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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. The Core Strategy is the key document of the LDF which sets the overall framework for the other DPDs including this AAP. The AAP’s 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production of the West End Area Action Plan a number of the policies in the Oxford Local Plan 2001 – 2016, have been superseded.

Superseded policies: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 INDICATIVE 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 indicative uses would be helpful. It should be recognised that at the planning application or master planning stage, further site investigations will be required to confirm that the indicative uses identified here are appropriate in all regards.

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
Key (indicative):

- **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.

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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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WEST END DESIGN CODE  Oxford City Council
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

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 21st 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.
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.
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 1: The

### Innovation 2: Coding for variety

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 subdivided to accommodate large building types without exposing blank facades to public space.
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.
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**

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D2 User Priorities
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**SECTION E: Building and Architectural Design**

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E2 Urban Grain
E3 Skyline and Roofscape
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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.

KEY DIAGRAM 1: THE REGULATING PLAN
Dimensions should not be measured from this diagram.
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)
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.
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 and side 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).

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

5. Large buildings over three storeys in height should terminate 15-20 metres from the rear and side 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.
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).
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).
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.
B4 BUILDING ENTRANCES

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

B4.1 All ground floor residential units should have their own front door to the street (1, 2, 3).

B4.2 All buildings with frontages to more than one street should have their main entrance opening to highest ranking street type.

B4.3 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 FRONTAGES

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

<table>
<thead>
<tr>
<th>Scale</th>
<th>Continuity Building Frontage</th>
<th>Active Frontage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Range of Widths for Public Highway in metres</td>
<td>Building Line (BL)</td>
<td>Grade Frontage (doors/100m) Transparency facade (%)</td>
</tr>
<tr>
<td>Minimum 15m</td>
<td>3, 3.5, 4, 4.5 and 5 Storeys</td>
<td>Where break in BF - railings, walls, planting mark</td>
</tr>
<tr>
<td>Maximum 27m</td>
<td>Ground floor to floor</td>
<td>PFL</td>
</tr>
<tr>
<td>Measured between Plot Frontage Lines</td>
<td>minimum 3.5m</td>
<td></td>
</tr>
<tr>
<td></td>
<td>BL/PFL coincide (0-1m) for</td>
<td></td>
</tr>
<tr>
<td></td>
<td>95-100% of Plot Width</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Remaining 5% may be setback or break in building frontage</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Breaks/gaps max. 5m</td>
<td></td>
</tr>
</tbody>
</table>

### 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.

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 metre high to maintain visibility to the street.

ACTIVE FRONTAGE

A, B grade frontages: 10–20 entrances/diors 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

<table>
<thead>
<tr>
<th>Scale</th>
<th>Continuity Building Frontage</th>
<th>Active Frontage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Range of Widths for Public Highway in metres</td>
<td>Range of Building Heights measured in storeys</td>
<td>Building Line (BL)</td>
</tr>
<tr>
<td>Minimum 12m Maximum 20m Measured between Plot Frontage Lines</td>
<td>2.5, 3, 3.5, and 4 Storeys If 4 set back top storey ground floor to floor min. 3.5m</td>
<td>BL/PFL does not have to coincide Setback ≥ 1m Setback 1-5m Continuity 80-100% of Plot Width Breaks/gaps max. 4m</td>
</tr>
</tbody>
</table>

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.

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.

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

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 metre high to maintain visibility to the street.
### Type TWO A: Special Mixed Use Side Street

<table>
<thead>
<tr>
<th>Scale</th>
<th>Continuity Building Frontage</th>
<th>Active Frontage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Range of Widths for Public Highway in metres</td>
<td>Range of Building Heights measured in storeys</td>
<td>Building Line (BL)</td>
</tr>
<tr>
<td>Minimum 9m Maximum 15m Measured between Plot Frontage Lines</td>
<td>2.5, 3, 3.5, 4, and 4.5 Storeys</td>
<td>BL/PFL does not have to coincide Setback ≥ 1m Setback 1-5m Continuity 90-100% of Plot Width Breaks/gaps max. 3m</td>
</tr>
</tbody>
</table>

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**Single-sided street**

**Single-sided street: continuous building frontage with variety of storey heights (Source: Gardner Stewart Architects)**
TYPE THREE: PREDOMINANTLY RESIDENTIAL STREETS AND LANCES

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 metre 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

<table>
<thead>
<tr>
<th>Scale</th>
<th>Continuity Building Frontage</th>
<th>Active Frontage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Range of Widths for Public Highway in metres</td>
<td>Range of Building Heights measured in storeys</td>
<td>Building Line (BL)</td>
</tr>
<tr>
<td>Minimum 9m Maximum 15m Mews streets Min. 6m Max. 12m Measured between Plot Frontage Lines</td>
<td>2.5, 3, 3.5 and 4 Storeys 4 if set back on widest street Mews 2 Storeys</td>
<td>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</td>
</tr>
</tbody>
</table>

**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 LANCES**

### 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

<table>
<thead>
<tr>
<th>Scale</th>
<th>Continuity Building Frontage</th>
<th>Active Frontage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Range of Widths for Public Highway in metres</td>
<td>Range of Building Heights measured in storeys</td>
<td>Building Line (BL)</td>
</tr>
<tr>
<td>Minimum 4m Maximum 12m Measured between Plot Frontage Lines</td>
<td>2.5, 3, and 3.5 storeys, with 4 on widest lane if set back</td>
<td>BL/PFL does not have to coincide Setback ≥ 1m Setback 1 - 5m Continuity 80-100% of Plot Width Breaks/gaps max. 3m</td>
</tr>
</tbody>
</table>

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.

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.

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

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.

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.
## Type Four: Pedestrian and Cycling Routes

<table>
<thead>
<tr>
<th>Scale</th>
<th>Continuity Building Frontage</th>
<th>Active Frontage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Range of Widths for Public Highway in metres</td>
<td>Range of Building Heights measured in storeys</td>
<td>Building Line (BL)</td>
</tr>
<tr>
<td>Minimum 4m</td>
<td>2.5, 3, and 3.5 Storeys</td>
<td>BL/PFL does not have to coincide Setback 0.5 - 2m Continuity 75-100% of Plot Width Breaks/gaps max. 3m</td>
</tr>
</tbody>
</table>

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, i.e. 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 i.e. 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

<table>
<thead>
<tr>
<th>Scale</th>
<th>Continuity Building Frontage</th>
<th>Active Frontage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Range of Widths for Public Highway in metres</td>
<td>Range of Building Heights measured in storeys</td>
<td>Building Line (BL)</td>
</tr>
<tr>
<td>Minimum 3m/Varies</td>
<td>Varies in relation to landscape</td>
<td>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</td>
</tr>
</tbody>
</table>

**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

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

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

Not to scale
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.
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).
KEY DIAGRAM 2: THE STREET SEGMENT PLAN

- Street Segments
- Existing Buildings
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 ordinance 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);
KEY DIAGRAM 3: PLACES OF VARIATION
Locations of two and three dimensional variations (not to scale)
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.
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: Hennf, Germany, Graham Paul Smith)

3. Surface treatment varies at junctions
(Source: Hennf, 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.

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 carriageway, 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.
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).
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

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.

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

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

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).
**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.
REFERENCES


ACKNOWLEDGEMENTS

Thanks to Graham Paul Smith, who provided many of the photographs of Oxford and shared-space exemplars from Europe.
KEY DIAGRAM 1: The Regulating Plan
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

<table>
<thead>
<tr>
<th>Residential development</th>
<th>MAXIMUM parking standard</th>
</tr>
</thead>
<tbody>
<tr>
<td>Houses</td>
<td>1 space per unit</td>
</tr>
<tr>
<td>Flats</td>
<td>Disabled parking only</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Non-self-contained residential development and all non-residential development</th>
<th>MAXIMUM parking standard</th>
</tr>
</thead>
<tbody>
<tr>
<td>Non-self-contained residential and all non-residential development</td>
<td>Disabled and operational parking only</td>
</tr>
</tbody>
</table>

Parking standards for powered two-wheelers

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

<table>
<thead>
<tr>
<th>Development</th>
<th>Powered two-wheelers parking standard</th>
</tr>
</thead>
<tbody>
<tr>
<td>Office space (including ancillary offices)</td>
<td>1 space per 400m² up to 200m²</td>
</tr>
<tr>
<td></td>
<td>1 space per 1000m² thereafter</td>
</tr>
<tr>
<td>Other</td>
<td>1 space per 1000m²</td>
</tr>
</tbody>
</table>
**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.

<table>
<thead>
<tr>
<th>Development</th>
<th>MINIMUM cycle parking standard</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Residential dwellings</td>
<td>2 spaces per residential unit</td>
</tr>
<tr>
<td>• Student accommodation</td>
<td>1 space per 2 resident students</td>
</tr>
<tr>
<td>• Hotels/Guest houses</td>
<td>1 space per 5 non-resident staff (or other people) plus 1 space per resident staff</td>
</tr>
<tr>
<td>• Shops (A1) other than non-food retail warehouses (see below), finance and professional services (A2)</td>
<td>1 space per 113m²</td>
</tr>
<tr>
<td>• Businesses (B1)</td>
<td>1 space per 35m² or 1 space per 5 staff (or other people) plus visitor parking provision</td>
</tr>
<tr>
<td>• Food and drink (A3-5)</td>
<td>1 space per 40m² public floor space plus 1 space per 5 staff (or other people)</td>
</tr>
<tr>
<td>• Non-food retail warehouses including garden centres (A1)</td>
<td>1 space per 400m²</td>
</tr>
<tr>
<td>• General industry (B2) warehousing/distributions (B8)/traders’ merchants (A1)</td>
<td>As B1 up to 235m², 1 space per 500m² thereafter; or 1 space per 5 staff (or other people)</td>
</tr>
<tr>
<td>• Places of assembly including cinemas, theatre, stadiums and concert halls</td>
<td>1 space per 10 seats up to 1,000 seats; 1 space per 100 seats thereafter</td>
</tr>
<tr>
<td>• Places of worship/community centres/public halls</td>
<td>1 space per 20m² of seating/assembly floor space.</td>
</tr>
<tr>
<td>• Libraries</td>
<td>1 space per 200m²</td>
</tr>
<tr>
<td>• Medical clinics/dentists</td>
<td>1 space per treatment room plus 1 space per 5 staff (or other people)</td>
</tr>
<tr>
<td>• Hospitals</td>
<td>1 space per 5 staff (or other people) plus additional provision to be determined on its merits with the following guideline; 1 space per 35m²</td>
</tr>
<tr>
<td>• Primary/junior schools</td>
<td>1 space per 15 pupils plus 1 space per 5 staff (or other people)</td>
</tr>
<tr>
<td>• Secondary/senior schools</td>
<td>1 space per 5 pupils plus 1 space per 5 staff (or other people)</td>
</tr>
<tr>
<td>• Non-residential higher/further education</td>
<td>1 space per 2 students (based on anticipated peak number of students on-site at any one time) plus 1 space per 5 staff</td>
</tr>
<tr>
<td>• Other developments</td>
<td>To be treated on their individual merits, guided by the general principle of 1 space per 5 people</td>
</tr>
</tbody>
</table>
Appendix 5: STRATEGIC FLOOD

Extract of the West End Strategic Flood Risk Assessment, published separately as a background paper.
O D R I S K A S S E S S M E N T
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

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

### Shrubs

<table>
<thead>
<tr>
<th>Latin name</th>
<th>Common name</th>
</tr>
</thead>
<tbody>
<tr>
<td>Acer campestre</td>
<td>Field Maple</td>
</tr>
<tr>
<td>Cornus sanguinea</td>
<td>Dogwood</td>
</tr>
<tr>
<td>Corylus avellana</td>
<td>Hazel</td>
</tr>
<tr>
<td>Crataegus laevigata</td>
<td>Midland Hawthorn</td>
</tr>
<tr>
<td>Crataegus monogyna</td>
<td>Hawthorn</td>
</tr>
<tr>
<td>Cytisus scoparius</td>
<td>Broom</td>
</tr>
<tr>
<td>Euonymus europaeus</td>
<td>Spindle</td>
</tr>
<tr>
<td>Hedera helix</td>
<td>Ivy</td>
</tr>
<tr>
<td>Ilex aquifolium</td>
<td>Holly</td>
</tr>
<tr>
<td>Ligustrum vulgare</td>
<td>Wild Privet</td>
</tr>
<tr>
<td>Lonicera periclymenum</td>
<td>Honeysuckle</td>
</tr>
<tr>
<td>Malus sylvestris</td>
<td>Crab Apple</td>
</tr>
<tr>
<td>Prunus spinosa</td>
<td>Buckthorn</td>
</tr>
<tr>
<td>Rhamnus cathartica</td>
<td>Buckthorn</td>
</tr>
<tr>
<td>Rosa canina</td>
<td>Dog Rose</td>
</tr>
<tr>
<td>Salix caprea</td>
<td>Goat Willow</td>
</tr>
<tr>
<td>Salix cinerea</td>
<td>Grey Willow</td>
</tr>
<tr>
<td>Salix purpurea</td>
<td>Purple Willow</td>
</tr>
<tr>
<td>Salix viminalis</td>
<td>Common Osier</td>
</tr>
<tr>
<td>Sambucus nigra</td>
<td>Elder</td>
</tr>
<tr>
<td>Ulex europaeus</td>
<td>Gorse</td>
</tr>
<tr>
<td>Viburnum lantana</td>
<td>Wayfaring Tree</td>
</tr>
<tr>
<td>Viburnum opulus</td>
<td>Guelder Rose</td>
</tr>
</tbody>
</table>
Appendix 7:

TEMPLATE FOR DESIGN AND ACCESS STATEMENT

This template for a Design and Access Statement should be completed for all schemes except householder applications outside of a conservation area. 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. The Historic Buildings and Area Appraisal 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 WE29 and section 6.2 deal 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. A Supplementary Planning Document will be produced that will provide further detail on the procedure and principles set out in section 6 of the AAP and those outlined below.

• The streamlined contribution will be based on an assessment of the infrastructure needs created by new development across the West End as a whole.
• A single sum will be collected from each development and these will be pooled towards the cost of West End infrastructure.
• The Supplementary Planning Document will set out a single figure per unit of housing/student accommodation and 100m2 of other uses.
• The streamlined contribution will be sought in addition to the affordable housing provision required (from residential and non-residential developments).
• The sum sought will reflect inflation at the point of determining a planning application.
• The streamlined contribution will be sought from all developments within the area other than the two museums planned for the West End.
• Contributions towards youth services, CCTV cameras, social and health care will be decided by negotiation. Other measures may also be negotiated in particular circumstances.

Until the new SPD is produced the Planning Obligations SPD will be the basis for most of the calculations. Most standard contributions are as relevant to the West End as the rest of the City. However, the Area Action Plan has identified specific public realm and transport improvements essential for the success of the renaissance, and which will help raise the profile and value of developments in the area. Developer contributions will be sought as appropriate towards the provision of those improvement proposals.

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 (see the tables below). 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. These are current estimates of costs that will be reviewed in the SPD.

The level of contribution sought 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.
### West End Public Realm Cost Estimates

<table>
<thead>
<tr>
<th>Street</th>
<th>Costing option</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hythe Bridge Street</td>
<td>High order street</td>
<td>645,000</td>
</tr>
<tr>
<td>Park End Street</td>
<td>High order street</td>
<td>580,000</td>
</tr>
<tr>
<td>Queen Street</td>
<td>Principal public space</td>
<td>1,607,000</td>
</tr>
<tr>
<td>Hollybush Row</td>
<td>High order street</td>
<td>385,000</td>
</tr>
<tr>
<td>Oxpens Road</td>
<td>High order street</td>
<td>959,000</td>
</tr>
<tr>
<td>Speedwell Street</td>
<td>High order street</td>
<td>584,000</td>
</tr>
<tr>
<td>New Road (northern part)</td>
<td>High order street</td>
<td>325,000</td>
</tr>
<tr>
<td>St. Aldate’s</td>
<td>High order street</td>
<td>1,175,000</td>
</tr>
<tr>
<td>Oxpens Square</td>
<td>Principal public space</td>
<td>1,250,000</td>
</tr>
<tr>
<td>Frideswide Square</td>
<td>Principal public space</td>
<td>3,967,000</td>
</tr>
<tr>
<td>Carfax Square</td>
<td>High order street</td>
<td>125,000</td>
</tr>
<tr>
<td>Becket Street</td>
<td>High order street</td>
<td>437,000</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td><strong>£12,039,000</strong></td>
</tr>
</tbody>
</table>

### West End Transport Cost Estimates

<table>
<thead>
<tr>
<th>Project</th>
<th>Measures</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Extension of bus priority route from Thames Square to Oxpens Road in both directions via Oxpens Road and Hollybush Row</td>
<td>* Bus only link from Thames Square to Oxpens Road</td>
<td>150,000</td>
</tr>
<tr>
<td></td>
<td>* Bus lanes on Oxpens Road (inc additional widening of bridge over Castle Mill Stream)</td>
<td>1,000,000</td>
</tr>
<tr>
<td></td>
<td>* Bus pre-signal at Osney Lane</td>
<td>150,000</td>
</tr>
<tr>
<td></td>
<td>* Changes to Frideswide junction to enable Hollybush Row – Park End movement</td>
<td>300,000</td>
</tr>
<tr>
<td></td>
<td>* Construction of new layover bays</td>
<td>100,000</td>
</tr>
<tr>
<td>Frideswide Square - traffic management elements</td>
<td>* Changes to signals on radials</td>
<td>750,000</td>
</tr>
<tr>
<td>Pedestrian/ cycle links</td>
<td>* Construction of new pedestrian/cycle bridge over the Thames between the south end of the Oxpens site and Osney Mead</td>
<td>1,000,000</td>
</tr>
<tr>
<td>Scheduled coaches</td>
<td>* Improve arrangements for scheduled coaches from those currently provided at Gloucester Green</td>
<td>1,000,000</td>
</tr>
<tr>
<td>Park and Ride</td>
<td>* Improvements to Park and Ride sites</td>
<td>2,000,000</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td><strong>£6,450,000</strong></td>
</tr>
</tbody>
</table>
Appendix 9: Delivery, Implementation and Monitoring Frameworks

The City Council will monitor the implementation of the Area Action Plan, and performance against the plan’s objectives. The table below sets out the responsibilities, timescales and funding aspects of the AAP policies.

<table>
<thead>
<tr>
<th>Policy</th>
<th>Lead Agency</th>
<th>Timescale</th>
<th>Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>WE1 Public realm</td>
<td>City Council, County Council</td>
<td>Streets ............... Throughout the period Public Spaces ......... See details for WE5 below</td>
<td>Developer contributions, Growth Points funds</td>
</tr>
<tr>
<td>WE2 New links</td>
<td>City Council, County Council, developers</td>
<td>Links through Westgate ............. 2010/11 Link through OCVC site .....2011/12 to 2012/13 Links through Oxpens site ...2012/13 to 2013/14 Footbridge to Osney Mead ............ 2013/14</td>
<td>Developer contributions, transport funds</td>
</tr>
<tr>
<td>WE3 Redesign of streets and junctions</td>
<td>City Council, County Council, developers, bus companies</td>
<td>Queen Street ............ 2010/11 to 2011/12 Castle &amp; Norfolk Streets ........2008/9 to 2010/11 Oxpens Rd, Hollybush Row, Becket Str &amp; Frideswide Sq ...2009/10 to 2013/14 Other streets &amp; junctions . ..Throughout the period</td>
<td>Developer contributions, transport funds</td>
</tr>
<tr>
<td>WE4 Public parking</td>
<td>City Council, County Council, developers</td>
<td>As sites are developed</td>
<td>Developer contributions</td>
</tr>
<tr>
<td>WE6 Frideswide Square and the station forecourt</td>
<td>City Council, County Council, developers, Network Rail, station operator</td>
<td>Frideswide Square ...Design: 2007/08 to 2008/09 Implementation: 09/10 to 10/11 Railway station ...Design: 2007/08 to 2008/09 Implementation: 10/11 to 12/13</td>
<td>Developer contributions, Access to Oxford (secured)</td>
</tr>
<tr>
<td>WE7 Castle Mill Stream</td>
<td>City Council, developers</td>
<td>Westgate section ........2008/9 to 2009/10 OCVC section .............2009/10 to 2010/11 Island site &amp; Worcester Street Car Park sections ...2010/11 to 2013/14 Other sections .........As other sites come forward</td>
<td>Private developers</td>
</tr>
<tr>
<td>WE8 Oxpens Field</td>
<td>City Council</td>
<td>2012/13 to 2013/14</td>
<td>Developer contributions</td>
</tr>
<tr>
<td>WE9</td>
<td>The Thames</td>
<td>Development control policy</td>
<td></td>
</tr>
<tr>
<td>WE10</td>
<td>Historic environment</td>
<td>Development control policy</td>
<td></td>
</tr>
<tr>
<td>WE11</td>
<td>Design Code</td>
<td>Development control policy</td>
<td></td>
</tr>
<tr>
<td>WE12</td>
<td>Design and construction</td>
<td>Development control policy</td>
<td></td>
</tr>
<tr>
<td>WE13</td>
<td>Resource efficiency</td>
<td>City Council, County Council, ESCo</td>
<td>ESCo procurement ....... 2007/8 to 2008/9 Westgate Centre plant ............... 2010/11 Oxpen site plant ............... 2012/13 to 2015/16 Other plant ............... As other sites come forward</td>
</tr>
<tr>
<td>WE14</td>
<td>Flooding</td>
<td>Development control policy</td>
<td></td>
</tr>
<tr>
<td>WE15</td>
<td>Housing mix</td>
<td>Development control policy</td>
<td></td>
</tr>
<tr>
<td>WE16</td>
<td>Affordable housing</td>
<td>City Council, developers, RSLs, Housing Corporation</td>
<td>Development control policy</td>
</tr>
<tr>
<td>WE17</td>
<td>Affordable housing from commercial development</td>
<td>City Council, developers, RSLs, Housing Corporation</td>
<td>Development control policy</td>
</tr>
<tr>
<td>WE18</td>
<td>Student accommodation</td>
<td>Development control policy</td>
<td></td>
</tr>
<tr>
<td>WE19</td>
<td>Amenities to support housing</td>
<td>City Council, County Council, PCT, Police</td>
<td>Development control policy</td>
</tr>
<tr>
<td>WE20</td>
<td>Mixed uses</td>
<td>Development control policy</td>
<td></td>
</tr>
<tr>
<td>WE21</td>
<td>Office accommodation</td>
<td>Development control policy</td>
<td></td>
</tr>
<tr>
<td>WE22</td>
<td>Public sector offices</td>
<td>Development control policy</td>
<td></td>
</tr>
<tr>
<td>WE23</td>
<td>Retail</td>
<td>Development control policy</td>
<td></td>
</tr>
<tr>
<td>WE24</td>
<td>Cultural activity</td>
<td>Development control policy</td>
<td></td>
</tr>
<tr>
<td>WE25</td>
<td>Visitor coaches</td>
<td>City Council, County Council, developers</td>
<td>2009/10 to 2010/11</td>
</tr>
<tr>
<td>WE26</td>
<td>Hotel accommodation</td>
<td>Development control policy</td>
<td></td>
</tr>
<tr>
<td>WE27</td>
<td>Conference facility</td>
<td>Development control policy</td>
<td></td>
</tr>
<tr>
<td>WE28</td>
<td>Leisure</td>
<td>Development control policy</td>
<td></td>
</tr>
</tbody>
</table>
Below are a series of indicators and 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. In terms of timings, the timescales for targets should be taken as the plan period, or as given in the table above.

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 objectives:

- 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

<table>
<thead>
<tr>
<th>Policy Area</th>
<th>Indicator</th>
<th>Target to be met in West End</th>
</tr>
</thead>
<tbody>
<tr>
<td>Streets and links</td>
<td>• New links created</td>
<td>• Provision of new links as set out in the AAP</td>
</tr>
<tr>
<td></td>
<td>• Improvements made to the street environment</td>
<td>• Improvements made as set out in the AAP</td>
</tr>
<tr>
<td>Public parking</td>
<td>• Level of public parking provided within the West End (Indicators 37, 38, 39)</td>
<td>• Maintain number of public parking spaces available within the West End (250 spaces required to replace Oxpens and Worcester Street Car Parks)</td>
</tr>
<tr>
<td>Urban Public Spaces</td>
<td>• New public spaces created</td>
<td>• New public spaces created (Oxpens and Thames Squares)</td>
</tr>
<tr>
<td></td>
<td>• Improvements made to existing public spaces</td>
<td>• Improvements made to urban public spaces as set out in the AAP</td>
</tr>
<tr>
<td>Green Spaces and Water</td>
<td>• Improvements made to green spaces and waterside environment</td>
<td>• Enhancement to Castle Mill Stream to create a streamside park</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Enhancement of Oxpens Field</td>
</tr>
</tbody>
</table>

### Plan Objective 2: A High Quality Built Environment

<table>
<thead>
<tr>
<th>Policy Area</th>
<th>Indicator</th>
<th>Target to be met in West End</th>
</tr>
</thead>
<tbody>
<tr>
<td>Historic Environment</td>
<td>• Number of schemes that have considered the issue in their Design and Access Statements</td>
<td>• 100% of schemes granted planning permission demonstrate consideration of historic environment in Design and Access Statements</td>
</tr>
<tr>
<td>Design</td>
<td>• Number of schemes approved that comply with the Design Code</td>
<td>• 100% of schemes approved comply with the Design Code</td>
</tr>
<tr>
<td>Resource Efficiency</td>
<td>• Number of schemes approved that meet the requirements of the NRIA SPD (Indicator 35)</td>
<td>• 100% of schemes approved comply with the requirements of the NRIA SPD</td>
</tr>
<tr>
<td>Flooding</td>
<td>Plan Objective 3: A Strong and Balanced Community</td>
<td></td>
</tr>
<tr>
<td>----------------------------------------------</td>
<td>-----------------------------------------------</td>
<td></td>
</tr>
<tr>
<td>• Permissions granted in Flood Zone 3B</td>
<td>• Total number of new homes completed</td>
<td></td>
</tr>
<tr>
<td>• Applications in areas of flood risk (or</td>
<td>(Indicators 1&amp;2)</td>
<td></td>
</tr>
<tr>
<td>over 1 hectare) submitted with a Flood</td>
<td>• Mix of housing completed (Indicator 8)</td>
<td></td>
</tr>
<tr>
<td>Risk Assessment</td>
<td>• Number of approvals for development</td>
<td></td>
</tr>
<tr>
<td>• Number of approvals for development</td>
<td>incorporating sustainable drainage systems</td>
<td></td>
</tr>
<tr>
<td>• Only water compatible uses and essential</td>
<td>• To provide approximately 700 new homes</td>
<td></td>
</tr>
<tr>
<td>infrastructure permitted</td>
<td>across the West End</td>
<td></td>
</tr>
<tr>
<td>• 100% of such applications to be</td>
<td>• Minimum of 35% houses (3, 4, 5 bed) across</td>
<td></td>
</tr>
<tr>
<td>submitted with an FRA</td>
<td>the West End</td>
<td></td>
</tr>
<tr>
<td>• All schemes where practicable</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Housing Mix</th>
<th>Plan Objective 4: A Vibrant and Successful West End</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Total number of new homes completed</td>
<td>• Development on sites of 0.2 hectares or</td>
</tr>
<tr>
<td>(Indicators 1&amp;2)</td>
<td>greater that incorporate more than one use</td>
</tr>
<tr>
<td>• Mix of housing completed (Indicator 8)</td>
<td>• Amount of floorspace developed for</td>
</tr>
<tr>
<td></td>
<td>employment (Indicators 14,15,16,20,21)</td>
</tr>
<tr>
<td>Affordable Housing</td>
<td></td>
</tr>
<tr>
<td>• Number of affordable housing completions</td>
<td>• To provide a minimum of 37,000m² gross</td>
</tr>
<tr>
<td>(Indicators 4, 7 &amp; 9)</td>
<td>additional A1 retail floorspace for comparison</td>
</tr>
<tr>
<td>• Contribution received from commercial</td>
<td>goods (including Westgate, St. Aldate’s and</td>
</tr>
<tr>
<td>development (Indicator 6)</td>
<td>County Hall)</td>
</tr>
<tr>
<td></td>
<td>• To increase the floorspace of cultural</td>
</tr>
<tr>
<td></td>
<td>uses in the West End</td>
</tr>
<tr>
<td>Amenities to support new housing</td>
<td>• Number, type and location of new</td>
</tr>
<tr>
<td>• Amount of new residential development</td>
<td>short-stay accommodation, hotels, guest</td>
</tr>
<tr>
<td>within 30 minutes public transport time of</td>
<td>houses and dual use, to include number of</td>
</tr>
<tr>
<td>a GP, hospital, primary and secondary</td>
<td>bed spaces (Indicator 29)</td>
</tr>
<tr>
<td>school, areas of employment and a major</td>
<td>• To increase the number of hotel and</td>
</tr>
<tr>
<td>retail centre (Indicator 36)</td>
<td>guest house rooms in the West End</td>
</tr>
<tr>
<td></td>
<td>• 100% of new residential development</td>
</tr>
<tr>
<td></td>
<td>to meet this indicator</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Mixed Uses</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>• Development on sites of 0.2 hectares or</td>
<td>• 100% of developments on sites of</td>
</tr>
<tr>
<td>greater that incorporate more than one use</td>
<td>0.2 hectares or greater that</td>
</tr>
<tr>
<td></td>
<td>incorporate more than one use</td>
</tr>
<tr>
<td>Office Accommodation</td>
<td>• B1 Offices: 15,000m² private sector;</td>
</tr>
<tr>
<td></td>
<td>and 20,000m² public sector</td>
</tr>
<tr>
<td>Retail</td>
<td></td>
</tr>
<tr>
<td>• Amount of completed retail development</td>
<td></td>
</tr>
<tr>
<td>(Indicators 25 &amp; 26)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td>Cultural Attractions</td>
<td></td>
</tr>
<tr>
<td>• Number and type of new facilities/</td>
<td></td>
</tr>
<tr>
<td>attractions completed (new build,</td>
<td></td>
</tr>
<tr>
<td>extensions and changes of use) (Indicator</td>
<td></td>
</tr>
<tr>
<td>30)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td>Hotel Accommodation</td>
<td></td>
</tr>
<tr>
<td>• Number, type and location of new short-</td>
<td></td>
</tr>
<tr>
<td>stay accommodation, hotels, guest</td>
<td></td>
</tr>
<tr>
<td>houses and dual use, to include number of</td>
<td></td>
</tr>
<tr>
<td>bed spaces (Indicator 29)</td>
<td></td>
</tr>
</tbody>
</table>
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

[Foreign language text]