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“ *A good city is like a good party.
People don't want to leave early.* ”

- Jan Gehl

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INTRODUCTION & EXECUTIVE SUMMARY

INTRODUCTION

Oxford's West End is expected to experience significant change within the coming decades. Its up-and-coming developments will play a key part in growing Oxford as a liveable and equitable city that can benefit all communities; a city which celebrates innovation and creativity, where all citizens have a stake, and no one is left behind. The West End is designated as an Area of Change in Oxford's Local Plan, and a priority project for Oxford, Oxfordshire and the Oxford-Cambridge Arc, as set out in the Local Industrial Strategy (2019). The Oxford City Centre Action Plan (2021) lays out several key future development sites, many of which fall within the West End.

Its geographical scope makes it instrumental to the future of Oxford - it includes the railway station, the retail core, a key industrial employment site, and much of the city's cultural, educational and employment offer. It also comprises many homes, public spaces and key heritage and ecological assets.

With so many complexities and competing interests, this Spatial Framework sets out a holistic vision for the West End - underpinned by stakeholder input and engagement.

Flexibility is built-in to ensure developments are able to respond to changing needs or context throughout the delivery process. Further in-depth technical and viability analysis will be required as a part of each delivery priority and for each site. Commercial development opportunities may help unlock value and viability and earlier change.

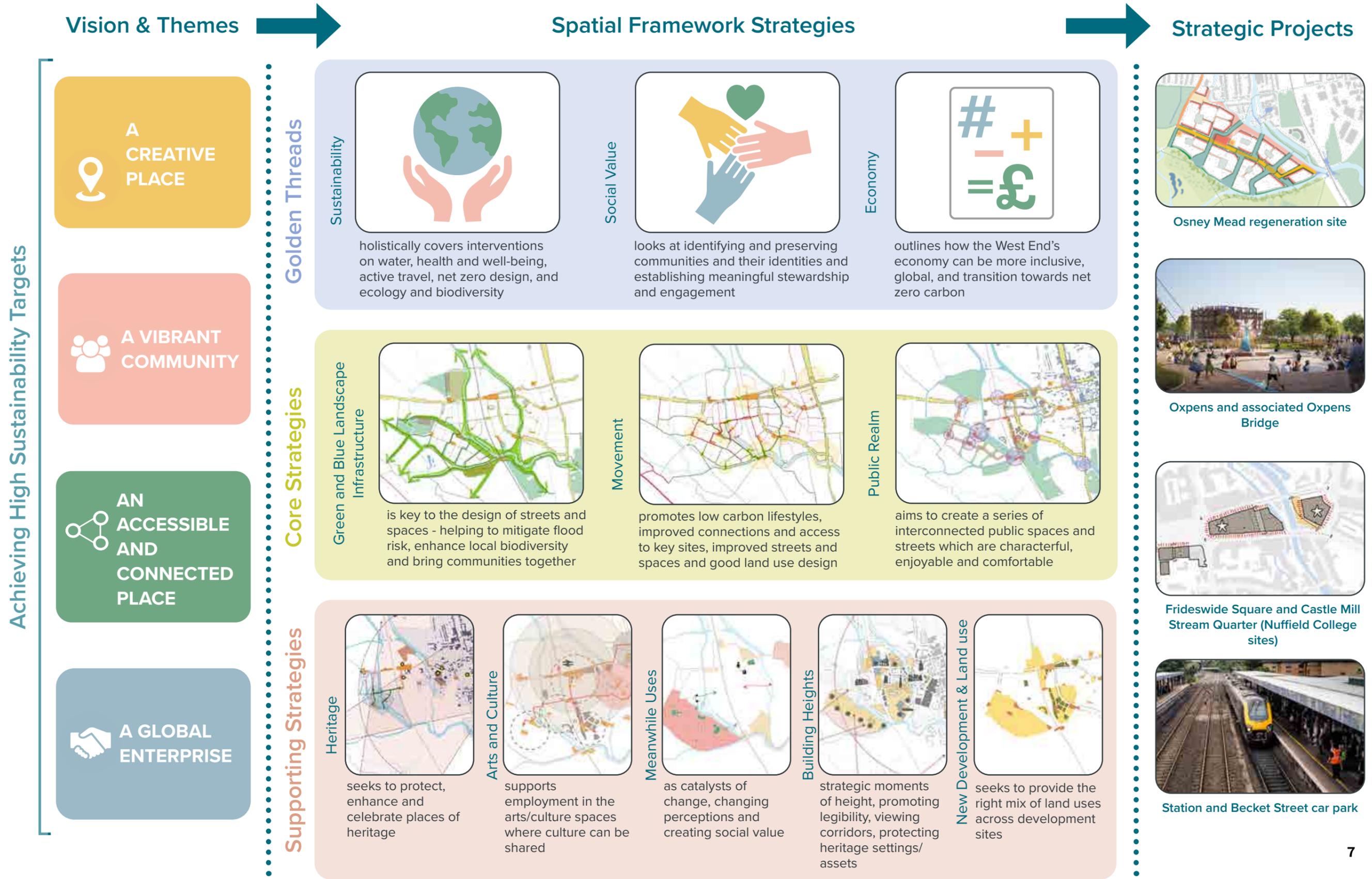
The fundamental purpose of the Spatial Framework is to set out how the West End and its major new developments could become a thriving extension of the city quarter over the next 25 years. The Spatial Framework and its various strategies are important tools to guide and shape future development in the West End of Oxford. The ambition is to create a place that is welcoming to all – to work, live, enjoy leisure time and build on Oxford's strengths as a world-class city.

While the Spatial Framework sets out overarching strategies and principles for development in the West End, more detailed design guidance can be found in the West End Design Guide.

These two documents are design and development recommendations and should be read together to establish multi-level guidance for any future design work within this area.

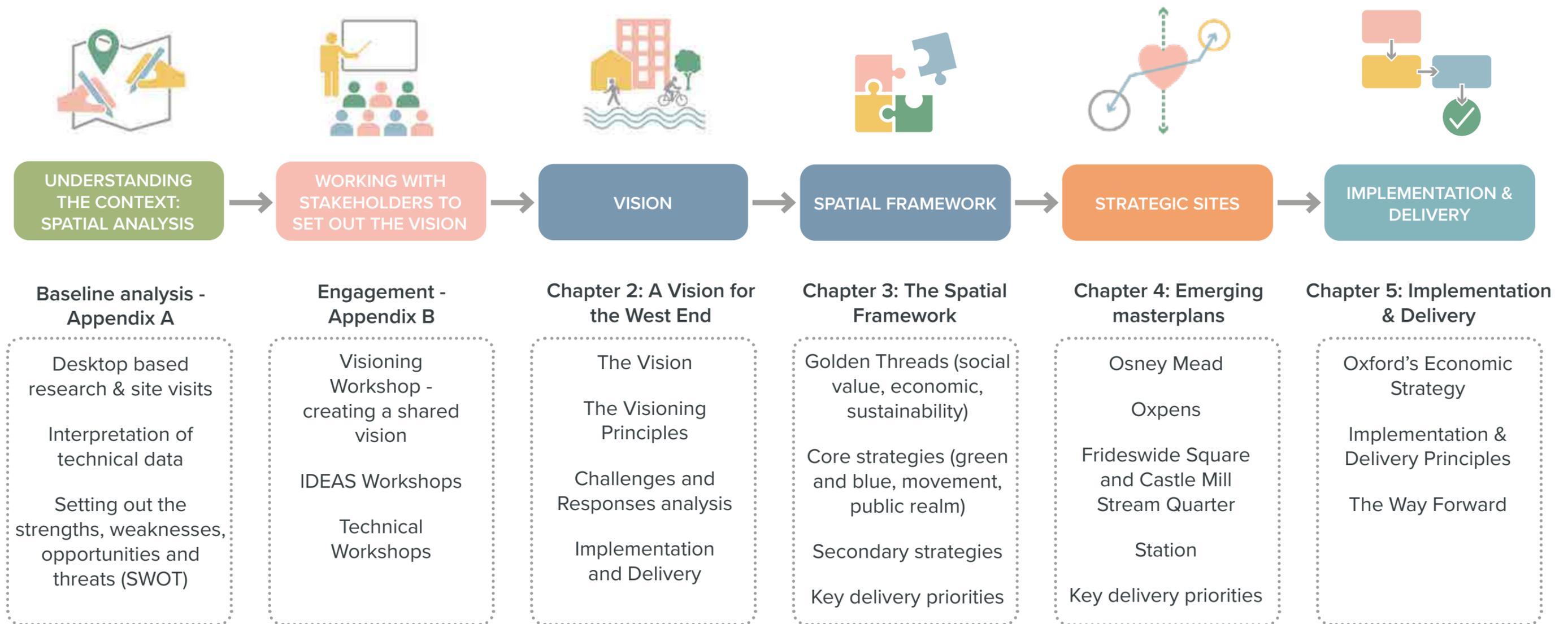


WHAT IS OXFORD'S WEST END SPATIAL FRAMEWORK ABOUT?



HOW HAS THIS SPATIAL FRAMEWORK DEVELOPED?

The Spatial Framework has been set up through an iterative process as the below diagram illustrates. It has been prepared to co-ordinate development across the wider area of the West End of Oxford, comprising several sites in multiple ownerships with widely differing delivery timescales.



OXFORD'S STRATEGIC ARC

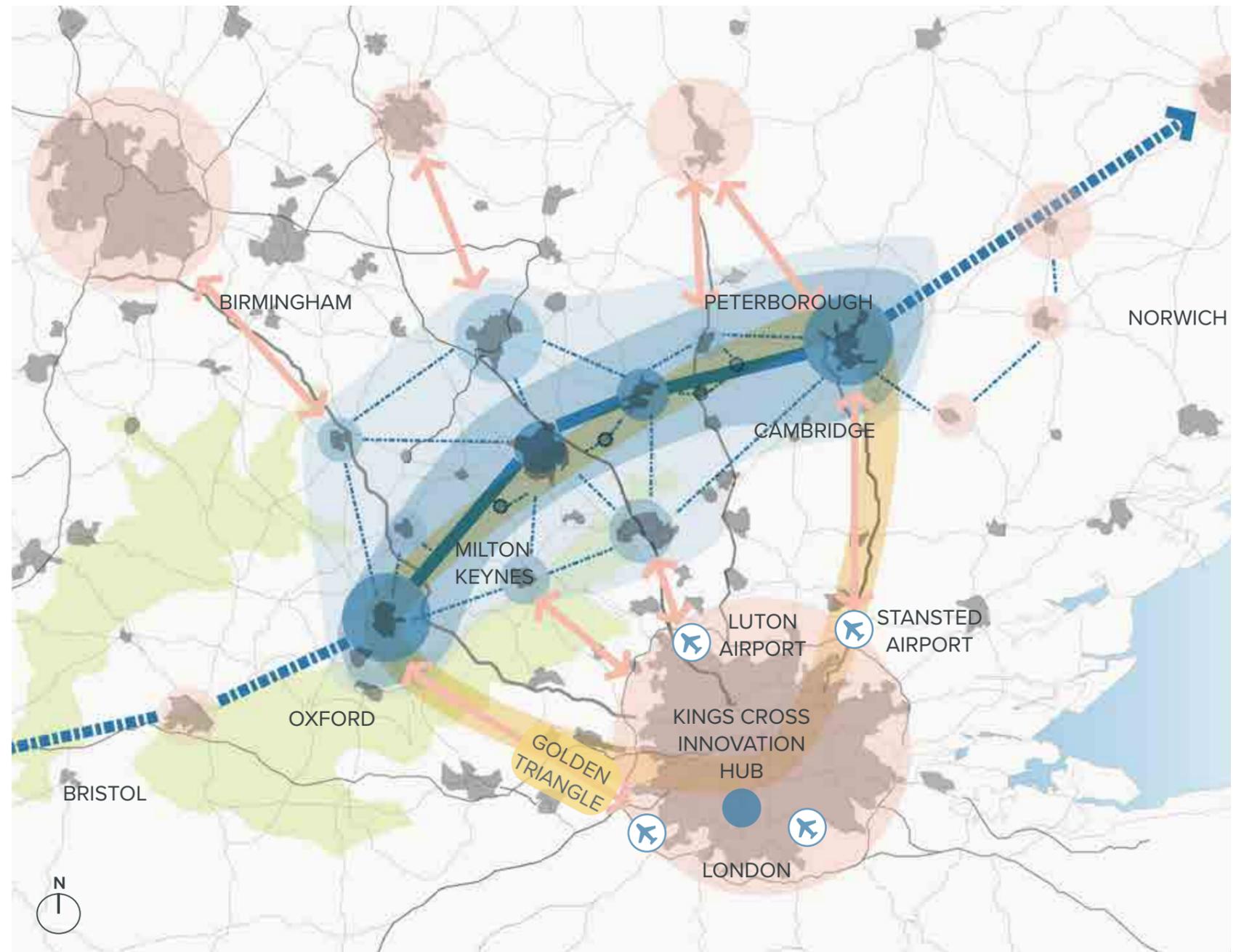
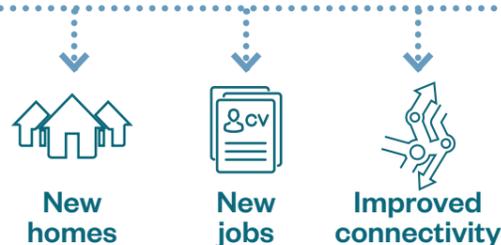
Strategic Context

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

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

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

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



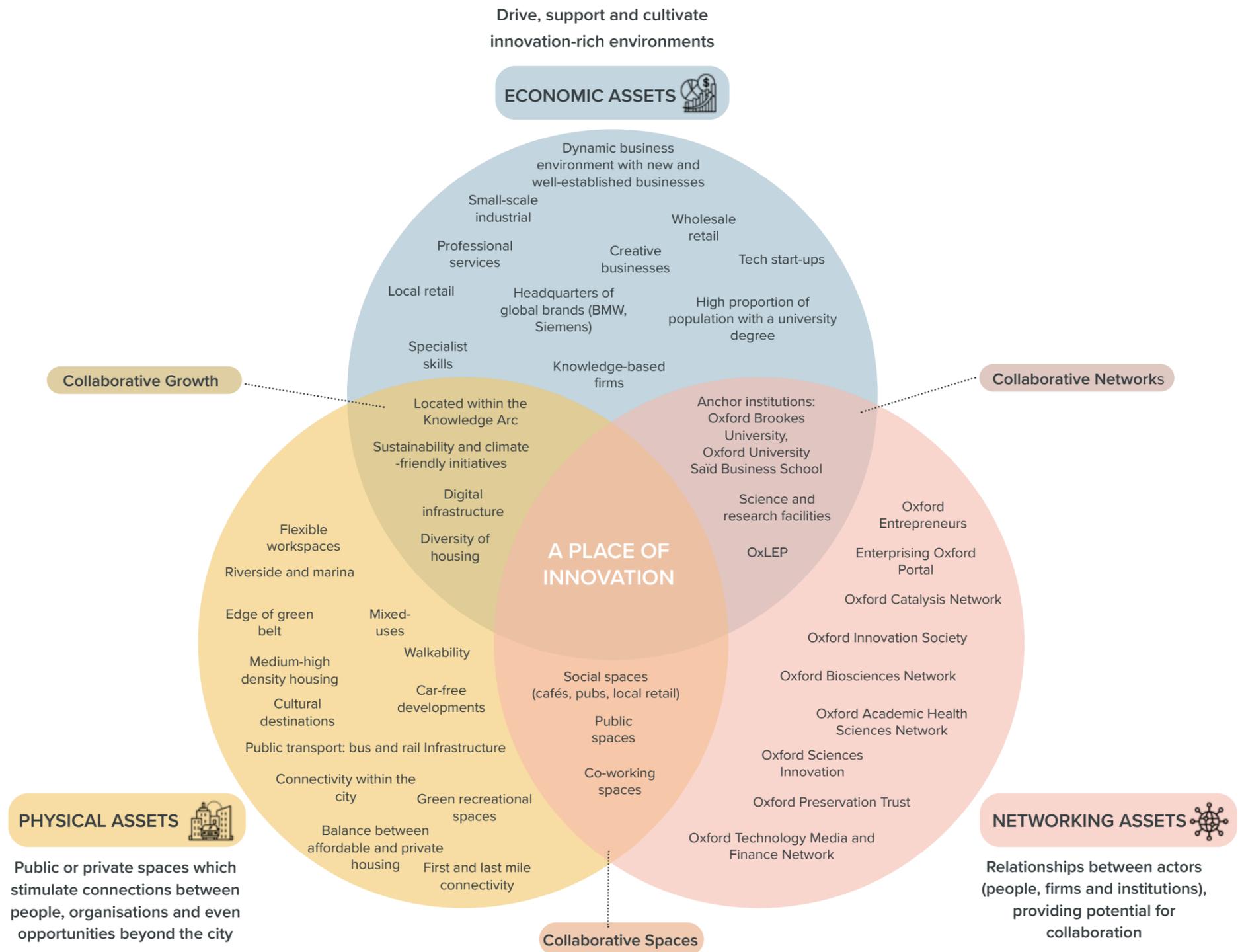
IN THE CONTEXT OF AN INNOVATION DISTRICT

The Spatial Framework looks to represent the Oxford West End Investment Prospectus (2022) which sets out an ambitious vision for an ‘**inspiring and inclusive innovation district**’ which expands the city’s innovative network sustainably. A well-managed balance of residential and employment uses are a prerequisite for the development of a successful innovation district.

As echoed in the Area of Change Policy of the Local Plan, the rapid expansion of the city centre has called for a more balanced mix of uses and has reached an immediate need for commercial space. This is also echoed within the Local Plan (2020) which envisages Oxford to be a centre of learning, knowledge and innovation. Policy SP2 allocates **Osney Mead** as a mixed use development where an ‘**innovation quarter**’ is encouraged. This falls within the University’s vision (2019) which aims to create a campus experience which fosters an ecosystem of innovation, in both the academic and business world. This vision for the West End has regional and national importance, as set out in the Oxfordshire Local Industrial Strategy (2019) and is a key component of the **Oxford-Cambridge Arc**.

Oxford has a number of key assets: economic assets, such as different types of businesses; physical assets, such as public realm and mixed use areas; and network assets, which are organisations which hold communities together. The overlaps which occur between assets are key for innovation and growth, ultimately fostering an environment which the city can achieve the status of an **Innovation District**.

The vision seeks to build upon these valuable assets and improve them. It aims to expand the current offer by delivering new workspaces and homes; improving connectivity and enriching the existing context.



VISION AND PRINCIPLES

The Spatial Framework promotes the West End of Oxford as a liveable quarter of the city centre. This is an area where people will want to live well together, work well together and play well together.

The placemaking approach sets out to create safe and prosperous communities; places where people want to live, work and do business are at the heart of the vision for this emerging new quarter of the city's extended core. Four key themes help us unpack and understand this vision. These themes are all interconnected and form core principles of the Spatial Framework and its various strategies.



An innovative and creative place to work, live and visit all year-around



A liveable and inclusive place that maximises land with mixed use destinations

A CREATIVE PLACE. RIVERSIDE

DIVERSE LAND USE. SUDS

ACTIVITY. CAFE CULTURE

GREENING. ARTS. CULTURE

A VIBRANT COMMUNITY. PLAY

EDUCATION. AFFORDABLE

MULTI-TENURE. INCLUSIVE.

COMMUNITY FACILITIES. FOOD



A 15-minute place: strong connections of ecology, community and infrastructure



A place with economic strengths: an innovative & creative mix of uses

ACCESSIBLE/CONNECTED PLACE

FUTURE-PROOF. SAFETY

CYCLING. WALKING.

STATION GATEWAY. DIGITAL. WATER

ENTERPRISE. MULTI-FUNCTIONAL

MEETING SPACES. SOCIAL

MIXED USE. ACTIVITY

MEANWHILE USE. INNOVATION

VISION AND PRINCIPLES

A VIBRANT COMMUNITY

- Multi-tenure neighbourhoods
- Easy access to community facilities and local jobs
- Food growing opportunities
- Play and recreation for all age groups
- Inclusive streets and spaces
- Low-carbon lifestyles
- Affordable housing and workplaces

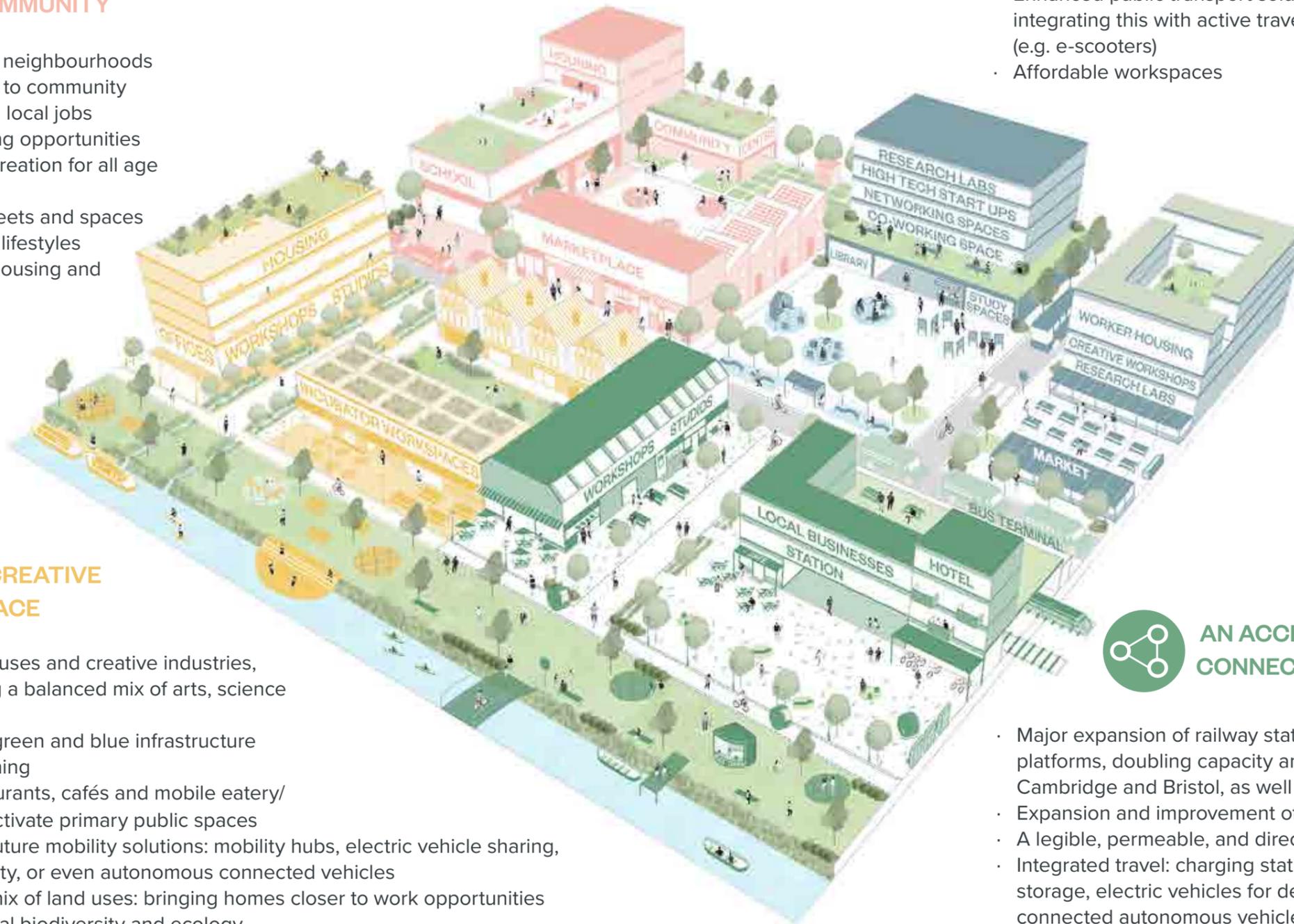
A CREATIVE PLACE

- Compatible uses and creative industries, encouraging a balanced mix of arts, science and culture
- Integrating green and blue infrastructure
- Urban greening
- Retail, restaurants, cafés and mobile eatery/venues to activate primary public spaces
- Innovative future mobility solutions: mobility hubs, electric vehicle sharing, micro-mobility, or even autonomous connected vehicles
- Innovative mix of land uses: bringing homes closer to work opportunities
- Enhance local biodiversity and ecology
- Innovative meanwhile interventions to help unlock sites and work with local communities



A GLOBAL ENTERPRISE

- A place which fosters research, innovation and technology
- Mixed use innovative urban typologies
- A wide range of housing tenures/ typologies to support economic growth
- Multifunctional outdoor spaces - ranging in scale, character and hierarchy
- Active ground floor uses to encourage street animation
- Enhanced public transport solutions, including rapid transit, integrating this with active travel and new forms of mobility (e.g. e-scooters)
- Affordable workspaces



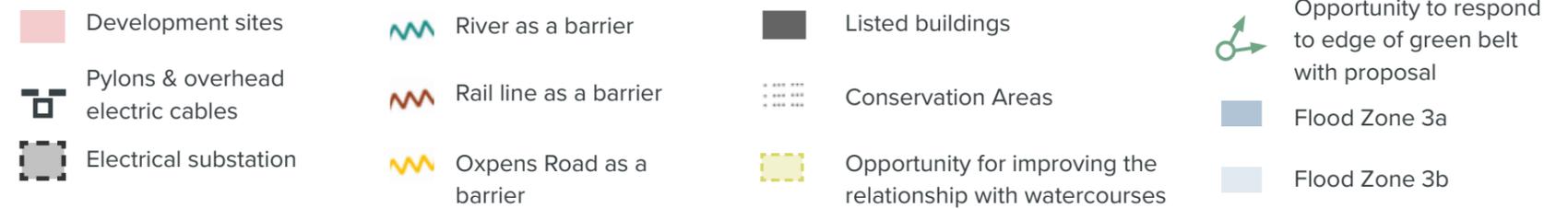
AN ACCESSIBLE AND CONNECTED PLACE

- Major expansion of railway station, including two new railway lines and platforms, doubling capacity and unlocking potential connections to Cambridge and Bristol, as well as more trains to London and the north
- Expansion and improvement of the bus network
- A legible, permeable, and direct active travel network accessible to all
- Integrated travel: charging stations, cycle hire, cycle and scooter storage, electric vehicles for deliveries and servicing and future for connected autonomous vehicles
- Water connectivity through water taxis and leisure boards
- High quality public realm that prioritises pedestrians and cyclists
- Digital infrastructure to create safe, inclusive and resilient environments

SUMMARY OF ANALYSIS

The analysis is set out in Appendix A of this Spatial Framework which includes analysing policy, emerging developments, historic context, demographics and activity, townscape and character, public realm and landscape, movement and flooding. This concludes with identifying the strengths, weaknesses, opportunities and threats within the West End. The following provides a summary of the key points:

- **Heritage** - Oxford's rich history has led to many listed buildings, Conservation Areas and key views which must be protected. This requires proposals to be sensitive and positively contribute to the character of their surroundings.
- The large number of **development sites** coming forward, some of which are outlined within the Local Plan (2020), providing an exciting opportunity for new places for people to work, live and play.
- The large number of **watercourses and associated towpaths**. The West End has a huge opportunity to celebrate its watercourses and improve connections across them. Development sites must respond to these and open them up with high quality public realm. This is particularly important in development relating to the River Thames, Bulstake Stream and Castle Mill Stream.
- A number of **roads are congested and offer a poor quality pedestrian experience** (e.g Botley Road, Oxpens Road). Development sites must improve streets through urban greening and provide better frontages onto them, creating an active, pedestrian and cycle-friendly environment.
- **Flood risk** is a major environmental concern, with much of Osney and Osney Mead Industrial Estate being in flood risk zones. Development sites within these areas will need to design flood resilient proposals and ensure a sound evacuation plan.



- **Proximity to the green belt** is a significant asset for the West End and development sites will have the opportunity to take advantage of good views and amenity space. Development proposals do need to be sensitive.
- **Overhead power lines and associated substation** are a major constraint for the Osney Mead regeneration site. Undergrounding or relocating them will be a key enabler for development proposals to come forward.



THE GOLDEN THREADS

Sustainability, Social Value and Economy

These golden threads run through each strategy listed within the Spatial Framework. They have an important part to play in every part of the built environment and need to be embedded

Sustainability Strategy



The Sustainability Strategy is an important golden thread which runs through the Spatial Framework. In the age of a Climate Emergency, every strategy needs to work together to fulfil Oxford City Council's ambitious goals to achieve social, environmental and economic sustainability.

This is recognised by Oxford's Economic Strategy (2022) and the and the Zero Carbon Action Plan (2021) which seeks to increase jobs within the zero carbon sector; create diverse and inclusive places; and promote opportunities which restore habitats and provide urban green infrastructure. The Oxford West End Investment Prospectus (2022) campaigns for the expansion of the green-tech sector and the embracing of new sustainable approaches.

in early strategic thinking whilst looking at sites within the West End, to meet the broad goals set out in the Local Plan.

Social Value Strategy



Ensuring all strategies and interventions provide effective social value will be critical in realising the vision of the Spatial Framework. The following will be needed:

- 1 Identify social needs as a precondition for any development
- 2 Protect and enhance existing social infrastructure and their networks
- 3 Include the community as a driver of design decisions
- 4 New developments must provide an affordable and diverse housing mix
- 5 High quality design for all - tenure blind - whether its affordable or market
- 6 Designing public spaces which are inclusive and accessible to all

Economic Strategy



Reflecting Oxford's Economic Draft Strategy (2022), the Spatial Framework has an ambitious vision to create a place of innovation within the West End. To support economic growth, a set of principles has been created to guide this, provoke new practices and support delivery:

- 1 Commitment and focus - shared long-term commitment to responding to the priority challenges and opportunities identified in the economic strategy
- 2 Collaboration - making the most of available capacity and resources that exist across the city by building on the work of partners, brokering new relationships and working across new areas
- 3 Participation - embedding participatory principles within delivery to ensure that Oxford's residents are actively involved in idea development and decision-making.
- 4 Innovation - using the city as a 'living lab' to try unique projects, alongside taking innovative approaches to leverage funding and realising ambitions
- 5 Agility - continuously reviewing delivery mechanisms, project priorities and ways of working to ensure the city remains agile in responding to changing needs
- 6 Pace - working rapidly to deliver projects that deliver positive economic, social and environmental impacts

SPATIAL STRATEGIES

The Spatial Framework is set out in the form of broad principles of good place-making and strategic thinking for the West End. Framework strategies have been driven from a holistic approach - looking at the output from stakeholder engagement - understanding priorities, constraints and ambitions. The strategies must be considered in the wider context - taking into account strategic movement patterns; characters of neighbouring areas; and key green and blue infrastructure considerations. From this, a number of strategies have emerged. These include:

- Green & blue
- Movement
- Public realm
- Heritage
- Arts & culture
- Meanwhile use
- Building heights
- Emerging development & land use

In summary, a number of key points are worth highlighting:

- 1 Opening up the riverside** - enhanced character to riverside and Oxpens Meadows edge
- 2 Significantly improving east-west pedestrian and cycle connections** through new and existing routes
- 3 Redevelopment of Osney Mead Industrial Estate** provides the opportunity to create a place to live, work and play for new and existing communities
- 4 Creating new hubs of activity with high quality public realm** at Oxpens and Nuffield College sites; and other future sites
- 5 A new station gateway** (including Becket Street car park) which provides a significant entrance to Oxford
- 6 Making existing streets more human scale** with better pedestrian and cycling infrastructure, tree planting, improved frontages and new public realm



SPATIAL STRATEGIES

Green and Blue Infrastructure Strategy

A strong green and blue network is essential in adapting our environment in light of climate change, promoting health and well-being and fostering biodiversity. These principles underpin the Green and Blue Landscape Strategy.

This strategy seeks to reinforce what is already there, create better connections between components and add new green and blue infrastructure which enriches the existing offering.

- | | |
|---|---|
| 1 Greening of existing and proposed streets | 4 Towpaths as key green arteries within the city |
| 2 Integration of flood risk mitigation into design | 5 Putting the community at the heart of every green space |
| 3 Making a destination for Osney Mead's riverside | 6 Improve access to the green belt areas and sports and recreation provision |



Green and Blue Infrastructure Strategy as outlined in Chapter 3: The Spatial Framework

Key Delivery Priorities

1. Establishing a green and blue network on Osney Mead:

- New green and blue elements introduced to Osney Mead's existing routes will need to precede comprehensive development and will work to unlock the site for development
- Green and blue infrastructure must be effective for flood mitigation, promoting biodiversity, and amenity space
- Designs must consider works from the Oxford Flood Alleviation Scheme (OFAS) and ongoing works to watercourses

2. Opening up the Thames riverside and Osney Lock:

- Opportunity for the Thames riverside to be a key place of activity, biodiversity, flood mitigation, leisure and play
- Works must respond to the different characters present on the River Thames and the nearby Castle Mill Stream

3. Urban greening along major routes:

- Greening and rationalising of movement on key roads such as Oxpens, Ferry Hinksey, and Botley Road
- Ensuring streets and surrounding development sites contribute positively to active travel, biodiversity, and active street frontages

SPATIAL STRATEGIES

Movement Strategy

A strong movement network is pivotal to the future of the West End. Currently this area is highly limited in connections, relying on constrained towpaths and streets which are poor in quality and connectivity.

This strategy provides a real opportunity to bring the West End into the life of the bustling city centre by providing key activity hubs with high quality public realm which are interlinked with walking and cycling connections.

- 1 Movement strategy supporting decarbonisation and helping to meet net zero carbon

- 2 New east-west links which will connect existing and future places
- 3 Enhance access to the bus network and plan for future improvements in accessibility
- 4 Build upon station development to create a gateway to the City and new movement corridors to Osney Mead and Oxpens
- 5 Create a network of routes which promote active travel as the first choice
- 6 Improve integration of public transport with walking, cycling, and micromobility to make it easier for people to travel
- 7 Improve connections to nearby green and open spaces and better integrate them



Movement Strategy as outlined in Chapter 3: The Spatial Framework

Key Delivery Priorities

1. Railway station gateway:

- Strengthening the Oxford railway station as a local and regional transport hub through public realm and infrastructure improvements
- Improving east-west connectivity to sites such as Osney Mead and Oxpens through pedestrian and cyclist prioritisation
- Creating a new sense of arrival at the station

2 Oxpens bridge:

- Creating an important new connection between the developments at Osney Mead and Oxpens
- Improving access and improving value to the area around Grandpont Nature park and Thames riverside

3. Opening up of the Environment Agency depot and Osney Lock:

- Improving public access to the River Thames
- Opening up key route through the EA depot connecting Osney Town and Osney Mead and introducing new permeability between the two banks of the river

4. Oxpens Road:

- Interventions could include tree planting, cycle infrastructure, building frontages, swales, and a central reservation for safer crossing
- Oxpens Road as a holistic site for the delivery of infrastructure, from Frideswide Square to St. Aldate's

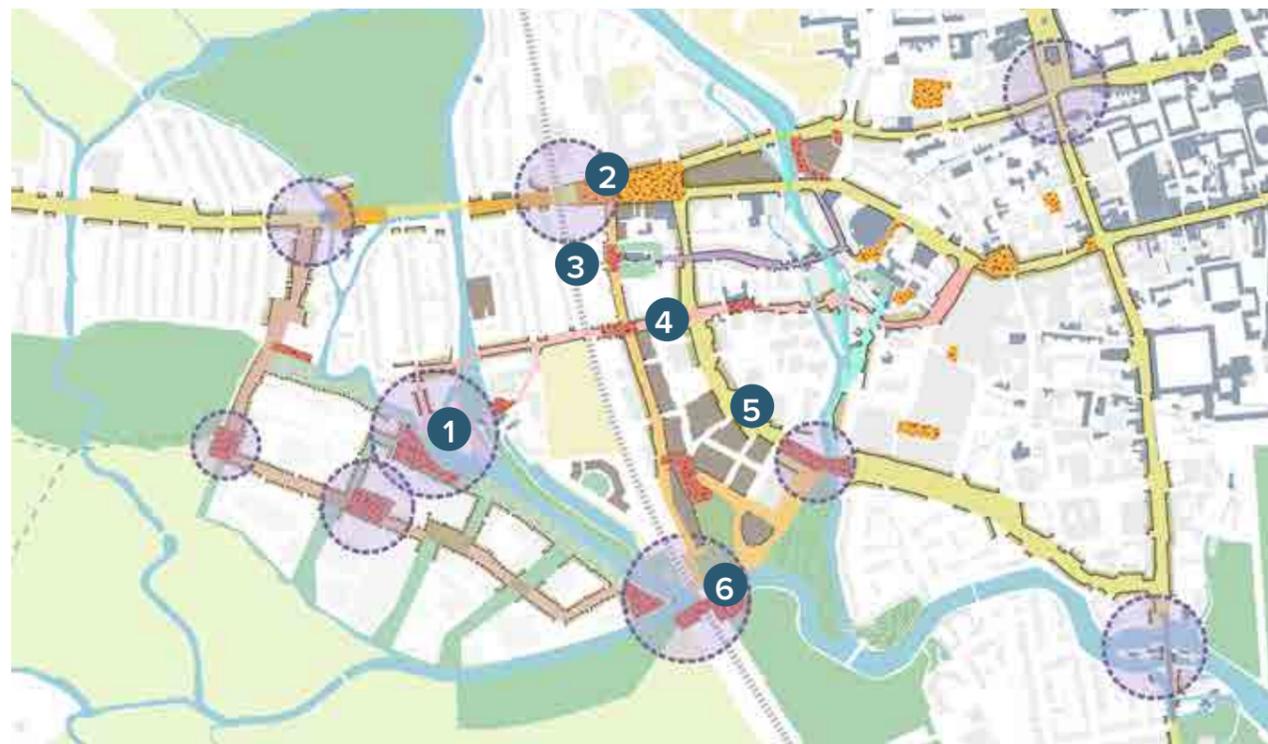
SPATIAL STRATEGIES

Public Realm and Infrastructure Strategy

The quality of public space and streets is pivotal to how we experience and move through a city. The public realm provides a setting for community life.

It includes all parts of the urban environment that people can experience or access - public space and buildings, and those parts of private development that impact on public space.

- | | |
|---|--|
| <ul style="list-style-type: none"> 1 Improving public realm around watercourses to create a destination 2 Improvement of wayfinding through design with the creation of gateway spaces 3 Public realm which celebrates heritage assets | <ul style="list-style-type: none"> 4 Interconnected public spaces to anchor future development 5 Humanising and greening vehicle dominated major streets 6 Improving and creating east-west connections which provide a good quality pedestrian experience from Osney Mead to city centre |
|---|--|



Public Realm Strategy as outlined in Chapter 3: The Spatial Framework

Key Delivery Priorities

1. Station gateway:

- Strengthening Oxford Railway station as a local and regional transport hub through public realm and infrastructure improvements
- Public realm improvements to all surrounding streets and spaces

2. Oxpens Road:

- Developing a consistent public realm experience from the station down to new developments at Oxpens and Osney Mead
- Improved public realm connecting Oxpens and the adjacent meadows to Westgate

3. Becket Street link:

- Last mile solutions to show how a fully integrated approach to sustainable travel can be achieved. Opportunities for improved accessibility & bus layovers should be fully explored.
- Considering the sensitive context of St Thomas the Martyr Church

4. Frideswide Sq and Castle Mill stream:

- Public realm improvements along Hythe Bridge Street and Park End Street will be important alongside the development of the area
- Consideration of the station as a gateway and how the site can contribute to this

5. Opening up the riverside:

- Making the most of the West End's natural resources to create high quality public space
- Opening up the Thames riverside from Oxpens meadow to the Environment Agency depot site

6. Osney Mead riverside square:

- A new riverside square to activate Osney Mead as a new activity hub and innovation quarter
- Meanwhile uses during early phases of development may aid delivery and foster community support

SPATIAL STRATEGIES

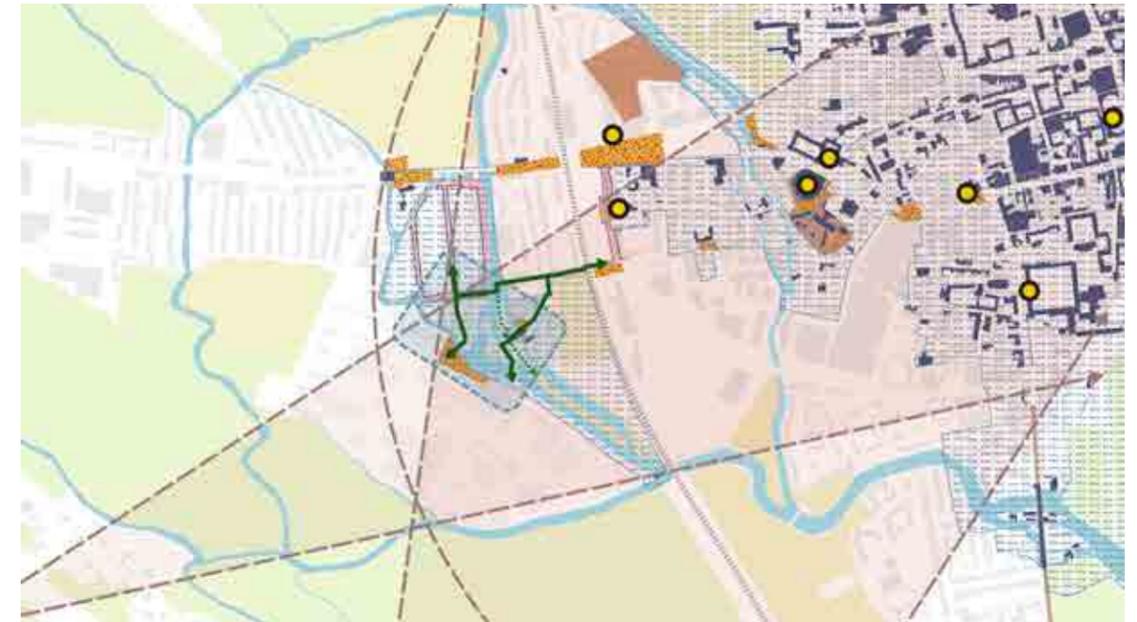
Heritage, Arts and Culture Strategy

Heritage Strategy

The heritage is much more than high-profile assets, it also includes local places, features and associations: minor buildings, paths and open spaces, viewpoints and events.

This history is of significance for the local people who live and work in the city and feel a sense of belonging and ownership, which is reinforced by the continuity of experience that the heritage provides.

- 1 Re-establishing the historic relationship of the River Thames and its heritage assets
- 2 Ensuring the protection of heritage assets from increased footfall and traffic - taking a holistic approach to connectivity
- 3 Improving public realm to celebrate key heritage assets
- 4 Ensuring short and long distance heritage views are maintained
- 5 Proposed heights need to be sensitive and respond to existing heritage assets
- 6 Creating a culture of reusing, recycling and retaining and promoting the principles of circular economy



Heritage Strategy as outlined in Chapter 3: The Spatial Framework



Arts and Culture Strategy as outlined in Chapter 3: The Spatial Framework

Arts and Culture Strategy

Culture and arts have a multitude of socio-economic benefits which are crucial in realising the vision for Oxford. It provides an opportunity to improve the skills and diversity of the

creative workforce and helps to foster social capital in the various destinations which attract locals and visitors.

- 1 Allowing for space within the West End where culture can be produced and can thrive
- 2 Creation of a destination(s) in the West End where people can experience and share culture
- 3 Promotion of cultural and arts activities in mixed use neighbourhoods
- 4 Utilising the public realm as a key space for culture with a programme of events
- 5 Celebrating the cultural heritage of the West End

SPATIAL STRATEGIES

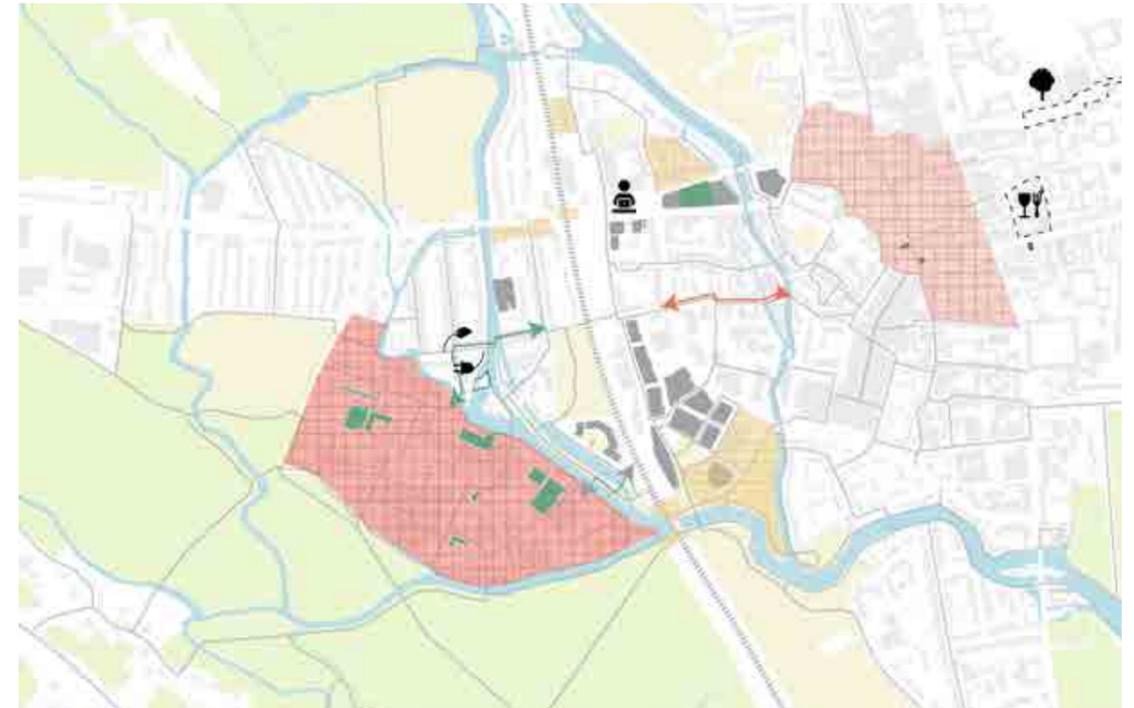
Meanwhile Use and Building Height Strategy

Meanwhile Use Strategy

The West End of Oxford has plenty of vacant and under-utilised land and buildings which could be re-purposed as meanwhile spaces/uses to help stimulate activity and change perceptions of some neighbourhoods. The Spatial Framework identifies some key opportunities to help unlock

sites, create better footfall through and to areas and attract investment in strategic locations. Ultimately, the strategy seeks to generate social value, resilience and create a long legacy for the area.

- 1 Improving existing and creating new connections and promoting active travel
- 2 Creating new hubs of activity
- 3 Meanwhile uses which seek to aid developing and fostering a new community
- 4 Re-using and re-purposing existing urban form



Meanwhile Use Strategy as outlined in Chapter 3: The Spatial Framework



Building Heights Strategy as outlined in Chapter 3: The Spatial Framework

Building Height Strategy

Building heights within Oxford's West End need to be strategically and sensitively designed to: i) respond to viewing cones and heritage assets (Policy DH1, Local Plan, 2020) and; ii) allow for

moments of heights which provide a quantum of development space and are key marker buildings enhancing legibility and wayfinding through the neighbourhoods in the West End.

- 1 Celebrating the West End's existing points of height, and strategically adding more
- 2 Enhancing long distance views by improving the roofscape and form of the West End
- 3 Ensuring height of new development is informed by immediate surroundings
- 4 Building heights and massing must respond to existing heritage assets
- 5 Balance of new development with spaces in-between buildings

OSNEY MEAD INDUSTRIAL ESTATE

Key Delivery Priorities

1 Links and connections:

To unlock the site, new east to west routes in and out of Osney Mead are critical. They may be provided through a multitude of connections - Oxpens Bridge; Osney Lock, making the Environment Agency depot publicly accessible for pedestrians; and South Street to Barrett Street. Existing connections along the Thames pathway and at Osney Lock will need to be strengthened.



3 Securing all the land and property required for the project

Currently, with a complicated and fragmented land ownership, proposals at Osney Mead will need to engage effectively with many stakeholders. A holistic vision which enables the site to come forward in strategic phases should be agreed early on. This includes resolving existing land titles and may make use of compulsory purchase powers.



5 Green and Blue infrastructure:

Establishing the green and blue network on Osney Mead is a key infrastructural priority which will introduce significant green and blue elements to Osney Mead's existing routes. This will need to precede comprehensive redevelopment and offer both immediate environmental and flood defence benefits, as well as long-term benefits in opening the site up for redevelopment. Green and blue infrastructure must be highly effective in flood mitigation, promote and protect ecology and providing amenity space for communities. Designs must consider work on the Oxford Flood Alleviation Scheme and ongoing works to surrounding watercourses



Delivery drivers and steps to unlock Osney Mead's potential

Meanwhile interventions should precede more substantial development and aid holistic delivery strategies. The focus of these meanwhile interventions should be at Osney Mead's riverside square and along the existing towpath.

2 Meanwhile interventions along Thames riverside



The under-grounding of power lines will enable the comprehensive development of Osney Mead. Without burying or removing these, the site is heavily constrained in terms of new development, also due to flood risk and appearance. This includes the SSI substation which sits at the gateway to the site, coming in from Ferry Hinksey Road. Feasibility work is needed to better understand the costs, a funding strategy and planning implications of removing or burying the pylons which may be essential to enable a commercially viable proposal.

4 Under-grounding of power lines:



The treatment for existing businesses in Osney Mead must be accounted for as an infrastructure priority.

6 Strategy for businesses and relocations:



OSNEY MEAD INDUSTRIAL ESTATE

Key Design Aspirations

Osney Mead is earmarked as a place for a mixed use development which accommodates employment uses, academic uses, student housing, employer-linked affordable housing and market housing.

The University of Oxford is a significant landowner of the site and is currently developing a vision for this area. The Spatial Framework sets out four design principles to illustrate potential development in Osney Mead.

The following page outlines key delivery priorities which will be needed to unlock the site.



Movement

- Establishing key transport gateways
- Creating improved east-west connectivity across watercourses and railway line
- Creating connections into the adjacent greenbelt



Urban armature

- A series of interconnected public spaces with different characters
- Active frontages along public squares to create animated, lively, and safe spaces



Green and blue

- A strong green and blue network which better links the Thames Riverside to the green belt
- An effective SuDS strategy for effective flood mitigation



Urban grain

- Mixed use urban blocks to ensure access to diverse services and active edges
- Flexible design guidance allowing for the creation of landmark blocks adding to Oxford's characteristic skyline and improving wayfinding



FRIDESWIDE SQUARE AND CASTLE MILL STREAM QUARTER

Key Design Aspirations

The emerging masterplan for this area includes a series of new and retained buildings which will deliver a mixed use quarter providing spaces for commercial businesses, active ground floor uses with some residential.



Movement

- A new piece of public realm framed by the Castle Mill Stream on the car park site allowing north-south permeability



Urban armature

- Frideswide square and island sites to assist with legibility and wayfinding from the station
- Revitalised entrance to the city



Green and blue

- Greening Frideswide Square
- Retaining existing trees and planting new trees



Urban grain

- Improved frontages onto Frideswide Square
- Active ground floor frontages onto new waterside public realm
- Sensitivity of the setting of St Thomas the Martyr Church



Key Delivery Ingredients



Public realm improvements along Hythe Bridge Street and Park End Street: Hythe Bridge Street and Park End Street which bound the island site on both sides, are in great need of public realm improvements. A holistic strategy needs to be considered which should prioritise pedestrians and cyclists.



Meanwhile uses in vacant units: There are already several vacant or under-utilised units in the island site. Housing meanwhile uses in these units may support delivery strategies and create early interest and activity. Similar meanwhile solutions are found on the nearby Frideswide Square.



Improvements to station gateway and Frideswide Square: The station gateway aims to deliver a new and improved arrival into Oxford and signifies the West End. A holistic vision will be needed for the station which include public realm improvements to all surrounding streets and spaces, including Frideswide Square.



Creation of a new public space adjacent to Castle Mill Stream: Creation of a vibrant public space which connects with the Castle Mill Stream is an important contribution of this development.



Land ownership challenges: A few key elements on the development site are not owned by the developers, including the Oxford Retreat, Middle Fisher Row Gardens, the eastern bank of the Castle Mill Stream and the Lighthouse pub. Resolving these land ownership challenges could help to facilitate development coming forward strategically. This is particularly important in the opening up of the Castle Mill Stream.

OXPENS AND ASSOCIATED BRIDGE

Key Design Aspirations

A mixed use development including commercial and residential uses is being proposed by OxWED (Oxford City Council and Nuffield College) and a planning application is due to be submitted in 2022.



Movement

- Oxpens Bridge providing new links to Osney Mead and green belt
- Improved link from Station to Oxpens



Urban armature

- Improvement of the quality to Oxpens Road
- Creation of destination public space with mixed use functions animating the area



Green and blue

- Expanding the meadows into the Oxpens masterplan
- Greening Oxpens Road



Urban grain

- A strong frontage onto key public spaces and streets
- Flexible commercial floorplates meeting needs of head quarters to start-ups



Key Delivery Ingredients



Green and blue infrastructure: Integrating Oxpens Meadows and the River Thames will be essential in unlocking Oxpens as a development site, and it forms a key part of the amenity space for the new development.



Oxpens bridge: The placement and quality of Oxpens Bridge will help define the relationship between Oxpens, Osney Mead and further afield. Considerations around where this bridge will land must be carefully considered as it will be crucial for both on the south to pick up movement routes, and the north as an entry point into the Oxpens development and the wider city centre.



Oxpens Road improvements: Public realm improvements on Oxpens Road will benefit the character of the development itself as well as movement links into the wider West End and the city as a whole. Urban greening; prioritisation of pedestrians and cyclists; better crossings; and positive frontages will all be needed.



Richard Gray Court and Royal Mail Delivery Office and the Ice Rink: A strategic vision which includes all land ownerships of Oxpens will allow the whole site to come forward comprehensively.



Becket Street and link from Oxpens to Station: Public realm improvements on Becket street will be important in providing a better link between Oxpens and the station.

OXFORD RAILWAY STATION AND BECKET STREET CAR PARK

Key Design Aspirations

An emerging masterplan is currently in early design stages - looking at options for the future of the eastern and western side of the station, Becket Street car park; Frideswide Square and Botley Road.



Movement

- Interventions on Becket Street to establish it as a sustainable travel link
- Improved pedestrian and cyclist experience
- Improved configuration of railway station uses



Urban armature

- Improvements to existing public realm elements
- Improved sense of arrival with a strong wayfinding strategy



Green and blue

- Retaining and planting trees
- Retaining green character of Becket Street and setting of St Thomas the Martyr Church



Urban grain

- A multitude of uses which activate the public realm
- Improved frontage and public realm quality on Becket Street and enhancing of the setting of St Thomas the Martyr Church



Key Delivery Ingredients



Improvements to public realm and sense of arrival both to the east and the west: Changing how people arrive and depart Oxford is a major infrastructural undertaking. Public realm improvements around the station will need to create a sense of arrival from both the east and the west. A holistic vision will be needed for the station which include public realm improvements to all surrounding streets and spaces, including Frideswide Square.

Improving east-west connections around Botley Road and Botley Road underpass: East-west connections around the station will be key in how the site is linked to other surrounding developments such as Osney Mead and Castle Mill Stream and Frideswide Square. Improvements to the congested Botley Road, the railway underpass and Frideswide Square will be essential in realising the vision of the Spatial Framework.

Consideration of bus movement in Oxford: Resolving how we should move around Oxford will be a key factor in how the railway station and its surrounding public realm will work.

Last mile solutions to show how a fully integrated approach to sustainable travel can be achieved. Opportunities for improved accessibility & bus layovers should be fully explored.

Consideration of car parking: A great deal of space around the station is currently taken up by car parking. How much of this space is to be retained as parking and the role of cars in general in the scheme must be evaluated through in depth audits from both a transport and a sustainability agenda. As stated above last mile solutions which use sustainable travel should be explored.

IMPLEMENTATION & DELIVERY

Oxford's West End has the potential to deliver change at a significant scale to address demand for new homes, start-ups, spin-offs and headquarter facilities for major businesses, through the implementation of projects across a number of key development sites. Blending, coordinating and delivering these ambitions will be the key to future success.

Oxford's history and its attraction as a location for business, linked with world-class higher education, provides both a resilient context for change and a responsibility to ensure that such change benefits the wider city context and blends the ambition for modern facilities with the history and context that Oxford possesses.

The mixed-use nature of the potential projects within Oxford's West End will allow the area to attract and retain more interlinked and highly productive industries. The addition of new commercial floorspace will be particularly important in achieving this ambition, along with the provision of new homes and associated facilities that embrace the principles of a successful innovation hub in this world class city. This enhanced offer will also act as a driver for wider change in the region and through the Oxford-Cambridge Arc.

Major investment to provide an improved public transport hub as part of the **railway station development** (providing



both east and west frontages) will be a significant upgrade for the city. The planned improvements at the railway station will provide an important facility that major firms value when choosing a location.

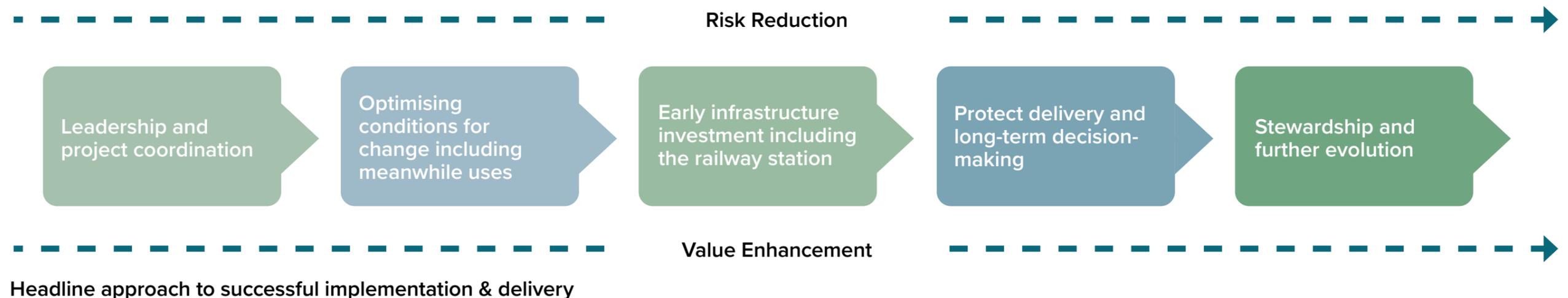
It is recognised that there is a need for a strategic approach to the future of public transport improvements and the impact they have on the West End to ensure a high quality public realm and urban environment is achieved.

The **West End** has the potential to deliver long-term value by attracting and retaining more talent, wealth and opportunity in Oxford, with lasting benefits for local communities, the companies and institutions that invest, and for UK plc. This includes ambitions for zero carbon targets.

Integrating Oxford West End into the city centre is key to the place-making ambitions of the area. This will be achieved by seeking to develop not only complementary uses, but also through investment in new river crossings, bridges and public realm, and to support seamless pedestrian and cycle movement across an expanded city centre.

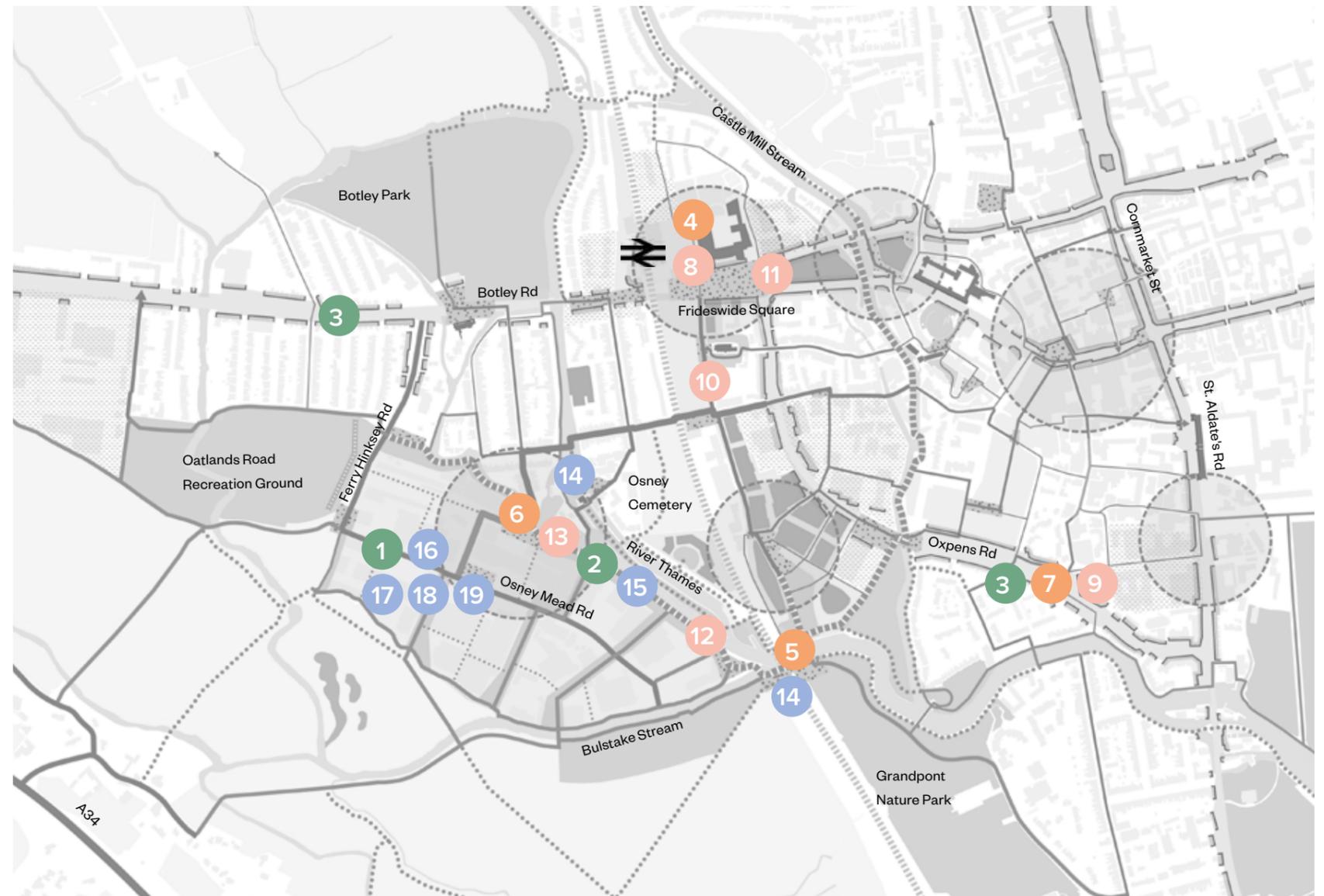
In order to achieve these ambitions and ensure the planned coordination between sites, public sector investment, and key new and upgraded infrastructure are delivered a **Strategic Board** has been established to provide co-ordination and alignment across the key partners throughout the development and regeneration of the West End.

The Council will also continue to play a pivotal role in shaping Oxford's economy by leading and co-ordinating change and using all available levers and powers to achieve this, and assisting in setting up the right conditions within which **new investment and phased change** takes place.



FUNDING ESTIMATIONS FOR KEY DELIVERY PRIORITIES

The key delivery priorities identified within the Spatial Framework will all be subject to viability, land acquisition, market demand and available funding stream. Within the Investment Prospectus (2022) and Volterra's report (2022) a number of costings have been considered, which are outlined in the following tables. These costings are estimated at a point in time and will be subject to change over time and as specifics of proposals are worked up.



Reference map showing the location of below Key Priorities

INDICATIVE INFRASTRUCTURE COSTS FOR KEY DELIVERY PRIORITIES

Strat	Key Priority	Detail of Priority	Indicative Infrastructure Cost (Investment Prospectus & Volterra report (2022))
Green and Blue Infrastructure	1. Establishing a green and blue network on Osney Mead	<ul style="list-style-type: none"> New green and blue elements introduced to Osney Mead's existing routes will need to precede comprehensive development and will work to unlock the site for development Green and blue infrastructure effective for flood mitigation, promoting biodiversity and amenity space Designs must consider works from the Oxford Flood Alleviation scheme (OFAS) and ongoing works to watercourses 	<ul style="list-style-type: none"> Osney Mead and Thames improved cycle paths - £4.9m – delivery 2021–23
	2. Opening up the Thames riverside and Osney Lock	<ul style="list-style-type: none"> Opportunity for the Thames riverside to be a key place of activity, biodiversity, flood mitigation, leisure and play Works must respond to the different characters present on the River Thames and the nearby Castle Mill Stream 	
	3. Urban greening along major routes	<ul style="list-style-type: none"> Greening and rationalising of movement on key roads such as Oxpens, Ferry Hinksey and Botley Road Ensuring streets and surrounding development sites contribute positively to active travel, biodiversity and active street frontages 	
Movement	4. Railway station gateway	<ul style="list-style-type: none"> Strengthening Oxford Railway station as a local and regional transport hub through public realm and infrastructure improvements Improving east-west connectivity to sites such as Osney Mead and Oxpens through pedestrian and cyclist prioritisation Creating a new sense of arrival at the station 	<ul style="list-style-type: none"> Oxford Station West side improvements - £80–160m Oxford Station East side improvements - £350-550m Connecting Oxford - £60-100m– new and improved bus services and associated bus and cycle infrastructure Becket St to Oxford railway station Rd pedestrian / cycle bridge - £10m-16m – delivery by 2028 Cowley branch line reopening - £50–150m – required by 2028
	5. Oxpens bridge	<ul style="list-style-type: none"> Creating an important new connection between the developments at Osney Mead and Oxpens Improving access and improving value to the area around Grandpont Nature park, Thames riverside and the green belt 	<ul style="list-style-type: none"> Osney Mead to Oxpens pedestrian and cycle bridge - £6m – delivery in 2023
	6. Opening up the EA depot & Osney Lock	<ul style="list-style-type: none"> Improving public access to the River Thames Opening up key route through the EA depot connecting Osney Town and Osney Mead and introducing new permeability between the two banks of the river 	<ul style="list-style-type: none"> An element of West End public realm and movement interventions - £500k – to design and development of project proposals
	7. Oxpens Road	<ul style="list-style-type: none"> Interventions could include tree planting, cycle infrastructure, building frontages, swales, and a central reservation Oxpens road as a holistic site for delivery of infrastructure, from Frideswide Square to St Aldate's 	<ul style="list-style-type: none"> Zero Emission Zone - £2m – delivery dependent on Connecting Oxon Connecting Oxford £60-100m – new and improved bus services and associated bus and cycle infrastructure An element of West End public realm and movement interventions - £500k – to design and development of project proposals

Strat	Key Priority	Detail of Priority	Indicative Infrastructure Cost (Investment Prospectus & Volterra report (2022))	
Public Realm	8. Station gateway	<ul style="list-style-type: none"> Strengthening Oxford Railway station as a local and regional transport hub through public realm and infrastructure improvements Public realm improvements to all surrounding streets and spaces 	<ul style="list-style-type: none"> Oxford Station West side improvements - £80–160m Becket Street to Oxford railway station pedestrian / cycle bridge - £10m-16m – delivery by 2028 	<ul style="list-style-type: none"> Oxford Station east side improvements - £350-550m Cowley branch line reopening - £50–150m – required by 2028 Connecting Oxford - £60-100m
	9. Oxpens Road	<ul style="list-style-type: none"> Developing a consistent public realm experience from the station down to new developments at Oxpens and Osney Mead Improved public realm connecting Oxpens and the adjacent meadows to Westgate 	<ul style="list-style-type: none"> An element of West End public realm and movement interventions - £500k – to design and development of project proposals Zero Emission Zone - £2m – delivery dependent on Oxford Station East side improvements - £350-550m 	<ul style="list-style-type: none"> Connecting Oxford £60-100m – new and improved bus services and associated bus and cycle infrastructure
	10. Becket Street link	<ul style="list-style-type: none"> Considering the bus network necessary to determine the character of Becket Street and its relationship with its surroundings. Last mile solutions to show how a fully integrated approach to sustainable travel can be achieved. Opportunities for improved accessibility & bus layovers should be fully explored. Considering the sensitive context of St. Thomas the Martyr Church 	<ul style="list-style-type: none"> Becket Street to Oxford railway station Botley Road pedestrian / cycle bridge - £10m – delivery by 2028 	<ul style="list-style-type: none"> An element of West End public realm and movement interventions - £500k – to design and development of project proposals
	11. Frideswide Square/Castle Mill Stream sites	<ul style="list-style-type: none"> Public realm improvements along Hythe Bridge Street and Park End Street will be important alongside the development of the area Consideration of the station as a gateway and how the site can contribute to this 	<ul style="list-style-type: none"> An element of West End public realm and movement interventions - £500k – to design and development of project proposals 	
	12. Opening up the riverside	<ul style="list-style-type: none"> Making the most of the West End’s natural resources to create high quality public space Opening up the Thames riverside from Oxpens meadow to the EA depot site The placement and quality of Oxpens Bridge will help define the relationship between Oxpens, Osney Mead and further afield. Considerations around where this bridge will land must be carefully considered as it will be crucial for both on the south to pick up movement routes, and the north as an entry point into the Oxpens development and the wider city centre. 	<ul style="list-style-type: none"> An element of West End public realm and movement interventions - £500k – to design and development of project proposals 	
	13. Osney Mead riverside square	<ul style="list-style-type: none"> A new riverside square to activate Osney Mead as a new activity hub and innovation quarter Meanwhile uses during early phases of development may aid delivery and the fostering of community support 	<ul style="list-style-type: none"> An element of West End public realm and movement interventions - £500k – to design and development of project proposals 	

INDICATIVE INFRASTRUCTURE COST FOR KEY DELIVERY

Strat	Key Priority	Detail of Priority	Indicative Infrastructure Cost
Osney Mead	14. Links and connections	<ul style="list-style-type: none"> New east-west routes in and out of Osney Mead is critical. This may be provided through a multitude of connections - Osney Bridge; Osney Lock, making the EA depot publicly accessible for pedestrians; and South Street to Barrett Street Existing connections along the Thames pathway and at Osney Lock will need to be strengthened 	<ul style="list-style-type: none"> An element of West End public realm and movement interventions - £500k – to design and development of project proposals
	15. Meanwhile interventions along Thames riverside	<ul style="list-style-type: none"> Meanwhile interventions should precede more substantial development and aid holistic delivery strategies Focus of these meanwhile interventions should be at Osney Mead’s riverside square and along the existing towpath 	<ul style="list-style-type: none"> An element of West End public realm and movement interventions - £500k – to design and development of project proposals
	16. Securing all the land and property required for the project	<ul style="list-style-type: none"> Currently with a complicated and fragmented land ownership, proposals at Osney Mead will need to engage effectively with many stakeholders A holistic vision which enables the site to come forward in strategic phases should be agreed early on. This includes resolving existing land titles and may make use of compulsory purchase powers 	
	17. Under-grounding of power lines	<ul style="list-style-type: none"> The under-grounding of power lines will enable the comprehensive development of Osney Mead. Without them being put underground or removed, the site is heavily constrained in terms of new development, green and blue infrastructure and appearance This includes the SSI substation which sits at the gateway to the site, coming in from Ferry Hinksey Road. A funding strategy for this works will need to be agreed with all stakeholders 	<ul style="list-style-type: none"> Underground power lines at Osney Mead - £20m – delivery TBC
	18. Green and blue infrastructure	<ul style="list-style-type: none"> Establishing the green and blue network on Osney Mead will need to precede comprehensive redevelopment and offer both immediate environmental and flood defence benefits and long term benefits in opening the site up for potential redevelopment Green and blue infrastructure must consider being highly effective in flood mitigation, promoting and protecting ecology and providing amenity space for communities using the site. Designs must consider work on the Oxford Flood Alleviation Scheme (OFAS) and ongoing works to surrounding watercourses 	<ul style="list-style-type: none"> Oxford flood alleviation scheme - £150m – delivery by 2030
	19. Strategy for businesses and relocations	<ul style="list-style-type: none"> The treatment for existing businesses in Osney Mead must be accounted for as an infrastructure priority with the goal of protecting businesses and providing relocations of equal value 	

