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# WEST END OXFORD

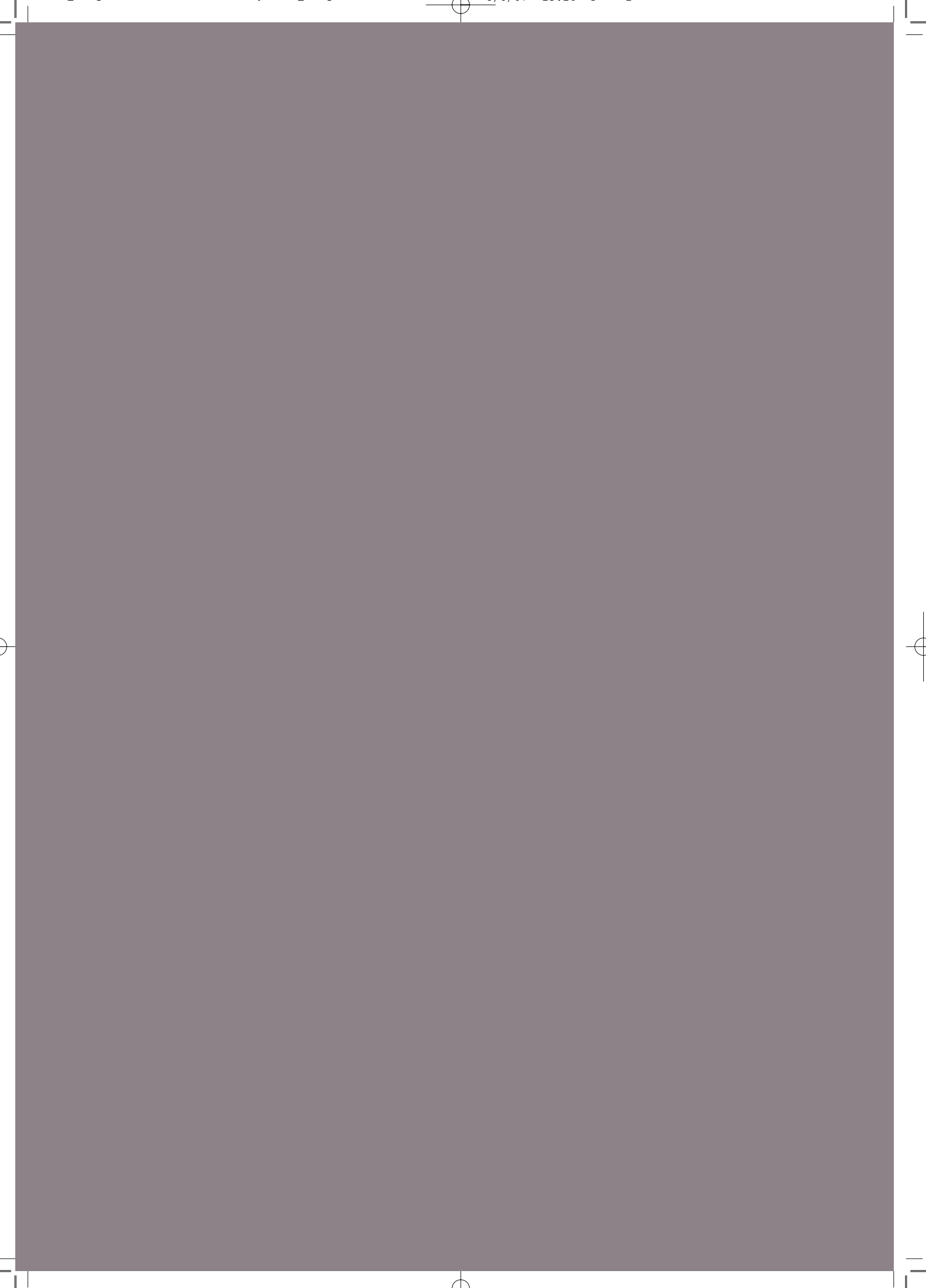


West End Area Action Plan  
*Submission document*  
2007-2016

Volume 2 - Appendices

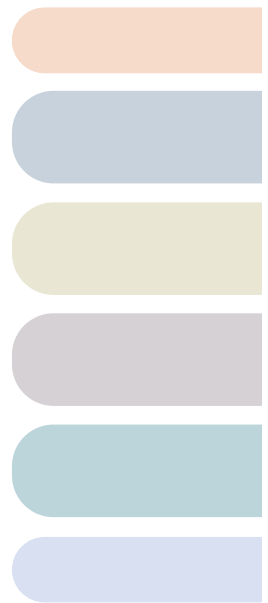
JUNE 2007





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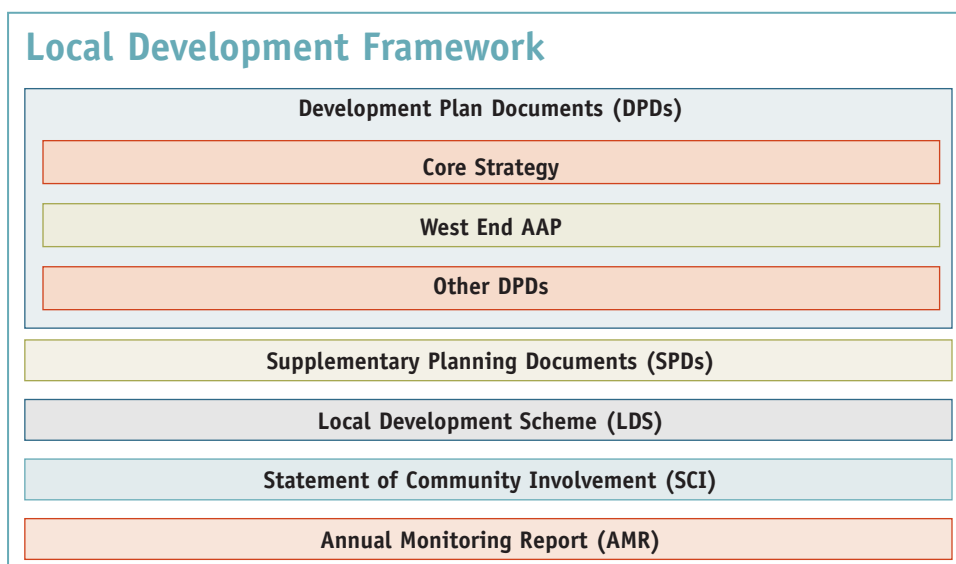
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# Appendix 1: LOCAL DEVELOPMENT FRAMEWORK

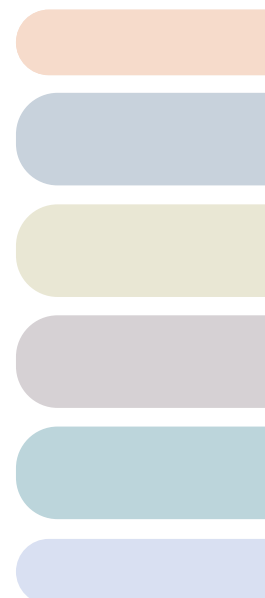
The West End Area Action Plan is a Development Plan Document that forms part of the Local Development Framework for Oxford. This status means that it will be used in the determination of planning applications under Section 38(6) of the Planning and Compulsory Purchase Act 2004. The diagram below illustrates the relationships between the various parts of the Local Development Framework:



In the production of the West End Area Action Plan a number of the policies in the Oxford Local Plan 2001 – 2016, have been superseded.

## Superseded policies:

- **DS.1** Abbey Place Car Park . . . . . *Mixed-Use Development*
- **DS.3** Albion Place Car Park and Magistrates Courts . . . . . *Mixed-Use Development*
- **DS.14** Castle Site . . . . . *Mixed-Use Development*
- **DS.16** Oxford & Cherwell College, Oxpens Road . . . . . *Mixed-Use Development*
- **DS.17** Cooper Callas Site, Paradise Street . . . . . *Mixed-Use Development*
- **DS.30** Gloucester Green Bus Station . . . . . *Transport Use*
- **DS.35** Hythe Bridge Street and Park End Street . . . . . *Mixed-Use Development*
- **DS.54** Odeon Cinema, George Street . . . . . *Mixed-Use Development*
- **DS.56** Osney Warehouse, Osney Lane . . . . . *Mixed-Use Development*
- **DS.61** Oxford Station, Botley Road and Becket Street Car Park . . *Mixed-Use Development*
- **DS.62** Oxpens Road Site . . . . . *Mixed-Use Development*
- **DS.63** Paradise Street Workshops . . . . . *University of Oxford Use*
- **DS.68** Rewley Road . . . . . *Mixed-Use Development*
- **DS.76** Telephone Exchange, Speedwell Street Site . . . . . *Mixed-Use Development*
- **DS.77** Land to the West of St Aldate's and South of Queen Street . . *Mixed-Use Development*
- **DS.78** St Aldate's . . . . . *Regeneration Zone*
- **DS.79** St Aldate's Police Station and Land to the Rear . . . . . *Mixed-Use Development*
- **DS.88** Westgate Shopping Centre . . . . . *Mixed-Use Development*
- **DS.91** Worcester Street Car Park . . . . . *Mixed-Use Development*



# Appendix 2: SITES AND APPROPRIATE USES

The AAP has been written to address the West End as a whole instead of considering a series of individual sites. However, a simple quick-reference guide to the identified development sites and their appropriate uses would be helpful.

In line with Policy WE20 the City Council will require all developments on sites of 0.2 hectares or more to comprise more than one use.

It is important to recognise that the list of sites is not exhaustive. As the renaissance of the West End builds up momentum more sites are expected to come forward for development as landowners and developers grasp the potential of this project.

## Identified development sites map



The following categories have been used to indicate appropriate uses:

- **P – Priority use:** the main use or uses for the site
- **S – Secondary use:** other uses that would be appropriate
- **M – Minor element:** other uses that would be appropriate as minor elements of a scheme.

	Town houses	Flats	Public space	Community energy	Student accommodation	Amenities for housing	Offices	Public offices	Retail	Food and drink	Museums	Arts/other cultural uses	Hotels	Conference	Leisure	Education	Transport
1. Oxford Railway Station			S														P
2. Fire Station, Rewley Road	S	M		S	S	M										S	
3. Beaver House, Hythe Bridge Street							P										
4. Island site (Park End St/Hythe Bridge St)		S			S	S		M	S	S		S					
5. Worcester Street Car Park		S	P			S			S	S						S	
6. Odeon Cinema, George Street									M	M		P					
7. New Theatre, George Street												P					
8. Becket Street Car Park	P	M					M						S				P
9. Ocean and Collins, Hythe Bridge Street										S	S						
10. Macclesfield House, New Road		S					M		P	S	S						
11. Cooper Callas Site, Paradise Street		S				S				S		S					
12. County Hall, New Road		S			S	S				S						S	
13. St Aldate's/ Queen Street		S			S	S		P	S								
14. Town Hall, St Aldate's							S			S		S		P			
15. Nursery, Osney Lane	S	S			S												
16. Osney Warehouse, Osney Lane	P																
17. Oxpens	P	M	P	P	S	S	P		M	S			P	P	P		
18. OCVC remainder	P	M			S	M											
19. Oxford and Cherwell Valley College			S														P
20. Westgate Shopping Centre		S	S						P	S							
21. Albion Place and Magistrates' Courts		S				S				S							S
22. Speedwell House, Speedwell Street		S			S												
23. Telephone Exchange, Speedwell Street	S	S				S				S							



# Appendix 3: WEST END DESIGN CODE

# West End Design Code



The West End Design Code was prepared between October 2006 and April 2007 for Oxford City Council by PlaceMaking Associates, in collaboration with Ben Hamilton-Baillie Associates.

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The West End Design Code Area

# PREFACE

## What is a design code?

A design code is a set of specific rules or requirements to guide the physical development of a site or place. “Design coding is focussed at an urban scale on the delivery of good quality and well-designed places.” (CABE, 2005)

## What are the aims of a design code?

The main aims of a design code are to:

- Increase clarity as to what constitutes acceptable design quality for all stakeholders;
- Increase certainty about outcomes for developers and the local community alike;
- Speed up the delivery of high quality new development.

## What is the purpose of the West End Design Code?

The West End Design Code builds on the aspirations and intentions contained in the West End Area Action Plan (AAP). This is the key Development Plan Document which has been agreed through a full consultation process. The Code sets out ‘instructions for assembly’ which explain how the aspirations for the area can be translated into the new built form of the West End over an extended development period. The Code is therefore one of the tools which help to ensure that the aspirations of the City Council and their partners are actually realised in final schemes.

## What is the status of a design code?

A design code is more regulatory than other types of guidance commonly used in the English planning system, such as design and development briefs. The West End Design Code has formal status as an integral part of the Area Action Plan. The Code does not stand alone but supplements and explains the physical implications of the policy and delivery framework set by the AAP, the Local Plan and other local and national policies in force at the time of production.

## What area is covered by the West End Design Code?

The area covered by the Code is shown on the plan opposite. The Code applies to the whole area, ie all land, both vacant and with existing buildings. However, the immediate focus is on areas within the West End where major opportunities for change are expected. Existing buildings of poor design quality (defined in the terms set out in the Code) will not be accepted as precedents for future development or redevelopment of existing buildings.

# INTRODUCTION



1. Oxford's unique townscape



2. West End townscape: 'hidden' assets



3. West End Oxpens Road: lack of distinctiveness



4. Poor connections with the rest of the city

## ASSURING THE QUALITY OF THE WEST END

### The wider context for coding

“Our predicament is this; we admire one kind of place but we consistently build something very different.”

Andres Duany, Congress for the New Urbanism

After two decades of discussion about the qualities which make the best loved places, we know what a good town should be. Although there has been much official guidance on this we are still far from knowing how to deliver it reliably through a piecemeal development process. This Code, based on wide experience and best practice in the UK and abroad, is intended to bridge the gap between the Area Action Plan's (AAP) aspirations for the quality of the West End's built environment and its delivery.

### The local context for coding

Oxford is justly renowned for its urban qualities and most of the city is unique in its townscape (1,2). However, the West End, mostly built over the last half-century, could be anywhere (3). The current initiative to redevelop the West End offers the opportunity to remedy this and add to the City's assets a 21<sup>st</sup> century quarter worthy of Oxford's cultural heritage.

Although only a few minutes' walk from the very heart of the City, the West End's assets are largely hidden and unrecognized. Although it comprises about 25% of the area of central Oxford it has very few clear or continuous routes which connect it conveniently to the historic City or its surroundings (4). The regeneration of the West End offers the first opportunity in 50 years to extend the commercial and cultural centre of Oxford and create a new quarter with its own distinctive identity. The AAP and the Code offer an innovative approach to the design and management of the routes and public spaces that will serve the area. A strong emphasis is placed on creating a series of places and events throughout the West End.



1. Relationships between buildings, public space and landscape



2. Oxford's street pattern probably 1000 years old, with Carfax marked in red



3. Buildings surrounding Carfax mostly less than 200 years old, with the exception of the church tower

## The approach

The approach of the Code is based on the selection of concise 'form-based' codes in order to provide the most effective way of implementing the vision of the AAP. The priority of the Code is to set the relationships between building facades and the public realm, the form and mass of buildings in relation to one another, and the scale and types of streets and urban blocks (1).

The Code's use of minimum regulation depends upon the identification of the least number of most significant and long-lasting elements which will generate successful places.

Of the various elements that make up the city, it is the structure of public space that is the most enduring. Consider, for instance, Carfax – that quintessential element of Oxford's image. The buildings surrounding it are mostly less than two hundred years old yet the space has been there for at least one thousand years (2,3). Of course the quality of architecture is important to the image of place, yet buildings are relatively ephemeral, and if the public space structure is flawed then no matter how spectacular the buildings are the place can never be successful.

The main purpose of the Code is to assure the **quality of the public realm and the experience of users within it**. People experience and understand a place by moving through its streets and other public spaces. It is the quality of these spaces and the way they are defined by buildings and landscape that are the focus of the Code. The Code is therefore based on a combination of general urban design principles and the place-specific qualities of Oxford City centre and the West End. Developers can work in partnership with the public sector but ultimately they are concerned with the success of their own projects, not how they relate to others. This is the reason for the Code giving the utmost priority to the quality of public space above all the other urban elements.

### A variable mesh of streets



1. Existing street mesh



2. Essential street mesh



3. Optional street mesh

The Code is designed to enable the medium- to long-term development and regeneration envisaged in the AAP. Almost inevitably, this will involve uncertainty in terms of uses and building types, phasing, and demand. The Code therefore needs to provide a flexible framework for future planning and development but at the same time it should offer sufficient clarity and confidence about outcomes for all concerned.

### A new kind of code

The Code offers an innovative approach to coding. Some concepts and terms have been devised which may be unfamiliar. These are used only in the interests of precision or innovation and to distinguish them from other over-used or vague terminology. Definitions of key words and terms are provided in the Glossary. The three main innovations of the Code are:

#### Innovation 1: A variable 'mesh' of streets

#### Innovation 2: Coding for variety

#### Innovation 3: 'Shared space'

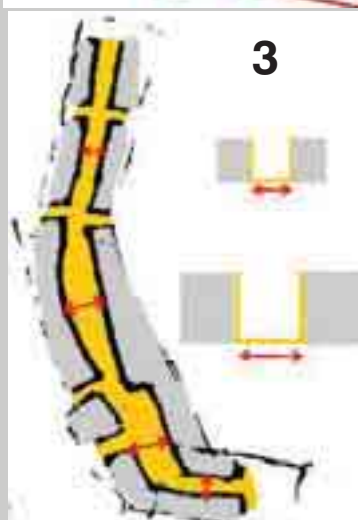
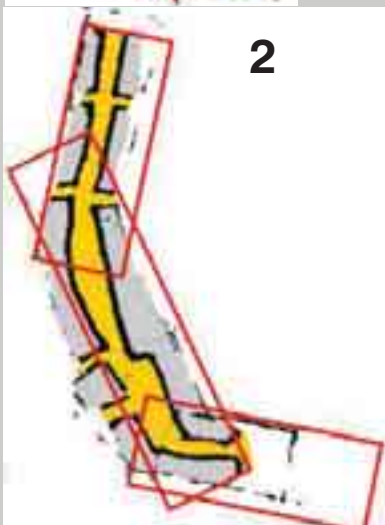
#### Innovation 1: A variable 'mesh' of streets

The term 'street mesh' is used in this document to convey the idea of a continuous and interwoven network of routes. A variable 'street mesh' has been devised which is dimensioned so as to accommodate the widest range and mix of uses anticipated. (1,2,3) **Key Diagram 1: The Regulating Plan** (ahead) provides new urban structure for movement and access in the West End.

The **essential street mesh** enables the expansion of the City centre to include the West End and re-integrates the area with the existing residential neighbourhoods to the west, east and south. A diversity of uses is required to augment the current array offered by the City and it is likely that many of these will require large building 'footprints', such as a hotel and conference centre, or civic offices. The essential mesh is dimensioned so that the resulting development parcels can be subdivided to accommodate large building types without exposing blank facades to public space.

**Constructing street segments:**

1. the length of view within a sequence of spaces;
2. the width of the visible spaces, and;
3. a series of spaces with a distinctive character.



The **optional street mesh** can be implemented should the development parcels need to be subdivided further to accommodate smaller building types, for example if the proportion of residential uses increases relative to the larger scale commercial and leisure uses.

This offers considerable flexibility in accommodating a diversity of land and building uses and, in the event that only the essential mesh is implemented, the overall accessibility to and through the West End will not be compromised.

### Innovation 2: Coding for variety

A criticism of the outcome of many design codes is that their rules and regulations result in uniformity.

A distinctive place identity is established when the various components of townscape and landscape are assembled with sufficient repetition to create a pattern and sufficient variation to make it memorable.

The Code has developed the idea of the '**street segment**' to implement the idea of variety within a pattern. This is shown on **Key Diagrams 2 and 3** ahead. It is based on the field of view within the street or segment of street, i.e. the length and width of the visible space. This approximates to the 'local' experience of the user – the perception of being in a place or series of spaces with a distinctive visual character. (1,2,3 left)

Where street segments intersect distinctive spaces may be created. These should express difference and variation to create a sequence of memorable places and to aid way finding. The Regulating Plan and general provisions by street type establish the pattern while the Segment Plans provide the basis for variation.



**1. Shared space: Lyngby High Street near Copenhagen, Demark**  
(Photo: Ben Hamilton-Baillie)



**2. Shared space: Rijswijk, Netherlands, one of the original experimental traffic calming areas** (Source: Graham Paul Smith)

### Innovation 3: 'Shared space'

The redevelopment of Oxford's West End presents an opportunity to introduce an innovative approach to the design and management of the roads and public spaces that will serve the area. A design philosophy known as 'Shared Space' has been developed and tested in a number of mainland European countries, notably Denmark and The Netherlands. (1,2)

Achieving efficient, smooth-flowing, low-speed movement is the key to shared space design. This is achieved not through the use of conventional traffic-calming devices such as road humps and chicanes but through a strong emphasis on creating a series of places and events through which the driver passes.

Although relatively new to the UK, the approach offers significant benefits to developers, to the local authorities, and to existing and future residents and visitors. Commitment by all stakeholders to implementing this approach will enable a distinctive identity to be created for the West End.

### Structure of the Design Code

The Code is organised with its end users in mind: landowners and their agents; developers and their consultants; architects; elected members of the City and County Councils; members of The West End Design Review Panel; and officers of the local planning authority.

A key aim has been to keep the document as concise as possible. This allows the main principles and provisions of the Code to be understood quickly and makes it easier for all users to check whether design proposals are Code compliant.

# USING THE CODE

## A FIVE STEP CODE

**STEP 1: Locate your development parcel or plot on the Regulating Plan.** This shows and classifies the variable mesh of streets described above and the urban blocks or development parcels defined by the street layout. It is the key source for the general provisions and standards relating to the type of street(s) adjoining your development parcel. **(Section A)**



**STEP 2: Identify the street types that adjoin all public edges of your development parcel or plot.** Each street type has general provisions for the scale of development appropriate to the street/route type, (street widths and building heights), the continuity of frontage to define the public realm, and the degree of active frontage to the public realm. **(Section B)**



**STEP 3: Refer to the relevant Street Segment Plans.** They are the main device in the Code for variations from the general provisions. They indicate where variations should occur in the design of buildings, the width of streets, and the design of special public spaces at focal points where street segments intersect. **(Section C)**



**STEP 4: Refer to the Street Design section** for general principles relating to the design of the public highway, traffic management and parking standards. The Code advocates the 'shared space approach' to achieve the highest quality of public realm in the West End and to ensure a safe and comfortable co-existence for all users of the street space. **(Section D)**



**STEP 5: Refer to Building and Architectural Design** for principles relating to the location of large building types within the street mesh and the design of building facades only as they affect and contribute to the definition of the public realm. These are not framed to limit architectural creativity or expression but to set parameters for the articulation of street elevations and variety of massing to the skyline. **(Section E)**



## Map of the Code

### SECTION A: The Street Mesh and Regulating Plan

A1 The Regulating Plan

A2 Classification of Streets and Routes

A3 Variable Street Mesh

### SECTION B: Street and Route Types

B1 Scale

B2 Continuity of Building Frontages

B3 Active Frontages

### SECTION C: Coding for Variety: The Street Segment Plans

C1 The Street Segment Plan

C2 Places of Variation

C3 Segments and Highway Design

### SECTION D: Street Design

D1 Highway Segments

D2 User Priorities

D3 Design Speed

### SECTION E: Building and Architectural Design

E1 Architectural Principles

E2 Urban Grain

E3 Skyline and Roofscape

A4 Plot Frontage Line

A5 Development Parcels and Plots

A6 Locating Large Building Types

B4 Building Entrances

B5 Street and Route Types  
TYPES ONE to FOUR  
TYPE FIVE - Special Public Spaces

C4 Segments and Architecture

D4 Running Lanes for Vehicles

D5 Parking Provisions

E4 Sustainability and Building Performance



# SECTION A:

## THE STREET MESH AND REGULATING PLAN



### **A0 Introduction**

Streets are the most important of all the urban 'elements' to get right - they last the longest and are difficult to change once in place. That is why the Code starts by establishing the role of each new route in relation to the existing street and route network.

**A1 THE REGULATING PLAN - KEY DIAGRAM 1**

The Regulating Plan is the key to most of the Code’s provisions which follow. It sets out the new urban structure for the area – the arrangement of streets, routes and other public spaces – and relates the general provisions of the Code to specific locations.

- City Wide Strategic Routes
- West End Street Mesh:**
- Type 1
- Type 2
- ⋯ Type 2a
- Type 3
- ⋯ Type 3a
- Type 4
- ⋯⋯⋯ Variable Plot Frontage Line



**KEY DIAGRAM 1: THE REGULATING PLAN**

Dimensions should not be measured from this diagram. A 1:5000 scale version is attached at the end of the Code.



- The Regulating Plan identifies a new network of routes for the West End. This is the ‘street mesh’ which gives access to the area and to development parcels and plots defined by the new streets.
- Each route identified on the Regulating Plan is classified and referenced to one of four street and route types, with a fifth type reserved for special public spaces.
- It identifies a notional Plot Frontage Line to mark the legal boundaries between public and private space.

## A2 CLASSIFICATION OF STREETS AND ROUTES

Both existing and new routes are classified on the Regulating Plan according to likely intensity and range of use and movement, from Type 1, the main streets, to Type 4, the pedestrian, cycle and riverside routes. A fifth type is identified for special public spaces. Section B explains provisions for each of the street, route and space types.

## A3 THE VARIABLE STREET MESH

The different types of street identified in the Regulating Plan form a variable ‘mesh’ which is dimensioned so as to accommodate the widest range and mix of uses anticipated and to avoid inactive frontages to public routes and spaces.

This device offers considerable flexibility in accommodating a diversity of land and building uses and, in the event that only the essential mesh is implemented, the overall accessibility to and through the West End will not be compromised.

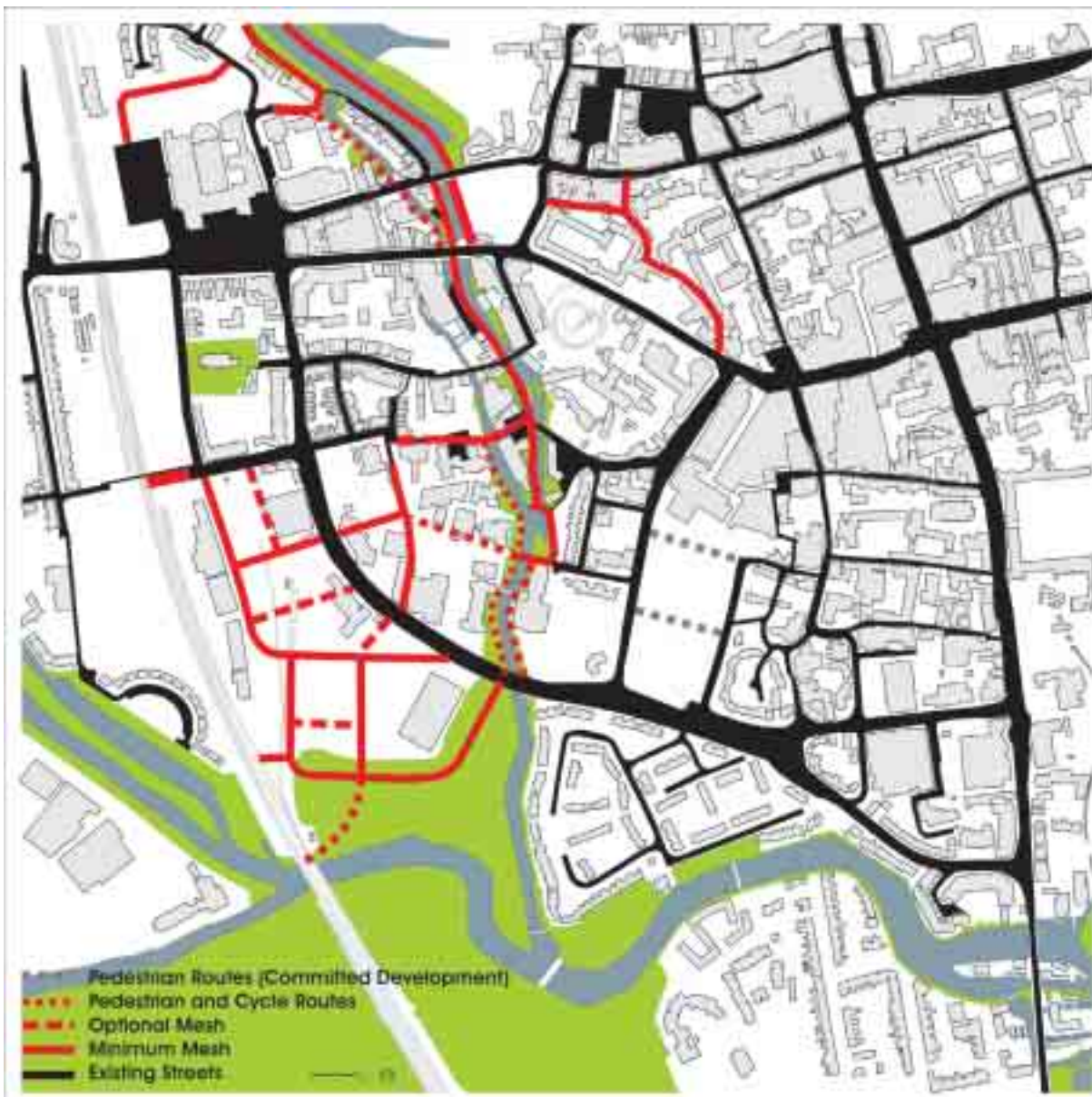
**A3.1 The essential street mesh** should be implemented to guarantee the re-connection of the West End with the rest of the City centre and the existing residential neighbourhoods. These routes should be continuous and legible, as shown on the next page.

The essential street mesh is composed of two sorts of streets and routes (refer to Regulating Plan):

- existing streets (already fixed in alignment and dimensioned);

- extensions to existing streets and new streets. These are aligned on the Regulating Plan but are not dimensioned in order to allow variety within segments of the same street type (Refer to Section B ahead).

**A3.2 The optional street mesh** can be implemented should the proportion of residential uses increase relative to the larger scale commercial and leisure uses. These routes have suggested alignments only and will be fixed and dimensioned as the pattern of land uses emerges within the essential street mesh. (Refer to Regulating Plan)



New urban structure for the West End: the essential and optional street meshes added to the existing streets and routes (not to scale) N



1. ■■■■■ Plot Frontage Line

### A4 PLOT FRONTAGE LINE

This line delineates the boundary between the space of the public highway, and the privately-owned or leased land for development. At this stage, it is shown on the Regulating Plan as a notional line which will not be fixed until the street mesh and resulting development parcels and plots are finalized.

The distance between plot frontage lines is a key element in creating the character on each of the street types. This will be set by a combination of the general provisions provided for each street and route type in Section B and the variation between street segments explained in Section C ahead.

### A5 DEVELOPMENT PARCELS AND PLOTS

In both the essential and optional mesh, development parcels of varying sizes are created within the street mesh. (2,3) These will be subdivided to form individual development plots.

**A5.1 Minimum plot subdivision:** Development parcels should be subdivided to create a minimum of three plots.

**A5.2 Plot subdivisions** should address the highest order street frontage first, and then to successive orders of streets. This maintains the continuity of building frontage to the higher order streets.



2. Development parcels: Essential mesh



3. Development parcels: Optional mesh



1. A grand design to the main street...



2. 'Big box' inset from the corner allowing buildings more active frontages to face the side street



3. 'Big box' not inset from the corner so blank edges are exposed to side streets



4. Plan showing the location of the large building in relation to main and side streets

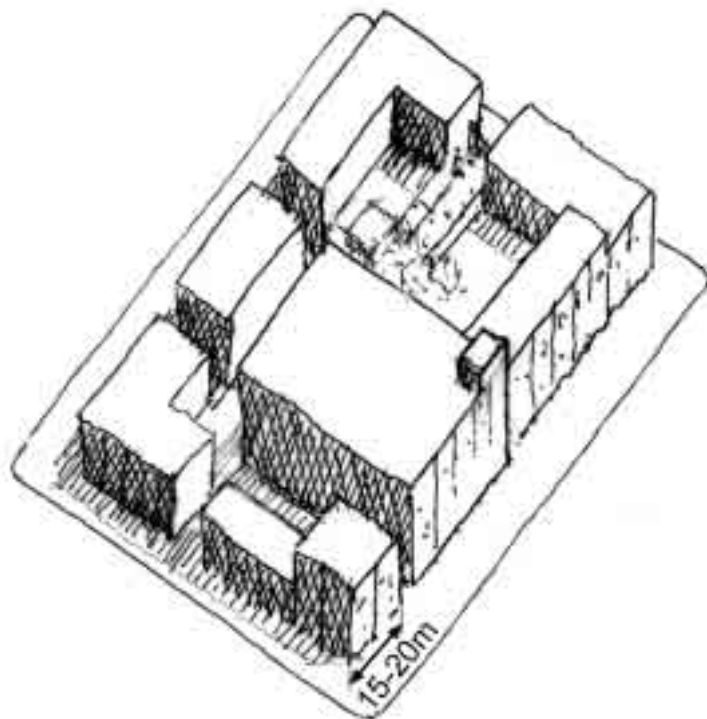
## A6 LOCATING LARGE BUILDING TYPES

**A6.1 Large buildings** should be located within the **large urban blocks** defined by the essential street mesh in the Regulating Plan (1-4).

Additionally, **'big box' building types** should present their **shorter side and entrance to the highest ranking street type** so that the most active part of the building perimeter faces the street (5).

**A6.2 'Big box' building types** generally **cannot be located at corner sites**. They should be inset by a dimension of 15–20 metres from the corner or sufficient to allow buildings with more active frontages to be located adjacent to streets and other routes (2,5). Cinemas, theatres, hotels, and other publicly relevant uses, such as libraries or other community facilities, may extend their entrances to corners.

**A6.3 Large building types over 3 storeys** should not **occupy the whole depth of the block from front to rear**. They should terminate 15– 20 metres from the rear street, so that the backs of large buildings are not adjacent to public space and they do not present continuous horizontal masses to the skyline (5).



5. Large buildings over three storeys in height should terminate 15-20 metres from the rear street as shown above.

# SECTION B:

## STREET AND ROUTE TYPES



### B0 Introduction:

After the streets have been located, the next most significant element of the Code is the definition and enclosure of the streets, routes and other public spaces by buildings. After all, it is the relative continuity, degree of enclosure and 'texture' of the frontage to the street that sets the character and quality of the public realm.

This section of the Code relates the following attributes to each of the five street, route and space types:

- **Scale**
- **Continuity of building frontages**
- **Active frontages**

Each of the four main street/route types has a summary chart with sample sections showing how the space between buildings may be distributed, and images to convey the urban qualities envisaged.

The final category, Type Five for special public spaces, does not have general provisions as they are all different and will need to be the subject of a more detailed landscape design strategy. Instead, principles to guide the development of detailed designs are included.



1. Low building height relative to street widths - trees provide enclosure



2. Ratio of 1:1.3 street width to building height



3. Variety of building heights along street frontage



4. A wide, sunny pavement on the east side of north-south aligned street

## B1 SCALE

This Code refers to urban design scale, which is concerned with the relation between the width of public spaces, especially streets, and the height and massing of their enclosing structures.

Ratios of street width to building height are not fixed as many of Oxford's streets do not conform to urban design convention in this regard (1,2).

Variations in street width are explained in Sections C and D.

**B1.1 A range of widths** between Plot Frontage Lines are given for the public highway for each street type.

**B1.2 A range of building heights** are given in relation to street widths.

The provisions of the Code are designed to generate a **variety of building heights along street frontages** as this is an important feature of Oxford's streetscape and skyline.

- **Storeys** are used in preference to dimensioned heights as this will in itself create some variety between commercial and residential building heights.
- For most street types, a range of heights are given. This means that **it is expected that the height of buildings should vary along the same street frontage** (3).
- Half storeys, expressed as 0.5, are defined as rooms accommodated within roof structures. The roof should only contain one storey of accommodation within it, not multiple storeys.
- Roof level setbacks are given for some street types.

### B1.3 Microclimate and comfort in public space

Building height and street width should be counterbalanced to maximize the amount of sunlight to the public realm (4). Design and Access Statements will be required to demonstrate the microclimatic impacts of buildings on public space.

- On north/south aligned streets, where a fifth storey is permitted, it should be set back on the west side of the street to allow afternoon and evening sunlight to reach the opposite facades and street, at least between the equinoxes. Wider spaces for pedestrians should be provided on the east side of the street.

- On east/west aligned streets, where a fifth storey is permitted, it should be set back on the south side of the street to allow sunlight to reach the opposite facades and street, at least between the equinoxes. Wider spaces for pedestrians should be provided on the north side of the street.

## B2 CONTINUITY OF BUILDING FRONTAGES

The definition of public space is achieved by the relative continuity of buildings along the frontage of the privately-owned or leased land (1,2). The design of the frontage should make clear what is public space and what is private to avoid ambiguity of ownership and maintenance (3). The degree of frontage continuity is expressed as a percentage of the built frontage (Eg. 80%) in relation to overall plot width (100%). In many city centre main streets the building frontage continuity is 100% of the plot width. Side streets, lower order streets, and main streets beyond the centre tend to have lower percentages of building frontage continuity.

Although the overall aim is to provide sufficient building continuity to define and enclose the street, some breaks in the building line can be advantageous for long-term robustness of the building, plot, and urban block (4).



1. Continuity of building frontages defines the street



2. Buildings on the plot frontage line



3. Break in building frontages but continuity is maintained on the plot frontage line by low boundary walls



4. A small break in the building line enables long-term robustness and mixed uses



**1. Significance of trees in the streetscape - in private plots and growing in gaps between buildings**



**2. Small setback from the plot frontage line**



**3. Low walls mark continuity of the plot frontage**

The breaks in street frontage are also significant in Oxford as the majority of trees that are viewed within the streetscape are planted in private plots and in the gaps between buildings. This has, more often than not, happened by accident rather than design, particularly on the larger plots at street junctions. However, this gives the trees additional importance within the streetscape and as markers for orientation (1,2).

**B2.1 Building Line** This denotes the position of buildings relative to the Plot Frontage Line which together define the public realm. The Plot Frontage Line and the Building Line can:

- **coincide, defined as 0–1 metre apart (1), or;**
- **buildings can be set back from the Plot Frontage Line up to a maximum of 5 metres (2,3) or;**
- **buildings can be discontinuous on the Building Line or Plot Frontage Line.**

### **B2.2 Boundary Treatment**

- Where the Building Line is **set back by more than 1 metre or is discontinuous, then other elements** such as railings, low walls, or planting (such as lines of trees), **should compensate by marking the continuity of the Plot Frontage Line** (except for gates and entrance ways) (3).
- The solid part of the boundary treatment should be no more than 1 metre high to maintain visibility from inside the building out to the street or route.
- Exceptions include boundary treatments on corner plots where higher walls and fences may be needed to preserve the privacy of the plot on the return frontage. Higher limestone and brick walls of limited extent along the Plot Frontage Line may also be acceptable between two buildings to preserve the continuity of the street façade (1).



1. Same use both sides of street - student housing. Difference between enclosure (left) and active frontage (right)

**TABLE B3:**  
**GRADING STREET FRONTAGE**  
(adapted from Gehl, 2006)

**GRADE A: 15 to 20 doors**

per 100m of street frontage.  
Small units, many doors, many uses.  
no blind and few 'passive' unit facades,  
much facade relief and articulation

**GRADE B: 10 to 14 doors**

per 100m of street frontage.  
Relatively small units, some variations in  
uses, few blind or 'passive' unit facades,  
facade relief and many details

**GRADE C: 5 to 9 doors**

per 100m of street frontage.  
Mix of large and small units,  
modest variation in uses,  
some blind and 'passive' unit facades,  
modest facade relief and few details

**GRADE D: 2 to 4 doors**

per 100m of street frontage.  
Large units,  
almost no variation in uses,  
many blind or monotonous unit fa-  
cades,  
no facade relief and few details

**GRADE E: 0 to 1 door**

per 100m of street frontage.  
Large units,  
no visible variation in uses,  
blind or 'passive' unit facades,  
only uniform facades with no details

Favoured active frontages: A,B,C

Occasionally acceptable 'passive'  
frontages: D

Unacceptable frontage: E

## B3 ACTIVE FRONTAGES

The creation of safe, lively and interactive streets depends not just upon the connected mesh of streets and clear definition between public and private space, but also on the way in which the street space is composed by active frontages (1).

This means in practice that the more building fronts which face other building fronts across the street or space the safer and more convivial the spaces are likely to be. This is not just to provide surveillance, or 'eyes on the street', but also to maximize the amount of activity that takes place in the public realm.

Research has shown that streets and the properties that line them are safer when they are composed of building fronts facing other building fronts for at least 75% of their length. (Hillier, Hillier and Hanson, )

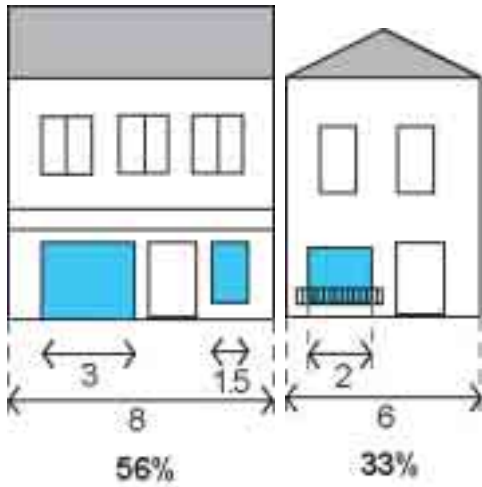
At ground floor level in particular, the street needs to be faced on both sides by as many primary building entrances and transparent glass surfaces/windows to inhabited and occupied space as possible.

Two measures are used:

- the number of units with doors and primary entrances per 100 metres of street frontage
- the degree of transparency of the façade.

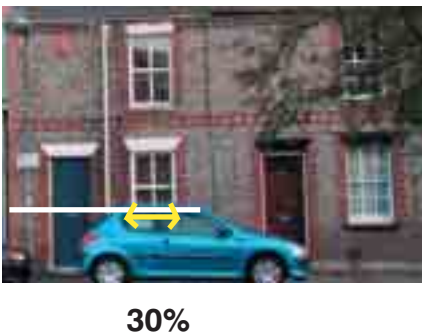
### B3.1 Measuring Active Frontages

**Active Frontages are graded A-E, but the minimum level of activity required is between A and C.** The characteristics of each grade of frontage are given in Table B3. This is calculated by the number of units and their primary entrances per 100 metres of street, together with an assessment of the degree to which the building façade is transparent, allowing views in and out of occupied and inhabited spaces.



**B3.2 Measuring the degree of transparency**

In addition to the doorway or entrance, a rough rule of thumb for the amount of transparency is between 30 and 40% of the building elevation, measured across the mid-point of the ground floor. Small ground floor retail units may achieve in excess of 60% transparency.



Shop windows are not always transparent but this type of obscured glazing should be avoided.



1. Each residential unit has its own entrance direct from the street



2. Main entrance to apartments located at the rear of the building so no activity or access between ground floor dwellings and the street



3. All ground floor apartments have their own front door to the street - a commercial success which also offers consumers choice. (Source: Park Central, Birmingham, Gardner Stewart Architects)

## B4 BUILDING ENTRANCES

In addition to the general provisions on Active Frontages set out in Section B3:

**B2.1 All ground floor residential units** should have their own front door to the street (1,2,3).

**B2.2** All buildings with frontages to more than one street should have their **main entrance opening to highest ranking street type**.

**B2.3 Independent access.** When uses are mixed vertically in a building, independent access should be provided to upper floors from the highest ranking street type, or from the return frontage in the case of a corner plot.

## **B5 STREET AND ROUTE TYPES**

### **TYPE ONE: MIXED-USE MAIN STREET**

#### **SCALE**

#### **Range of Widths for the Public Highway**

Measured between Plot Frontage Lines:

- Minimum Dimension 15 metres
- Maximum Dimension 27 metres

#### **Range of Building Heights**

- 3, 3.5, 4, 4.5, and 5 storeys
- The floor-to-floor height of the ground floor should be a minimum of 3.5 metres to allow for the widest range of possible uses to main street frontages.

**Microclimate:** Solar access- top storey setbacks as per general provision B1.3 above

## **CONTINUITY OF BUILDING FRONTAGES**

### **Building Line**

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

### **Boundary Treatment**

- Where there is a break in the building frontage, other elements such as railings, walls, or planting (such as lines of trees), should compensate by marking the continuity of the Plot Frontage Line (except for gates and entrance ways).

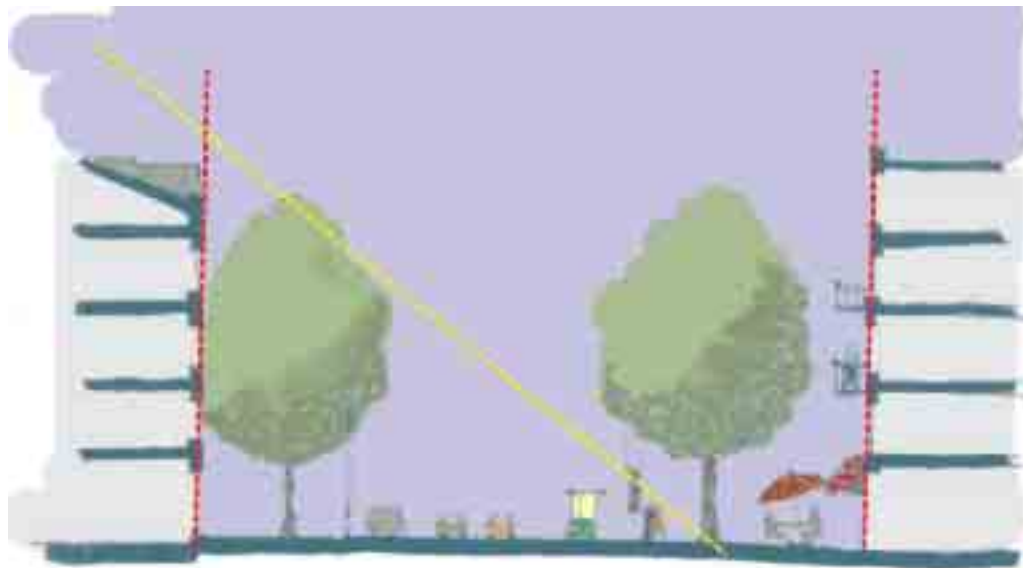
## **ACTIVE FRONTAGE**

**A, B, and C grade frontage:** 6-20 entrances/doors per 100 metres of street frontage

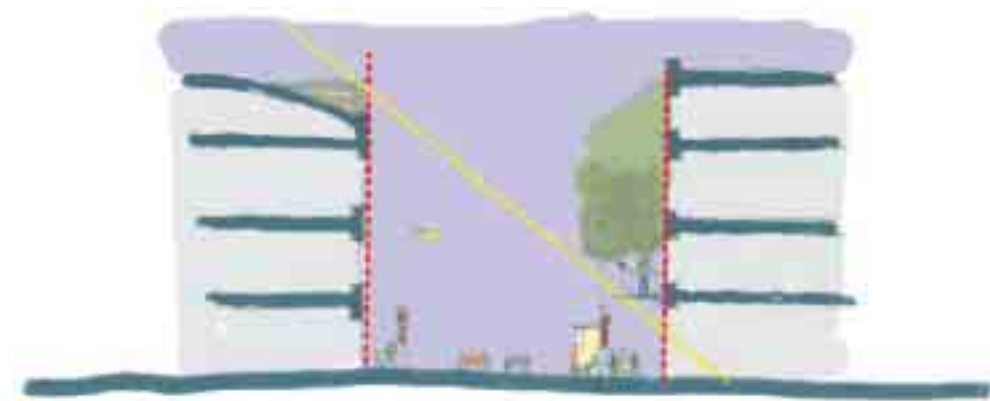
**Transparency of facade to occupied or inhabited space:** equal to or greater than 30% of the street façade, in addition to the entrance/doorway.

**Type One: Mixed Use Main Street**

Scale		Continuity Building Frontage		Active Frontage
Range of Widths for Public Highway in metres	Range of Building Heights measured in storeys	Building Line (BL)	Boundary Treatment (BT)	Grade Frontage (doors/100m) Transparency facade (%)
Minimum 15m Maximum 27m  Measured between Plot Frontage Lines	3, 3.5, 4, 4.5 and 5 Storeys Ground floor to floor minimum 3.5m	BL/PFL coincide (0-1m) for 95-100% of Plot Width Remaining 5% may be setback or break in building frontage Breaks/gaps max. 5m	Where break in BF - railings, walls, planting mark PFL	A, B, C Grade Frontage - 6-20 doors/100m Transparency ≥ 30%



Mixed-use main street - 4.5 and 5 storeys



Mixed-use main street - 3.5 and 4 storeys

## **TYPE TWO: MIXED-USE SIDE STREETS**

### **SCALE**

#### **Range of Widths for the Public Highway**

Measured between Plot Frontage Lines:

- Minimum Dimension 12 metres
- Maximum Dimension 20 metres.

#### **Range of Building Heights**

- 2.5, 3, 3.5 and 4 storeys.
- Up to 4 storeys for plot on return frontage from Type 1 street.
- 2.5, 3, 3.5 and 4 storeys on subsequent plots to 'shoulder' of the building.
- If 4 storeys, then top storey should be set back from the street façade.
- The floor-to-floor height of the ground floor should be a minimum of 3.5 metres to allow for the widest range of possible uses to main street frontages.

**Microclimate:** Solar access- top storey setbacks as per general provision B1.3 above, but in this case applies to fourth storey.

### **CONTINUITY OF BUILDING FRONTAGES**

#### **Building Line**

- The Building Line does not have to coincide with the Plot Frontage Line, and should be set back from the Plot Frontage Line by at least 1 metre for a privacy strip.
- Where the Building Line is set back, this should not exceed a maximum of 5 metres from the Plot Frontage Line.
- Continuity of frontage: 80–100 % of the plot width
- Any break or gap in the frontage should not exceed 4 metres, unless it

is for a special public space.

#### **Boundary Treatment**

- Where the Building Line is set back by more than 1 metre, or is discontinuous, then other elements such as railings, low walls, or planting (such as lines of trees), should compensate by marking the continuity of the Plot Frontage Line, except for gates and entrance ways.
- Any solid part of boundary treatment should not be more than 1 metres high to maintain visibility to the street.

### **ACTIVE FRONTAGE**

**A, B grade frontages:** 10–20 entrances/doors per 100 metres of street frontage.

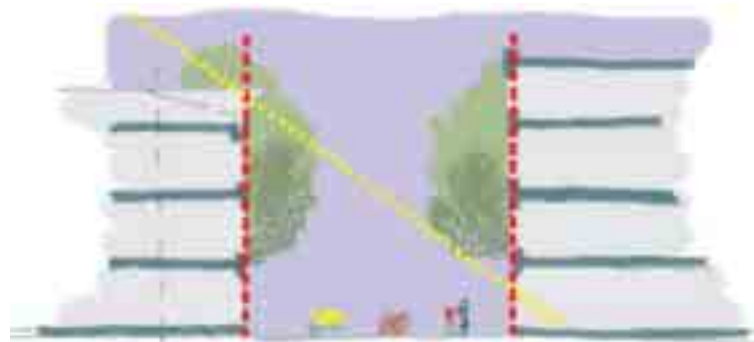
**Transparency of façade** to occupied or inhabited space: equal to or greater than 30% of the street façade, in addition to the entrance/doorway.

**Type Two: Mixed Use Side Street**

Scale		Continuity Building Frontage		Active Frontage
Range of Widths for Public Highway in metres	Range of Building Heights measured in storeys	Building Line (BL)	Boundary Treatment (BT)	Grade Frontage (doors/100m) Transparency facade (%)
Minimum 12m Maximum 20m  Measured between Plot Frontage Lines	2.5, 3, 3.5, and 4 Storeys If 4 set back top storey ground floor to floor min. 3.5m	BL/PFL does not have to coincide Setback $\geq$ 1m Setback 1-5m Continuity 80-100% of Plot Width Breaks/gaps max. 4m	Where break/setback in BF - railings, walls, planting mark PFL	A, B, Grade Frontage - 10-20 doors/100m Transparency $\geq$ 30%



Mixed-use side street - 20m width



Mixed-use side street - 12m width

## TYPE TWO A: SPECIAL MIXED-USE SIDE STREET (SINGLE-SIDED STREET)

### SCALE

#### Range of Widths for the Public Highway

Reduced width for single-sided street.

Minimum Dimension 9 metres.

Maximum Dimension 15 metres.

#### Range of Building Heights

Increased height permitted for single-sided street of this type.

2.5, 3, 3.5, 4 and 4.5 storeys.

### CONTINUITY OF BUILDING FRONTAGES

#### Building Line

- The Building Line does not have to coincide with the Plot Frontage Line, and should be set back from the Plot Frontage Line by at least 1 metre for a privacy strip.
- Where the Building Line is set back, this should not exceed a maximum of 5 metres from the Plot Frontage Line.
- Continuity of frontage: increased to 90–100 % of the plot width as a single-sided street needs more continuity of built edge to the street.
- Any break or gap in the frontage should not exceed 3 metres.

#### Boundary Treatment

- Where the Building Line is set back by more than 1 metre or is discontinuous, then other elements such as railings, low walls, or planting (such as lines of trees), should compensate by marking the continuity of the Plot Frontage Line, except for gates and entrance

ways.

- Any solid part of boundary treatment should not be more than 1 metres high to maintain visibility to the street.

### ACTIVE FRONTAGE

Routes which are single-sided to a park or other feature, such as river or railway line, cannot achieve space which is composed by buildings on both sides.

**A, B grade frontages:** 10–20 entrances/doors per 100 metres of street frontage.

**Transparency of façade** to occupied or inhabited space: not less than 30% of the street façade, in addition to the entrance/doorway.

**Type TWO A: Special Mixed Use Side Street**

Scale		Continuity Building Frontage		Active Frontage
Range of Widths for Public Highway in metres	Range of Building Heights measured in storeys	Building Line (BL)	Boundary Treatment (BT)	Grade Frontage (doors/100m) Transparency facade (%)
Minimum 9m Maximum 15m  Measured between Plot Frontage Lines	2.5, 3, 3.5, 4, and 4.5 Storeys	BL/PFL does not have to coincide Setback $\geq$ 1m Setback 1-5m Continuity 90-100% of Plot Width Breaks/gaps max. 3m	Where break/ setback in BF - railings, walls, planting mark PFL	A, B Grade Frontage - 10-20 doors/100m Transparency $\geq$ 30%



Single-sided street



Single-sided street: continuous building frontage with variety of storey heights (Source: Gardner Stewart Architects)

## **TYPE THREE: PREDOMINANTLY RESIDENTIAL STREETS AND LANES**

### **SCALE**

#### **Range of Widths for the Public Highway**

Measured between Plot Frontage Lines:

- Minimum Dimension 9 metres
- Maximum Dimension 15 metres.

#### **Mews streets**

- Minimum Dimension 6 metres
- Maximum Dimension 12 metres.

#### **Range of Building Heights**

2.5 storeys, 3, and 3.5 storeys, and 4 if set back on widest street.

**Mews streets:** Not more than 2 storeys

### **CONTINUITY OF BUILDING FRONTAGES**

#### **Building Line**

- The Building Line does not have to coincide with the Plot Frontage Line, and should be set back from the Plot Frontage Line by at least 1 metre for a privacy strip.
- Where the Building Line is set back, this should not exceed a maximum of 5 metres from the Plot Frontage Line.

**Mews streets:** 0–1m setback.

**Continuity of frontage:** 75–100 % of the plot width.

**Mews streets:** 90-100% of the plot width.

- Any break or gap in the frontage should not exceed 3 metres.

#### **Boundary Treatment**

- Where the Building Line is set back by more than 1 metre or is discontinuous, then other elements such as railings, low walls, or planting (such as lines of trees), should compensate by marking

the continuity of the Plot Frontage Line, except for gates and entrance ways.

- Any solid part of boundary treatment should not be more than 1 metres high to maintain visibility to the street.

#### **Mews streets:**

Boundary walls and fences should be high enough to preserve the privacy and security of the rear of buildings and their plots which may be accessed from the mews.

### **ACTIVE FRONTAGE**

**A grade frontages:** 15–20 entrances/doors per 100 metres of street frontage.

**Transparency of façade** to occupied or inhabited space: not less than 30% of the street façade, in addition to the entrance/doorway.

**Mews streets** may be exempted from this general requirement where other benefits, such as mix and affordability of residential units, are demonstrated. Mews streets are often used in urban situations, historically and in contemporary development, to provide service access, stabling, and now garaging to the rear of the main street buildings. This means that mews streets are likely to have more blank walls and less transparency than other residential streets. However it is expected that mews residential units should achieve additional overlook from upper storeys should the ground floor not meet the general provision of 30% transparency of façade.

**Type Three: Residential Streets and Lanes**

Scale		Continuity Building Frontage		Active Frontage
Range of Widths for Public Highway in metres	Range of Building Heights measured in storeys	Building Line (BL)	Boundary Treatment (BT)	Grade Frontage (doors/100m) Transparency facade (%)
Minimum 9m Maximum 15m  Mews streets Min. 6m Max. 12m  Measured between Plot Frontage Lines	2.5, 3, 3.5 and 4 Storeys 4 if set back on widest street  Mews 2 Storeys	BL/PFL does not have to coincide Setback ≥ 1m Setback 1-5m Continuity 75-100% of Plot Width Breaks/gaps max. 3m  Mews: 0-1m Setback BL/PFL coincide (0-1m) for 90-100% of Plot	Where break/setback in BF - railings, walls, planting mark PFL	A Grade Frontage - 15-20 doors/100m Transparency ≥ 30%  Mews - variable



Traditional mews in Oxford now providing additional accommodation as well as garages and rear access



Tree-lined residential street



New mews housing provides wider range of house type and affordability (Source: Parkside Mews, Ingress Park, Gardner Stewart Architects)



Residential street

## TYPE THREE A: CAR-FREE RESIDENTIAL LANES

### SCALE

#### Range of Widths for the Public Highway

Measured between Plot Frontage Lines:

- Minimum Dimension 4 m.
- Maximum Dimension 12 m.

#### Range of Building Heights

- 2.5 storeys, 3, and 3.5 storeys, with 4 on widest lane if set back.

### CONTINUITY OF BUILDING FRONTAGES

#### Building Line

- Does not have to coincide with the Plot Frontage Line, and should be set back from the Plot Frontage Line by at least 1m for a privacy strip.
- Where the Building Line is set back this should not exceed a maximum of 5m from the Plot Frontage Line.

#### Continuity of frontage:

- 80-100 % of the plot width
- Any break or gap in the frontage should not exceed 3m.

#### Boundary Treatment

- Where the Building Line is set back by more than 1m or is discontinuous then other elements such as railings, low walls, or planting (such as lines of trees), should compensate by marking the continuity of the Plot Frontage Line, except for gates and entrance ways.
- Solid part of boundary treatment should not be more than 1m high to maintain visibility to the street.

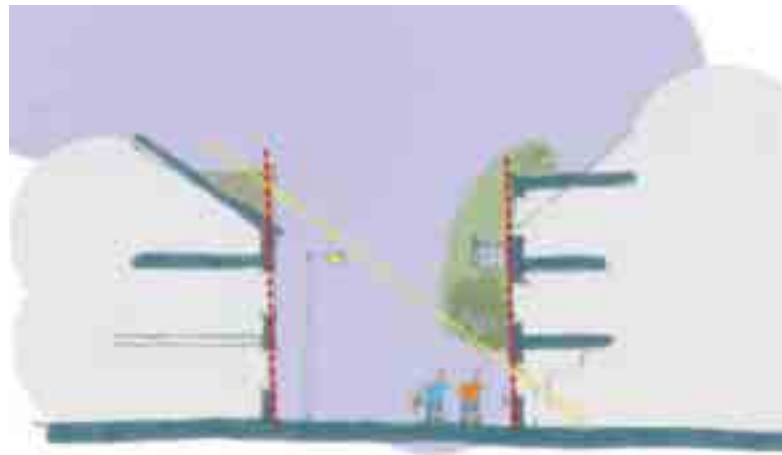
### ACTIVE FRONTAGE

**A and B grade frontages:** 10-20 entrances/doors per 100m street frontage.

**Transparency of façade** to occupied or inhabited space – not less than 30% of the street façade, in addition to the entrance/doorway.

**Type THREE A: Car-free Residential Lanes**

Scale		Continuity Building Frontage		Active Frontage
Range of Widths for Public Highway in metres	Range of Building Heights measured in storeys	Building Line (BL)	Boundary Treatment (BT)	Grade Frontage (doors/100m) Transparency facade (%)
Minimum 4m Maximum 12m  Measured between Plot Frontage Lines	2.5, 3, and 3.5 storeys, with 4 on widest lane if set back	BL/PFL does not have to coincide Setback ≥ 1m Setback 1 - 5m Continuity 80-100% of Plot Width Breaks/gaps max. 3m	Where break/setback in BF - railings, walls, planting mark PFL	A Grade Frontage - 10-20 doors/100m Transparency ≥ 30%



**Car-free residential lane**

## **TYPE FOUR: DEDICATED PEDESTRIAN AND CYCLING ROUTES**

Segregated pedestrian and cycling routes should link directly to the street network to provide maximum connectivity.

It is important that these spaces feel safe and secure, offering pedestrians and cyclists a legible and attractive alternative to the carriageway. The new connections will significantly improve the continuity of pedestrian and cycle routes to and through the area. Routes will contain cycle parking.

### **SCALE**

#### **Widths of the Public Highway**

- A minimum operating dimension of 4 metres shared surface space for pedestrians and cyclists. For the purposes of emergency, servicing and maintenance access, minimum width requirements must be sufficient to enable vehicular access.

#### **Range of Building Heights**

- 2.5 storeys, 3, 3.5 storeys

### **CONTINUITY OF BUILDING FRONTAGES**

#### **Building Line**

- Does not have to coincide with the Plot Frontage Line, and should be set back from the Plot Frontage Line by at least 1m for a privacy strip.
- Where the Building Line is set back this should not exceed a maximum of 5m from the Plot Frontage Line.

#### **Continuity of frontage:**

- 75-100 % of the plot width
- Any break or gap in the frontage should not exceed 3m.

#### **Boundary Treatment**

- Where the Building Line is set back by more than 1m or is discontinuous then other elements such as railings, low walls, or planting (such as lines of trees), should compensate by marking the continuity of the Plot Frontage Line, except for gates and entrance ways.
- Solid part of boundary treatment should not be more than 1m high to maintain visibility to the street.

### **ACTIVE FRONTAGE**

**A, B grade frontages:** 10-20 entrances/doors per 100m street frontage.

**Transparency of façade** to occupied or inhabited space – not less than 30% of the street façade, in addition to the entrance/doorway.

### Type Four: Pedestrian and Cycling Routes

Scale		Continuity Building Frontage		Active Frontage
Range of Widths for Public Highway in metres	Range of Building Heights measured in storeys	Building Line (BL)	Boundary Treatment (BT)	Grade Frontage (doors/100m) Transparency facade (%)
Minimum 4m	2.5, 3, and 3.5 Storeys	BL/PFL does not have to coincide Setback 0.5 - 2m Continuity 75-100% of Plot Width Breaks/gaps max. 3m	Where break/setback in BF - railings, walls, planting mark PFL	A, B Grade Frontage - 10-20 doors/100m Transparency $\geq$ 30%



The existing network of pedestrian routes will be extended.



New pedestrian and cycle routes reconnect the West End

## TYPE FOUR A: WATERCOURSES AND RIVERSIDE SPACES

These are an important part of the identity of the West End. In addition to their recreational value and variety of route choice for users of the area the ecological value of streams and the green corridors alongside the watercourses should be protected. It is expected that existing trees within the stream and river corridors should be retained where they make and appropriate contribution to the character of the area.

All proposals for riverside routes should consider ecological, access, maintenance, flooding, and river flow requirements. Developers and their designers of any development parcel or plot adjoining a watercourse should work with The Environment Agency and the City Council on proposals from the earliest stage of design. Special landscape designs should be prepared with these agencies from the start of the design process.

The different stretches of the riverside spaces vary in character and there are no general provisions for this type of route. However, some principles are set out.

### SCALE

#### Range of Widths

- Vary in relation to landscape character,

#### Range of Building Heights

- Vary in relation to landscape character, ie. more 'urban' or more 'rural'. Publicly-relevant buildings, such as the Oxford and Cherwell Valley College, will be considered on their own merits and their response to the landscape.

### CONTINUITY OF BUILDING FRONTAGES

Any building and associated construction work should be a minimum of 8m from the top of the bank.

**Building Line** – variable within Environment Agency guidelines. The Building Line should respond to the potential of the characteristics of different stretches of the riverside spaces.

#### Continuity of frontage:

- 75-100 % of the plot width
- Breaks in the frontage may exceed the general provisions to maintain views through to the riverside spaces.

#### Boundary Treatment

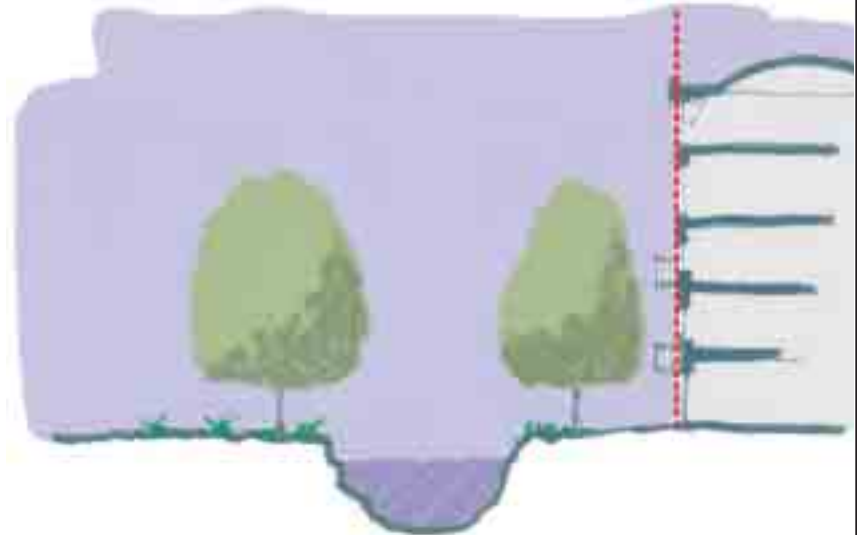
- Where the Building Line is set back by more than 1m or is discontinuous then other elements such as railings, low walls, or planting (such as lines of trees), should compensate by marking the continuity of the Plot Frontage Line, except for gates and entrance ways.
- Solid part of boundary treatment should not be more than 1m high to maintain visibility to the riverside spaces.

### ACTIVE FRONTAGE

The general provisions for active frontages may be varied. Recent precedents where properties turn their backs to the riverside spaces should be avoided. Passive development ie. with fewer doors and entrances but high levels of transparency may be the best that can be achieved in some locations.

**Type FOUR A: Watercourses and Riverside Spaces**

Scale		Continuity Building Frontage		Active Frontage
Range of Widths for Public Highway in metres	Range of Building Heights measured in storeys	Building Line (BL)	Boundary Treatment (BT)	Grade Frontage (doors/100m) Transparency facade (%)
Minimum 3m/Varies	Varies in relation to landscape	BL/PFL does not have to coincide min. 8m from top of the bank Continuity 75-100% of Plot Width Breaks/gaps varies to maintain views of the river	Where break/setback in BF - railings, walls, planting mark PFL	Varies within A to C Grade Frontage - 5-20 doors/100m



Development on one side of the river



New and historic development on the riverside routes

## **TYPE FIVE: SPECIAL PUBLIC SPACES**

The AAP aims to establish a network of special public spaces of varying character in the West End. Some are intended as lively and active urban spaces, while others are intended to provide quieter and more natural retreats of ecological value.

These do not have general provisions and will need special design briefs and/or landscape designs. The opportunities for creating special spaces of varying sizes and character are marked on the Segment Plans in Section C.

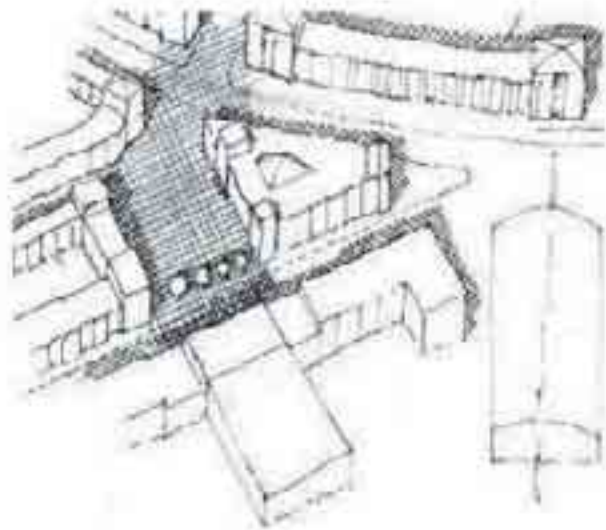
Although there are no general provisions for these spaces, the following principles should guide the development of detailed designs for urban spaces.

1. Be in proximity to high levels of movement.
2. Have good accessibility from surrounding areas.
3. Movement routes should pass through the body of the space.
4. Have multi-directional views into the surrounding area to aid legibility and way finding.
5. Be in proximity to 'live' uses, such as retail and catering outlets. These should add activity over and above the effects of spatial layout.
6. Have adequate and well-designed seating and street furniture.

Developer contributions will be used to provide the required quality of materials, street furniture and public art.



Active public space at the junction of main routes



Option of new urban square for the West End south of Oxpens Road



A relaxing green space 50m from a busy city street



Ecological assets of the West End - large green spaces and corridors along the rivers

-  Existing Green Spaces and Tree Belts
-  Greenways - Connecting and extending green corridors through street mesh

  
Not to scale



Public art adds to the distinctiveness of public space. (Source: Copenhagen, Denmark, Graham Paul Smith)



# SECTION C:

## CODING FOR VARIETY: THE STREET SEGMENT PLANS



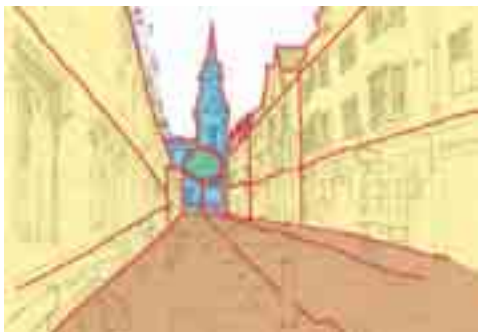
### C0 Introduction

Within the street mesh established by the Regulating Plan, 'street segments' are identified. Street segments are based around 'view and use corridors' that define the unfolding streetscape. They approximate to the 'local' experience of the user – the perception of being in a place or series of spaces with a distinctive visual character. Although the idea of street segments is new to design codes, they have a firm basis in urban design theory, and have been shown to explain how users 'read' space as they move through it (Cullen, Hillier and Hanson, ). This is the device by which the Code supports variety and enables different characters to emerge along streets and routes.

The two Segment Plans, Key Diagrams 2 & 3, mark the relaxations and variations of the general provisions contained in the Regulating Plan and Section B.



1. Turf Street looking south to High Street



2. Field of view within the street framed by buildings, trees and spire

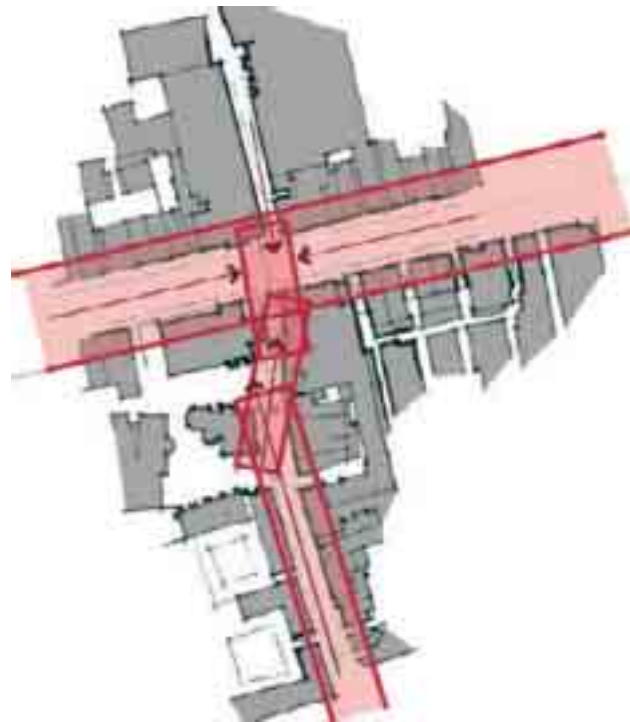


3. Deflection of the street, narrowing of the space by 'special' buildings before meeting High Street

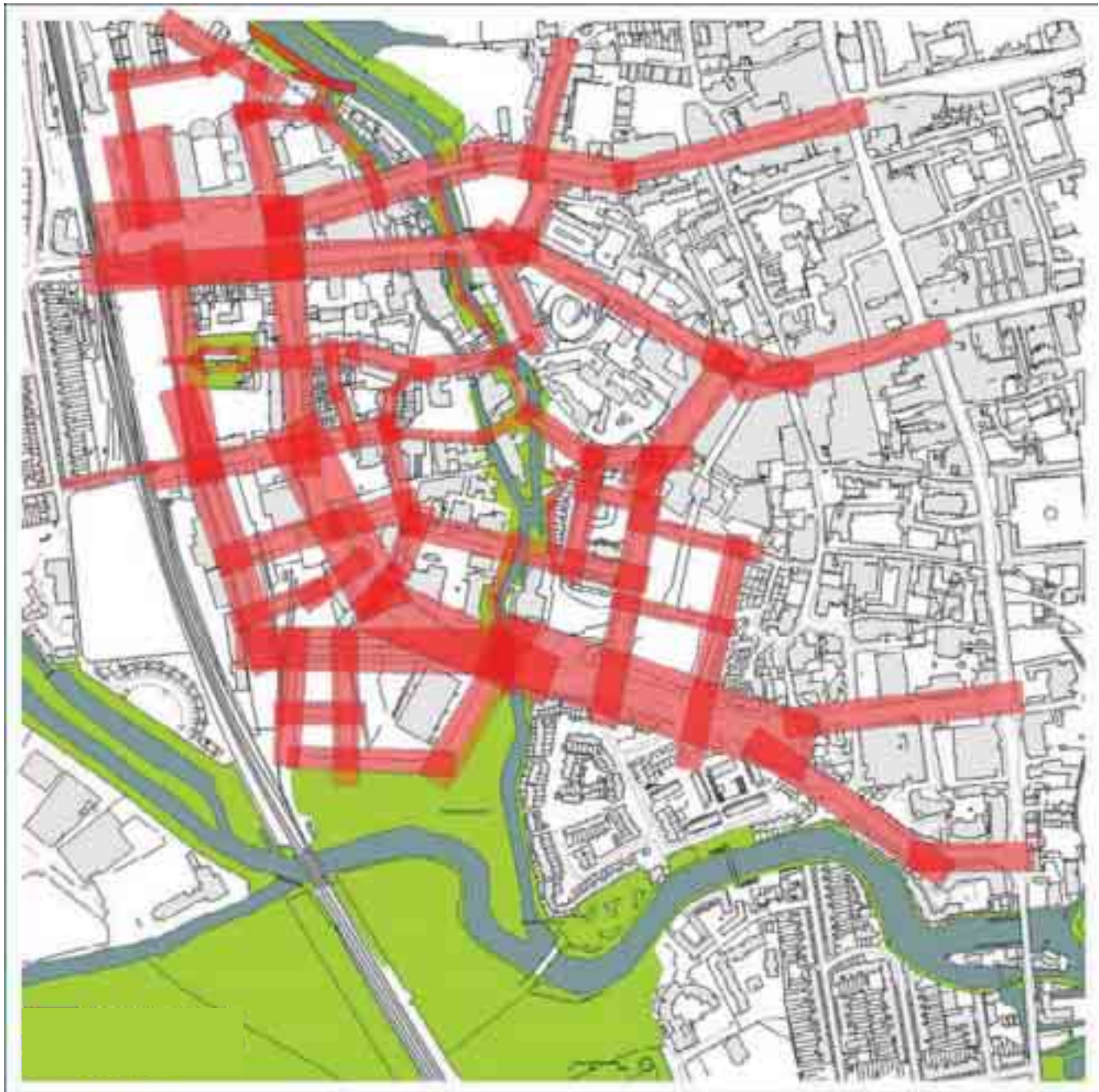
## C1 THE STREET SEGMENT PLAN

The rationale for creating variation of building forms and special spaces is provided by the locations where segments intersect, either with building façades or with other street segments. Key Diagram 2 shows the segments and how they are constructed along the network of routes.



The longest possible 'line of continuity' is drawn on plan through each street and route (1,2). However, the actual experience of moving along a route is affected by many factors – the normal viewing distance of about 70 metres, topography and deflections in street alignment, irregularities in building lines and encroachments, trees and other vegetation (3). All these factors shape the view corridors and the perceptions of their relative length and width (3).




4. Subtle deflections in street alignment form segments of space



KEY DIAGRAM 2: THE STREET SEGMENT PLAN

-  Street Segments
-  Existing Buildings

 Not to scale

## C2 PLACES OF VARIATION

### A varied skyline

The development of the West End may impact on the skyline in two ways.

- The long-distance views of Oxford's domes and spires set within the tree canopy, as seen from the higher ground surrounding the City. The general prohibition on building above 18.2 metres or 79.3 ordnance datum within 1200 metres of Carfax in the Local Plan will prevent this view being disrupted. However, there remains the hazard of long unvaried rooflines of large new buildings forming dominant and intrusive horizontal bands that would detract from the delicate and varied roofscape of the City's historic core.
- The silhouette that buildings present to the sky, as seen from within the street.

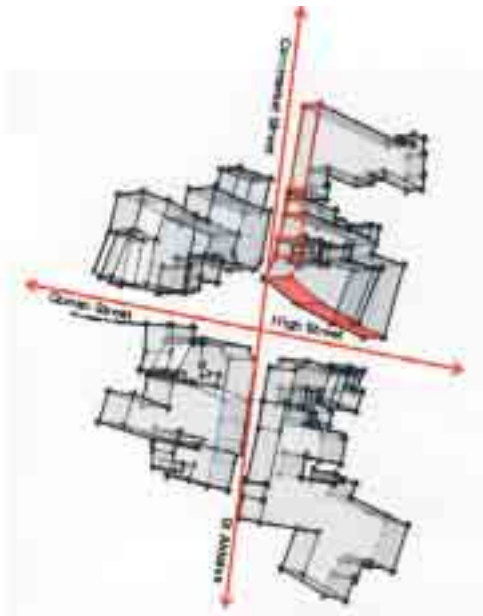
The Places of Variation Diagram shows the locations and opportunities for generating variety and difference within the Code.

Key Diagram 3 shows the Places of Variation and locates the possible relaxations of the general provisions contained in Sections A and B. This identifies the opportunities to create distinctive buildings and spaces in relation to existing assets, such as the views to St. Thomas' Church and the Castle Mound, as well as for future assets within the new street mesh.

The hatched areas are derived from the intersections of street segments and indicate where a range of two-dimensional and three-dimensional variations are supported (1,2).

### C2.1 Variations in two dimensions:

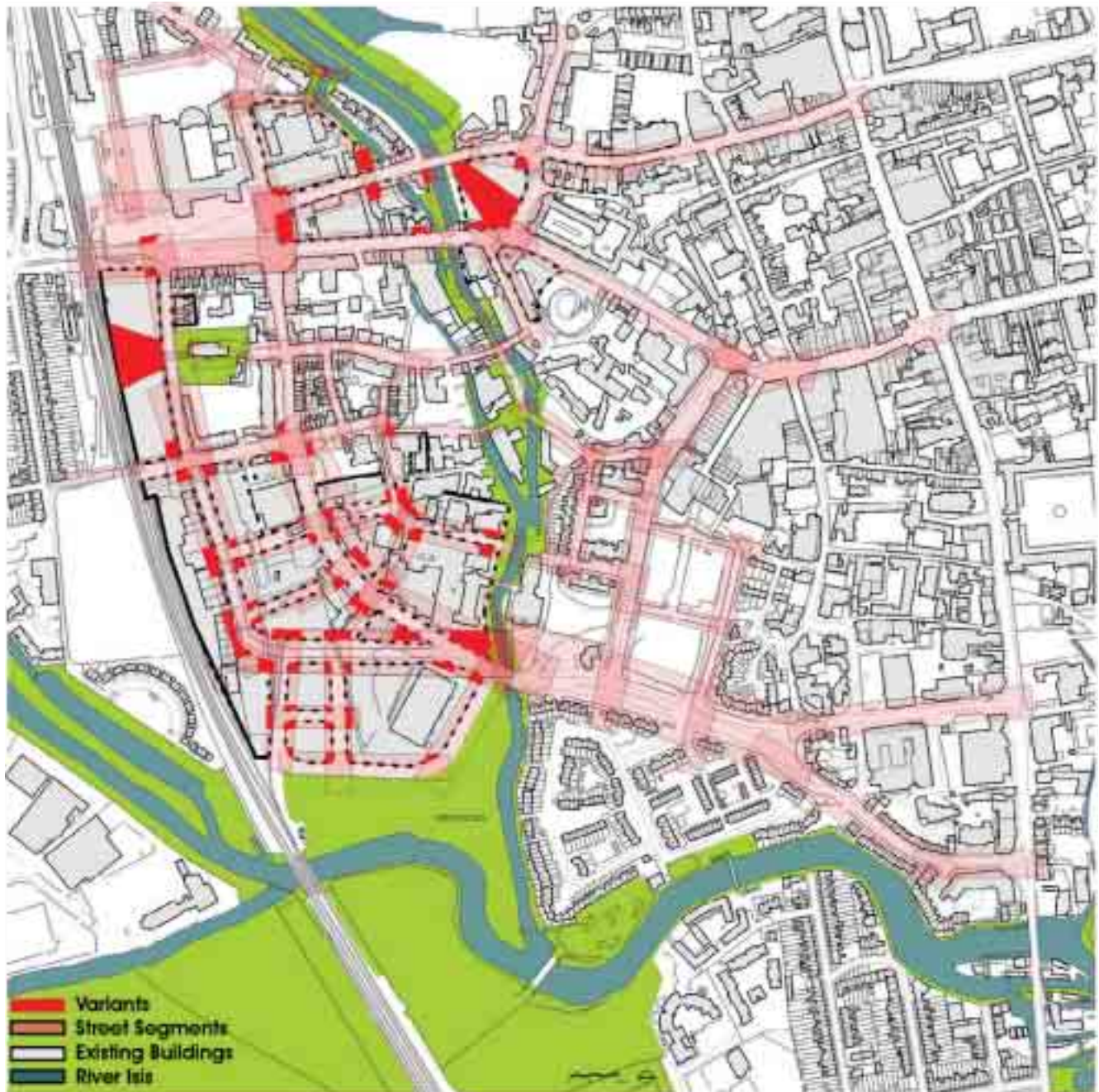
- Building setbacks;
- Building 'encroachments' or projections;
- Variation in the continuity of the plot frontage line;
- Building setbacks at street corners to provide wider pavements/small public spaces (3);



1. and 2. Opportunities for creating distinctive buildings and spaces at street segment intersections



3. Setback in building line on the corner plot creates more public space

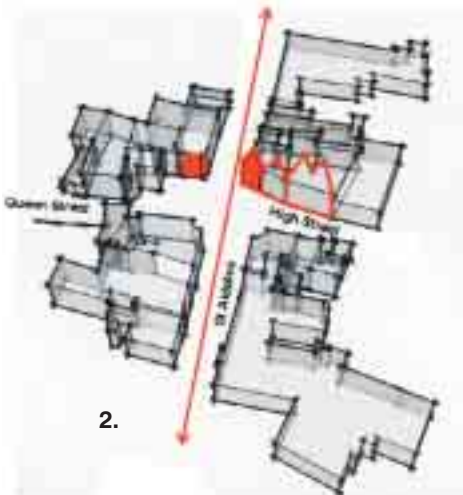


KEY DIAGRAM 3: PLACES OF VARIATION

Locations of two and three dimensional variations (not to scale) 



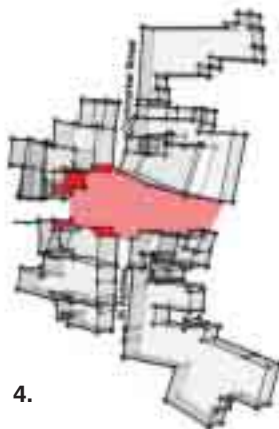
1. Changes in colour and materials at intersection of street segments



2.



3.



4.

- Changes in colours/materials of surfaces (1,3,4).

### C2.2 Variations in three dimensions:

- Increased height (2);
- Decreased height;
- Setback at eaves/shoulder of the building;
- Special vertical elements such as colonnades, columns, and pilasters.
- Special vertical elements of limited extent, such as spires, towers, turrets, and other features of building/roof outline such as gables and dormers (2);
- Changes in colours/materials of façades (2,3,4).
- Trees as markers of special spaces and decision points for way finding.

The Places of Variation should also be used as the basis for:

- Special lighting effects to enhance the night-time experience of public space and to animate and support evening uses and activities;
- Locating public art installations;
- Multi-sensory design to enrich our experience of public space and re-enforce place identity and distinctiveness.

### C3 Segments and highway design

The street segment also has an important role in forming the rationale for the design of different route characters and treatments, and this is detailed in Section D: Street Design.

### C4 Segments and Architecture

Street segments may be used in two ways to develop the rationale for the composition of street elevations in design and for Design and Access Statements.

- The degree of formality and informality of façade composition.
- The amount of visual richness and surface 'texture'.

This is explained in Section E1.1 ahead.

# SECTION D: STREET DESIGN



## D0 Introduction

The redevelopment of the West End of Oxford presents an opportunity to introduce an innovative approach to the design and management of the streets and public spaces that will serve the area. Commitment by all stakeholders to implementing this approach is essential to enable a distinctive identity to be created for the West End. Equal importance is placed on the contribution of buildings and on the surface materials, street furniture, planting and signage in creating the quality of the public realm. This will be covered in greater detail by the forthcoming public realm strategy of Oxford City Council *Improving the Street Environment*.



1. Special rather than standard design proposals for junctions. (Source: Ben Hamilton-Baillie Assocs.)



2. Special neighbourhood social space created at the junction of three streets (Source: Rijswijk, Netherlands, Graham Paul Smith)



3. Main carriageway dimension limited, leaving space for people and other activities (Source: Groningen, Netherlands, Graham Paul Smith)

## D1 HIGHWAY SEGMENTS

The Code does not contain specific highway or junction design standards. The approach calls for special treatments and variation at the intersections of street segments (1). Highway design and construction should reflect the public place rather than the more usual vehicle-dominated highway junction.

**D1.1** Once the streets have been aligned according to the variable street mesh shown on the Regulating Plan, **the built form and layout of each intersection will vary according to location, street types and anticipated use**. Some junctions are formed at the intersection of street segments, and this permits further variation at these locations (2).

**D1.2** The design of each segment maintains a visual statement of street type, route and place. This provides the user with a local identity through the careful use of street enclosure, materials, lighting, and planting.

Key Diagram 2 identifies the thought process behind the segments, and shows the intersections between street, route, and space types 1–5. For example, Oxpens Road, proposed as a Type 1 street, will be designed along its length in a variety of ways to serve and enhance the movement requirements of the highway segment. Street treatment will be varied from segment to segment and examples are shown in the photographs. Although the focus will remain on the fact that this is a main desire line for traffic, the design and allocation of space within the overall public highway will encourage and support activities for other users. While the main carriageway dimension will not exceed 6.0 metres, the remaining space between Plot Frontage Lines presents opportunities for variation segment by segment, and can be used for parking/servicing, bus stops or pedestrian facilities and frontage articulation (3).

**D1.3** Each major intersection of segments is treated as a 'place' and construction detail, materials, lighting and planting should be adjusted to suit. This approach will enable drivers and pedestrians to adjust behaviour,



1. Special place at street intersection  
(Source: Ingolstadt, Germany, Graham Paul Smith)



2. Carriageway construction detail is route constant. (Source: Hennef, Germany, Graham Paul Smith)



3. Surface treatment varies at junctions  
(Source: Hennef, Germany, Graham Paul Smith)



4. Shared space on a main street with priority given to pedestrians and cyclists  
(Source: Lyngby, Denmark, Graham Paul Smith)

reducing the need for more obvious traffic management methods (1).

Intersection construction should enable access for all vehicles including larger rigid heavy goods vehicles and emergency and service vehicles. However, this should not be permitted to dominate the design. With suitable parking restrictions and speeds of 20 mph, drivers adjust to facilitate manoeuvring when needed. Where motor vehicle priority is accepted, i.e. in Type 1 streets, pedestrians will be given priority over minor road traffic by such facilities as narrowings and extensions to the footway across the minor road on the desireline. This has already been used to good effect in some locations within the City, such as Cowley Road. On Type 1 Main Streets, all ancillary vehicular activity, such as parking spaces, bus stops or slip roads will be terminated at intersections in favour of pedestrians to facilitate easier and safer crossing.

**D1.4 Carriageway construction detail will remain route constant** (2) (this will be of particular importance for Type 1 and Type 2 streets), varying only at intersections (3); most if not all other associated construction, materials and ancillary features such as planting and street lighting can be varied or themed by segment without losing the Oxford West End identity.

## D2 USER PRIORITIES

Manual for Streets inverts the conventional hierarchy of road design and advocates that urban streets and routes should be designed to give priority to pedestrians, followed by cyclists, public transport users, emergency services vehicles, and finally car and other private transport users (4). The Code also adopts this order of priorities. The aim is to maximize the safety of all users and to ensure ease and convenience of access by walking and cycling.

## D3 DESIGN SPEED

The design speed of all vehicular street types should **facilitate the smooth flow of traffic at speed of not more than 20 miles per hour**. The use of formal traffic management and control through the use of signs, road

markings and traffic signals should be kept to an absolute minimum. This low speed requirement maintains flows, increases safety by permitting eye-to-eye contact between road users, and reduces pollution. Low vehicle speeds are essential for the blind and partially-sighted to use public space safely.



1. Hennef, Germany (Source: Graham Paul Smith)



2. Cycle parking integrated with street design (Source: Lund, Sweden, Graham Paul Smith)



3. St Giles - attractive street accommodating many parked cars (Source: Graham Paul Smith)

## D4 RUNNING LANES FOR VEHICLES

Within the public highway, i.e. the space between the Plot Frontage Lines, the **combined width of the running lanes for vehicles should not exceed 6 metres**, regardless of the overall width of the space, the type of street, or the location of the running lanes (e.g. split by a central median)(1). Boulevards, streets with slip roads, and Type 4 streets may be exceptions to this general requirement.

## D5 PARKING PROVISIONS

**D5.1 Car and cycle parking** – to be provided in accordance with Oxford City Council’s guidance. It is important that cycle parking is an integral part of the design of the public highway (2) as well as within the curtilage of private premises, both commercial and residential.

Many of Oxford’s most attractive streets, such as St. Giles (3) and Broad Street, accommodate significant numbers of cars. On-street parking bays can be a positive way of accommodating visitor parking and increasing activity on streets, particularly at night.

# SECTION E: BUILDING AND ARCHITECTURAL DESIGN



## **E0 Introduction**

Many urban design codes are accompanied by an architectural code which attempts to assure the quality of new development through comprehensive and detailed prescription. These are commonly used for areas of predominantly residential development where they have had some success. However, they are criticized for inhibiting design creativity and, in any case, the range of future uses and therefore building types in the West End is so wide as to preclude this approach. The Code proposes the form and articulation of development but not its architectural styling. A code cannot by itself produce good architecture – good architecture is created by good architects with enlightened clients. But it is necessary to lay down some principles for the visual performance of new buildings if the existing qualities of the area are to be conserved and enhanced and a memorable new image is to be created for the West End.



1. Facade and roofscape articulation from medium range viewing point



2. Close up, the building reveals further detail and articulation



3. The distinctive silhouette and massing of Gloucester Green

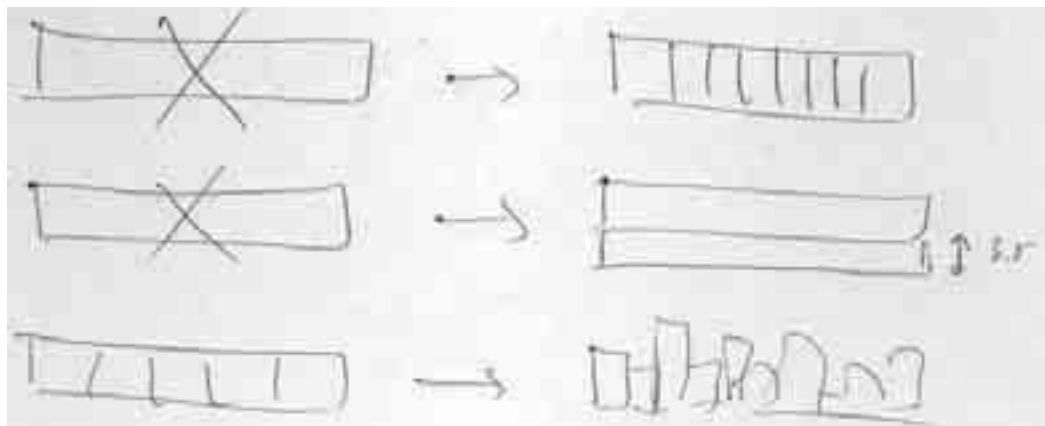
## E1 ARCHITECTURAL PRINCIPLES

“Design is too complex to be closely prescribed”. (John Punter, 2006)

The Code sets general architectural principles only as they affect the relationships between buildings and the contribution that they make to the following:

- articulation of street elevations at a range of scales and viewing distances (1,2);
- definition of the public realm;
- variation in silhouette formed by the eaves/parapet, dormer windows, chimneys, and roofline and variation of massing to the skyline (3).

This does not imply a restriction of architectural idiom to neo-vernacular design. The promotion of good contemporary architecture is a high priority for the regeneration of the West End. The Code sets out the principles for achieving an appropriate scale and grain for new development, articulated both vertically and horizontally, rather than prescribe for detailed design or stylistic expression (4).



4. Diagrams of coding principles by West 8, the Dutch urban design and landscape practice

### E1.1 Degree of formality and informality of façade composition

The upper storeys of buildings in city centres are usually seen from long distances and sharp angles. However, the closer we get to buildings the more we perceive and remember. The most viewed part of building is the ground floor, followed by the sections of the building facades that are in view for longer periods of time. If these are interesting and varied the urban environment is inviting and memorable (1,2). If they are blank or lacking in visual 'texture' then the environment is less interesting and distinctive. (Gehl,2006)



1. Prominent corner buildings with varied and memorable facade and ground floors



3. Broad Street - a wide range of viewing positions and angle



4. Only limited views of building facades can be seen in narrower streets



2. Viewing distances and street widths in relation to visible facades. Source, Gehl 2006

Where street segments intersect, either with building facades or with other segments (the Places of Variation in C2 above), the horizontal and vertical surfaces will be seen by more people for more of the time. In the wider street segments there will be a greater range of viewing positions and obtuse viewing angles (3). It is therefore more likely that street facades will be viewed as a whole rather than the more acute viewing angles revealed within narrower street segments (4).

The amount of visual richness, surface 'texture' and variation in massing and elevational articulation of the façade should be increased in wider street segments and in any of the following instances;

- Where the view corridors of higher order street types intersect or;
- More than two street and route type segments intersect or;
- Street segments are perpendicular to a building façade.

In these locations longer viewing times and distances are likely and the facades of buildings in these positions are likely to be seen by more people for more of the time. (Bentley et al, Design Sheets 6.3 -6.5)

## E2 URBAN GRAIN

### E2.1 Vertical Grain



1. Vertical bays expressed using facade articulation and changes and materials.



2. Vertical emphasis through alignment of windows and balconies and downpipes



3. Bays and storey heights expressed to give both vertical and horizontal rhythm

In order to give a vertical rhythm to the street, building elevations should be given a vertical proportion, defined as the width of the elevation being less or perceived as less than the height to the shoulder of the building. In the case of larger building types, elevations with wide street frontages should be articulated with one or more bays of a maximum of 8 metres. This dimension is derived from historic plot subdivision in the City and from contemporary structural bays.

The bays should be clearly visible on the façade and the articulation should extend from the eaves/cornice/shoulder of the building to the ground.

Vertical articulation can be expressed in a range of ways (1,2):

- bays expressed visually or by projection forward of the general building line;
- set backs of the building line and/or changes in roofline;
- where there are window openings in solid walls they should be aligned and vertically-proportioned window openings;
- changes in materials and/or colours;
- other vertical features such as columns, pilasters, pillars, and down pipes and other rainwater goods.

At the location of the main entrance to the building, bay widths and horizontal expression are waived to allow for special architectural features.

### E2.2 Horizontal Grain

Within vertical bays, storey heights should be expressed to give both vertical and horizontal rhythm and scale to the street elevation (3).



1. Varied skyline and roofscape



2. A four storey building to the main street and return frontage to the side street



3. Beyond the corner plot the buildings in the side street step down to a mix of two and three storeys.



4. Articulation of massing and roof line presents a varied silhouette to the sky

### E3 SKYLINE AND ROOFSCAPE

The concerns about the impact of high buildings on Oxford's skyline is explained in The Local Plan policy (Para. 5.7, **HE.9**- High Building Area). The aim is to achieve a varied skyline and roofscape (1). The impact of new development on the skyline is addressed in Section B, which requires a range of building heights within each street as well as varying heights with the order of streets (2,3), from Type One to Type Four. Section C deals with the location and character of variations from the typical street provisions. This section gives general principles for achieving a varied roofscape as seen from within the streets and other public spaces (4):

- In order to retain the varied skyline of the City, new structures may use the opportunity for further variation in skyline and silhouette in the locations identified on the Segment Plan.
- The design of ridge level, eaves level and/or roof silhouette should vary so that there is no longer than 25 metres of continuous or uniform roof design (see Local Plan paragraph 5.7.4) (4). This equates to three of the maximum bay widths of 8 metres.
- Building shoulder height, eaves, and ridge level should step up or down in accordance with changes in ground level.

### E4 SUSTAINABILITY & BUILDING PERFORMANCE

The performance and impacts of built form should be considered at every scale of development, from the walkable, connected street mesh, to plot size, shape and orientation, and to building performance. There are a number of publications which provide this information and guidance on performance criteria and measures, including Oxford City Council's SPD on Natural Resource Impact Analysis.

#### E4.1 Storage and recycling structures

If structures to accommodate storage facilities for cycles, waste and recycling bins are to the front of the building they should not reduce the degree of active frontage to the street or the transparency between the building and the street, as defined in B3.

# GLOSSARY

This is not an exhaustive glossary of urban design terms but is intended to clarify those terms used in the Code where they are not in general currency or where they are used in a specific sense which may differ from common practice.

**ACTIVE FRONTAGE** The property of a street frontage which promotes activity at the interface between the private space of the building and the public space of the street. It depends on a high ratio of entrances and windows of occupied and inhabited rooms to blank wall and also has to demonstrate a high degree of transparency, i.e. glass surfaces or windows that are not opaque or blanked off. This is especially relevant in non-residential development.

**ARTICULATION** The expression of the vertical or horizontal subdivision of a building façade into perceivable elements by the treatment of its architectural features.

**BLOCK/URBAN BLOCK** The area of land consisting of one or more plots in separate ownership which is surrounded by public highways. It is composed of the aggregate of private plots, passages and access ways circumscribed by public highways.

**BOUNDARY TREATMENT** The mode of separation of the public highway from the private space of the development parcel or plot by buildings or other elements such as planting, railings or walls.

**BUILDING LINE (BL)** Defines the position of buildings in relation to the Plot Frontage Line (PFL). The PFL and the BL can coincide or buildings may be set back from the PFL. In the latter case, frontage continuity should be retained on the line of the PFL by other elements such as railings, low walls or planting.

**CONTINUITY** The degree to which building frontages and their boundary treatments form a continuous or discontinuous edge to the public realm.

**DESIGN CODE** A kit of parts together with instructions for the proper assembly of an urban quarter, according to the preferences of the community, over a period of time by different protagonists. A code is a means to an end and not an end in itself. The goal is to create a predictable public realm by controlling physical form primarily and land uses secondly.

**DEVELOPMENT PARCEL** Land allocated for buildings and their associated open spaces. Each parcel will consist of one or more plots controlled through ownership or by leasehold and each will have at least one public edge which is the street frontage from which access is gained to the parcel and plots.

**GRAIN** For urban design, the pattern and arrangement of urban blocks or streets and activities; for buildings, the pattern and arrangement of the architectural element of the facades.

**PLOT** A subdivision of land defined by property ownership or land use boundaries.

**PLOT FRONTAGE LINE (PFL)** This defines the boundary between the public space of the highway and the private space of the development parcel or plot.

**PROVISION** A formal statement providing a definition of a standard or parameter keyed to a specific location which is intended to achieve a predictable physical outcome.

**PUBLIC HIGHWAY** The publicly owned and

managed space measured between plot frontages of development parcels. It includes footways and pavements, cycle tracks, parking spaces, carriageways and landscaped areas.

**PUBLIC REALM** The streets and other public spaces of a city.

**PUBLIC SPACE** Public space is defined by the citizens' legal right of access 24 hours per day, permission not being required for access to or movement through the space. The term therefore describes the network of space which allows the gathering together of all members of a community and the circulation of pedestrians, cyclists, public and private vehicles.

**REGULATING PLAN** The Plan establishes a new street mesh, classifies street types and defines development parcels. It therefore relates the Code's general provisions to specific locations. It only includes dimensions where these are considered crucial to the proper development of the parcels.

**SCALE** This code refers to urban design scale, which is concerned with the relation between the width, height and massing of the enclosing structures of public spaces, especially streets.

**SHARED SPACE** In contrast to the conventional design of public space, which has reinforced the separation between roads and the public realm, this approach to the design and management of roads and public spaces seeks to integrate different travel modes by achieving efficient, smooth flowing, low speed movement with a minimum of regulation.

**SKYLINE** The code is concerned with two aspects of skyline – the roofline of the surrounding and enclosing buildings when seen locally from ground level and the roofline of an urban sector or district as perceived from a distant viewpoint.

**STOREY** A habitable level within a building measured from finished floor to finished ceiling.

**STREET MESH** A network of continuous and interwoven routes, including various street types from main streets to alleys and dedicated pedestrian and cycleways. The mesh can be relatively coarse, with larger urban blocks formed by streets spaced at wider intervals, or it can be finer, with streets more closely spaced defining smaller blocks. The street mesh is one of the most distinctive and long-lasting characteristics of a place, emerging through complex relationships between landform, water courses, climate, land ownerships and numerous other social, economic and physical factors. The street mesh is therefore one of the most fundamental aspects of local distinctiveness. The mesh is defined on the **Regulating Plan**.

**STREET SEGMENT** The view corridor within a street or other public space which is defined by its length, width and configuration. For the street mesh of the West End, this is set out in the Street Segment plan which identifies Places of Variation. Places of Variation are locations for the creation of distinctive buildings and spaces, i.e. those which depart from the general regulations which govern each type of street. These variations may be two dimensional or three dimensional.

**STREET TYPE** A classification according to the continuity of building frontage and the variety and intensity of uses along the street frontage and the intensity of movement. In the Code four types of street are identified on the Regulating Plan.

**TRANSPARENCY** The degree to which human activity can be perceived beyond the edge of a street or other public space.

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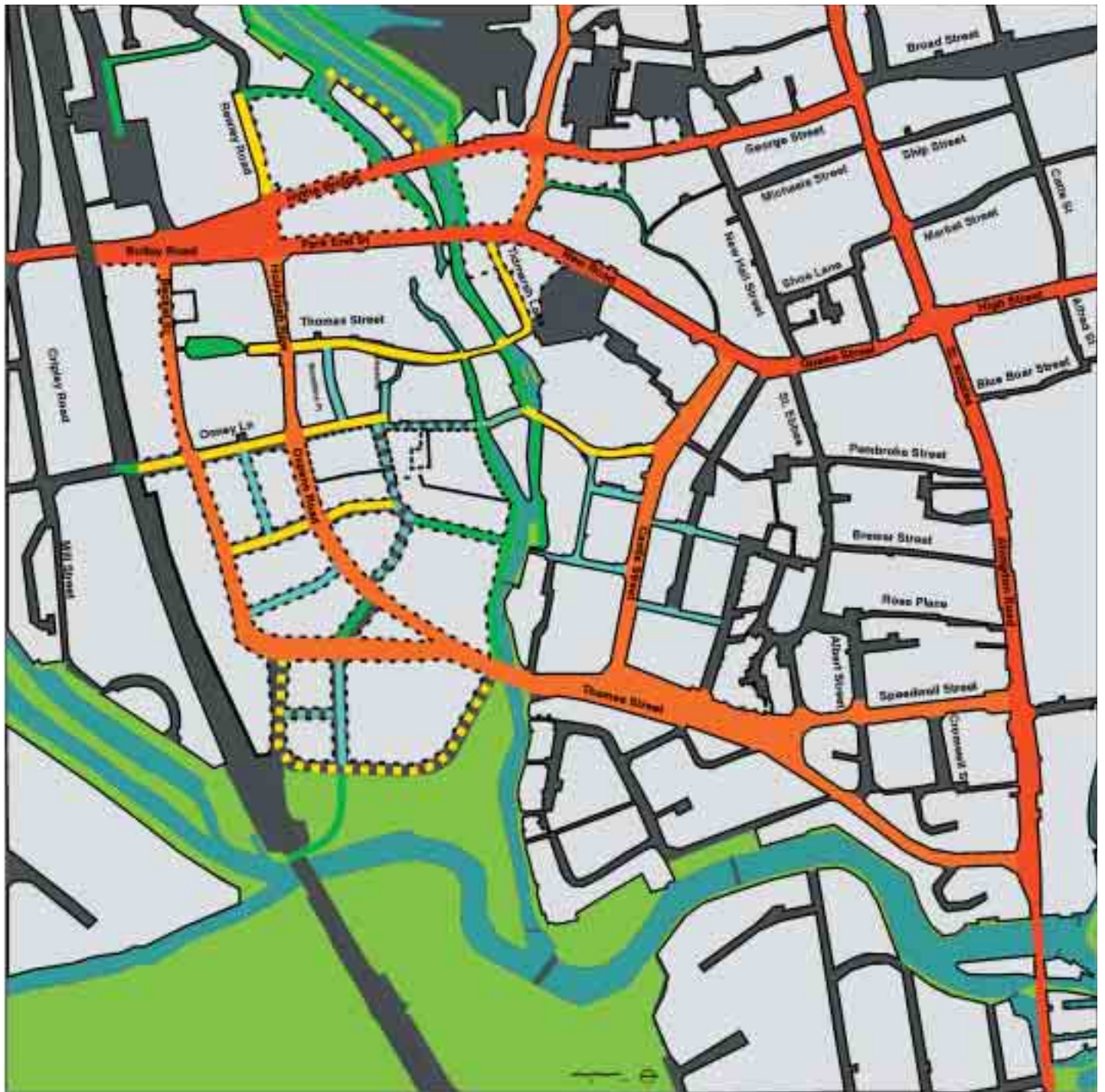
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# ACKNOWLEDGEMENTS

Thanks to Graham Paul Smith, who provided many of the photographs of Oxford and shared-space exemplars from Europe.

# REGULATING PLAN



KEY DIAGRAM 1: The Regulating Plan

Scale: 1:5000 



# Appendix 4: PARKING STANDARDS

The parking standards for the West End are based on those set out in the Local Plan. The adopted Transport Assessment and Travel Plans Supplementary Planning Document provides more details on parking.

The Local Plan established the principle of little or no parking provision in the City centre. By managing parking, be it public, private or residential, unnecessary car trips to the West End can be discouraged and efficient use of land can be made. The West End is in an exceptionally sustainable location and is particularly suitable for car free development and it is appropriate to restrict the amount of parking provision.

In the Transport Central Area (TCA), which includes the West End, the Local Plan states that no general parking provision will be acceptable for non-residential development, although some limited provision to meet operational requirements may be permitted.

For residential development in the Transport Central Area the Local Plan has a maximum standard of one space per unit. Development of houses of 3 bedrooms or more in the West End is likely to be aimed at families and it is appropriate that the Local Plan maximum standard is maintained.

It is not expected that there will be a high demand for car ownership from 1 or 2 bedroom flats as the West End is so close to shops, services and public transport links. Most City centre flatted developments in recent years have had no parking provision, suggesting little demand. Because of the advantages of efficient use of land and the need not to increase car usage, there should be no dedicated parking for flats in the West End.

It is expected that car clubs will be set up in the area. Car clubs are a good way of allowing people to have easy access to a car at times when they may need it. Car clubs can help to support car free residential developments and also work places with no parking provision.

In all developments that are car-free or of low parking provision it is important that parking for disabled people and service or delivery vehicles is considered and this may be required by the City Council. Parking for powered two-wheelers may also be considered acceptable.

## Car parking standards

Residential development	MAXIMUM parking standard
• Houses	.1 space per unit
• Flats	.Disabled parking only

Non-self-contained residential development and all non-residential development	MAXIMUM parking standard
• Non-self-contained residential and all non-residential development	.Disabled and operational parking only

## Parking standards for powered two-wheelers

Parking for powered two-wheelers will be sought on the following basis:

Development	Powered two-wheelers parking standard
• Office space (including ancillary offices)	.1 space per 400m <sup>2</sup> up to 200m <sup>2</sup> .1 space per 1000m <sup>2</sup> thereafter
• Other	.1 space per 1000m <sup>2</sup>

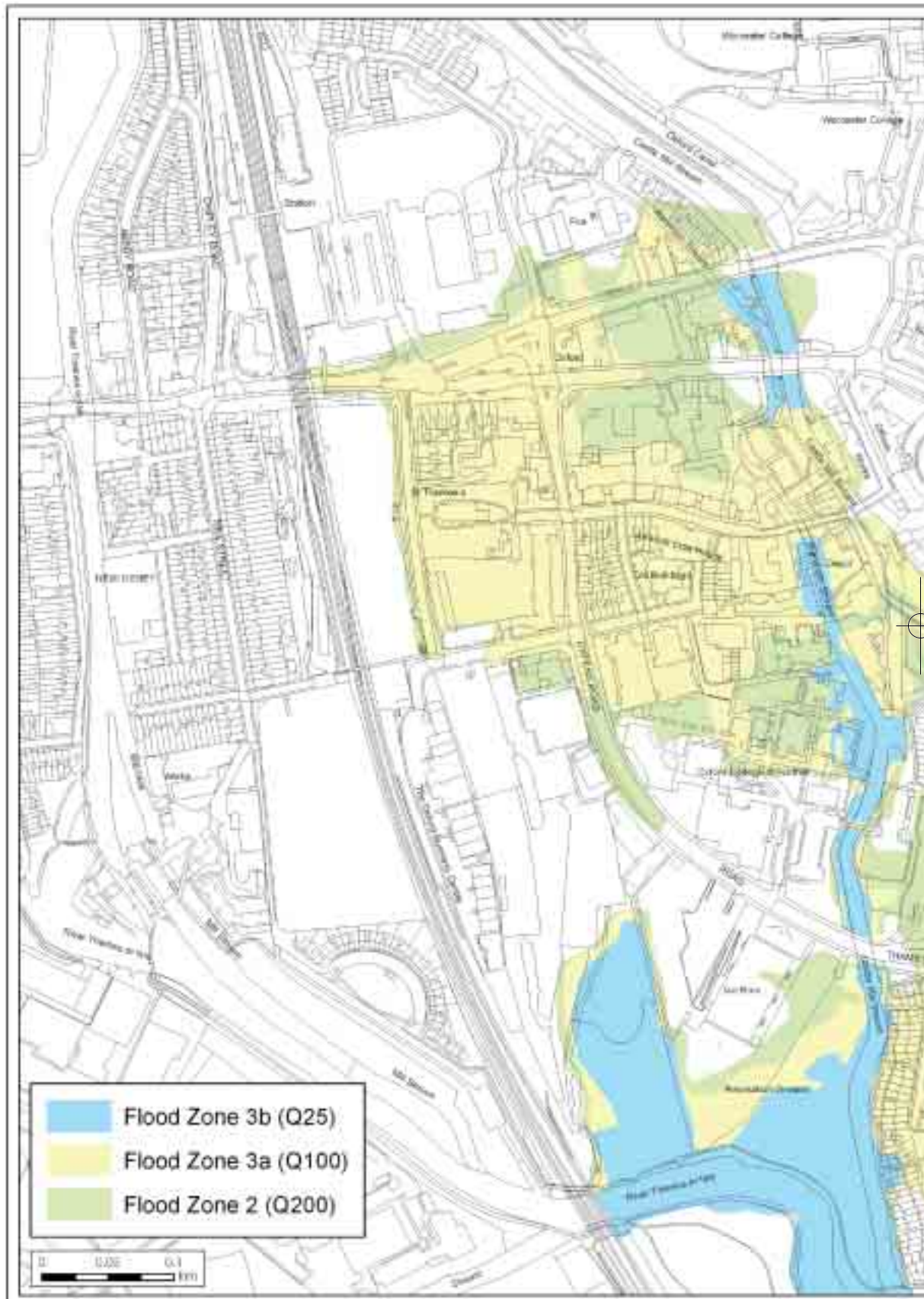
## Cycle-parking standards

The cycle parking standards are based on those found in the Local Plan. These standards are minimum requirements. As stated in the Local Plan, the standards may be relaxed in the Transport Central Area because of the proximity to public transport. However, cycle parking is seen as very desirable and will be sought in the West End. Shower facilities will also be sought in the West End, as set out in the Local Plan.

Development	MINIMUM cycle parking standard
• Residential dwellings	.2 spaces per residential unit
• Student accommodation	.1 space per 2 resident students .Plus 1 space per resident staff
• Hotels/Guest houses	.1 space per 5 non-resident staff (or other people) .Plus 1 space per resident staff
• Shops (A1) other than non-food retail warehouses (see below), finance and professional services (A2)	.1 space per 113m <sup>2</sup>
• Businesses (B1)	.1 space per 35m <sup>2</sup> or 1 space per 5 staff (or other people) .plus visitor parking provision .1 space per 40m <sup>2</sup> public floorspace .Plus 1 space per 5 staff (or other people)
• Food and drink (A3-5)	.1 space per 40m <sup>2</sup> pubic floor space .Plus 1 space per 5 staff (or other people)
• Non-food retail warehouses including garden centres (A1)	.1 space per 400m <sup>2</sup>
• General industry (B2) warehousing/distributions (B8)/ traders' merchants (A1)	.As B1 up to 235m <sup>2</sup> , 1 space per 500m <sup>2</sup> thereafter; or 1 space per 5 staff (or other people)
• Places of assembly including cinemas, theatre, stadiums and concert halls.	.1 space per 10 seats up to 1,000 seats; 1 space per 100 seats thereafter
• Places of worship/community centres/ public halls	.1 space per 20m <sup>2</sup> of seating/assembly floorspace.
• Libraries	.1 space per 200m <sup>2</sup>
• Medical clinics/dentists	.1 space per treatment room .Plus 1 space per 5 staff (or other people)
• Hospitals	.1 space per 5 staff (or other people)
• Public sports facilities	.1 space per 5 staff (or other people) .plus additional provision to be determined on its merits with the following guideline; 1 space per 35m <sup>2</sup>
• Primary/junior schools	.1 space per 15 pupils .Plus 1 space per 5 staff (or other people)
• Secondary/senior schools	.1 space per 5 pupils .Plus 1 space per 5 staff (or other people)
• Non-residential higher/further education	.1 space per 2 students (based on anticipated peak number of students on-site at any one time) .Plus 1 space per 5 staff
• Other developments	.To be treated on their individual merits, guided by the general principle of 1 space per 5-people

# Appendix 5: STRATEGIC FLOOD D

Extract of the West End Strategic Flood Risk Assessment, published separately as a background paper.





# Appendix 6:

## CASTLE MILL STREAM

The guidelines in this appendix are intended to ensure that as developments come forward along the stream, the improvements implemented are consistent and will create an attractive streamside park with enhanced landscaping, biodiversity and access.

More detail is provided in a background paper that should also be referred to. The background paper describes existing footpaths, vegetation, wildlife habitats and species present. It identifies broadly the improvements that should be made to these features.

The aims for the streamside park are:

- To create an attractive, safe, and sustainable corridor linking the network of open spaces.
- Ensure new development proposals enhance and are appropriate to their surroundings.
- Ensure a co-ordinated approach to the development and enhancement of the corridor.
- To join and enhance the existing footpath network.

The following general principles and design guidelines have been identified to help achieve these aims. Please refer to the background paper for more detailed guidance. A maintenance plan should also be submitted as part of any plans for the streamside park.

### Complete North/South Footpath Network

Introduce new, fully accessible, waterside footways using sympathetic materials, and where possible provide secondary connections with the surrounding area.

### Encourage informal recreation

Encourage more use of the waterside by introducing, for example:

- new leisure activities;
- public art;
- directional signage and information boards; and
- footway lighting.

### Improve habitats

Creating a buffer zone of 8 to 10 metres helps to protect the watercourse, encourages habitation of the banks and allows the migration of species along the stream corridor.

The creation of lower gently shelving banks in certain places along the Castle Mill Stream, and removal of concrete banks, increases habitat diversity and offers sanctuary, especially for juvenile fish.

### Encourage new wildlife

Encourage new wildlife into the area and strengthen existing habitats, for example by:

- bankside treatment;
- creation of new water channels;
- control of Japanese Knotweed.
- planting of native trees, shrubs, hedges and small copses, creating and maintaining 'green' links between habitats. The use of suitable native trees and shrubs is encouraged, preferably from British grown 'local' stock. The following tables show the species that have been identified as particularly suitable.

## Trees

Latin name	Common name
• <i>Acer campestre</i>	.Field Maple
• <i>Alnus glutinosa</i>	.Alder (for damp locations)
• <i>Betula pendula</i>	.Silver Birch
• <i>Betula pubescens</i>	.Downy Birch (for damp locations)
• <i>Carpinus betulus</i>	.Hornbeam
• <i>Fagus sylvatica</i>	.Beech
• <i>Fraxinus excelsior</i>	.Ash
• <i>Ilex aquifolium</i>	.Holly
• <i>Malus sylvestris</i>	.Crab Apple
• <i>Populus nigra</i>	.Black Poplar
• <i>Populus tremula</i>	.Aspen (avoid building foundations and drains)
• <i>Prunus avium</i>	.Wild Cherry
• <i>Prunus padus</i>	.Bird Cherry
• <i>Quercus robur</i>	.Pedunculate Oak
• <i>Quercus petraea</i>	.Sessile Oak
• <i>Salix alba</i>	.White Willow
• <i>Salix fragilis</i>	.Crack Willow
• <i>Sorbus aucuparia</i>	.Rowan
• <i>Sorbus torminalis</i>	.Wild Service Tree
• <i>Taxus baccata</i>	.Yew
• <i>Tilia cordata</i>	.Small leaved lime
• <i>Ulmus glabra</i>	.Wych Elm

## Shrubs

Latin name	Common name
• <i>Acer campestre</i>	.Field Maple
• <i>Cornus sanguinea</i>	.Dogwood
• <i>Corylus avellana</i>	.Hazel
• <i>Crataegus laevigata</i>	.Midland Hawthorn
• <i>Crataegus monogyna</i>	.Hawthorn
• <i>Cytisus scoparius</i>	.Broom
• <i>Euonymus europaeus</i>	.Spindle
• <i>Hedera helix</i>	.Ivy
• <i>Ilex aquifolium</i>	.Holly
• <i>Ligustrum vulgare</i>	.Wild Privet
• <i>Lonicera periclymenum</i>	.Honeysuckle
• <i>Malus sylvestris</i>	.Crab Apple
• <i>Prunus spinosa</i>	.Blackthorn
• <i>Rhamnus cathartica</i>	.Buckthorn
• <i>Rosa canina</i>	.Dog Rose
• <i>Salix caprea</i>	.Goat Willow
• <i>Salix cinerea</i>	.Grey Willow
• <i>Salix purpurea</i>	.Purple Willow
• <i>Salix viminalis</i>	.Common Osier
• <i>Sambucus nigra</i>	.Elder
• <i>Ulex europaeus</i>	.Gorse
• <i>Viburnum lantana</i>	.Wayfaring Tree
• <i>Viburnum opulus</i>	.Guelder Rose

# Appendix 7: TEMPLATE FOR DESIGN AND ACCESS STATEMENT

This template for a Design and Access Statement should be completed for all schemes. A Design and Access Statement provides an opportunity to explain how the design has come about and what it is trying to achieve. It is most important that the design is based on a good understanding of local character and circumstances and that the final design is informed by wider context of the site.

The statement is an opportunity to show how the development approach has taken account of guidance in the Design Code, historic environment appraisal, and relevant policies, particularly in the West End Area Action Plan. The template is based on the CABE publication: Design and access statements – how to write read and use them. Further guidance can be found in that document.

**ASSESSMENT:** it is important to start the design process with an assessment of the site context and the surroundings. This section does not need to be too detailed, but should include:

1. **Physical context** – meaning the character derived from existing buildings, landscape features and movement routes. This should reference any listed buildings in proximity, and note whether a development is in The Conservation Area. Background paper x showing the appraisal of the historic environment should be referred to and any relevance to the site noted. Parts of the Design Code relevant to the site should also be noted.
2. **Social context** – an explanation of how local people will be affected by the development, now and in the future.
3. **Economic context** – an explanation of the effect the development will have on the local economy
4. **Planning policy context** – highlighting any relevant policies of the LDF and South East Plan.

**INVOLVEMENT:** Community involvement, and consultation when carried out at the earliest possible stage and continuing that involvement will help to reduce issues and achieve consensus.

5. Show the type of involvement there has been with groups and people, whilst discussing the scheme. Explain how consultation and community involvement has influenced the decision process, in the development of the scheme (refer to SCI for more information).

**DESIGN:** at this stage you should start to design the scheme based on the information collected and the evaluation of it. There are many aspects to design and the statement should address the following issues (cross references to the information gathered in the earlier stages will be useful, such as relevant aspects of the Design Code):

6. **Use:**
  - What will the uses be?
  - How is this justified in terms of policy?
  - How is this informed by existing uses/how will the chosen uses work together to create a mixed and vibrant community.
  - How will the design allow for inclusive access and meet the access needs of that use?
7. **Amount:**
  - Show how the amount of development planned is suitable for the site, taking into account the site analysis and aims of good urban design.
  - For major developments, explain how the amount of development will change the neighbourhood, for example by adding services or supporting local businesses.
8. **Layout:**
  - Explain why the layout has been chosen and how it will fit in with its surroundings.
  - Demonstrate that public spaces will be practical, safe, overlooked, inclusive and reduce the opportunity for crime.
  - Demonstrate the microclimatic impacts of buildings on public space.

**9. Scale:**

- Explain why sizes are right for the site, will the building/s sit comfortably with the surroundings and be comfortable for people?
- Explain how the design considers the balance of features such as doors and windows.
- If pictures are used they should place the viewer where people would really be, and offer a realistic interpretation of the scale of open space and buildings.

**10. Landscaping:**

- Explain the principles that will be/have been used to draw up landscape details – including the use of native trees / potential to increase biodiversity.

**11. Appearance:**

- Explain what you want the development to look like and why. The overall effect of the chosen layout, scale and landscaping should be explained as well as the chosen architectural style.

**ACCESS: the following points should be explained in the Design and Access Statement.**

12. Explain policy adopted in relation to access and how relevant policies in the Local Development Framework have been taken into account
13. Explain how any consultation undertaken in relation to access has informed the development proposal.
14. Explain why you have chosen the particular access points and routes.
15. Explain how it is safe and easy for everyone to move around, bringing inclusive access.

*Please note that the inclusion of an access statement with a planning application does not remove the need for a further access statement to inform buildings regulations.*



# Appendix 8: STREAMLINED CONTRIBUTIONS

Policy WE.30 deals with streamlined contributions. This streamlined procedure for calculating planning obligations has been established to ensure certainty, fairness and speed, and to ensure that the infrastructure needs created by development in the West End are met. The table below sets out the global sum that will be applied as the appropriate starting point. The amount in later years will be set out in a Supplementary Planning Document.

Use	Standard contributions plus West End specific project
1-bed residential unit	£11,000
2-bed residential unit	£13,500
3-bed residential unit	£22,000
4-bed residential unit	£30,000
Student Accommodation	£5,500
Non-residential floorspace (per 100m <sup>2</sup> ) applied pro rata	£12,000

In relation to the table, please note:

- The figures shown are in addition to the affordable housing provision required (from residential and non-residential developments).
- The sum is accurate as at April 2007, and will be increased to reflect inflation at the point of determining a planning application.
- The Global Sum will not be applied to either of the two museums planned for the West End.

This SPD does not cover every possible circumstance that may need to be taken into account in a planning obligation. Contributions towards youth services, CCTV cameras, social and health care will be decided by negotiation. Other measures may also be negotiated in particular circumstances.

The levels of contributions shown in the table above are based on identified needs for the West End. The Planning Obligations SPD is the basis for most of the calculations. Most standard contributions are as relevant to the West End as the rest of the City. In some cases small changes have been made based on a particular need in the West End. However, the Area Action Plan has identified a particularly great need for public realm and transport improvements, so West End specific contributions to these improvements have been calculated. Improvements to the public realm and transport infrastructure will be essential for the success of the renaissance, and will help raise the profile and value of developments in the area.

The Area Action Plan does not contain detailed schemes for public realm and transport, but it does outline where improvements are needed and the sorts of changes that should take place. This means there is enough information to make some basic estimates of cost. Costs will vary depending on the exact design of the scheme, but carriageway and pavement widths have been measured and costs of other public realm improvements in the City of a standard similar to that likely to be required in the West End have been applied. The main transport improvements that will be needed have also been costed.

The level of contribution set out in the table will not cover all the costs. Public realm costings have only been carried out for the major streets in the West End that are identified as being most in need of improvements. Other sources of funding will be sought, and in some cases have been secured, as outlined in the Delivery and Implementation section.

Contained within the Area Action Plan are maximum permissible amounts of some uses, for example offices and student accommodation, and expected amounts of other uses. The total of expected additional floorspace of all new uses in the West End can therefore be calculated, and this has been used to divide the estimated costs of public realm and transport improvements amongst different uses.

# Appendix 9: MONITORING FRAMEWORK

The City Council will monitor the implementation of the Area Action Plan, and performance against the plan's objectives. This section sets out a series of indicators and where possible targets, against which the progress will be monitored. These are then linked (where possible) to the core, local and contextual indicators of the City Council's Annual Monitoring Report (AMR) where the monitoring will be reported.

The monitoring framework expands on the preliminary work done as part of the Sustainability Appraisal for the West End Area Action Plan. It links the relevant targets and indicators to the plan objectives.

The relevant indicators are grouped under the Area Action Plan's 4 key areas:

- An attractive network of streets and spaces;
- A high quality built environment;
- A strong and balanced community;
- A vibrant and successful West End.

## Plan Objective 1: An Attractive Network of Streets and Spaces

### Policy Area Streets

#### Target to be met in West End

- New bridge over Thames between Oxpens site and Osney Mead
- New links created through the following sites:
  - Oxpens
  - Oxford and Cherwell Valley College
- Improvements to the street environment to completed at the following locations:
  - Pedestrianisation of Queen Street
  - Extension of the current bus priority route down Oxpens Road
  - Simplification of Frideswide Square

### Policy Area Parking

#### Indicators

- Parking provision within the West End (Indicators 37, 38, 39)

#### Target to be met in West End

- Maintain number of public parking spaces available within the West End

### Policy Area Public Spaces

#### Target to be met in West End

- New public spaces created at the following locations:
  - Oxpens Square
  - Thames Square
- Improvements made to following public spaces at the following locations:
  - Bonn Square
  - Carfax
  - Frideswide Square
  - Gloucester Green
  - Worcester Street Car Park
- Improvements made to Railway Station and forecourt.

### Policy Area Green Spaces

#### Indicators

To assess the richness of local biodiversity and the impact of habitat enhancement measures by monitoring:

- The distribution and status of water voles
- The condition of SSSIs
- The distribution and status of farmland birds
- Distribution and status of garden butterflies (Indicator 33)

#### Target to be met in West End

- Implementation of enhancements to Castle Mill Stream to create a streamside park.
- Provision of Improvements made to Oxpens Field
- Implementation of schemes to improve the quality of riverside spaces.



## Plan Objective 2: A High Quality Built Environment

### Policy Area Resource Efficiency

<b>Indicators</b> Renewable Energy capacity (in mega watts) installed by type (Indicator 35)	<b>Target to be met in West End</b> <ul style="list-style-type: none"> <li>Increase capacity in West End</li> </ul>
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### Policy Area Flooding

<b>Indicators</b> <ul style="list-style-type: none"> <li>Number of permissions granted contrary to the advice of the Environment Agency on either flood defence grounds or water quality (Indicator 34)</li> </ul>	<b>Target to be met in West End</b> <ul style="list-style-type: none"> <li>Reduce</li> </ul>
<ul style="list-style-type: none"> <li>Number of developments in the flood zones approved:                         <ul style="list-style-type: none"> <li>a. with flood risk management measures</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>All</li> </ul>
<ul style="list-style-type: none"> <li>b. without flood risk management measures</li> </ul>	<ul style="list-style-type: none"> <li>None</li> </ul>

## Plan Objective 3: A Strong and Balanced Community

### Policy Area Housing

<b>Indicators</b> <ul style="list-style-type: none"> <li>Total number of new homes completed (Indicators 1 &amp; 2)</li> </ul>	<b>Target to be met in West End</b> <ul style="list-style-type: none"> <li>To provide approximately 700 new homes across the West End</li> </ul>
<ul style="list-style-type: none"> <li>Mix of housing completed by house in respect of market housing (Local Indicator 8)</li> </ul>	<ul style="list-style-type: none"> <li>Minimum of 35% Townhouses (3, 4, 5 bed) across the West End</li> </ul>

### Policy Area Affordable Housing

<b>Indicators</b> <ul style="list-style-type: none"> <li>Number of affordable housing completions (Indicators 4, 7 &amp; 9)</li> </ul>	<b>Target to be met in West End</b> <ul style="list-style-type: none"> <li>To achieve 50% affordable housing provision on all qualifying sites.</li> </ul>
<ul style="list-style-type: none"> <li>Cash contribution received during monitoring period from commercial development (Local Indicator 6)</li> </ul>	<ul style="list-style-type: none"> <li>% of Affordable housing in relation to commercial floorspace (or workers)</li> </ul>

### Policy Area Student Accommodation

<b>Indicators</b> <ul style="list-style-type: none"> <li>Number of purpose built student accommodation (by institution) completed (Local Indicators 10 &amp; 11)</li> </ul>	<b>Target to be met in West End</b> <ul style="list-style-type: none"> <li>Not to exceed 350 units (or more than half the number of residential units)</li> </ul>
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### Policy Area Amenities to support housing

<b>Indicators</b> <ul style="list-style-type: none"> <li>Amount of new residential development within 30 minutes public transport time of a GP, hospital, primary and secondary school, areas of employment and a major retail centre (Indicator 36)</li> </ul>	<b>Target to be met in West End</b> <ul style="list-style-type: none"> <li>Provide new amenity facilities close to new housing</li> </ul>
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## Plan Objective 4: A Vibrant and Successful West End

### Policy Area Creating activity

#### Indicators

- Health check assessments to include:
  - i) Market indicators (vacancy rates)
  - ii) Vitality indicators (diversity of uses) (Indicator 28)

### Policy Area Office Accommodation

#### Indicators

- Amount of floorspace developed for employment by type (Indicators 14,15,16,20,21)

#### Target to be met in West End

- B1 Offices: 15,000m<sup>2</sup> private sector; and 20,000m<sup>2</sup> public sector

### Policy Area Retail

#### Indicators

- Amount of completed retail, office and leisure development (Indicators 25 & 26)

#### Target to be met in West End

- To provide 37,000m<sup>2</sup> gross additional A1 retail floorspace for comparison goods (includes Westgate and St Aldate's)

### Policy Area Cultural Attractions

#### Indicators

- Number and type of new facilities/ attractions completed (new build, extensions and changes of use) (Local Indicator 30)

#### Target to be met in West End

- To increase the floorspace of cultural and tourism uses in the West End

### Policy Area Hotel Accommodation

#### Indicators

- Number, type and location of new short-stay accommodation, hotels, guest houses and dual use, to include number of bedspaces (Local Indicator 29)

#### Target to be met in West End

- To increase the number of hotel and guest house rooms in the West End



# WEST END OXFORD

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If you would like a copy of this leaflet in a different language or in large print or would like further information, please contact the Planning Policy Team.

## Translations available

अनुवादक वारंश आछे  
提供有翻译本  
तरजमे उपलब्ध है  
उबनमे भिल सकदे वन  
ترجمہ دستیاب ہے

