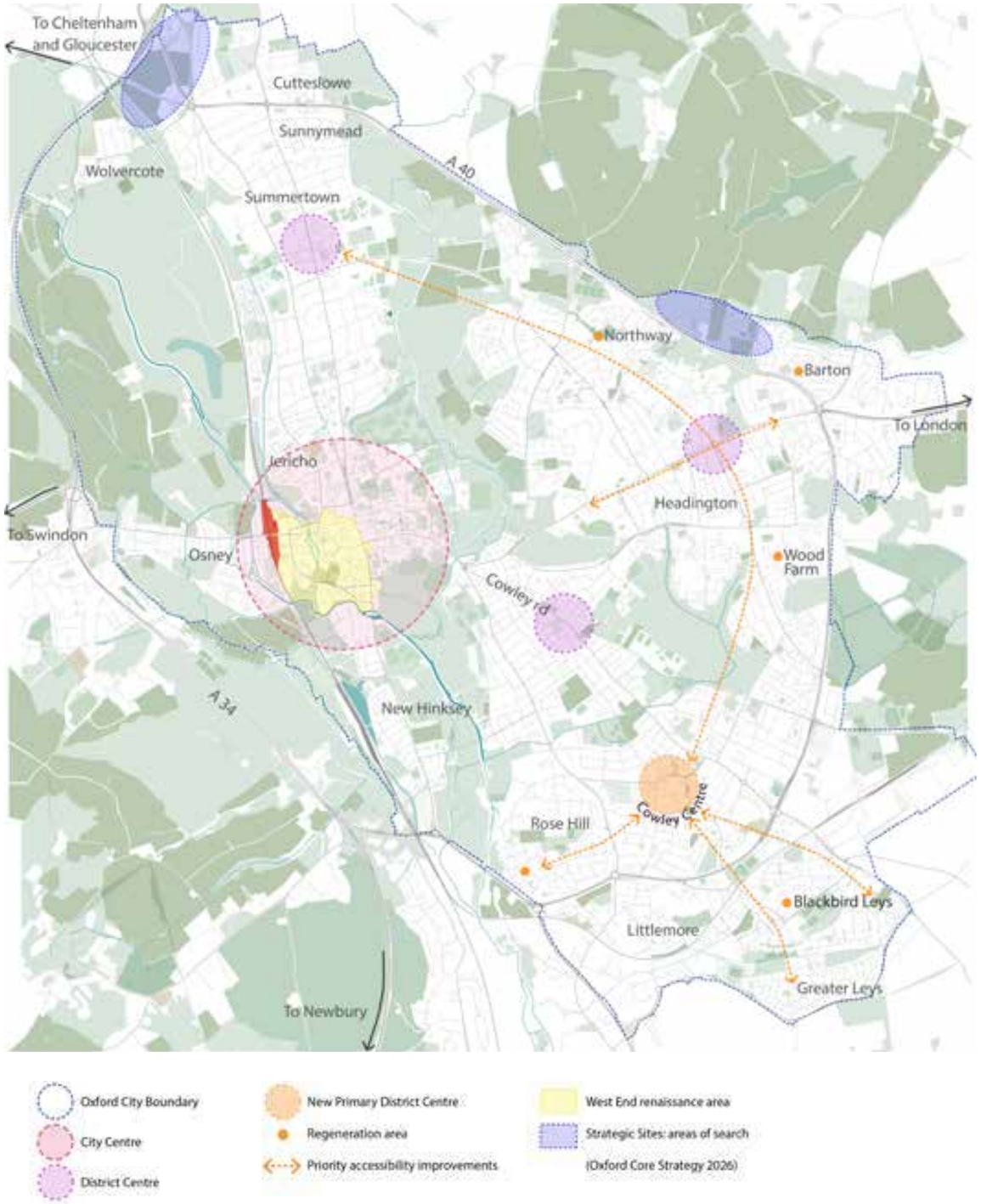
The Westgate development is located in the City Centre, within walking distance of the station. It will establish a strong connection between the City's main shopping artery and Oxpens Road.

The previous shopping centre is currently being refurbished and adjacent land redeveloped to provide retail, leisure and residential floorspace together with approximately 1,000 car parking spaces. The new Westgate development is expected to open in late 2017.

Frideswide Square

Frideswide Square is the main thoroughfare between the station and the City Centre. It is located immediately to the east of the railway station and is bound by the Said Business School, and Royal Oxford Hotel.

Recent redevelopment work has transformed the square to create a more welcoming public realm and wider pedestrian walkways. The area is now decongested and safer for cyclists and public transport users to navigate.



1 Oxford Station Masterplan site

2 Frideswide Sq
Recently completed, it enhances the arrival experience from and to the station

3 The Island site - Various proposals.

4 Worcester Street Car Park - Potential development

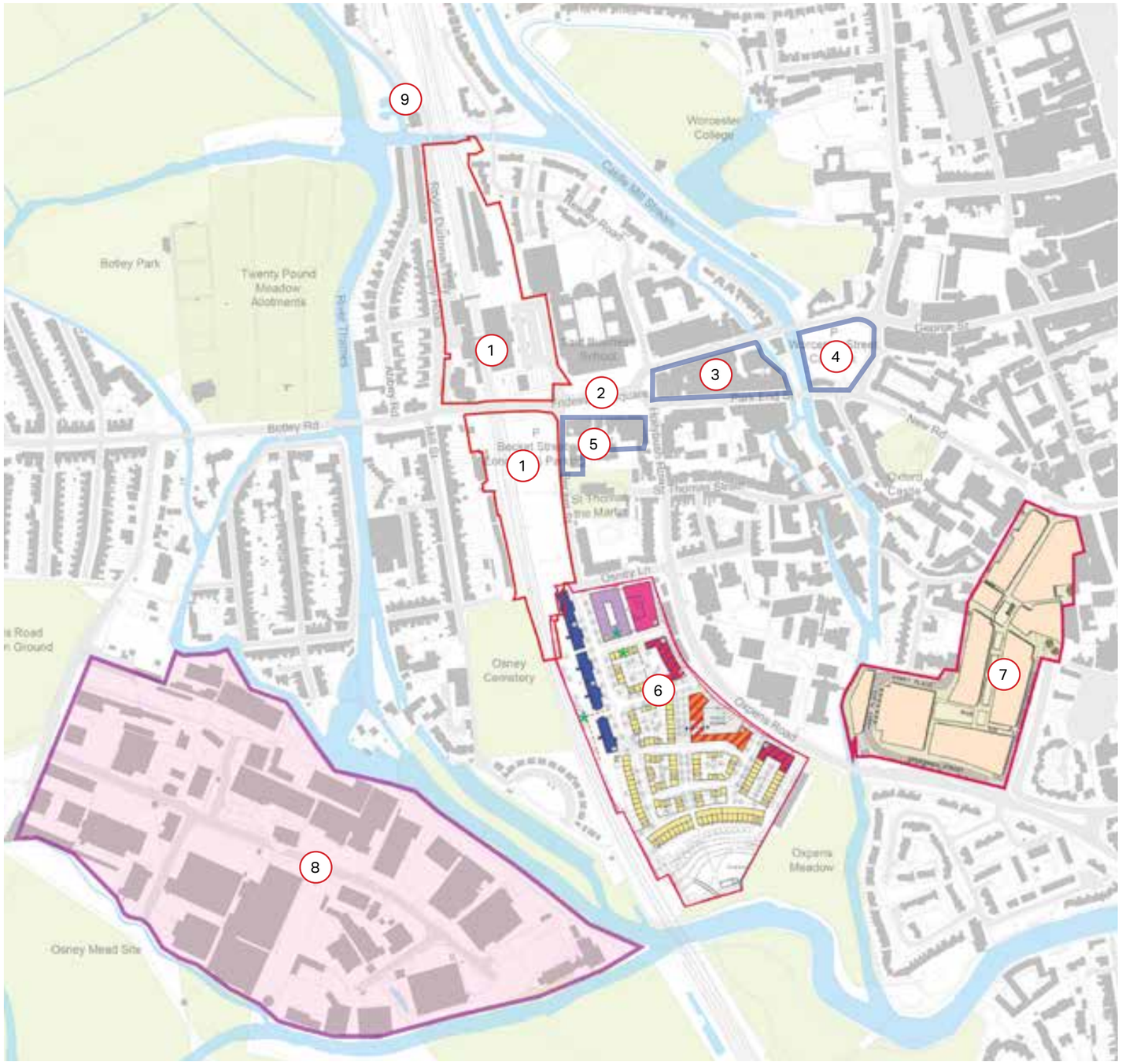
5 Southside, Frideswide Square

6 Oxpens Masterplan - SPD adopted in 2013
6 ha mixed-use development (with academic / residential); enhancing riverfront setting with new links to Osney Mead; fully integrated with city context

7 Westgate shopping centre - Currently under construction

8 Osney Mead Development -
Potential: 16 ha / mixed-use development (with employment / residential); enhancing riverfront setting with new links to Oxpens; fully integrated with city context

9 Co-op Nursery



Context plan including surrounding opportunity sites

Heritage Context

'Oxford has a wide variety of building types, with buildings of the Colleges and University contrasting with those of the town; and distinctive buildings that illustrate the life and working of the town (railways, canal, Covered Market), religion (churches and other places of worship), and leisure (theatres, cinemas, ice rink). Often minor and 'unknown' buildings have a history and significance at more than local level.' Oxford Heritage Statement

Oxford City has a unique and important heritage and archaeological context made up of a variety of building types and contrasting architectural features. The City Centre includes a number of conservation areas and heritage assets, including the historic colleges and University buildings, which need to be considered when new development proposals are being put forward.

The Station Area is located within an area of archaeological potential and close to scheduled monuments.

In addition the City Centre including the Station Area is subject to q height restriction which limits building heights to 18.2 metres within 1,200m radius from Carfax Tower. The site also falls in part within the scope of the Oxford View Cones which seek to preserve the City's townscape character and unique historic skyline.

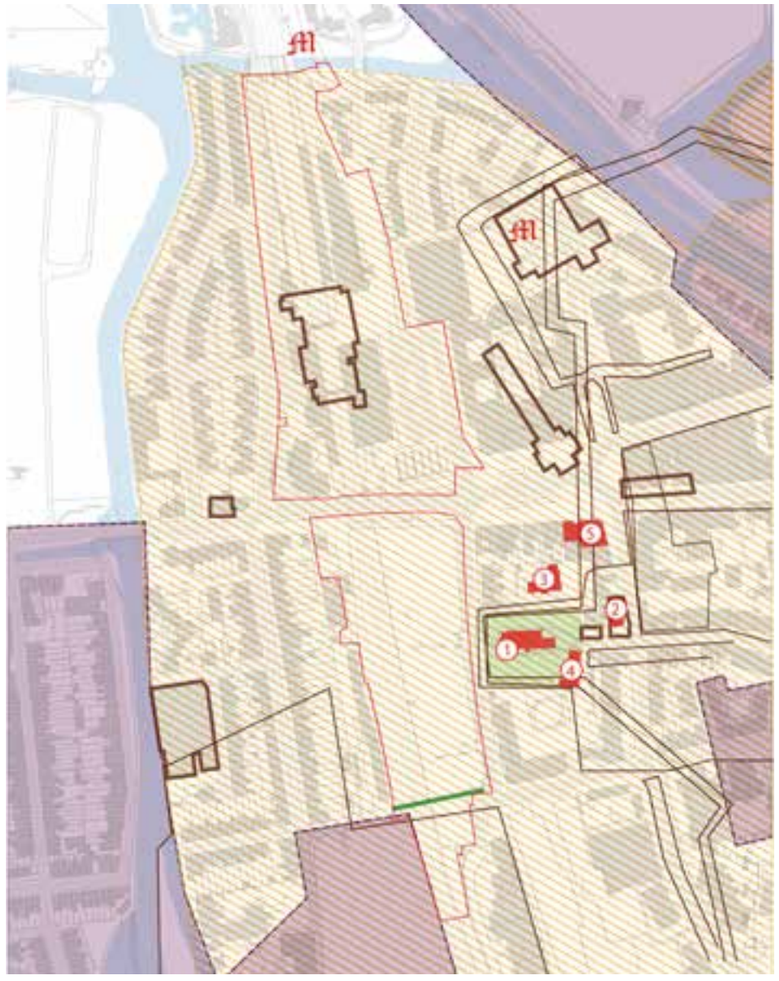
The medieval precinct of Osney (or Osney) Abbey, is located 30m from the scheduled remains of the medieval Rewley Abbey and may be crossed by the line of the Royalist Civil War defences which are known from map evidence to encircle the west end of St Thomas' Church.

The historic route way of Osney Lane, which linked the town with Osney Abbey, a now scheduled monument, crosses the site as does the heavily truncated historic causeway route from Oxford to Botley (i.e. the Botley Road). The industrial archaeology relating to the post 1851 development of the railway in this area may be of limited local interest, including the upstanding brick pedestrian tunnel under the railway on Botley Road.

The scheduled 19th -20th century monument at railway swing bridge over the Sheepwash Channel. Whilst previous investigations suggest that significant disturbance and land raising can be expected in areas adjacent to the railway, there remains a degree of uncertainty over the survival of important archaeological remains in specific locations.

A number of listed buildings are located near the site.

1. Church of St Thomas the Martyr - Grade II Listed (LBS 245883).
2. The Lodge St Thomas Street - Grade II Listed (LBS 245884)
3. ST Thomas Vicarage, Becket Street, Grade II Listed (LBS 245328)
4. John Coombes House St Thomas Street, Grade II Listed (LBS 245882)
5. Nr 27 Coopers Marmalade Factory, Grade II Listed (LBS 481530)

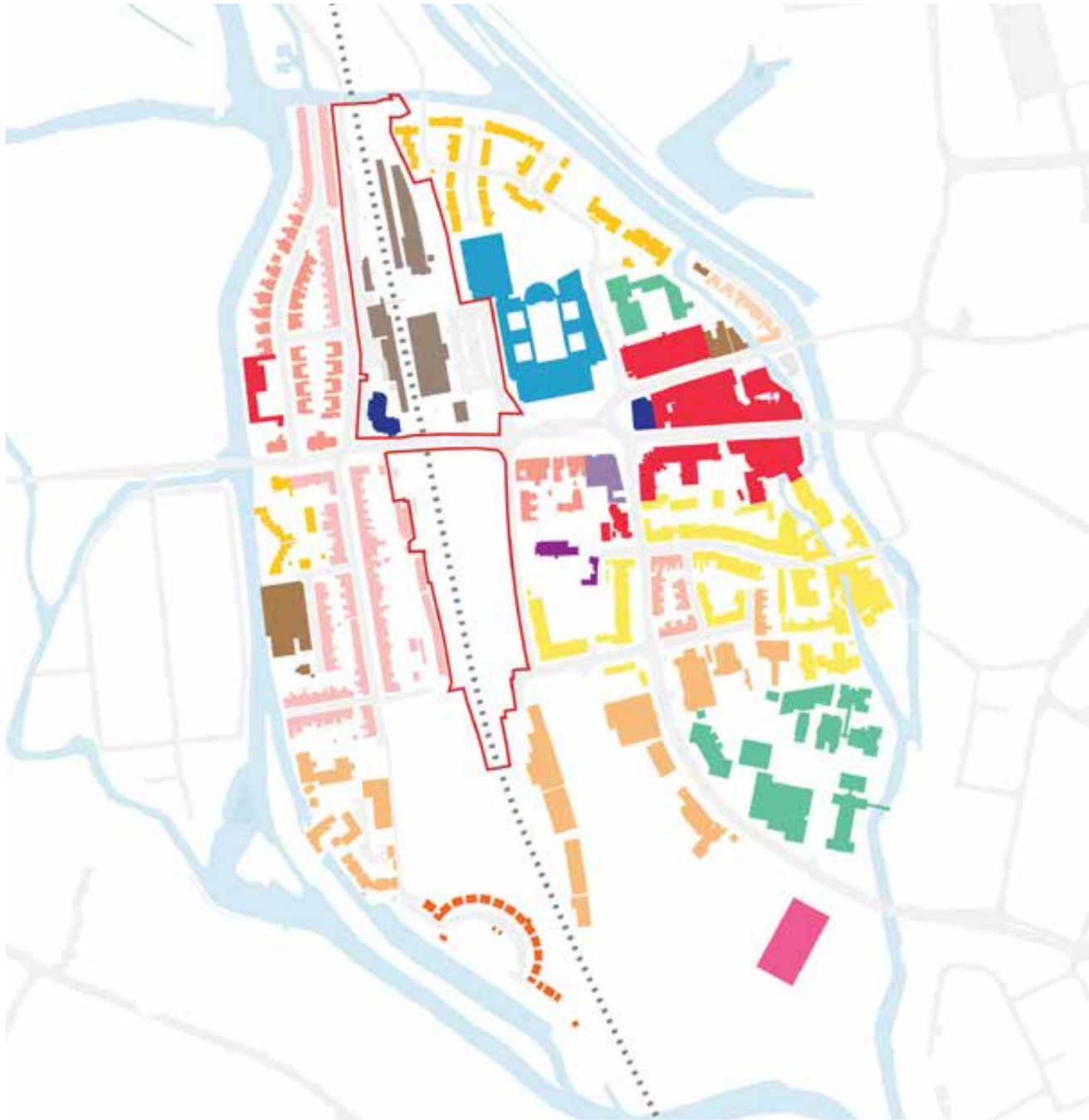


Heritage assets and conservation areas

Character Areas

The surrounding context includes a variety of architectural character areas, building types and scales.

- The area west of the station is characterised by low rise terraced housing aligned with the railway tracks and station buildings. Some larger buildings can be found along the waterway.
- The area south of the station is characterised by a loose and low density urban grain, with a large area of open land towards Oxpens. The Oxpens Masterplan SPD proposes to densify and animate this part of the West End, creating, together with Westgate, a new western focus for the City Centre. The urban grain in this location is expected to increase in density.
- The existing City Centre is predominantly located to the east of the station and is characterised by a dense streetscape. It includes a variety of architectural styles and is set at a higher scale than the rest of the City. It is characterised by the network of enclosed spaces relating to the colleges and the University, mixed with commercial and civic buildings.
- Frideswide Square, Hythe Bridge Street and Park End Street form a clear east-west route from the Station Area to the City Centre.



Character Areas plan

Transport and Access

The Oxford Station area is to become a truly integrated transportation hub providing a range of public transport options within and beyond the city.

Overview and projection

The population of Oxford is anticipated to grow by around 13,000 people over the next decade, from approximately 152,000 currently. Additionally, current demand for employment in the city significantly exceeds the resident workforce due to a large shortage in housing supply within the City. As such there is significant commuting into the City from neighbouring areas - almost half the City's workforce travels into Oxford and commuting distances are increasing with work journeys needing to 'jump' the Green Belt.

The City's rail connections are also used by those living in the City and nearby to travel to jobs in London and the Thames Valley, which underlines the important bilateral relationship between the City, adjacent cities and the rest of the County. With the increasing in-commuting, overcrowding and congestion on key transport routes inhibit growth and add pressure on the City's infrastructure.

Oxford's capacity and demand

Oxford rail station is currently served by a mix of Cross Country (up to two peak services an hour in both direct between Reading and the north of England) and Great Western Railways eight peak hour services an hour between London Paddington and the north (Worcester and Hereford) – 12 two-way train services in total. The rail station is served by two mainline service platforms, whilst two further lines allow for non-stopping services to operate through the station i.e. freight trains. A 3rd terminating platform that will be served by Chiltern railways via their service between London Marylebone, Bicester Village and High Wycombe which commenced operation at the end of 2016. The introduction of the Chiltern terminating service will serve a growth in services with the addition of four trains an hour, providing a total of 16 peak hour service's an hour via Oxford station.

From 2019 Oxford station is anticipated to serve the western section of the East-west rail connection between Milton Keynes / Bedford and Cambridge, this will include two new rail lines and platforms at Oxford station to accommodate this.

Phase 2 works which are under way will result in the following alterations / additions to the current station over the course of the next year or so, up to 2018:

- Demolition of buildings as required for CP5 Infrastructure scheme
- Demolition of Station Services Buildings & associated car parking
- Widening of the bridge over Botley Road
- Construction of widening bridge over Canal
- Construction of new western through track
- Construction of new Island Platform

The Oxford Station Area recognises one of the key objectives is to meet the operational demands of anticipated rail growth over the next 30 years. The future design will ensure, through dialogue with stakeholders in Network Rail the ability to future proof the design of the station and allow for passive provision for development such as for example provision on the eastern side of the station for track widening.

Demand for buses in Oxford is high and is reflected in the network of routes and services. The city bus network comprises city bus routes, Park & Ride services and an established and well utilised long distance coach network.

City Centre Park & Ride routes generally utilise the bus interchange fronting the existing station and bus stops located on Frideswide Square and the wider City Centre. Coaches in the City generally utilise the Gloucester Green Bus Station, which is the Oxford terminus for long-distance coach services, including the frequent services to London and to Cambridge. The bus network is currently constrained by:

- Inadequate space within the station four court to accommodate the demand for buses and routes;
- Poor multi modal linkages / way finding between buses, taxis, rail and coaches is evident; and
- The clear headroom clearances beneath Botley Bridge are constrained, which impacts bus routing

Cycling is central to the ethos of Oxford, with a high percentage of residents and visitors cycling. The recent Census data suggests that approx. 15-20% of commuter trips are undertaken by cycling with the City boundary. The appetite for cycling is reflected in a large area of cycle parking located in the station forecourt (approx. 600 spaces). Equally new improved shared cycle/footway arrangements have been installed within Frideswide Square which provides an improved environment for part of the strategic east-west Oxford dual cycle route along Botley Road.

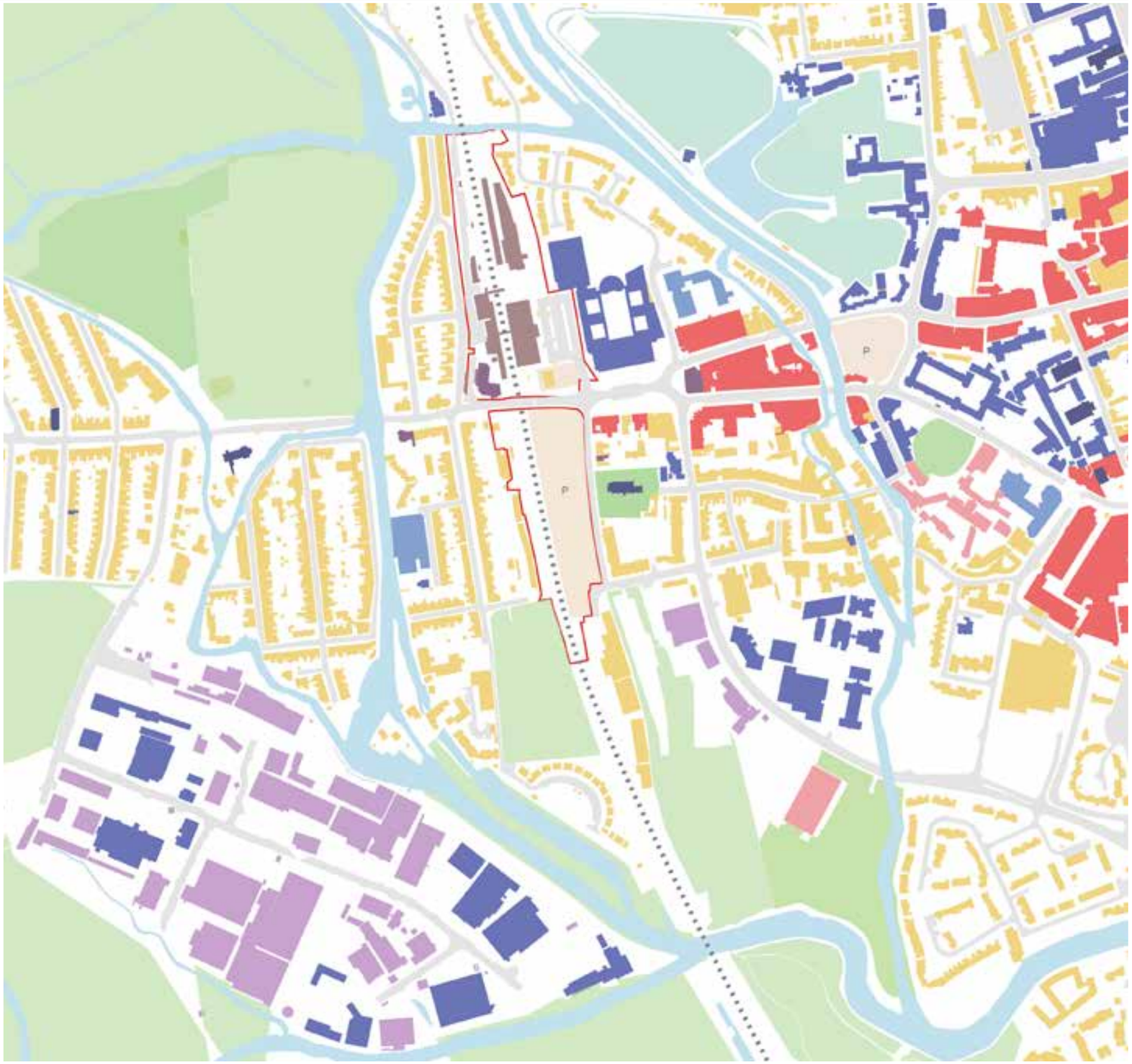
The OXONbike mixed fleet (pedal / electric) cycle hire scheme is now rolling out across the city, with 8 cycle hire stands available at the station, with many other locations now up and running. A Brompton Cycle hire docking station is also located at the station providing an alternative to OXONbike and further reflecting the appetite and changing face of cycling as an integrated multi-modal transport choice for stations.

Bus routes around the Station area.

Land use

The Oxford Station area context has a wide range of land uses such as academic, commercial and residential, which define this urban neighbourhood.

- The Station Area acts as clear dividing line between the land uses represented in the City Centre and immediate surroundings.
- The area west of the station is mainly residential, while on the south corner the Osney Mead industrial estate is made up of large floorplate storage, distribution and business uses.
- East of the station, where most of the City Centre sits, there is a mix of land uses which includes:
  - Residential: found in the heart of Oxford and surrounding the core of the City Centre.
  - Retail floorspace: located in the existing Westgate Centre and other main retail arteries of the City Centre.
  - University and college buildings are located throughout the City Centre.
  - There is a small number of hotels in the City Centre.
  - Civic and cultural buildings.



Existing land use plan

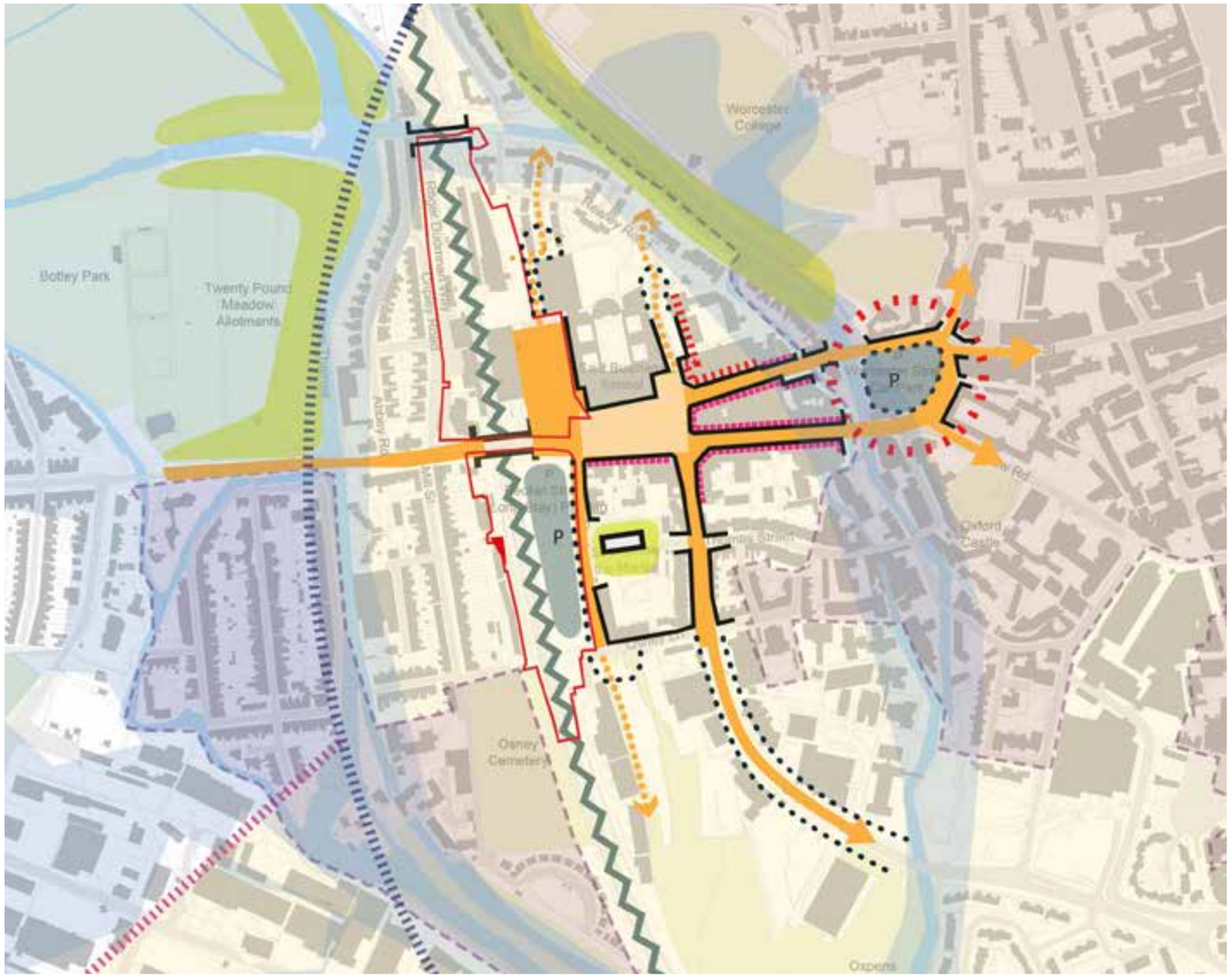
Constraints

The station area with its railway corridor creates severance between neighbourhoods to the east and west, a key issue which the Station Area development should prioritise in addressing through placemaking, design principles, and modifications to Botley Road.

Key constraints

The Station Area has some key constraints that the development will need to address:

- The railway corridor creates severance, which restricts access and connectivity between east and west;
- The Botley Road under passage creates an unwelcoming pedestrian gateway to the west of the City;
- The elevated railway splits the site into a significant east facing parcel and narrower parcels to the west;
- Issues of flooding will need to be fully considered and consulted up on;
- The existing station area and station building create poor frontage with the surrounding streets and public realm;
- The station building does not have a visual presence from any of the station approach routes, hence offers poor legibility as a major transport hub within and beyond the city;
- The quality of public realm immediately in front of the station is poor and does not relate to the high quality public realm in Frideswide Square;
- Carfax tower height restrictions apply to the Station Area, limiting the height of buildings within the development;
- The City's architectural quality needs to be preserved and enhanced through the station's architectural features;
- The exact position and design for transfer deck should be subject to detailed pedestrian flow analysis;
- Network Rail's safety and operational demands and future requirements will need to be addressed in design development Oxford Station Area.



Constrains diagram

Site Constraints

1

The trees in front of the existing station and next to the existing cycle parking will need to be removed.

2

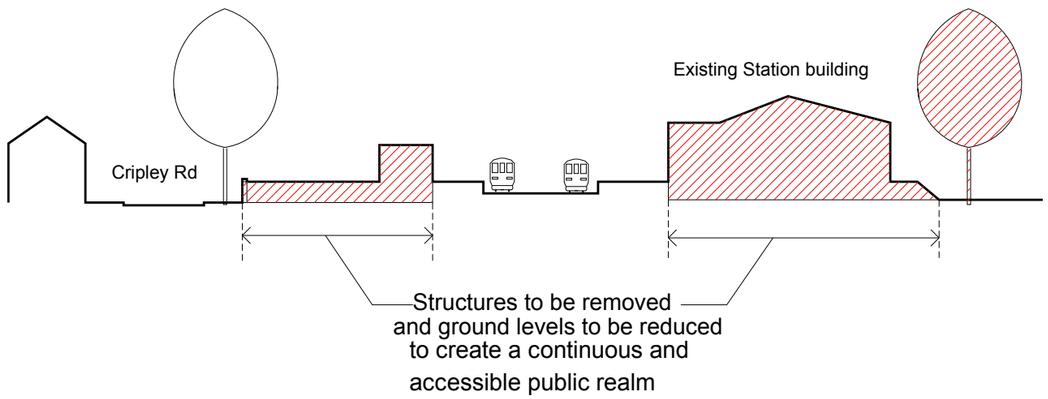
Improvement works to Botley Road bridge to create additional height and new footpath and cycle lanes will result in disruption to access routes.

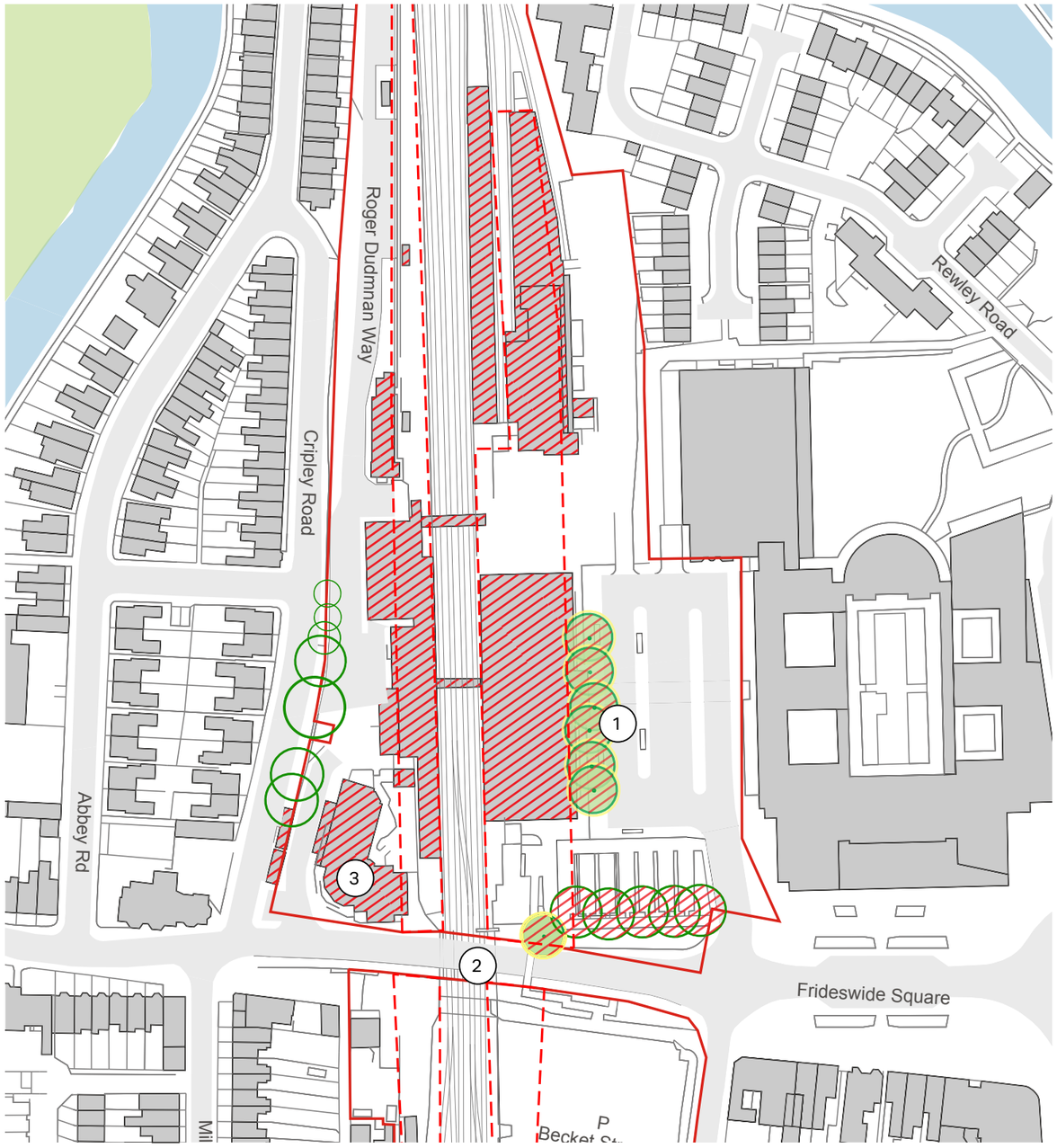
3

The Youth Hostel building (YHA) will need to be removed.

4

Osney lane footbridge will need to remain functional and allow pedestrian access during redevelopment of station area.





Site plan with existing structures that will be removed.

Existing structures/ trees to be removed

Rail expansion area

Tree preservation orders (TPOs)

0 20 40

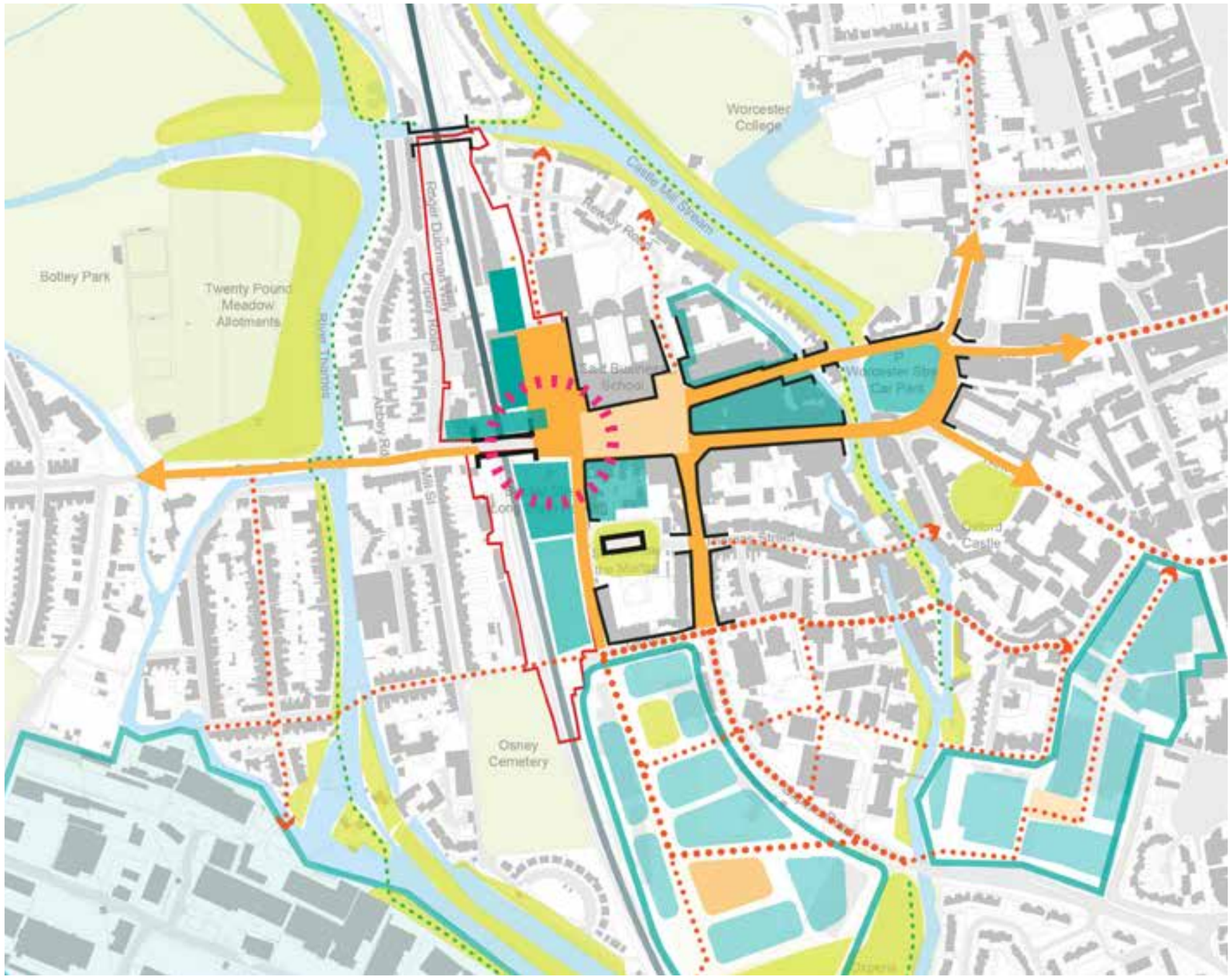
Opportunities

It is crucial that the Station Area development responds to its immediate context, including nearby development sites, in order to support the emergence of a new quarter of the City as well as the existing City Centre and Oxford as a whole.

Key opportunities

The Station Area should be developed as a fully integrated transport hub supported by appropriate land uses to maximise the opportunities for the area:

- To create a well-connected access and movement network linking the Station Area to the surroundings with improved east-west connectivity as well as the wider area;
- Create a new townscape reference for the Station Area, where taller buildings around the Station and Frideswide Squares define this important quarter of the City;
- Appropriate orientation of the new Station building to frame and accentuate key local views providing visual presence and legibility to the Station Area from the key approach routes and particularly Frideswide Square;
- Create positive frontage along all the key streets and public realm;
- Establish the new western station entrance and a gateway from the western part of the City;



Opportunities diagram

Station Area - Bird's eye view from east

Frideswide Square

Design Principles | 04

Urban form, views and accent buildings

Comprehensive redevelopment of the station area provides an opportunity to significantly improve this part of the City Centre in urban design terms and contribute to the character and identity of Oxford.

Design Principles

The existing Oxford Station buildings and surrounding open spaces currently detract from the character of the City and provide a poor sense of arrival and don't make best use of land in an accessible and prominent location.

A high quality design response to be detailed within a comprehensive Design and Access Statement will include the following:

1. Proposals should set out a comprehensive approach to development of the site including consideration of development phasing; a piecemeal or partial redevelopment proposal is unlikely to be considered acceptable.
2. Development should provide an exemplary architectural response with particular regard to the most visually prominent parts of the site adjacent to Botley Road, both east and west of the railway line.
3. Development should provide high quality ground floor frontages where appropriate including along Botley Road, the new Station Square and Beckett Street; blank façades along the key frontages are unlikely to be acceptable;
4. Development should enhance local views towards the site; this should be demonstrated via a Townscape and Visual Impact Assessment.
5. Development should include high quality design details and building materials that contribute to and complement Oxford's architectural character and heritage.
6. The exact position and design of the transfer deck may require refinement but that this should not compromise the juxtaposition of the station building front entrance with the forecourt and Frideswide Square.

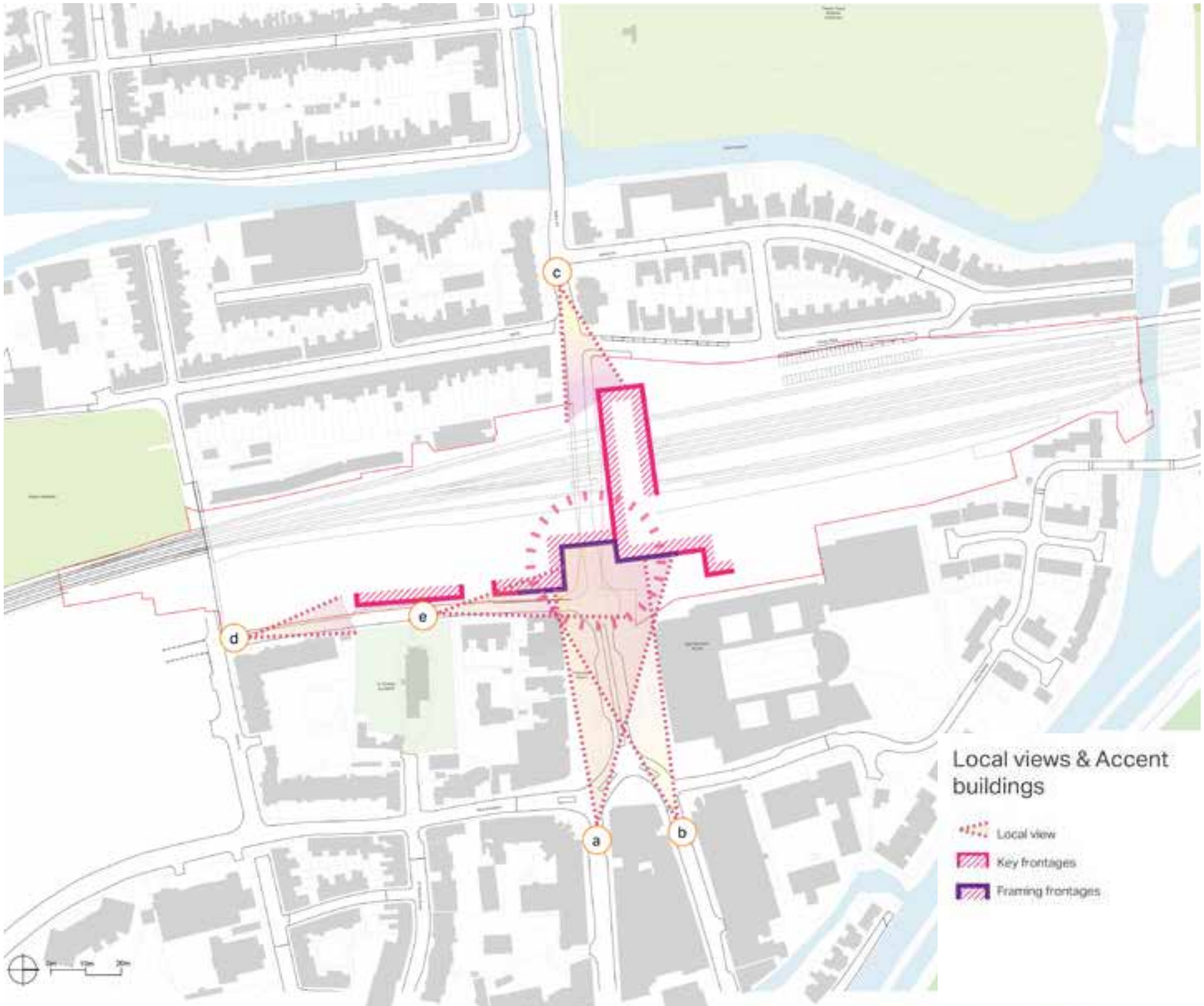


Figure DP1: Urban form, views and accent buildings design principles

Scale and Massing

The station area development provides the opportunity for a high quality architectural response. Oxford's skyline is a distinctive and valuable aspect of the City's heritage and as such must be preserved by any new development.

Design Principles

The Oxford View Cones Assessment sets out details of the key views towards Oxford's skyline. Under existing policy set out in the Local Plan and Core Strategy, new development is required to preserve and not detract from the views. In addition, Oxford's saved Local Plan policy HE.9 identifies an 18.2 (60ft) AOD limitation on building height within 1,200 metres of Carfax Tower.

However, it is recognised that variation in building height within Oxford can add to the City's character and certain parts of the station area offer potential for instances of height to contribute to Oxford's skyline. It is anticipated that the development proposals will be include assessment via a comprehensive Townscape and Visual Impact Assessment to be submitted as part of a planning application:

1. Development within the station area should in general not exceed the height established by the Carfax Tower of 18.2 metres (60 ft) AOD.
2. The scale of new development should be consistent with ranges identified on the scale plan shown in Figure DP2.
3. Instances of taller development may be acceptable in the locations identified in Figure DP2, subject to an assessment of the design in relation to Oxford's protected views as set out in the Oxford View Cones Assessment 2015. As well as the impact on views, any proposals for taller development should provide an outstanding and sensitive architectural approach, a strong relationship with the streetscape, improved legibility for the area and consideration of micro-climatic conditions, including daylight, sunlight and overshadowing where relevant.

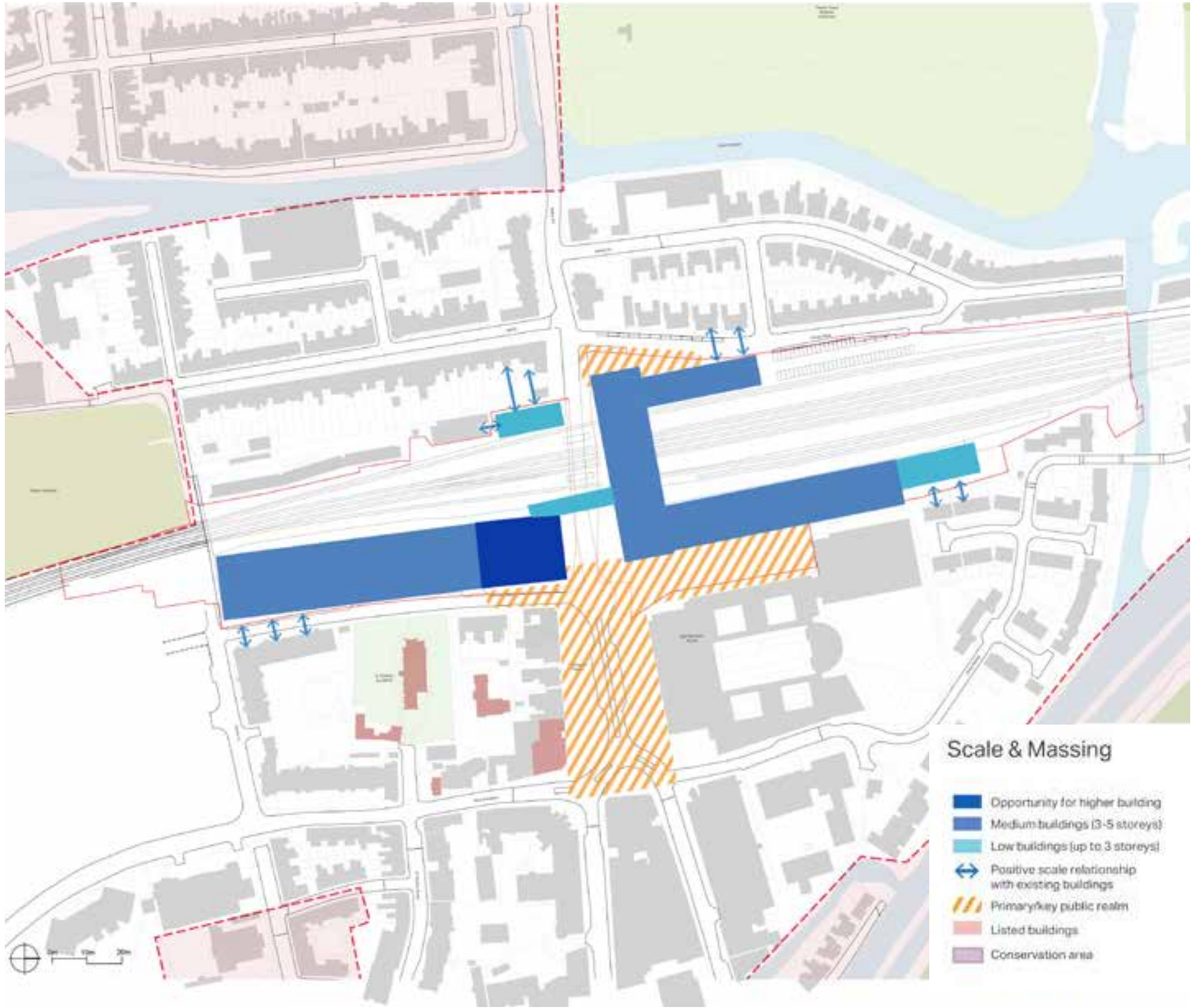


Figure DP2: Scale and Massing design principles

Land use mix

The SPD envisages a comprehensive and mixed use development of the station area that will contribute to the creation of an exemplary gateway for Oxford, positively impacting on land values and assisting with wider regeneration in the west of the City.

Design Principles

The land uses envisaged include retail, business, hotel and residential uses alongside the station concourse, operational uses and areas for cycle and vehicle parking.

The operational requirements of the station redevelopment as well as the proximity to existing land uses as identified in Chapter 2 place certain constraints on the location of particular land uses. Figure DP3 identifies the parts of the site in which the different land uses are considered appropriate.

1. The development should include a mix of land uses alongside the station concourse, station concourses, operational uses, cycle and car parking to include retail, business, hotel and residential uses.

2. The location of the land uses should be broadly consistent with the flexible land use plan shown in Figure DP3.

3. The amount of development should fall within the ranges:

- Station and facilities: 6,500 sqm
- Commercial / Residential: 13,000 - 16,000 sqm
- Additional development beyond the ranges identified will be acceptable where it can be demonstrated that development objectives and other design principles can still be met by the development.

4. Any residential development, including student accommodation, must provide good standards of amenity for residents to include good access to daylight and sunlight, amenity space and acceptable noise levels; residential development should adhere to policy requirements set out in the Council's other planning policy documents.

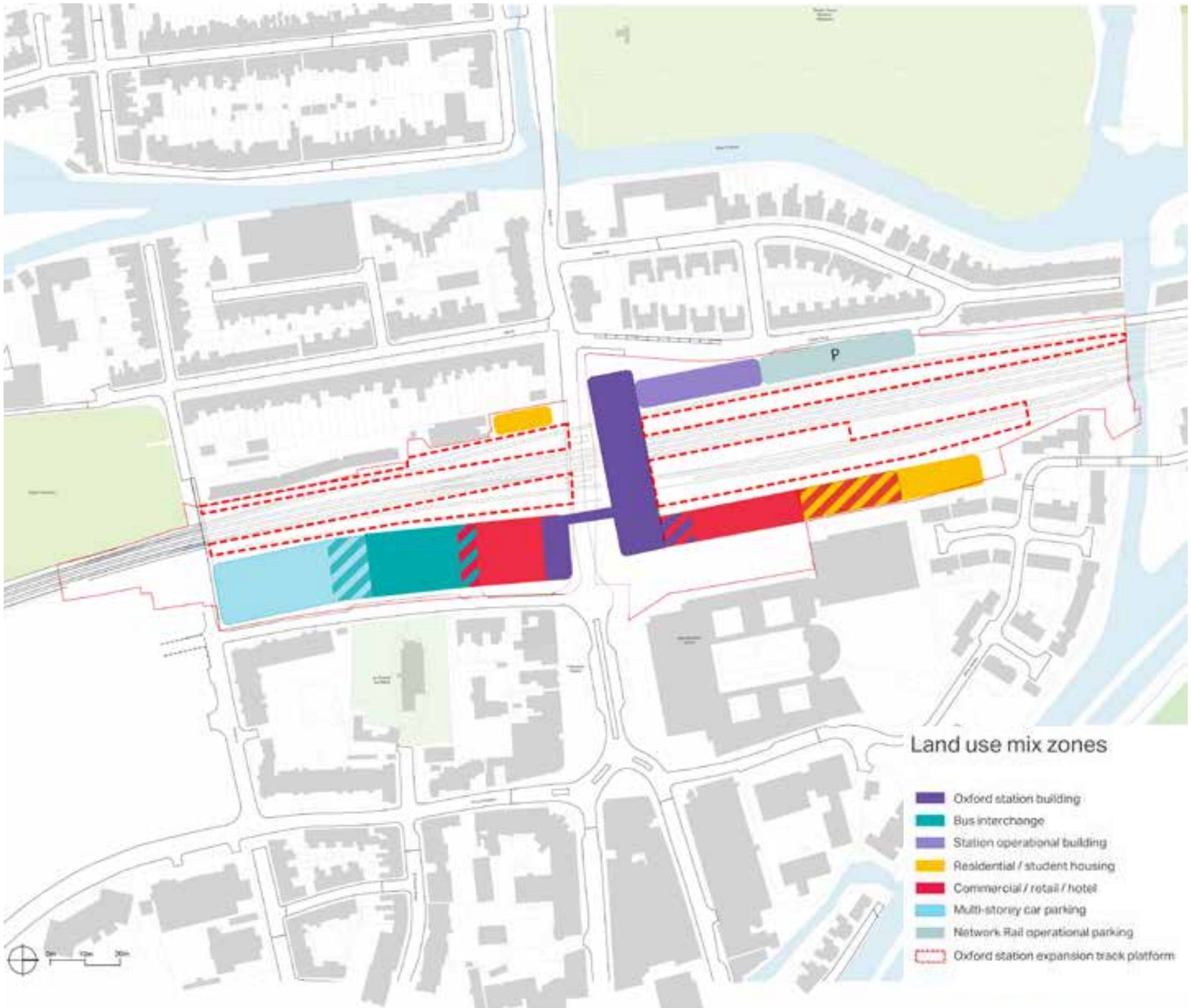


Figure DP3: Land use mix design principles

Public Realm and amenity space

Comprehensive redevelopment of the station area provides an opportunity to significantly improve the site in urban design terms and contribute to the function and character of Oxford.

Design Principles

Recently completed public realm improvements at Frideswide Square near to the station provide greatly improved public space as well as allowing for efficient vehicle movement and bus stops. New public space forming part of the redevelopment of the station area can complement Frideswide Square, create high quality arrival spaces and improve connections with the surroundings. It is important that the potential of the development to provide high quality public and amenity space is not compromised by operational and servicing requirements. Development proposals for the station area development should therefore include a comprehensive landscape and public realm strategy.

1. Development must include high quality public spaces adjacent to the station building entrances to contribute to an improved sense of arrival to the City;
2. Public space should include high quality seating areas, street lighting and way finding signage whilst avoiding unnecessary clutter
3. Materials used in the hard landscape should be complementary to the new buildings and recently completed Frideswide Square public realm improvement works.
4. Areas for vehicular and taxis drop off and pick up should be successfully and safely designed so as not to detract from the quality of public amenity and open arrival space, particularly in relation to the new station square.
5. Consideration should be given to the potential for public art to be included within the development.
6. Consideration should be given to opportunities for inclusion of soft landscaping where appropriate, including replacement and additional tree planting.
7. Potential to explore alternative land uses fronting the Secondary station square.

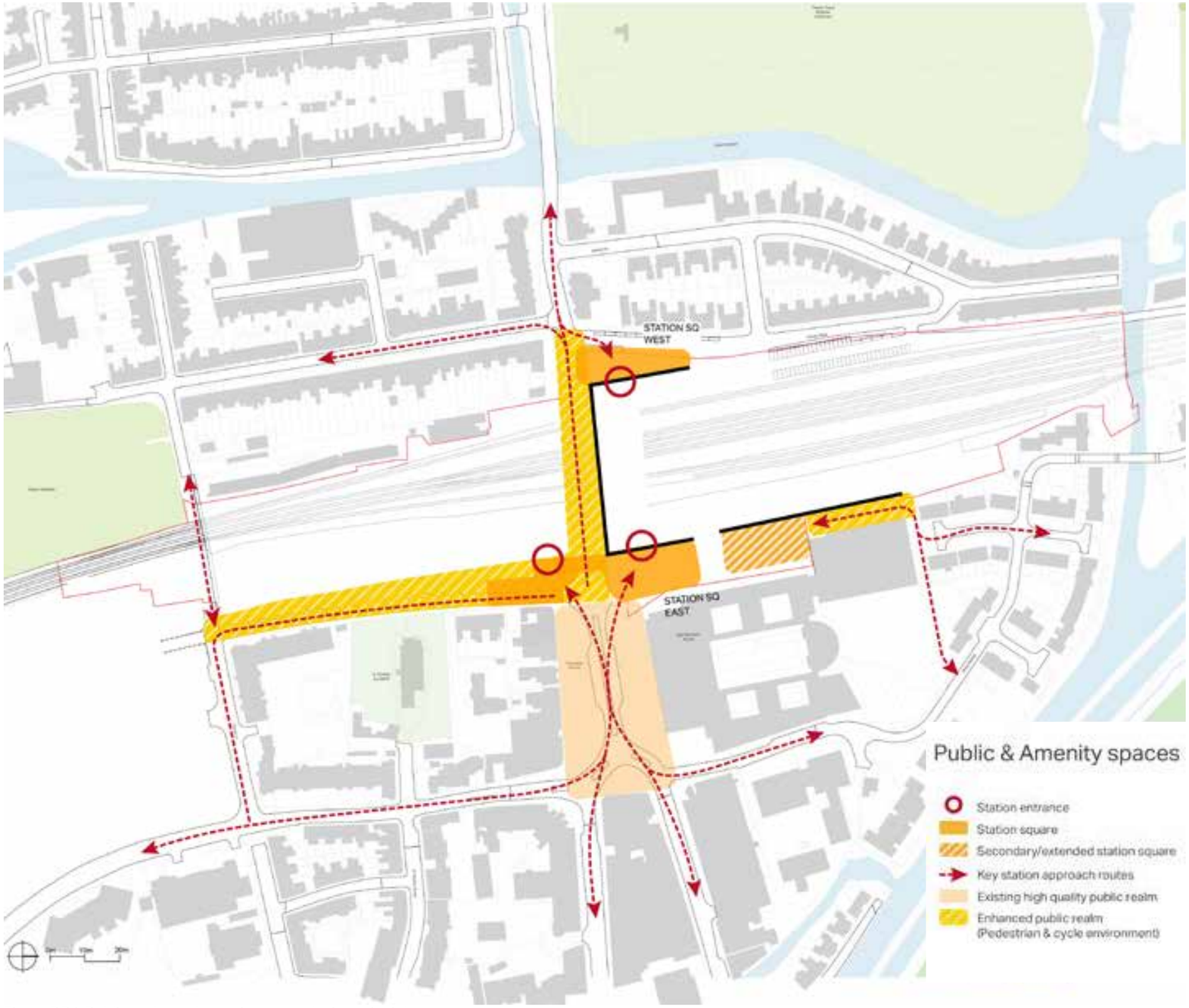


Figure DP4: Public realm and amenity space design principles

Access and Movement

The redevelopment of the station area aims to provide a multi-modal transport interchange that supports a choice of sustainable transport modes including rail, bus, cycling and walking.

Design Principles

Transport Orientated Development (TOD) locates development in close proximity to 'transport hubs' / transport corridors and in walking distance of amenities, services and employment which can in turn successfully justify reduced car parking provision at both origins and destinations.

To ensure TOD prevails within the masterplan given that the complementary land uses are situated within the boundary of the station, the level of car parking for residential and employment uses is a major factor to ensure the ability to influence the use of modes of transport other than the private car is inherent in the design of the development.

Reducing local car dependency is of paramount importance. This should therefore be commensurate with the reduction of parking allocation for all land uses: residential areas as well as activity/leisure/shopping centres and offices, importantly in tandem with well-planned and frequent public transport and high quality options for the regular use of active mode for both commuting and leisure.

The office, hotel and residential uses should therefore must be car-free development save for the provision of blue badge spaces where deemed required, to comply with the parking standards in the West End AAP. Due consideration should be given to operational and servicing access requirements of development for both the operational railway and commercial uses.

Figure DP5: Access and movement design principles

Pedestrian and cycling movement

Design Principles

1. Development must provide convenient pedestrian access to the station north and south of Botley Road to the east of the railway and on the north side of Botley Road to the west of the railway. The design will seek to enhance pedestrian and cycle provision. The widening of footways under Botley Bridge and along Becket Street as well as the use of shared surface treatments in around the station will support and enhance pedestrian permeability and the integration of current and future routes such as the Cycle Super Route under Botley Bridge and beyond.
2. Development proposals should enhance pedestrian and cycle connectivity enhancing links to the surrounding context and integrating with the existing transport network. The use of improved signage and wayfinding will be a key consideration for the masterplan
3. Development proposals must provide secure cycle parking: 2,450 covered cycle stands in the form of Josta (or similar) style double stacking stands. Provision for improved OxonBike and Brompton cycle hire provision designated within the public realm. Provision of a high quantum of cycle parking ensures future proofing of the scheme to meet future demand. The development of the station will be phased and therefore cycle parking provision can also be phased in line with this.

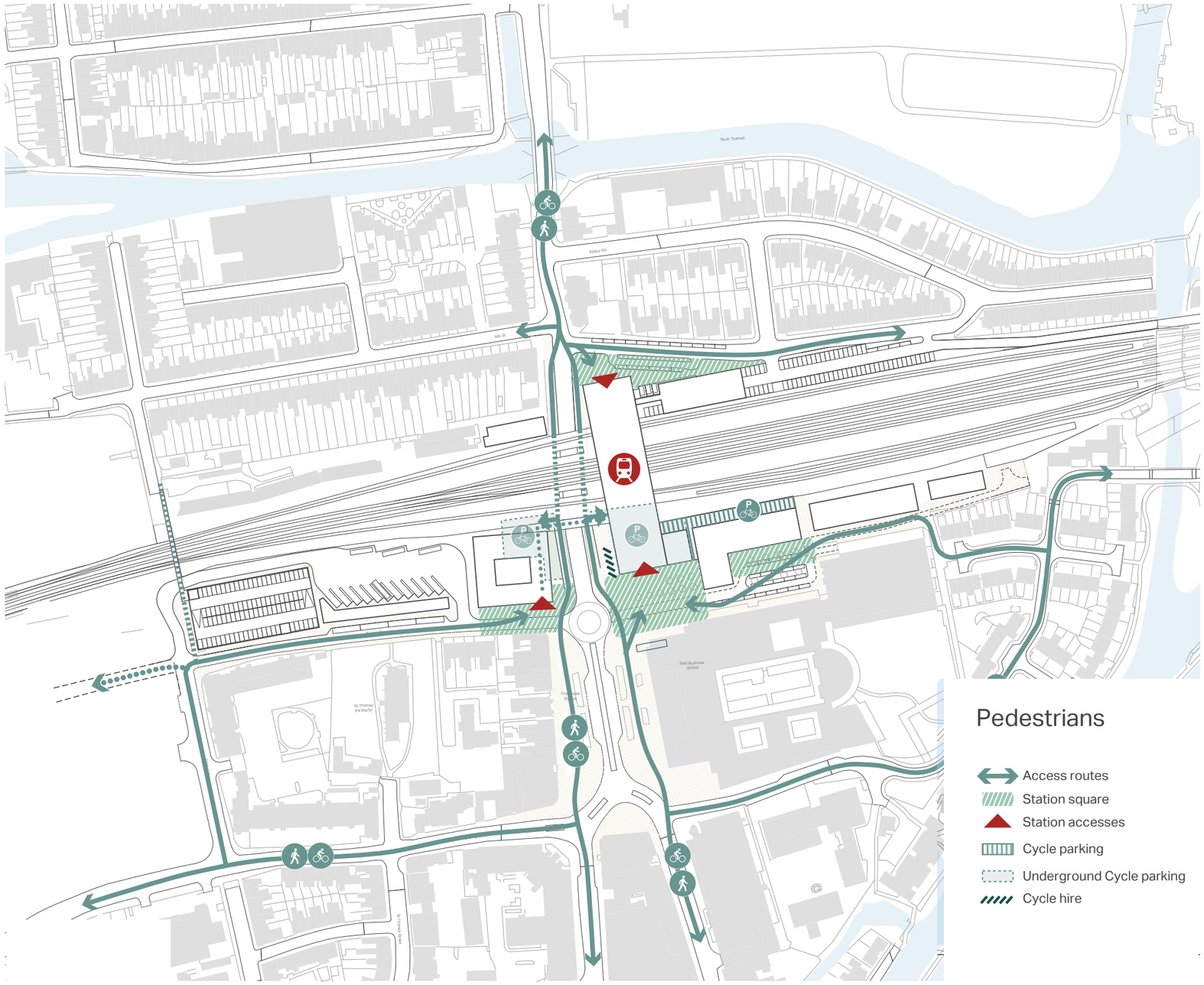


Figure DP6: Pedestrian and cycling design principles

Bus movement and interchange

Design Principles

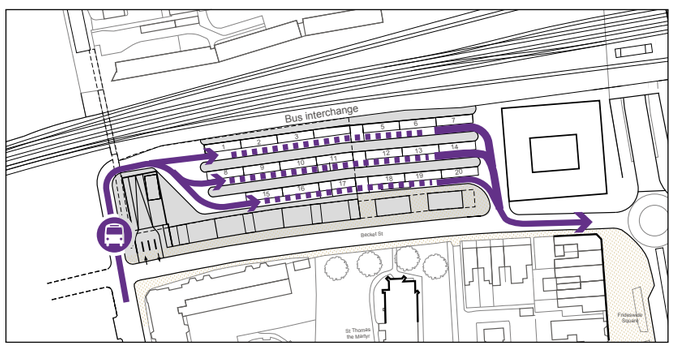
1. Development proposals must provide a bus interchange to be located on Beckett Street with bus parking for minimum 15 to maximum 24 stands (3 x 15m) including space for non-designated bus replacement stands.

2. Bus interchange could be provided in any preferred configuration option, considering the following key points:

   - Generally, reversing layouts are ill-suited to high frequency services which sometimes experience 'bunching together' of buses on the same route.
   - In a bus station with 'forwards-in/reverse out' bays, bunching would result in buses queuing for a particular bay, creating hazardous tail-backs onto the highway or across the area required for the arrival and manoeuvring of other services.
   - Issues with alighting points on two door vehicles and 'low floor' bus specification where access for wheelchair users is through the centre doors.
   - The orientation of bus bays within the interchange are considered on the basis of left hand drive vehicles in the main, however right hand drive vehicle can be accommodated. The exact layout of the bus interchange will be subject to further detailed design

3. It is anticipated that Buses could use the Becket Street extension in future as well as or as an alternative to the routing of city buses via Osney Lane. Buses routed to the interchange can use Beckett Street from Frideswide Square as well as the route from Osney Lane and Becket Street extension.

Bus interchange alternative layout with Islands:



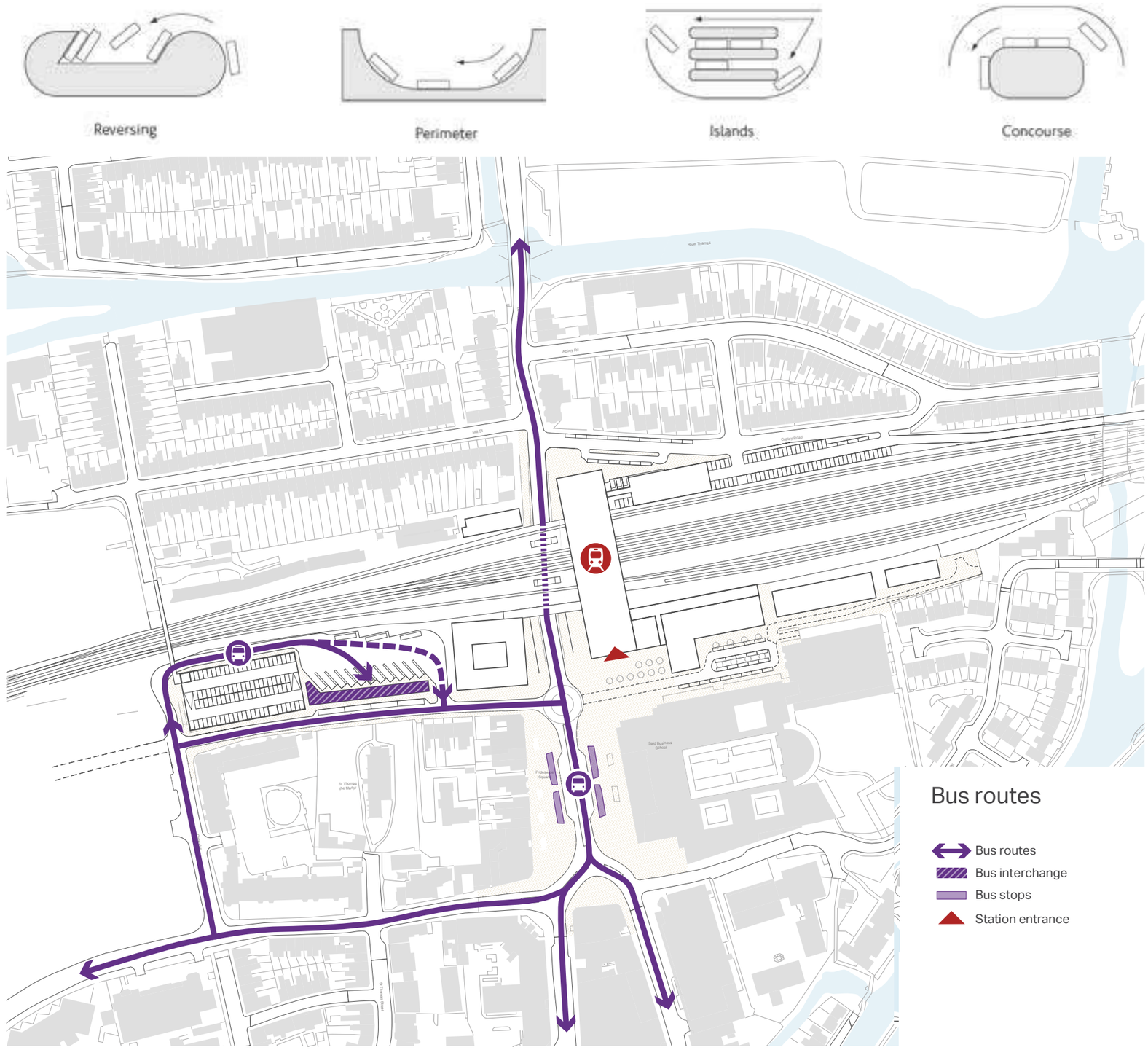


Figure DP7: Bus interchange design principles

Car movement

Design Principles

1. Development proposals should provide for vehicular drop off and pick up with each space as per NR standards.
2. Development should provide maximum car parking provision of:
   - Short Stay Car Parking – 51 spaces including 8 accessible/ blue badge bays
   - Long stay car parking – 480 spaces
   - Operational car parking – 53 parking spaces including 3 disabled bays
3. Through high quality design, it should seek to ensure that any conflicts between multiple users (pedestrians, bicycles, services vehicles, buses and cars) are minimised where possible given the constrained nature of this area. The use of surface treatments, demarcation, signage (located in key locations to ensure minimal street furniture clutter) and controls should be used to ensure the safety of vulnerable users. Areas should be designed with active modes ahead of vehicular borne movements.

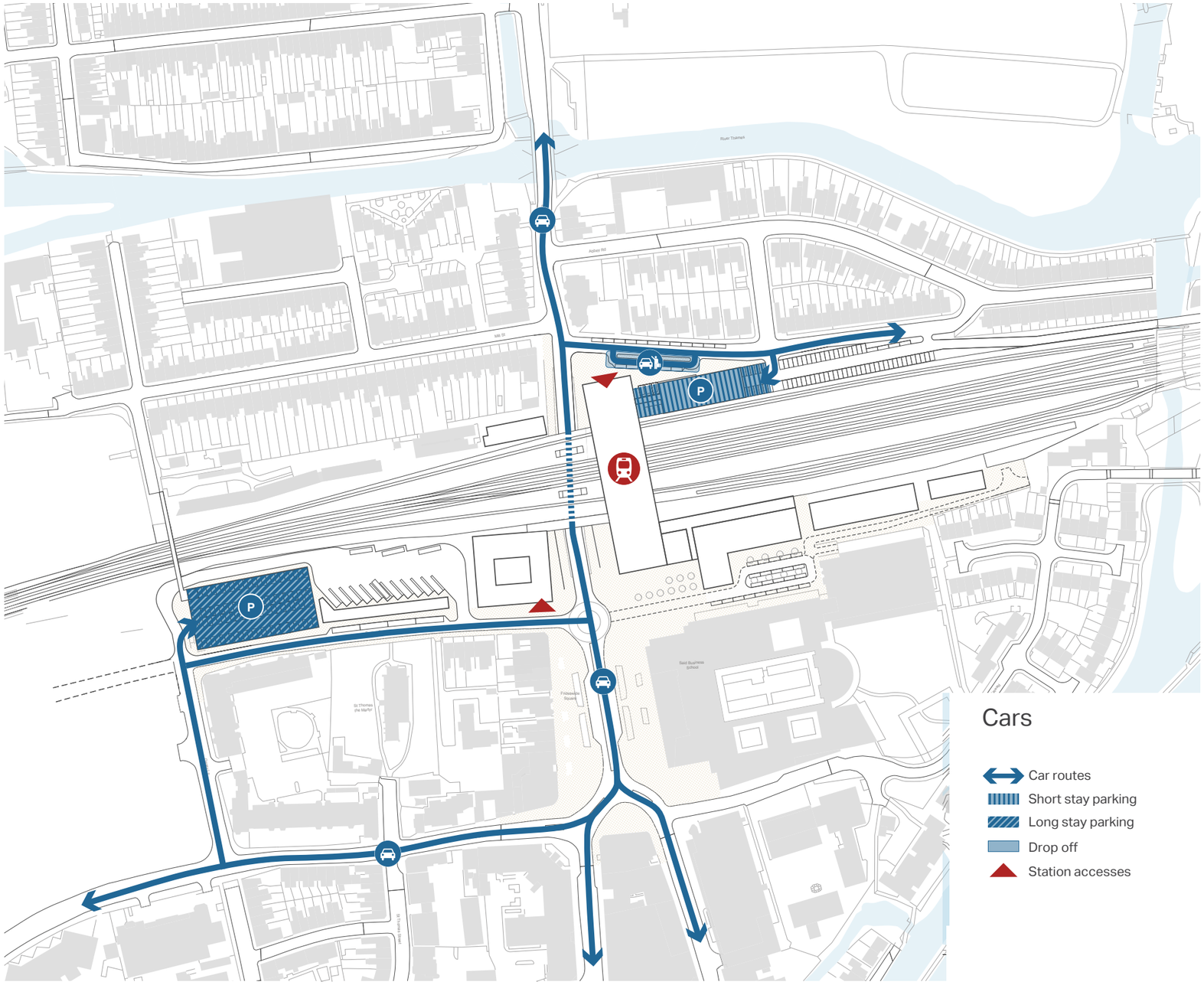


Figure DP8: Car access and parking design principles

Taxi movement

Design Principles

1. Development proposals should provide space for maximum of taxis 24 spaces, based on the dimensions set out within the local design standards preferably on the northern end of Station Square East.
2. Taxi parking provision and access should avoid causing conflict with pedestrian and cycle access in the station area.
3. The area will be utilised by taxis, retained service access to the Said Business School, servicing for the station related activity (outside of peak periods) as well as cycling and walking.
4. Pedestrian and cycle safety will be ensured through appropriate design. The future design will ensure a hierarchy whereby pedestrian and cyclists are given priority, shared surface treatments, traffic calming and appropriate signage and demarcation will help to ensure taxi movements are conscious of other users and the busy interaction of users in the area.
5. Vehicular movements other than taxis will be restricted and or in the case of service and delivery vehicles restricted to off-peak periods.

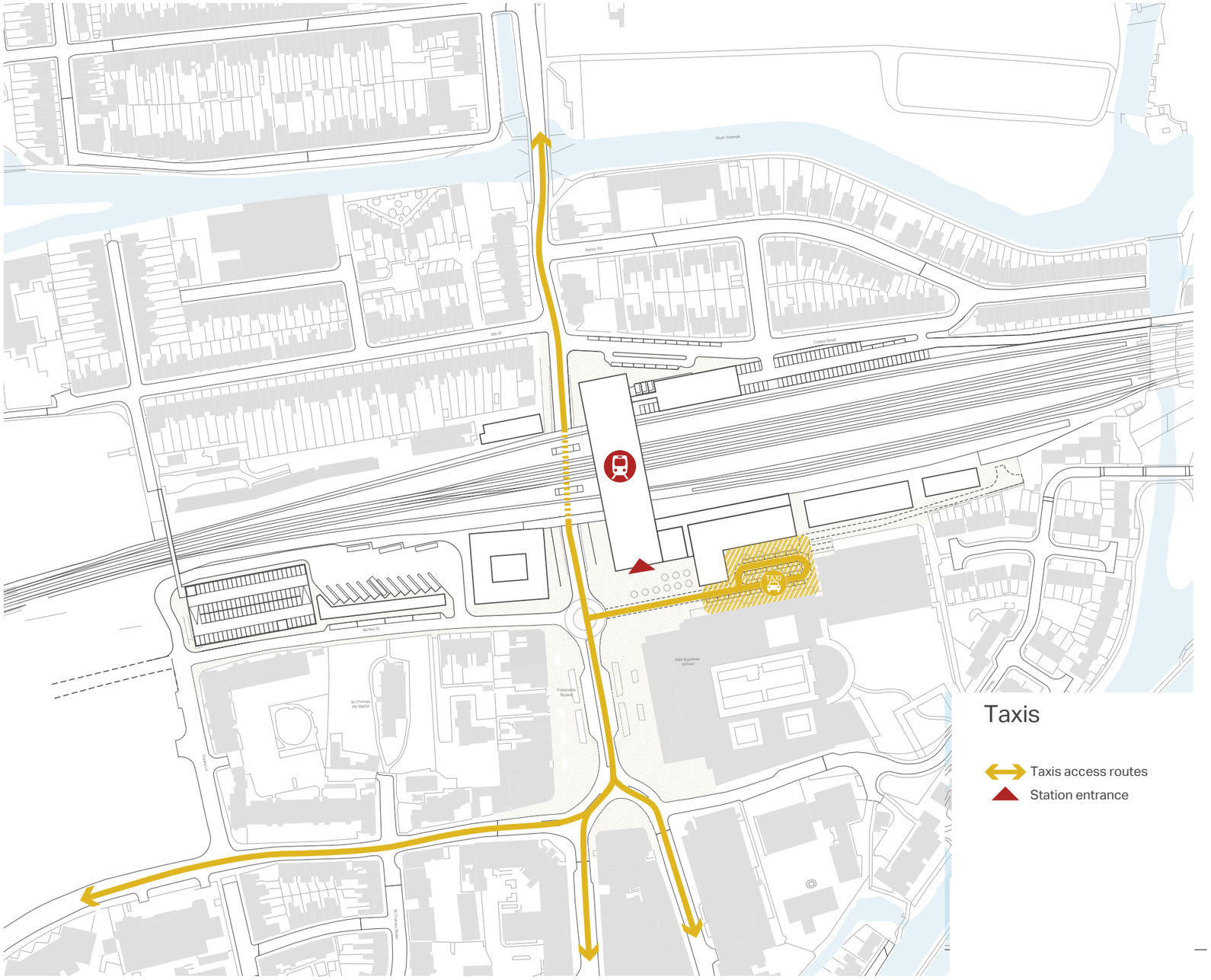


Figure DP9: Taxi access design principles

Sustainability

New development should respond to the challenge of climate change through integration of sustainable design principles responding to the policies of the development plan.

Sustainability

Oxford City Council's Suitability Strategy for Oxford 2011-2016 recognises that a high quality environment is integral to delivering a high quality of life for local residents and is attractive for business. As a key hub, the environment of this new multi-modal transport interchange will have a direct impact on the quality of life for local residents that use it, and will be the first impression of Oxford for many visitors and investors for years to come. As such, the development of the station area should embrace the principles of sustainable development not only for a high quality environment today, but in delivering a resilient future in the face of a changing climate.

Design Principles

The City Council's Development Plan Policies set out the principles for sustainable development, and specifically the Natural Resources Impact Assessment SPD identifies a range of resource efficient measures for building design and construction. Improvements to the public realm should also reduce environmental impacts and improve urban resilience as set out in the OxLEP Strategic Environment and Economic Investment Strategy.

The design principles here draw on this best practice to create a new station area that:

1. Aims to meet the 'target standard' outlined in the Natural Resource Impact Analysis SPD for development energy efficiency, renewable energy provision, embodied impacts, materials selection and water management. Passive approaches will be prioritised. The principles of reducing the embodied impacts and materials selection should also apply to the development of the public realm as well as buildings.
2. Demonstrates that development will not have an adverse impact on the local climate, taking into consideration future climate projections, impact on wind speeds, urban heat island and flood risk.
3. Development will not results in a net loss in species or ecological value and should aim to provide a net gain in Biodiversity Action Plan priority species through a Green infrastructure strategy that helps adapt to climate change Any development resulting in a loss of trees and habitat must compensate for this loss on-site
4. Provide a sustainable approach to drainage that targets green-field run off rates, demonstrating consideration of the drainage hierarchy including the potential for surface water reuse, infiltration, discharge to a surface water body, discharge to a water course, discharge to a separated sewer and as a last resort discharge to a combined sewer. Consideration of an appropriate treatment train should be given to ensure that the quality of run-off is improved and does not have a negative impact on the receiving environment.
5. Contribute towards the development of a sustainable approach to waste management by providing space for the appropriate separation and storage of waste in line with the city's waste management arrangements.
6. Support a shift towards more sustainable modes of transport include provision of appropriate space for walking, cycling and public transport.

Station Approach from north

Development Components 05

Development Components

Station and Station Square East

The station building and station squares are the most crucial components in the station area and must be designed and built to create a prominent and high quality building and public open space that defines the station area as the gateway for Oxford.

Design Principles

1. Western end of Station Square East should be pedestrian priority public realm with cycle access;
2. Taxis and other vehicular access route should be located towards the eastern edge of Station Square ;
3. Station Square East should be well accessed by fully accessible routes;
4. The Station building should be appropriately orientated to provide prominence and excellent visibility from all station approach routes;
5. All the buildings fronting Station Square East should maximise active frontage with the square;
6. Appropriate signage should be provided along all the key routes to and from the station area;
7. Access to Said Business School car park ramp as well as future development at the northern end of the site should be provided from the Station Square;
8. Taxi drop-off (24 spaces) should be located within one consolidated zone at the northern end of the square, also providing access to station operations and the Hotel;
9. Service vehicle access should be maintained through the square and be restricted to off peak periods, to reduce impact on pedestrian moment during peak times but to ensure their disruptive impact on operations within the square;
10. Improved wayfinding should be provided to ensure a clear route toward Gloucester Green Bus Station from both, Station Square East and bus interchange to promote complimentary multi-modal interchange within the city;
11. The city cycle hire provision could be provided on Station Square East, with appropriate visibility and signage;
12. Public Art could be provided in Station Square East.
13. Pedestrian and cycle safety will be ensured through appropriate design. Measures to avoid conflict could include appropriate signage to ensure cyclists dismount in this area once off designated cycle routes up to and beyond the station forecourt. Vehicle speeds reduced to 10mph and pedestrian priority through the design of surface treatments and demarcation will also play a part.

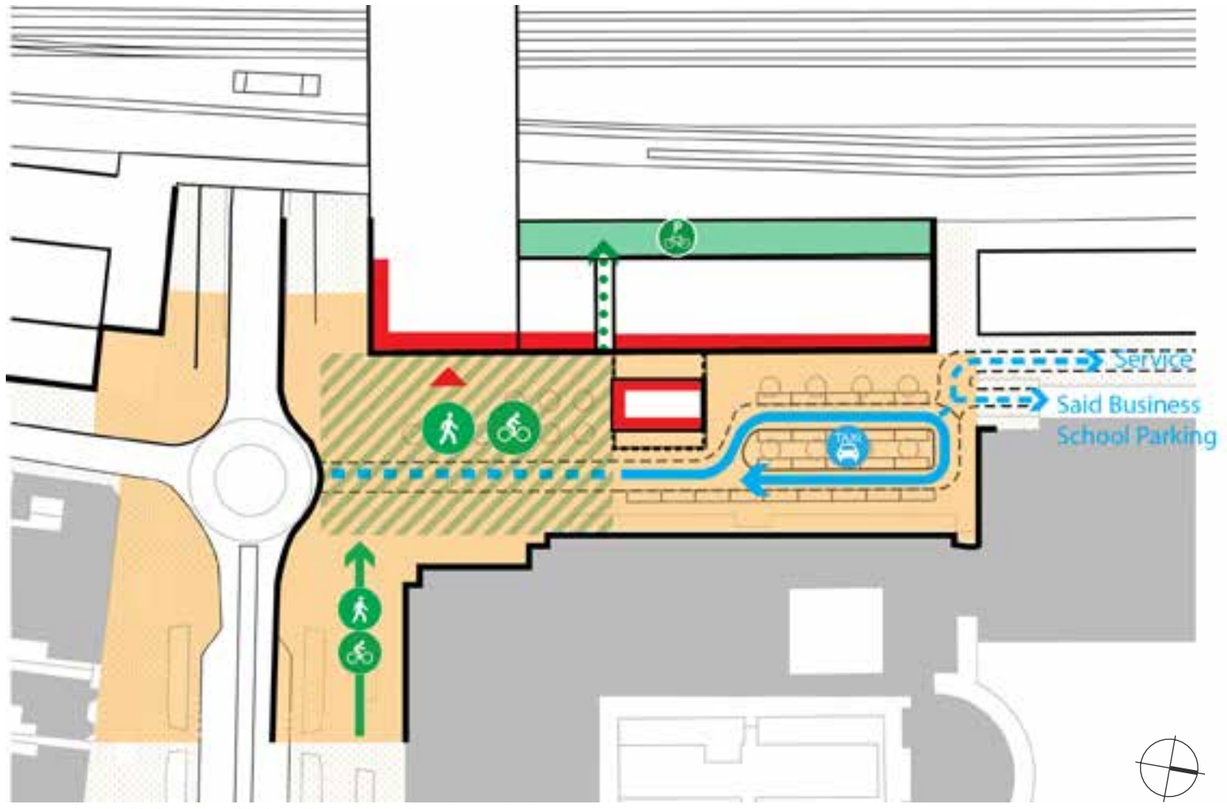


Figure DP10: Station and Station Square East design principles
(Note: This diagram is illustrative of SPD design principles)

Precedent for Station square: Kings Cross arrival square

Precedent for Station square: Proposed Barking Riverside arrival sq.

Corner development and station entrance

The development site on the corner of Becket Street and Botley road is a major opportunity in the station area and will need to contribute to and enhance the station and its immediate surroundings.

Design Principles

1. Station entrance should be provided from the corner development, providing clear and legible access to station through the pedestrian footbridge over Botley Road;
2. Pedestrian bridge should be designed as a high quality architectural feature complementing the station building and provide a continuous accessible route to the station from Becket Street;
3. Development on this site should be the tallest element within the Station area, not exceeding 18.2m in height or ordnance datum 79.3m (whichever is the lowest). All relevant guidance for compliance with Carfax height restrictions and Oxford view cones should be duly followed to assess impact of development on this site;
4. This site could be developed higher than Carfax height only if all due compliance and considerations to relevant policies are followed and the approach consulted with and agreed by the relevant authorities;
5. In-set loading / servicing bay should be provided on Becket Street as servicing facility for the commercial use in this development;
6. No parking should be provided at ground level of this site;
7. Commercial land uses should provide active frontages at the ground level;
8. The building should be sufficiently stepped back on ground level to allow recommended width of pedestrian and cycle access route along the entire length of Becket Street in both directions.

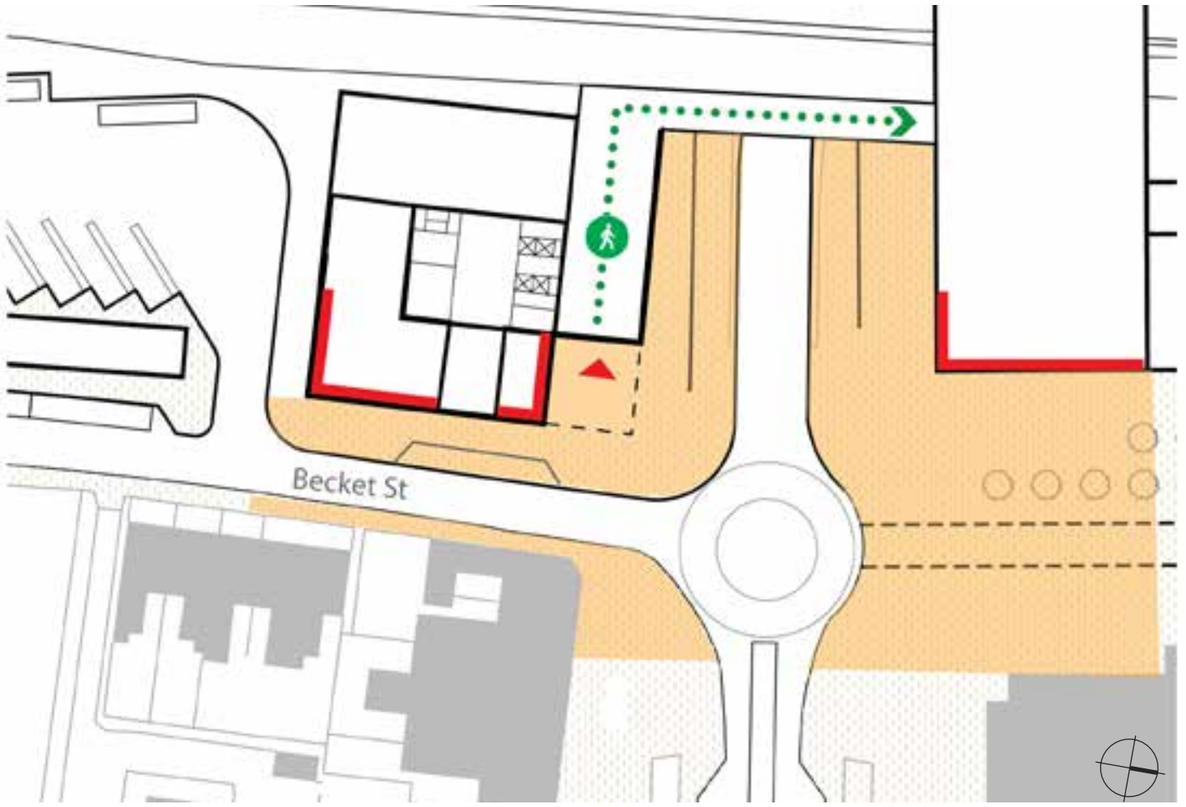


Figure DP11: Corner development and station entrance design principles
(Note: This diagram is illustrative of SPD design principles)

Precedent for corner development

Precedent for station entrance: Proposed Bond Street Crossrail

Western Station entrance and Station Square West

This new station entrance will create a new gateway to Oxford that relates positively to the western part of the city and provide access to a well developed transport interchange with connections within and beyond the city.

Design Principles

1. The Station building should be of excellent architectural quality, provide prominence and excellent visibility from all station approach routes from the western side of the city;
2. A high quality public realm should be provided as the Station Square West, providing a complimentary forecourt to the station;
3. Drop-off arrangement should be located close to the western station entrance and should be well integrated with the station public realm, avoiding conflict with pedestrian access and circulation;
4. Servicing of commercial units should be integrated with the drop-off facility and used during off peak station operation hours;
5. Short stay parking of 43 spaces and 8 accessible spaces should be provided close to the western station entrance;
6. Junction of Botley Road with Cripley Road could be signalised to provide adequate traffic management and flow capacity following the required traffic assessment and approvals from relevant authorities;
7. Station operations car park (54 spaces) should be provided at the northernmost end of the western station entrance area;
8. Land uses including rail related retail and ticketing facilities at the ground level of the station building should maximise active frontage with Station Square West;
9. Appropriate signage should be provided along all the key routes to and from the station area.

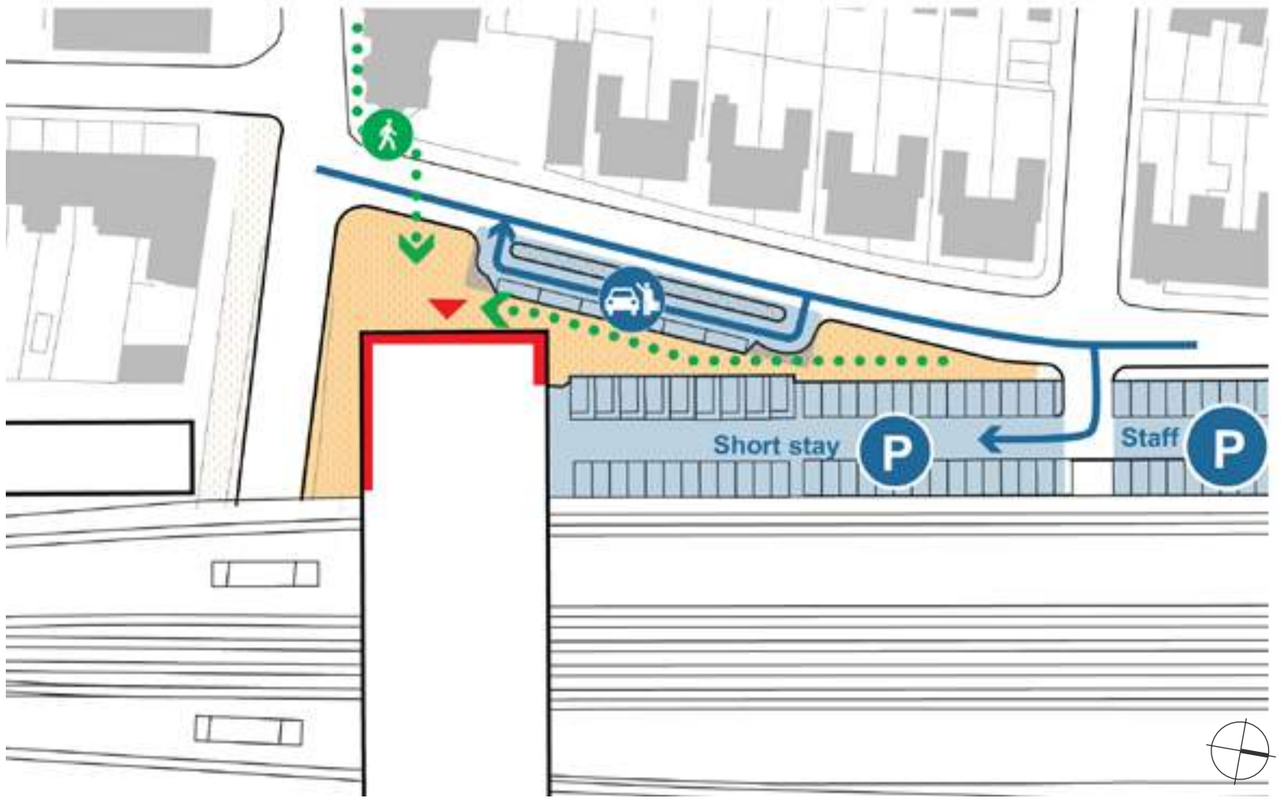


Figure DP12: Western Station and Station Square West design principles
(Note: This diagram is illustrative of SPD design principles)

Precedent for Station Square Northampton station arrival square

Precedent for Station concourse: Proposed HS2 concourse Euston

Bus interchange, Multi-storey car parking and Cycle parking

It is of vital importance that the development of Oxford station area creates a truly integrated transport hub which provides the maximum range of public transport opportunities to passengers and is developed as a coherent new station quarter.

Design Principles

1. The bus interchange and multi-storey car parking facilities should have a positive frontage on to Becket Street with the passenger concourse for bus station located along the street and clearly visible from all station approach routes;
2. A new fully accessible pedestrian access should be provided for the pedestrian footbridge through the development, preferably at the corner of Becket Street and Osney Lane;
3. An efficient layout for bus interchange with appropriate passenger facilities should be provided to accommodate the recommended range of 15 - 24 buses;
4. The access from Becket Street should designed such that it ensures flexibility of future bus routing and time tabling and the buses can access both from the north and east (Osney Lane);
5. Multi-storey Car park should provide a maximum of 480 spaces and accessed by appropriate entry / exit arrangement, to alleviate the impact of queuing vehicles on Becket Street;
6. A minimum clear headroom of 2.6m should be provided for each usable floor of the Multi-storey Car park;
7. Buildings to be set back on the ground floor to allow a 3m wide continuous pedestrian and cycle access along Becket Street in both directions and well integrated with bus interchange and public realm of Becket Street.
8. A long-stay cycle parking facility with a minimum of 2,450 spaces should be provided at below ground level of the station development with a clearly visible, legible and prominent access to the facility;
9. The passenger concourse for the bus interchange could provide views to the surrounding heritage buildings and green spaces.
10. The use of Variable Message Signing should be considered and upgraded across the city to ensure the parking (both cycle and car) are appropriately advertised before arrive in the station area.

Figure DP13: Bus Interchange design principles

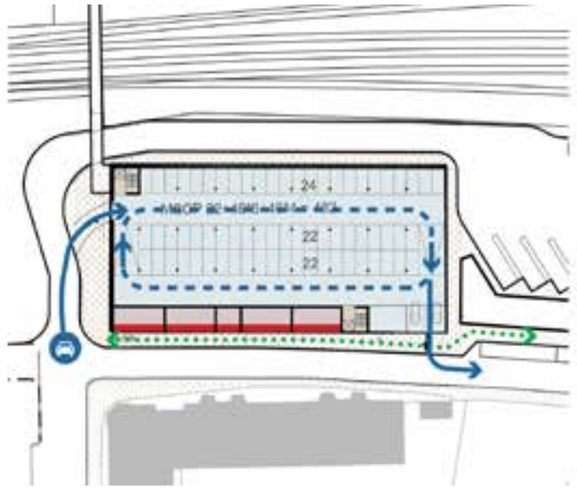


Figure DP14: Multi-storey car parking design principles

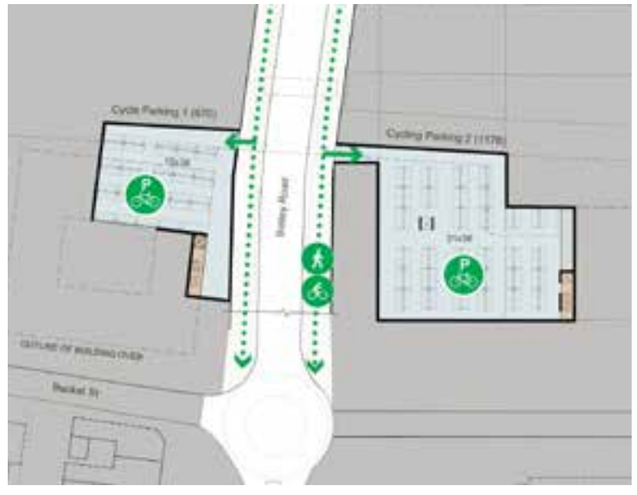


Figure DP15: Cycle Parking design principles

Station Area - Existing

Illustrative Masterplan

06

Illustrative Ground Floor Plan

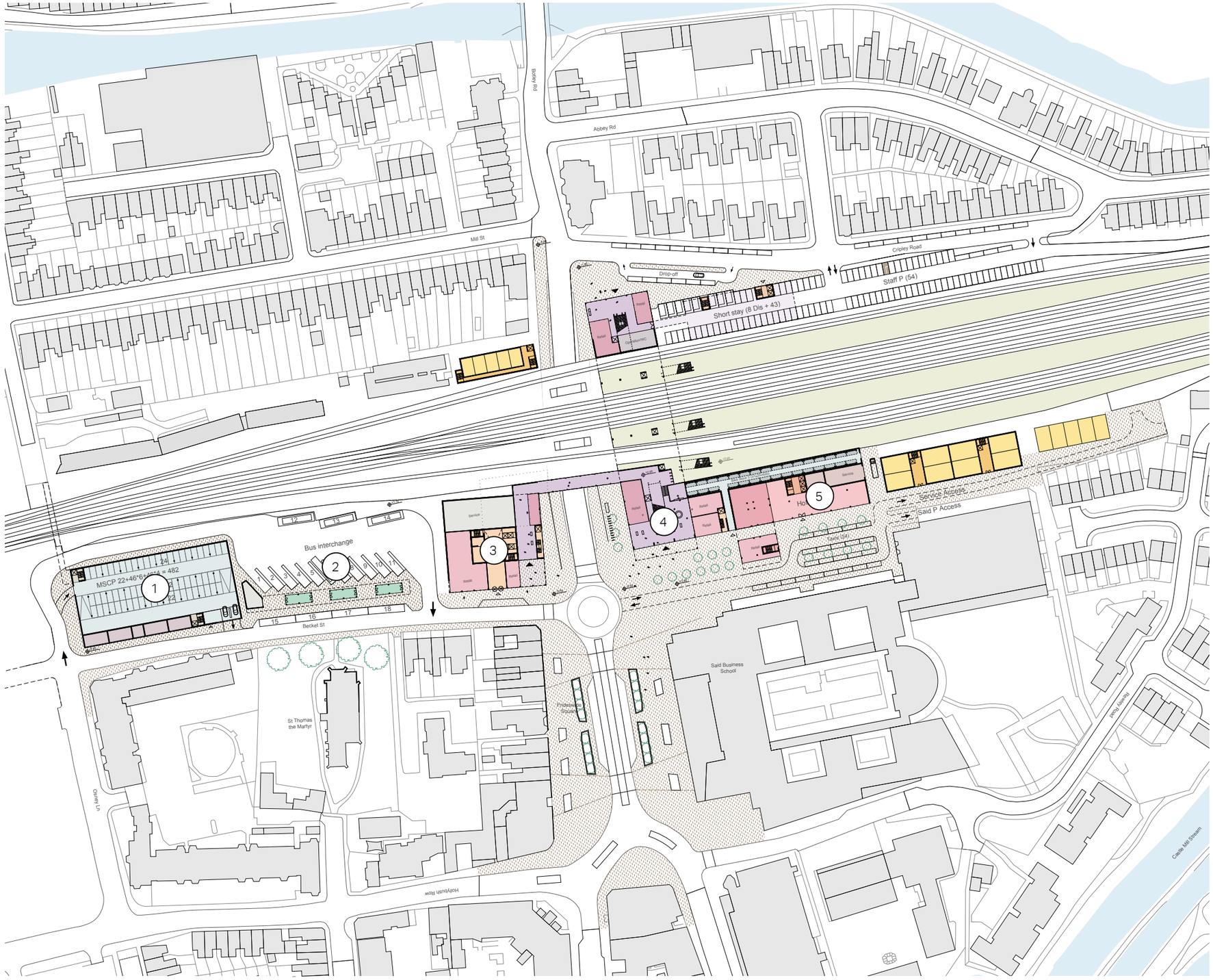
The redevelopment of the station adhering to design principles set out in the SPD.

Illustrative masterplan

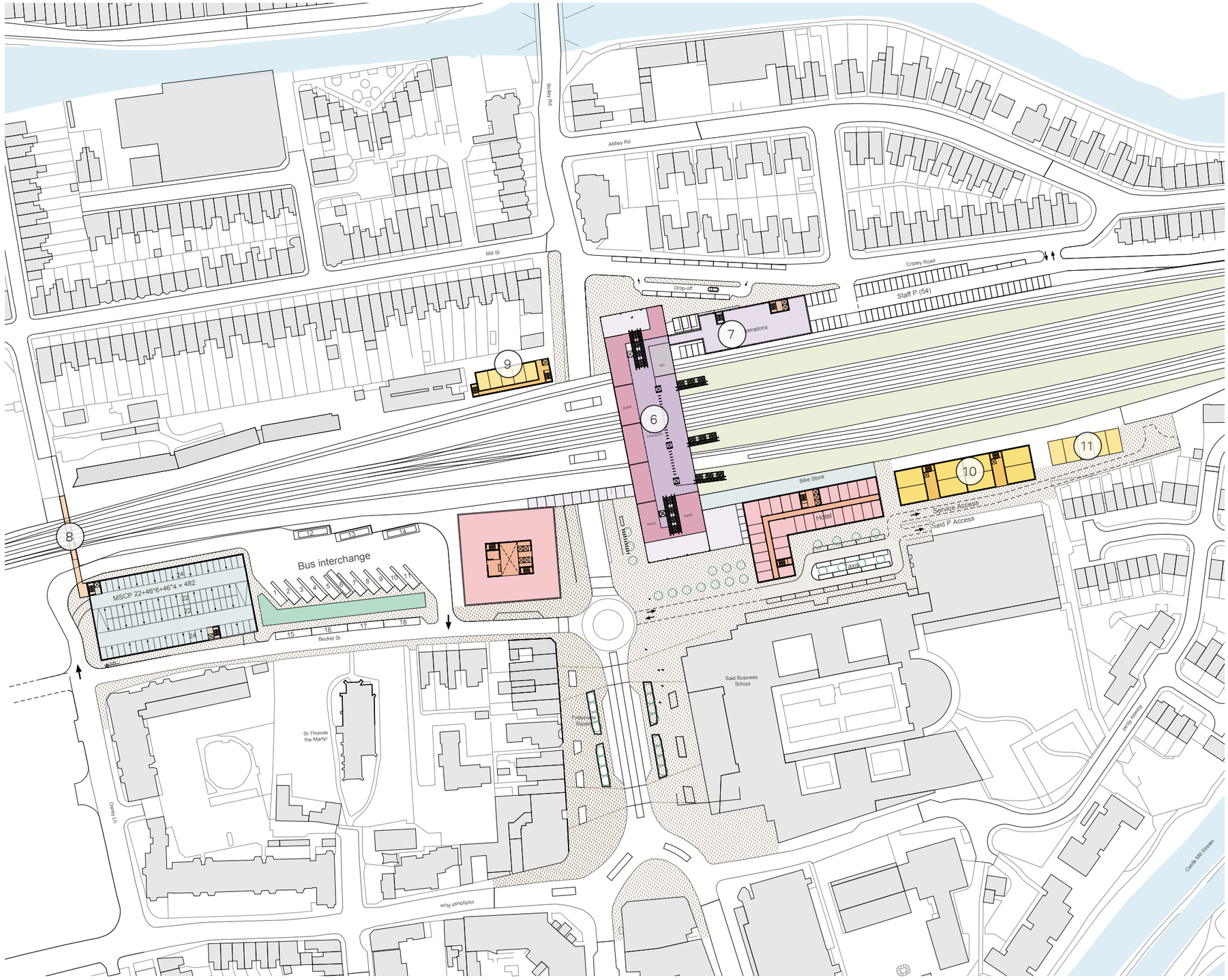
The illustrative masterplan is developed from the design principles set out for the site wide and component specific design principles in chapters 04 and 05 of this SPD.

The illustrative masterplan, sections and indicative visualisations explore the various spatial organisations firstly as the main illustrative layout and then as possible variants to represent a range of possible design approaches that could be undertaken in the next stages of Oxford Station area redevelopment.

1. **Multi storey Car Park** with retail units (cycle repair shops / cafés) along Becket St.
2. **Bus Interchange** with waiting area and capacity for 18 buses.
3. **Commercial building** with retail units on the ground floor and station entrance through pedestrian bridge; Cycle parking on the lower ground / basement level, with potential for cycle repair shop at ground level
4. **Station building** with ticket hall and retail units on the ground floor
5. **Hotel** with active frontage along the Station Square East



Illustrative Concourse Level Plan



6 **Station Concourse** with retail, F & B units and access to the platforms

7 **Operations building** connected with the main station building

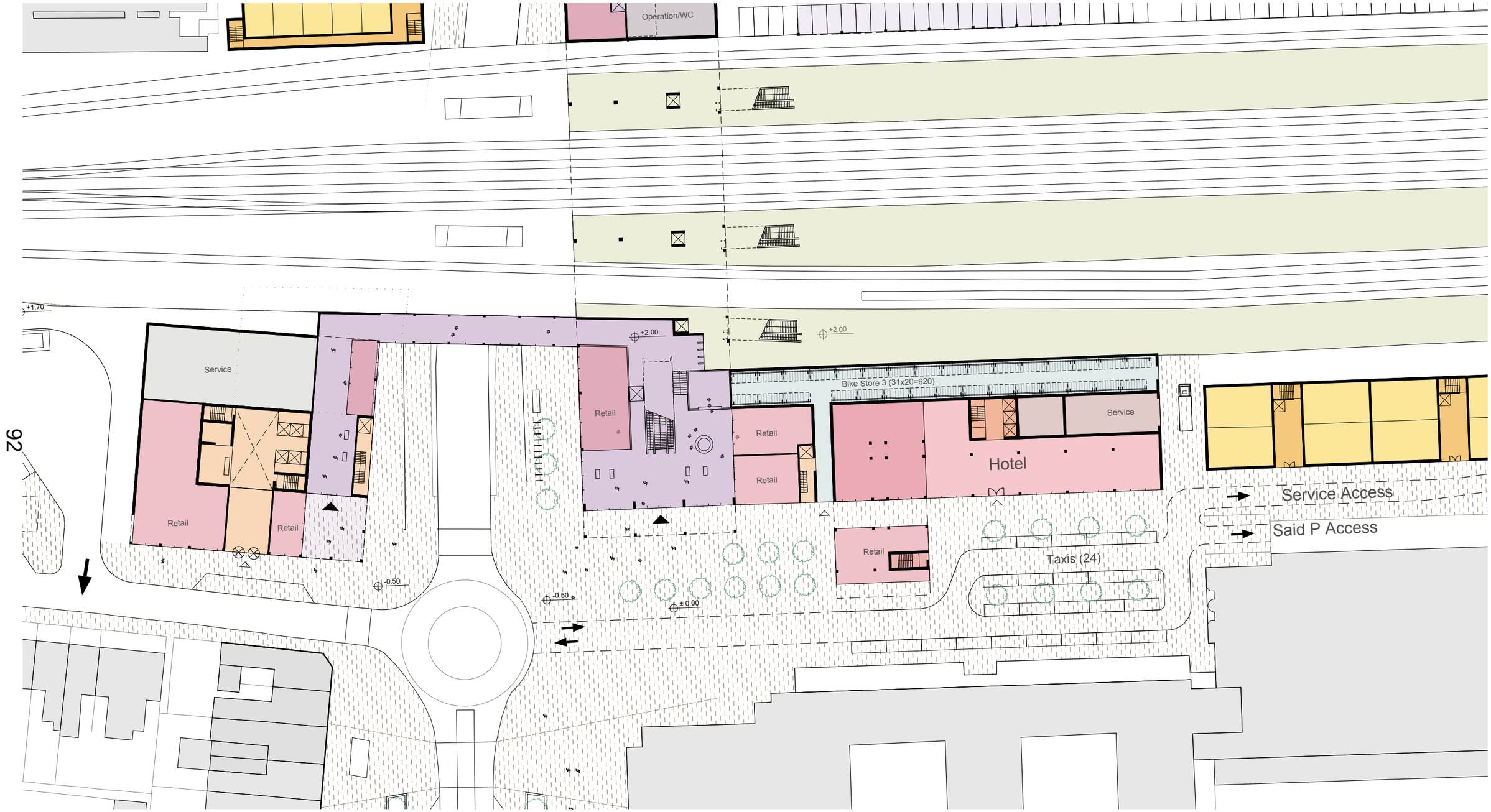
8 **Osney lane bridge** reconfigured, with access from the MSCP's vertical circulation

9 **Residential building /** student housing

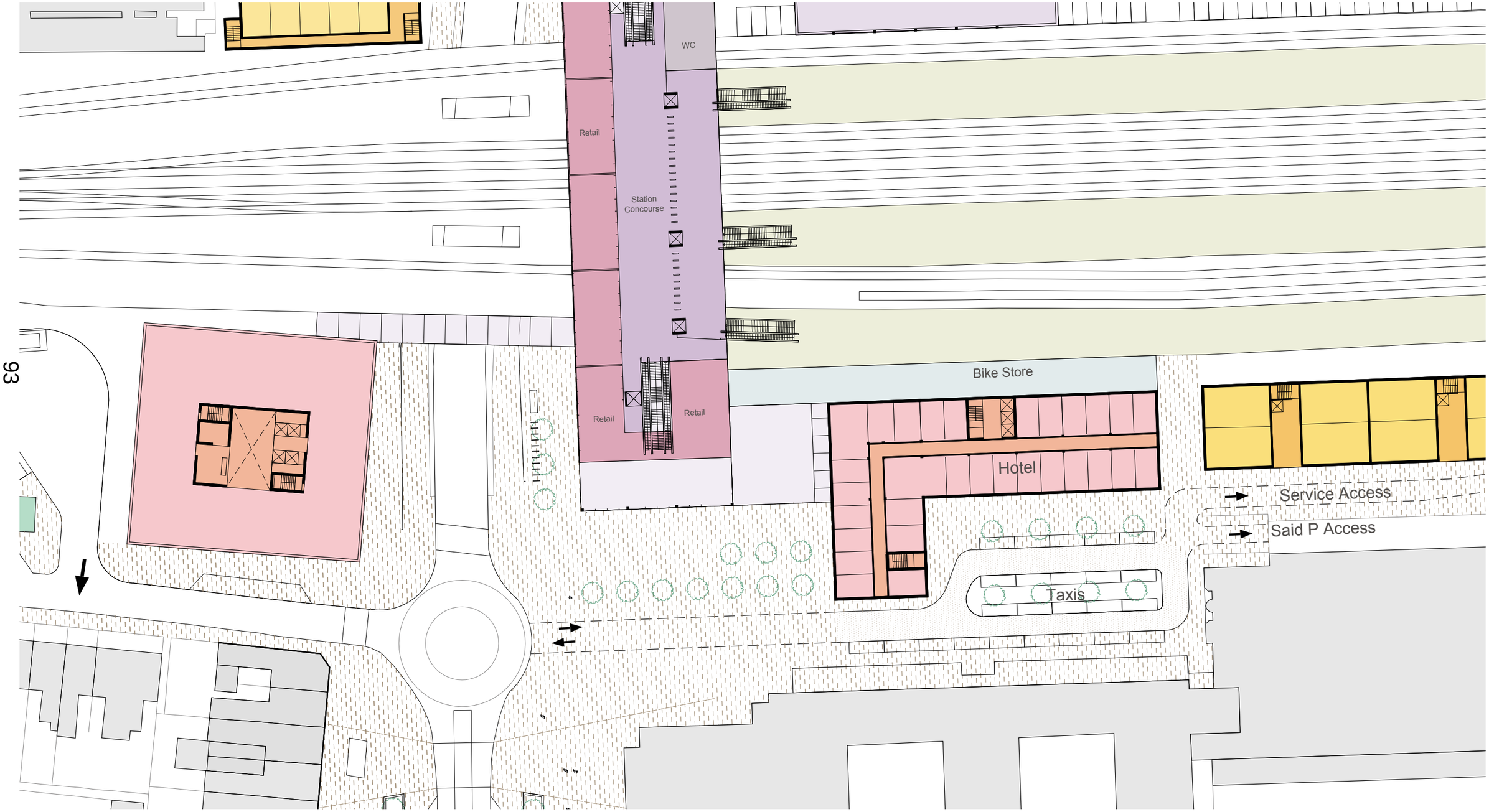
10 **Residential building** with flats.

11 **Single row of houses.**

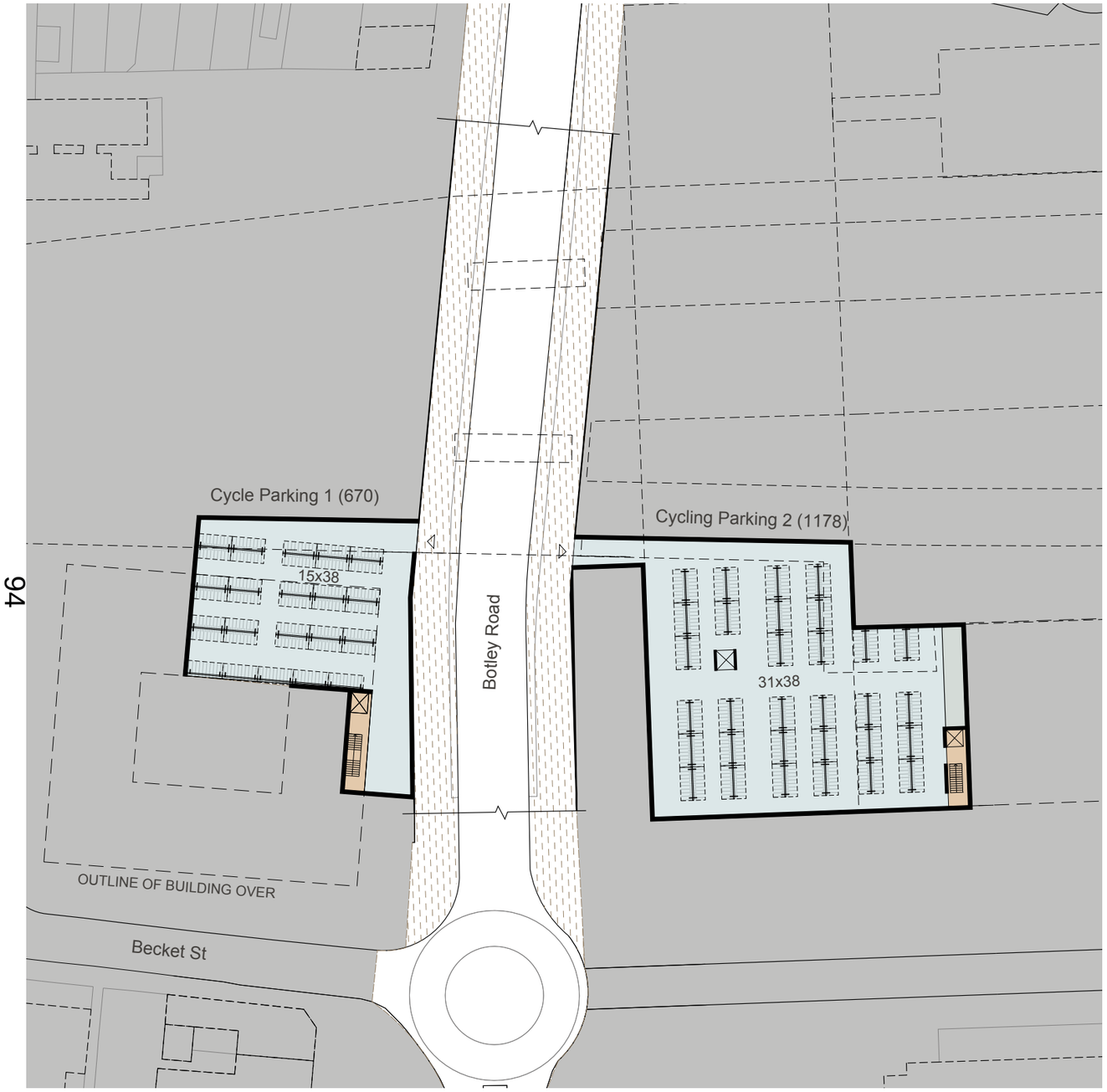
Illustrative Ground Floor Plan - Station Square

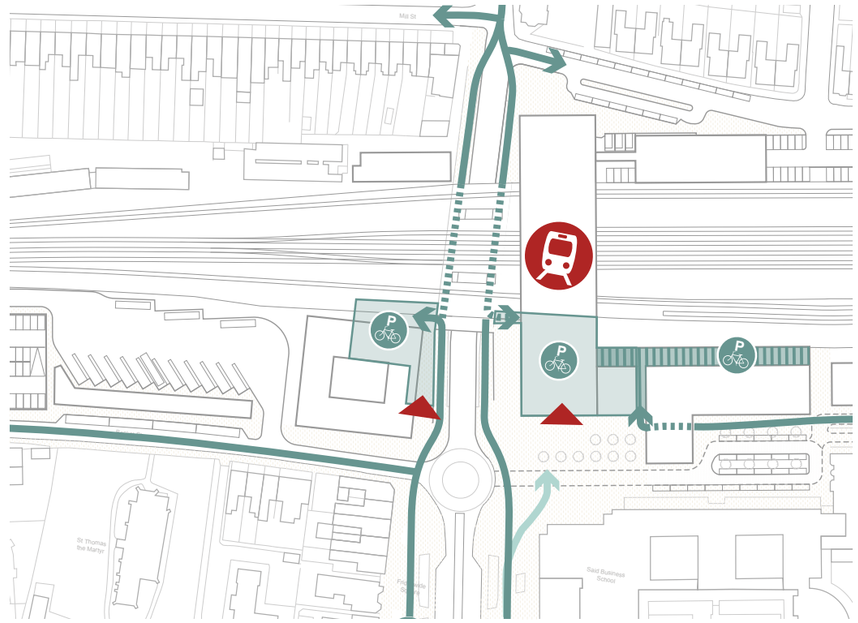


Illustrative Concourse Level Plan - Station Square



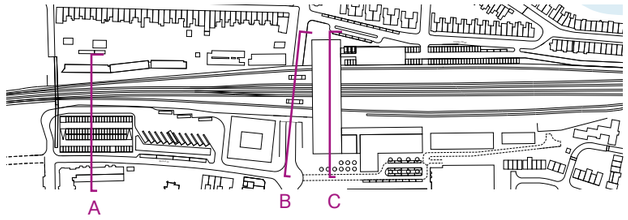
Illustrative below Ground Level Plan

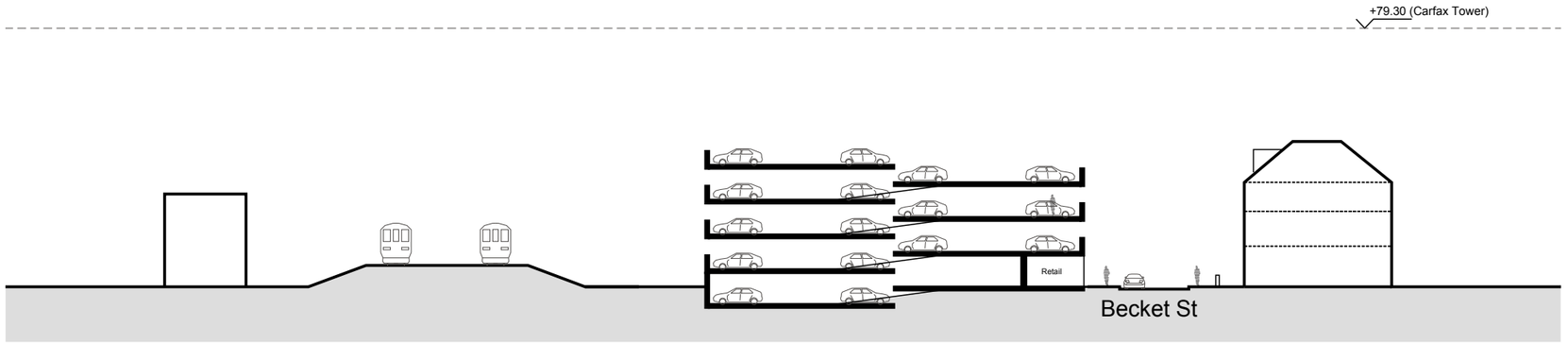




Cycling movement diagram

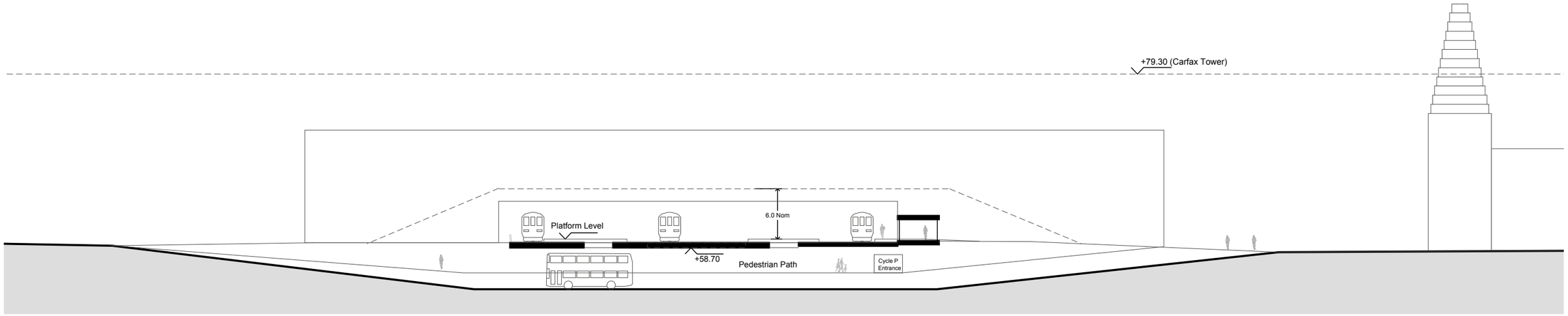
Cross Sections





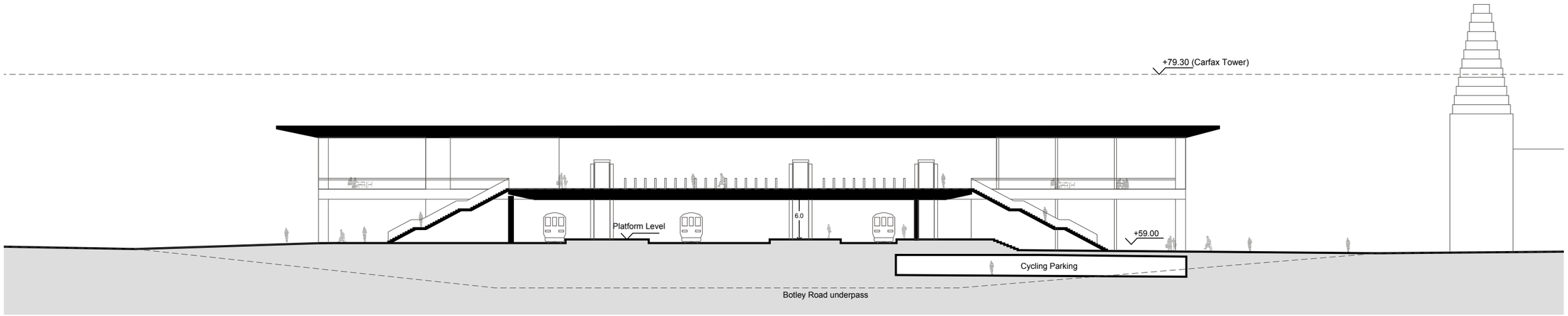
Section A-A

Cross section through multi-storey car park along Becket St (



Section B-B

Section along Botley Road Bridge



Section C-C

Indicative development schedule

Land use plan

Area Schedule

Landuse	Floor Area (m2)	Levels	Total GFA	Subtotals	Number of spaces
Station and facilities					
Main building	3,338		3,338		
Operation Building	790	2.0	1,580		
Retail within Station building	1,589	1.0	1,589		
Subtotal				**6,507**	
Commercial					
Corner Building	1,520	3.0	4,560		
Hotel	1,230	3.0	3,690		
GF Retail	1,160	1.0	1,160		
Subtotal				**9,410**	
Residential					
NE building 1	830	3.0	2,490		
NE building 2	298	2.0	596		
Botley Rd building	325	3.0	975		
Subtotal				**4,061**	
Total				**19,978**	
Bus Interchange					18
Multi-Storey Car Park					480
Cycles					2,468
Short stay					43+8D

Parking Schedule

	Existing	Masterplan	SPD
Bus/Coach	6	18	max. 18
Taxi	8-24	24	max. 24
Cycles (approx)	600	1200	min. 2,450
Short Stay P (+ Disabled)	43 (8)	43 (8)	max. 43 (8)*
Staff P	54	54	max. 54
Long Stay P	480	480	max. 480

Illustrative Masterplan

0m 50m 100m

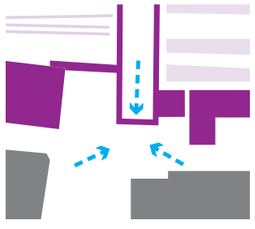
Views and vistas

The Station Building and Square

The Station building and Square along with the Frideswide Square, will be the first spaces of the passengers' arrival experience.

The Station building will welcome the visitors with a generous space with high ceilings and views to the city centre.

The complex with the square will offer the opportunity to pause and orientate, before starting the journey to the city, as a first step in the passengers' experience arriving in and leaving Oxford.



Illustrative aerial view from the north east

1 **Station building** with retail units on the ground floor and upper concourse

2 **Hotel** with active frontage on the ground floor

3 **Corner development** Commercial building with retail units on the ground floor and entrance to the station through pedestrian bridge

4 **Bus interchange** with waiting areas and capacity for 18 buses.

5 **Multi storey Car Park** with retail units along Becket St.

6 **Operations Building** adjacent to the staff parking

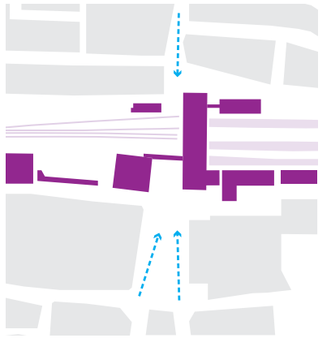
The arrival experience

Approaching the Station from the city

The Station will have a clear presence both from the East (Frideswide Square) and West side (Botley Road).

The scale and architectural articulation will reflect its identity while the entrances will be visible from the various station approach routes.

At the same time the buildings will help in framing the Frideswide Square and will complete the surrounding cityscape.



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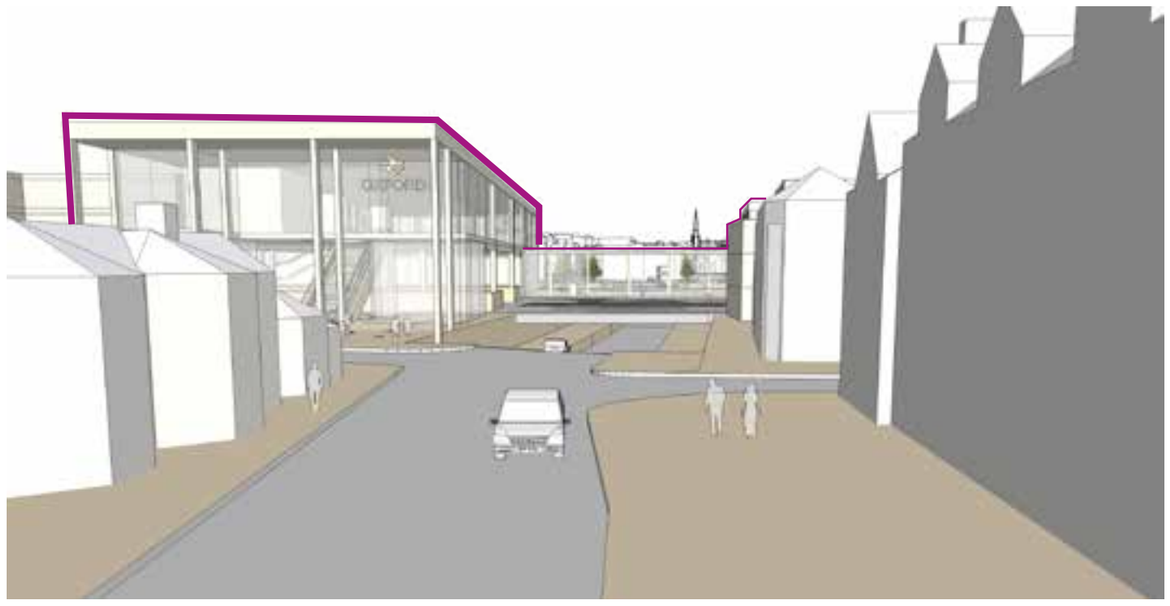

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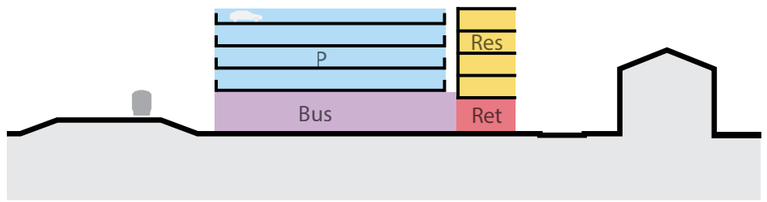
Illustrative aerial view from the south east

Illustrative Masterplan Layout Variants

The Masterplan allows a number of flexible solutions that follow the design principles, some of which are explored in the following variants:



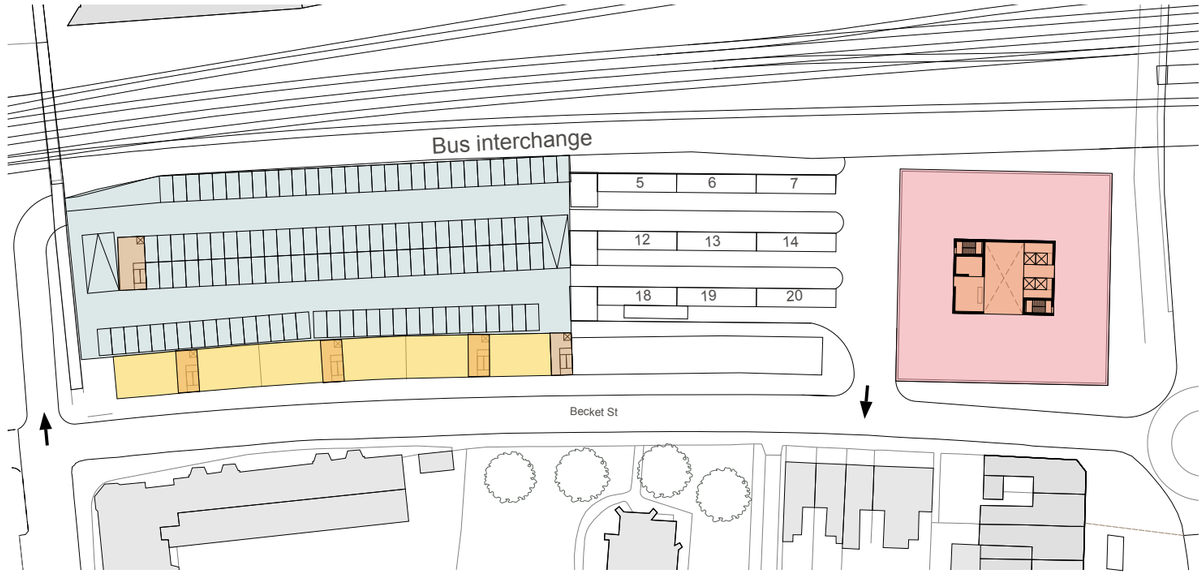
102

1. Residential development along Becket Street

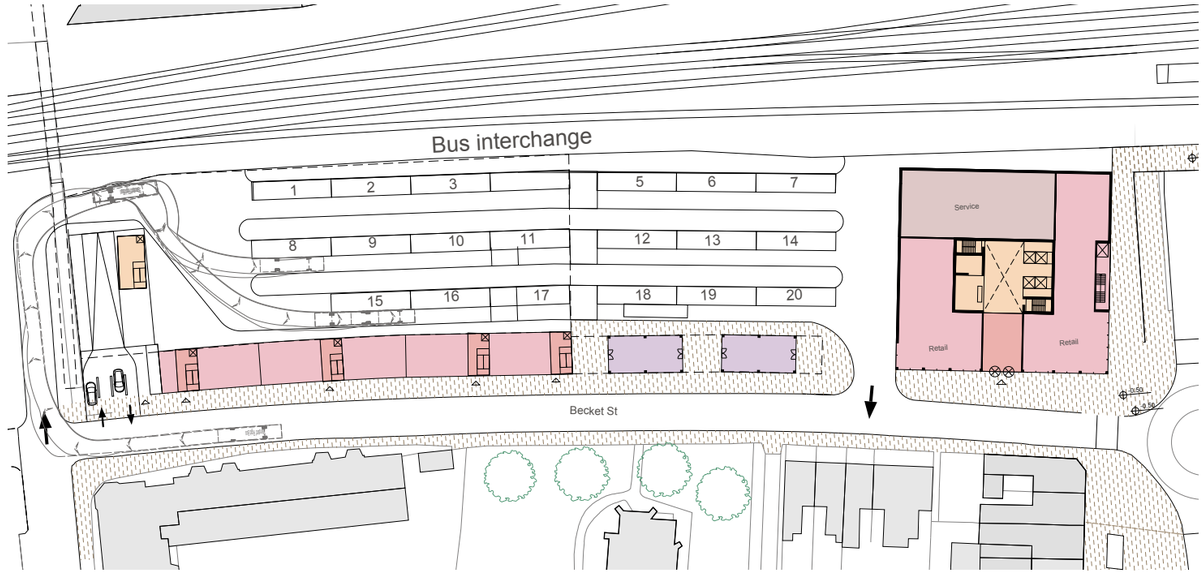
In this option the Bus interchange follows a different layout with pedestrian islands (Drive In and Out), while the MSCP sits on top on the south side.

That allows for an additional building with active frontage along Becket St that with retail on the ground floor and residential on the upper floors.

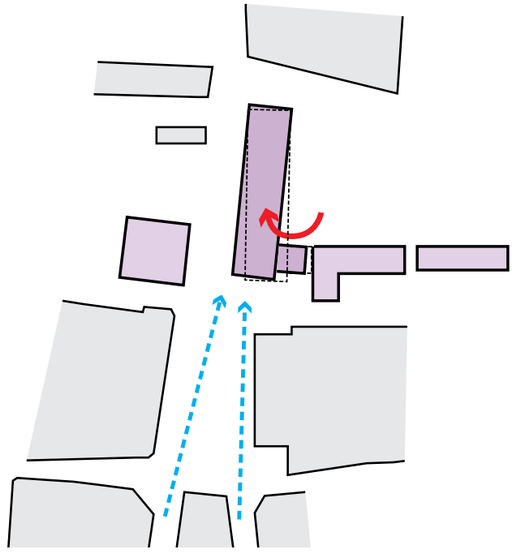
Considerations for this option include construction challenges and cost implications as well as the single aspect residential units.



Typical upper floor plan



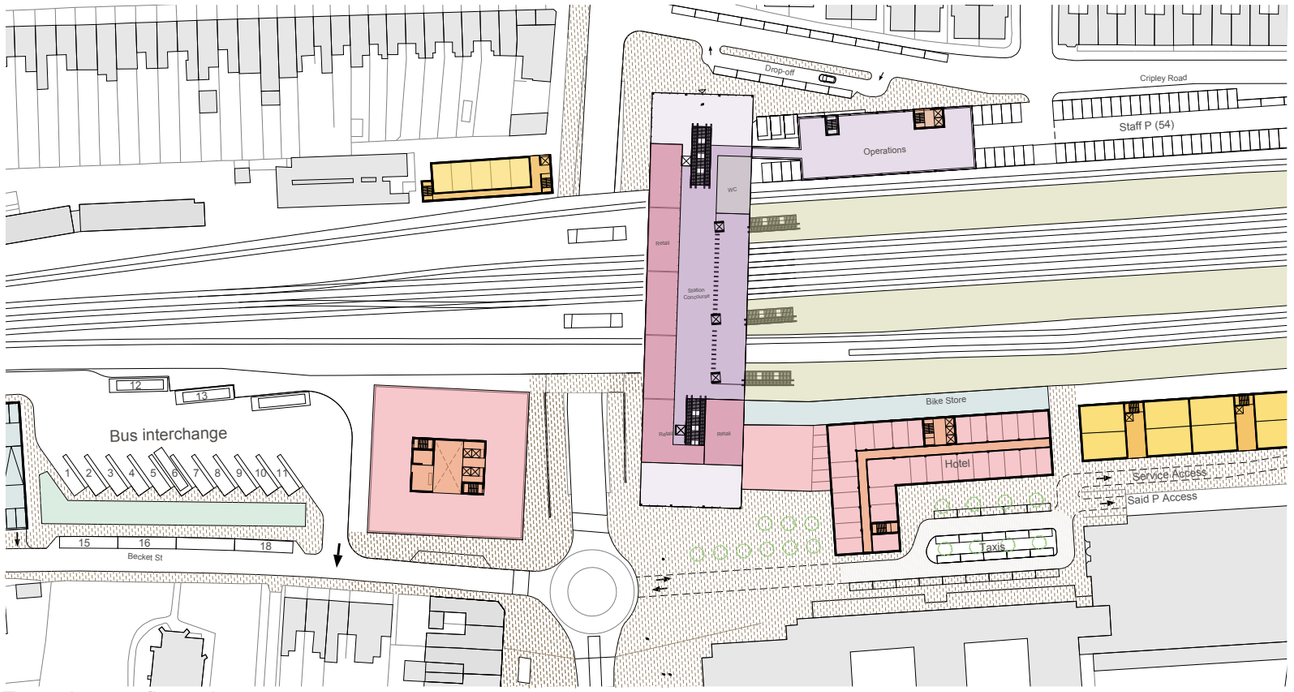
Ground floor plan



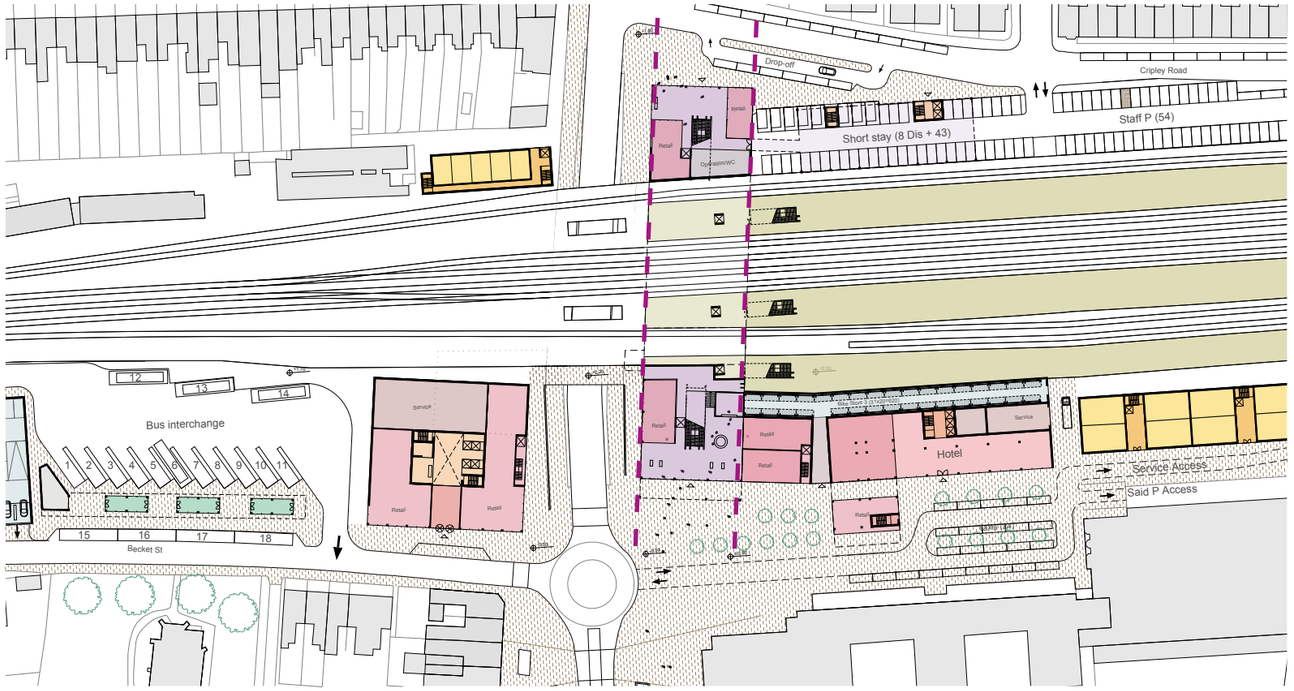
2. Station building alignment parallel to Botley Road

In this option the Station building is rotated to face Frideswide Square, aligning with the Botley Road. That makes the Station building more visible when arriving from Park End St and Hythe Bridge St. In addition the building will have wider views to the city centre from the concourse level.

A main consideration in this option is the relation of the Station building facing Frideswide Square with the retail, hotel and the Station Square East in front of them.

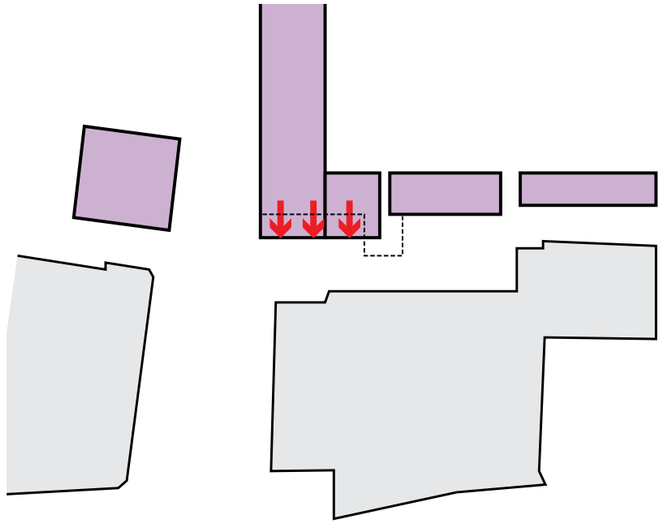


Typical upper floor plan



Ground floor plan

Illustrative Masterplan Layout Variants



04

3. Alternative Station Square layout

In this option the open space in front of the station is unified with the one in front of the Hotel (taxi drop-off and pick up). The L shape hotel building turns to a single rectangular volume and the station building is extending within the square so that it has a clear presence in the unified open space.

Typical upper floor plan

Ground Floor plan

Illustrative aerial view from the south east

Becket Street Car Park and pedestrian bridge - Existing

Phasing | 07

Approach to phasing of key components

Phasing of the key components of Oxford Station development is crucial in delivering a coherent vision and successful development of the station area.

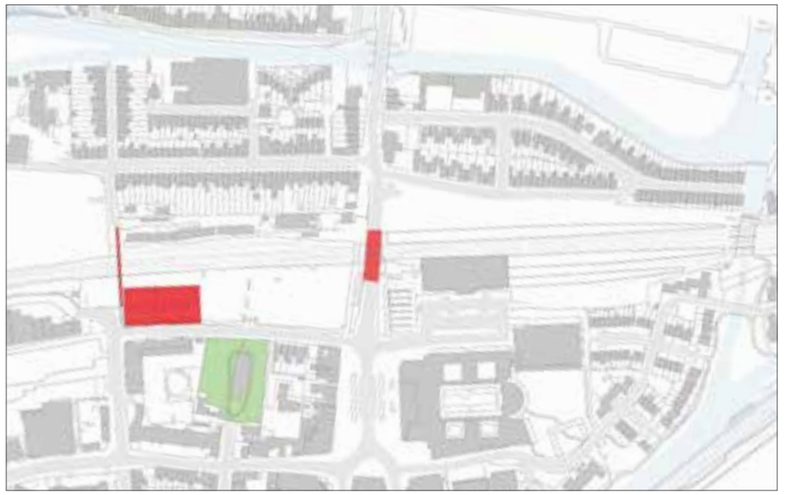
A strategic approach to phasing the key components of the station development is set out here as a recommendation. This phasing approach is indicative only and will need to be developed further with construction phasing strategy informing the process.

The key considerations are:

- Development to allow continued Station operations throughout development phases
- Phasing to create rationalisation and consolidation of the various facilities within the station area i.e. relocation of Pick-up / drop-off, taxi rank and long-stay car park to create clear passenger distribution and circulation
- Initial phases to address operational components in order to create development opportunity in the subsequent phases which could be brought forward for development as serviced plots for commercial uses in this prime city centre location

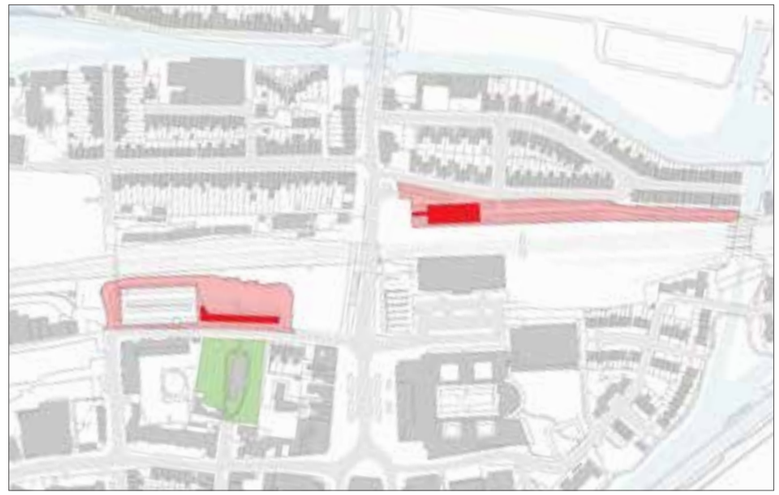
Phasing and Delivery Strategy

The commercial and residential land uses proposed in the masterplan are value generating and have the potential to attract private sector investment. These uses are expected to make a contribution to delivery of the operational buildings and related works which will require further funding to implement. Funding is anticipated to be obtained from a range of different sources and organisations with some Local Growth Deal funding already allocated to the scheme and bids submitted for the western platform as part of CP6. A phased approach will be required. The City Council will continue to work actively with key partners, Network Rail, DFT, County Council and OxLEP to help to deliver the proposed development.



Phase 1

- Construction of MSCP
- Rebuilding of Botley bridge
- Botley Road improvement works
- Modifications to Osney Lane bridge

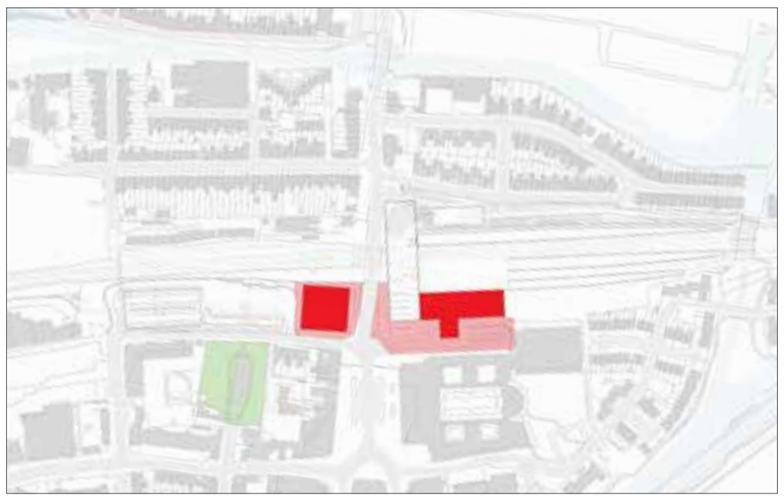


Phase 2

- Construction of Bus Interchange
- Construction of ground staff parking and short stay parking
- Construction of operational building

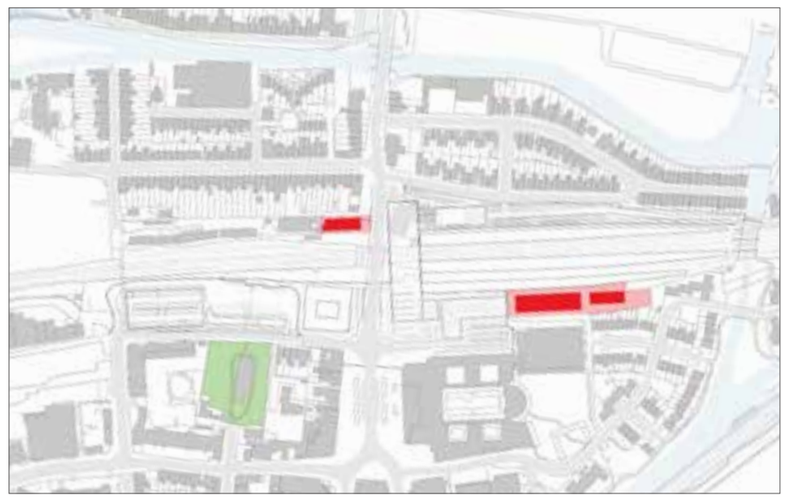
Phase 3

- Construction of cycle parking below station building
- Construction of Station building



Phase 4

- Construction of corner commercial building
- Construction of retail and hotel buildings north of the new Station building
- Public realm works in front of the Station



Phase 5

- Construction of residential buildings in NE and SW sites.

View from Becket Street looking towards Station Area

Appendices | A

Appendix 1

National Planning Policy

National Planning Policy Framework (NPPF) (2012)

The NPPF sets out the Government's planning policies for England and how these are expected to be applied. The purpose of the document is to achieve sustainable development through the balance of economic, social and environmental objectives.

Significant weight is placed on the need to support economic growth through the planning system to create jobs and prosperity. Local planning authorities should recognise town centres at the heart of their communities. Residential development can for instance play an important role in ensuring the vitality of centres.

The transport system should be balanced in favour of sustainable transport modes. Simultaneously, great emphasis should be placed on sustainable design solutions to create better places for people with access for all.

Local Planning Policy

Oxford Core Strategy (2011)

The Core Strategy sets out the spatial planning framework for the development of Oxford up to 2026, and is the principal document in Oxford's Local Development Framework. The Core Strategy aims to deliver the Council's vision for growth and regeneration in Oxford.

Being a regional hub, it is acknowledged that Oxford requires transport improvements including increased capacity and function of the railway station to assist in the City's economic growth. Improvements should include a new bay platform, better facilities and improved interchange with other sustainable modes of transport.

Design solutions in Oxford should seek to preserve the City's historic legacy, important views and distinctive townscape characteristics. All new development should deliver high quality urban design, architecture and public realm.

The Council will promote housing development in sustainable locations. As such, and due to the constrained nature of sites within it, the City centre should generally allow for higher densities.

West End Area Action Plan (2008)

The West End is an area of the city centre from Carfax to the railway station and down to the Oxpens Road area. The AAP aims to create a vibrant quarter of the city centre with a mix of uses and facilities, which includes significant housing provision (approximately 700-800 dwellings).

The West End is recognised as a suitable location for housing where there is a desire to create mixed and balanced communities. Hotel accommodation should also be increased as there is a shortage of mid-range accommodation in the City centre. Sites of 0.2ha or greater should nonetheless incorporate more than one use to help achieve the diversity which forms part of the vision of the West End.

The AAP recognises that Oxford Railway Station performs a vital role and that development of the railway station should seek to create a strong sense of arrival into the City. It is further suggested that car parking is maintained on Becket Street Car Park and achieved by decking part of the site, without harming the setting of St Thomas' Church.

Furthermore, creating an attractive environment for pedestrians and cyclists will encourage bus provision to and from the station.

Saved Local Plan 2001 - 2016

The majority of policies within the Oxford Local Plan 2001-2016 have been superseded by Core Strategy policies. However, some have been saved pending the adoption of future Development Plan Documents. The Plan includes detailed policies and Policies Map.

The Oxford Railway Station is located within the City Centre Commercial Area and is surrounded by an indicative pedestrian & cycle path and adjacent to two scheduled monuments. Both the main railway station building and associated car parking area are surrounded by a flood zone.

Sites & Housing Development Plan (2013)

The Sites and Housing Development Plan Document (DPD) allocates sites for development for housing, employment and other uses and sets out detailed planning policies for residential development to improve the balance of residential accommodation types across the city.

Infrastructure requirements include the creation of a new bay platform for services terminating from the south and link building to existing station.

Emerging Planning documents

Local Plan 2016 - 2036

The Council is currently preparing a new Local Plan schedule for adoption in October 2019. The new Local Plan will replace the Saved Oxford Local Plan Policies 2001-2016, Oxford Core Strategy, and the Sites and Housing Plan.

Economic Strategy

County Transport Policy

Connecting Oxfordshire - Local Transport Plan 2015 - 2031

This Local Transport Plan sets out Oxford County Council's vision for developing the transport system in Oxfordshire up to 2031. The document is developed around 3 over-arching goals which seek to promote economic growth, mitigate the impacts of climate change and improve the environment and quality of life.

The Oxford Transport Strategy includes three components: mass-transit, walking and cycling, and managing traffic and travel demand.

Rail network and connections will be enhanced where it supports the county's objectives for economic growth. Oxford's unique character attracts much more travel than most towns or city of

comparable size, with tourism, business and academia at the heart of its economy.

More specifically, Oxford Railway Station has been identified as being a major constraint on the Oxford-Didcot corridor, which without an expansion will hinder economic growth in Oxfordshire. A major upgrade to this station is therefore necessary and should including new platforms and through lines, new station building, transport interchange and widening of Botley Road bridge.

More widely, there should be a clear wayfinding strategy in town centres to and from the railway station.

Design and Heritage

The Government aims to preserve the historic environment and its heritage assets for the quality of life they bring to this and future generations. The NPPF requires local authorities to identify opportunities for change in the setting of heritage assets that would enhance or better reveal their significance. At the local level, a number of documents set out the importance of Oxford's heritage legacy and development restrictions to preserve these. The heritage of Oxford is recognised as important to the City's identity. As such, all new developments must respond to Oxford's heritage through sensitive and high quality design.

The Oxford Heritage Plan which includes the View Cones Study and Oxford Heritage Statement but also the Conservation Area Appraisal, Oxford Archaeological Plan; and Oxford Character Appraisal Toolkit form part of the main relevant local documents to be considered. In addition to these, Oxford City Council is currently working on an emerging High Quality Design in Oxford SPD which will support design and heritage policies outlined in the development plan.

The Heritage Plan, produced by Oxford City Council, Oxford Preservation Trust and Historic England, aims to bring the management of Oxford's historic environment into line with the requirements of national policy and standards; providing a model of best practice that will demonstrate how a local authority can apply the principles contained in the Government's heritage protection reform programme, and English Heritage Conservation Principles.

The aim of the Oxford View Cones Study is to describe and evaluate heritage significance of the 10 Oxford View Cones, as protected by the Oxford Local Plan (2001-2016) and the Oxford Core Strategy, in order to understand how they can be most effectively managed in the future. In that respects, the Site is affected by Carfax height restriction zone which limits building heights over a 1,200m radius around Carfax Tower and partially to the South by the Raleigh Park viewing corridor.

Appendix 2 - Network Rail Station Design Principles (Document attached)

Reference page

Station Design Principles for Network Rail

114

Contents:

Reference page

1 Executive summary

This guidance document is the vehicle for Network Rail in defining a station design policy for new and existing station buildings. It reaffirms a commitment to an architecture that will reflect the synthesis of 'Firmness, Commodity and Delight'[1]. The document sets the 12 principles for delivering station designs by which Network Rail will assess the submissions of its suppliers, in section six of this document.

The imperative to review, update and consolidate Network Rail's existing design guidance is necessary to keep pace with both legislation and policy but also to go beyond the pragmatic and consider the tangible benefits that design quality brings. The objective is to provide a centralised source of design information on stations that is easily accessible both internally and externally to Network Rail.

In a time when passenger expectations are rapidly increasing, the provision of safe, accessible and inclusive station environments are to be provided as a minimum. Allied to this are a sustainable whole life-whole system approach to asset design, construction, operation, maintenance and decommissioning, all of which are required for effective asset management.

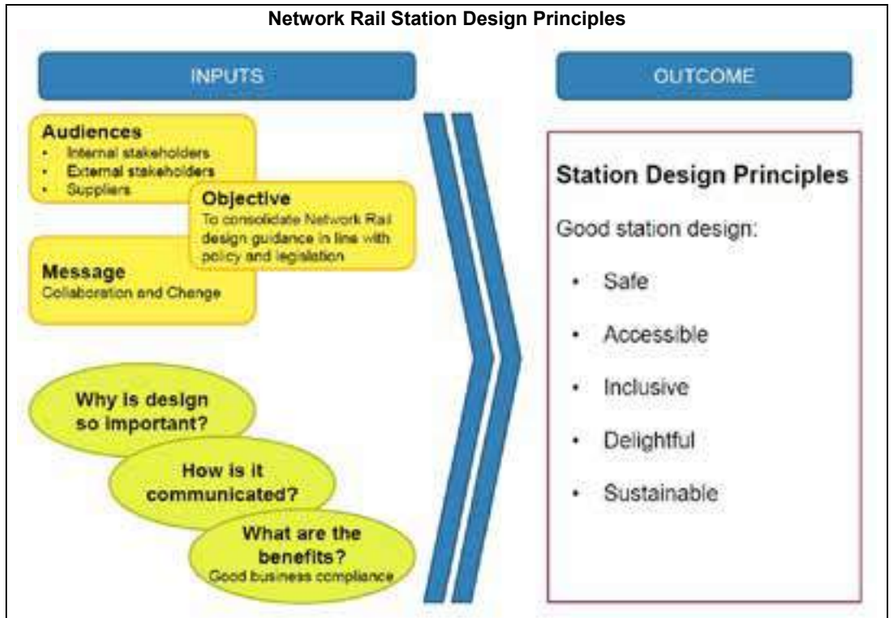


Figure 1 Good Station Design

[1] Vitruvius 27BC as translated by Henry Wotton

There is also the necessity to look ahead and consider how technology is changing the means of design production. There are fundamental shifts in the move from bespoke solutions to standard products for station building. Standardisation shall be refined by a transparent definition of criteria so that the delivery of stations will be simpler, efficient and more adaptable to change.

2 Purpose

Network Rail currently owns and manages 19 of the busiest stations in the UK and this number is increasing. As infrastructure owner of approximately 2,500 franchised stations, Network Rail is also delivering major station enhancements throughout the country as part of the CP5 programme, including but not limited to:

- Access for All
- National Station Improvement Programme
- Thameslink
- Crossrail

This document aims to set the objectives for station guidance, research, development and innovation within Network Rail.

This guidance also seeks to provide a route map for establishing a more standardised approach to the design, procurement and delivery of stations in the UK.

3 Scope

This guidance is of relevance to individuals who are involved in new construction, refurbishment, renewal, repair & maintenance, operation, decommissioning or demolition of a structure in or associated with a Network Rail station to include: buildings, platforms, canopies, footbridges, subways, shelters, forecourts, retail and car parks.

We aim to provide an overall structure and programme for the review and update of design guidelines for stations and facilities for the travelling public. The objective being to establish coherent guidance for anybody concerned with design of railway stations and associated commercial property:

- Sponsors
- Project managers
- Maintainers
- Station facility operators (SFO)
- Designers - architects and engineers
- Contractors and suppliers

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