

Planning Review Committee Presentation

18/02065/OUTFUL

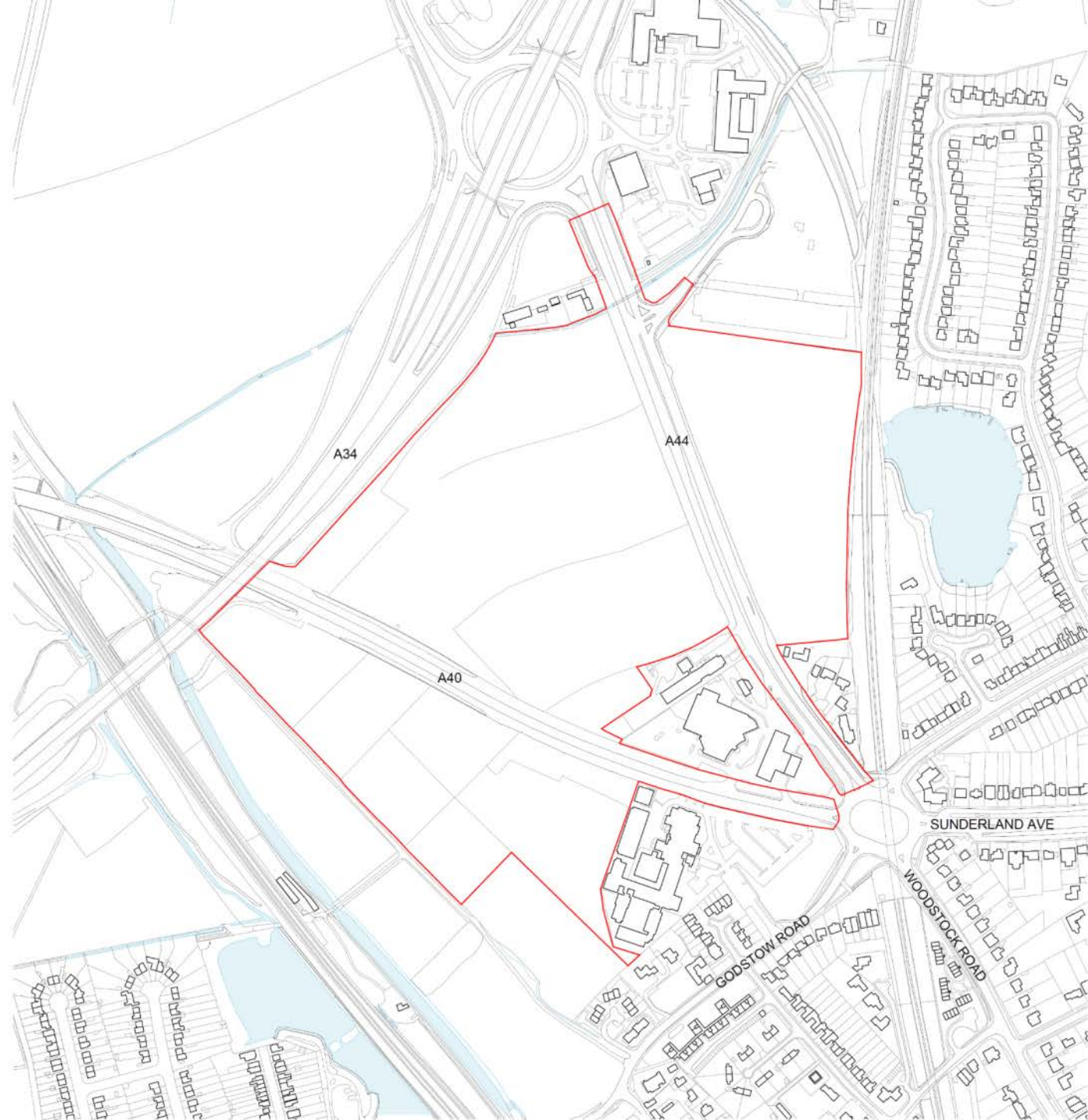
1

Oxford North (Northern Gateway)

**Land adjacent to A44, A40, A34 and
Wolvercote Roundabout**

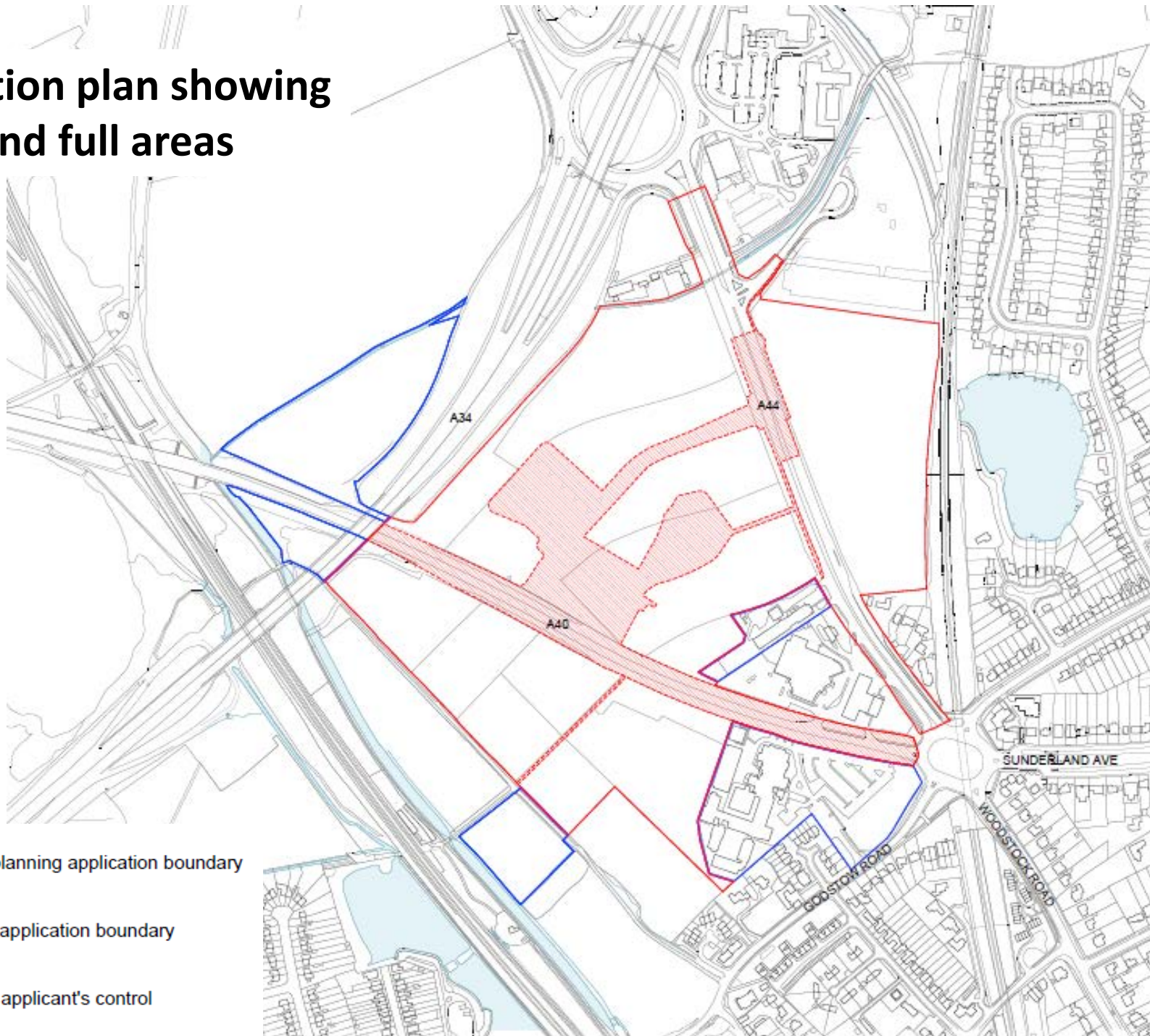
Site location plan




 Outline planning application boundary



Site location plan showing outline and full areas

3




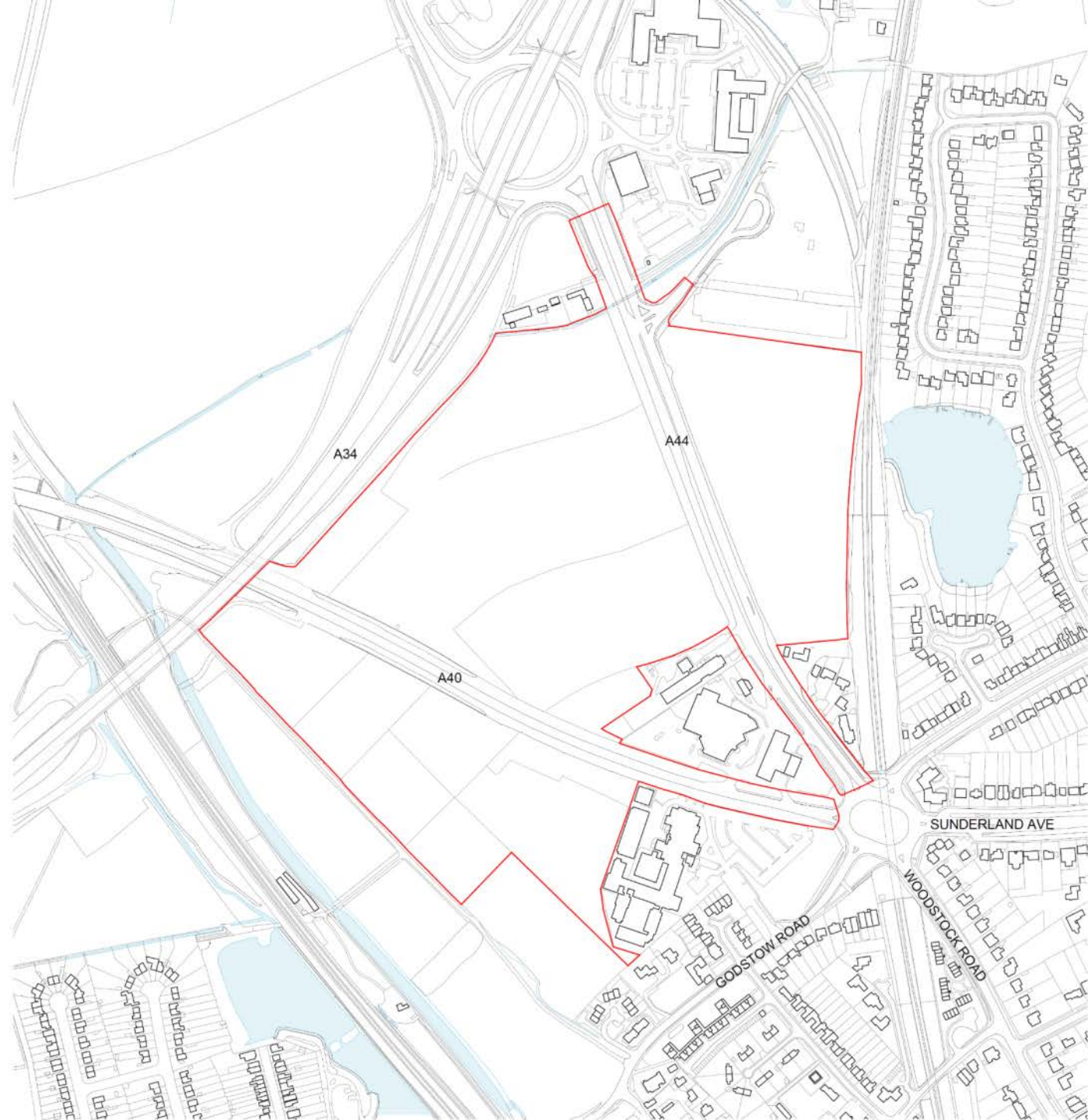
-  Outline planning application boundary
-  Detailed application boundary
-  Areas in applicant's control

Northern Gateway Area Action Plan (AAP)



Site location plan

 Outline planning application boundary



Looking west from Linkside Avenue across the lake to the site



Access to numbers 396-400 Woodstock Road



Access to numbers 396-400 Woodstock Road

8



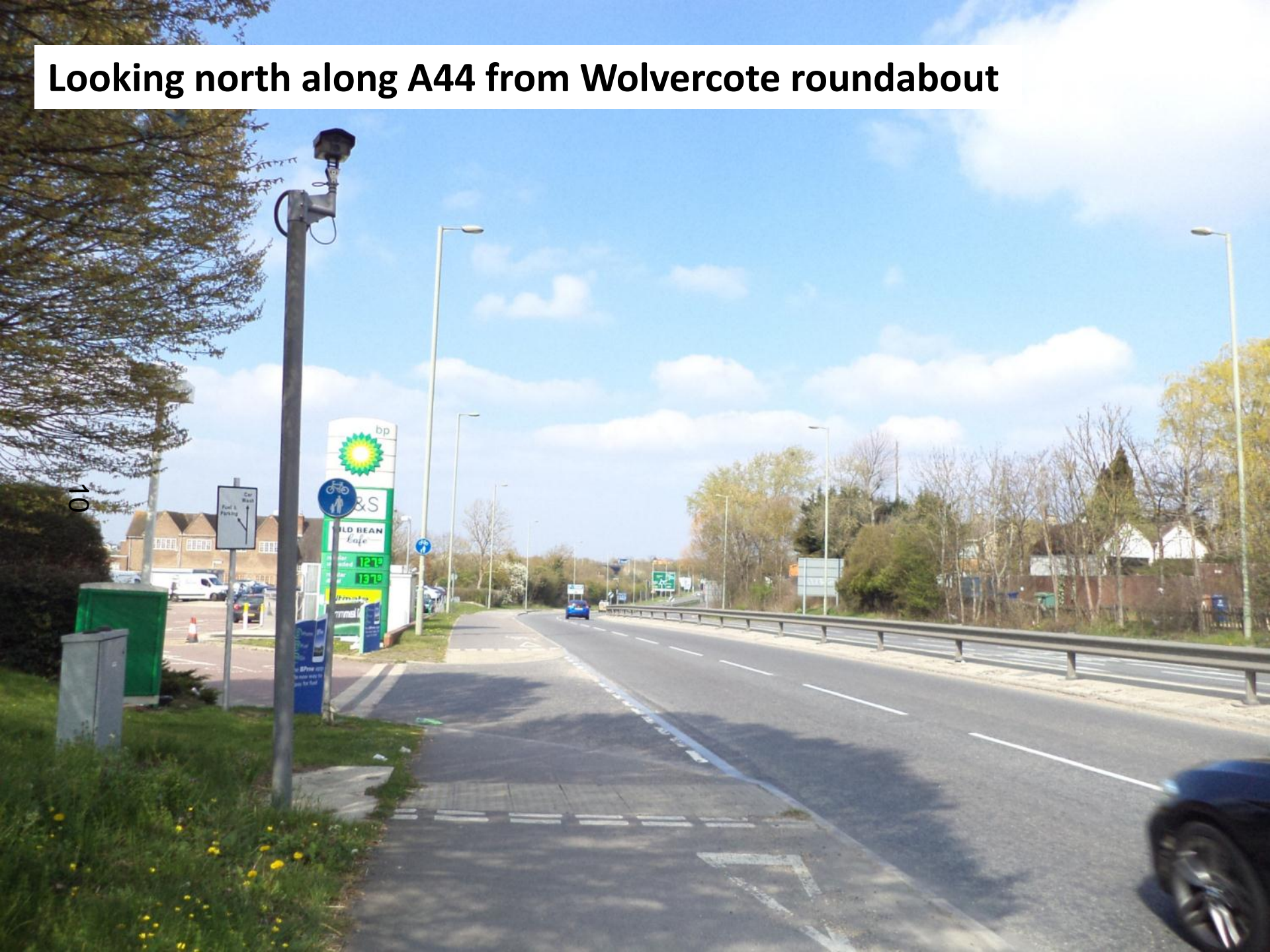
Frontages of 396-400 Woodstock Road

6



Looking north along A44 from Wolvercote roundabout

10



Red Barn Farm



11

Peartree Services viewed from A44

12



View of A44 looking south from Peartree Interchange

13



Northern part of Central parcel looking north-west towards A34



Central parcel looking south from A44

15



Looking east along A40 towards Wolvercote roundabout



16

Looking west along A40 from the BMW garage



Canalside parcel looking north from Joe White's Lane

18



Joe White's Lane

19



East parcel viewed from Peartree Park and Ride



20

A44 looking north towards Peartree Interchange

21



Central parcel looking north from A40

22



A40 looking west towards Duke's Cut

23










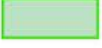




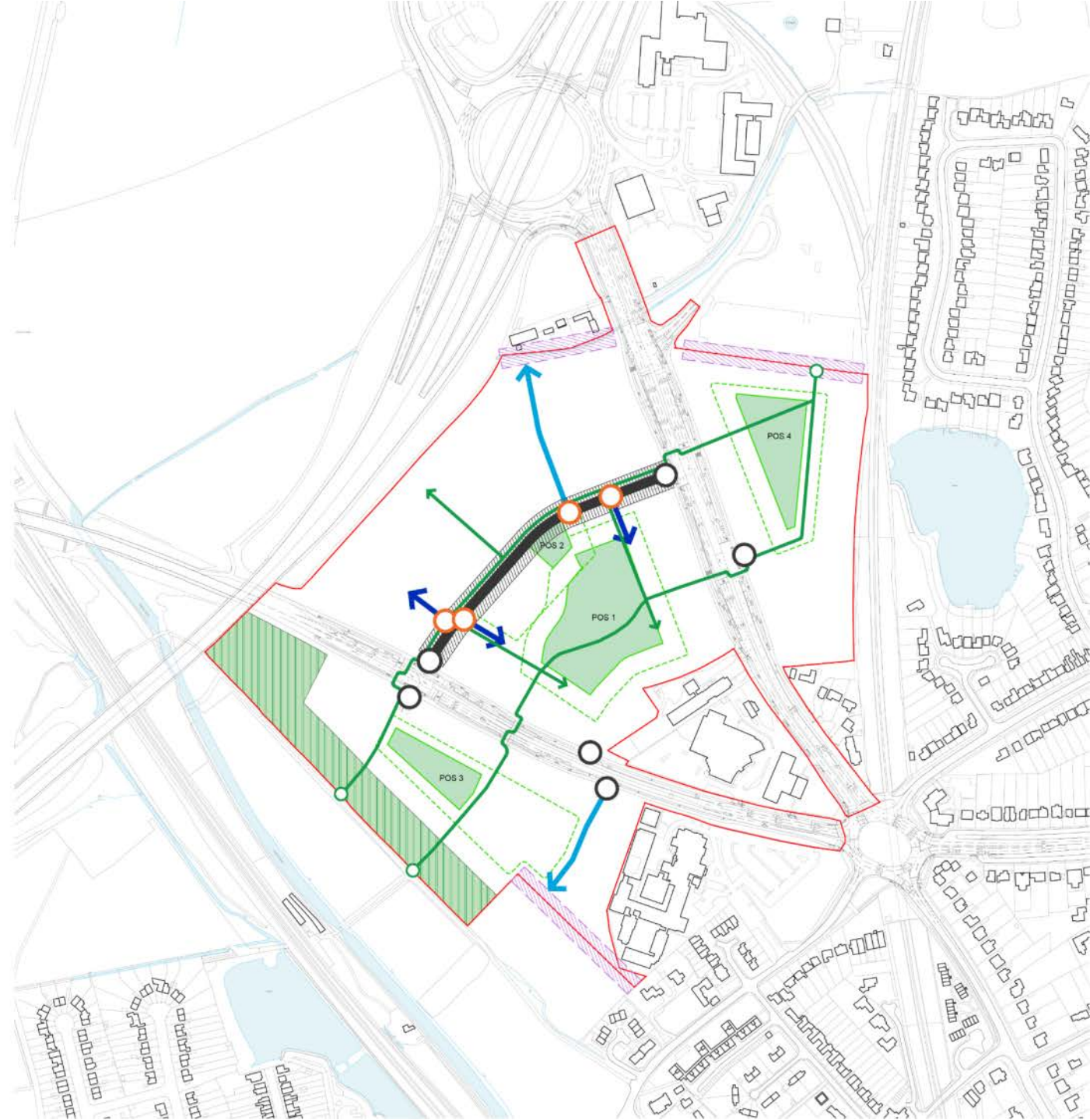
Canalside parcel looking east from Joe White's Lane



Parameter plan 1











Access and circulation

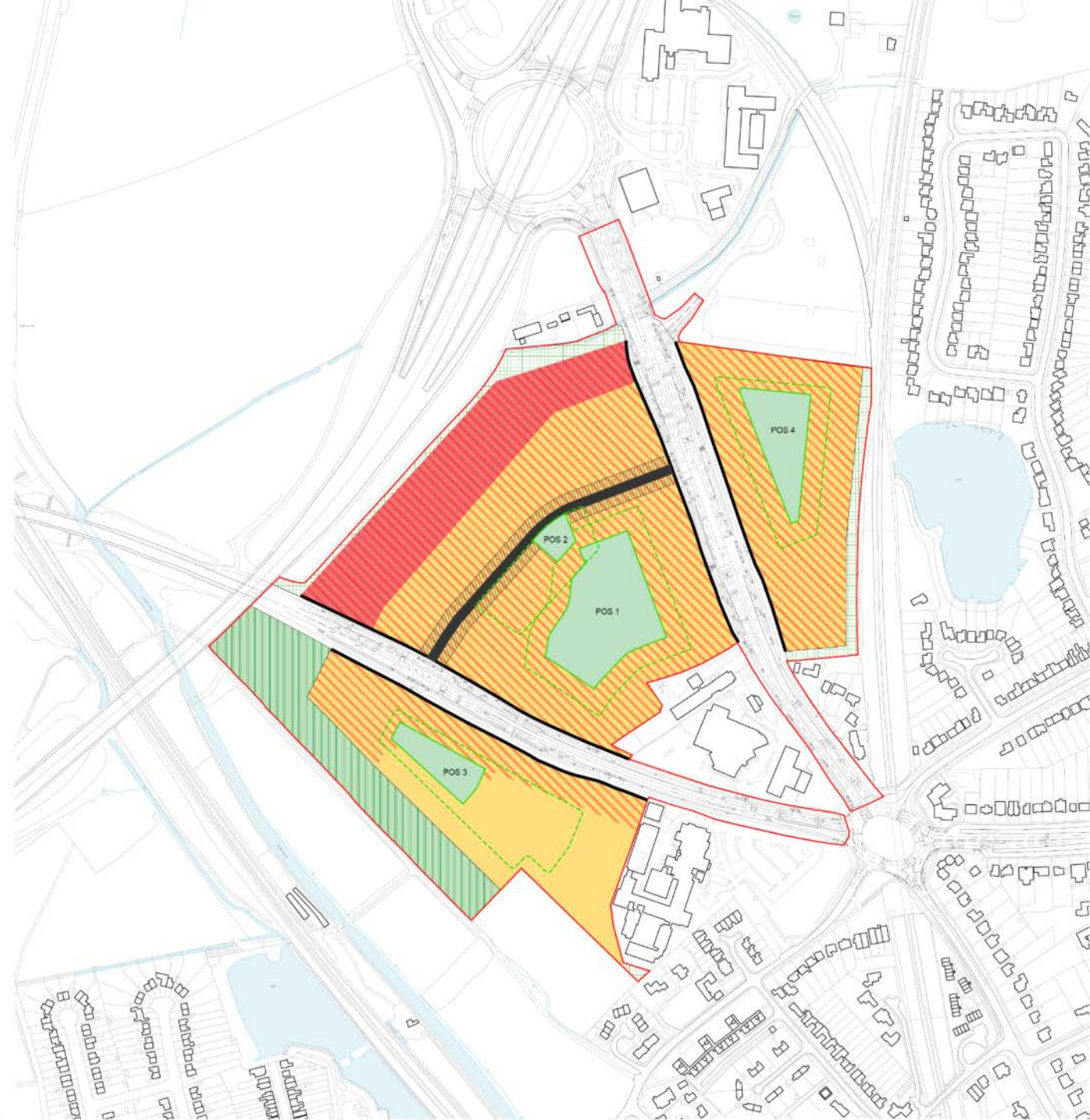
-  Outline planning application boundary
-  Link road (+/- 15.00m LOD)
-  Link for 3rd party land (indicative alignment)
-  Key cycle / pedestrian connections (indicative alignment)
-  Indicative alignment of tertiary streets
-  Locations of junction on external highways
-  Pedestrian access points
-  Junctions off new central street (indicative location)
-  Principal connection points to adjoining land
-  Public open space
-  Maximum limits of deviation of public open space
-  Landscape area (Includes public open space landscape and ecology outside developable area. May include above ground infrastructure)


























Parameter plan 2

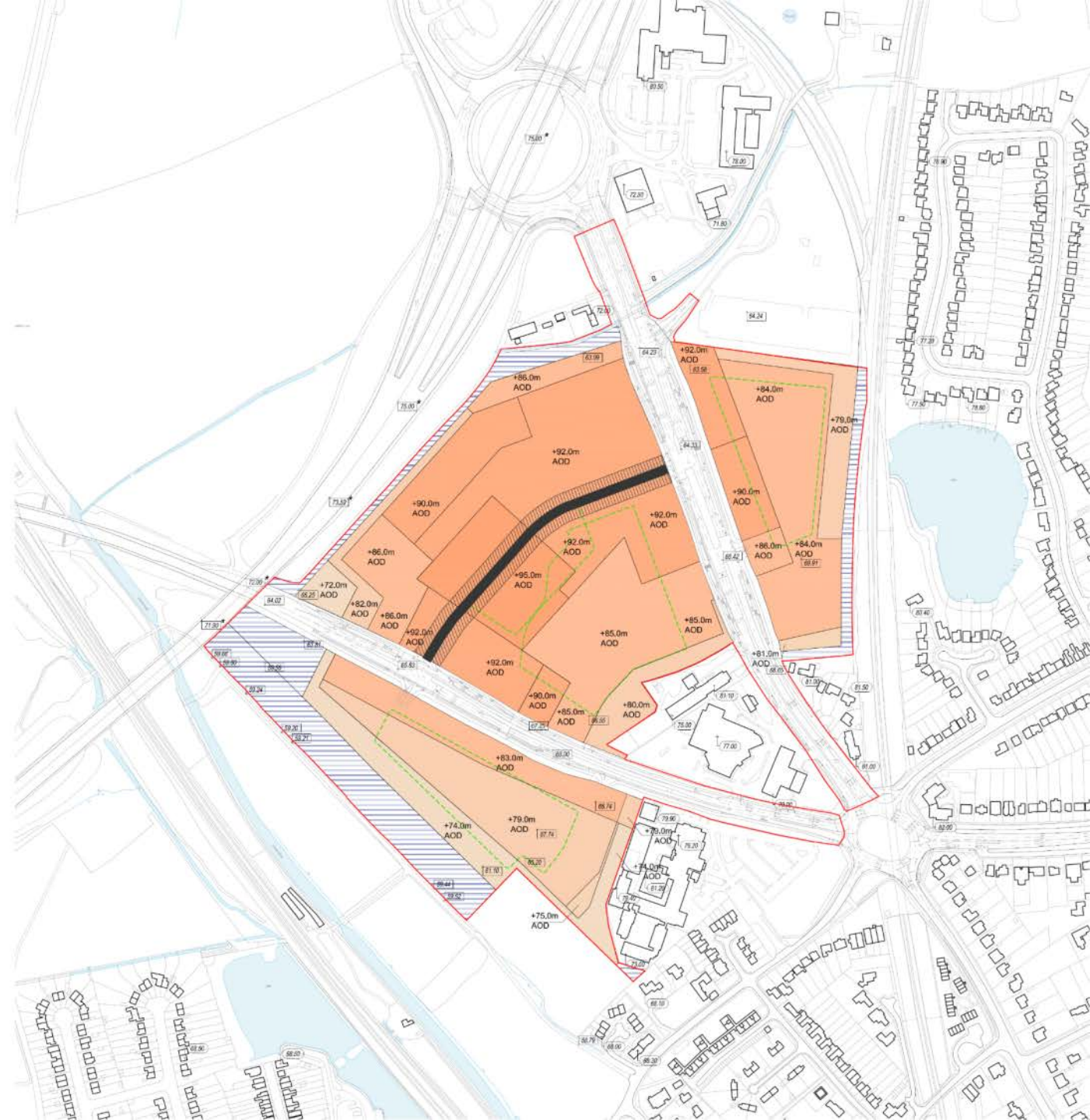
Land use

-  Outline planning application boundary
-  C3 Residential including parking and landscaping
-  Mixed use: B Employment; C3 Residential; C1 Hotel; D1 Non-residential institutions; A1 to A5, including parking and landscaping
-  B Employment; C1 Hotel; D1 Non-residential institutions; A1 to A5, including parking and landscaping
-  Frontage to A40 and A44
-  Link road (+/- 15.00m LOD)
-  26 Public open space
-  Maximum limits of deviation of public open space
-  Landscape area. (Includes public open space landscape and ecology outside developable area. May include above ground infrastructure)
-  Landscape buffer area. (May include above ground infrastructure and access to adjoining land)



Parameter plan 3 Building heights

-  Outline planning application boundary
-  +88.5m AOD
Maximum building heights in meters A.O.D., including roof plant, parapets, lift overrun, excluding flues
-  58.79 Existing spot ground levels (A.O.D.)
-  72.00* Indicative existing spot ground levels (A.O.D.) (not surveyed)
-  81.00 Indicative adjacent existing roof heights (not surveyed)
-  Maximum limits of deviation of public open space
-  Landscape area / landscape buffer area. (May include above ground infrastructure up to 2.5m above existing AOD, and access to adjoining land).
-  27 Link road (+/- 15.00m LOD)
-  Development up to 72.0m A.O.D.
-  Development up to 74.0m A.O.D.
-  Development up to 74.5m A.O.D.
-  Development up to 75.0m A.O.D.
-  Development up to 79.0m A.O.D.
-  Development up to 80.0m A.O.D.
-  Development up to 81.0m A.O.D.
-  Development up to 82.0m A.O.D.
-  Development up to 83.0m A.O.D.
-  Development up to 84.0m A.O.D.
-  Development up to 85.0m A.O.D.
-  Development up to 86.0m A.O.D.
-  Development up to 90.0m A.O.D.
-  Development up to 92.0m A.O.D.
-  Development up to 95.0m A.O.D.



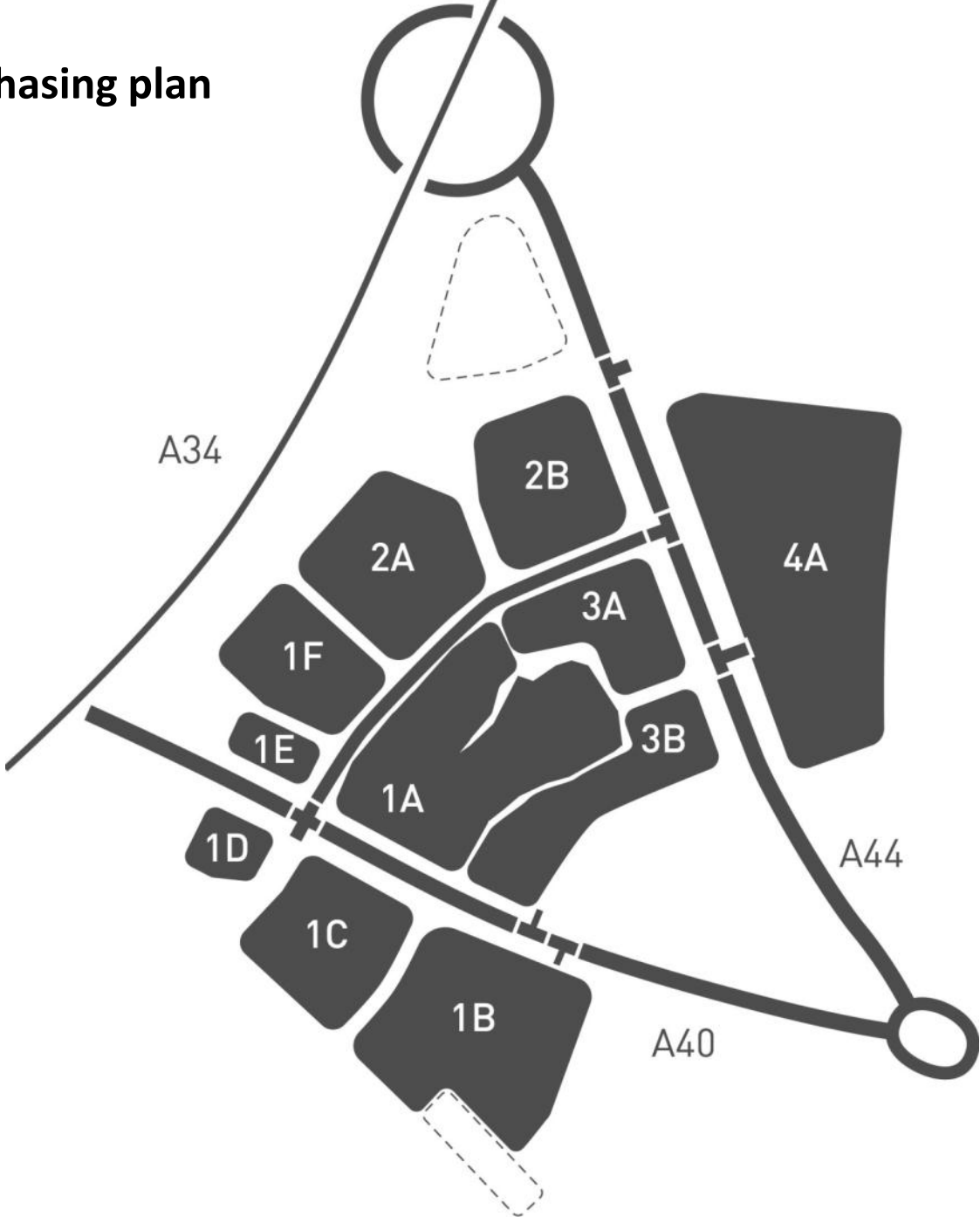
**Illustrative masterplan
(surrounding context masked)**

28

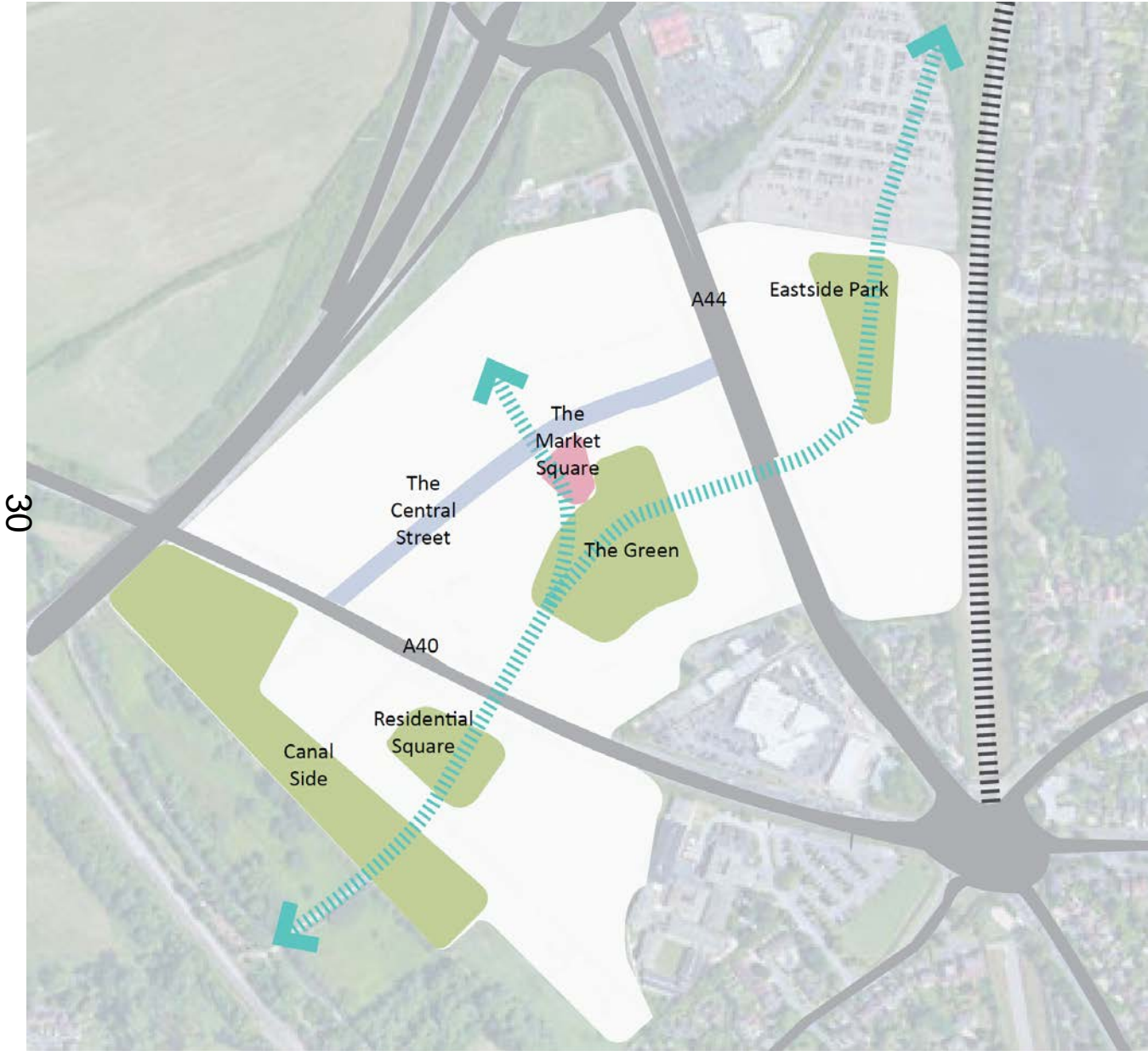


Indicative phasing plan

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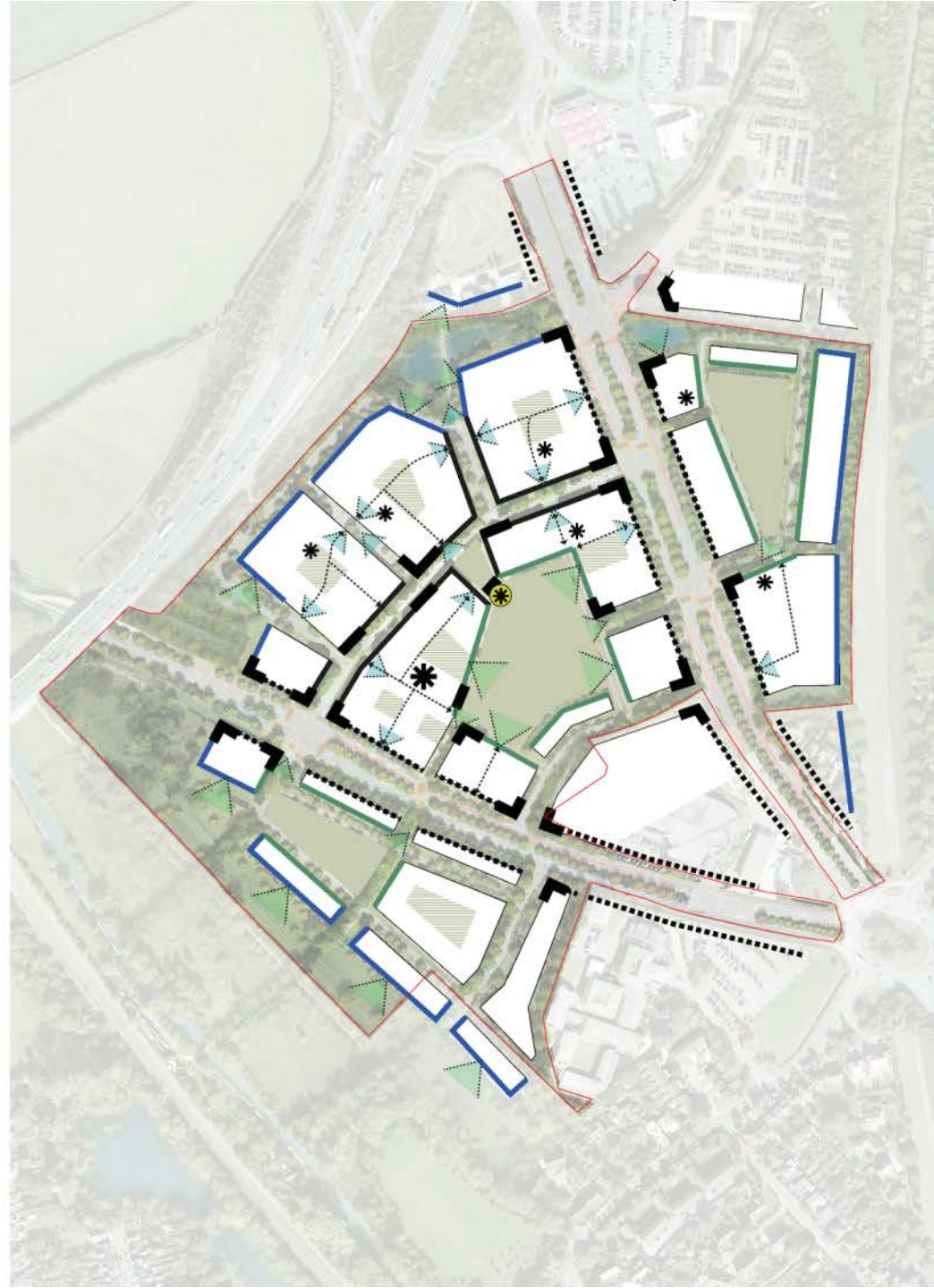


Landscape: Links



Frontage types

- Formal urban frontage
- Active frontage
- Distinctive / visible frontage
- Frontage responding to a landscape edge
- Key central amenity
- The Red Hall
- Indicative location for local amenity within parcel
- Key corner and stop-end view
- Inter-parcel connectivity
- Local open spaces within parcels
- Key views within the development
- Key views onto open spaces





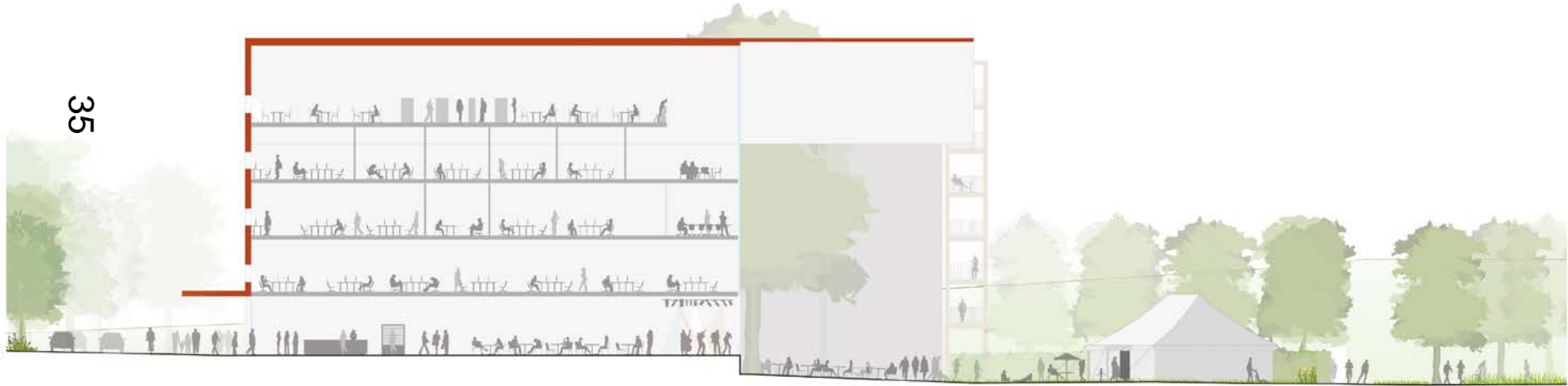




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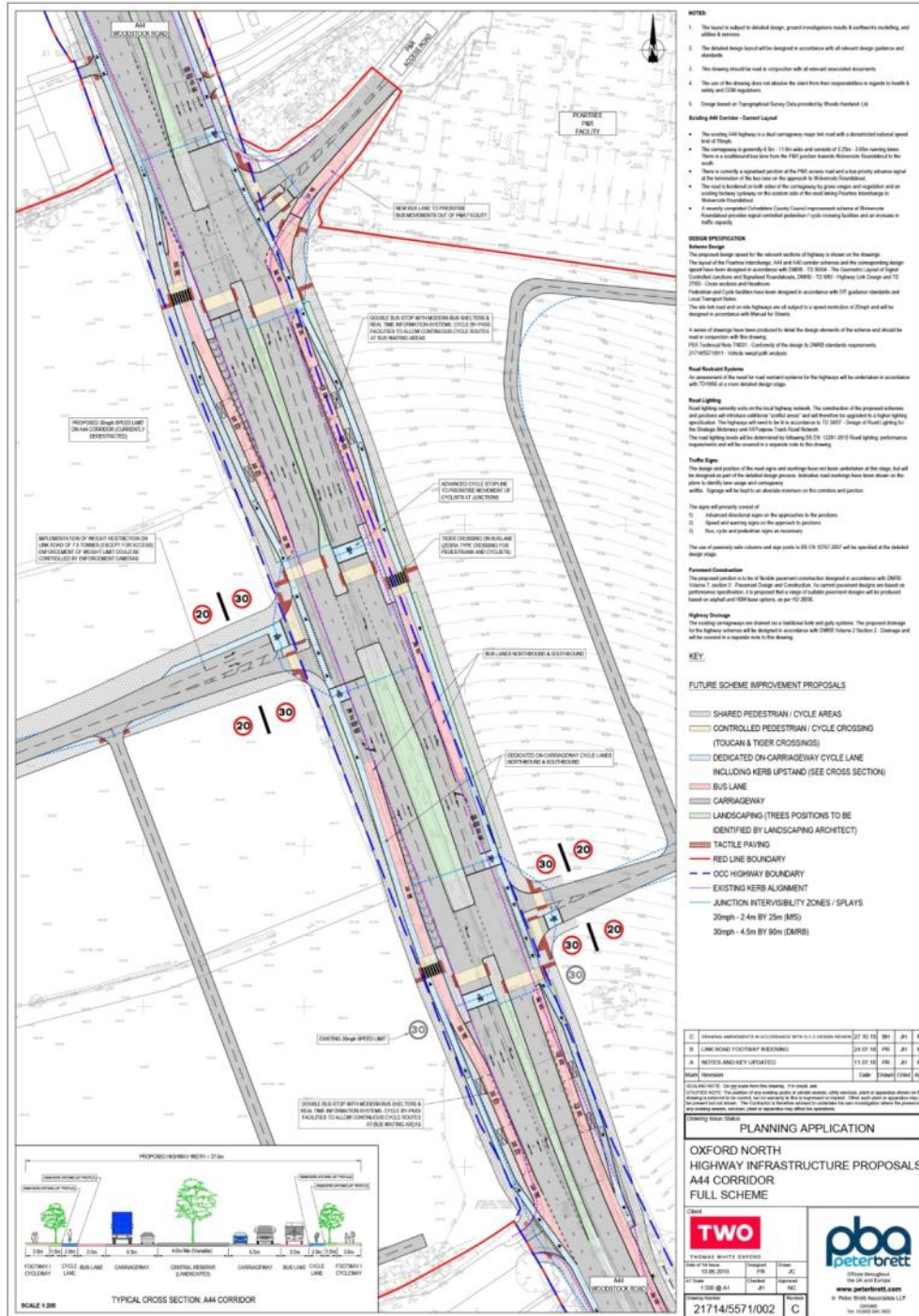
Red Hall long section

35



A44 full scheme

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NOTES

- The layout is subject to detailed design, ground investigations results & authorities including, but not limited to, highways.
- The detailed design layout will be designed in accordance with all relevant design guidance and standards.
- This drawing should be read in conjunction with all relevant associated documents.
- The user of this drawing does not absolve the client from their responsibilities in regards to health & safety and CDM regulations.
- Design based on Topographical Survey Data provided by Woods Bagot Ltd.

Building A44 Corridor - Current Layout

- The existing A44 highway is a dual carriageway major road with a demarcated national speed limit of 70mph.
- The carriageway is generally 6.7m x 11.5m wide and consists of 2.25m x 3.0m lane widths. There is a 1.5m shoulder on both sides from the F80 junction towards Mertonstone Roundabout to the north.
- There is currently a segregated section of the F80 access road and a clear priority vehicle signal at the intersection of the bus lane on the approach to Mertonstone Roundabout.
- The road is bordered on both sides of the carriageway by grass verges and vegetation and an existing boundary condition on the northern side of the road along Mertonstone Roundabout to Mertonstone Roundabout.
- A nearby completed Cumbria County Council improvement scheme of Mertonstone Roundabout provides signal controlled pedestrian crossing facilities and an entrance to both approaches.

DESIGN SPECIFICATION

Scheme Design

The proposed design aimed for the relevant sections of Highway to shown on this drawing. The layout of the Mertonstone Interchange, A44 and A44 corridor schemes and the corresponding design approach has been designed in accordance with S1065:15 S1064. The constraints of signal controlled junctions and Highway Interchange, S1065:15 S1064 - Highway Lane Design and T10260 - Cross-section and Footpaths.

Footpaths and Cycle facilities have been designed in accordance with T17 guidance standards and Local Transport Plans.

The site has been used and side highway use of adjacent to a speed restriction of 20mph and will be designed in accordance with Manual for Streets.

A series of drawings have been produced to detail the design objectives of the scheme and should be read in conjunction with this drawing.

F80: Footpath/Track T1026 - Containing of design to S1065 standards requirements. (2174557/1001 - Vehicle weight path analysis).

Road Network Systems

An assessment of the need for road network systems for the highway will be undertaken in accordance with T10266 at a more detailed design stage.

Road Lighting

Road lighting generally exists on the local highway network. The combination of the proposed schemes and junctions will introduce additional 'visibility areas' and will therefore be required to a higher lighting specification. The highway will need to be lit in accordance with T10267 - Design of Road Lighting for the Strategic Network and T10268 - Design of Road Lighting for the Strategic Network.

The road lighting levels will be determined by S1065:15 T10267 T10268 Road lighting performance requirements and will be assessed in a separate note to this drawing.

Traffic Signs

The design and position of the road signs and markings have not been undertaken at this stage, but will be integrated as part of the detailed design process. Additional road markings have been shown on the plan to identify lane usage and components.

Signage will be laid out on a separate note on the condition and junction.

The signs will primarily consist of:

- Advanced directional signs on the approaches to the junctions.
- Speed and warning signs on the approach to junctions.
- Stop, yield and pedestrian signs as necessary.

The use of passive safety columns and sign posts to BS EN 12757:2007 will be specified at the detailed design stage.

Paved and Constructed

The proposed pavement is to be a full depth pavement construction designed in accordance with S1065:15 Section 2 - Pavement Design and Construction. In general pavement design will be based on performance specification. If a proposal that a range of urban pavement designs will be produced based on a similar or similar base systems, see part 10268.

Highway Drainage

The existing drainage systems are based on a traditional kerb and gully systems. The proposed drainage for the highway scheme will be designed in accordance with S1065:15 Section 3 - Drainage. Drainage will be assessed in a separate note to this drawing.

KEY:

FUTURE SCHEME IMPROVEMENT PROPOSALS

- SHARED PEDESTRIAN / CYCLE AREAS
- CONTROLLED PEDESTRIAN / CYCLE CROSSING (TOUCAN & TIGER CROSSINGS)
- DEDICATED ON-CARRIAGEWAY CYCLE LANE INCLUDING KERB UPSTAND (SEE CROSS SECTION)
- BUS LANE
- CARRIAGEWAY
- LANDSCAPING (TREES POSITIONS TO BE IDENTIFIED BY LANDSCAPING ARCHITECT)
- TACTILE PAVING
- RED LINE BOUNDARY
- ODD HIGHWAY BOUNDARY
- EXISTING KERB ALIGNMENT
- JUNCTION INTERVISIBILITY ZONES / SPLAYS
- 20mph - 2.4m By 25m (M5)
- 30mph - 4.5m By 90m (DMRB)

| CD | DESCRIPTION | DATE | BY | CHK |
|----|------------------------------------|------------|----|-----|
| 01 | ISSUE AND APPROVAL | 2024-03-15 | SM | JAC |
| 02 | FOR LIAISON WITH LOCAL AUTHORITIES | 2024-03-15 | SM | JAC |
| 03 | FOR LIAISON WITH LOCAL AUTHORITIES | 2024-03-15 | SM | JAC |
| 04 | FOR LIAISON WITH LOCAL AUTHORITIES | 2024-03-15 | SM | JAC |
| 05 | FOR LIAISON WITH LOCAL AUTHORITIES | 2024-03-15 | SM | JAC |

PLANNING APPLICATION

OXFORD NORTH HIGHWAY INFRASTRUCTURE PROPOSALS A44 CORRIDOR FULL SCHEME

Client: **TWO**

THOMAS WHITE GROUP

Drawn by: **pba peterbrett**

Date of Issue: 15/03/2024

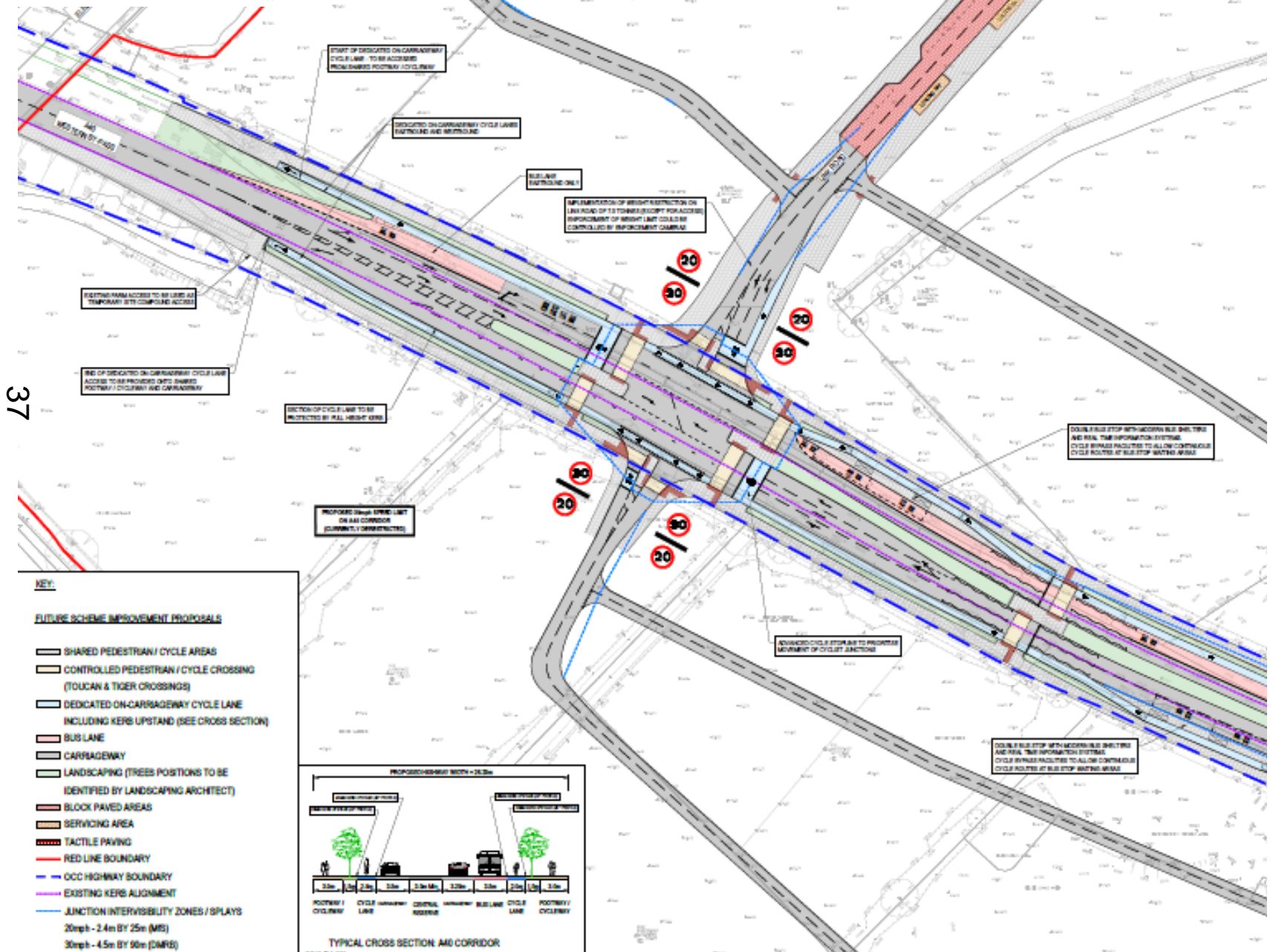
Scale: 1:200

Project No: 21714/557/1/002

Revision: C

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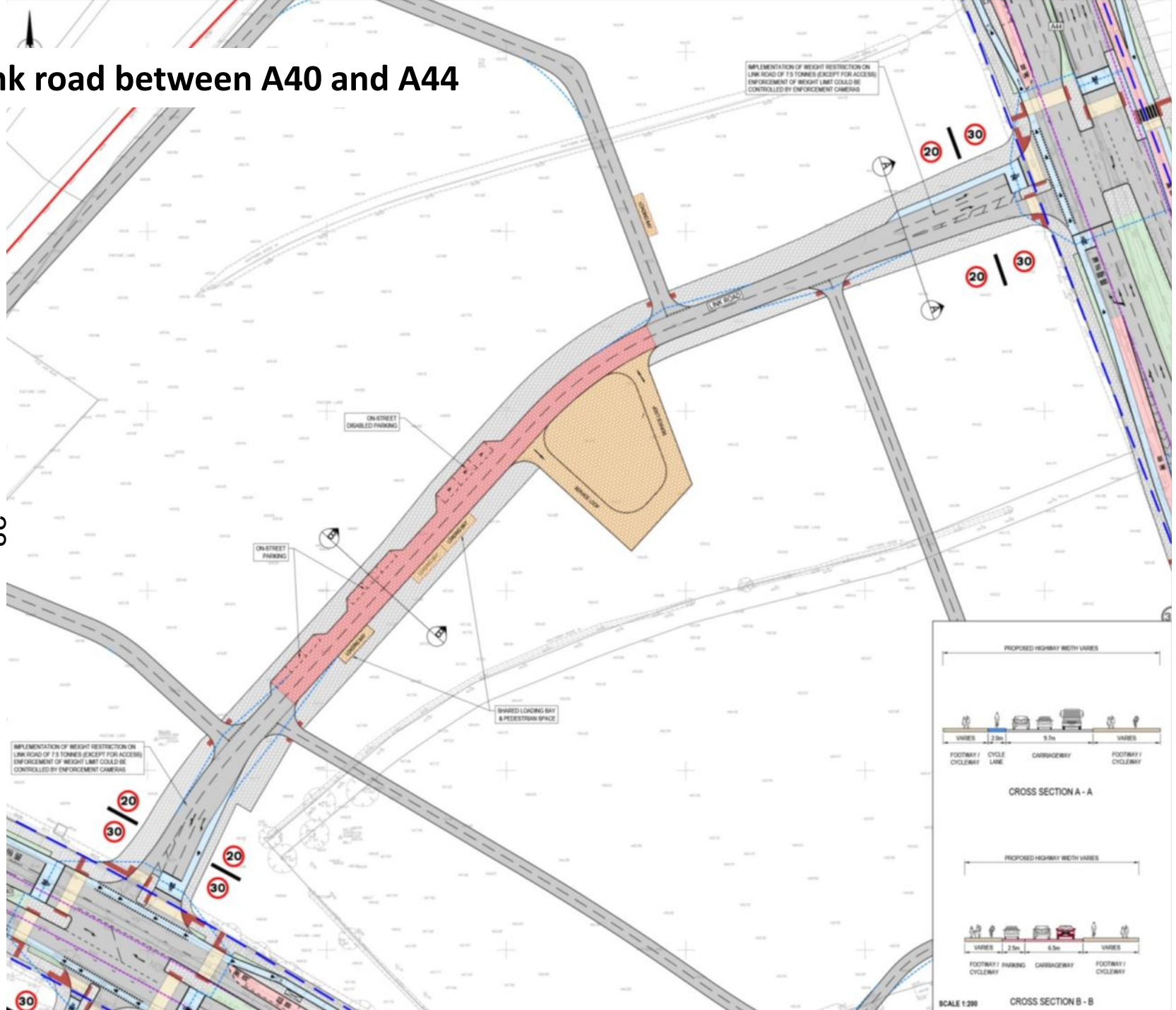
A40 full scheme



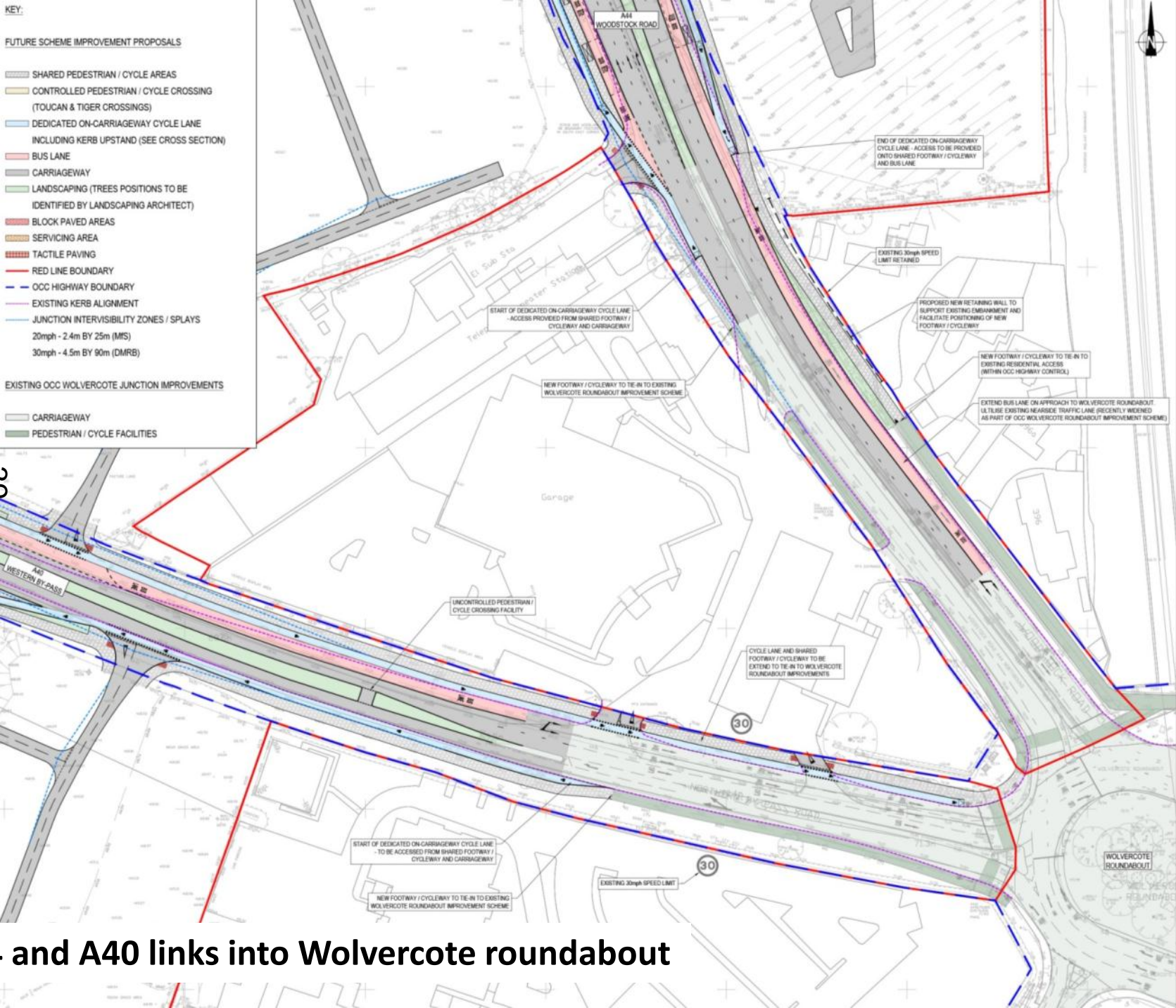
37

Link road between A40 and A44

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- KEY:**
- FUTURE SCHEME IMPROVEMENT PROPOSALS**
- SHARED PEDESTRIAN / CYCLE AREAS
 - CONTROLLED PEDESTRIAN / CYCLE CROSSING (TOUCAN & TIGER CROSSINGS)
 - DEDICATED ON-CARRIAGEWAY CYCLE LANE INCLUDING KERB UPSTAND (SEE CROSS SECTION)
 - BUS LANE
 - CARRIAGEWAY
 - LANDSCAPING (TREES POSITIONS TO BE IDENTIFIED BY LANDSCAPING ARCHITECT)
 - BLOCK PAVED AREAS
 - SERVICING AREA
 - TACTILE PAVING
 - RED LINE BOUNDARY
 - OCC HIGHWAY BOUNDARY
 - EXISTING KERB ALIGNMENT
 - JUNCTION INTERVISIBILITY ZONES / SPLAYS
 - 20mph - 2.4m BY 25m (MIS)
 - 30mph - 4.5m BY 90m (DMRB)
- EXISTING OCC WOLVERCOTE JUNCTION IMPROVEMENTS**
- CARRIAGEWAY
 - PEDESTRIAN / CYCLE FACILITIES

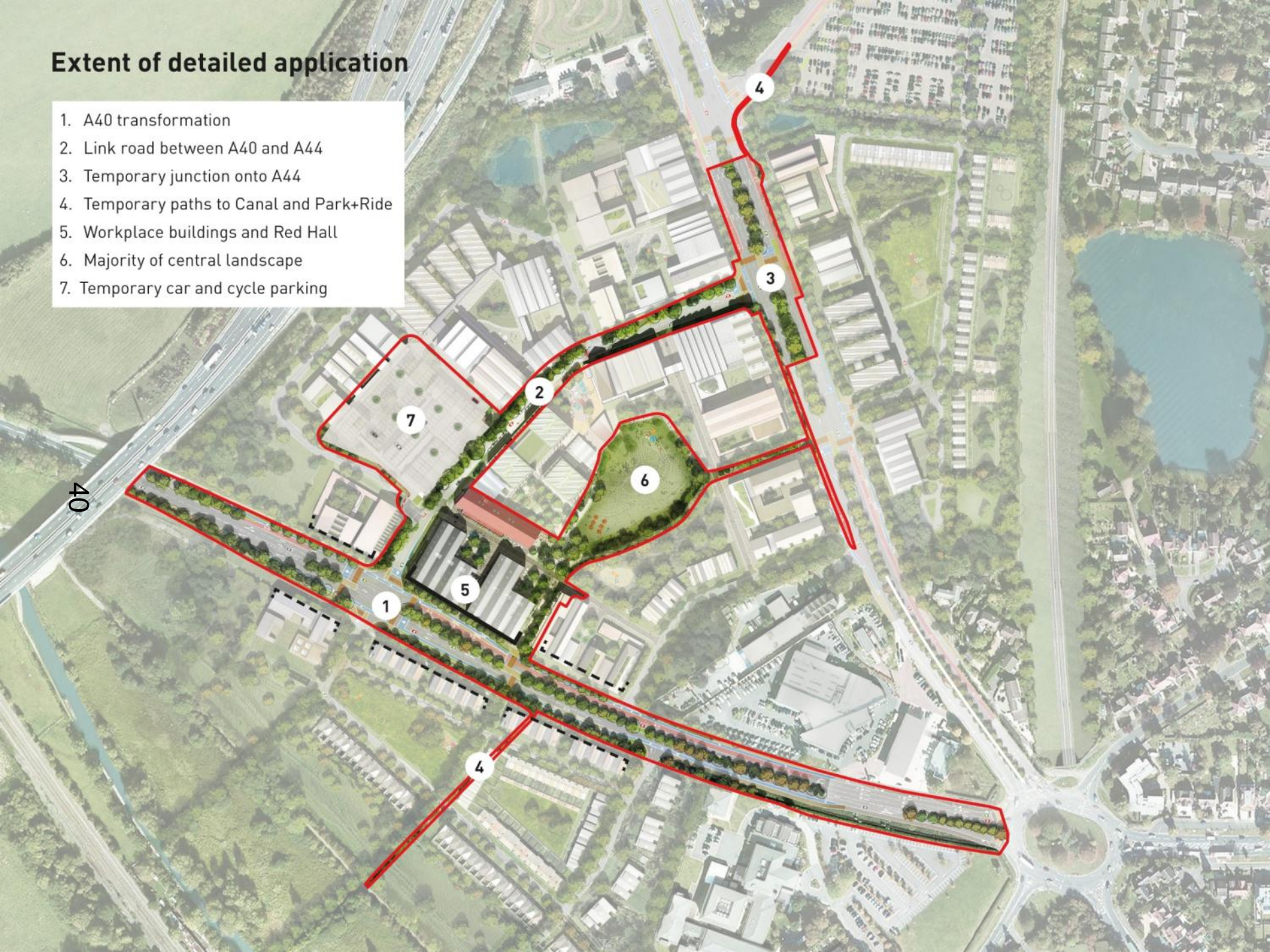


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A44 and A40 links into Wolvercote roundabout

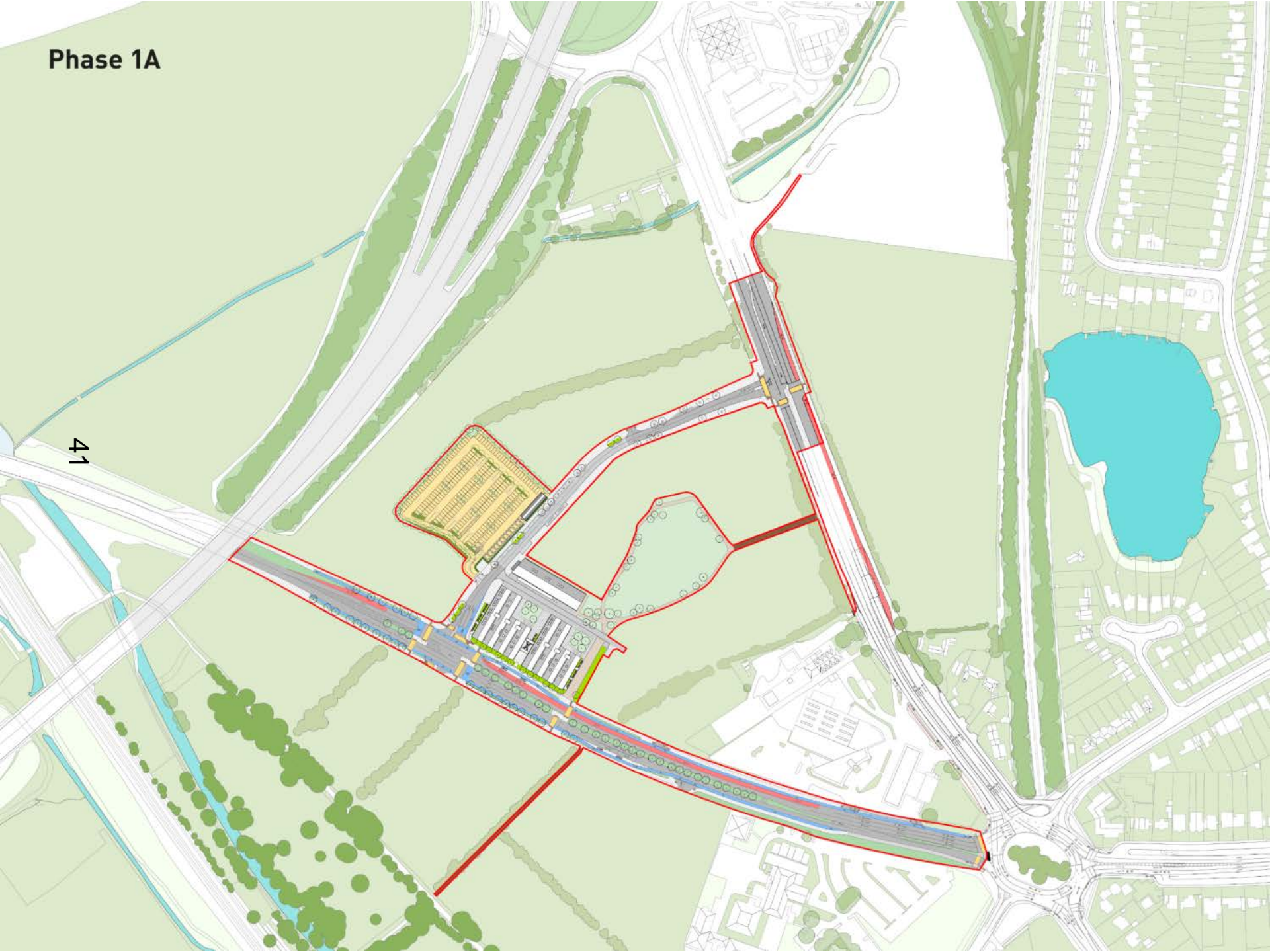
Extent of detailed application

1. A40 transformation
2. Link road between A40 and A44
3. Temporary junction onto A44
4. Temporary paths to Canal and Park+Ride
5. Workplace buildings and Red Hall
6. Majority of central landscape
7. Temporary car and cycle parking



Phase 1A

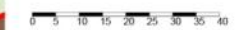
41





NOTES
 Fletcher Priest Architects is a Limited Liability Partnership registered in England and Wales (OC336562) at the below address. This drawing is to be read in conjunction with the design risk assessment prepared by this office. This drawing is to be read in conjunction with other drawings and specifications produced by this office and other members of the design team. All dimensions are in millimeters unless otherwise stated. It does not scale this drawing. Any discrepancies in dimensions are to be reported to the architect. All information subject to detail site survey.

KEY
 [Red outline] Detailed application boundary



| REV | DESCRIPTION | PP | JK | CS | 19 |
|-----|------------------------|----|----|----|----|
| A | Revised planning issue | PP | JK | CS | 19 |
| - | Planning Application | JK | PP | 18 | 18 |

FOR PLANNING



Thomas White Oxford Ltd
 Oxford North Phase 1A

General Arrangement
 Site-wide
 Roof Plan

DRAWING NUMBER / REVISION
A 1385 PA 0504 A

SCALE
 1:500 @A1
 DATE / DRAWN BY / CHECKED BY
 20.03.2017 NM / JS

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 middlesex house
 31/12 cleveland st
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 t +44 (0)20 7534 2000
 f +44 (0)20 7637 5367
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Phase 1A buildings

Ground floor



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Summary of scenarios discussed in Committee Report (to WAPC 27.11.19) paragraphs 10.62 to 10.67

| | Scenario | Costs | Affordable Housing % | Tenure split social rent : intermediate | Benchmark land value (BLV) | Profit on cost | Viable? |
|---|--|--------------------|----------------------|--|-------------------------------|-------------------|---------|
| A | JLL version of Savills baseline | Savills/G&T | 25% | 80:20 | £12,400,000 | 11.76% | |
| B | JLL baseline with lower C&B costs | JLL/C&B | 25% | 80:20 | £12,400,000 | 18.56% | |
| C | JLL baseline with lower BLV and 70:30 | JLL/C&B | 35% | 70:30 | £628,000 | 22.61% | |
| D | JLL baseline with higher BLV and 70:30 | JLL/C&B | 35% | 70:30 | £12,400,000 | 18.01% | |
| E | JLL baseline with lower BLV and 80:20 | JLL/C&B | 35% | 80:20 | £628,000 | 19.71% | |
| F | JLL baseline with higher BLV and 80:20 | JLL/C&B | 35% | 80:20 | £12,400,000 | 15.06% | |
| G | JLL baseline with lower BLV and 80:20 | JLL/C&B | 50% | 80:20 | £628,000 | 12.02% | |
| H | JLL baseline with higher BLV and 80:20 | JLL/C&B | 50% | 80:20 | £12,400,000 | 8.97% | |

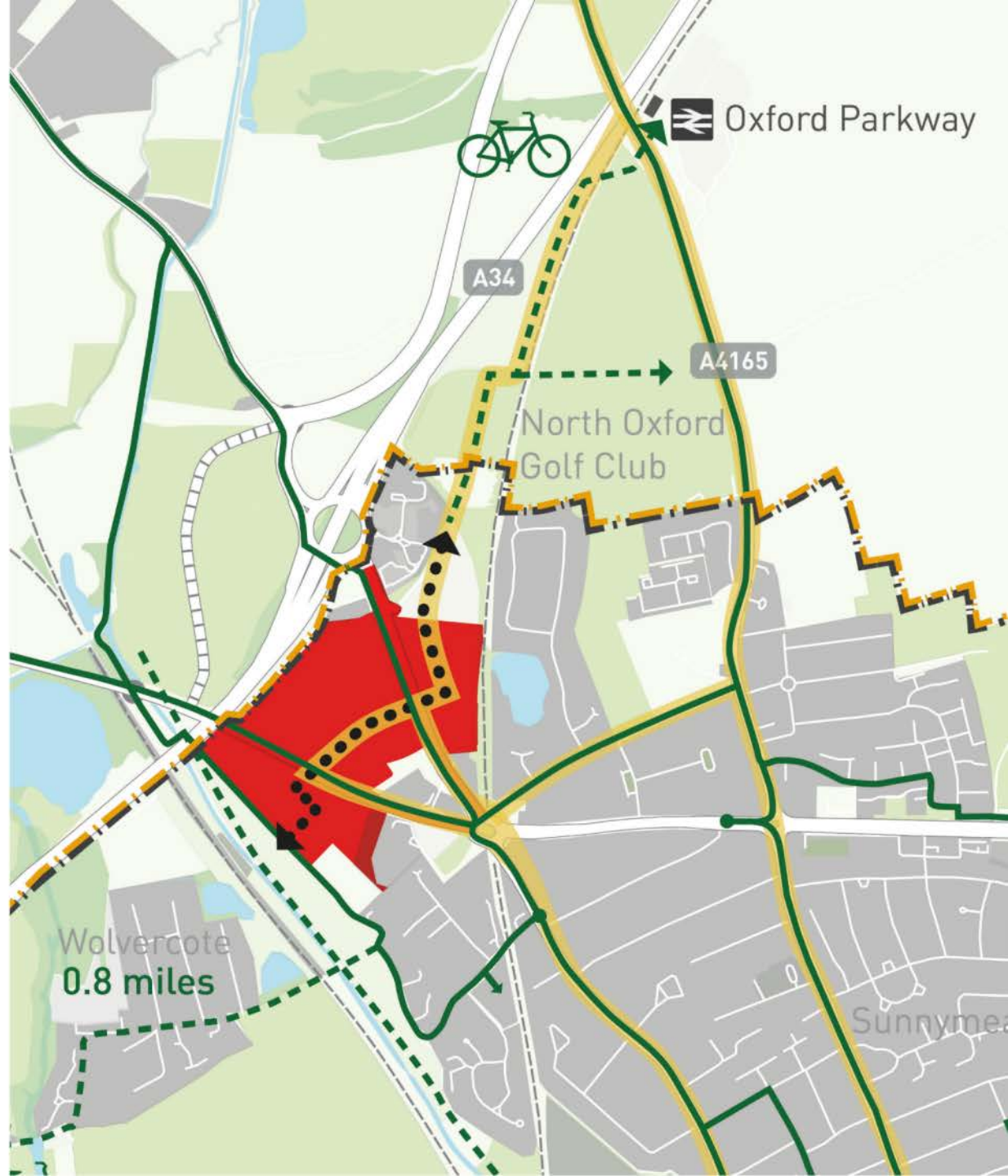
45

Extract from JLL report to the Council (October 2019): impact of costs and values inflation on profit on cost

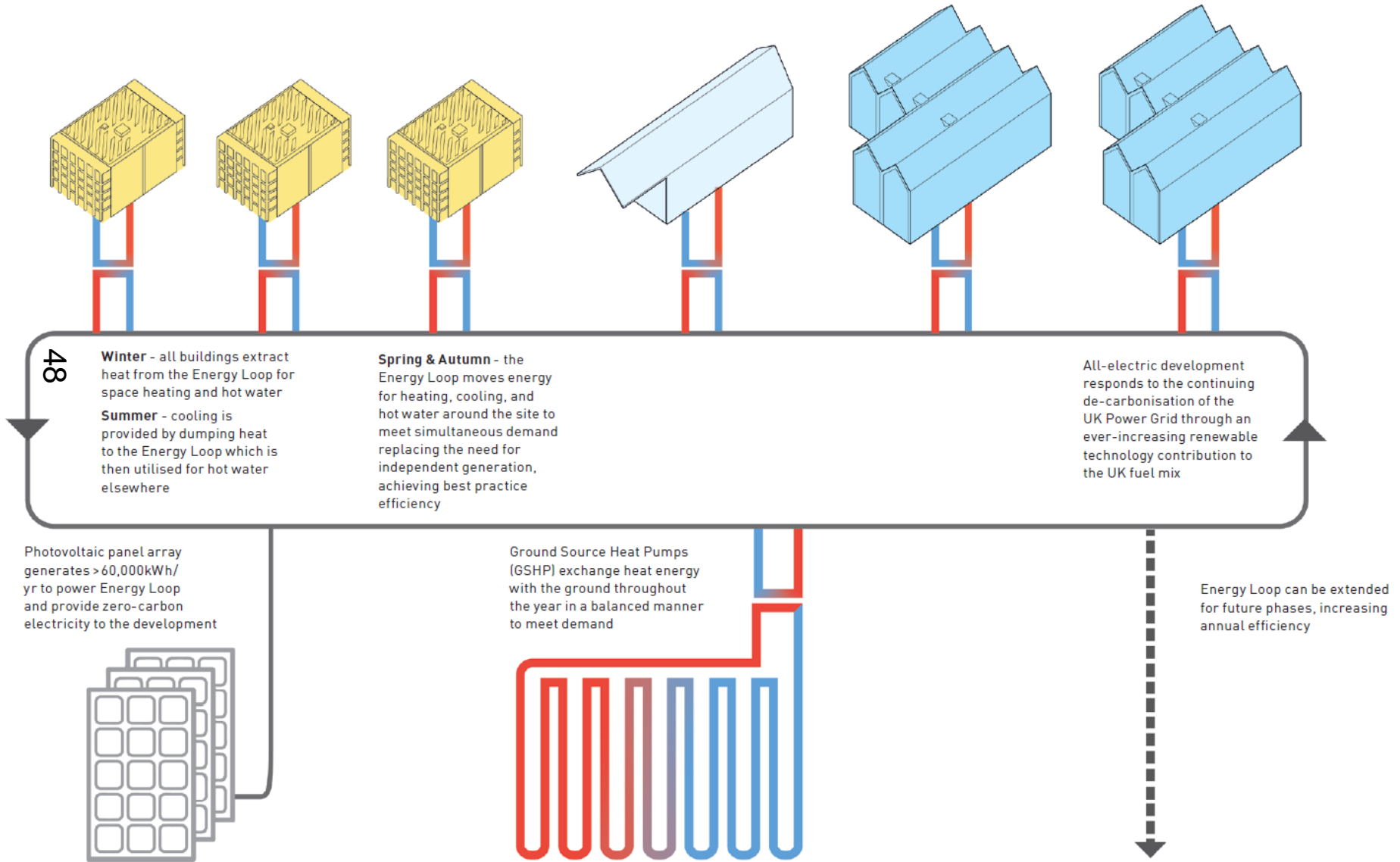
| Scenario | Viability Position (Developer's Return) Reported to Planning Committee on the 24 September 2019 | Developer's Return with Inflation and Growth |
|--|---|--|
| Scenario G <i>(land value of £0.628 million, 50% Affordable Housing)</i> | 12.02% on cost | 7.17% on cost |
| Scenario E <i>(land value of £0.628 million, 35% Affordable Housing)</i> | 19.71% on cost | 13.17% on cost |

Indicative scheme showing cycle connection to Oxford Parkway

- Site
- Cherwell District Council boundary
- Oxford City Council boundary
- Water body/course
- Built form
- Green spaces
- Network Rail line
- Existing dedicated cycle route
- Potential future connection
- Proposed key route
- Proposed cycle premium and cycle super routes (OCLP proposed)



Energy sharing loop





Landscape Visual Impact Assessment from Port Meadow – wireframe and photomontage

70 Degree Wireline Image (not visible due to photoviewpoint location in close proximity to wireline parameters)



70 Degree Photomontage Image

