These spaces or voids may be the most difficult to quantify, but they matter the most because that's where people gather and experience community.

- Spaces in Between

6

APPENDIX A
ANALYSIS

STUDY AREA AND INTRODUCTION

Oxford's West End includes much of the City's centre and is divided by the railway line. To the west is Osney Mead; the River Thames and Osney Mead industrial estate. This area sits directly adjacent to Oxford's green beltt and in close proximity to activity on Botley Road and Botley Road Retail Park.

East of the railway line is a mix of retail, residential and educational and civic buildings. The density of university and educational buildings extends east of the West End. The River Cherwell and its green corridor contain the urban area of the city centre and provide valuable green amenity space.

This section summarises the analysis undertaken on the West End. This analysis is comprehensive and spans several layers including analysing policy, emerging developments, the historic context, demographics and activity, townscape and character, public realm and landscape, movement and flooding. This analysis is useful in building the picture of the West End as it is presently and identifying its strengths deficiencies.

This analysis is expanded upon in full detail in the Appendices of this document. This section focuses on the **SWOT (Strengths Weaknesses Opportunities and Threats)** identified in the West End based off of the analysis, in effect condensing and summarising the results of the analysis.


Port Meadow
University Parks
River Cherwell
Frideswide Sq and Castle Mill Stream Quarter (Nuffield College Sites)
Station Gateway
Botley Road
Oatland Rd Recreation Ground
Osney Mead
River Thames
Oxpens
Oxpens Road
Oxpens Meadows
St Aldate's
Christ Church Meadows
Grandpont Nature Park

STRATEGIC CONTEXT

The West End of Oxford has strategic local, regional, national and international importance. It is well connected and is a pivotal hub for education, innovation and culture.

OXFORD-CAMBRIDGE ARC

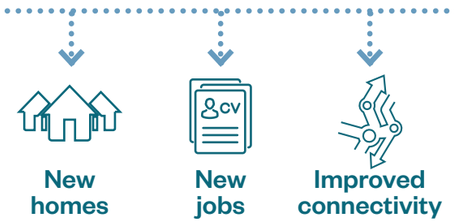
Strategic Context

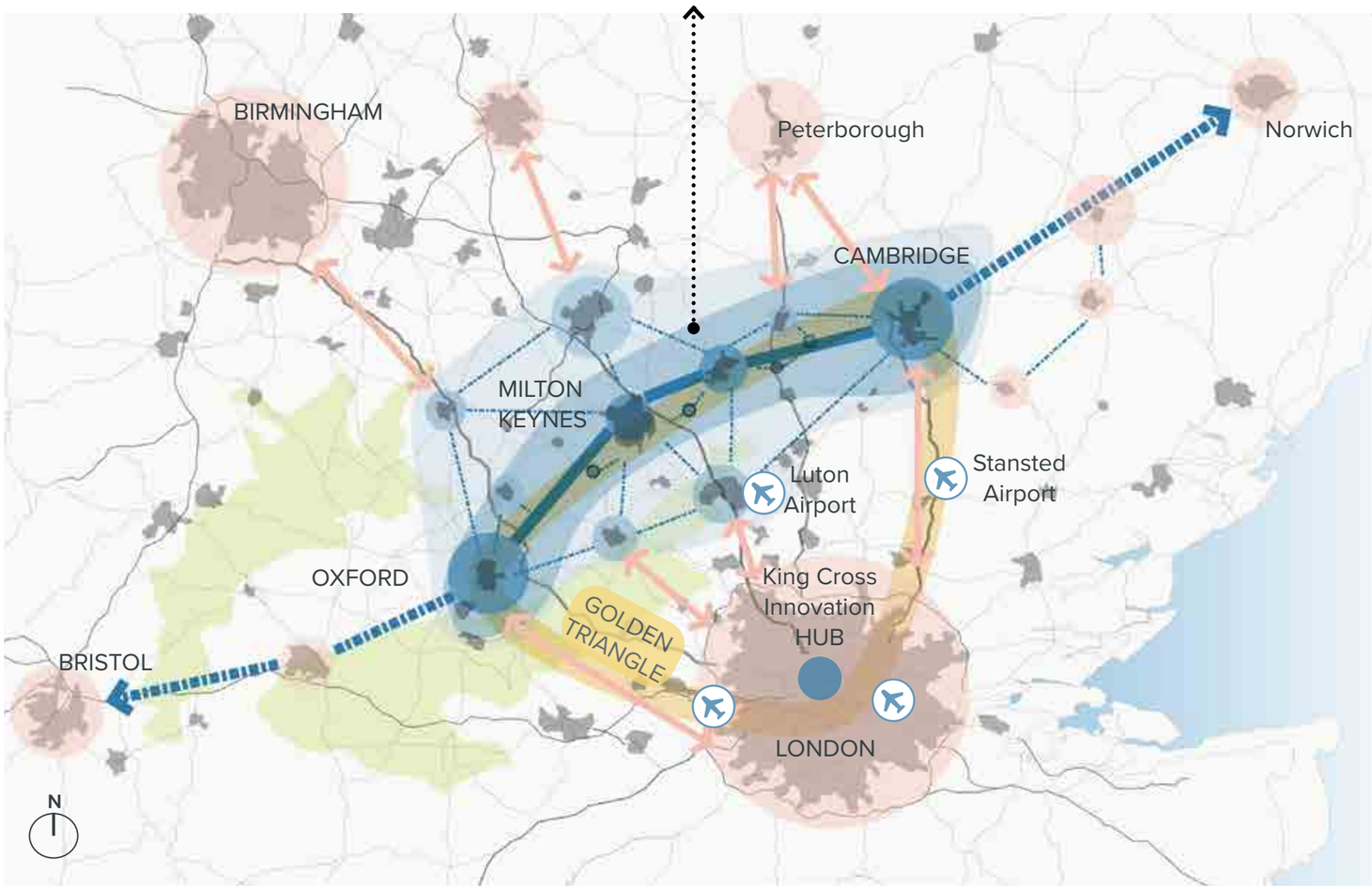
Strategically, Oxford is situated within a complex economic, social and cultural network which operates at a multitude of scales. Regionally, it's a significant hub in the Oxford-Cambridge Arc and the Golden Triangle. The Oxford-Cambridge Arc Spatial Framework (2021) provides a long term vision for the region which seeks to support economic growth, a vibrant place and improvements to the environment. The government's Levelling Up White Paper (2022) and investments will be critical to bolster research and development, and new jobs in the Arc.

The City of Oxford has strategic importance in supporting economic growth at a national and international scale. It has key rail and air links which allow Oxford to be connected to a multitude of places and networks. The 'Build Back Better: our plan for growth' report (2021) highlights how Oxford's pivotal role in the development and manufacture of the Oxford/AstraZeneca vaccine illustrates the value of strong partnerships between different educational and business stakeholders. This makes Oxford a key hub for research and development, something which the UK Government has pledged to increase investment in.

The 'Golden Triangle'- London, Oxford and Cambridge – will continue to grow the science, tech and creative industries with the support of world top ranking universities.

The corridor containing Cambridge, Milton Keynes and Oxford has the potential to be the UK's Silicon Valley

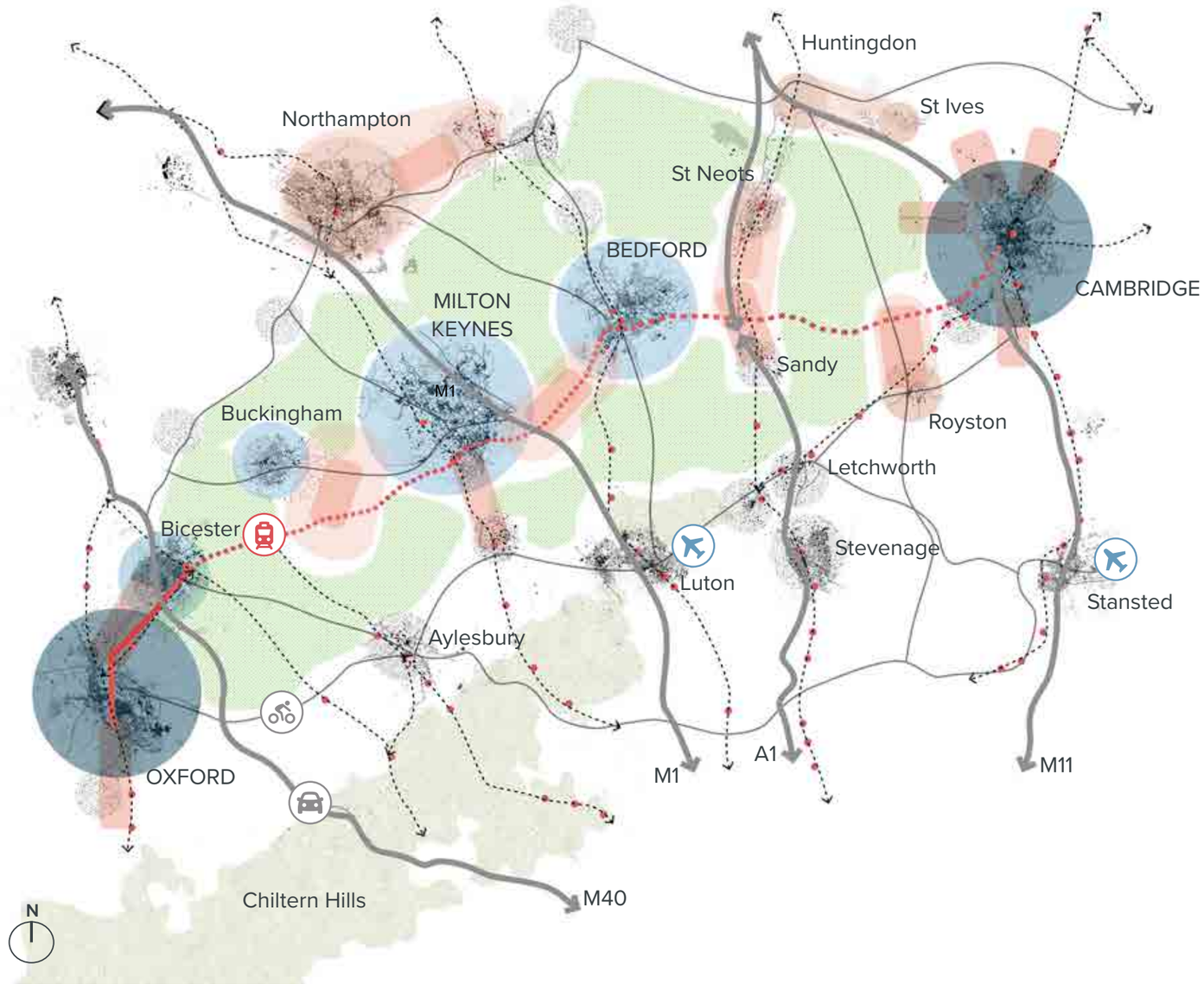




REGIONAL CONNECTIONS

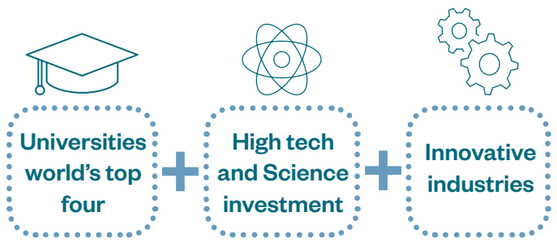
Oxford has a number of key regional connections which are of importance:

- Oxford sits just off the M40 which connects London and Birmingham
- It is a major stop on the East-West rail linking Oxford to Cambridge via Milton Keynes and other towns
- On a number of railway lines, connecting to London, Reading, Worcestershire and Bournemouth
- On strategic cycleways (route 5, 51 and 57)



The concentration of educational uses, high tech and science and innovation industries within the Oxford-Cambridge corridor make this area highly significant on a local-global scale.

Oxford's role within this corridor is highly significant and advances in rail connections and spaces for high quality facilities will only help facilitate this.



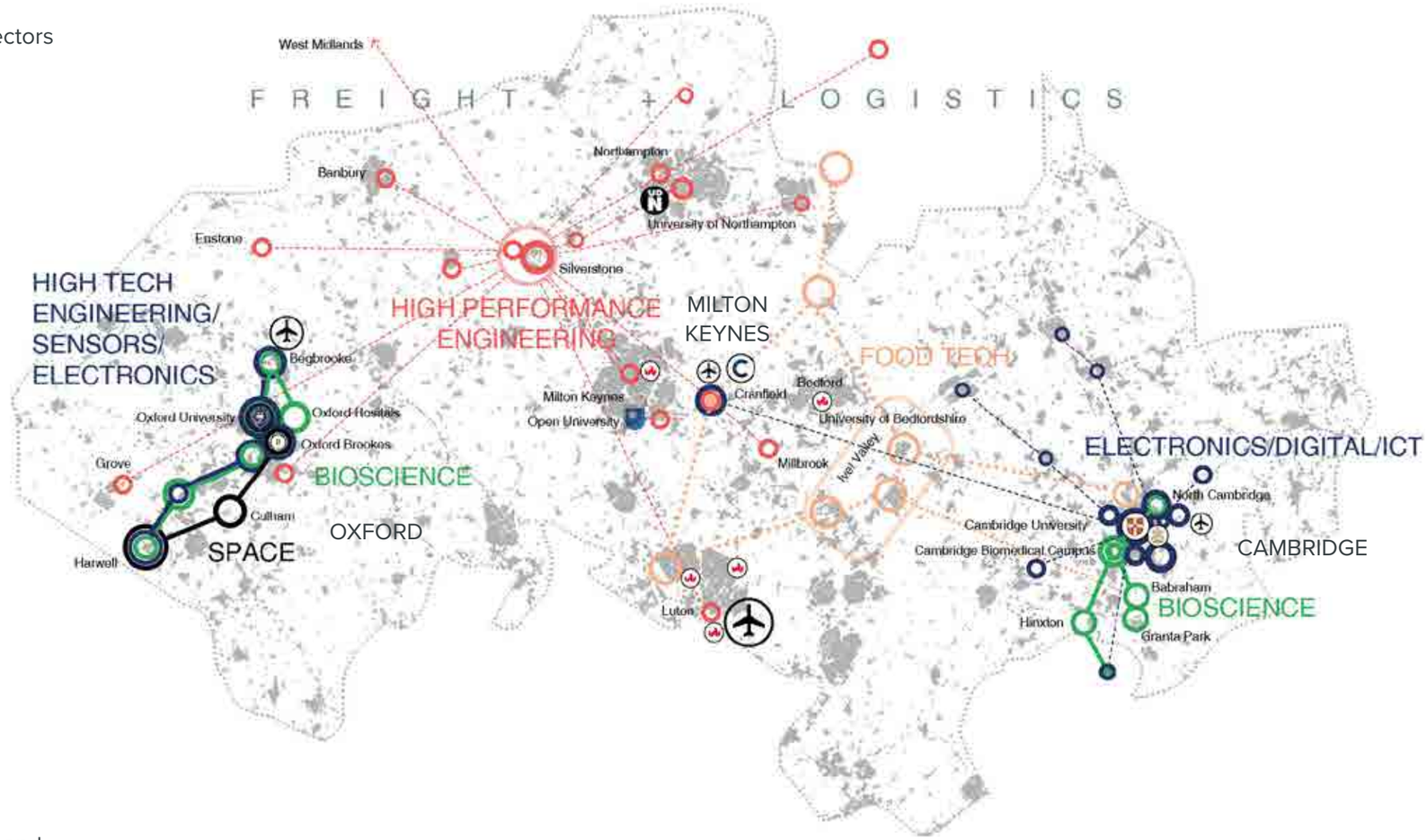
National Infrastructure Commission estimated an annual output of the corridor will increase £163bn per annum by 2050

UNDERSTANDING OXFORDSHIRE: ECONOMIC SECTORS AND ASSETS

Strategic Context

The diagram shows the existing patterns formed by clusters of knowledge and growth sectors. This demonstrates the relative lack of interaction across the corridor, with linkages from each sub-area to London being more significant than connection between sub-areas. This pattern responds to the lack of a functional corridor in terms of connectivity and spatial relationships.

The clustering patterns might change with greater connections/ linkages between the various emerging sectors within the Oxford - Cambridge Arc.

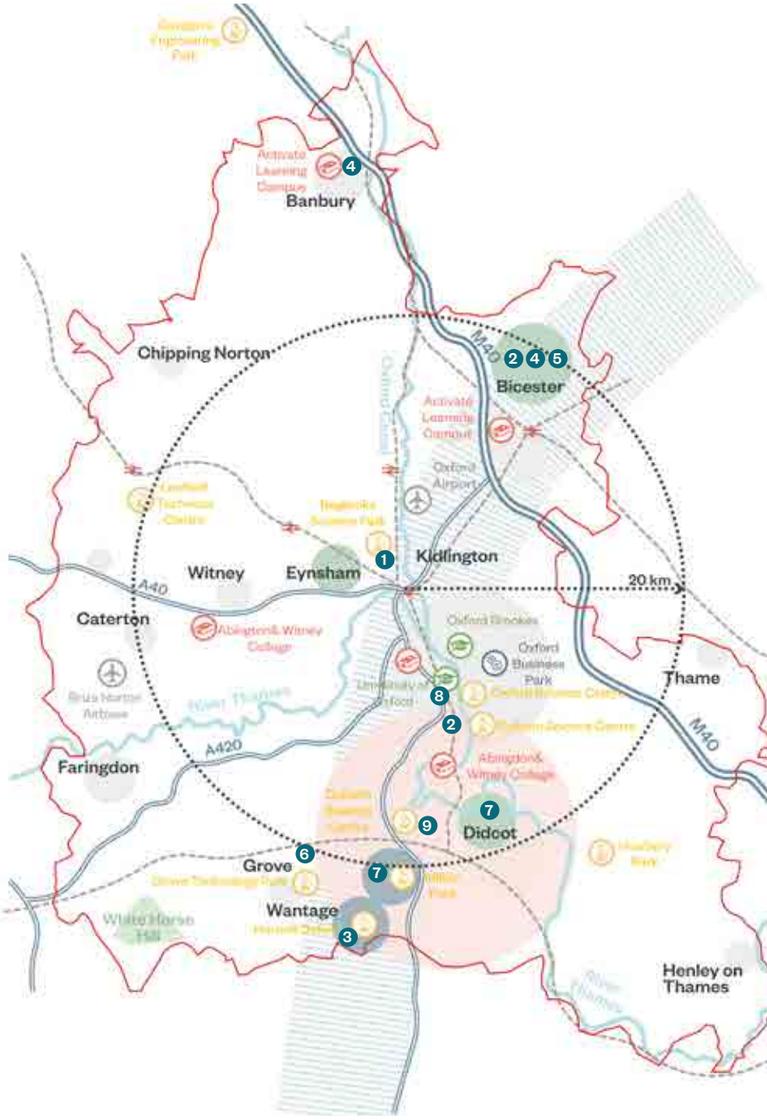


Source: Plan extracted from “Cambridge, Milton Keynes and Oxford Future Planning Options Project” report by 5th Studio

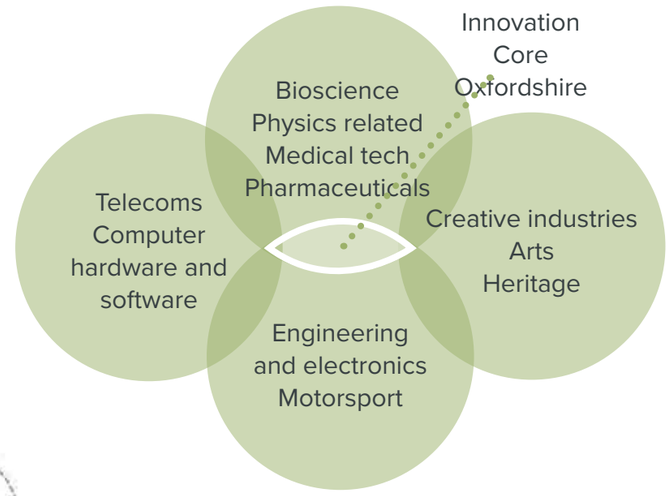
Within Oxfordshire, there a number of significant towns, universities and colleges, and innovation parks that need to be considered within the context of Oxford's West End. These places have created a knowledge spine which links Oxford with innovation around the likes of Didcot and Bicester.

- Railway network
- Major roads
- Secondary roads
- Green town/villages
- Enterprise Zone
- Science Vale UK
- Knowledge Spine
- Railway stations
- FC Colleges
- Universities
- Science Park
- Business Park

1. Begbroke Science Park
2. Living Labs Testbed
3. Harwell Campus
4. Motorsport Valley
5. Upper Heyford Creative City
6. Williams Innovation and Technology
7. Milton Park / Didcot Garden Town
8. Oxford City Science Area
9. Culham Science Park



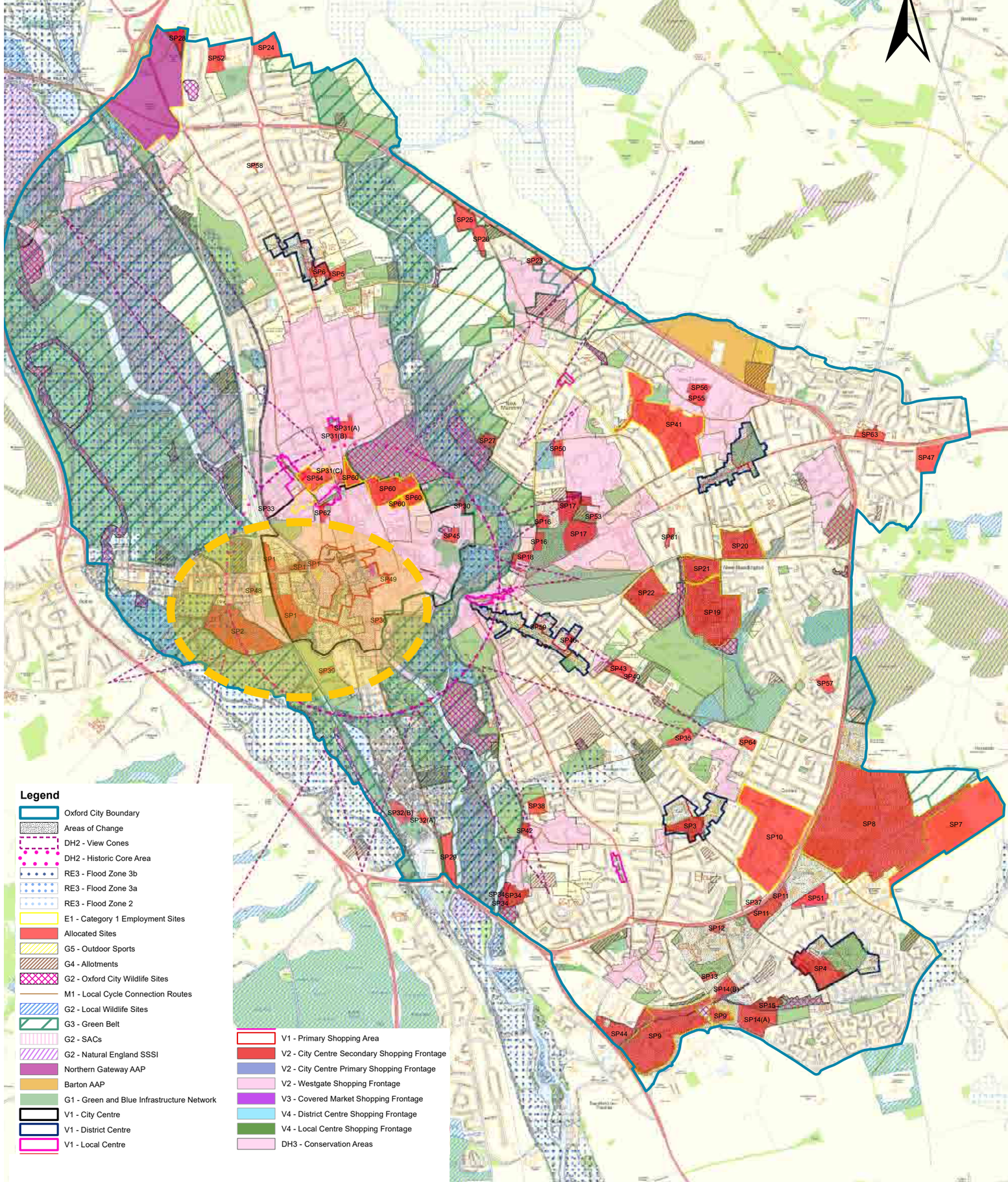
Understanding the innovation core of Oxfordshire: overlapping industries



POLICY CONTEXT

There are a number of key policy documents which provide a breadth of information which has been consulted on. Most significantly, the Local Plan (2036) provides standards, guidance and parameters for many of the sites within the West End.

Note: Significant number of allocated sites defined within wider Oxford are located within the West End.



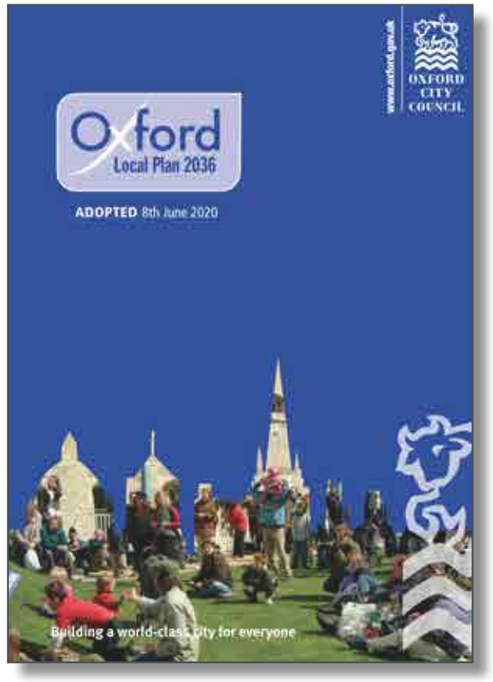
LOCAL PLAN

Policy Context

The Local Plan (2036) considers how best to address challenges, issues and opportunities for the City. It's ambitious vision seeks to create:

- A Centre for Learning, Knowledge and Innovation
- A Prosperous City with Opportunities for All
- An Environmentally Sustainable City
- An Enjoyable City to live in and visit
- A Strong Community
- A Healthy Place

The Local Plan is key to setting out Oxford's housing aspirations and specific policies set out minimum housing requirements for each of the allocated sites. Policy AOC1 advocates for 'high-density urban living' which will inform strategies within this Spatial Framework.



Policy AOC1: West End and Osney Mead

Opportunities to deliver the following, where relevant:

- Create high-density urban living that makes efficient use of land
- Maintain a vibrant mix of uses
- Has regard to the framework set out in the West End Design Code (2008)
- Maximise the area's contribution to Oxford's knowledge economy
- Enhance public realm along the waterways
- Enhance connectivity throughout the area
- Enhance the pedestrian and cycling experience
- Consider the heritage of the area
- Create easy and attractive transport interchange
- Reduce car parking

Policy SP2: Osney Mead

Planning permission will be granted for a mixed use development that:

- Includes employment uses, academic uses, student accommodation, employer-linked affordable housing and market housing
- Development of an innovation quarter
- To deliver around 247 homes and other uses
- Only suitable for academic institutional uses provided that the requirements of Policy H9 are met
- A masterplan approved by the City Council should be developed prior to any development, and all development should comply with the masterplan.
- New high-quality public open space should be created on the site - footpaths to and through the site should be provided and existing routes enhanced; consideration in greater detail how and when a new pedestrian and cycle bridge will be delivered linking this site with the other side of the river.
- Enhance the relationship and connection between site and river and enhance the physical and visual permeability of the site.
- Has a positive impact on view (particular view from Hinksey Hill to historic core)
- Is supported by a Comprehensive Flood Risk Management Strategy and a Flood Risk Assessment.

LOCAL PLAN

Policy Context

Policy SP1: Sites in the West End

Planning permission will be granted for a number of mixed use developments across the West End. Residential development and/ or student accommodation should deliver a minimum of 734 homes on the following sites:

a. Oxford Station and Becket St Car Park: 20 homes

b. Student Castle Osney Lane: 206 homes

c. Worcester Street Carpark: 18 homes

d. Island Site: 40 homes

e. Oxpens: 450 homes

Planning permission will only be granted for new developments and these need to respond to the framework set out in the West End Design Code.

Planning permission will only be granted for redevelopment of the station and Becket Street Car Park if it improves the station for passengers and creates a strong sense of arrival to Oxford, and is in accordance with the Oxford Station SPD.

Planning permission will only be granted for development on Oxpens where it enhances Oxpens Field to create a high quality open space, includes new high quality and well- located public realm, creates an active frontage along Oxpens Road, enhances connectivity to Osney Mead including future proofing the proposals so they do not prevent the landing of a foot/cycle bridge across the Thames and has regard to the Oxpens SPD.

Planning applications for the Island Site and Oxpens site must be accompanied by a site- specific flood risk assessment and development should incorporate any mitigation measures.

Policy SP36: Faculty of Music, St Aldates

Site allocated for academic uses, residential development including employer-linked affordable housing and student accommodation at the Faculty of Music.

Minimum number of homes to be delivered is 40. The site would only be suitable for academic institutional uses provided that the requirements of Policy H9 are met (Policy H9: Linking the delivery of new/redeveloped and refurbished university academic facilities to the delivery of university provided residential accommodation)

Policy SP48: Old Power Station

Site allocated for academic institutional use, student accommodation and/ or residential development, including employer-linked affordable housing on the Old Power Station site. Development of the site may include replacement of existing educational use of the site. Other complementary uses will be considered on their merits.

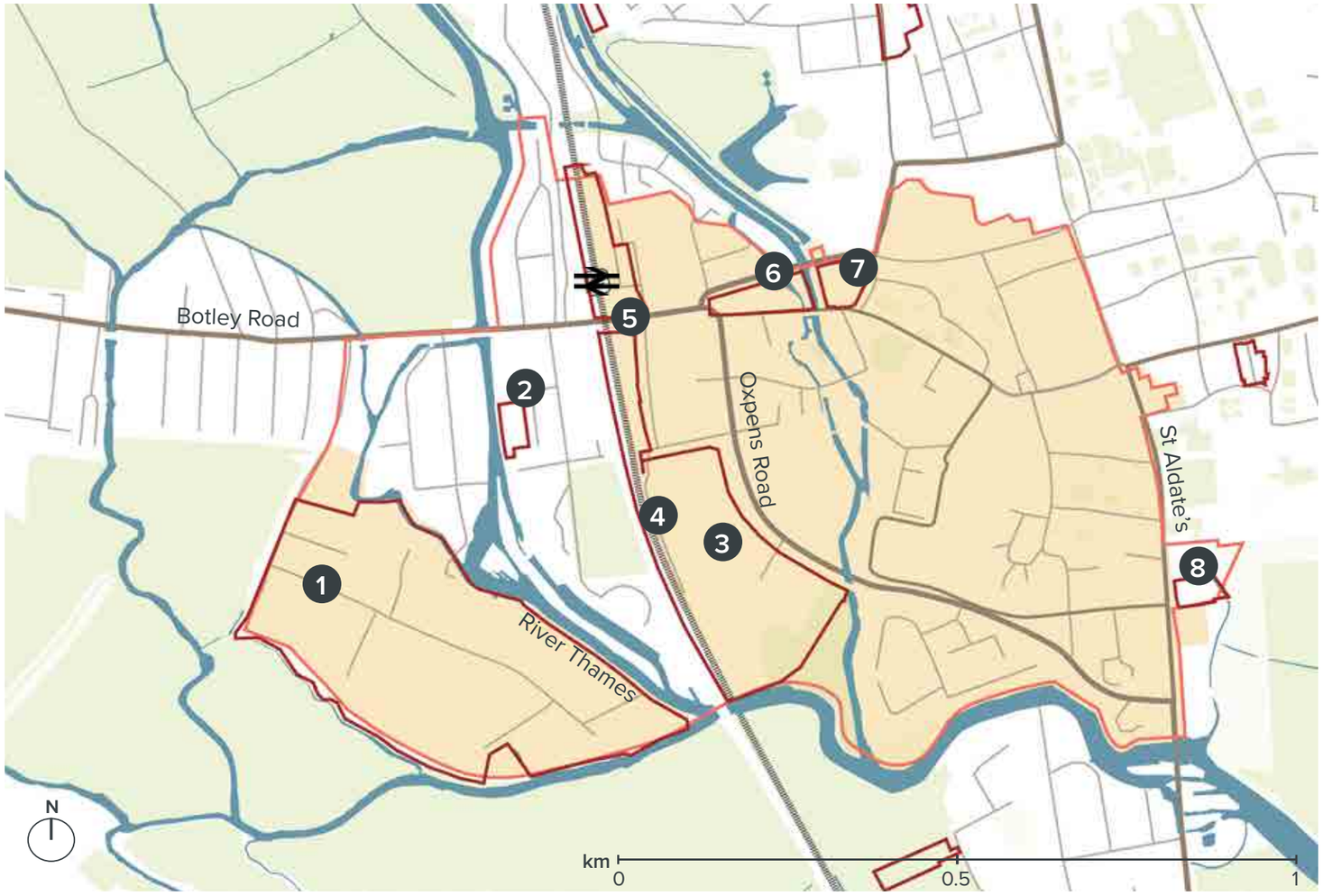
A planning application must be accompanied by a site-specific flood risk assessment and development should incorporate any mitigation measures .

SITE ALLOCATIONS

Policy Context

The Oxford Local Plan (2036) identifies an Area of Change and a series of site allocations for improvements and development. These include the following which sit within the West End's red line boundary:

1. **Osney Mead Innovation Quarter (SP2)**
   Mixed use development (to include employment; academic; student accommodation; employer-linked affordable housing; market housing (expected to deliver around 247 homes)
2. **Old Power Station (SP48)**
   No housing requirement from Local Plan. Employer linked affordable housing can be integrated into site.
3. **Oxpens (SP1)**
   Minimum 450 homes
4. **Student Castle, Osney Lane (SP1)**
   Minimum 206 homes
5. **Oxford Station and Becket Street Car Park (SP1)**
   Minimum 20 homes
6. **Island site (SP1)**
   Minimum 40 homes
7. **Worcester Street Car Park (SP1)**
   Minimum 18 homes
8. **Faculty of Music (SP36)**
   Minimum 40 homes



Area of Change (Local Plan)

Site Allocations

A ZERO CARBON FUTURE: THE NET ZERO OXFORD ACTION PLAN

Policy Context

Oxford City Council has ambitious environmental plans for the city, aiming to be a net zero carbon city by 2040 or earlier and this is set out in the Net Zero Oxford Action Plan.

Policy RE1 (Sustainable design and construction) within the Local Plan also reinforces that planning permissions will only be granted where its demonstrated that sustainable design and construction principles have been incorporated.

The Council is currently working towards targets in the following ways:

- Council's 4th Carbon Management Plan, which aims to achieve zero carbon by 2030
- Continuing to support the installation of renewable energy in and around the city
- Publishing a plan outlining steps toward full decarbonisation of fleet vehicles and moving forward with electrification of 25% of fleet vehicles by 2023.
- Purchasing renewable gas for all sites and offsetting remaining emissions in 2021
- Investing £50m in the retrofitting of council homes with new heating systems and insulation to make them more environmentally sustainable.
- Developing proposals to reduce carbon emissions at key sites after being awarded nearly £11m to explore the provision of heat pumps, thermal storage, and battery storage powered by renewable energy.

The Council has adopted a number of targets and plans, all of which will support the transition to net zero:

Air Quality Action Plan

This includes a city-wide air pollution target of 30 g/m3 by 2025, more ambitious than the legal annual mean limit value for NO2 of 40g/m3. This focuses on the reduction of transport emissions, primarily from the delivery of the Zero Emission Zone (ZEZ) and Connecting Oxford.

The ZEZ seeks to reduce emissions from vehicles in parts of the city while Connecting Oxford seeks to reduce the number of private cars on the city's roads.

Urban Forest Strategy

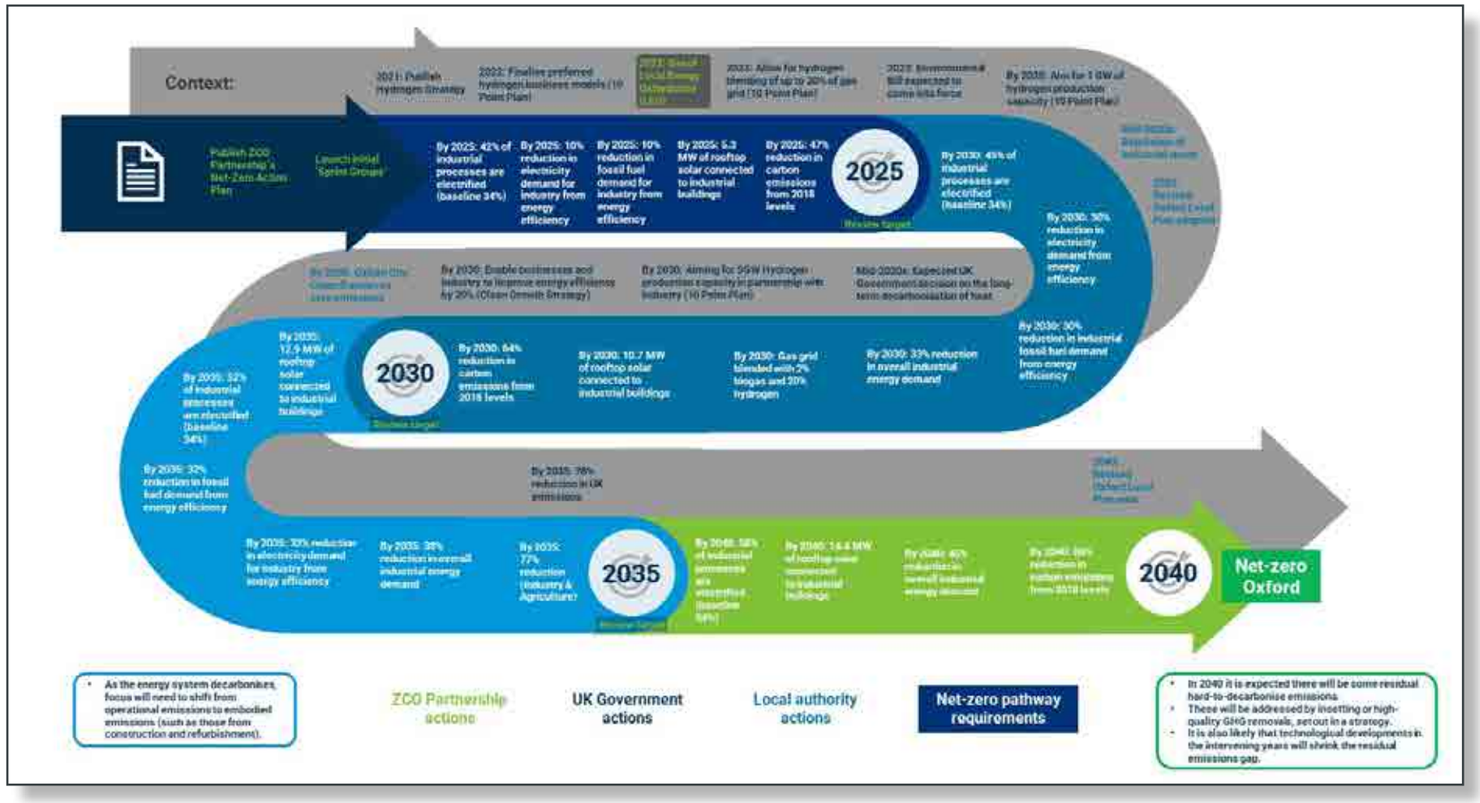
Trees provide shading, biodiversity resources, carbon sequestration and green infrastructure. An Urban Forest Strategy sets out the vision, strategy and actions to protect and enhance the city's urban forest.

Waste and Recycling Strategy

This strategy sits within a hierarchy of waste management strategy and policy at European and national levels. Waste and recycling have a critical role in relation to carbon emissions and resource management.

Biodiversity Action Plan

The Biodiversity Action Plan provides an overview of actions Oxford City Council are taking to improve and conserve biodiversity through our range of functions.



Zero Carbon Oxford Partnership Net-Zero Roadmap (Oxford City Council)

OTHER DOCUMENTS

Policy Context

Other Documents

A number of other policy documents are of particular importance:

Oxfordshire Plan (2050)

The Oxfordshire Plan 2050, which is currently undergoing public consultation is a joint Statutory Spatial Plan which will provide a strategic planning framework for Oxfordshire to 2050, setting out housing, employment and infrastructure needs whilst seeking to protect and enhance our natural environment and improve quality of life for all

The Oxfordshire Infrastructure Strategy

Regionally and county-wide, the strategy supports an East-West rail link between Oxford, Bicester, Milton Keynes and Bedford; rail improvements between Oxford and Didcot; redevelopment of Oxford Station, and upgrades to the A34.

Oxford City Centre Action Plan (2021)

The OCCAP details improvements to the city centre and the West End in particular through key themes and site specific projects. The document presents several detailed spatial strategies addressing constraints throughout the built environment providing tangible and well laid out roadmaps.

West End Investment Prospectus Draft (2022)

The Investment Prospectus sets out an ambitious vision for the West End of Oxford and provides 10 shared principles that have been collectively agreed by landowners and key public and private stakeholders. It looks at key sites of opportunity and understands broadly what investments are needed to achieve the vision.

Strategic Economic Plan (SEP)

The authorities would receive up to £215 million of central government funding in return for delivering 100,000 homes by 2031. The assumption built in to this figure was that 1,400 dwellings per annum were required in Oxford to 2031.

Oxford's Economic Strategy Draft (2022)

The Oxford's Economic Strategy looks at the economic geography of Oxford and sets out a vision which is underpinned by three pillars: an economy that is inclusive, global and green. It unpacks these pillars and sets out a Delivery plan.

Oxfordshire Growth Needs Assessment (2021)

The Oxfordshire Growth Needs Assessment provides an integrated evidence base to help the Oxfordshire Council's identify the appropriate level and distributions of housing and employment over the period to 2050. It highlights that job growth over the 2010-18 period has outpaced growth in housing and labour. This has helped contribute to the lack of affordability of housing and the increasing in commuting into Oxfordshire.

Oxford Local Industrial Strategy (2019)

The strategy sets out a long term framework of how Oxford will drive R&D and innovation - becoming one of the top three global innovation ecosystems by 2040.

It identifies Oxford as an Ideation cluster which sits within the wider Innovation Corridor. The Oxford-Cambridge Arc provides a key network of resources and connections which are crucial to the Strategy's success

The Oxfordshire Local Transport Plan (LTP4) of 2015, 'Connecting Oxfordshire' to:

- Support jobs and housing growth
- Reduce transport emissions and meet our obligations from Government;
- Protect, and where possible enhance Oxfordshire's environment and improve quality of life;
- Improve public health, air quality, safety and individual well-being

Local Cycling and Walking Infrastructure Plan (LCWIP)

Oxford's LCWIP was approved in 2020, which sets out proposals and evidence as to how a 50% increase in cycling can be achieved in the City. Key to this is providing a comprehensive network of cycle routes and further measures to support cycling, such as Low Traffic Neighbourhoods (LTNs). A number of key cycling principles are set out, including improved road maintenance, removing barriers on cycle paths, providing secure cycle parking, and ensuring a well connected permeable network of routes.

Local Transport and Connectivity Plan (2020)

The Local Transport and Connectivity Plan pushes the net zero agenda on Oxfordshire's transportation system by seeking to reduce the need to travel; secure high quality gigabyte connectivity; and make active travel, public and shared transport the natural first choice.

Through this vision is considers themes of environment, health, place-shaping, productivity, connectivity. Currently this plan is in visionary stage and is to be approved and adopted Winter 2021-22.

A revised National Planning Policy Framework (NPPF)- Objectives relating to Oxford

- Meet objectively assessed housing numbers using a standard methodology
- Assess the viability of affordable housing
- Provide at least 10% of housing requirements on small and medium sized sites
- Protect the Green Belt except where exceptional circumstances are fully evidenced and justified
- Promote good design and well-designed places
- Promote sustainable transport
- Promote healthy communities
- Protect designated heritage assets
- Meet the challenge of climate change and flooding
- Conserve and enhance the natural and historic environment

A CHANGING CONTEXT

The fabric of Oxford City and the West End is changing rapidly with a range of different developments coming forward from redeveloping brownfield land; refurbishment of existing buildings; and the transformation and densification of different uses.

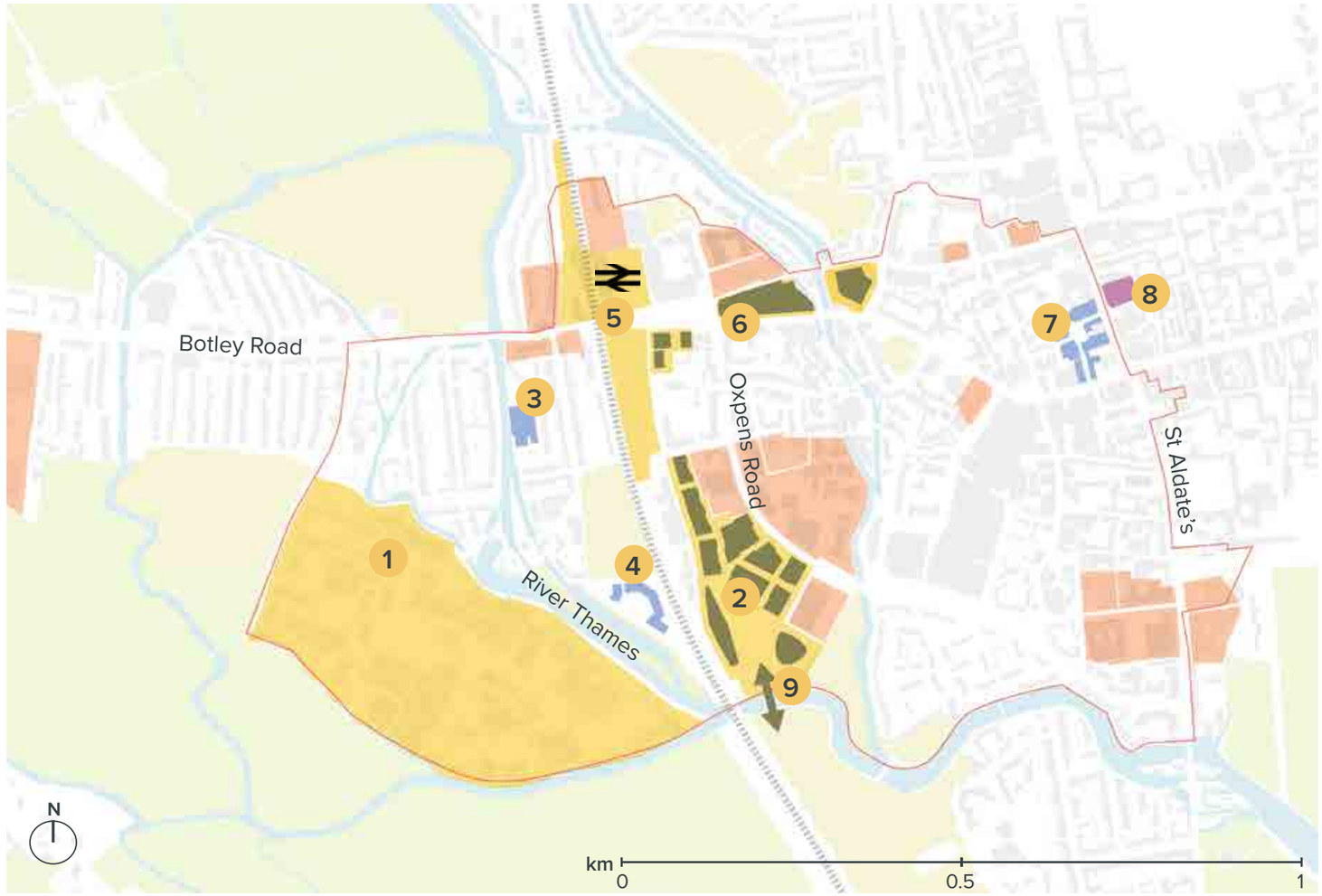
Mapping the future of Oxford in the short, medium and long term is an essential element in understanding the place.

PROPOSALS

An Evolving Context

There has been a number of planning consents and early stage masterplans within the site boundary:

1. Osney Mead masterplan (Initial assessment work)
2. Oxpens masterplan (OPA to be submitted - early 2022)
3. Saïd Business School Global Leadership Centre (Planning consented in 2020)
4. 1-86 Gibbs Crescent (Planning consented in 2018)
5. Oxford Station (Options study underway, 2021)
6. Nuffield College Sites (Application to be submitted Spring/Summer 2022)
7. The Clarendon Centre (Awaiting consent - submitted in Feb 2021)
8. Northgate (under construction)
9. Oxpens Bridge and associated towpath works



- Areas of Opportunity
- Pre-planing development sites coming forward
- Pre-planning block plans
- Construction
- Planning consent

PROPOSALS

An Evolving Context

Osney Mead masterplan (2021 - present)

Oxford University Development Limited have prepared a feasibility study to consider what could be provided on the site. Predominately office, research and university buildings are provided, with some residential. Further technical work and cooperation with other land owners is needed. More detail can be found in Chapter 4.

Oxpens masterplan (2021 - present)

Mixed use development including commercial and residential uses. OxWED (Oxford City Council and Nuffield College) will be submitting a planning application in 2022. More detail can be found in Chapter 4.

SAID Business School (2020)

The conversion, redevelopment and extension of Osney Power Station to Centre of Executive Education run by Said Business School. Consented in Jan 2020 (John McAslan and Partners, 18/02982/FUL)

1-86 Gibbs Crescent (Consented 2018)

Demolition and redevelopment of site into 140 homes (3 x studios; 73 x 1 bed; 60 x 2 bed; 4 x 3 bed) and a green space. It is 6 storeys at its maximum (Yurky Cross Chartered Architects, 18/03369/FUL)

Oxford Station (2021 - present)

The overall masterplan is currently in design stages and includes a series of options for the future of the eastern and western side of the station; Becket St car park; Frideswide Sq and Botley Road (Atkins). More detail can be found in Chapter 4.

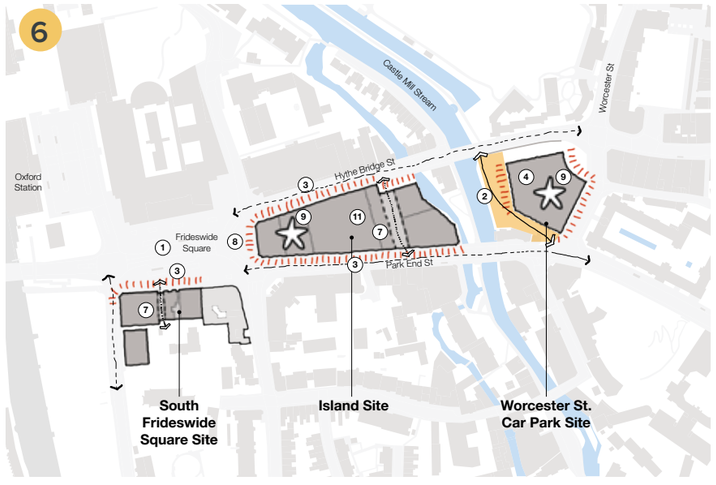
Frideswide Square and Catle Mill Stream Quarter (Nuffield College Sites) (2021 - present)

The emerging masterplan for the Nuffield sites provides a series of mixed use buildings which provide spaces for offices, commercial, businesses and services, with some residential. More detail can be found in Chapter 4.

4

5

6



Key

- development plots
- illustrative new links
- enhanced existing links
- opportunities for height
- new public realm
- key active frontages

N

December 2021

PROPOSALS

An Evolving Context

Clarendon Centre (2021)

Proposed redevelopment incl. partial demolition and partial re-use and extension of buildings - retail; offices; student accommodation; R&D; and a new public square (Marchini Curran Associates) - Awaiting consent (21/00110/FUL)

Northgate (consented in 2018 - under construction)

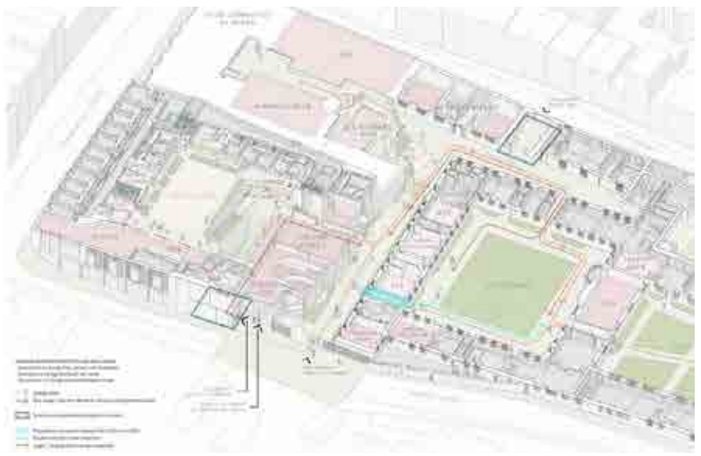
Demolition and erection of replacement building to provide commercial units, new teaching facilities, ancillary accommodation and student rooms for Jesus College (18/00258/FUL)

Oxpens Bridge 9

Separate but linked to the Oxpens masterplan, the City Council are developing options and designs for Oxpens bridge and associated towpath works. More detail can be found in Chapter 4.

7

8



MEANWHILE USES

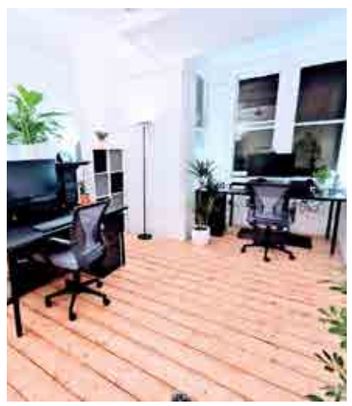
An Evolving Context

As development proposals and plans are underway, there have been a number of initiatives for meanwhile uses around the city. These have been scattered around within the red line boundary and some lying outside of it.

The main trends include converting these spaces for community uses, such as workshops and co-working spaces. This presents further opportunities for meanwhile uses to be proposed in more locations.

1 Meanwhile uses in vacant shops

Alongside the City Council, Make Space are leading on ‘Meanwhile in Oxfordshire’ which aims to fill vacant shop units with short term/pop up uses while work continues to get them let. A space on Frideswide Square has already opened which has artist studio space and office space.



2 Broad Meadows, Broad Street

This initiative comes from Oxford City Council as Summer 2021 begins. Broad Street would be a lively destination featuring extensive outdoor seating, play opportunities, extended restaurant frontages and a dedicated cycle lane. There are plans to gradually implement this as a permanent scheme if it is successful.

3 Start-up space in Covered Market

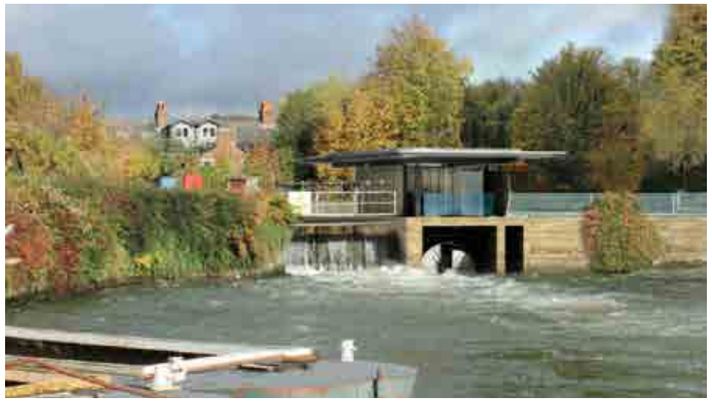
Oxford City Council and Independent Oxford has piloted start-up business space in Covered Market (which originally opened in 1774). The scheme provided a space for the ‘Indie Oxford Market Place’ which provided a space for small businesses to sell.

4 Project LEO (Local Energy Oxford)

The Osney Island Smart and Fair Neighbourhood Trial aims to understand the impacts and opportunities for small dense urban environments to make the switch to electric vehicles (EVs). It also aims to maximise the renewable electricity generated by the Oxford Lock Hydro.

5 James Sadler Oxford Balloon Experience

Proposals for a tethered balloon and centre within Oxpens.



HISTORIC CONTEXT

The City of Oxford has an incredibly rich history which is highly significant for the growth and transformation of the UK. It's historical context underpins the city as a place of educational excellence; innovation and culture.

The City has a number of key heritage designations that have historic and community value. Listed Buildings; Conservation Areas and Viewing Cones are all things that need to be considered; along with the role heritage has to play within the character of the West End.

Timeline

Oxford was founded in the 9th Century when the Saxon, Alfred the Great created a network of fortified towns called burghs across his kingdom.

By the time of the Normans, Oxford was a large and important town (population of 5000). Oxford Castle was built next to the River Thames in the late 11th Century within the Saxon walls.

Oxford became a key manufacturing town noted for cloth and leather. The University of Oxford was founded in the 12th Century and soon began to dominate the city by the 14th and 15th centuries.

By the 16th Century Oxford had significantly declined in national importance and had a population of around 3,500 people.

Tudor Oxford was economically dependent on the university and students provided a large market for beer, food, clothes and other goods.

Within the 17th and 18th Century, Oxford became established as a market town with a key High Street and a density of coffee shops. By the end of the 18th Century the city had a population of nearly 12,000 people.

Modern sewers and piped water; St Ebbe's gasworks; and the Oxford to London railway were all built during the 19th C Oxford. Oxford expanded rapidly and industries of marmalade; publishing and iron casting boomed.

Within the 20th Century the city continued to prosper and became an important manufacturing centre spearheaded by the Morris Motors car company. Boundaries of the city were extended and in the 1930s new housing was built in Botley and North Hinksey.

Today, the population of Oxford is more than 152,000 and the city's main industries are car manufacturing; publishing, higher education and biotech.

9th C
10th C
11th C
12th C
13th C
14th C
15th C
16th C
17th C
18th C
19th C
20th C
21th C

OXFORD'S WEST END THROUGH TIME

Historical Context

1888

Osney Cemetery was established in 1848 as a result of central Oxford churchyards becoming full

Tight rows of terraces

Osney Abbey dates back to 1129

In the 1850s Oxford Railway was re-located here

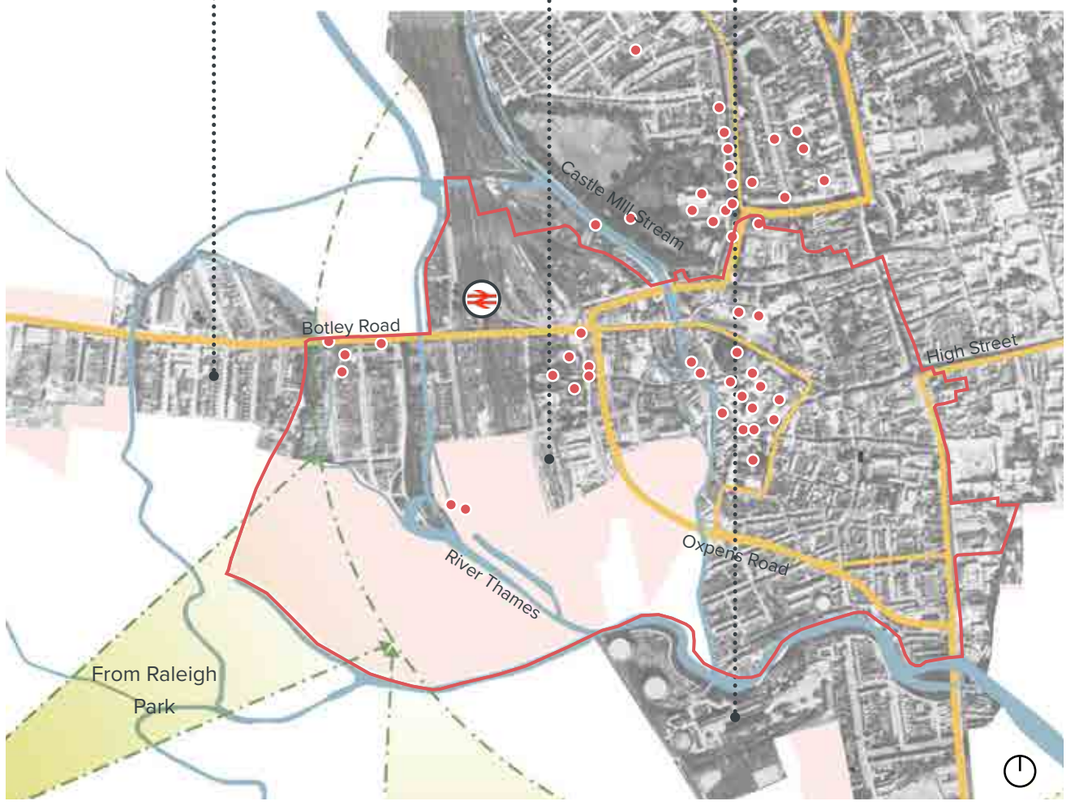
St Ebbe's Gasworks was in operation from 1818-1960. Terraced housing was built around the works site.

The line of the High St dates back to at least the 16th C

1945

A series of roads were built out in the early 20th C

The towns industrial uses lined the railway



2004

Creation of Botley Road Retail Park

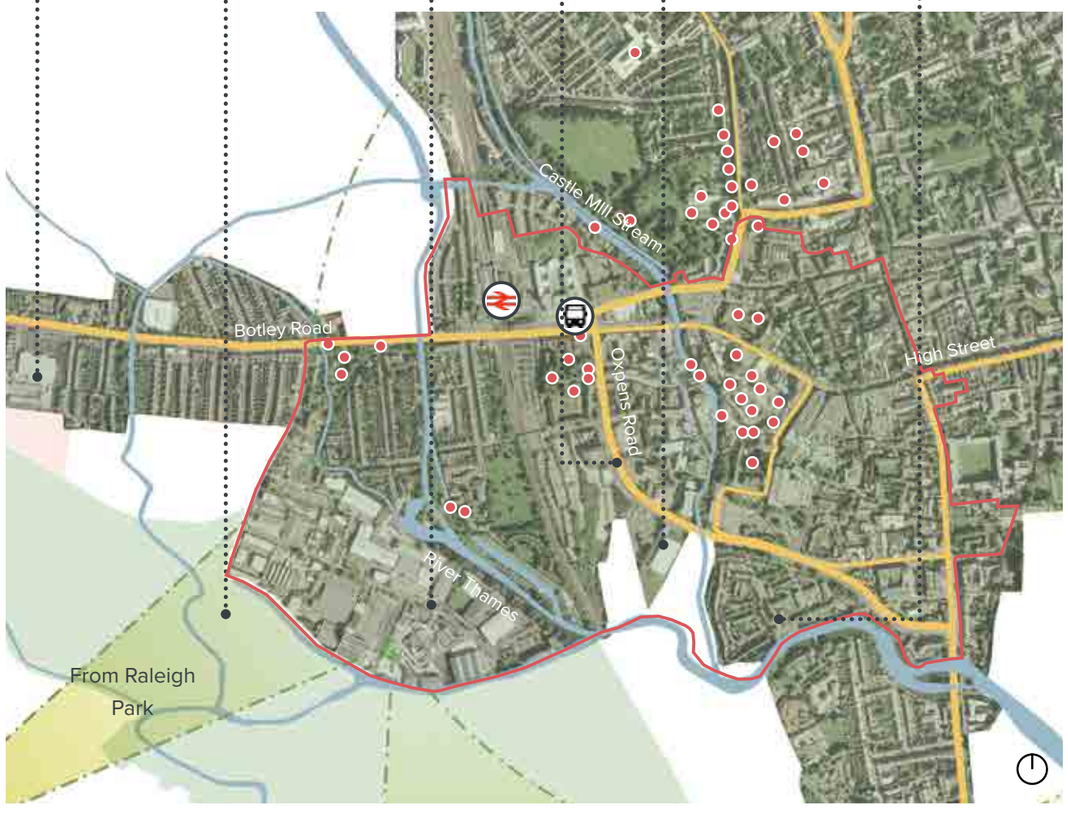
The Oxford Green Belt was formally approved in 1975

Osney Mead Industrial Estate was developed in the 1960s

The area of St Ebbe's was redeveloped between the 1950s and 80s and Oxpens road was constructed

Oxford's Ice Rink opened in 1984

A large amount of housing was built to the south-east of the Town Centre during the late 20th C



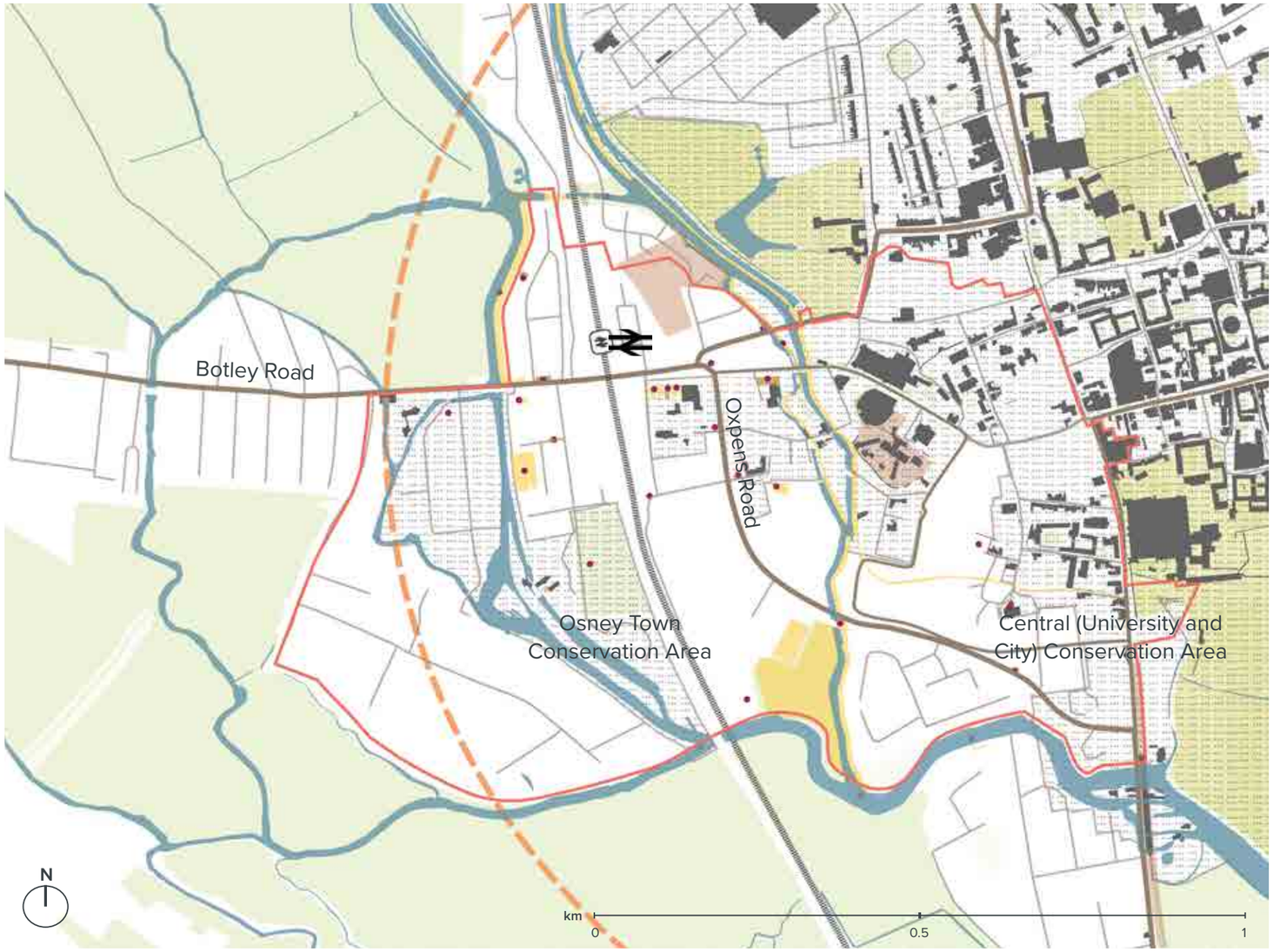
- Listed Buildings
- Extent of today's built area
- Footbridges
- Viewing cones

HERITAGE DESIGNATIONS

Historical Context

The quantity and quality of heritage assets help define the character of Oxford. This includes their setting; views to and from them; and the opportunity for them to be a key place-making tool mean they are a key consideration within the masterplanning process.

The majority of the site is covered by the Historic Core Area which has two Conservation Areas and many Listed Buildings; Scheduled Monuments, buildings and areas that are on the Oxford Asset Heritage Register list. The eastern side of the site has a higher concentration of listed buildings reflecting the city's historic centre.



- Listed Buildings
- Conservation Areas
- Scheduled Monuments
- Oxford Asset Heritage Register
- Oxford Asset Heritage Register Points
- Registered Parks and Gardens
- Historic Core Area

Osney Town Conservation Area

Osney Town is a riverside community located off Botley Road. The Conservation Area is partially sited on an island at a point where the River Thames splits into several channels.

The majority of the Conservation Areas' 300 households live in 19th Century terraced cottages built on a tight grid. These homes were constructed as a result of influx of workers from the opening of the railway station. There is a high townscape quality and the regularity of fenestration, doorway details and materials give the streets a regular rhythm and unity.

The Conservation Area has an important relationship with the River Thames and limited bridge access to the settlement creates a sense of containment and isolation. Proposed built form and connections will need carefully to be considered to retain the identity of this Conservation Area.

Oxford Central Conservation Area

The Oxford Central Conservation Area covers the areas around the principal streets (High Street; St Aldates; Cornmarket St) which have been in place since at least the 16th Century. The 'Western Fringe' borders the Conservation Area to the west which has been an industrial quarter of the city since the Middle Ages.

Surrounding the castle there are characters of the medieval town where there is a tight grid of medieval streets with characteristically long plots. College typologies also dominate the western side of the town. Nuffield College and Worcester Colleges both have grand formal architecture which sit in spacious grounds.

Osney Abbey

Osney Mill complex incorporates the surviving 15th Century remnants of the former Osney Abbey. Osney Abbey is Grade II Listed and consists of a rubber and timber framed structure.

Osney Lock

Constructed in 1790, Osney Lock is an important and vital feature of river life and the surrounding character. Long views up and down the river can be seen from the lock area.

The redevelopment of Osney Mead Industrial Estate will need to respond sensitively to Osney Lock and the adjacent buildings - Osney Mill Cottage; Osney Mill and Osney Abbey.

St Thomas the Martyr's Church

Founded in the 12th Century this Anglo-Catholic church is Grade II Listed and sits just south-east of Oxford Railway Station. It's setting at the end of St Thomas' Street and onto Becket Street is an important consideration for proposed development.

Takeaway points

- Consideration of the sensitivity of several key Listed Buildings; Scheduled Monuments and Asset Heritage Register points.
- Character and sensitivity of Conservation Areas to inform masterplanning.
- Opportunity to use historic references to inform design.

Aerial view of Osney Lock

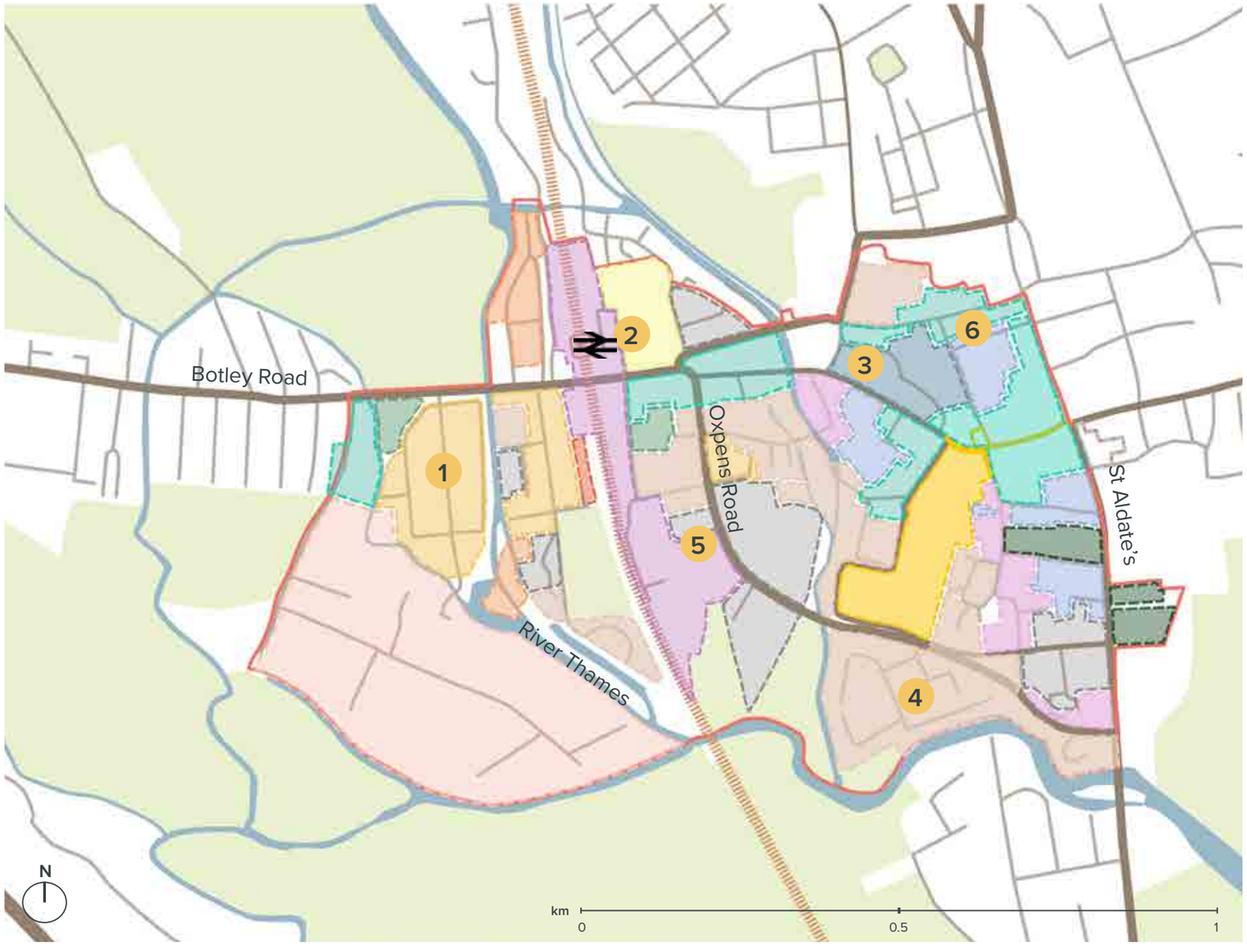
View from Osney Bridge overlooking Osney Town Conservation Area

HISTORIC CHARACTER AREAS

Historical Context

Oxford Town Centre and the West End has seen a multitude of change over different centuries. The adjacent plan seeks to broadly categorise areas into character areas which stem from the historical growth of Oxford.

- Pre 18th C
- Church and setting (pre 19th C)
- Pre 19th C Colleges
- 19th C Terraced Cottages
- Larger 19th C Housing
- Early 20th C uni/colleges
- Late 20th C Housing
- Rail side industrial uses (20th C)
- 1960s Industrial sheds
- Late 20th C offices/institutional buildings
- 20th C Apartments/Offices
- Late 20th C/21st C Shopping Centre
- 21st Century Boarding House
- 21st Century Business School
- Mix of uses and ages



Takeaway points

- Consideration of the character of different areas to inform the masterplan

Bridge Street is characterised by a tight grid of 19th Century Cottages with narrow pavements and on-street car parking

The SAID Business School was built during the late 20th Century and fronts onto Frideswide Square

To the right - Nuffield College built in the early 20th C and to the left - the remains of the Castle (dating back to the 11th C)

Large amounts of housing was built to the south-east of the Town Centre during the late 20th C

A series of offices and institutional buildings sit along Oxpens Road

St Micheals Street dates back before the 18th C and consists of college buildings and some retail

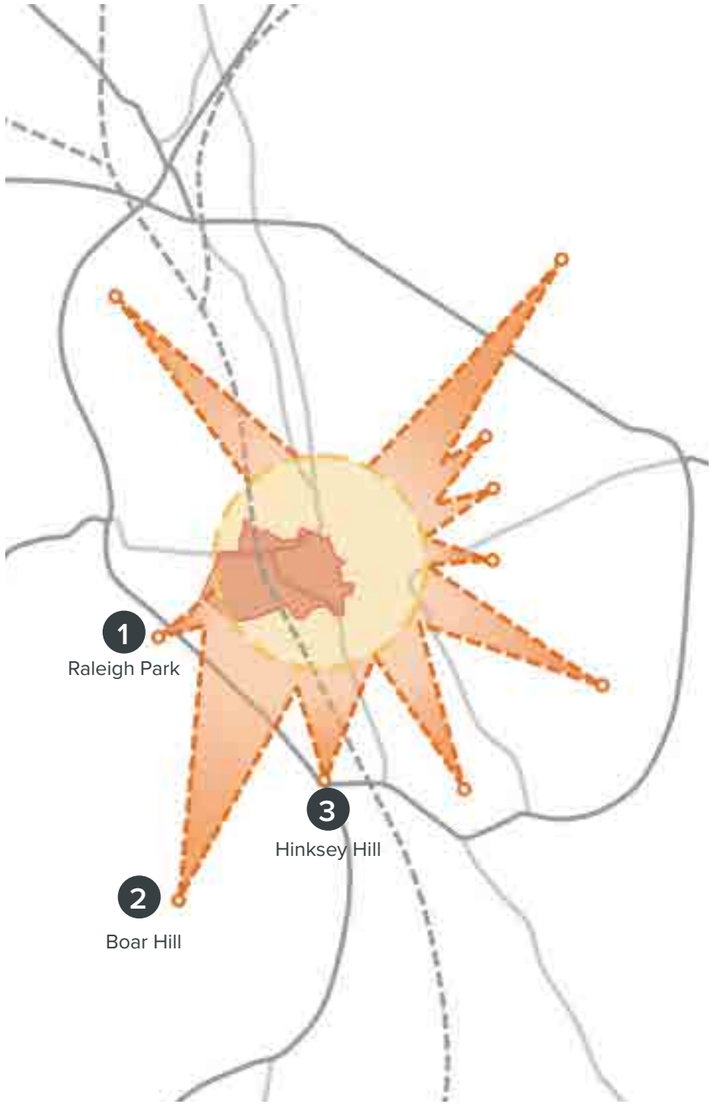
VIEW CONES

Historical Context

Several significant views of great importance to the City of Oxford are identified in the Assessment of Oxford View Cones (2015). This is predominately due to a collection of buildings which rise above the lower level roof-scape of the city.

This includes St George's Tower; the University Church of St Mary the Virgin; Christ Church Cathedral; the Tower of Five Orders; Wren's Tom Tower; and the spire of Nuffield College. These assets are deemed to have historical, evidential, aesthetic and communal value.

The 10 View Cones identified within the Local Plan are from different key landscaped locations. Most relevant are the following views:



1. The view from Raleigh Park which looks north east across Osney Mead.
2. The view from Boar Hill which looks north-east over the site
3. Hinksey Hill (A34) Interchange looks north over the western area of the site

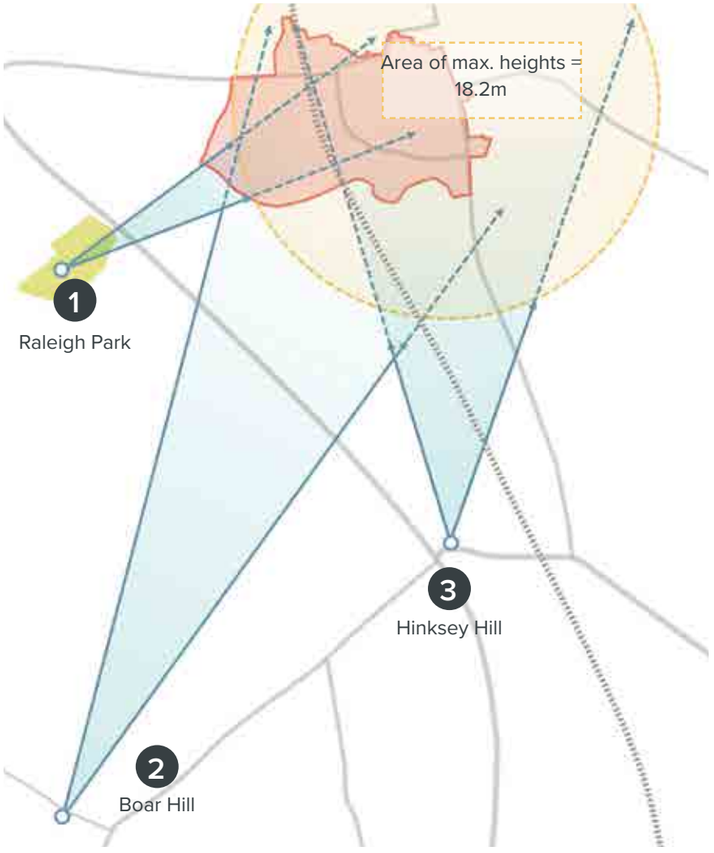
Site boundary

Historic Core Area

Viewing Cones

Heights

Under Policy DH1 (High Quality Design and Place-making) in the Local Plan it states that development within the historic core area must not exceed 18.2m. Development in the areas within the viewing cones must ensure they respond to the heritage views.



View from Raleigh Park

The view from Raleigh Park has been important since the early 18th C and was made public with the establishment of Raleigh Park in the early 20th C.

The Assessment recognises an opportunity to enhance this view by reducing the prominence of the industrial estate's roof-surfaces - either by using a darker or less reflective material; or using tree planting to break up the area of roof surfaces.

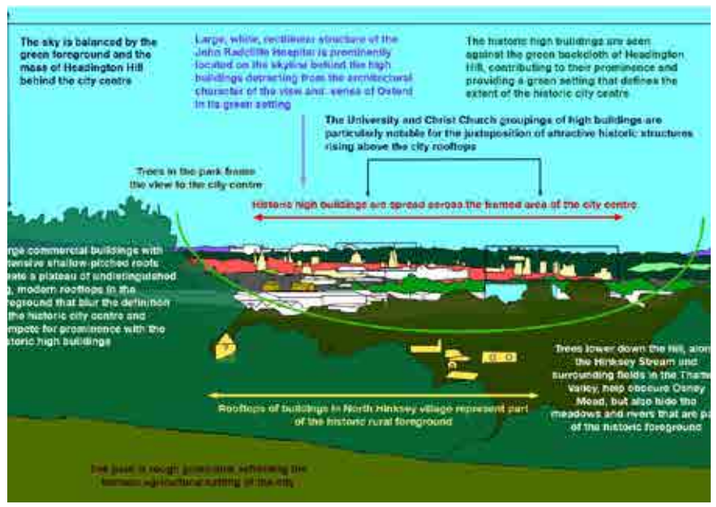
It also considers the long side elevation of the Westgate Centre as hindering the view and seeks to break them up through use of shorter lengths of different materials - creating a finer grain of other roof-surfaces.

View from Boars Hill

This view has also been admired since the 18th Century and looks north-east to the city centre over Hinksey Heights Golf Club. The green space between the viewing point and the urban area of Oxford is protected by the green belt which safeguards 'the setting and historic character of the city.' (View Cones Assessment, 2015)

View from Hinksey Hill

This view looks north from the A34 Interchange which has historically been a crossing point for vehicles since the Middle Ages. It overlooks the green valley of the River Thames and is a view predominately experienced by those travelling in car.



Analysis of the view from Raleigh Park (Assessment of the Oxford View Cones (201%)

Takeaway points

- Opportunity to improve the roof-scape and view from Raleigh Park (and Boar Hill; Hinksey Hill) as discussed in the Assessment of the Oxford View Cones
- Development above this height (18.2m) should be limited in bulk and must be of the highest design quality

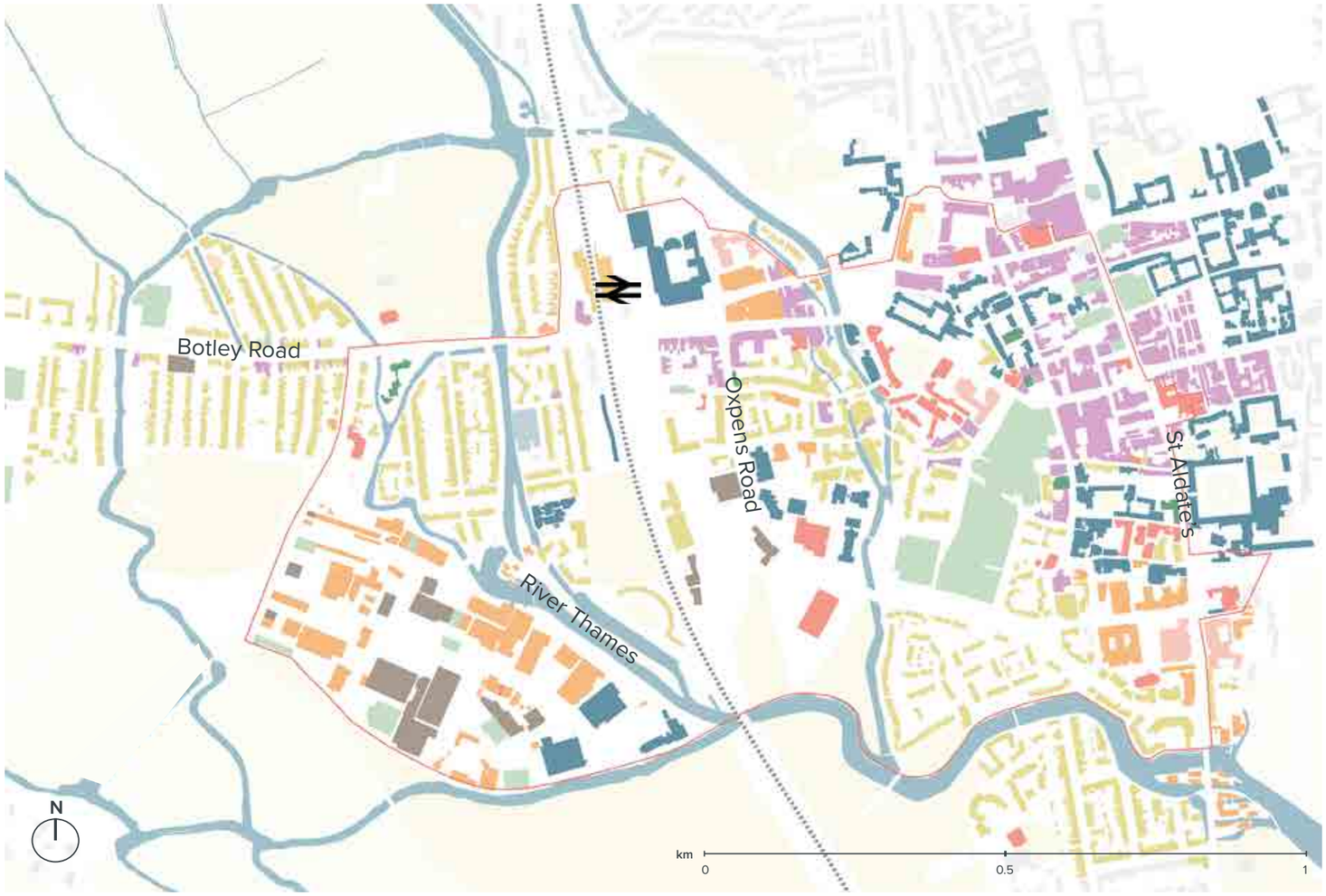
DEMOGRAPHICS AND USE

The people that live, work and play within the West End are essential to understand in terms of their demographic; their movements and the hubs of activity and character they create.

LAND USE

The greatest diversity in uses is found towards the city centre, which contains a great deal of mixed uses alongside community and commercial uses. Higher education is prevalent throughout Oxford, including the West End, with several key university sites such as the Said Business School Sites and Nuffield College Sites.

Osney is nearly wholly residential whereas Osney Mead Industrial Estate is a greater source of employment, mostly in industrial and office professional sectors.



- Rail station
- Residential
- Higher Education
- Offices and Professional Services
- Retail and Commercial
- Community, Culture, and Leisure
- Religious and Worship
- Civic and Public Services
- Light Industrial
- Mixed Uses

DEMOGRAPHICS OF THE WEST END

Demographic data will be vital in informing the masterplan - it gives us a high level overview of who lives and works in the area; and what their needs are. This analysis will be built upon further in comprehensive consultation exercise.

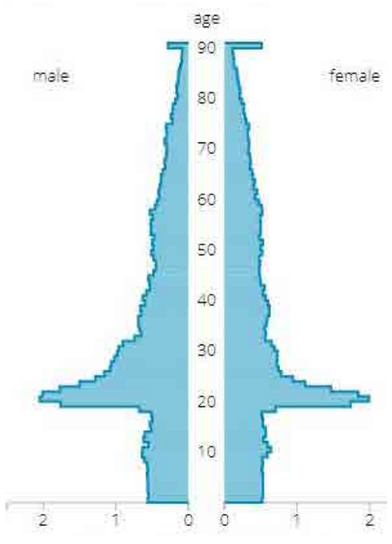
In general the population of Oxford is young and relatively highly educated. There are big differences between areas separated by the railway line. To the west, residents mostly live in houses and are homeowners. There is a higher car ownership level and a much lower student population.

To the east of the railway line - household sizes are smaller; residents don't own their homes; there is a much higher student population and lower car ownership. There are a number of pockets of deprivation within the West End which sit alongside wealthy areas.

The residential demographic and built form which houses them help contribute to different character areas within the site and will inform the masterplanning going forward.

32% of Oxford's population is aged 18-29 years old (16% for England and Wales)

- England and Wales Youngest City
- Oxford's population reduces by 10% in out of university/ school term time
- 24% of city's adult population are full time students



Distribution of population within 2021 (Oxford Council website)

A high percentage of residents have a university degree

- Two universities - University of Oxford and Oxford Brookes
- 60-70% of residents have degrees within Osney and housing area east of Oxpens Meadows.

The % of people who have a degree (e.g BA; BSc) or higher degree (e.g MA; PhD; PGCE) (Datashine, Census, 2011)

Takeaway points

- Creating a vision that celebrates and supports young population and a dominance of education within the city
- Masterplans for allocated sites to interrogate existing and predicted housing needs
- Understanding of modes of transportation to inform masterplan design and help shift people to more sustainable forms of transportation

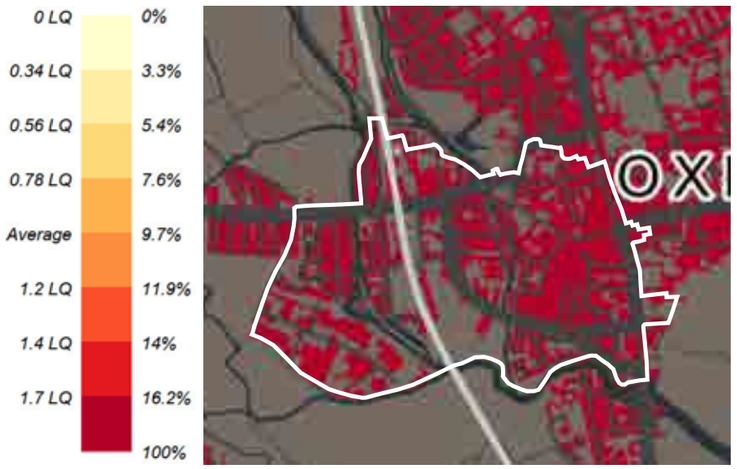
Varying levels of deprivation and wealth; and sizes of homes

- There are pockets of deprivation - higher degrees of deprivation in the SE of the site. Osney has very low degrees of deprivation.
- Home ownership drops as you move towards the city centre
- Concentration of 1-2 bedroom homes to the east and 2-3 bedroom homes to the west.

The percentage of households which are not deprived any dimensions (Datashine, Census, 2011)

Low unemployment/ high percentage of people working in education

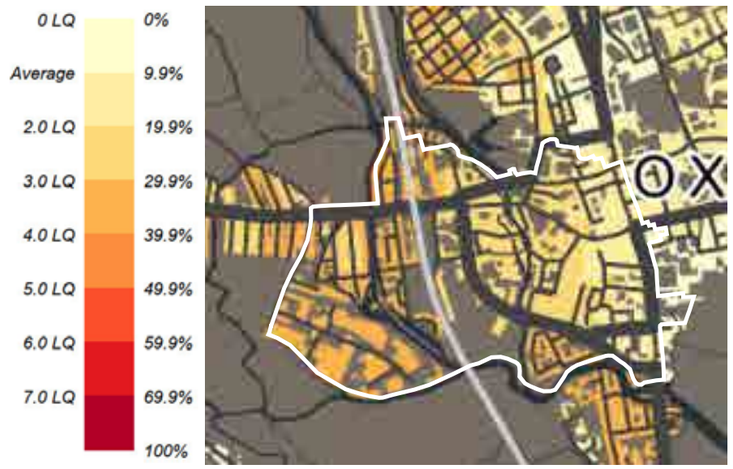
- A high percentage of people work in the education sector; and in science, research, engineering and technology
- Low unemployment figures



The percentage of working age adults within the education industry (Datashine, Census, 2011)

Very low level of car ownership, with many people walking or cycle to work places

- Within Osney 27-40% of people either walk, cycle or use an alternative method to get to work
- To the east of the site car ownership levels are low with 50-80% of people not owning a car. In Osney 45-55% of people own one car.



The percentage who walk, cycle or use an alternative method to get to work (Datashine, Census, 2011)

HUBS OF ACTIVITY

Community and Character

The site and surrounding area has an intensity of uses which help contribute to the character of the area. The following hubs are particularly significant:

1. Botley Road Corridor

Starting from the station, Botley Road has a number of non-residential uses which are essential for the local community. Most notably, the West Oxford Community Centre; a supermarket (Waitrose); and many local shops/restaurants. At the Western end of the agglomeration of uses, sits Botley Road Retail Park. There is opportunity to redevelop and rejuvenate parts of the Retail Park.

Botley Road itself is currently dominated with cars often causing congestion. Improving walking and cycling along the road may encourage surrounding residents and workers to use shops and facilities more; and travel into the city centre actively. Cycle improvements at the Seacourt Park and Ride junction have started, and in future phases will be implemented along the length of Botley Road (up to Ferry Hinksey Road.

2. Station Arrival

Fridewide Square; Said Business School; and a number of shops form the Station's Arrival. Future plans for Oxford Station and the Island site will help regenerate this area as a key Station Gateway.

3. Employment and Education

The uses in and around Osney Mead Industrial Estate and Oxpens road is largely made up of lots of different employment uses - wholesalers; offices; car repair shops; university laboratories and coffee roasters. Alongside this there are many educational uses (City of Oxford College; Oxford University buildings) a sports and conference centre.

With the re-development of Osney Mead Industrial Estate, there is opportunity to integrate some of these uses within mixed use blocks and create a better quality environment with connections into the City.

4. Retail Core

The intensity of retail uses is concentrated around Westgate Shopping Centre and the streets of Queens St; Cornmarket St; and the High Street. Along with retail there is a concentration of food and drink offering and services.

Many of the streets within the retail core are pedestrian only or pedestrian first and Bonn Square provides a public space where shoppers can dwell. There is opportunity to improve the pedestrian experience within the retail core.

5. Culture

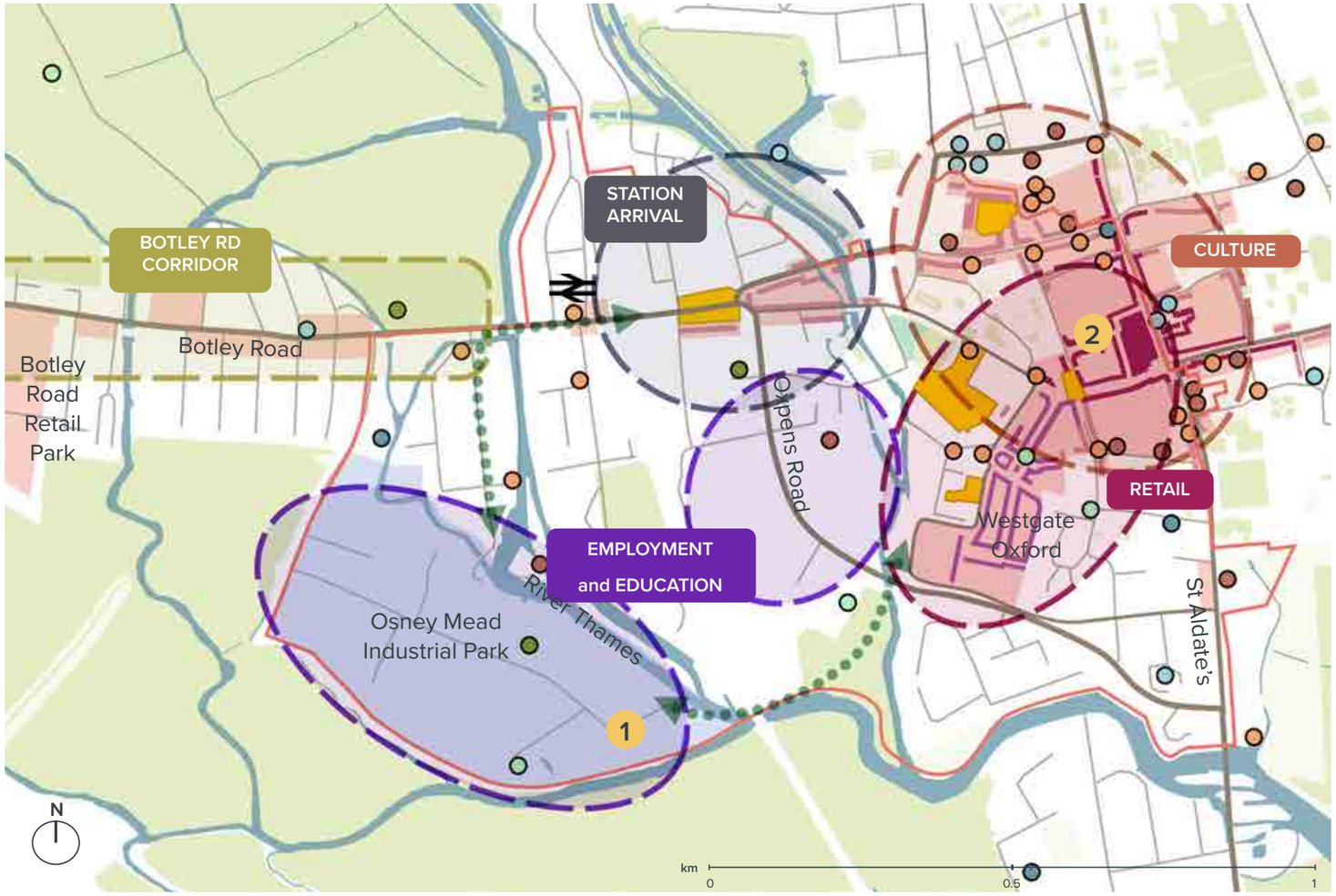
This area has a multitude of uses including cultural buildings (museums, galleries, theatres, the Town Hall); university buildings; retail; and food and drink offering.

An intensity of uses: Oxford University's Laboratories; a gym; taxi company; software company; stone suppliers; electronic repair shop; masonry contractor

Regenerated in 2008, Bonn Square provides a place to dwell and move through. It is home to the Tirah war memorial and the surrounding shops/cafés activate the space

Takeaway points

- Opportunity to create better connections and synergies between different hubs of activity.
- Opportunity to improve and integrate facilities on Botley Road through improved public realm.
- Opportunity to re-provide many of the existing employment uses on Osney Mead through innovative mixed used typologies and create a better quality environment with connections into the City.
- Opportunity to provide some further activation around the station with sites such as Becket St Car park and the Island site coming forward.
- Opportunity to improve the public realm of both the retail and cultural quarters and create an innovative strategy for activating vacant units and spaces with meanwhile uses.



- City and District Centre
- Areas of Retail and Leisure
- Primary Shopping Frontage
- Secondary Shopping Frontage
- Westgate Shopping Centre Frontage
- Osney Mead Industrial Estate
- Category 1 employment space
- Public Spaces
- Community and Conference Centres
- Schools
- Healthcare facilities
- Culture and leisure
- Pubs
- Sports facilities

Note: Facilities highlighted are predominately publicly accessible. There are also many private or semi-private facilities (e.g University libraries) which aren't accessible to all.

INNOVATION AND EMPLOYMENT

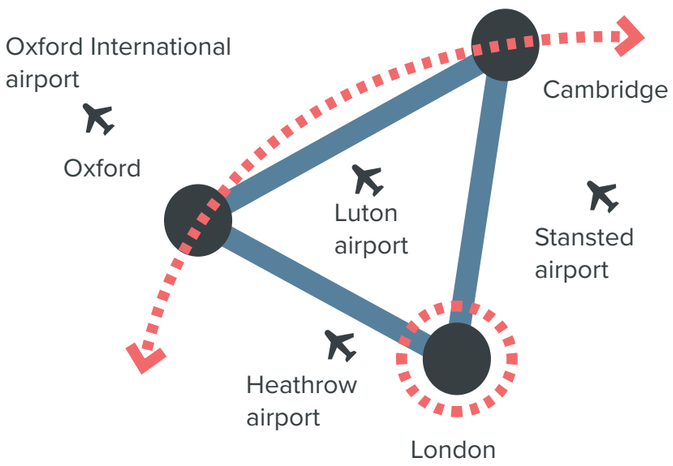
Oxford’s West End accommodates a number of employers and innovators and enhancing this offer will be a significant element of transforming the West End.

INNOVATION DISTRICT

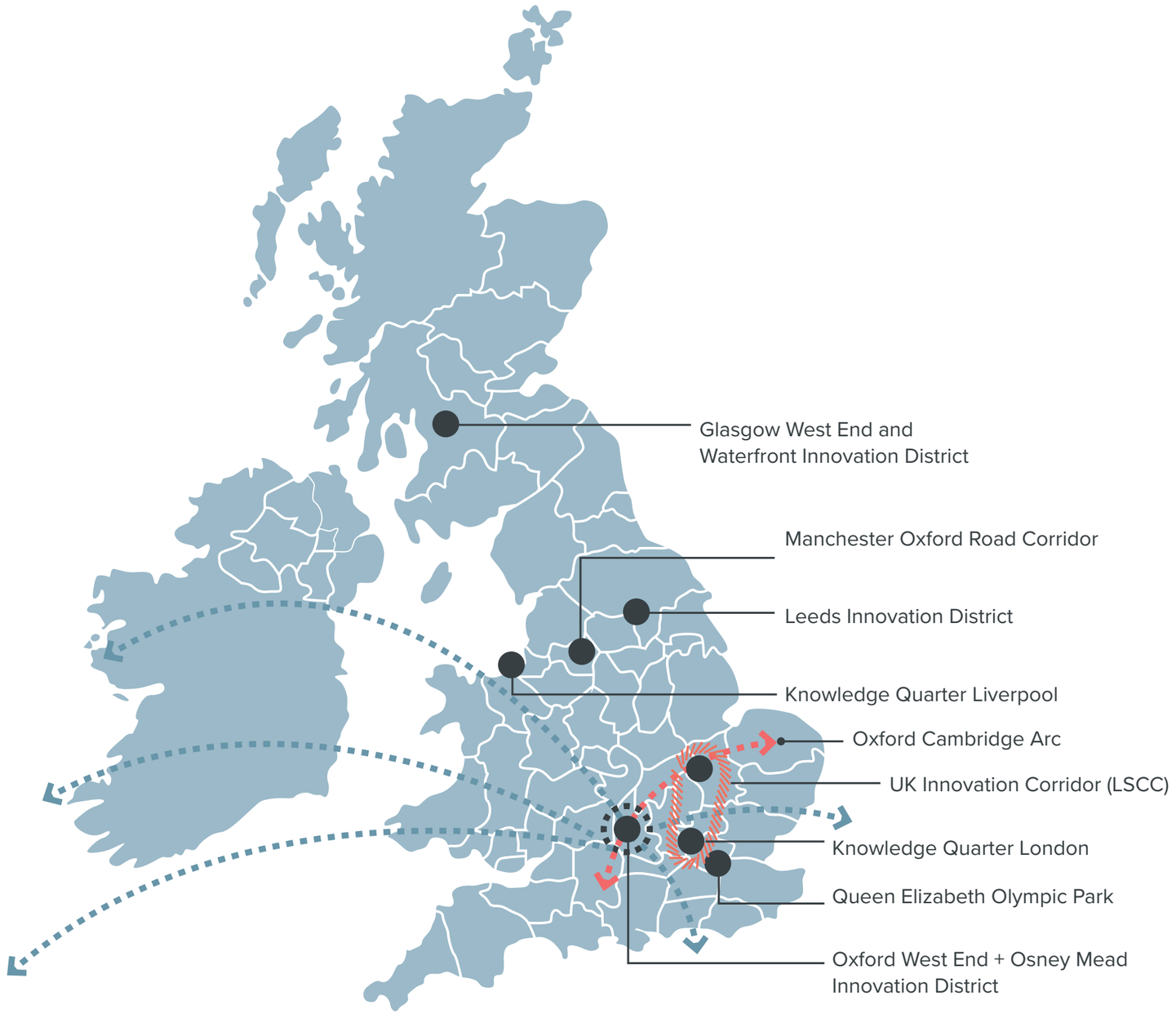
An Innovation District with regional, national and international importance

The future Oxford West End and Osney Mead Innovation District sits geographically close to a series of other hubs and innovation corridors. The networks and interactions between these hubs are an essential factor to help establish the much needed synergies between the UK's innovation, education and technology sectors; and support many livelihoods across the UK.

Within the south-east, The Golden Triangle has emerged which encompasses the Innovation hubs of Oxford, Cambridge and London; as well as access to air travel linking to other global innovation hubs. Oxford Innovation District will need to be designed following a holistic approach in relation to these other emerging innovation districts within this network.



The Golden Triangle



OXFORD'S ASSETS

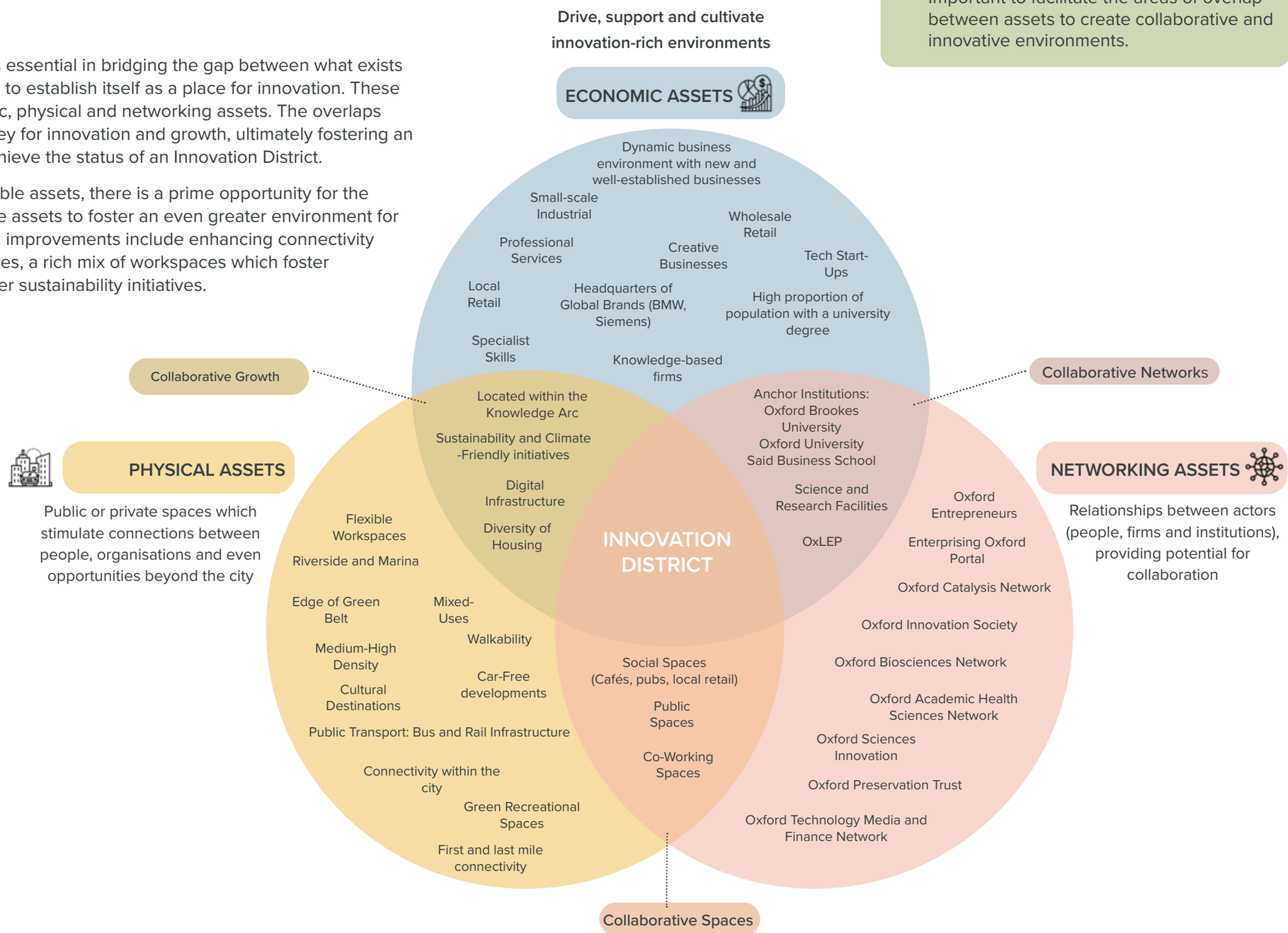
An Innovation District for Oxford

Recognising Oxford's key assets is essential in bridging the gap between what exists in the city, and what the city needs to establish itself as a place for innovation. These can be broken down into economic, physical and networking assets. The overlaps which occur between assets are key for innovation and growth, ultimately fostering an environment which the city can achieve the status of an Innovation District.

Though Oxford boasts many valuable assets, there is a prime opportunity for the city to improve upon many of these assets to foster an even greater environment for innovation and collaboration. Such improvements include enhancing connectivity within the city, delivering new homes, a rich mix of workspaces which foster collaboration and promoting greater sustainability initiatives.

Takeaway points

- Opportunities to improve upon Oxford's existing economic, physical and networking assets.
- Important to facilitate the areas of overlap between assets to create collaborative and innovative environments.



The existing Oxford West End already has many of the key ingredients of a Global Innovation District. The adjacent plan and diagram shows just a few of these. This scenario has organically emerged over the years. Although these uses are established in the West End, a clear strategy to provide distinct connections and linkages between these many uses will form the key to its future success as a recognised Global Innovation Quarter.

Using the existing uses and the social and technical networks which interconnect them will be essential in transforming the area into a Global Innovation District. In addition by adding new and improved uses and spaces to the area particularly through mixing of uses this will aim to create an environment with an innovative and creative energy for the people that live, work and play there.

- Retail/ Commercial
- Co-Working Spaces
- Arts and Culture
- Public Spaces
- Bus Stops
- Rail Infrastructure
- Creative Businesses
- Tech Start-Ups
- Small-scale Industrial
- Places of networking
- Educational Institutions
- Research and Development

TOWNSCAPE AND CHARACTER

The townscape within the West End varies greatly and a number of visual landmarks define views and provides legibility when moving around the city. Townscape along with a variety of other factors contribute to the character of Oxford's West End.

BUILDING HEIGHTS

Oxford for the most part is comprised of relatively low rise buildings, with most being between two to three storeys tall. For this reason, positive visual landmarks and alternatively tall new development proposals are of a heightened importance in Oxford. The recent Westgate shopping mall is one of the few building clusters which levels out at more than four storeys. New development will necessarily undergo a great deal of scrutiny, especially when proposing buildings taller than four storeys.

Osney Mead, owing to its industrial and maisonette residential land use, stands out as having a noticeably lower average building height. Most buildings in Osney Mead and its surroundings are between one and two storeys offering largely unobstructed views.

1-2 storeys

3-4 storeys

5 storeys +

VISUAL LANDMARKS

Townscape

Throughout Oxford, there are distinctive visual landmarks, such as spires and towers, which make up the city's townscape. These can include both historically significant heritage listed buildings as well as non-listed buildings. Townscape views can be seen at different levels, from the street in which certain buildings or elements may be framed through building openings, or as an entire elevated vista in which the townscape in its whole can be appreciated.

Furthermore, there are other visual landmarks throughout the city which are prominent from multiple angles. For example, Saïd Business School and Nuffield College have towers which can be seen by pedestrians and cyclists throughout the surrounding street network, guiding them to their respective destinations. Using these as way-finding tools can assist in legibility throughout the city whilst drawing attention to these landmarks.

While some strategic views are protected in planning legislation, a townscape is not static. A townscape will evolve and change as new buildings replace old ones with new developments in some cases becoming just as iconic. For example, the Saïd Business School has become an iconic part of Oxford's skyline despite being much younger than Oxford's medieval core.

Listed Building

Sight Line

Saïd Business School

Oxford Ice Rink

Oxford Castle and Castle Mound

Morrell's Brewing Company Chimney

Osney Power Station

Nuffield College

Carfax Tower

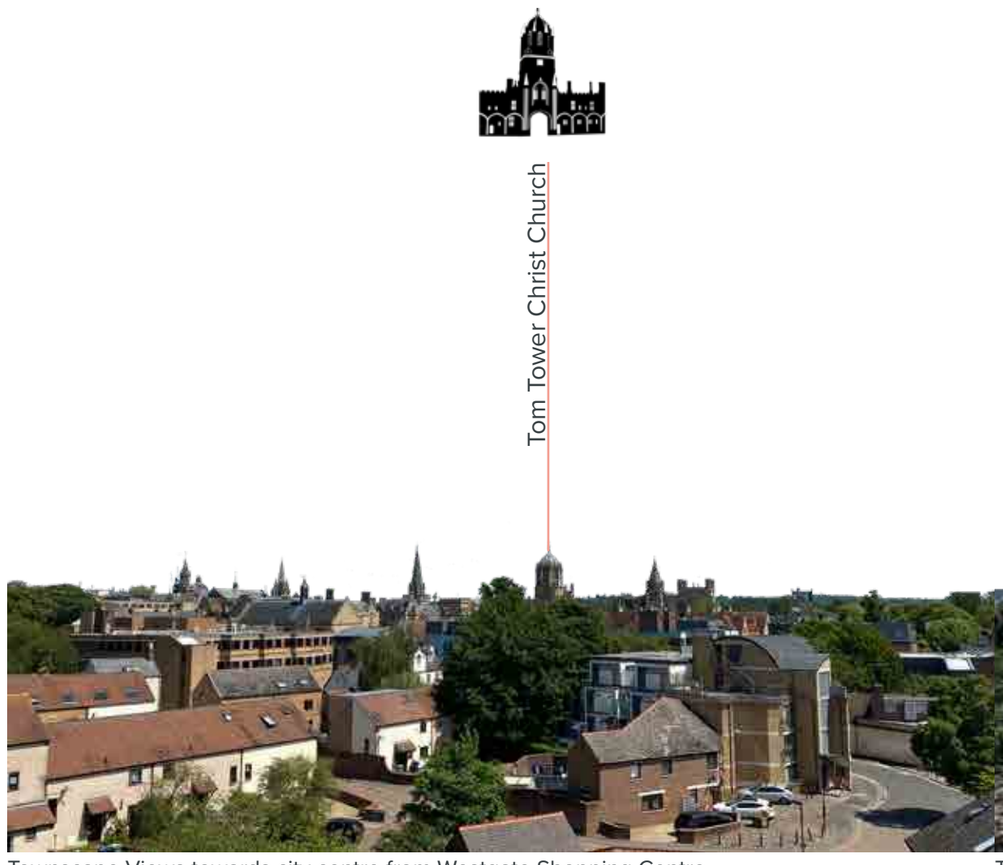
St. Thomas Martyr Church Tower

Tom Tower Christ Church College

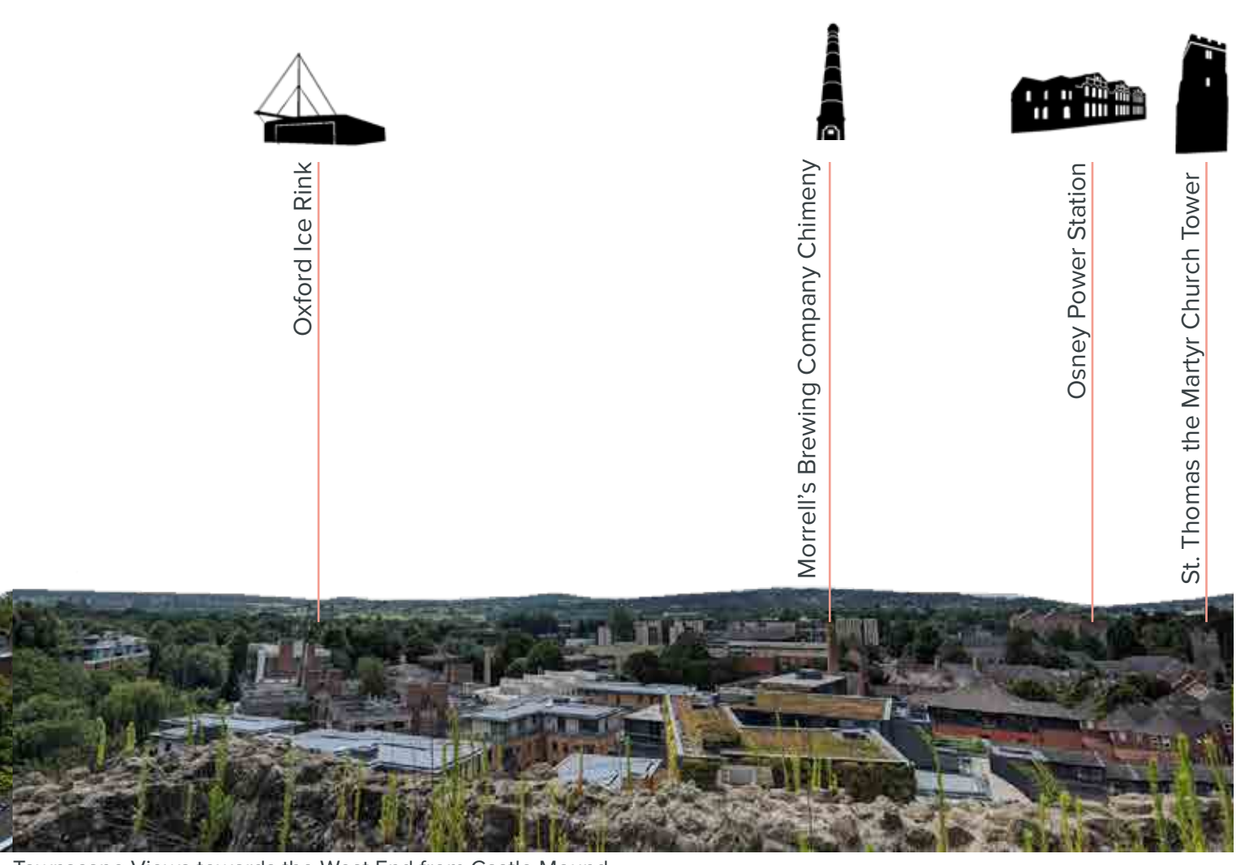
Nuffield College and Castle Mound from Beckett Street Car Park

Saïd Business School from Frideswide Square

Wesley Momorial Methodist Church from Park End Road



Townscape Views towards city centre from Westgate Shopping Centre



Townscape Views towards the West End from Castle Mound

VISUAL LANDMARKS

Townscape

Looking east on Hythe Bridge Street

Nuffield College from Bonn Square

Wesley Memorial Methodist Church from Oxford Castle

Nuffield College from Gloucester Green

Morrell's Brewing Company Chimeny from Osney Lane

All Saints Church from High Street

Nuffield College and Oxford Castle Mound from Quaking Bridge

City centre from Westgate Shopping Centre

Nuffield College from Bulwarks Lane

Carfax Tower, Queen Street

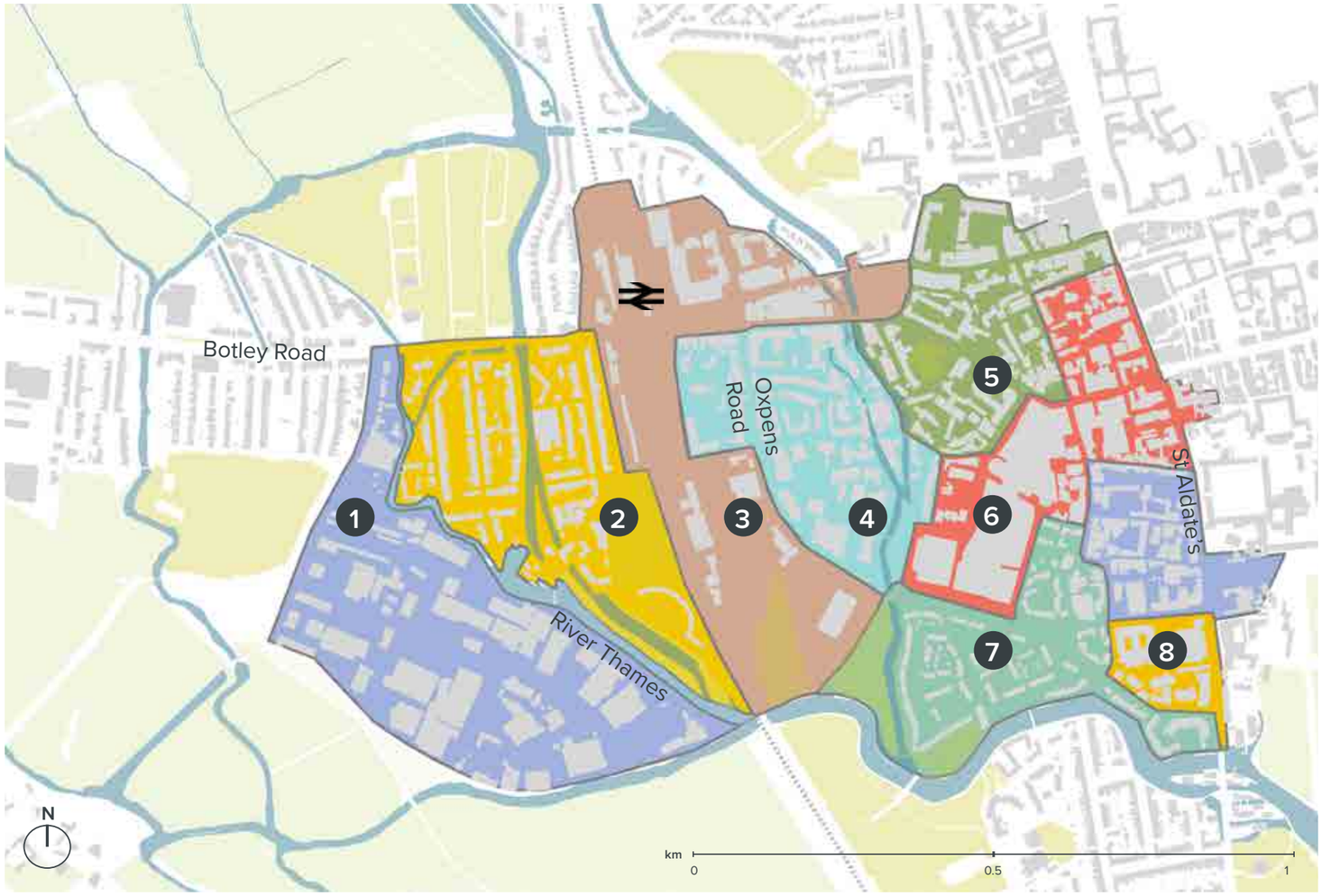
CHARACTER ANALYSIS

Community and Character

Broadly, the site can be divided into eight character areas that are distinct in their land use, building style, age, natural environment, and other characteristics. A place's character can strongly influence peoples' desire to spend time and resources in a place.

Having areas of different characters is positive at the city level - offering residents and visitors choice between areas with different amenities and looks. The diversity of urban character is what makes cities such as Oxford enjoyable and dynamic.

Furthermore, character areas are often flexible, with some elements carrying over throughout. Changes to the urban fabric can change a place's character, for better or for worse. For example, the Westgate Shopping Centre fundamentally changed Oxford's city centre, enough so that it today forms part of its own character area. For this reason, considering character areas is an important first step when considering any potential intervention into a space.



Osney Mead Industrial Estate
Osney
Millennium Development and Transport Infrastructure
City centre homes and education
Heritage Quarter
Retail Core
Mid-century residential development
Historic University Quarter
Administrative Quarter

1 Osney Mead Industrial Estate

- A diversity of employment uses from industrial to office spaces
- Some residential buildings on Ferry Hinksey Road though they are disconnected from the industrial estate as a whole
- Mid to late 20th Century warehouse and office buildings
- Though situated on the water, there is little public interface with the river

2 Osney

- Nearly all residential land use with some restaurants and pubs
- One to two storey 19th century workers' cottages
- Streets are fine grain and have an intimate and historic character
- Several crossing points at Osney Bridge and Osney Lock
- The watercourses through Osney are both fronted on and backed onto and contribute significantly to the area's character

3 Millennium development and Transport Infrastructure

- Nearly all residential land use with some restaurants and pubs
- Characterised by building and public realm development dating from the early 2000s to mid 2010s including the Saïd Business School and Frideswide Square
- Large amounts of space dedicated to travel infrastructure from railway depots to car parks
- Pedestrian friendly streets around Frideswide Square with some active frontage

Environmental Agency Depot, Osney Mead

Restaurant on East Street, Osney

Frideswide Square and the Saïd business school

Electrical Pylons, Osney Mead Industrial Estate

Housing on South Street, Osney

Beckett Street car park

4 Oxpens Residential

- Some new residential developments along Castle Mill Stream, Woodins Way and Oxpens Road
- Former industrial conversion and workers' cottages near former brewery site [Morrell's Brewing Company]
- Limited Access to green space
- Woodins Way a key linkage through the area connecting the Castle Quarter to Oxpens Road

5 Castle Quarter

- Dominated by the medieval Oxford Castle and several key Oxford Colleges (Nuffield College Sites, St. Peter's)
- Development around Gloucester Green is more modern and provides a key public space which is used for weekly markets.
- Historic buildings mostly oriented towards leisure activities and the tourist economy
- New residential developments around the castle largely in compatible building materials, styles, and dimensions to historic surroundings
- The most pedestrian friendly of the character areas

6 Commercial Core

- The site of a large amount of commercially oriented developments and chain high street retail
- Public-ness of public space is ambiguous here including several semi-public spaces such as the Westgate main concourse
- Spaces such as Bonn Square provide key amenity space for visitors and locals.
- Interface between historic buildings on the high street and nearby Castle Quarter and contemporary Westgate development

Falkland House, Oxpens Road

Oxford Castle

Westgate Shopping Centre

Oxford High Street

Osney Lane and Morrell's Brewing Company Chimney

Space within the Castle Quarter where the old castle meets new residential development

Bonn Square and Queen's Street

7 Mid-Century Residential Development

- Mid 20th Century housing developments laid out in cul-de-sacs which lack permeability.
- The quiet residential character of this area is bisected by the busy Thames Street
- Public-ness of public space is ambiguous here including several semi-public spaces such as the Westgate main concourse
- Residential community relies on green spaces of Oxpens Meadow, River Garden and Grandpont Nature Park

8 Commercial and Administrative Slabs

- Southernmost extent of the highstreet, mostly large commercial and administrative buildings including several court buildings
- Buildings of varying ages though similar scales
- Wide streets and little active street frontage, largely little design acknowledgement of pedestrians
- Little green space but close proximity to Christ Church Meadows

Faulkner Street has a strategic cycle route through it

Thames Valley Police

Housing at Sadler Walk

Speedwell House

PUBLIC REALM AND OPEN SPACE

The Oxford's West End has a number of key open space and public realm assets. There are a number of key public squares and spaces; formal and recreational parks; and informal green spaces.

Prominent to the character of the West End is the watercourses and the opportunity for movement; leisure and ecology on them.

These spaces are essential as part of the green and blue infrastructure of the West End in Oxford; and will need to be improved and better connected to.

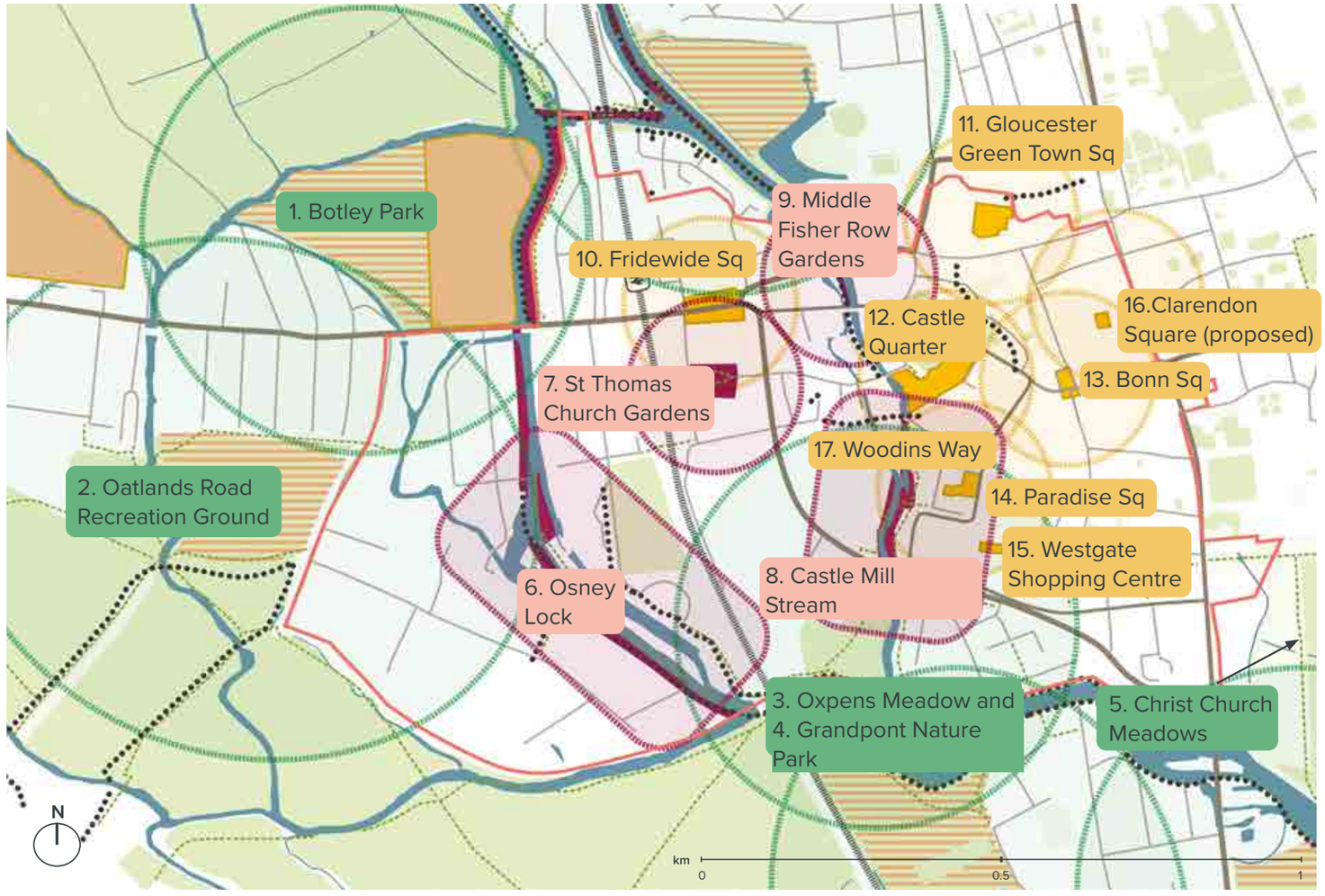
PUBLIC REALM

The public realm in Oxford is varied in that it provides a multitude of experiences and environments for users. These may include lively commercially oriented public squares such as Bonn square, or quieter places for reflecting and enjoying nature such as Grandpont Nature Park.

Most public spaces are within short walking distance of each other allowing pedestrians a good variety of public amenities available at any given point. While Oxford has a diverse and well connected public realm, there are comparably fewer high quality public spaces, especially hard public squares, to the Western most extents of the site.

Beyond Grandpont Nature Park, there are few green spaces within the site boundary though there are several within close distance including Christ Church Meadows, Botley Park, the green belt, and others.

- Parks
- Other Green Spaces
- Public Squares
- Approx. 5 mins. walk from parks
- Approx. 2 mins. walk from informal greens
- Approx. 2 mins. walking from squares
- Green and Blue Infrastructure
- Allotments



PUBLIC REALM

Public Realm and Open Space

Oxford has a range of different public spaces of varying sizes, use and quality. The adjacent plan maps the following:

Parks and Recreation Grounds

1. Botley Park

2. Oatlands Road Recreation Ground

3. Oxpens Meadow

4. Grandpont Nature Park

5. Christ Church Meadow

6. Osney Lock

- Tow-path; vegetation and green space adjacent to River Thames
- Opportunity for future development to improve amenity space offering and front positively onto.

7. St Thomas Church Gardens

- Quiet garden surrounding St Thomas's Church
- Opportunity for future development to respond to Grade II Listed church and green space

8. Castle Mill Stream

- A series of hard and soft pedestrianised spaces from Oxpens Meadows to the Castle Mound
- Opportunity to provide a safer pedestrian crossing to Oxpens Meadows across the A420

9. Middle Fisher Row Gardens

- A small garden on the Castle Mill Stream
- Opportunity to improve and integrate with future development on Island Site.

Osney Lock

Osney Mead Towpath

St Thomas Church Gardens

Oxpens Meadow

Public Squares and Spaces

Plan shows a 2 minute walking distance

10. Frideswide Square

- Large square with through road; tree planting; cycle parking; and seating
- Opportunity to reduce traffic creating a more pedestrian focused square

11. Gloucester Green Town Square

- Surrounded by shops with flats above, this square is used weekly for food and antiques markets
- Opportunity for public realm improvements

12. Castle Quarter

- A sequence of courtyards (closed overnight)

13. Bonn Square

- An urban square fronted with retail units.

14. Paradise Square

- A small square with dense tree planting
- Opportunity for public realm improvements

15. Westgate Shopping Centre

- Indoor public spaces which are managed by Westgate shopping centre
- Only open during Westgate shopping centre hours

16. Clarendon Square (proposed)

- Indoor public spaces which are managed by Westgate shopping centre

17. Woodins Way

- A key pedestrian only link between Oxpens and the Castle Quarter/city centre

Frideswide Square

Gloucester Green Town Square

Castle Quarter

Bonn Square

PUBLIC REALM

Public Realm and Open Space

Woodins Way

- Woodins Way has been identified as a strategic east-west route linking Oxpens road to the city centre which could be significantly improved
- Woodins Way is currently used as a pedestrian linkage between the Oxpens site and the Castle Quarter/ city centre
- It goes through a back alley, and leads to a pleasant riverside crossing and path
- It was well utilised despite the unactivated frontages and lack of uses around
- There is a prime opportunity to improve connections like these in Oxford as they are currently key routes people use

Takeaway points

- Oxford has a number of public squares but there is big opportunity for public realm improvements and to improve the connections between them.
- Osney Lock - opportunity to improve and expand green space.
- Despite not being within the red line boundary - a number of parks with sports and recreation surround the site and should be connected to the main sites of intervention.
- Opportunity for future development to frame, activate and improve adjacent public spaces and informal green spaces.
- Opportunity to improve connections like Woodins Way which are currently well utilised.

LANDSCAPE AND ENVIRONMENTAL ASSETS

Public Realm and Open Space

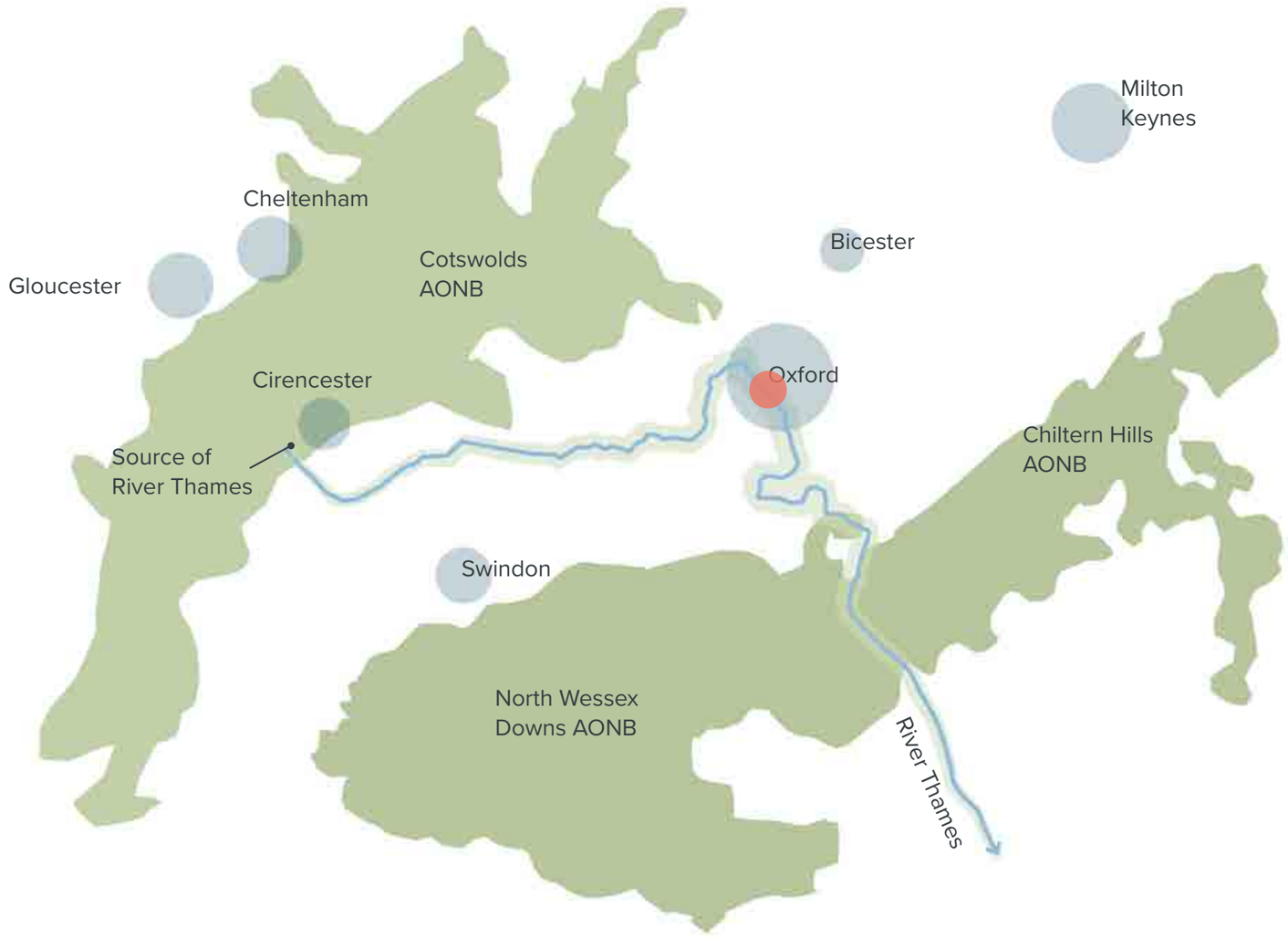
Takeaway points

- Site sits on the nationally important Thames Pathway trail from its source in the Cotswolds finishing at the Thames Barrier in London
- Site sits between two strategic Areas Of Natural Beauty

Oxford lies in between two strategic East - West green corridors. These corridors are designated Areas of Outstanding Natural Beauty (AONB) and the development of nearby areas should protect the character of these assets.

The River Thames corridor runs through Cotswolds AONB and Oxford and North Wessex AONB. These corridors have a rich variety of biodiversity and wildlife and are significant pieces of green and blue infrastructure in the region.

Oxford is surrounded by several hills which offer long distance views of the city. These hills and their views play an important role as environmental assets and make up an important and distinctive feature of its character (Oxford Landscape Character Assessment 2002).



Oxfordshire in relation to strategic green and wildlife corridors

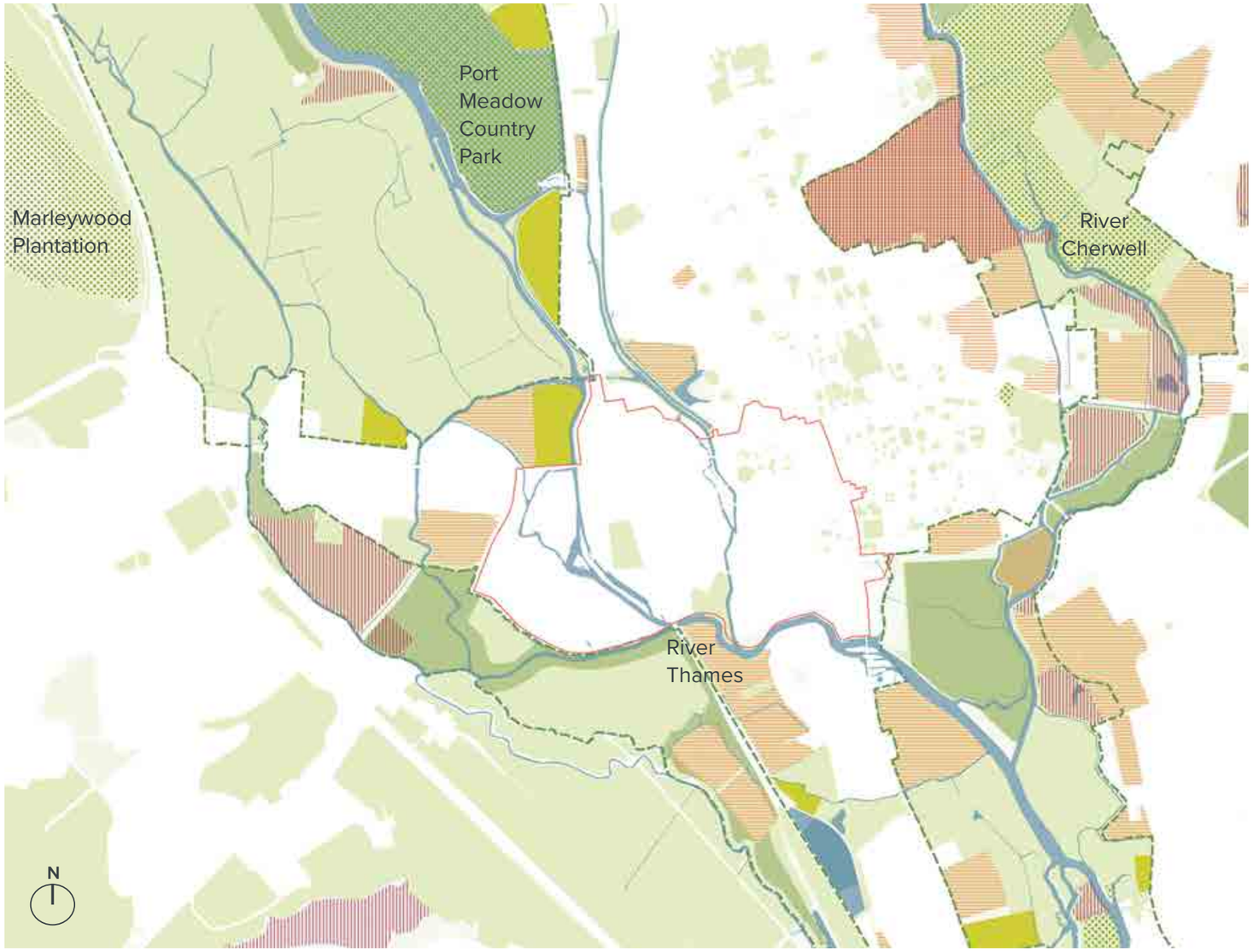
LANDSCAPE AND ENVIRONMENTAL ASSETS

Public Realm and Open Space

Strategically, the West End sits within a rich ecological context with multiple Local Wildlife Sites, Wildlife Corridors and SSSI's. A number of watercourses dominate the landscape. Of particular significance is the River Thames and Cherwell - both having a number of environmental assets sitting adjacent to them.

Takeaway points

- West of the site - Local Wildlife Site - consideration into the protection of this area when thinking about wider connections to Botley.
- North-west of the site - some important Sites of Special Scientific Interest (SSSI)
- River Cherwell green corridor to the eastern side of the city centre.
- Proximity and adjacency of Green Belt edge



- Green and Blue Infrastructure
- Allotments
- SSSI (A Site of Scientific Special Interest)
- Outdoor Sports
- Wildlife Corridors
- Local Wildlife Site
- Green Belt

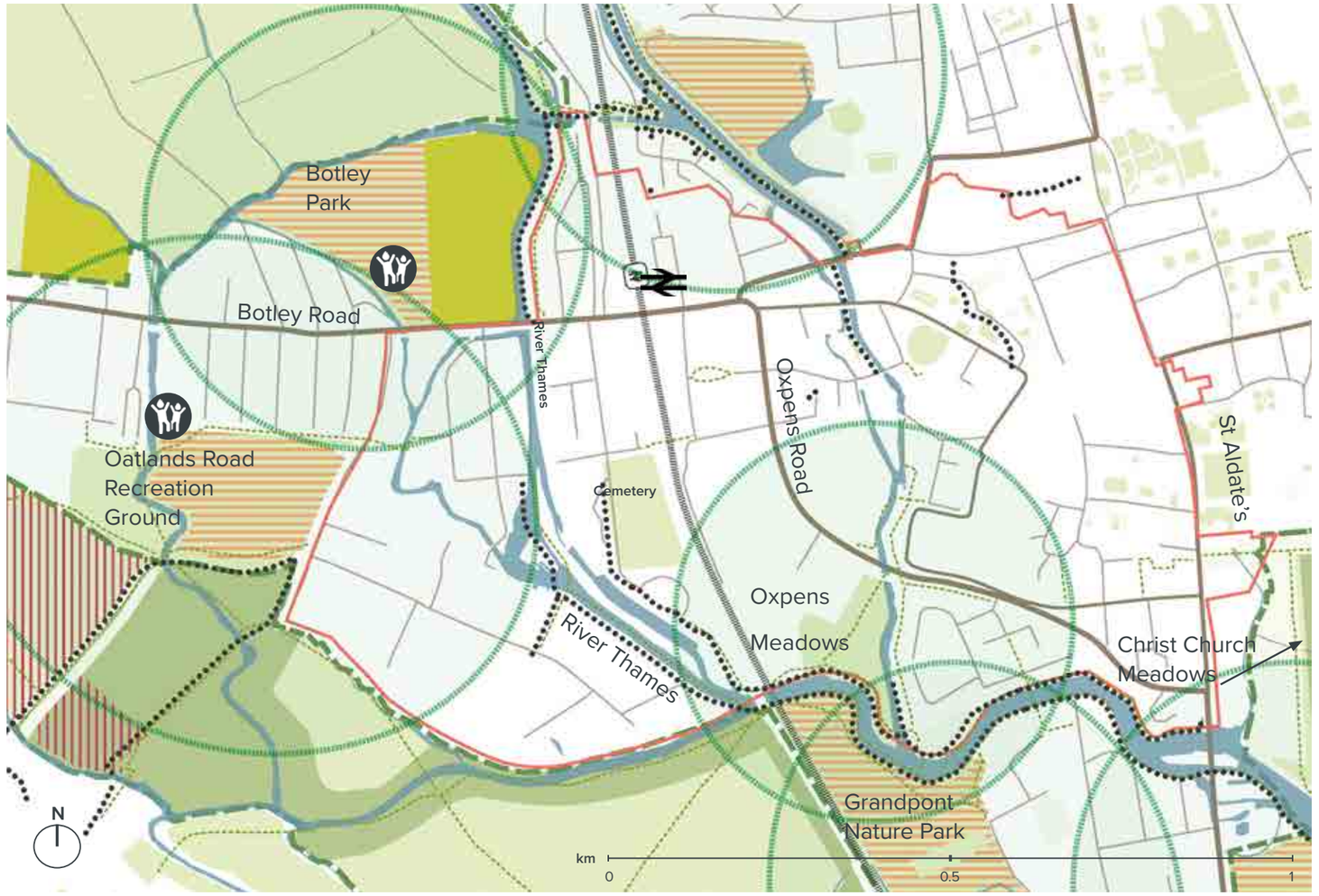
Takeaway points

- Importance of the protection of green spaces as outlined by the Local Plan
- Shortage of green spaces within the site area, especially to the east of the area.
- Lots of green amenity space bordering the south-west of the site - masterplan development must respond positively.

The site is the convergence of town and countryside and therefore there are a number of semi-nature green-spaces bordering the western and southern edge of the site.

Within the site itself Oxpens Meadows is the only formal park. Botley Park; Oatlands Road Recreation Ground and Grandpont Nature Park are all vital amenity spaces for the local community. Also, the areas extensive green belt area and riversides provide lots of opportunities for walkers.

Policy G1-G5 and G7 within the Local Plan 2036 seek to protect existing green infrastructure, including all those marked on the plan. Policy G8 asks development proposals to demonstrate how new or improved green or blue infrastructure features will be incorporated - including encouraging public access; food growing; recreation and play; biodiversity; links to the green network. It then sets out standards for green space provision for larger development proposals.



- Play Area
- Green and Blue Infrastructure
- Allotments
- Outdoor Sports
- Wildlife Corridors
- Local Wildlife Site
- Green Belt
- 5 minutes walking distance

PARKS

Public Realm and Open Space

Botley Park sits adjacent to a large area of allotments and accommodates lots of sports facilities: a Multi Use Games Area; tennis courts; West Oxford Bowls Club and green; and football goals. A community centre and cafe along with play area sits to the south of the park.

There is opportunity to improve pedestrian connections to this asset. It currently takes approx. 10 minutes to walk from Botley Park to Osney Mead.

Oatland Road Recreational Ground provides play equipment, two football goals and is bordered with mature trees and a watercourse to the west. There is opportunity to improve the interest within the park - enhancing play and sports facilities as well as improving biodiversity and promoting it as a place for the community to dwell. There is also opportunity to improve access from of the park to Osney Mead, despite being directly adjacent.

Takeaway points

- Consideration of the connections to these important public parks
- All parks could be improved with a landscape strategy
- Local parks should be assessed in terms of local needs to understand what types of play and recreation areas they might be able to accommodate.
- Access and entrance points to Oatland Road Recreational Ground could be improved creating an improved synergy between Osney Mead and the park.

Grandpont Nature Park is a mix of open meadow areas, woodland areas and sports, recreation and play. Especially in the summer, people frequent the park for picnics, relaxing in the sun and for nature walks.

Oxpens Meadows is an open green space and is subject to be improved by the City Council. Links to and through these green spaces will be a vital consideration within the masterplan.

Christ Church Meadow is a large green meadow along the Thames though it is privately owned by Christ Church College.

WATERSIDE WALKS

Public Realm and Open Space

Recreation along and on the river is an important part of the West End's community and connectivity along the watersides. Proposals need to be balanced with recreational facilities and preserving the areas for ecology.

River Thames flows just east of Osney and then south of the city centre. It is a key recreational and navigational route. It also provides space for canal boats; Osney Lock and borders a number of important green spaces.

It's character changes throughout the site but is often shaped by heritage buildings and historic towpaths.

View south from Osney Bridge towards Osney Mead

Said Business School fronts onto the River where there is lots of canal boats

Osney Lock and weir

Osney Marina is full of boats for recreation and living

Crossing of Bulstake Stream and under the railway line

South-east along the River Thames with Gasworks Bridge

The **Castle Mill Steam** flows through the western part of the city centre and joins up to the River Thames in the south. The character through the city centre is quite urban with many residential and educational buildings fronting onto it.

To the west and in the greenbelt, the watercourses take a much more natural character.

Takeaway points

- Highlighting the importance of the watercourses as key recreational routes
- To highlight the different characters of each of the watercourses.
- Opportunity to enhance frontages onto watercourses
- Opportunity to create waterside paths where missing and improve connectivity
- Opportunity to link any proposed new blue - green infrastructure into this natural system as part of Water Sensitive Urban Design (WSUD) solutions

The watercourse runs through the middle of the Nuffield College Sites

University buildings front onto the watercourse

Newly improved public realm sits in front of Mill Stream House

The intersection between Castle Mill Stream and the River Thames

Artist impression of Willow Walk Bridge 15 years after the Oxford Flood Alleviation Scheme is complete

The watercourse runs through Oatlands Road Recreation Ground

FOOD GROWING

Public Realm and Open Space

There are three designated food growing sites in close proximity to the site:

1. Twenty Pound Meadow Allotments (4.5ha) has 180 plots of varying sizes

2. Botley Meadows Allotments (1.5ha) has around 60 plots of varying sizes

3. Cripley Meadow Allotments (6.5ha) has approx. 200 plots of varying sizes

A strong network of food growing is already established within Oxford and there are some key stakeholders which will be key to consult and work with including Good Food Oxford; OxGrow; University of Oxford; and Incredible Edible Oxford.

Takeaway points

- There is a strong network of infrastructure and groups for food growing already existing in Oxford,
- Opportunity to collaborate with food growing stakeholders for information sharing and food growing projects.
- Opportunity to design smaller scale food growing opportunities - along streets; existing parks; under-utilised land) and also link this into the blue - green infrastructure
- Opportunity to incorporate productive landscapes as a key driver for the Osney Mead Masterplan

Twenty Pound Meadow Allotments is bounded by the River Thames to the east and Bulstake Stream to the north

Botley Meadow Allotments is bounded to the north by the Botley Stream

New student housing has emerged to the east of Cripley Meadow Allotments

A strong network of food growing is already established in Oxford.

CEMETERY

Osney Cemetery was established in 1848 due to central Oxford churchyards becoming too full. It has a lych gate and a stone wall surrounding it. The cemetery is now closed for new burials.

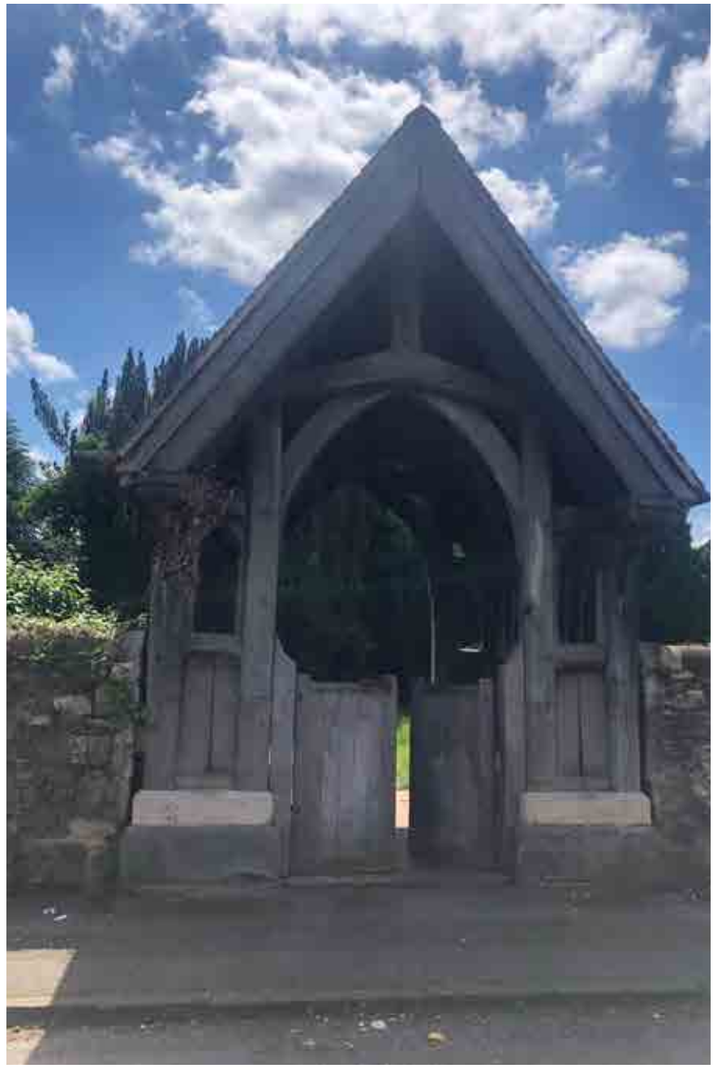
It's location is very hidden from key routes and it sits adjacent to the railway line and Osney Mead.

Takeaway points

- Within the redevelopment of Gibbs Crescent and the improvements of east-west connections across the railway line - consideration of the setting of the cemetery is essential.
- Highlighting the visual amenity of the cemetery and its importance as a visual landmark

The cemetery has a fairly dense tree coverage and planting

Osney Cemetery is a key visual landmark as you cross the bridge over the railway from Oxpens



The wooden lynch gate is surrounded by a low stone wall and is the only entrance in which sits on Osney Lane

MOVEMENT AND TRANSPORT

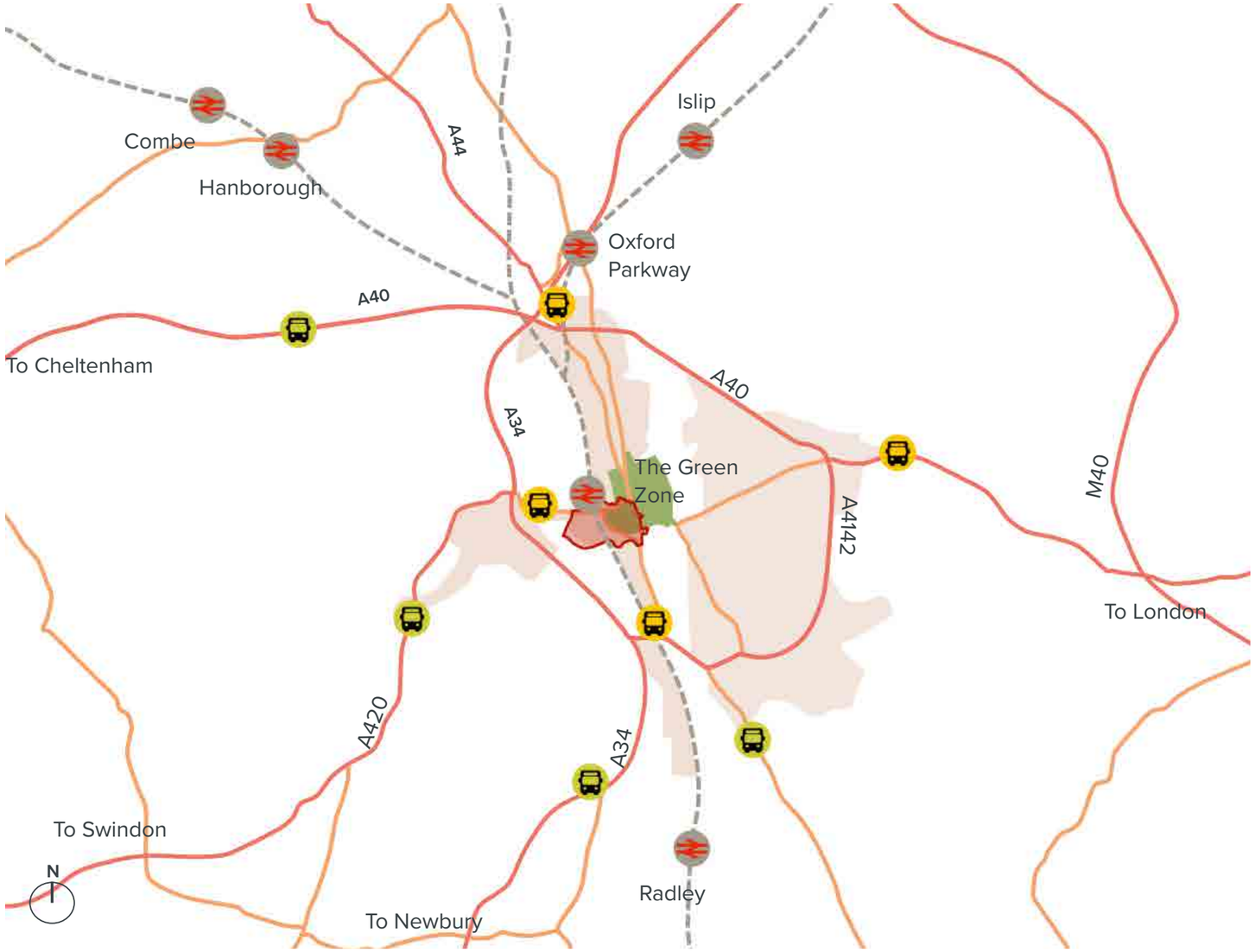
Understanding movement at a strategic and local scale is an essential component of the Spatial Framework. Promoting active travel within the surroundings of the site will require a holistic overview which needs new bridge; new links and an improved quality of experience along existing routes.

WIDER TRANSPORT NETWORK

Oxford sits strategically between London; the West Country and the West Midlands. The Great Western Railway and Cross Country provides services to Reading (approx. 25 mins); London (approx. 50 mins); and Birmingham (approx. 1h10).

A number of existing Park and Rides are established, and new ones proposed around the city - aiming to reduce congestion into and within the City. The Green Zone enforces low emission and zero emission requirements from 2021/22.

In March 2021, the Zero Emission Zone Pilot was approved by Oxford City Council's cabinet and will involve restricting polluting vehicles from key city centre streets during the day. Those who drive polluting vehicles into the zone will be charged a fee, with the level of the charge dependent on how polluting the vehicle is. The ZEZ pilot is the first phase of the Zero Emission Zone and will allow pave the way for a larger Zero Emission Zone covering most of Oxford city centre to be implemented in 2022, subject to further public consultation. Several key West End streets were included in the Pilot program including New Inn Hall Street and Bonn Square.



- Railway Station
- Existing Park and Rides
- Proposed Park and Rides
- Built form area of Oxford
- Area of influence
- The Green Zone (2021-22)

EXISTING CONNECTIONS AND SEVERANCE: WALKING

Movement and Transport

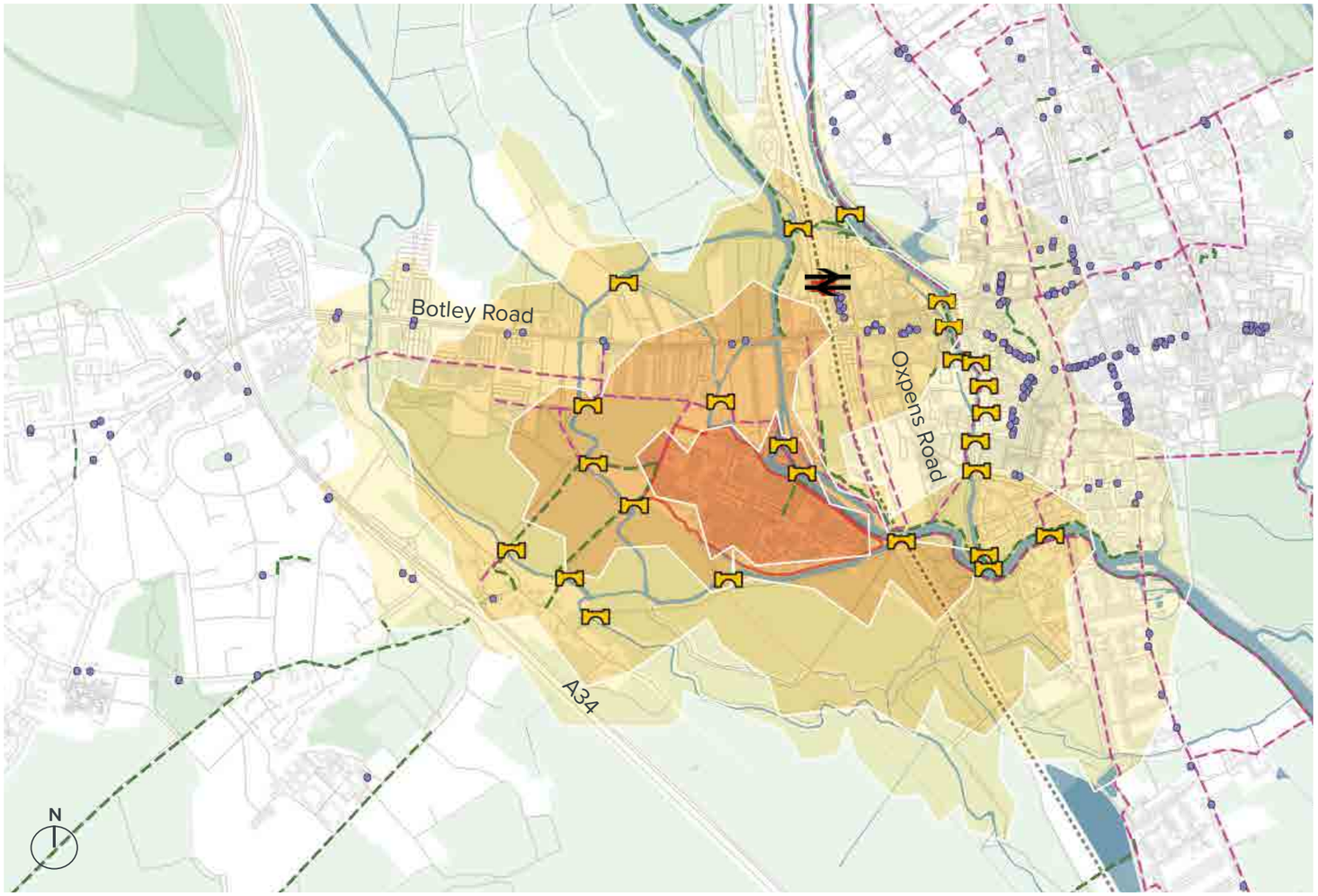
There is a disparity between the quality and comprehensiveness of walking routes and connections in the eastern and western parts of the study area. The east of the study area benefits from a comprehensive network of footways / walking routes linking key destinations within the city centre and between towards the station. Although walking connections are available to Osney Mead, the main route (Ferry Hinksey Road) is vehicle dominated and indirect. Walking connections are also available via the Thames towpath, however these suffer from issues such as flooding and lack of lighting.

Walking isochrone analysis of the West End of Oxford currently shows that there is significant severance and poor connectivity between the east and the west of the area of interest. This can be attributed to the barriers created by the River Thames and railway line. It currently takes over 15 minutes to reach the city centre and Westgate shopping centre on foot from Osney Mead. Connections are provided in the north along Botley Road, across the railway at the Becket Street – Osney Lane footbridge and to the south across the Gasworks walking and cycling bridge.

The central focus area of the West End at Osney Mead can only be currently be accessed on foot via Ferry Hinksey Road or via the River Thames towpath, which bounds East Street and Osney Island to the north, or through Grandpont to the east. Osney Mead as it currently stands has a high Travel to Work car mode share (around 55%) meaning that at present there is a high proportion of vehicular movement into the area during the morning peak hour and out of the area during the evening peak hour. The station and local bus stops are also likely to be key destinations for those working in Osney Mead, which can be accessed via Ferry Hinksey Road or the Thames towpath via Osney Island.

Takeaway points

- There is significant severance and poor connectivity between the east and west in the study area, which can be attributed to the barriers created by the River Thames, railway line and north-south by highways and built-forms.
- Despite its proximity to the city centre, it currently takes over 15 minutes to walk from Osney Mead to the city centre and Westgate Shopping Centre due to severance and lack of connectivity.
- There is a disparity between the quality of walking routes and connections in the eastern and western parts of the study area.
- Poor inclusivity and accessibility for those who may be mobility impaired, with a lack of adequate lighting, wayfinding and weather protection.



Walking accessibility from site

- Existing Bridges
- Bus Stops
- Local Walking Routes (incl. Bridgleways)
- Local Cycle Routes
- 5 mins
- 10 mins
- 15 mins
- 20 mins

EXISTING CONNECTIONS AND SEVERANCE: CYCLING

Movement and Transport

The cycling isochrone analysis shows that the majority of the city centre can be accessed within a 15-20 minute cycle of Osney Mead (based on a cycling speed of 21 kph).

On-street painted cycle lanes are provided on most of Botley Road, providing east – west connections for cyclists towards the city centre, however not in the greatest level of quality considering the likely volume of cyclists using this as a main route into the city centre from the west. Improvements to cycling infrastructure are currently being implemented along the Botley Road corridor between Eynsham Road (to the west) and Ferry Hinksey Road (to the east). Cyclists can also use the Thames towpath to travel from the Osney Mead to the city centre, however this is shared use with pedestrians and lack of opportunity to provide separate facilities due to current width constraints. The surface quality along this route is also variable, and there is a lack of lighting, wayfinding and weather protection. There are also height restriction under some of the bridges, which could affect cyclists.

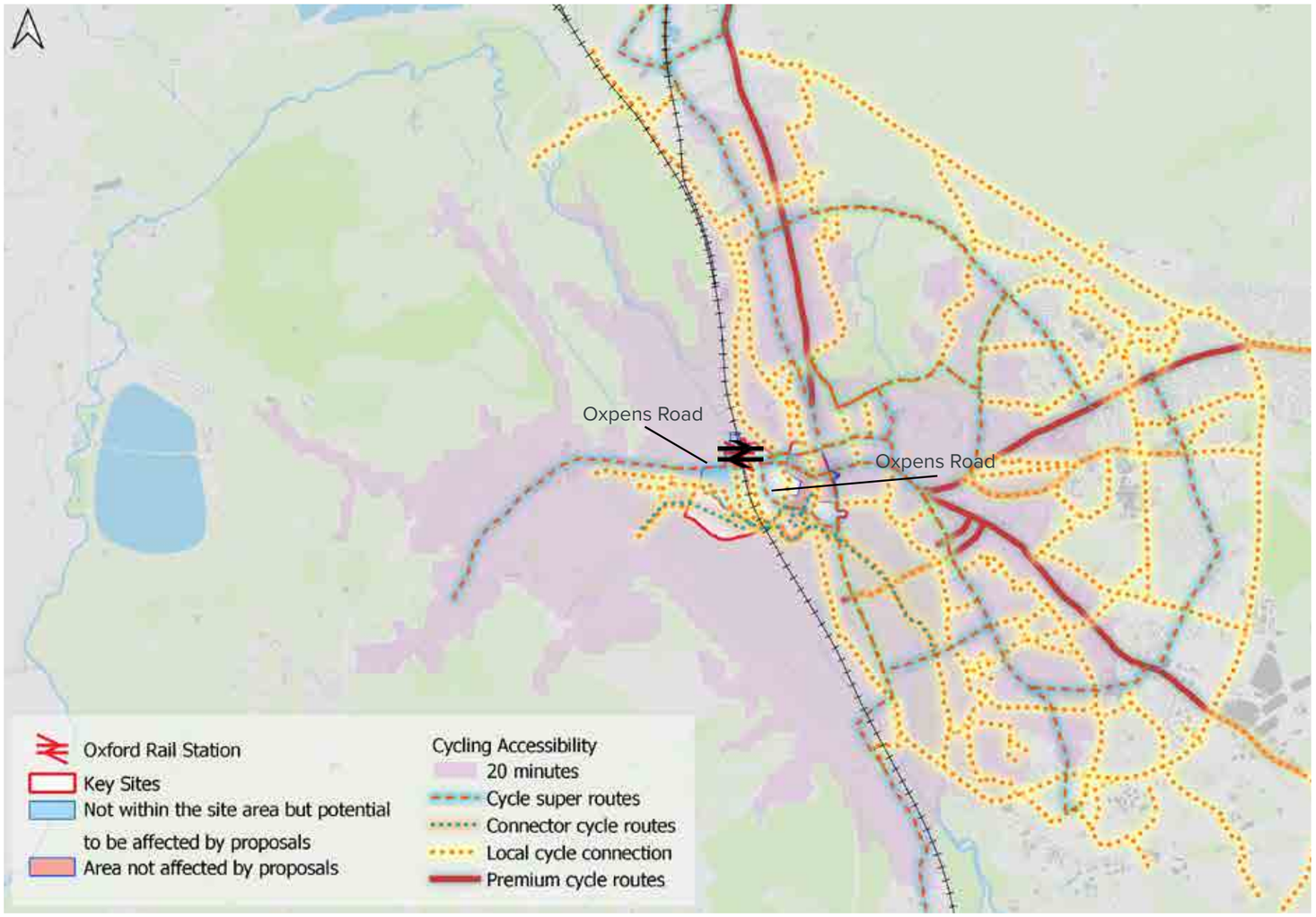
On-street painted cycle lanes are present along Oxpens Road, although as noted previously, this road is dominated by vehicular traffic and this does not provide a pleasant cycling environment. The spatial constraints within the historic city centre means that dedicated cycling infrastructure is generally limited.

The Oxford Transport Strategy (2016) proposes a network of Cycle Super Routes, Premium Routes and Connector Routes, which would link Oxford city centre with key destinations in the surrounding area such Headington, Summertown, Kidlington and Blackbird Leys.

The Oxford LCWIP (2020) further supports the creation of a comprehensive network of mixed cycle routes to destinations throughout Oxford. The LCWIP has an ambitious aim for increasing cycling in Oxford by 50% by 2031. As well as creating a comprehensive network of cycle routes, key pillars of the LCWIP include Low Traffic Neighbourhoods and traffic restrictions in the city centre.

Takeaway points

- Cycle lanes are provided along Botley Road and Oxpens Road, however there is a lack of protected infrastructure from vehicular traffic.
- Spatial constrains within the historic city centre means that dedicated cycling infrastructure is generally limited.
- The Oxford Transport Strategy proposed the introduction of a network of cycle routes linking Oxford city centre with key destinations in the wider area.



EXISTING PUBLIC TRANSPORT NETWORK

Well used bicycle parking in Bonn Square

Oxford Railway Station

Cycle storage at Oxford Railway Station

Poor pedestrian experience on Oxpens road with lack of legibility, poor crossings and inactive street frontages

Poor pedestrian access from Oxford Station to Osney

Limited cycle infrastructure on Botley Road

EXISTING PUBLIC TRANSPORT NETWORK

Movement and Transport

There is a disparity in access to public transport services between the eastern and western parts of the study area. The eastern part of the study area is well served by multiple bus stops and routes, and the railway station can easily be reached via the network of walking routes available. Several bus stops are located outside the Westgate Shopping Centre, however there are currently no public service routes available from stops on Oxpens Road.

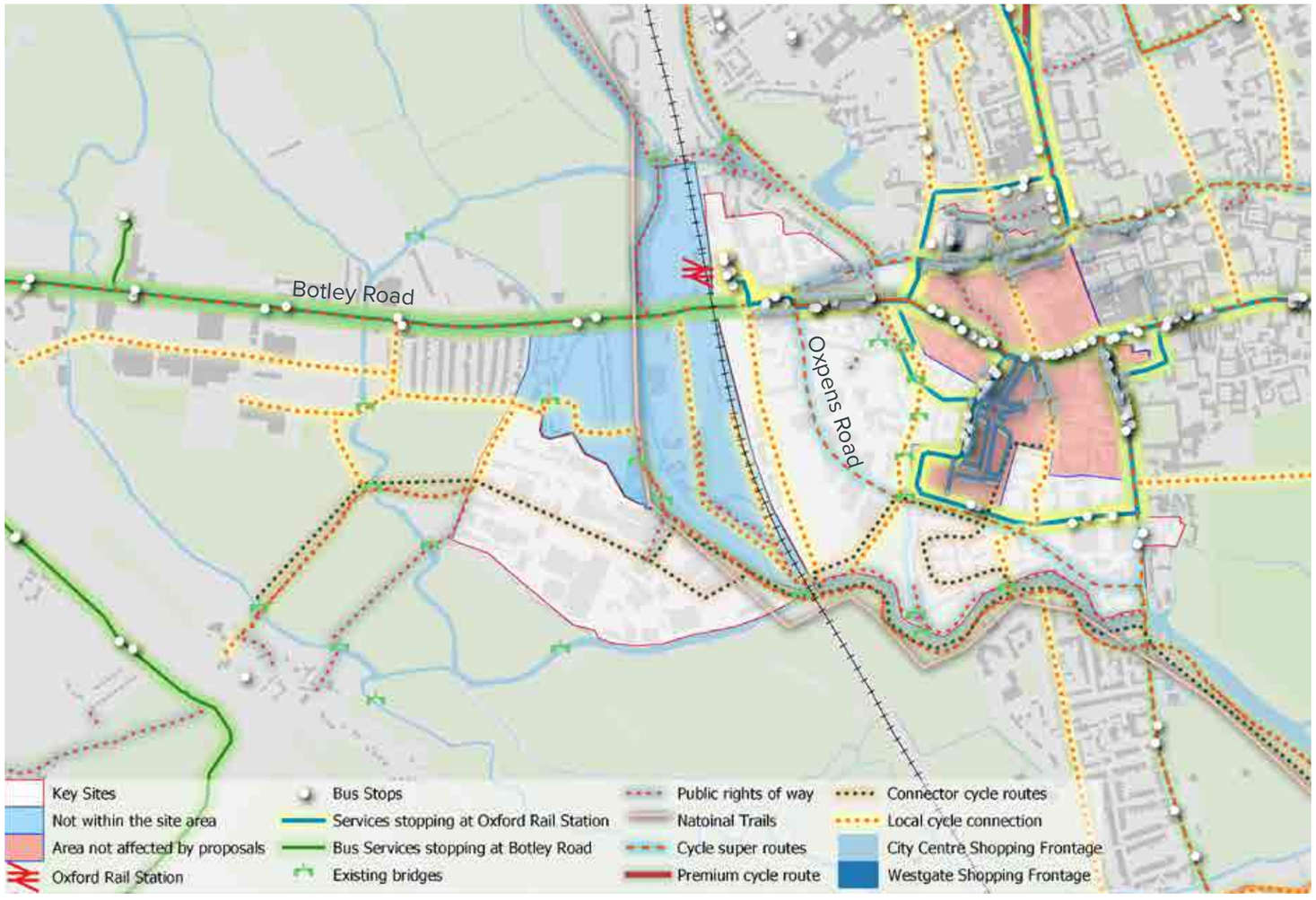
The eastern part of the study area (Osney Mead) is not directly served by any bus routes or stops. The nearest bus stops to Osney Mead are a 10 minute walk, which have to be accessed via Ferry Hinksey Road. Whilst bus services from this location on Botley Road provide east – west connections, including to the city centre, these suffer from peak hour congestion affecting bus journey times and reliability. The railway station and additional bus services can be accessed in around a 10 minute walk from Osney Mead, via the Thames towpath and Botley Road'

North-south connectivity from the station and Botley Road to Oxpens and Osney Mead are currently poor for walking and cycling. The severance as mentioned previously, causes a lack of opportunity for east-west movement to the town centre.

Owing to this poor connectivity, bus stops in the city centre are currently outside a 10-minute walk from Osney Mead. There are proposals for some improved connections to the east, including the proposed bridge delivered as part of the Oxpens masterplan (policy SP1 in the Local Plan and Oxpens SPD) linking Oxpens with Grandpont and Osney Mead, which could reduce the time taken to reach these bus stops, making services from these stops more accessible.

Takeaway points

- The station is located at the heart of the study area, providing access to rail services and city-wide bus routes.
- There is a disparity in public transport accessibility between the eastern and western parts of the study area.
- Bus stops are available on Botley Road and the Westgate Centre. There are currently no bus services available to be accessed on Oxpens Road.
- Whilst bus services are available on the Botley Road providing access to the city centre, these suffer from peak hour congestion affecting bus journey times and reliability.
- Owing to the poor east – west connectivity, the bus stops in the city centre are over a 10-minute walk from Osney Mead. Opportunities to improve Osney Mead's access to the public transport network may improve in future through the delivery of the proposed bridge as part of the Oxpens Masterplan.



POTENTIAL TRANSPORT NETWORK AND PROPOSED IMPROVEMENTS: OCC AND 3RD PARTIES

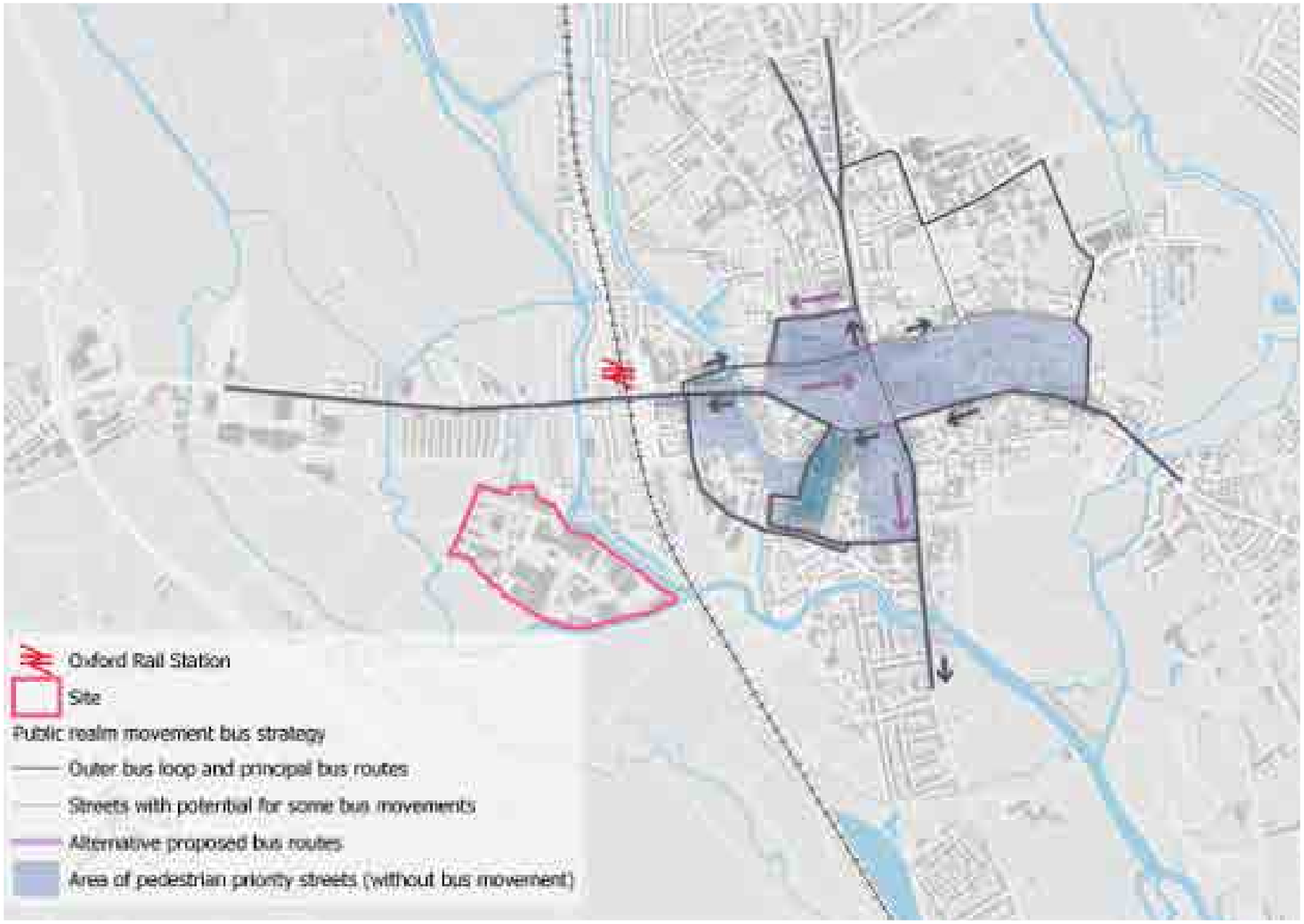
A number of transport interventions and improvements have been proposed by Oxford City Council (OCC) / Oxfordshire County Council and third parties in recent years, including:

- Oxford City Centre Movement and Public Realm Strategy (MPRS) (Phil Jones Associates on behalf of OCC and the County Council, 2018).
- Alternative Movement and Public Realm Strategy (AMPRS) (Stantec on behalf of Oxford Bus Company and Stagecoach, 2019).
- Connecting Oxford (OCC and the County Council, 2019).
- Oxford LCWIP (2020)

The status of the interventions and improvements contained in these is currently unknown, owing to difficulties receiving stakeholder buy-in. The key shared principles of all of the proposals are:

Buses – both the MPRS and AMPRS propose changes to bus routing which would increase the number of bus services running along Oxpens Road, thus potentially improving the public transport connectivity of within the study area and increasing the public transport accessibility catchment.

Walking and cycling – All documents cited above promote reallocating space away from vehicles and towards people walking and cycling in the city centre and on corridors into it.



Bus Strategy - Phil Jones Oxford City Centre Movement and Public Realm Strategy and the Alternative Movement and Public Realm Strategy (2018)

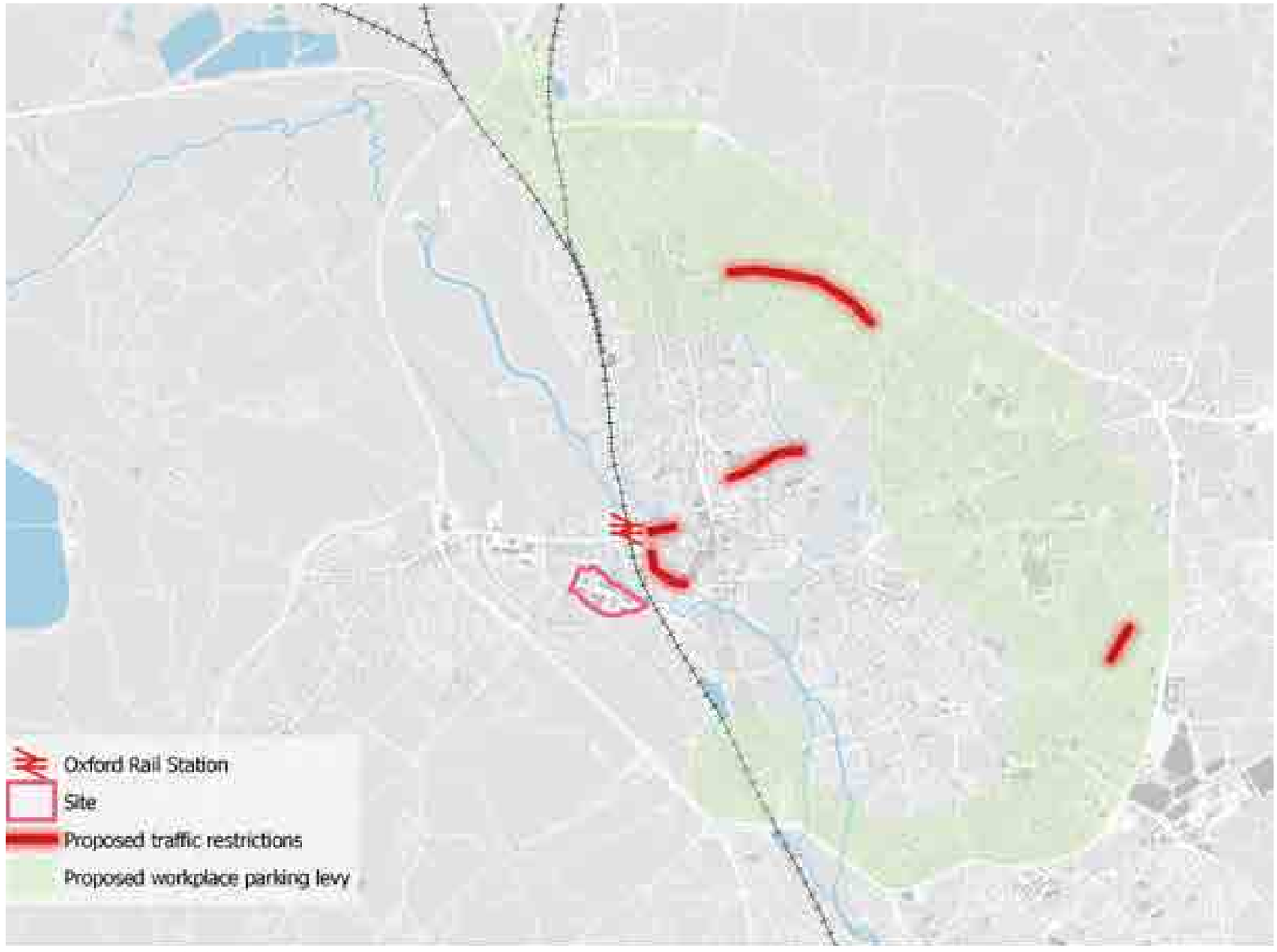
POTENTIAL TRANSPORT NETWORK AND PROPOSED IMPROVEMENTS: OCC AND 3RD PARTIES

Movement and Transport

The Connecting Oxford strategy proposes wide ranging interventions, including bus gates, one of which is proposed on Oxpens Road / Thames Street which would limit access for private cars during certain times of the day. A Workplace Parking Levy for employers located in the Eastern Arc of the City is proposed. These changes are due to be implemented by 2023.

Proposals for the Station are currently being developed by Network Rail and Atkins (as Masterplanners). More details about the proposals are referred to in Chapter 4 of the Spatial Framework. Various options for the redevelopment of the Station are being explored, including the potential for a new bus interchange and active travel improvements on surrounding streets.

A pilot of the Zero Emissions Zone (ZEZ) is due to be introduced in August 2021, covering streets in the city centre. This will levy varying charges on vehicles based on tailpipe emissions, with only 100% zero emission vehicles being able to enter the zone free of charge. The wider ZEZ is due to be implemented in Spring 2022 and will cover streets in the study area, including Oxpens Road and Hythe Bridge Street.



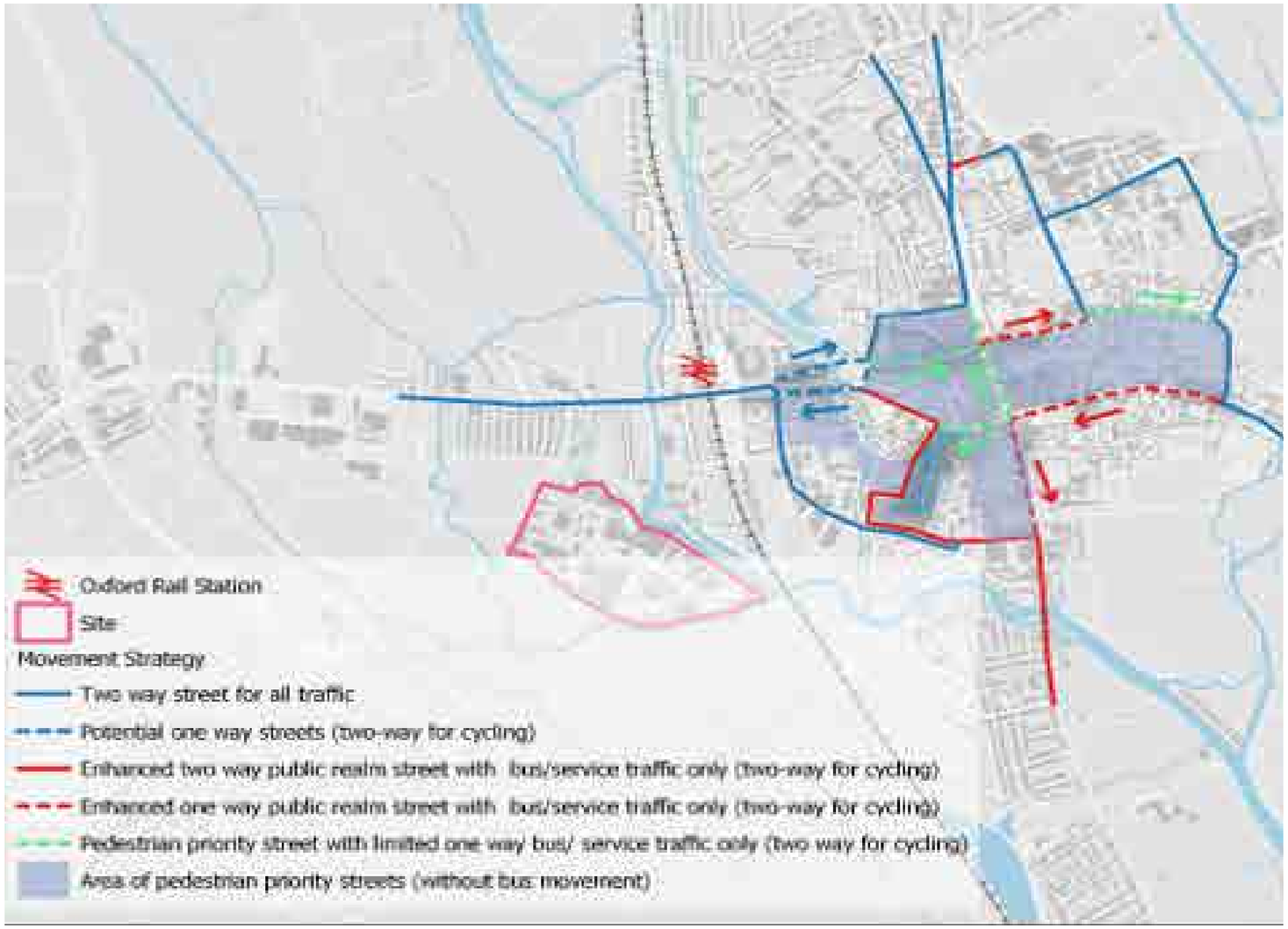
Connecting Oxford, Oxford County Council

The Local Cycling and Walking Infrastructure Plan (LCWIP) was adopted in 2020 and sets out a target to achieve a 50% increase in cycling trips in Oxford by 2031. The LCWIP sets out proposals for active travel improvements in the area, including the implementation of a comprehensive cycle network (to be formed of 'quick' and 'quiet' routes), a series of Low Traffic Neighbourhoods (LTNs) and public realm proposals to help support walking.

Future policy changes – the County Council are currently updating the Local Transport Plan (to be renamed the Local Transport and Connectivity Plan), which will set out core policies and principles to be considered and this is due to be adopted in the near future.

Takeaway points

- A number of transport interventions and improvements have been proposed by Oxford City Council / Oxfordshire County Council and third party stakeholders in recent years. The status, priority and programme for delivery of these interventions is unclear.
- Changes to bus routes have been proposed, which would potentially increase the number of bus services running along Oxpens Road, thus potentially improving public transport connectivity in the study area.
- Proposals for a bus gate could limit access for private cars on Oxpens Road at certain times of the day.
- Proposals for the Station redevelopment envisage the creation of a distinctive new gateway to Oxford. The provision of a new bus interchange at the Station is also being explored.



Movement Strategy, Phil Jones Oxford City Centre Movement and Public Realm Strategy (2018)

SENSE OF ARRIVAL

Movement and Transport

The study area covers a wide spectrum of different environments. Frideswide Square (photo 5) has undergone transformative change over the last few years, providing a new higher quality gateway to the city centre and West End. However, similar changes have not been undertaken at the west side of the station, which has a lower quality sense of arrival for visitors (photo 6). There are plans to improve the station forecourt and arrival space, but connections between these focus areas and others are poor.

For instance, Osney Mead is currently accessed via Ferry Hinksey Road (photo 1), South Street (photo 2) and the Thames towpath (photo 3). From the station, Osney Mead is reached via Botley Road which provides a bridge over the River Thames (photo 4).

The current accesses do not create a gateway befitting a global innovation quarter. The accesses are generally narrow in width and have limited / no street lighting or overlooking, particularly in the case of the towpath. The towpath has a mixed surface quality, only paved in places and is liable to flooding, making it muddy or impassable at certain times of the year.

Ferry Hinksey Road is the main vehicular access to Osney Mead and is currently vehicle-dominated, with little sense of place, and substandard sustainable transport infrastructure, despite recent interventions.

Botley Road is a key vehicular corridor from the west into Oxford, and is also car-dominated and heavily congested at peak times.

Despite being a key movement corridor to the west, pinch points currently exist on some footways, in particular on the bridge over the river (photo 4). However, Network Rail's plans to redevelop the west side of the Station were approved in November 2021. The redevelopment will provide a new second entrance to the Station and public realm improvements next to the Station on the north side of the Botley Road. This paves the way for further improvements to the east of the Station as part of the wider redevelopment proposals.

Oxpens Road (photo 7) has seen recent changes to facilitate the redevelopment of the Westgate shopping centre. Basic cycling and pedestrian infrastructure is provided along here, however the street is vehicle dominated and provides access to the Westgate shopping centre car park which has 1,000 spaces.

Takeaway points

- Some parts of the study area, particularly to the east of the station around Frideswide Square, have undergone transformative changes in recent years to provide a higher quality gateway to the city centre.
- The current access points to Osney Mead do not create a gateway befitting a global innovation quarter.
- Oxpens Road has benefited from changes in recent years, however it is still vehicle dominated and provides access to the Westgate Shopping Centre car park which has 1,000 spaces.

Ferry Hinksey Road

South Street

Towpath

Botley Road (bridge over Thames)

Frideswide Square

Botley Road (west of station)

Oxpens Road

EXISTING BRIDGES CONNECTIONS

Movement and Transport

There are currently four places where the river / railway line can be crossed and provides east-west connectivity:

- Botley Road (photo 4).
- Becket Street – Osney Lane bridge over the railway line (photo 5).
- The Gasworks bridge over the river linking St Ebbe's with Grandpont (photo 3).
- Under the railway line along the Thames towpath (photo 6).

The existing connections are not of high quality and lack inclusivity and accessibility for all users. They also suffer issues including being liable to flooding (photo 6), being very restrictive in width, (photos 1, 2, 4 and 5) and not providing step-free access (photo 5).

Regarding existing and future bridges, further information has been gathered as follows:

- Knight Architects published a RIBA Stage 1 Report in October 2021 investigating potential locations of a newly proposed Oxpens Bridge. Key elements to consider for the bridge location include the relationship between Oxpens / Osney Mead and wider connectivity in the area, the proximity to the railway line, the design of the bridge (so as to minimise length and height), aligning the bridge with the Oxpens masterplan street layout, and reducing the impact on the Field in Trust designation area in Oxpens Meadow. The bridge will cater for a range of users and will provide access to the Oxpens development as well as the wider area.
- Oxford University have previously informally raised the idea about a new bridge linking Barrett Street and South Street (Osney Island). The view at the time was that this would be a useful new route, however would present challenges in terms of land ownership and potentially being unattractive for cyclists who would need to dismount to travel over the bridge as the appropriate gradient ramps could through not be achieved, as well as the route across the lock. However, it is understood that this could be explored further with the University and City Council as part of Osney Mead discussions.
- It is understood that Network Rail are considering removing the bridge over the railway line linking Beckett Street with Osney Lane as part of the station masterplan work. This would worsen east-west connectivity in the area. This clearly presents a challenge in terms of wider connectivity, regardless of whether other connectivity proposals are delivered.

Takeaway points

- There are currently four locations where the river / railway line can be crossed to provide east – west connections in the study area.
- Existing connections suffer from issues such as a lack of inclusivity, accessibility and step-free access, being liable to flooding and being restricted in width

CHALLENGES AND OPPORTUNITIES

Movement and Transport

Opportunities

1. Opportunity to improve public transport connectivity to Osney Mead.
2. Opportunity to improve connections under / over railway line and river. Network Rail are looking to re-provide it within the Station masterplan.
3. Opportunity to enhance walking and cycling facilities on existing streets in the area, in collaboration with the County Council and developers.
4. Opportunity to utilise the river as a point of access and improve the quality of experience on it.
5. Opportunity to collaborate with developers to enhance the gateway to the city centre from the station.
6. Opportunity to utilise the Station as an impressive gateway to the City.

Challenges

1. Large retail car park for the Westgate Centre contributes to significant vehicle flows in the West End area and on Oxpens Road.
2. The existing footbridge is of poor pedestrian quality though Network Rail are looking to re-provide it within the Station masterplan.
3. Currently car parking and vehicles dominate streets and the public realm. Network Rail are looking at options for the amount and configuration of car parking and options for the future of Becket Street.
4. Existing walking and cycling connections to Osney Mead are generally of poor quality and in need of upgrading. Poor public transport accessibility


3
6
3
5
2
2
2
4
1
3
1
4
4
2
4
2

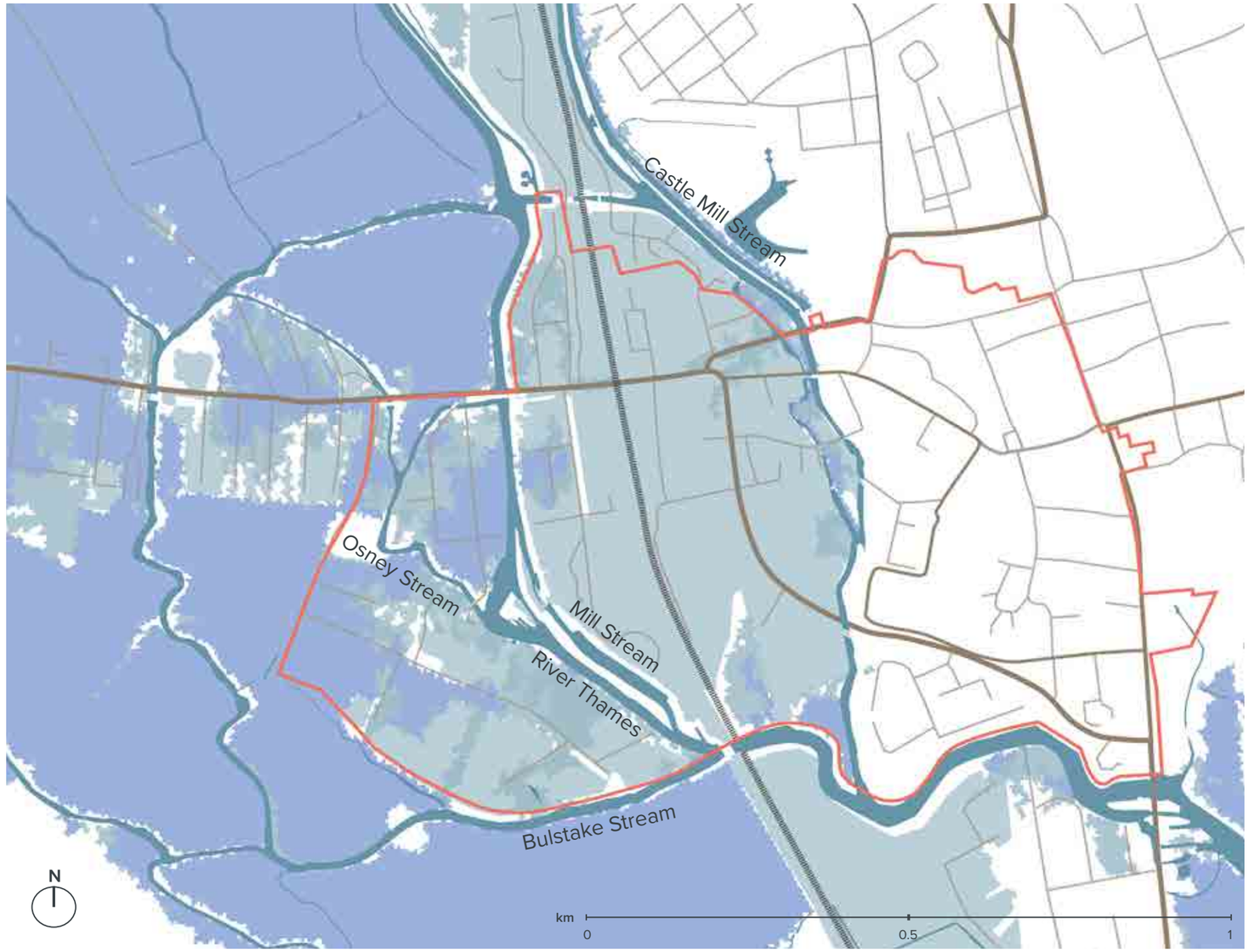
FLOODING

Flood risk is a major consideration on the site and with new sites coming forward for redevelopment it must be dealt with sensitively. This chapter assesses the existing flood risk and topography of the site; the role of Oxford's Flood Alleviation Scheme (OFAS) and some preliminary conclusions for the Osney Mead Regeneration site.

EXISTING FLOOD RISK

Existing flood risk posed to the site prior to the implementation of the Oxford Flood Alleviation Scheme.

Most of the site is within flood zone 2 or 3a, with some of Osney and Osney Mead Industrial Estate in 3b.–



Flood zone 2
High probability of flooding: land has 1 in 1000 or greater annual probability of river flooding

Flood zone 3a
High probability of flooding: land has 1 in 100 or greater annual probability of river flooding

Flood zone 3b
Functional floodplain: zone compromises land where water has to flow or be stored in times of flooding

Watercourses

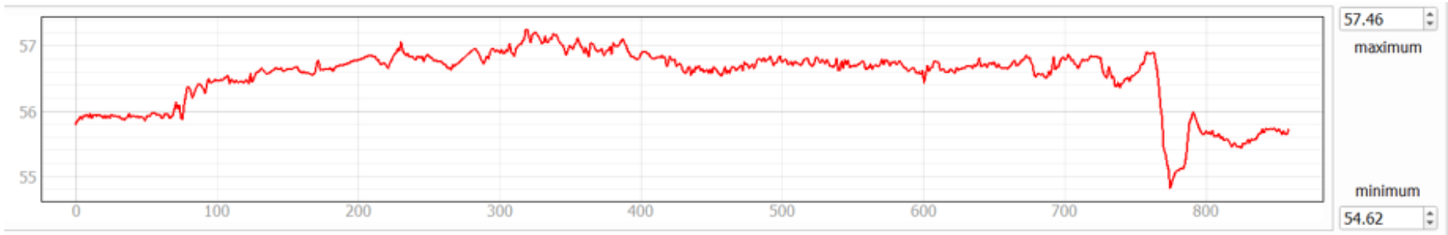
UNDERSTANDING TOPOGRAPHY

Flooding

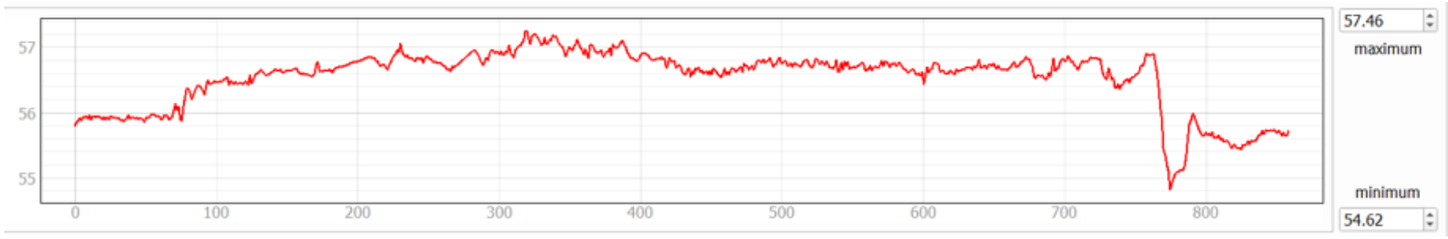
Osney Mead Industrial Estate is relatively flat sitting at approx. 57m above sea level. The adjacent green belt drops to around 55-56m and the level of watercourses drop further to 54m.

Section A illustrates how flat the Industrial Estate is varying by half a metre. At Bulstake Stream the topography suddenly drops to 54.6m.

Similarly, Section B illustrates how flat the Industrial Estate is and either side Bulstake Stream and the River Thames drop to under 55m.



Section A: north-west to south-east



Section B: north-east to south-west


SECTION A
SECTION B
Elevation (mAOD)
54
55
56
57
58

OXFORD FLOOD ALLEVIATION SCHEME

Flooding

Oxford Flood Alleviation Scheme

The Environment Agency is working in partnership on a major new scheme to reduce flood risk in Oxford. The Oxford Flood Alleviation Scheme will cost around £150 million and is one of the biggest flood schemes in the country. Due for completion in 2025.

The scheme is approximately 5km long and begins north of Botley Road and ends south of the A423 near Kennington where the new stream joins the River Thames.

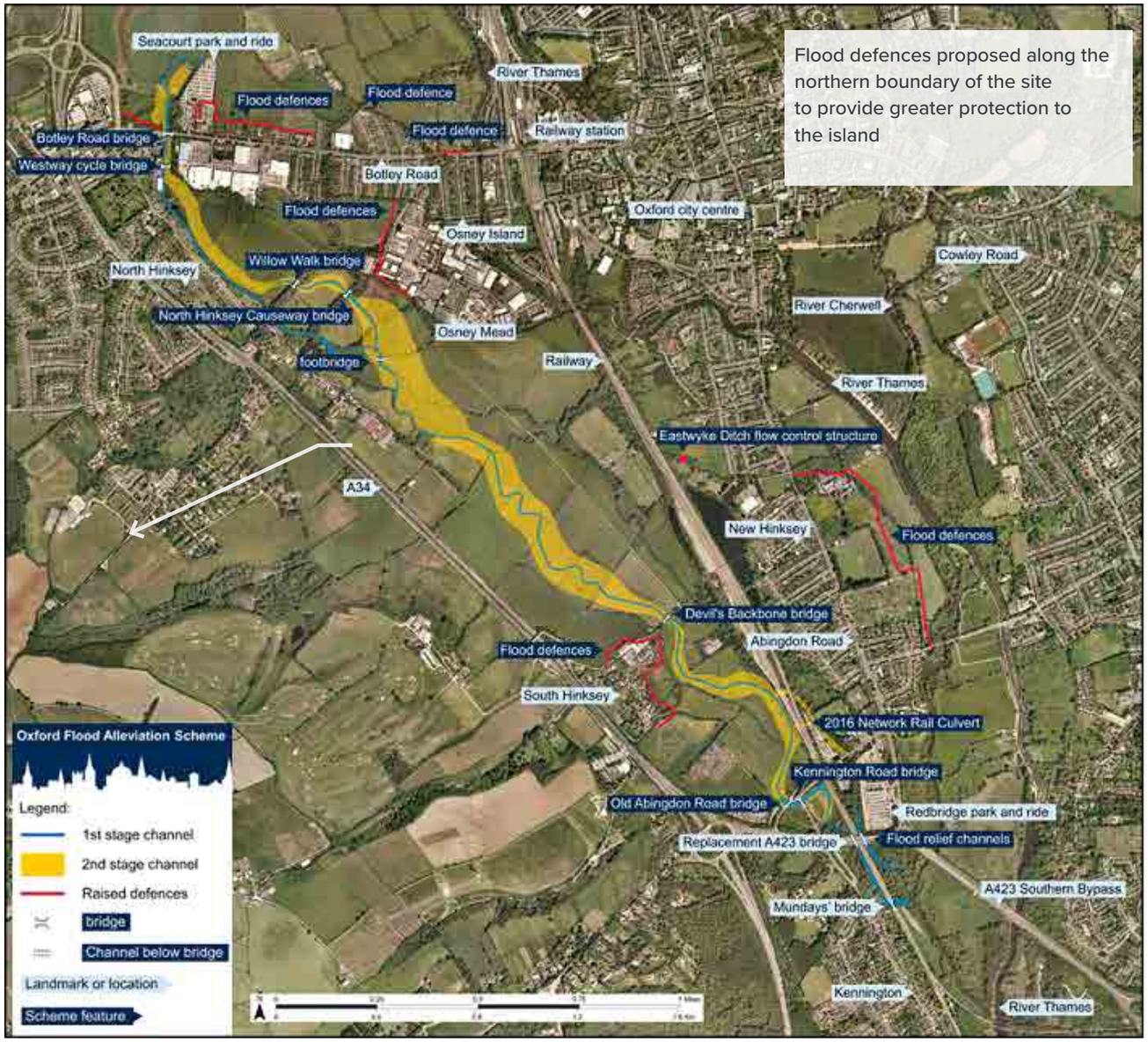
Creating a new wildlife corridor for Oxford

The scheme will create a new stream with wetland wildlife corridor, running through the existing floodplain to the west of Oxford. This will create more space for floodwater away from built-up areas, reducing flood risk in Oxford and surrounding areas for many decades to come.

Environmentally, the new scheme will create over 20ha of new wetland habitat and the lowered ground alongside the new stream will consist of wetland habitat, grazing meadow and seeded with wild-flowers which will encourage biodiversity of wetland and aquatic wildlife.

The Environment Agency has collaborated with Earth Trust to ensure the long term environmental benefits and legacy of the scheme and ensure habitat management and enhancement; and maintaining long term engagement with local communities.

When water levels in the River Thames are high, flood water will overtop the new stream and start to fill the lowered wetland around it. This will ensure that water flows away from built-up areas.



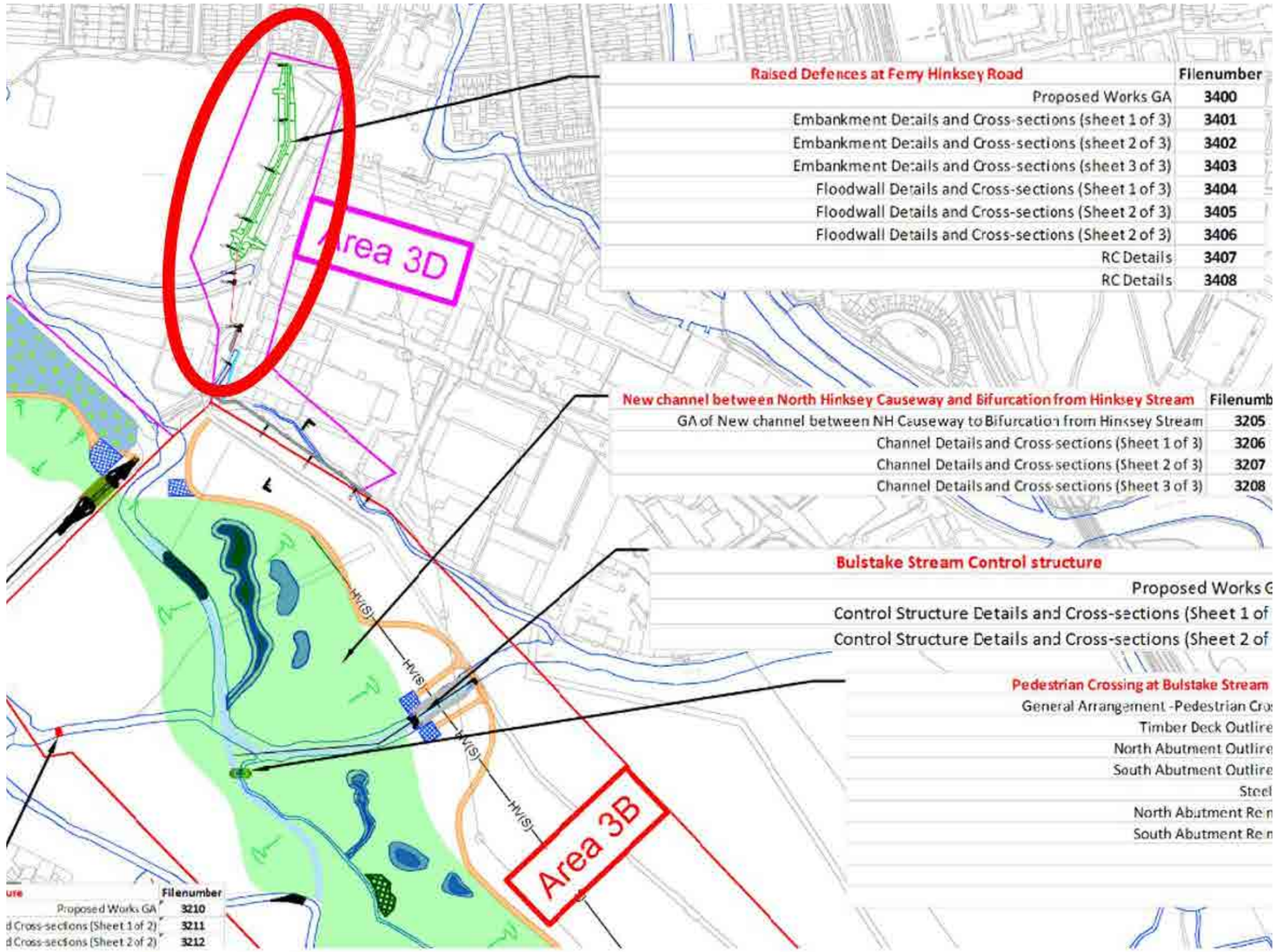
Flood defences proposed along the northern boundary of the site to provide greater protection to the island

The height of the flood defences at this location (circled in red) is constrained by the surrounding topography. The (Above Ordnance Datum) design height of the proposed flood defences is 56.70m AOD , the 100 year flood event is 56.75m AOD.

Any water which overtops these defences in these storm events will need to be either pumped out or drained away by the on site drainage network.

Takeaway points

- Opportunity to connect into proposed wildlife corridor created by Flood Alleviation Scheme
- Opportunity for masterplan to respond to floodable landscapes through landscape/ public realm features and interesting typologies as part of Water Sensitive Urban Design (WSUD) solutions
- Consideration of how the quality of the raised defences at Ferry Hinksey Road will affect the interface between Osney Mead and Oatlands Road Recreation Ground.



FLOOD MODELLING

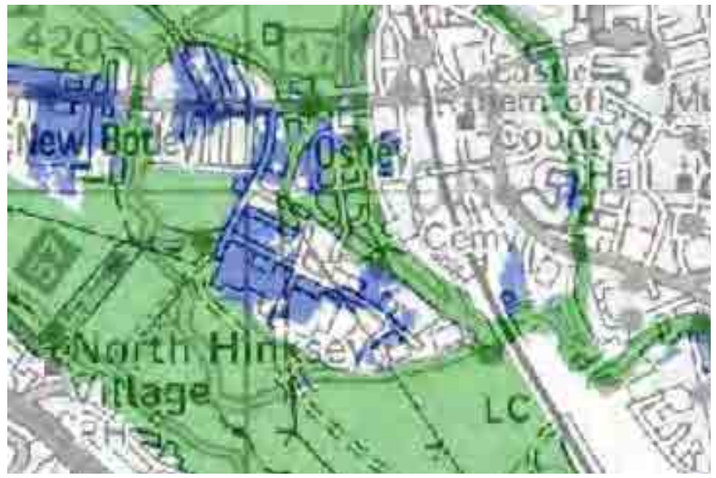
Flooding

The maps contain the flood modelling within the flood risk assessment for the Oxford Flood Alleviation Scheme. The maps compare the modelled flood outline of the scenario where minimal action is taken to mitigate flooding and where the flood alleviation scheme is implemented.

The green areas represent flooding after the implementation of the flood alleviation scheme, the blue are areas that would have flooded before but are now protected by the alleviation scheme.

1 in 5 year event

1 in 20 year event



1 in 50 year event

1 in 100 year event +35%

Do minimum

Flood Alleviation Scheme

PRELIMINARY CONCLUSIONS FOR OSNEY MEAD DEVELOPMENT SITE

Summary points

- The site is currently very vulnerable to flooding. The existing flood maps suggest a flood event of 1 in 5 yrs will impact the north west corner of the site. This increases significantly for the 1 in 50yr and for the 1 in 100 year plus climate change much of the site is flooded.
- The Oxford Flood Alleviation scheme will improve the situation through the construction of a new by pass channel and flood defences to the north west of the site.
- The EA have confirmed that they have secured funding to protect the Osney Mead Industrial Park
- On completion of the flood alleviation scheme the site will be protected up to the 1 in 50yr event but will be exposed to flooding during the 1 in 100yr event plus Climate Change. This still leave the site in Flood Zone 3 (high risk) but the probability of flooding is reduced.
- In line with NPPF, commercial development in this area will be acceptable but residential would be subject to the Exception Test.
- The existing ground levels across the site are approximately between 56.5 to 56.9m AOD. Extreme water levels for the 1 in 100yr plus CC equate to approx. 57m AOD (Above Ordnance Datum). So roughly 0.5m of flood depth during this event.
- It is not clear whether new development will need to compensate for the loss of flood storage if land raising is undertaken. This will need to be discussed with the EA. It is possible that compensation may not be required for parts of the site because the Island is partially protected.
- Storm drainage across the site would be constrained by the river levels so use of SUDS across the site very important to keep water systems shallow.

Mitigation

- Based on the above safe threshold levels could be set at approximately 57.6m AOD (i.e. 0.5 to 1m above existing GL). This would give approx. 600mm freeboard above the 1 in 100yr plus CC water levels.
- Like for like flood storage compensation may need to be provided if land raising is undertake to make buildings safe. This needs to be discuss with the EA.
- Residential should be placed on the less vulnerable land to the south east and will be subject to the Exception Test. This is likely to involve making buildings flood resilient and having safe havens in upper floors because safe access and egress is challenging because access routes are generally flooded during the 1 in 100yr event.
- No basement dwellings will be allowed and any basements will need to be raised as above or protected
- Buildings that can't be raised as above will either need to be flood resistant or designed to be flood resilient (raising critical services and use of appropriate materials, safe havens in upper floors).
- Significant space will be needed to accommodate SUDS across the site due to the flood levels.
- A flood emergency plan will need to be developed for the site

Takeaway points

- Flood mitigation and resilience will need to underpin the design of the masterplan
- Residential to be placed on less vulnerable land and will be subject to an Exception Test.
- Water Sensitive Urban Design solutions and mitigation measures will be required as part of the green - blue infrastructure strategies
- Integration of flood defences, channels and crossings into masterplan.
- A comprehensive SUDS strategy will need to underpin the landscape and public realm strategy

ELECTRICAL INFRASTRUCTURE

There is significant electrical infrastructure across Osney Mead Industrial Estate. Pylons are very visible and two significant substations sit off of Ferry Hinksey Road.

The future of these pylons and cables will inform the masterplanning process.

Burying of the cables in underground trenches might be a solution to unlock the Osney Mead site for mixed use development. However heavy costs are associated with this change in electric grid infrastructure, and will need to be balanced at future delivery - viability stages of masterplan development. Further technical analysis needs to be undertaken.

The existing sub-station just east of Ferry Hinksey Road is the existing gateway to the site

Takeaway points

- The electrical infrastructure across the site and surroundings has a big visual impact when navigating the area by foot.
- The future of these pylons and cables will inform the masterplanning process.

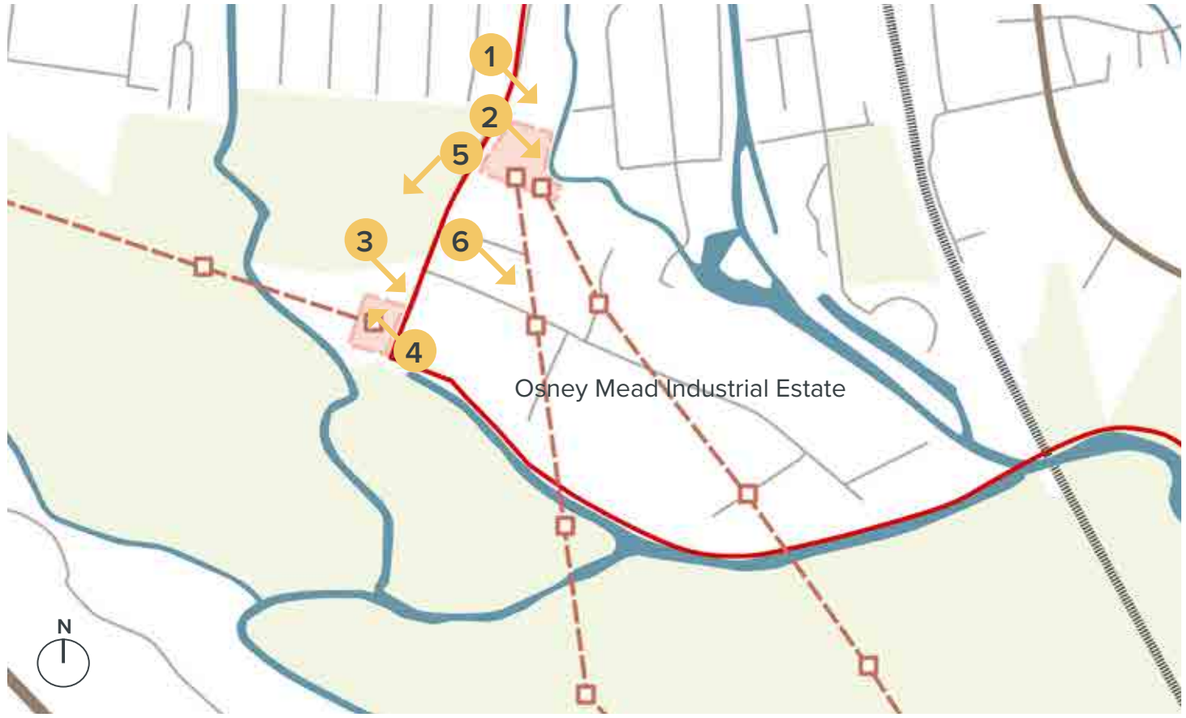
The sites relationship with the existing substation will be vital to consider

Electricity pylons are a dominant feature within the view as you look south and west from Osney Mead

Electricity pylons are present in most of views within Osney Mead

Dense tree planting disguises some of the electricity pylons at street view

A 2nd substation lies to the south-west of the site



STRENGTHS

Conclusions

1. Close proximity to the train station (15 mins) and city centre (20 mins)
2. An extensive network of footpaths - along watercourses (incl. Thames Pathway); into the green belt; through parks
3. Proximity to the green belt and a number of important parks - natural beauty; views out; walking routes
4. Listed buildings and their settings (e.g St Thomas Church; Osney Abbey) have visual beauty; amenity benefits and historical importance Listed buildings and their settings (e.g St Thomas Church; Osney Abbey) have visual beauty; amenity benefits and historical importance
5. Existing valuable assets and uses which could contribute to the formation of a Global innovation District
6. Widely connected (physically and economically) regionally and internationally
7. Lots of young, highly educated, economically productive people living and working in the area
8. The Flood Alleviation Scheme will help to reduce risk of flooding; have a positive ecological impact; and provide new footpaths for the local community
9. A diversity of uses - culture, education, retail - which make the area vibrant and active for the local community
10. Existing cycle lanes on Botley and Oxpens Road - could be improved and these connections strengthened
11. Historic and heritage importance and its contribution to character of the area
12. A series of exciting development proposals are currently coming forward and will push for regeneration in the area.

Green space

Areas of retail and leisure

Formal play spaces

Allotments

Footpaths

Existing public squares

Listed buildings and setting

Consented development

Proposed development

Railway crossings

Flood defence

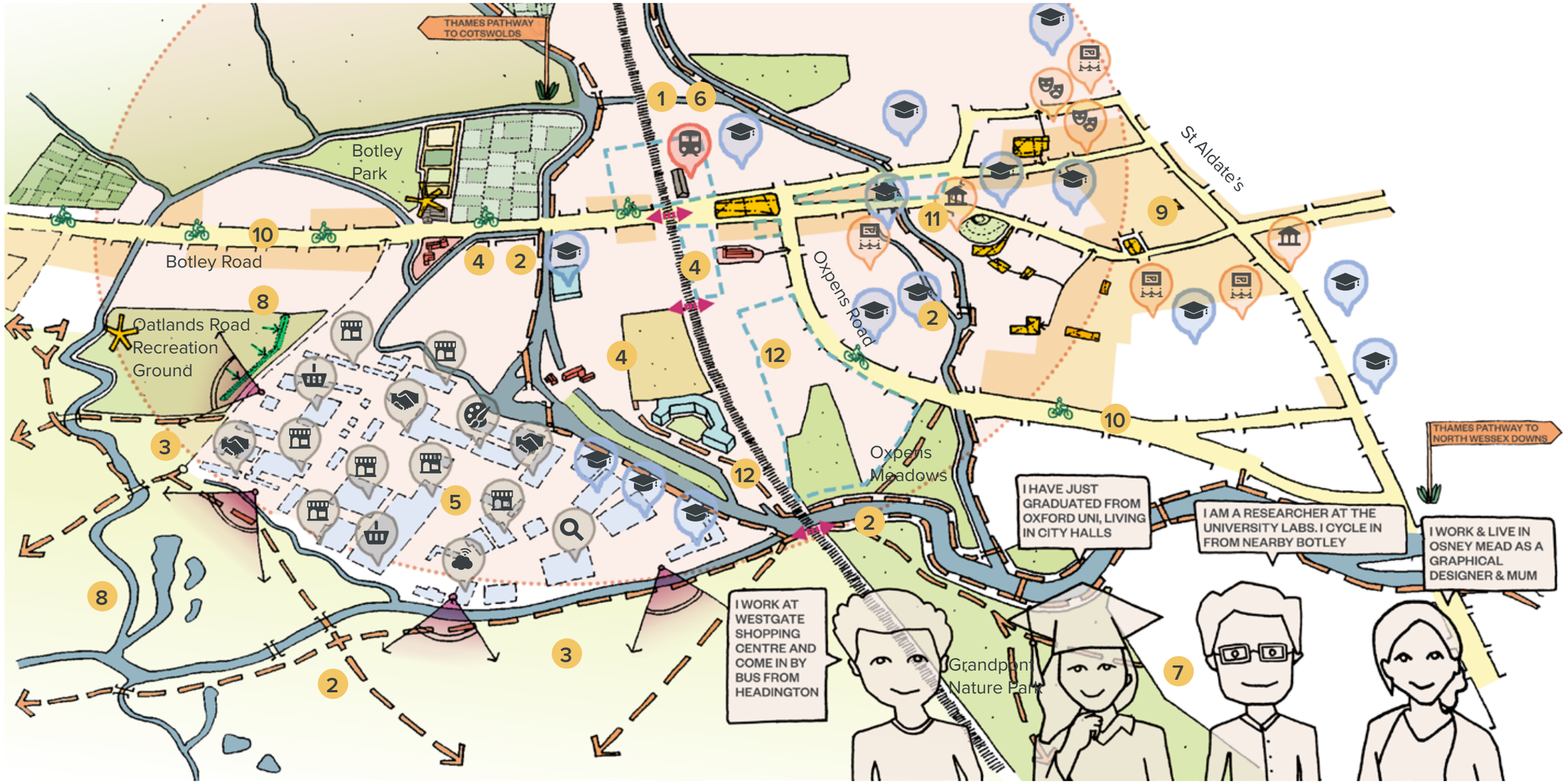
Views to Green

University uses

Railway Station

Osney Mead Employment uses

Cultural uses



WEAKNESSES

Conclusions

1. Watercourse footpaths lack capacity for increased footfall and can have a poor perception of safety due to thick vegetation and no street lighting
2. Poor vehicle connectivity into the site - Ferry Hinksey Road is constrained; the only route in; and lacks a sense of arrival
3. Poor quality pedestrian experience of crossings over/ under the railway line
4. Existing bus routes are disconnected from the site with most of Osney Mead Industrial Estate and Oxpens more than 5 minutes' walk from bus stops
5. Oxpens Road and Botley Road are both busy, congested roads with poor pedestrian and cyclist infrastructure
6. Lack of sense of arrival when coming into Osney Mead Industrial Estate via Ferry Hinksey Road; South Street; or the Thames towpath
7. A number of the employment units within Osney Mead Industrial Estate are unoccupied
8. EA depot site and SSE sites cut Osney Mead off from the Thames riverfront - also creating issues for connectivity along riverside
9. Overhead pylons run through Osney Mead sites - these pose as a major infrastructure cost for any future development here

Bus stop

5 min. walking radius

Unoccupied units

Poor permeability east-west

Poor quality rail crossings

Constrained Ferry Hinksey Road

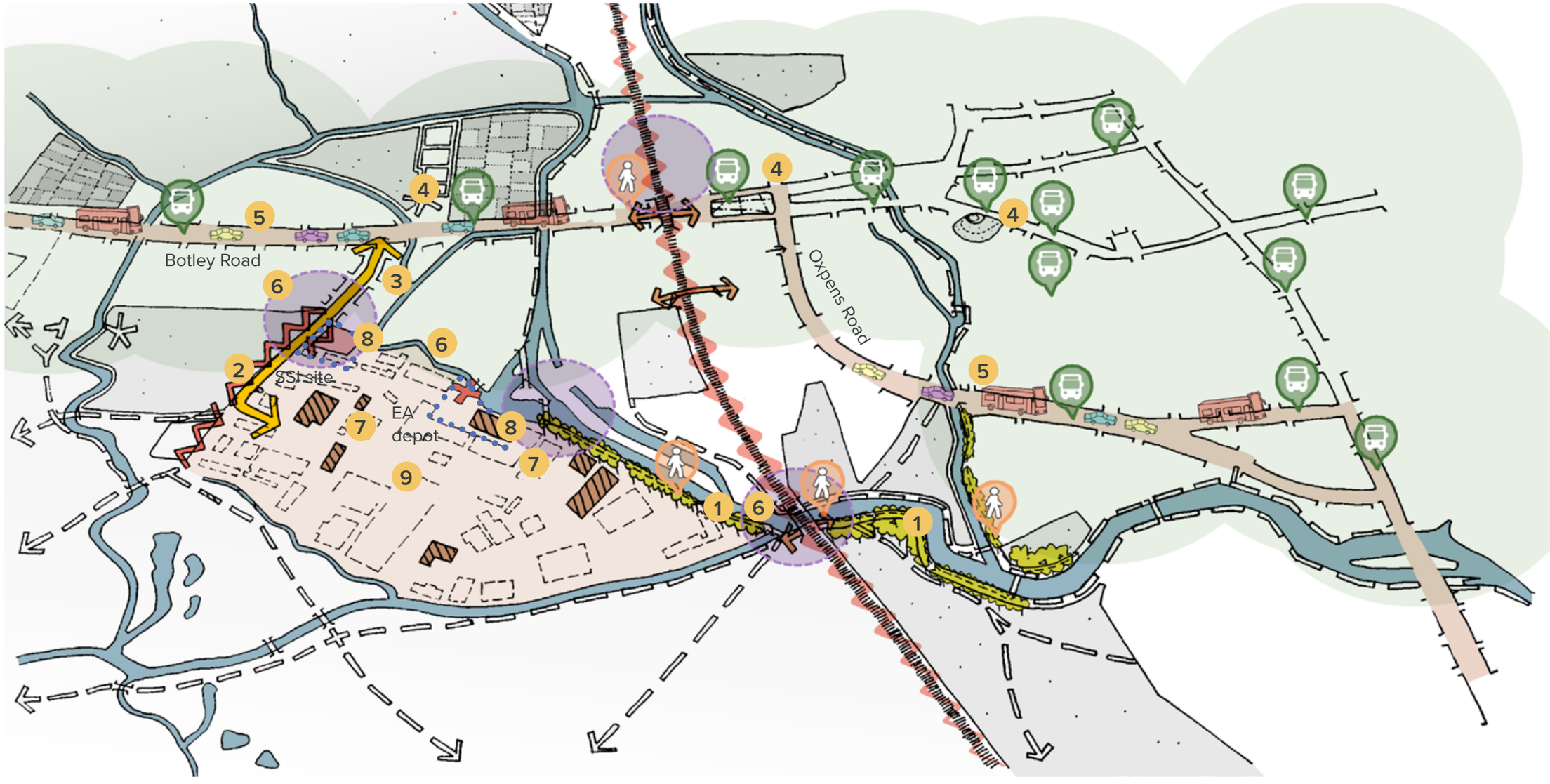
Heavily vegetated; narrow; inactivated routes

Poor pedestrian experience

Poor sense of arrival

Botley Road and Oxpens road are car dominated

No Access



OPPORTUNITIES

Conclusions

1. Opportunity to utilise the river and improve access to it/ quality of experience
2. Opportunity to improve crossings over/under the railway line
3. Opportunity to create a positive edge to the greenbelt through built form and landscaping
4. Opportunity to improve existing public open squares
5. Opportunity to provide St Thomas Church a better setting and create a usable public space
6. Opportunity for masterplan to integrate with consented schemes
7. Opportunity to make improvements on Oxpens Road and Botley Road - downgrading carriageways; providing better active frontages; greening; improving walking and cycling
8. Opportunity to open up inaccessible parts of the watercourse system
9. Treatment of cemetery - potential improvements to the integration and frontage onto the cemetery
10. Opportunity to create a link to Botley Road Retail Park - potential for future redevelopment in further phases
11. Opportunity to integrate with the amenity and ecological benefits of the Flood Alleviation Scheme
12. Opportunity to create new public space and activity surrounding Osney Lock

Centre of potential Osney Mead Industrial Estate Regeneration

Play Area

Opportunity to improve connections

Opportunity to respond to edge of green belt with proposal

Opportunity to improve existing green connections

Opportunity to improve existing public spaces

Existing public open space

Consented development

Site allocations

Opportunity to downgrade; improve and activate Oxpens Road

Opportunity to use existing listed buildings as setting for good quality public realm

Concentrations of retail

Footpath

Consented flood alleviation channels

Proposed flood defence

Opportunity to create activity on the watercourses through sports/ recreation; food and drink offering; play; amenity space

Opportunity for infrastructure improvements on Botley Road and Oxpens Road

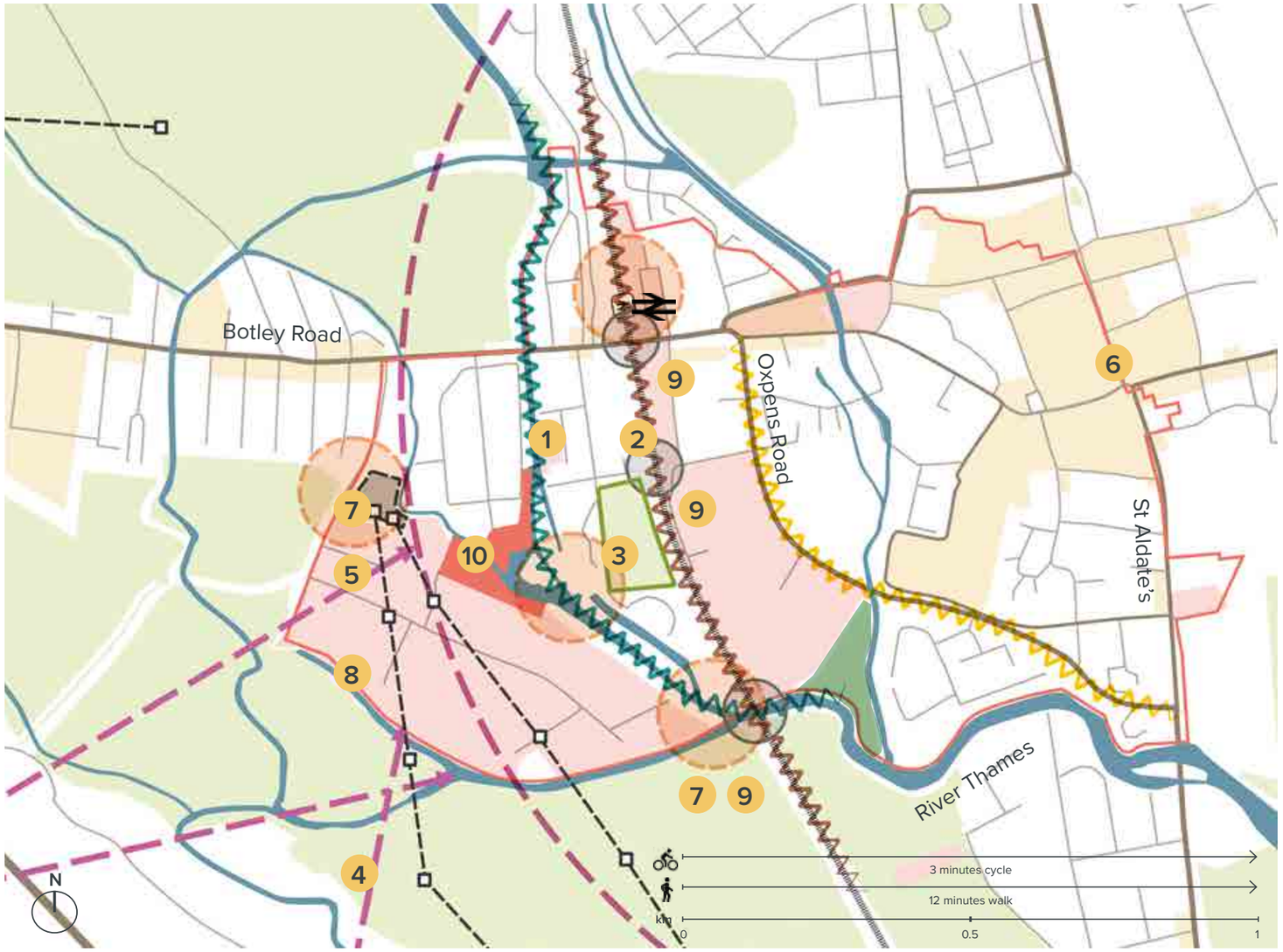
Opportunity to integrate with the amenity and ecological benefits of the Flood Alleviation Scheme

Opportunity to create a positive edge to the greenbelt through built form and landscaping

THREATS

Conclusions

1. River and the lack of good quality crossings is a barrier of permeability
2. Rail line and the lack of good quality crossings is a barrier of permeability
3. Sensitivity of cemetery with development overlooking
4. Designated viewing cones put height constraints on future development
5. In their current form, electrical pylons and substations provide a significant constraint on where redevelopment can happen
6. Retail within the city centre suffering with many empty shop units
7. Lack of a sense of arrival - in particular to Osney Mead from Ferry Hinksey Road; South Street; Thames towpath
8. Despite the Flood Alleviation Scheme, flood risk is still a constrain on future development plots
9. Poor quality bridge connections over the railway - pedestrian experience to be improved
10. Inaccessible EA depot restricts movement into Osney Mead regeneration site



Oxpens Meadow only sizable green space within site boundary

Environmental Agency Depot

River as a barrier

Rail line as a barrier

A420 Road as a barrier

Insufficient existing bridges/ underpasses

Sensitivity of cemetery to development overlooking

Height constraints from Viewing Cones

Poor sense of arrival

Areas of Retail and Leisure

Site allocations

Pylons

Overhead electric cables

Electrical substation

Lack of good quality crossings across the railway line - poor perception of safety; poor visually; not universally accessible to all

Oxpens Road (A420) is car dominated with poor frontages

Development and pedestrian thoroughfares surrounding the cemetery will need to consider its setting

An electrical substation sits in the current gateway to the Osney Mead site and pylons are a major constraint to any future development

EARLY THOUGHTS AND IDEAS

Summary

Early thoughts resulted in concept sketches which came as a result of our baseline analysis. These sketches allowed us to engage with stakeholders on our ideas to understand what constraints and opportunities we had missed. These have translated into the various strategies of the Spatial Framework.

Overall the comprehensive analysis into the site and surroundings has given us a strong basis to progress the Spatial Framework. It has allowed us to understand the importance and value of factors such as heritage, community and green space; and understand that the Spatial Framework must work hard in dealing with connectivity between the up and coming quarters of the West End, flood risk issues and public realm aspects for various sites.

Ultimately, Oxford's West End has many great assets and it's important that a holistic and sensitive framework is put in place to enrich these and design for the future.

1. Key east-west link across railway barrier – direct link between historic city centre core and Osney Mead
2. Key gateway into Osney Mead – pedestrians, cyclists and vehicles from Botley Road – other critical gateways are highlighted on Botley Road
3. Activating the green edge/ green belt edge along Osney Mead – overlooking and making edge safe
4. City of Oxford College and OxLEP campus to activate Oxpens Road – opportunity for mobility hubs along this edge – also downgrade Oxpens Road for vehicles, making it pedestrian-cyclist friendly
5. Station entrance concourse and improvements to arrival area on Botley Road to Oxford Station – both east and west
6. Island site and cluster of sites in this area to be reconsidered for refurbishment/infill to complement West End and city centre core uses – gateway sites
7. Make key junctions safe for pedestrians and cyclists – also where they meet green loop through the WE
8. Opportunity for open recreational areas- sports fields, flood-able landscapes on edge with access for Osney Mead into these areas – green fingers lead to Thames edge through Osney Mead Framework

EARLY THOUGHTS AND IDEAS

Green and Blue Infrastructure

After understanding the analysis of the West End, celebrating the existing green and blue landscape assets was a key design priority. Despite the extensive watercourse network, there is limited access and a poor quality pedestrian experience along watercourses. The recent works to Castle Mill Stream, just west of Westgate are an example of how the watercourses can be opened up.

The West End currently provides a lack of green spaces. Although there are a number adjacent to the site - e.g Grandpont Nature Park, Botley Park and Oatlands Road Recreation Ground.

The principle of improving access to these green spaces along with utilising the watercourses as good quality connections will be key to informing the Spatial Framework. This includes the following principles:

1. Celebrating and enhancing the setting of the Oxford's watercourses

- Waterside and water activities
- Improving capacity and experience of tow-paths
- Improved accessibility and connections
- Improved landscaping

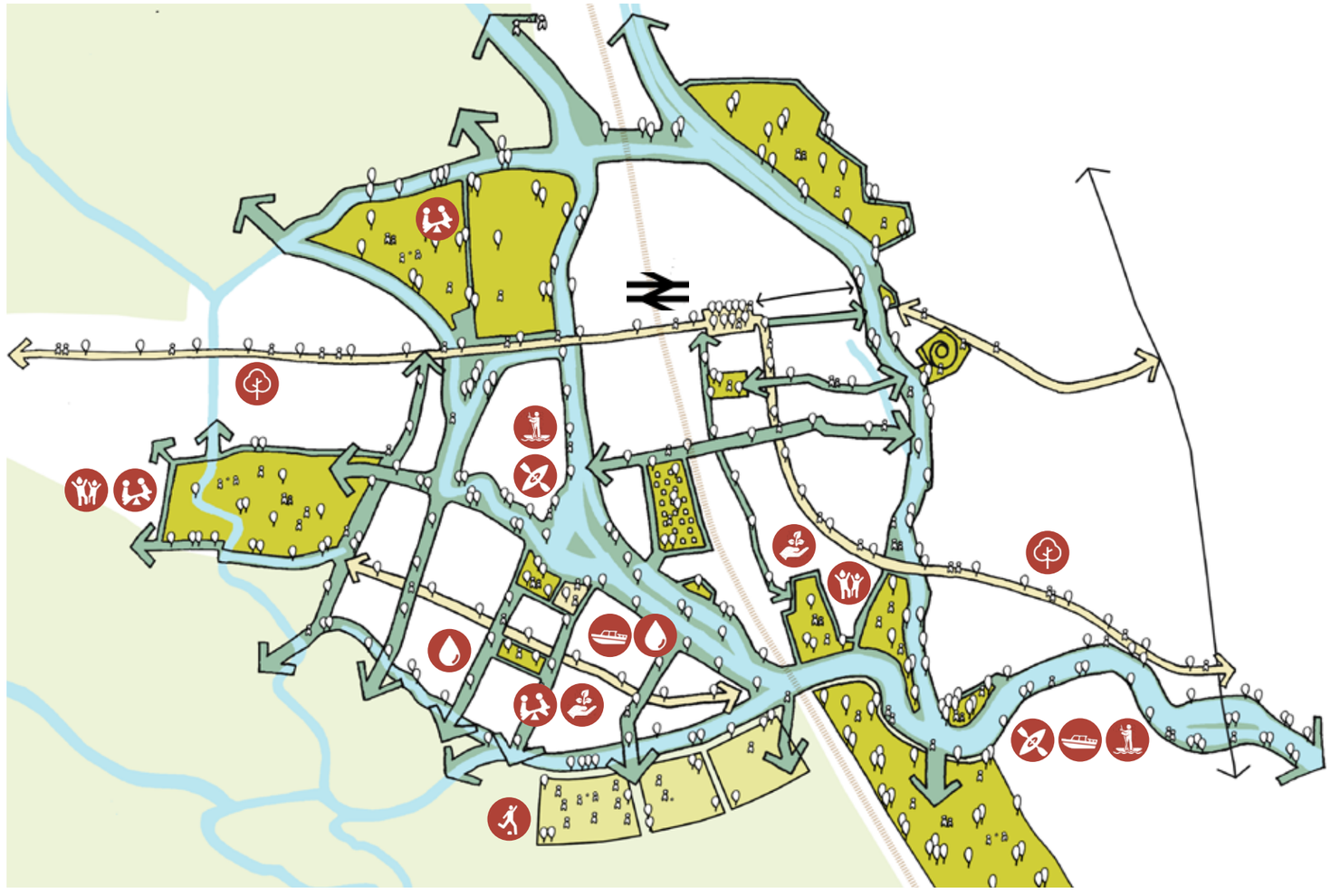
2. Water sensitive urban design at both a macro and micro scale

3. Improving and adding productive landscapes; play and sports and recreation

4. Creating stronger connections through greening routes and connecting to key green and public spaces

5. Greening streets with formal tree planting; and SuDS (e.g Oxpens Road)

6. Utilising the greenbelt for opportunities for walking; sports and recreation; and visual amenity

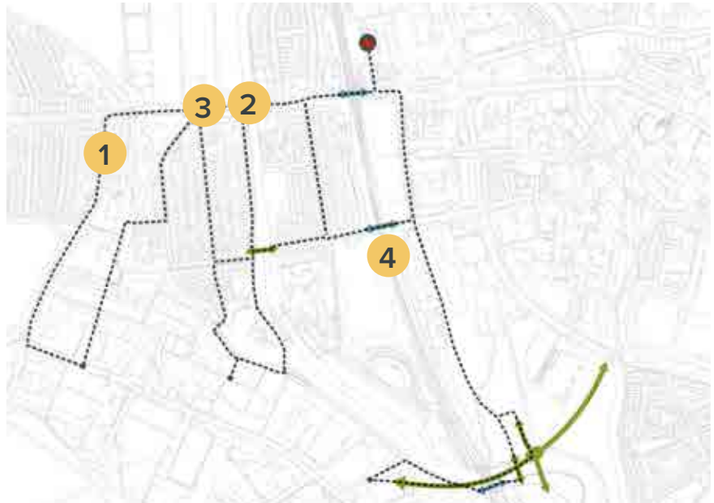


EARLY THOUGHTS AND IDEAS

Movement and wayfinding through the West End

Analysis of the quality of different routes and ideas to how they could be improved were looked at early on, and informed the development of the movement and public realms strategies.

Journey from Railway Station to Osney Mead



Lack of arrival on Ferry Hinksey Road

Bridge to East Street lacks capacity

Botley Road is busy with cars and bikes

Bridge connections are not wheelchair or cycle friendly and visually unattractive

Journey from Town to Osney Mead

The bridge connecting Osney Mead and Osney Lock

Once completed this route will take you to Oxpens and the proposed bridge connecting to Osney Mead

Woodins Way is a valuable east-west connection but lacks activation and interest

The eastern gateway of Woodins Way is uninviting and hinders legibility

Journey from Railway Station to Town

Park End Street is currently uninviting with a narrow footpath and vacant units

A more inviting public realm on New Road with wider pavements and tree planting

The eastern gateway of Woodins Way is uninviting and hinders legibility

St Thomas' Street

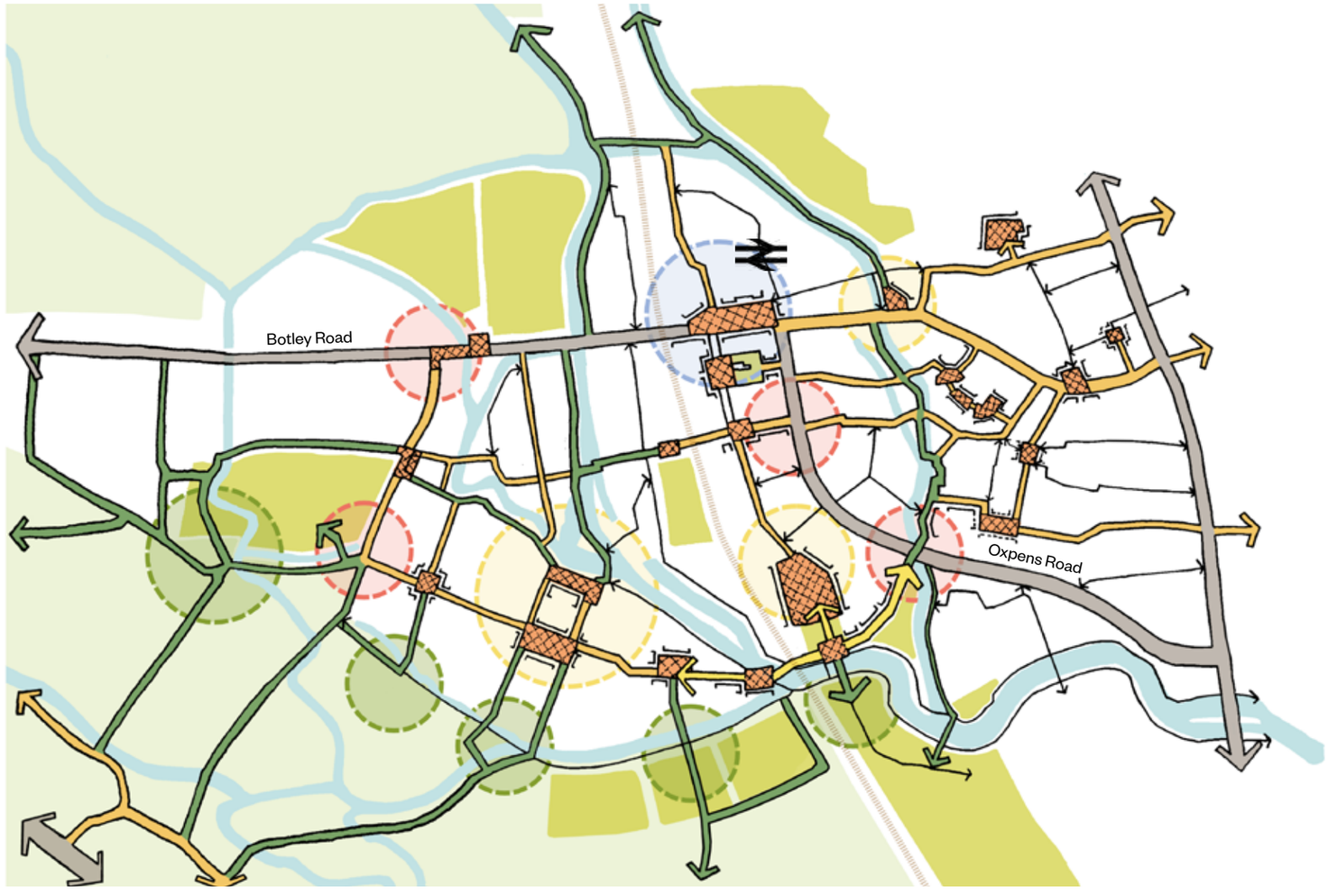
EARLY THOUGHTS AND SUMMARY

Movement and Public realm

The baseline analysis has shown us that improving movement within the West End is pivotal to unlocking the strategic sites. Currently east-west movement is poor, due to the severances created by the railway line, the watercourses and the congested roads.

Improving east-west connections across these severances is crucial and a series of interconnected high quality public spaces will establish destinations within the West End. This includes the following principles:

1. Improving connectivity throughout the site through:
   - Improving capacity of routes and bridges
   - Creating new routes and bridges - unlocking areas
2. Improving the pedestrian and cyclist experience on routes - lighting; capacity; resolving conflicts of different modes; planting
3. Creating routes into the site that have different characters
4. A series of interconnected pieces of public realm (squares; parks; waterside)
5. Animate routes with active uses; public art and planting
6. Creating car-free streets which are playful, green and inclusive
7. A strong wayfinding strategy



As an artificial world, the city should be so in the best sense: made by art, shaped for human purposes.

- Kevin Lynch

APPENDIX B
ENGAGEMENT

OVERVIEW OF STAKEHOLDER ENGAGEMENT STRATEGY

Stakeholder engagement has underpinned the formation of the Vision for the West End. A comprehensive stakeholder engagement strategy has ensured the appropriate stakeholders have been engaged at the right time. On top of meeting with different stakeholders, weekly meetings with the core client team has allowed for regular updates and the engagement strategy to evolve.

The following diagram sets out sequentially how engagement was done, to develop the Spatial Framework. Developing this project in a time where working has been affected by COVID-19 has created both limitations and opportunities. We have had to adapt to online methods of engagement - which have both challenges and benefits to them.

Predominately we have used video conferencing software which has allowed us to facilitate one-to-one sessions as well as larger sessions such as the Visioning workshop. Sessions have taken different forms - some more interactive which seek to gather information and discuss designs; and others that are more informative presentations - providing updates and overviews for stakeholders.

Due to the spatial nature of the project, we have used Miro to aid video conferencing. Miro is an online collaborative whiteboard platform which allows people to engage with drawings through commenting through sticky notes and drawing on plans. Using Miro within some of our engagement sessions has been very useful in:

- Allowing a large group of people to make multiple comments simultaneously
- Allowing participants to understand the process of work through a series of frames
- Allowing participants to draw on plans to illustrate a point
- Collecting preferences of positive and negative comments

Miro tutorials were provided to all participants prior to using them and multiple facilitators were at hand to assist. Those who were unable to engage with the software used the video conferencing software to speak or put their comments in the chat box; and a facilitator was able to type comments live onto the whiteboard.

Information and data sharing through email exchange has underpinned communication. This has been an accessible platform for people to engage with and share documents and plans. Telephone exchanges have also been useful.

The following pages will unpack each step of the engagement strategy.

APRIL

1 Stakeholder mapping

- Internal
- External
- Identify groups

2 Internal steering group

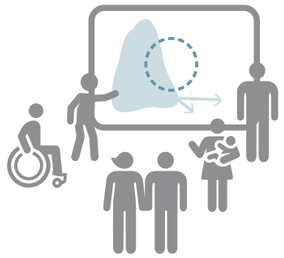
MAY / JUNE

- Agree tasks
- Agree engagement methods
- Set out schedule of meetings

MAY / JULY

3 Information sharing session(s)

- Gather data where there are gaps
- Update outdated information
- Agree any one-one meetings



4 Visioning workshop

JULY

- Agree themes - what makes a successful West End
- USP of the place
- Key ingredients for success
- How can we achieve success here?

- Present - collaborate
- One-one meetings
- Clear record of feedback and summaries

AUGUST - NOVEMBER

5 IDEAS workshops

6 Technical workshops

- Listen
- Record
- Inorporate
- Collaborate
- Feedback

DEC '21 / JAN '22

7 Final SF presentation

- Share Spatial Framework principles and design elements
- Final joint review and sign-off

STAGE 1: STAKEHOLDER MAPPING

Soon after the inception meeting and our initial desktop analysis, we mapped the internal and external stakeholders and reviewed with the Council. Many stakeholders were needed in order to cover the complexities of the West End and its geographic reach.

This included a core group of internal stakeholders - consisting of the consultant and client team; and the Internal Steering Group. And external stakeholders who were from a variety of backgrounds.

Due to the holistic and high level nature of this document, not all stakeholders involved in all projects were included - instead it was most effective to reach out to other high level thinkers. And this allowed us to understand how people move around the city; high level heritage considerations; how education at all levels is promoted in the city; and the needs and evolving designs for each development site.

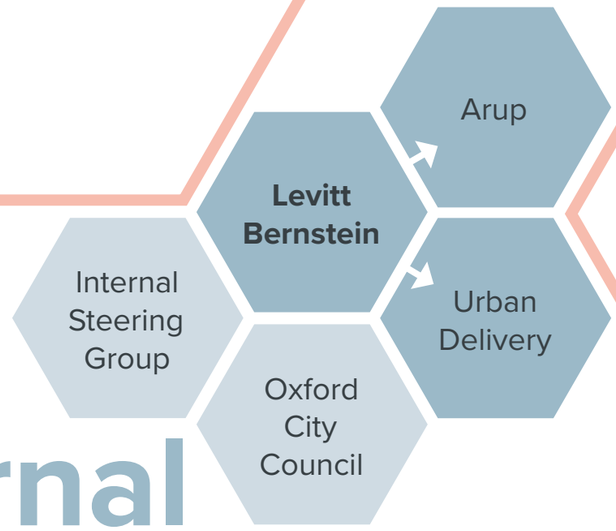
Stakeholders were contacted and invited to a series of workshops and one-to-one sessions which helped develop the vision and include the detail.

Stakeholder Group

OxLEP
Oxford Strategic Partnership
Oxford Trust
Saïd Business School
Oxford County Council
Advanced Oxford
Oxford Bus Company
Thames Water
Oxford Preservation Trust
Environment Agency
Activate Learning
Stagecoach Oxfordshire
001 Taxis

SSE
Royal Cars
COLTA Taxicab Association
Oxford Civic Society
Cyclox
Oxfordshire Architectural and Historic Society
Homes England
Public Health England
Makespace Oxford
NHS Oxfordshire
Ward members

External



Internal

Landowner Group

Nuffield College Sites
Oxfordshire County Council
OxWED/Nuffield College Sites
OxWED/Oxpens
Network Rail
University of Oxford
University of Oxford - Osney Mead
Christ Church College
OxWED/Oxford City Council
City of Oxford College

STAGE 2: INTERNAL STEERING GROUP

An Internal Steering Group was set up and led by Oxford City Council. This consisted of all key officers within the City and County Council concerned with key drivers including, planning, housing, employability, land uses, flood risk, infrastructure and transport.

Meeting the Internal Steering Group early on in the process allowed us to gather vital information, agree tasks and engagement methods and understand the intricacies of the project. Having regular progress meetings helped us monitor and manage the stakeholder process.

Members of the Internal Steering Group:

- Leisure and Performance Manager - Lucy Cherry
- Locality Coordinator (Central) - Azul Strong Corcoran
- Growth Manager (County Council) - Jo Fellowes
- Environmental Quality Teams Manager - Amanda Ford
- Green Space Development Manager - Chris Bell
- Regeneration Manager - Trudy Godfrey
- Regeneration Manager - Jenny Barker
- Affordable Housing Supply Senior Programme Officer - Deborah Wyatt
- Economic Development Manager - Matt Peachey
- Regeneration Manager - Jenny Barker
- Team Leader Planning Policy - Tom Morris
- Development Manager (Planning) - Andrew Murdoch
- Director of Development - Tom Bridgeman

STAGE 3: INFORMATION SHARING SESSIONS

Due to the complexity and scale of the West End, having multiple information sharing sessions was important to understand the evolving context and how a multitude of factors affect each other.

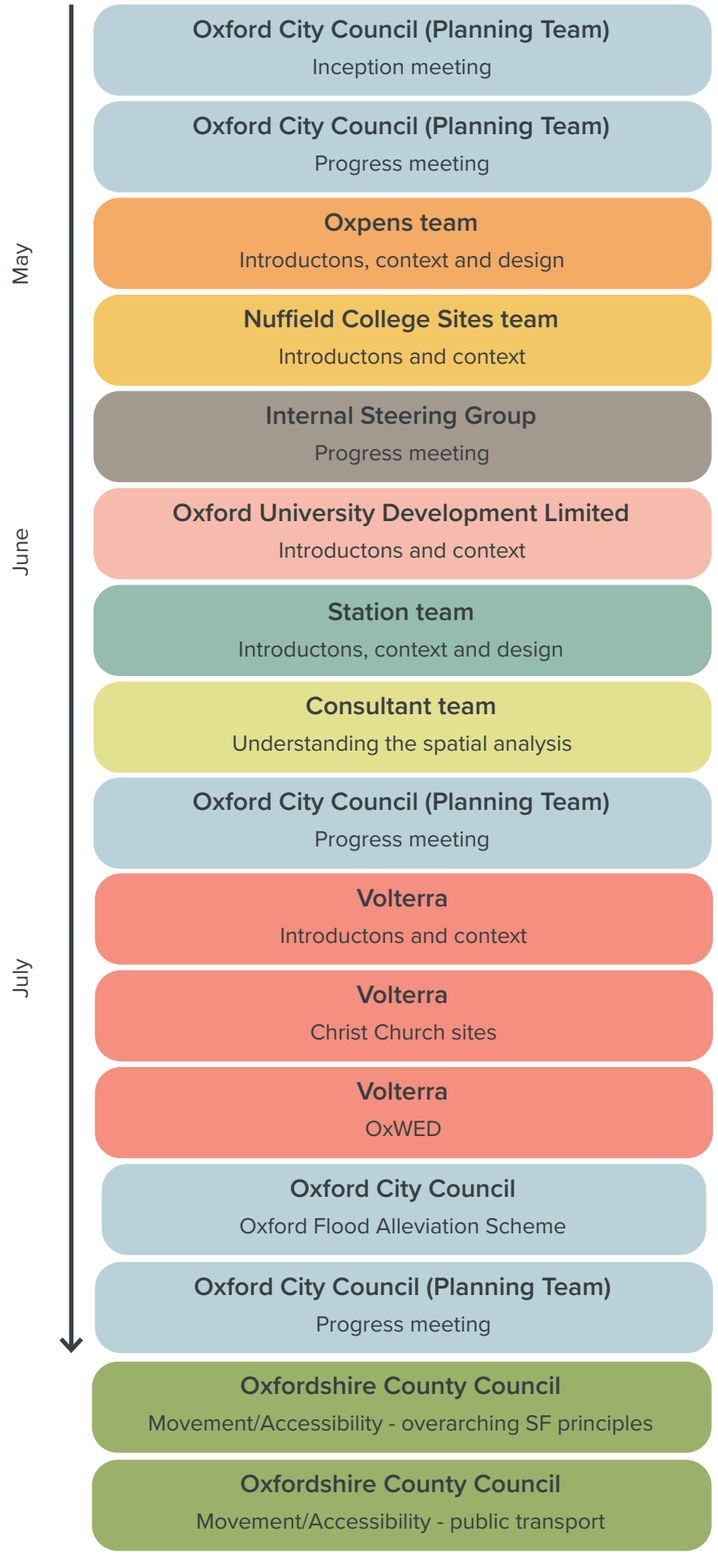
Sessions with a number of stakeholders were needed:

- Oxford City Council
- Oxfordshire County Council
- Development sites (Oxpens; Nuffield College Sites; Railway Station; Oxford University Development Limited)
- Volterra - Economic Consultants

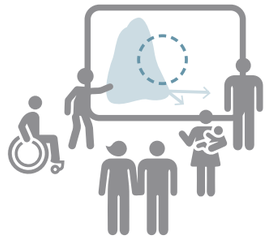
As a result of these sessions, a large amount of material was shared with us (see below).

Material shared:

- Evidence studies
- Policy documents
- OXWED Investment Prospectus
- West End SPD consultation statement
- Oxford Flood Alleviation Scheme - design
- GIS layers and other spatial data
- Strategic and Economic Case for Oxford West End
- Oxford University Development Limited - Vision and design
- Nuffield College Sites - Vision and design
- Oxpens - Vision and design
- Oxford Railway Station - Vision and scenario options
- Updates from other Sites of Opportunity



STAGE 4: VISIONING WORKSHOP



The visioning workshop on the 28th July 2021 brought various stakeholders together to discuss the development of the vision through four key themes: **Place; People; Connectivity; and Enterprise**. Structuring the workshop around these themes gave the workshop a structure which allowed for stakeholders to provide invaluable insight.

Virtually aided with Miro boards, this workshop had an attendance of 60 people. The use of Miro allowed people to interact through writing notes, speaking and drawing their opinions and inputs.

The workshop consisted of three sessions. The first considering what people liked about the West End; what they felt was the greatest challenges; and what needs to improve or change.

The second session sought to understand what people's stake was in the area and how they might be affected either positively or negatively by changes in the West End. It allowed stakeholders an opportunity to voice concerns about changes in the West End and helped us shape the direction of the Spatial Framework.

Session 3 was the longest session and each of the group's was broken up into four sub-groups - each looking at a different topic - Place; People; Connectivity; and Enterprise. Facilitators from both the consultant and council team helped guide people through the complexities of each theme and asked people to voice ideas and opinions. With lots of useful input on the Miro broads, we came back together as a group and each sub-group shared their findings, which allowed for others to comment.

With so much useful content from the Visioning Workshop we were able to develop vignettes of each of the four themes, which highlighted stakeholders' priorities and desires for the future of the West End.

It was noted that many of the stakeholders engaged also were involved in the West End and Osney Mead SPD Scoping Consultation exercise ran by Oxford City Council between 19th March - 30th April 2021. This consultation included a questionnaire asking how respondents felt about the area; the scope and vision of the SPD; and identifying priorities for the area. Reviewing the output of this consultation was a useful part of information gathering.

Structure for Visioning Workshop

Introduction to the Visioning Workshop (25 min) - Introductions, what today is about, getting familiar with Miro.

Session 1 (33 min)

Overview

3 good things about the West End?

3 greatest challenges of the West End?

What do you think needs to change/ improve in the West End?

Feedback – summary from a stakeholder representative

Break (10 mins)

Session 2 (33 min)

Overview

What is your stake in the area?

How will you be affected (positive/ negative) by any changes in the West End?

What are your concerns about changes in WE – the spatial framework?

Feedback – summary from a stakeholder representative

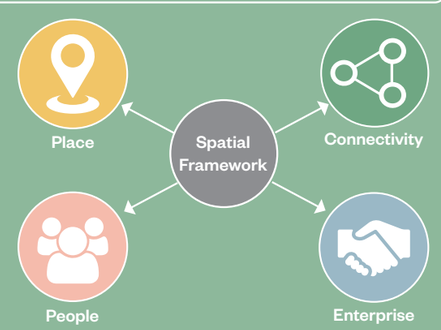
Break (20 mins)

Session 3 (1h 25 min)

Overview of four themes and elements that go under each theme.

Break-out rooms to discuss themes

Feedback – summary from a stakeholder representative and discussion



Summary and main conclusions debrief

Conclusions (10 min) Concluding statements, next steps and any further questions.

STAGE 4: VISIONING WORKSHOP

Attendance of Visioning Workshop

Attendance and Groupings

A CREATIVE PLACE

Debbie Dance: *Environment Agency*
Chris Bell: *Oxford Preservation Trust*
James Baughan: *Leisure, City Council*
Amanda Ford: *Environmental Quality/ City Council*
Jenny Barker: *Regeneration/ City Council*
Cllr Susanna Pressell: *Osney & Jericho Ward Member*
Laurie Dighton: *Oxford Preservation Trust*
David Crook: *Homes England*
Ceri Davies: *OxWED/Nuffield College Sites (AHMM)*
Dan Young: *Planning/ City Council*
David Clark: *Oxfordshire Architectural and Historic Society*
Clive Booth: *Oxford Civic Society*

A VIBRANT COMMUNITY

Paul Comerford: *Oxpens/OxWED (Priors & Partners)*
John Lee*: Public Health England*
Helen Whyman: *Planning/City Council*
Laura Warden: *Oxford Preservation Trust*
Azul Strong Corcoran: *Community Services/ County Council*
Deborah Wyatt: *Housing/County Council*
Cllr Alex Hollingsworth: *Carfax Ward Member/ Planning, Housing & Development Cabinet Member*
Cllr Colin Cook: *Osney & Jericho Ward Member Management - Uni of Oxford*
Carolyn Puddicombe: *Planning & Housing, Christ Church College*
Matt Peachey: *Regeneration/ City Council*
James Dodds: *OxWED/Nuffield College Sites (CBRE)*
Penny Lawrence: *Makespace Oxford*
Julie-Anne Howe: *Oxfordshire CCG*
Margaret Maden: *Oxford Civic Society*
Sarah Harrison: *Planning/ City Council*
Arome Agamah: *Planning/ City Council*

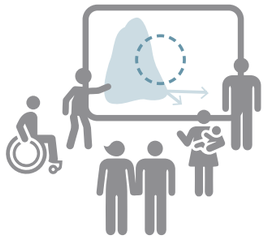
A CONNECTED and ACCESSIBLE PLACE

Darren Colley: *Oxford Bus Company*
Ben Smith: *Transport & Connectivity/ County Council*
Lynette Hughes: *Transport & Connectivity/County Council*
Jessica Jones: *Network Rail*
David Walker: *Endowment/ Nuffield College Sites*
Adrian Arnold: *Planning/ City Council*
Carolyn Ploszynski: *Regeneration & Economy/ City Council*
Michael Crofton-Briggs: *Planner/ University of Oxford*

A GLOBAL ENTERPRISE

Ian Downie: *Saïd Business School, University of Oxford*
Sarah Haywood-Price: *Advanced Oxford*
Steve Burgess: *Oxford Trust*
Iain Critchlow: *Asset & Space Management - Uni of Oxford*
Ahmed Goga: *OxLEP*
Paul Beerling: *University of Oxford*
Peter Nolan: *Economy, Oxford Strategic Partnership*
Tom Morris: *Planning/ City Council*
Trudy Godfrey: *Planning/ City Council*
Simon Webb: *Regeneration/ City Council*
Rob Linnell: *Christ Church*
Hannah Goodlad: *County Council*

STAGE 4: VISIONING WORKSHOP

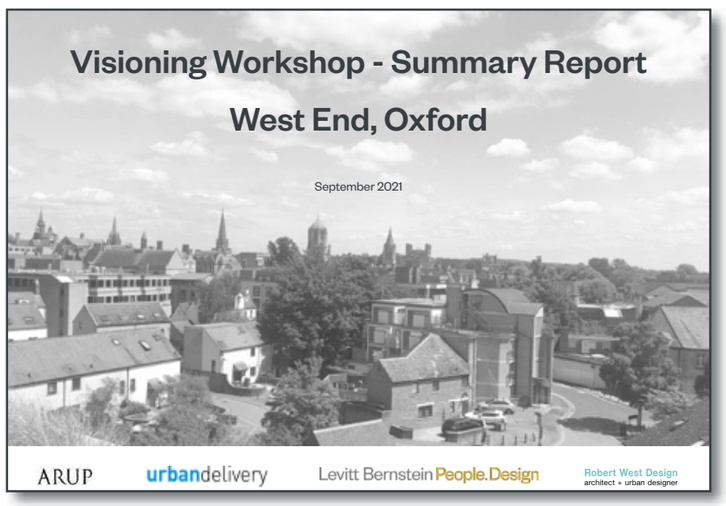


Summary of Output

Lots of useful technical information, opinions and updates were shared within the Visioning Workshop. From this a Summary Report was drawn up (see Appendices) and circulated to all attendees and those invitees which weren't able to attend. Many stakeholders who weren't able to attend then provided feedback via email exchange, and the summary report was developed further.

Along with the baseline analysis work, the summary report then formed the basis for the vision and a vignette for each of the four themes was developed. The principles within these vignettes inform all the spatial framework strategies and are integral to the future of the West End.

The adjacent images show how group 1 and 2 used and interacted with the Miro board. Participants of the Visioning workshop all had access to the Miro board and could pin sticky notes up and draw on the plans. Chapter 2: A Vision for the West End provides a summary of the vignettes developed from the output of the Visioning Workshop.



Visioning Workshop - Summary Report (September 2021)

STAGE 5 AND 6: IDEAS AND TECHNICAL WORKSHOPS

To follow on from the information sharing sessions and the visioning workshop, a number of ideas and technical workshops happened. This provided the opportunity to discuss design development with emerging master-planners; understand ambitions from the City Council; and understand technical work of flooding and transport.

Having a holistic overview of all the projects within the West End allowed us to understand the area's interdependencies and patterns; and gave us the opportunity to scrutinise different projects in response to an overarching emerging vision.

All the emerging masterplans (Oxpens; Nuffield College Sites; OUD; Station) are working in parallel to the Spatial Framework's process and therefore discussions and updates from both parties could inform emerging designs.

Sessions with a number of stakeholders happened:

- Oxford City Council
- Oxford County Council
- Development sites (Oxpens; Nuffield College Sites; Railway Station; Oxford University Development Limited)
- Volterra - Economic Consultants
- Environment Agency
- Skyline Cableways

Lots of useful discussions and ideas were generated within this process.

August

- **Oxford City Council (Planning Team)** — Lessons learnt from Visioning Workshop
- **Nuffield College Sites team** — Design development
- **Oxpens team** — Design development
- **Oxford City Council (Regeneration Team)** — Understanding the ambition of regeneration
- **Oxford University Development Limited** — Design development
- **Oxford City Council (Planning Team)** — Progress meeting

September

- **County Council** — Movement and Accessibility
- **Station team** — Development of the Spatial Framework
- **Environment Agency** — Flood Risk
- **Oxford City Council** — Railway Station
- **Skyline Cableways** — Introduction and ideas
- **Oxford University Development Limited** — Relationship of Spatial Framework with OUD masterplan
- **County Council** — Sites of Opportunity

October

- **Oxford City Council (Regeneration Team)** — Railway Station
- **Oxford City Council (Regeneration Team)** — Oxpens bridge and towpath works
- **Oxford City Council (Planning Team)** — Progress meeting

November

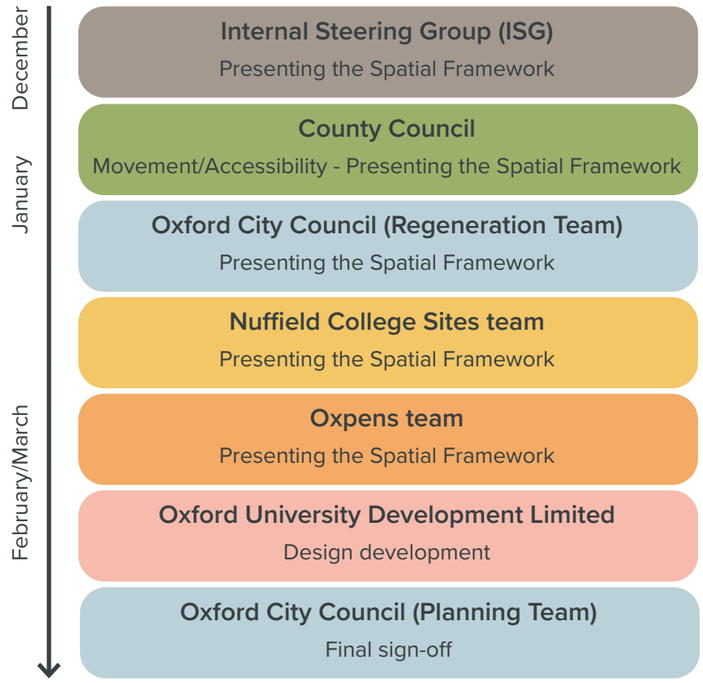
- **Oxford University Development Limited** — Design Principles
- **Nuffield College Sites team** — Design development
- **Oxpens team** — Design development
- **Canal and River Trust** — Introduction and ideas

STAGE 7: PRESENTING THE SF

Concluding meetings

A series of concluding meetings were undertaken to present the Spatial Framework to key stakeholders. This allowed stakeholders to feedback and revisions were made accordingly. This review process was undertaken with the Internal Steering Group, the Regeneration Team at Oxford City Council, the transport team at the County Council and the design and development teams at Oxpens and Nuffield.

We have worked with the client team at Oxford City Council (planning policy team) closely and have had weekly meetings and a concluding meeting for final sign-off. Oxford City Council will now take this forward and prepare an SPD.



OXFORD WEST END

London
Thane Studios
2-4 Thane Villas
London N7 7PA
+44 (0)20 7275 7676

levittbernstein.co.uk

Levitt Bernstein
People.Design

ARUP

urbandelivery
DELIVERY | VIABILITY | CAPACITY

Robert West Design
architect + urban designer