Settlement Form

Located in the north of Oxford, at the settlement edge, the site is characterised as an area of scattered roadside development in an agricultural landscape. The area was previously known as the Wolvercote Fields, an open arable and pastoral landscape, but today it is dominated by the A40 and A44 road corridors that trisect the site and the elevated A34 highway to the north, which isolates the site from the surrounding countryside. The historic pattern of fields and hedgerows partly survives to the west of the A40 and between the A40 and A44.

The land is formed by smooth, gently undulating and low-lying areas of Oxford Clay. The Oxford to Bicester railway line defines the eastern boundary of the site. It lies in a cutting and rises above grade as it continues northward, restricting the possibility of connections to the east. Connections to the north are also limited by the embankment of the A34, although it is open at ground level to the west of the A40. The National Cycle Route 5 forms the western boundary and runs parallel to a protected area of nature conservation known as Goose Green. This open character could allow for more informal walking and cycle routes to the west but it is itself bounded by the Oxford Canal and Oxford to Birmingham railway line thereafter.

The southern boundary is less distinct in that it is formed by the rear boundaries of various residential and commercial properties. These currently define the edge of the city, defined by the communities of Upper Wolvercote, North Oxford and Sunnymead / Cutteslowe situated immediately to the south west and east.

Sunnymead / Cutteslowe are planned inter-war suburbs laid out in formal avenues and cul-de-sacs. The character of Upper Wolvercote is more varied and organic in nature. The village core comprises a narrow, winding central street with old cottages interspersed with more recent infill. Its special character comes from its position on the edge of a floodplain from where it overlooks Wolvercote Green and Port Meadow beyond. The green has prevented the growth of the village to the west, allowing it to maintain its rural edge, which gives Upper Wolvercote a strong sense of place.

Urban Form

The existence of high capacity highway infrastructure has dictated the scattered development within the site. The land uses are largely there to service passing traffic or car bound customers and have been engineered around vehicle movements and car parking. Consequently they are not locally distinctive nor offer any real sense of place.

Within the wider area, Sunnymead is most distinctive for the substantial, mainly detached, dwellings that address Sunderland Avenue (A40) and Woodstock Road. These homes are set back from the main road within their own grounds and follow a fairly regular rhythm in terms of plot width and building height (generally two stories) but the variation in style and materials adds to the interest of the streetscape. Upper Wolvercote is focused around the 14th century Church of St Peter. A number of historic cottages survive, which are interspersed with twentieth century built houses and apartments set within green landscape.

Urban Space

The A34 separates the site from the open countryside beyond and as a consequence of this and other highway infrastructure the overall character of the landscape is fragmented. This erosion of the rural landscape structure means that this area does not show great strength of character or quality and the Oxford Landscape Character Assessment describes landscape quality as low. Despite the area's low landscape quality, it is in a visually sensitive location, in particular the parcel to the south of the A40 forms a setting to Wolvercote Conservation Area and the historic Goose Green. Goose Green is a registered common and is an important open space in the area. It is located next to the most visually attractive part of the site where the greatest concentration of hedgerows survives.

The streetscape of Sunnymead / Cutteslowe is characterised by grass verges planted with municipal street trees that provide a buffer between housing and traffic on the busy through roads. Front gardens are an important feature of the streetscape as are the low red brick walls with neatly trimmed hedges that define the boundary between the public and private realms. In Upper Wolvercote the existence of Coarse Coral Rag stone walls and mature trees lend to the area's village character.

4.0 Character Areas

Rationale

An important aspect of design is to create distinctive environments that have a sense of place. A universal approach that fails to create character is a missed opportunity.

Four character areas have been defined as a basis for forming a sense of place. These originate from the natural subdivision of the site and proposed land uses. Their names originate from historic parish field names.

Separating the three main character areas of Upper Wolvercote, Cowhill and Blindwell are the A40 and A44 corridors. These are busy routes through the City and views of the site from these corridors are important. In order to ensure a consistent streetscape on both sides of the road, two additional character areas are designated along these road corridors.

Design Principles

- Respect the character of natural features of the site.
- Have its own identity, create a distinctive and contemporary setting for future investment, uses and activity.

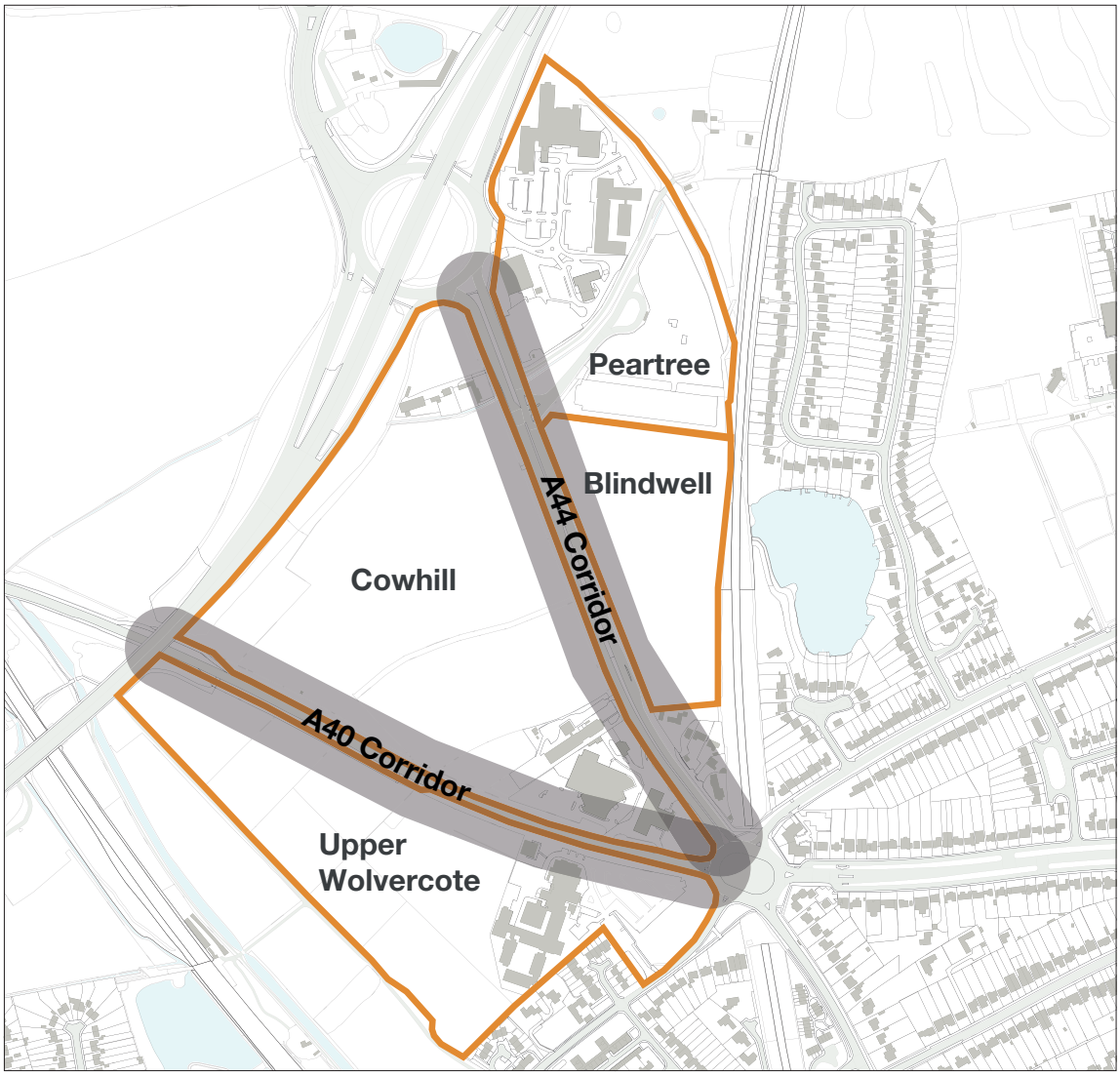


Figure 4.1 Character Areas Plan

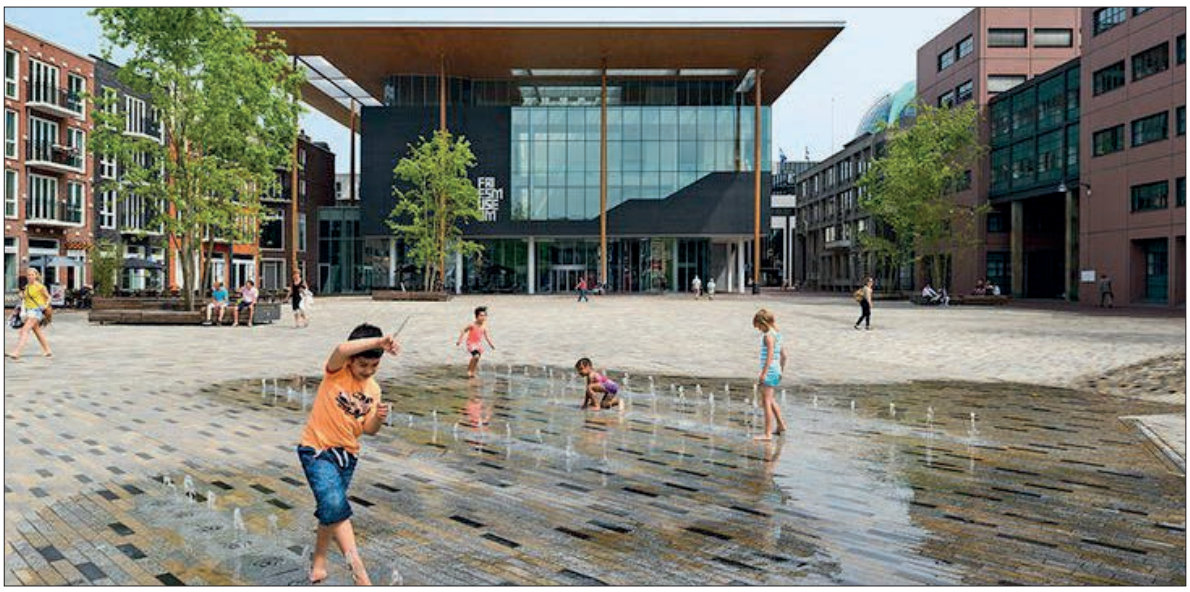
CA01

Upper Wolvercote

This character area is located on the western edge of the site where it adjoins Goose Green and the National Cycle Route network and Oxford Canal beyond. It contains a significant amount of hedgerow planting and the scope to provide a green setting and transition to the existing village of Upper Wolvercote should be reflected in a greater amount of residential rather than commercial development.

- Up to circa 30% of this character area should be developed for the key employment uses identified in the AAP. These should be located to the north of the site to create separation between residential dwellings and the A34.
- Strong walking and cycling links should be provided through the site to the National Cycle Route 5 / Canal towpath and Wolvercote Village. These links should relate to high quality toucan crossings on the A40 to help enhance permeability across the development as a whole.
- The majority of existing hedgerows should be retained and designed into the settlement form.
- Vehicular access to the site will be provided from a new junction on the A40, shared with the new link road between the A40 and A44. This new junction should also include a toucan crossing.
- The development should respond positively to the setting of Goose Green and the Wolvercote with Godstow Conservation Area.
- The scope to retain the flexibility to redevelop existing buildings to the south of this character area over the long term for other land uses that better accord with the vision for the Northern Gateway should be considered.

4.0 Character Areas



CA02

Cowhill

Cowhill lies between the A44 and the A40. This character area is where the majority of employment uses will concentrate. Connectivity and networking at all levels are essential to the commercial success and quality of life of tenants and the built environment should aid the process of creativity, interaction and innovation with a range of collaborative spaces that bring people and organisations together either through formal associations or serendipity.

- The heart of Cowhill will form around the Hub, which could include, University premises, a Training Centre / conferencing facilities and a Business Centre.
- The Hub should also include places where people can eat, meet informally, relax, and buy essential necessities, this will help to animate the area during the day and into the evening.
- The Hub should be strategically located so that it is easily accessible by foot or cycle within Cowhill and beyond. Safe, convenient and attractive walking and cycle routes should link the Hub to new and existing housing areas (including the new toucan crossings on the A40 and A44). This will enhance the potential to attract local amenities that benefit workers and residents alike such as shops, cafes, a gym or crèche.
- A mix of appropriately scaled and designed hard and soft public spaces should focus around the Hub and at busy pedestrian intersections.
- Beyond the Hub there should be a range of commercial buildings suited to the needs and aspirations of enterprises operating in the knowledge based economy. These could include incubator buildings housing a range of small units and grow-on accommodation to single

occupier and owner occupier office buildings.

- An element of residential development mixed into development blocks (both laterally and / or vertically) is acceptable but this should be located to the south of this character area. The inclusion of housing will enhance the overall ambience and vibrancy of Cowhill but should not account for more than 15% of this character area.
- Vehicular access to the site will be provided from the new Avenue link road between the A40 and A44.
- The scope to retain the flexibility to redevelop existing buildings to the south of this character area over the long term for other land uses that better accord with the vision for the Northern Gateway should be considered.
- Most car parking for commercial uses will be provided in a dedicated multi-storey or decked car parking facility for shared use between commercial users. Whilst every effort must be made to encourage travel by non-car modes, car parking should be conveniently located within 400m walking distance of the shared users to help ensure a commercially attractive scheme that avoids spillover car parking.

4.0 Character Areas

CA03

Blindwell

Blindwell is located to the east of the area and currently feels remote due to the severance caused by Woodstock Road and the railway line that border this character area, as well as topography. Creating good linkages to new and existing development will be an essential requirement to the development of this character area as will the formation of a high quality setting.

- Development will comprise a mix of new housing as well as commercial buildings suited to the needs and aspirations of enterprises operating in the key sectors of education, health, research and development, and knowledge-based businesses.
- There is scope to create a mix of commercial and housing arranged laterally and vertically within development blocks, providing mixed uses within blocks do not compromise the scope to create a desirable place to live as well as work.
- A strong walking / cycling link should lead from this character area to a high quality toucan crossing on Woodstock Road.
- Vehicular access to the site will be provided from the existing link to the Peartree Park and Ride. This will include an upgrade of the existing junction on Woodstock Road to provide a new toucan crossing.
- A continuous footway on the eastern side of Woodstock Road is required.

CA04

Peartree

The Peartree character area includes the existing Peartree services and Park and Ride. The function of this area is not expected to change but the capacity of the Park and Ride will increase through the provision of new decked structures. Environmental enhancements to improve the quality of this gateway site are also required.

- The location and design of any new decked car parking structures should be handled sensitively to ensure that it does not negatively impact on the amenity of commercial and residential occupiers.
- The number of decks will be limited to 3 (i.e. two decks with rooftop car parking above).
- The design of boundaries, lighting, pedestrian access and landscaping will be subject to particular interrogation to ensure a safe and attractive environment.
- The park and ride provides a large supply of low cost car parking that, without careful management, could be utilised by residents and employees of the Northern Gateway so a revised car parking regime needs to be introduced to support access by sustainable transport modes and to safeguard car parking for park and ride users.

4.0 Character Areas

Woodstock Road (A44) as it is now - highly engineered environment and nondescript character

CA05

A44

Woodstock Road (A44) is an ancient gateway to Oxford. To the south of the site, the route is lined by residential villas that are set back from the road within their own grounds. These buildings address the road on both sides and a sense of variety prevails through the diversity of architecture and flora. Continuity is maintained by the green character of the street, which is lined by grass verges, tall hedgerows and mature trees, as well as the deep front gardens and open spaces that face each side of the street.

- Redesign of the A44 is required to extend the existing urban area and soften the current 'engineered' character of the road.
- Building frontages should address the road, forming a familiar rhythm, set back and massing on each side as well as both sides together, in order to create unity along Woodstock Road as opposed to reinforcing it as a barrier between two areas.
- A new toucan crossing between Cowhill and Blindwell must be provided and the opportunity to reinforce this connection should be reflected in the massing and layout of buildings that address this connection. Similarly the existing junction to the Peartree Park and Ride will be upgraded to include a Toucan crossing.
- Existing hedgerows and mature trees can be incorporated into property boundaries to form a consistent green edge to the road, but this planting should be thinned out to promote overlooking from adjacent buildings.
- Wolvercote Roundabout is situated at the confluence of the A44, the A40 and two other minor roads. The junction accommodates high traffic volumes and is a significant barrier to pedestrian movement, as no pedestrian or cycle crossing facilities are currently provided. The development of the Northern Gateway will make this a strategic point of access and provision of safe and convenient toucan crossings will be required.

Buildings address street and form regular rhythm

Mature landscaping incorporated into property boundaries

The A40 as it passes through the site now

CA06

A40

The A40 is a major road linking London and Fishguard. East of the site it was developed out to both sides with suburban housing (Sunderland Avenue). The houses address the road and there is a variety of house types but as most houses are of a similar era the set back of dwellings, rhythm of plots and height of buildings is more uniform than Woodstock Road. Front gardens are more urban in character and are enclosed by low brick walls. Houses are accessed from a service road that runs parallel to the A40 and is separated from the street edge by a wide verge and with formal avenue tree planting.

- There is scope to extend the character of Sunderland Avenue along the A40 stretch through the site. Any measures to increase road capacity should, therefore, not conflict with the opportunity to reinforce the character of the A40 as an urban boulevard.
- The road should be addressed with buildings that form a familiar rhythm, set back and massing on each side of the road as well as both sides together, in order to create a sense of place along the A40 as opposed to reinforcing it as a barrier between two areas.
- New toucan crossings between Upper Wolvercote and Cowhill (at the point of access from the new Avenue link road and approximately half way between this junction and the Wolvercote roundabout) must be provided and the opportunity to reinforce this connection should be reflected in the massing and layout of buildings that address this connection.
- Existing hedgerows and mature trees can be incorporated into property boundaries to form a consistent green edge to the road, but this planting should be thinned out to enhance views and overlooking from adjacent buildings.
- Formal tree planting should be added to both sides of the carriageway to reinforce the character of Sunderland Avenue.

Urban boulevard character of Sunderland Avenue

Formal tree planting on Sunderland Avenue

5.0 Settlement Form

Rationale

Streets and green spaces define the character of communities and are key assets that can make the difference between a place that is perceived as desirable or undesirable. Good quality streets and green spaces encourage more people to walk and cycle, improve personal security and highway safety, enhance biodiversity, provide opportunities for leisure and recreation, and strengthen community ties.

Design Principles

- Be accessible and permeable, to ensure easy access to and through the area for all users, but particularly for pedestrians and cyclists.
- Be legible, a pattern of routes should be established that is easy for people to understand and to find their way around.
- Respect the character of natural features of the site.
- Have high quality streets and open spaces that provide the setting for a lively, attractive, distinctive and safe public realm.
- Have continuous and connected streets, with well-defined building frontages.
- Have a clear distinction between the public and private realms, to create comfortable and well defined streets and secure, private spaces at the rear of properties.

SF01

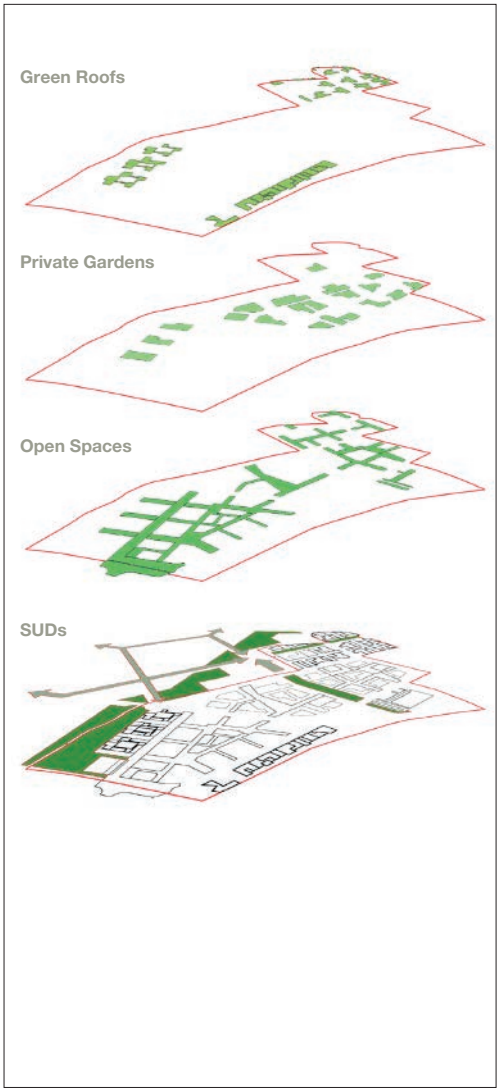
Green Infrastructure

Green infrastructure is formed by a network of high quality green and blue spaces and other environmental features. It includes parks, open spaces, playing fields, woodlands, wetlands, allotments, and private gardens.

The greatest benefits to be gained from Green Infrastructure are when such spaces are incorporated into the settlement form as a multi-functional resource that is capable of delivering both environmental and quality of life benefits.

In order to enhance the use, attractiveness and effectiveness of Green Infrastructure, a strategic approach should be taken to the provision of new green space by adhering to the following key principles:

- Green Infrastructure should achieve physical and functional connectivity between sites at strategic and local levels and should be planned to provide a comprehensive and integrated network, rather than isolated pockets of green space;
- New Green Infrastructure should have a clear purpose related to the wider Green Infrastructure network;
- Green Infrastructure should contribute to local biodiversity gain by safeguarding, enhancing, restoring, and creating wildlife habitat and by integrating biodiversity into the built environment;
- Green Infrastructure should complement the natural hydrology of the site;
- The planning of Green Infrastructure should be based on sound evidence including up to date ecological, hydrological and Green Infrastructure asset information;
- Green Infrastructure should be accessible and should facilitate physically active travel;
- Green Infrastructure needs to demonstrate 'multi-functionality' i.e. amenity, recreation, Sustainable Urban Drainage etc.;
- Green Infrastructure should reflect and enhance the area's local distinctiveness;
- Green Infrastructure needs to be properly resourced providing for all requirements throughout the lifecycle including design, implementation, monitoring and management.

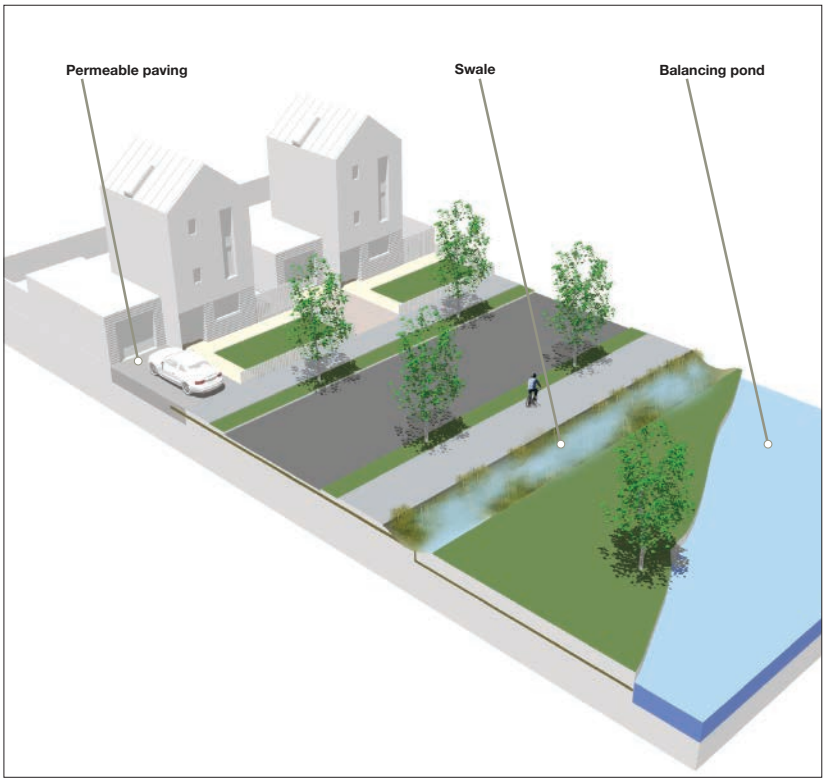


SF02

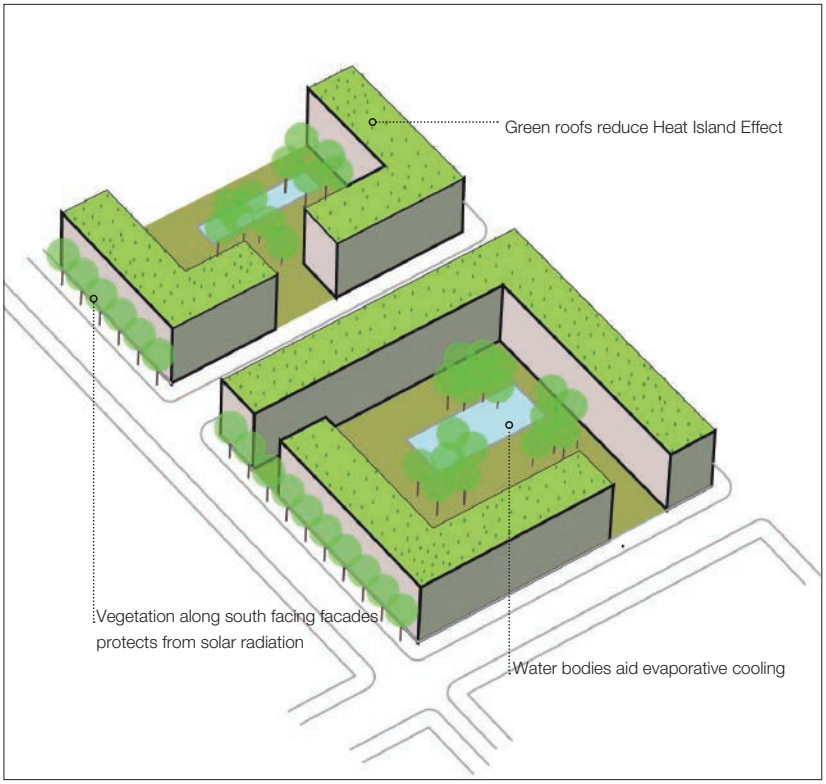
Structural Landscaping

The benefits of Green Infrastructure extend beyond the typically perceived benefits to visual amenity, health and wellbeing and biodiversity. Green Infrastructure can also serve a functional role in the management of the local microclimate, mitigating the adverse impacts of built form through the following means:

- **Sustainable Urban Drainage Systems (SUDS)** include swales, trenches, basins, attenuation ponds and wetlands. The inclusion of such water features will reflect the characteristics of the wider landscape of the area but must also be incorporated to ensure no increase in the rate of surface water run-off to the existing drainage system. SUDS should provide a major structuring element of the settlement form and should be designed to provide visual and recreational amenity as much as drainage infrastructure.



- **Urban Heat Island Effect** occurs due to a number of influencing factors including thermal mass of construction materials, reduced cooling via evapotranspiration (due to the removal of vegetation), human activities (traffic, industry processes, offices and homes), and air pollution (particulate matter in the atmosphere retains heat). This effect should be mitigated through the creation of green space and water bodies to aid evaporative cooling. Green roofs are important in reducing Heat Island Effect where space for other Green Infrastructure is limited. The vegetation planting absorbs less solar radiation than traditional black roofing materials and provides localised cooling via evapotranspiration.



5.0 Settlement Form

SF03

Perimeter Blocks

The development of the site should be based on a structure of perimeter blocks. The concept is based on enclosing public streets and spaces with building frontages and containing areas that are more private (i.e. gardens, servicing areas) within the heart of the block. The advantages of a perimeter block structure is that it provides for well enclosed and overlooked streets and secure private space behind building frontages. The types of blocks suited to the Northern Gateway site could include:

- **Quadrangle Blocks** are those that form a formal open space within the heart of the block. The space could be public or private depending on the uses that contain it. The space will include a mix of soft and hard landscaping. Quadrangle blocks are most suited to non-residential buildings and apartment buildings that form a complex or group.
- **Courtyard Blocks** are formed primarily by individual non-residential or apartment buildings that together form a block. The spaces within the block are most likely to be hard landscaped and subdivided to the properties that surround them. Spaces could provide for private amenity, secure private parking or servicing.
- **Garden Blocks** are formed by residential buildings (mostly individual houses but they can also include individual apartment buildings). The spaces within the block will be soft landscaped and subdivided to the properties that surround them. The most common usage of the space is for individual private gardens.

The orientation of streets should balance the benefits of maximising heat gain and daylighting with the risk of excessive solar gain during peak summer months. Where possible streets should run east-west as this maximises solar gain opportunities via the south facing elevation.

Example of a quadrangle block

Example of a coutyard block

Example of a garden block.

SF04

Block Structure

Perimeter blocks should form a connected and permeable network of streets that avoids excessive use of cul-de-sacs.

The form and geometric pattern of blocks should be based on the characteristics of the site and the desire to encourage walking and cycling by providing direct connections to where people may wish to go (e.g. existing walking / cycle routes and local amenities) and avoiding excessive or gratuitous curves.

The size of blocks should be limited to 150 metres between streets in order to create a walkable street structure.

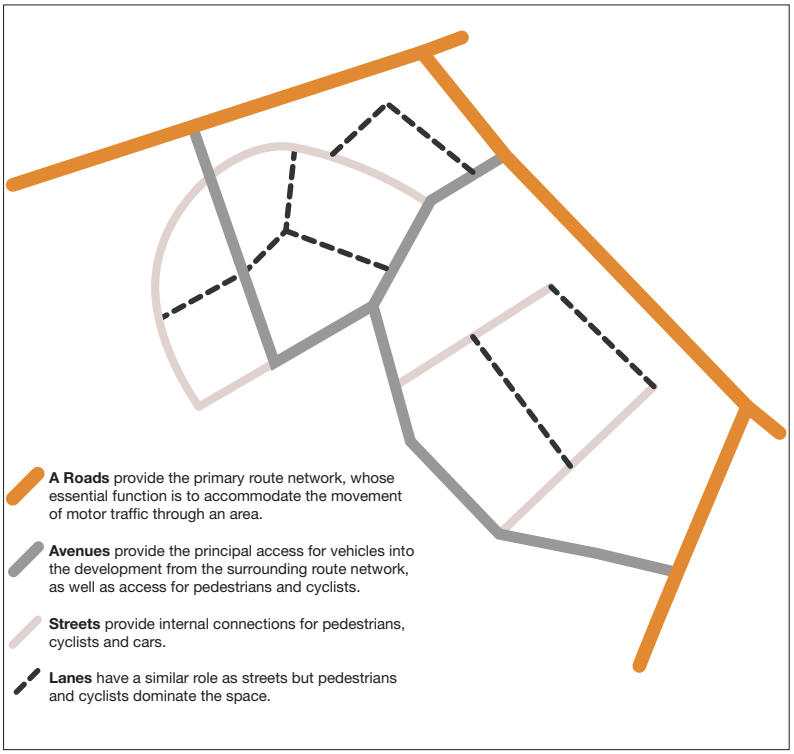
SF05

Street Hierarchy

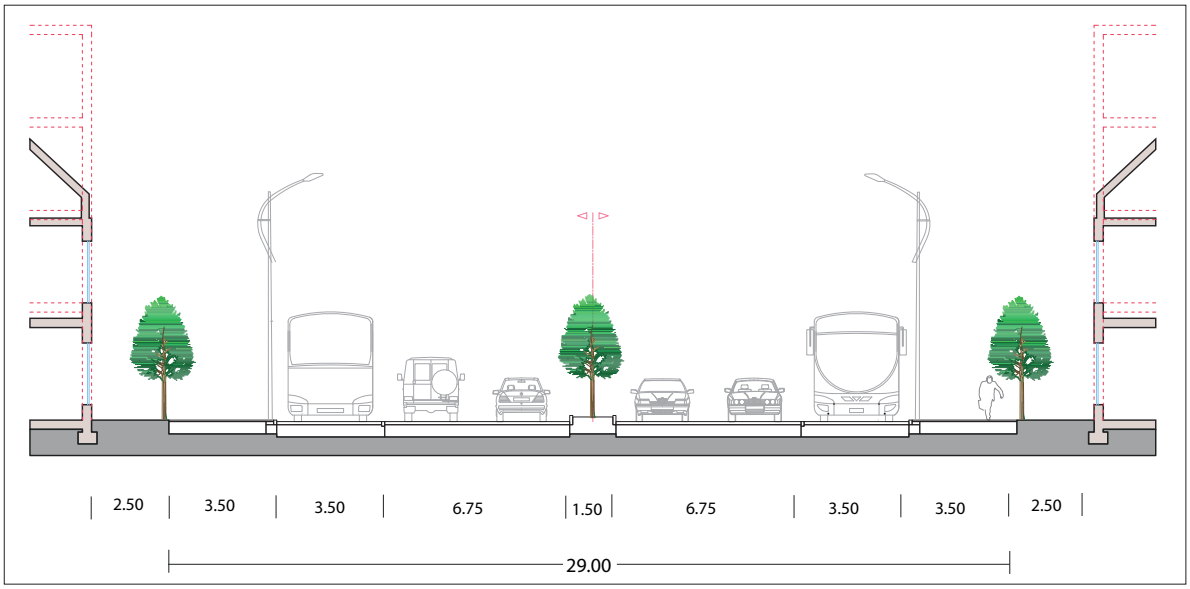
The street pattern should be based on the hierarchy of routes illustrated, which sets out the relative importance of each street type in both movement and place function.

SF06-10 provides the design principles, standards and proposed dimensions for the street hierarchy. These design requirements are based on good practice from "Manual for Streets" and aim to achieve an attractive public realm and a tight sense of urban enclosure, whilst respecting functionality and safety requirements.

Note that these design requirements apply to the main section of the highway and that dimensions will vary at junctions.



5.0 Settlement Form



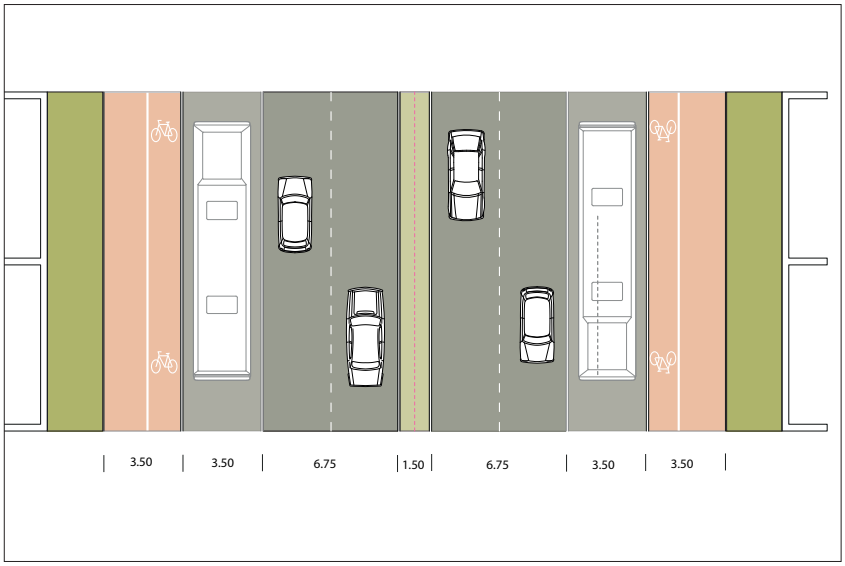
SF06

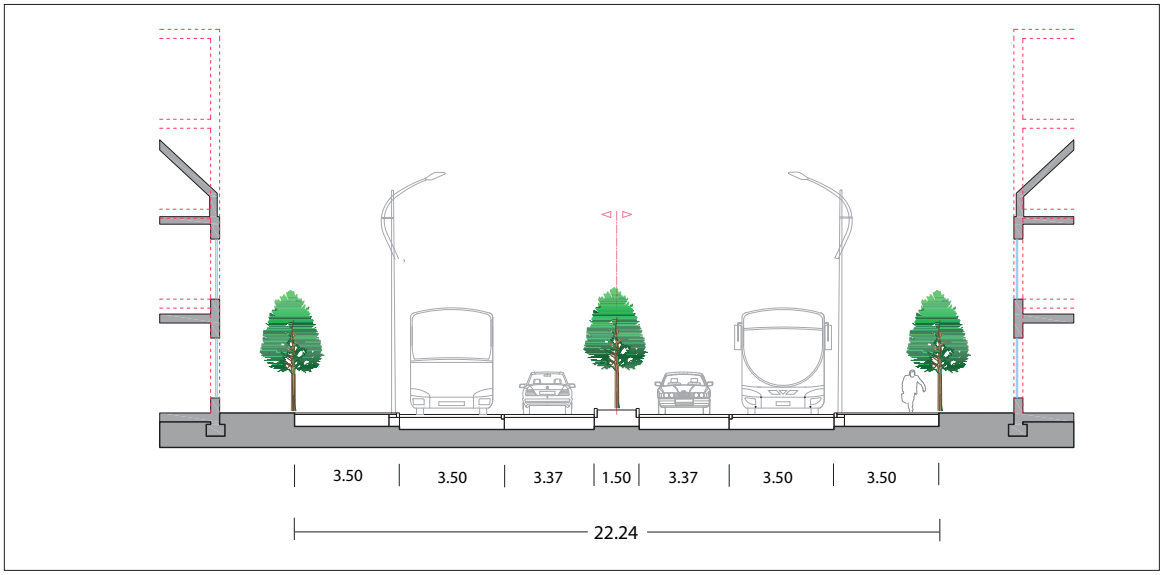
A44

The primary function of the A44 is to facilitate the through movement of traffic. This function should not, however, compromise the desire to redefine the character of the A44 as a gateway to Oxford and a place in its one right. As part of the comprehensive development of the Northern Gateway enhancements will be required to the A44 to increase public transport capacity, pedestrian / cycle connectivity and environmental quality. The redesign and enhancement of the A44 should create the impression that one has arrived in Oxford as opposed to travelling through a peripheral or nondescript area.

- It is proposed to restrict traffic speeds to 30 mph in order to enhance the sense of arrival and highlight the likelihood of pedestrian activity.
- Existing road safety features characteristic of higher speed roads such as crash barriers should therefore be removed.
- Continuous busways and shared footway/cycleways should be provided on both sides of the carriageway.
- Where junctions are required they should be cross roads or T-junction arrangements rather than roundabouts (where capacity permits) to minimise their footprint and support a dense urban form.
- Pedestrian and traffic signage should be rationalised and the design should respect the restricted speed of the road.
- High quality replacement lighting columns and street tree planting / landscaping should be provided along the carriageway.

A44 Specification
Crossings: Signalised
Cycling: Segregated
Public Transport: Segregated
Public Transport Stops: Online
Junctions: Infrequent
Junction Control: Signalised
Road Speed: 30 mph
Plot Accesses: None
Car Parking: None
Street Lighting: 8m high





SF07

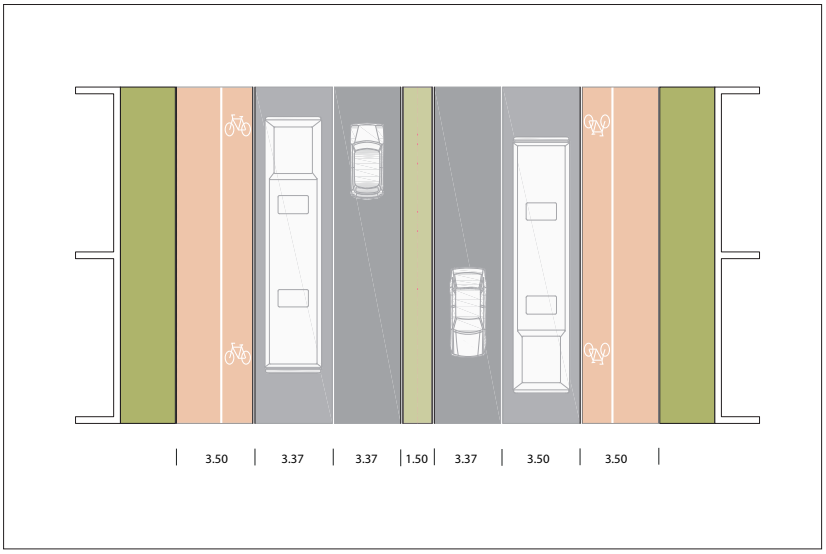
A40

Like the A44, the primary function of the A40 is to facilitate the through movement of traffic. As previously stated this function should not compromise the desire to redefine the character of the A40 as a gateway to Oxford and a place in its one right.

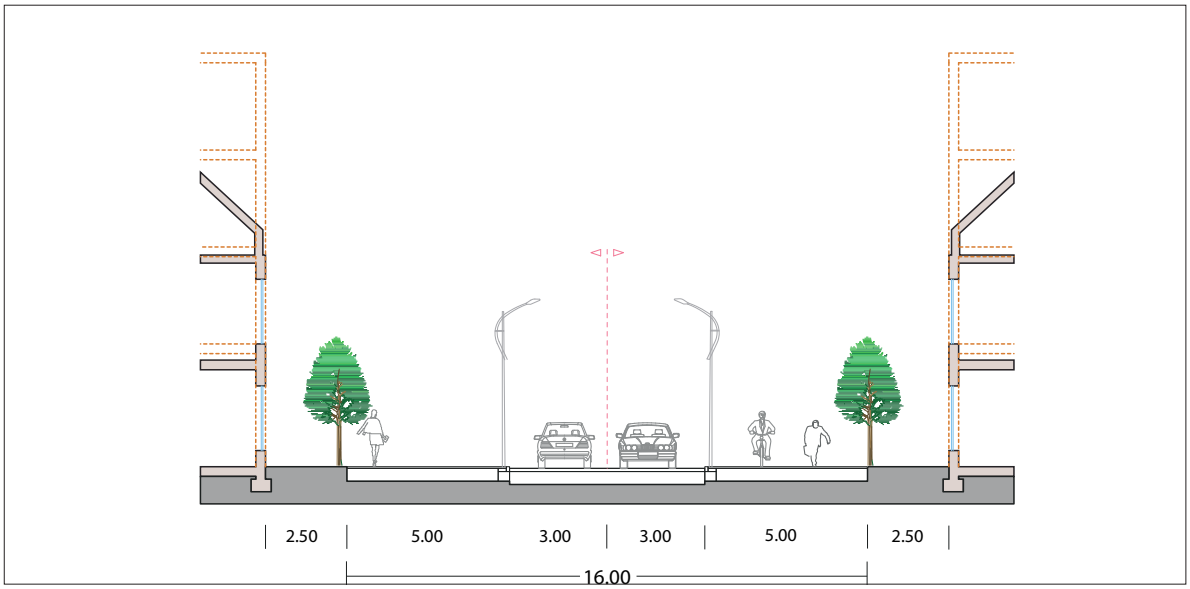
The comprehensive development of the Northern Gateway will require enhancements to the A40 to increase highway capacity, public transport permeability, pedestrian / cycle safety and environmental quality. The redesign and enhancement of the A40 should create the impression that one has arrived in Oxford as opposed to travelling through a peripheral or nondescript area.

- It is proposed to restrict traffic speeds to 30 mph in order to enhance the sense of arrival and highlight the likelihood of pedestrian activity.
- Continuous busways and shared footway/cycleways should be provided on both sides of the carriageway.
- Where junctions are required they should be cross roads or T-junction arrangements rather than roundabouts (where capacity permits) to minimise their footprint and support a dense urban form.
- Pedestrian and traffic signage should be rationalised and the design should respect the restricted speed of the road.
- High quality replacement lighting columns and street tree planting / landscaping should be provided along the carriageway.

A40 Specification
Crossings: Signalised
Cycling: Segregated
Public Transport: Segregated
Public Transport Stops: Online
Junctions: Infrequent
Junction Control: Signalised
Road Speed: 30 mph
Plot Accesses: None
Car Parking: None
Street Lighting: 8m high



5.0 Settlement Form



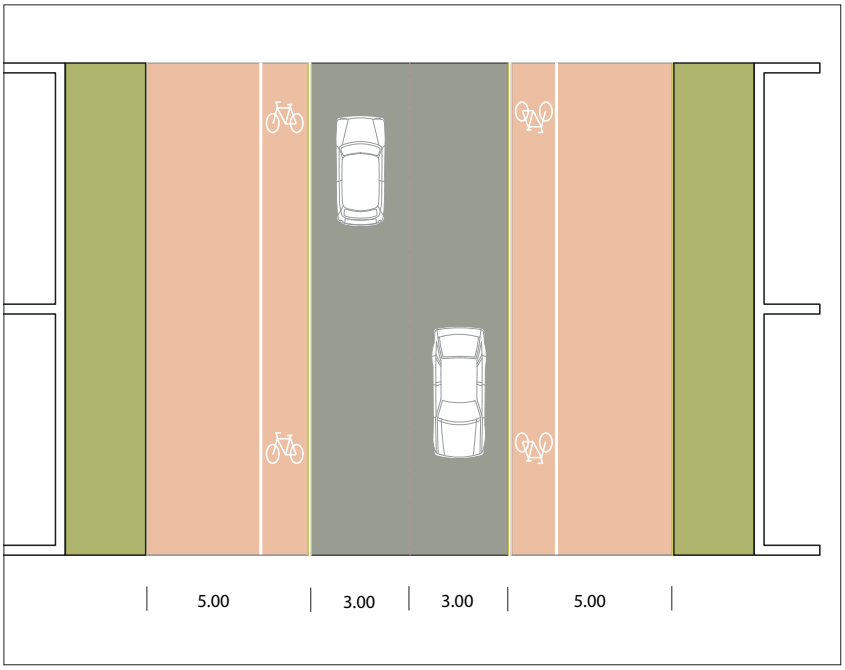
SF08

Avenues

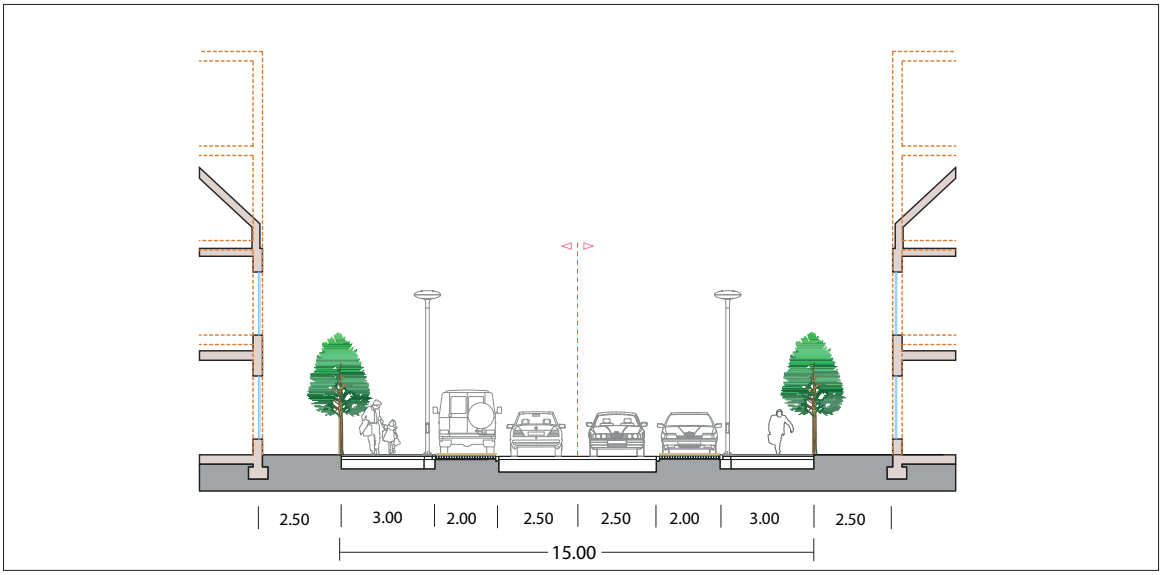
Avenues provide access to the different character areas and the lower order roads within the Northern Gateway. The lighter traffic volumes anticipated on the Avenues should permit more frequent junctions and occasional major plot access. All junctions should respect the desire for an urban character by having a compact design that accommodates single stage (straight across) pedestrian crossings.

A new Avenue will be created through Cowhill, linking the A40 to the Peartree Park and Ride junction on Woodstock Road. Note that this link will need to accommodate HGVs and the road carriageway should be 6.75m in total.

Signage should be provided for all road users in an integrated and organised manner to avoid the proliferation of signs. Where on-street servicing is necessary it should occur outside peak periods.



Avenue Specification
Crossings: Signalised
Cycling: Segregated
Public Transport: None
Public Transport Stops: None
Junctions: Infrequent
Junction Control: Signalised
Road Speed: 30 mph
Plot Accesses: Occasional
Car Parking: None
Street Lighting: 8m high



SF09

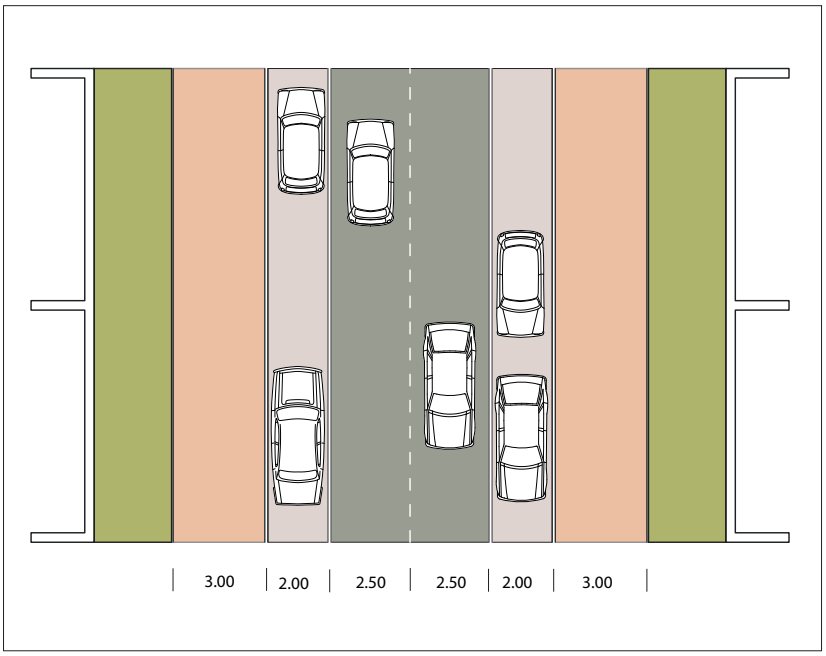
Streets

Streets are the principal means of movement for pedestrians and cyclists. Cycling should be on road with other vehicles considered 'guests'. This approach will be supported by a narrow street width that discourages overtaking.

Streets should be aligned with the strategic crossings on the A44 and A40 to make routes direct and to maximise permeability. Pedestrian crossings will operate on a 'courtesy' basis, the design should include build-outs and a change in surface treatment.

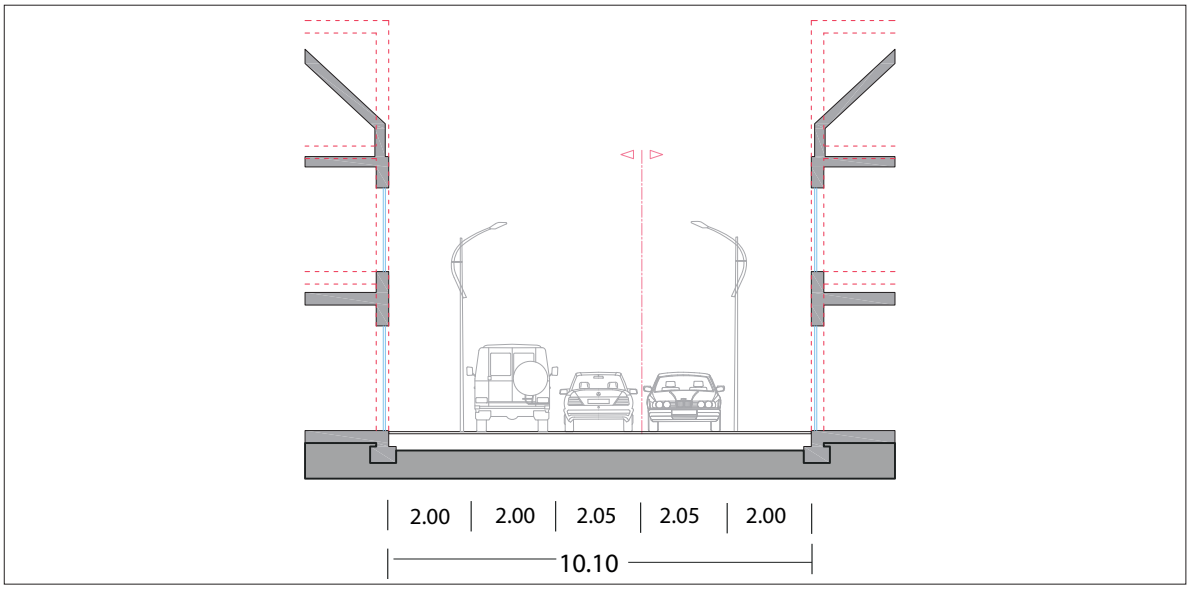
Car and cycling parking can be provided on-street where appropriate.

Signage should be avoided where possible with the exception of provision for pedestrian and cyclists. Parking regulations should be implemented on a zonal basis to reduce the need for signs.



Street Specification
Crossings: Courtesy/build-outs
Cycling: On road
Public Transport: None
Public Transport Stops: None
Junctions: Frequent
Junction Control: Priority
Road Speed: 20 mph
Plot Accesses: Frequent
Car Parking: On-street (controlled)
Street Lighting: 5m high (max)

5.0 Settlement Form



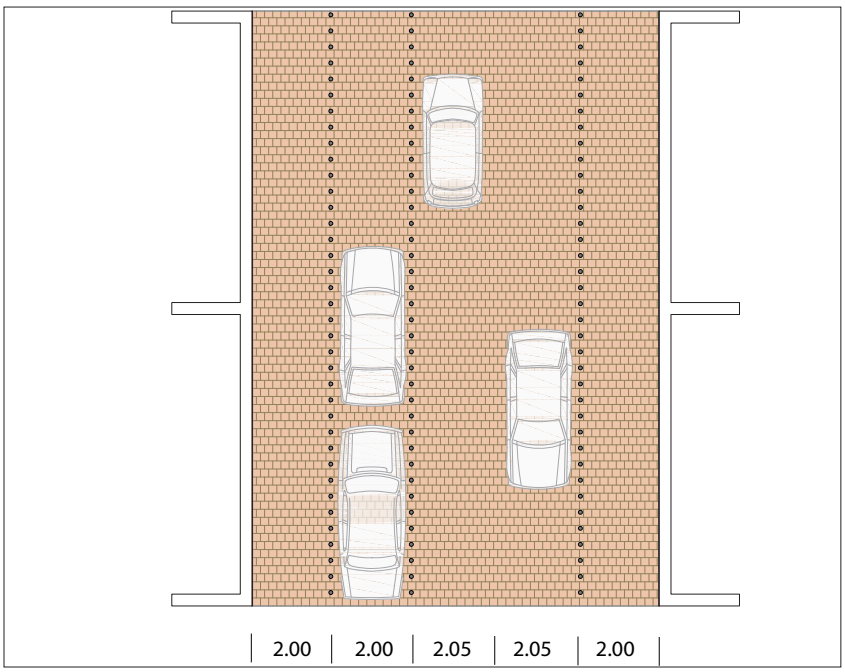
SF10

Lanes

Shared surface arrangements are proposed for the Lanes to create an environment where pedestrians can interact anywhere on the street without feeling intimidated by motor traffic. Low traffic volumes and speeds should be passively enforced by the alignment of the road and creative car parking layouts.

Motorised traffic will only use the Lanes to access plots or make deliveries. Signage should be absent and parking regulations implemented on a zonal basis.

Street lighting will be sympathetic and be provided at a pedestrian scale.



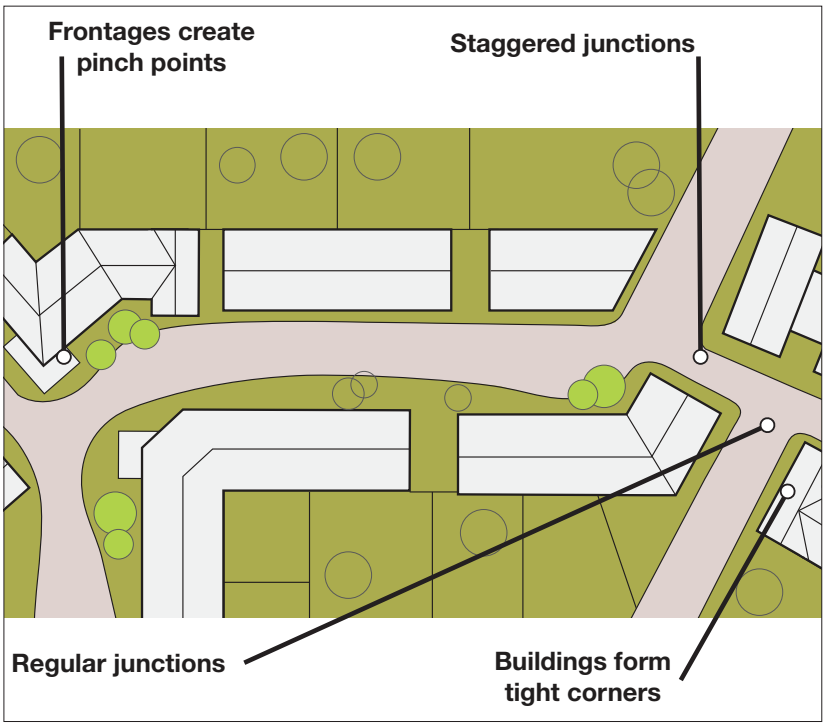
Lane Specification
Crossings: None
Cycling: On road
Public Transport: None
Public Transport Stops: None
Junctions: Frequent
Junction Control: Priority
Road Speed: 20 mph
Plot Accesses: Multiple
Car Parking: On-street (controlled)
Street Lighting: 5m high (max)

SF11

Traffic Calming

The layout of the development and the positioning of buildings and spaces should be designed in a manner that discreetly manages road speed and slows traffic without the need for additional street 'clutter' (e.g. humps, signs and barriers).

- Avoid creating layouts with long sections of uninterrupted roadway between junctions as this can encourage drivers to speed. Favour a permeable grid of routes with frequent junctions to form a traffic calming effect.
- Junctions should be designed as places with tight enclosed corners rather than cutback corners and a sweeping curve. This might involve the bringing forward of buildings to the corner, which also provides the opportunity to improve legibility.
- Forward visibility can be restricted (thus creating a traffic calming effect) by forming pinch points between buildings without the need for additional highways infrastructure.



6.0 Urban Form

Rationale

The design of building frontages influences the nature and character of the public realm that surrounds them. Sense of place is formed by creating a strong relationship between the street and the buildings that frame it. Streets that are enclosed by strong building lines and that are animated by windows and entrances are easier to understand and feel safer and attractive.

Design Principles

- Have its own identity, create a distinctive and contemporary setting for future investment, uses and activity.
- Have continuous and connected streets, with well-defined building frontages.
- Have buildings which face onto the street, with doors and windows allowing people to come and go or look out onto the street.

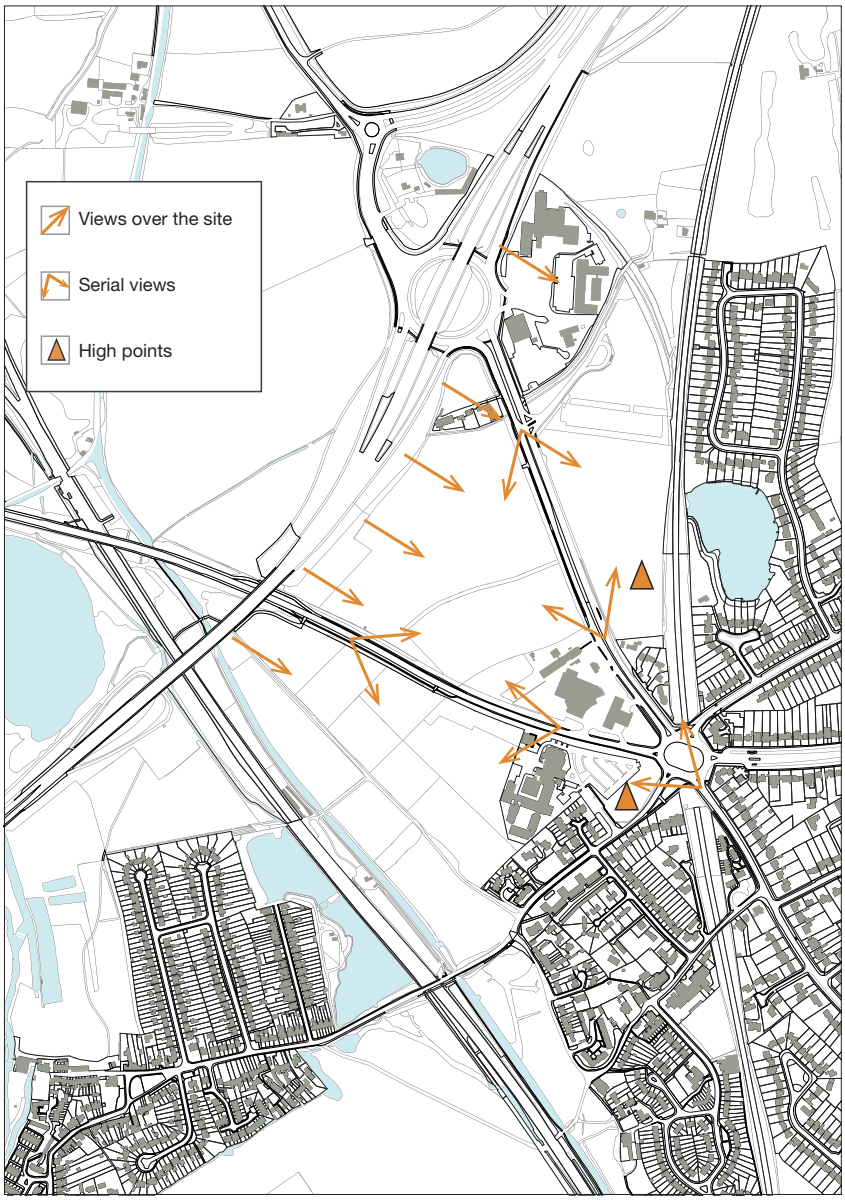
UF01

Views & Landmarks

The Northern Gateway is the first identifier of Oxford along the A44, A34 and A40 for the majority of car drivers travelling from the north. The relationship of the development to these roads, the configuration of the skyline, and the treatment of new buildings and open spaces along these key routes is therefore extremely significant, not only for the identity of the Northern Gateway but the image of Oxford as a whole.

The layout, scale, and form of development should be sensitive to this visually prominent location, responding to key vantage points and topography. Important views that must be considered include:

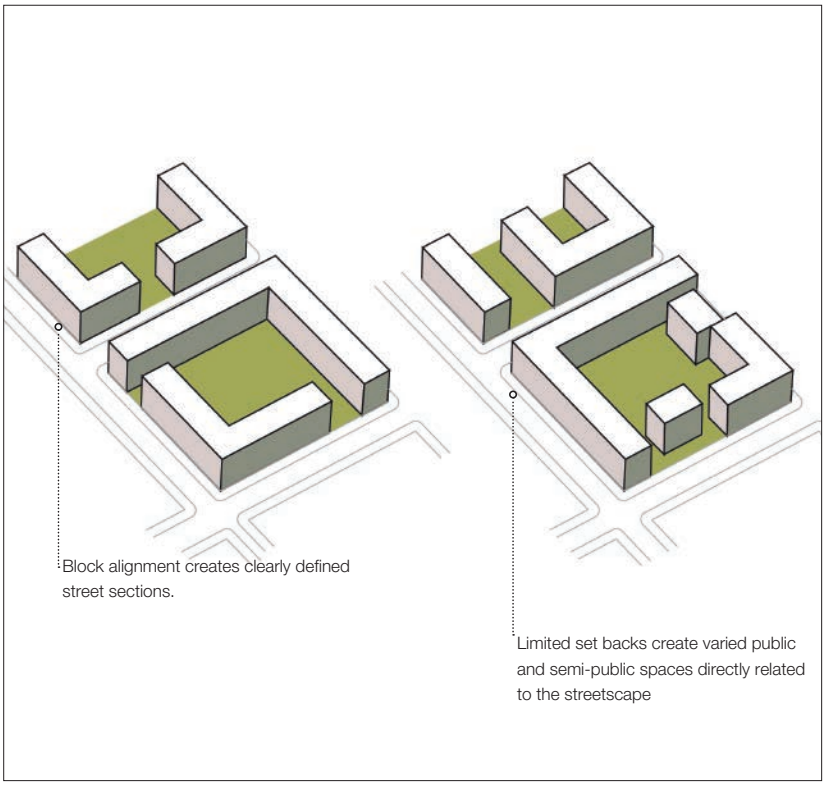
- **Views over the site from the A34** are particularly significant and a strong impression of the development as a distinct place should be formed from this vantage point.
- **Serial views along the A40 and A44 corridors** should feel as one is passing through a place and a continuation of urban Oxford.
- **High points within the site** such as the southern part of the Blindwell and Upper Wolvercote character areas should be treated sensitively, in respect of their visual promenance from other parts of the city and areas beyond.



UF02

Street Frontages

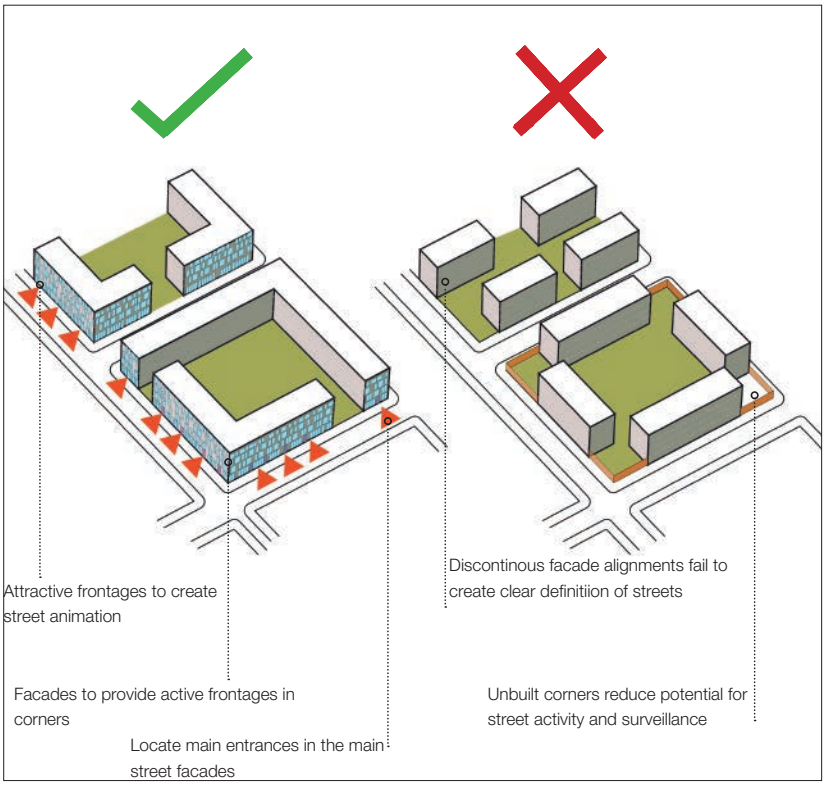
Buildings should enclose streets and open spaces, forming a clear building line that runs broadly parallel to the street and avoids unnecessary gaps between buildings. Variations in the building line to create interest are acceptable, but at least 80% of a block frontage should have the same set back distance from the back of pavement. Within non residential blocks at least 95% of a single block frontage should be defined by building frontages. In residential blocks this should be at least 80% (car ports and garages do not constitute building frontages).



UF03

Orientation

Avoid windowless elevations and blank walls adjacent to streets and other public areas. Building facades should front on to streets and the façade containing the main public entrance should directly face on to the street in order to create attractive frontages that provide animation and informal surveillance of the public realm. Buildings located at corners or intersections of streets should 'wrap around' the corner to provide active frontages and natural surveillance.



6.0 Urban Form

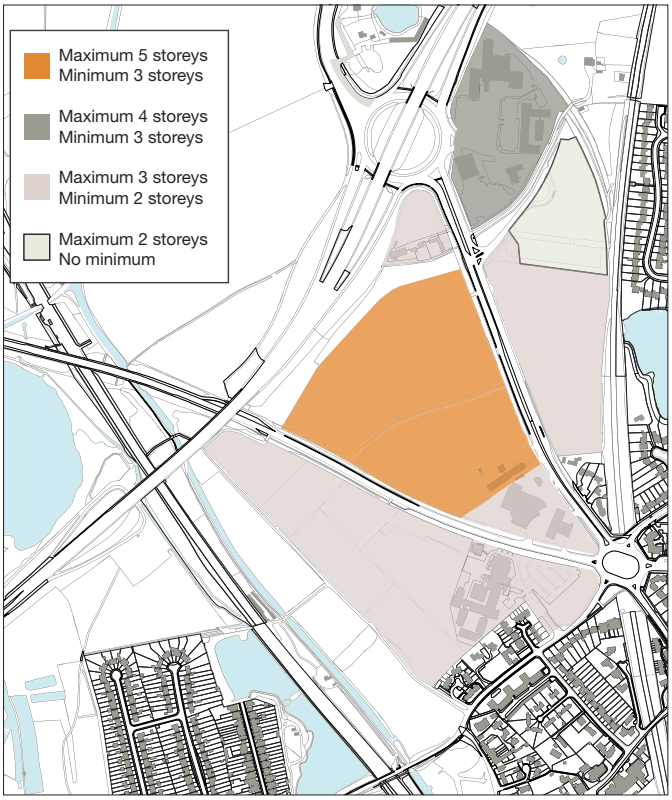
UF04

Building Heights

Maximum and minimum building heights are specified for each character area. These are based on creating a denser core at Cowhill, similar in scale to Oxford City Centre, surrounded by domestically scaled development.

In order to reinforce the character of the public realm and legibility, visual interest should be created by varying the height, massing and form of buildings so that they align with visual axes, nodes of activity, and the street hierarchy. At corners, for example, the visual prominence and legibility of a corner location should be reinforced by the main entrance, massing or articulation of the façade.

All proposals will need to comply with the requirements of Policy NG7 that new development has been designed with an understanding of the area's heritage, setting and views. In order to comply with policy NG7, the numbers of storeys and/or the heights of storeys may need to be reduced from that indicated on this diagram.

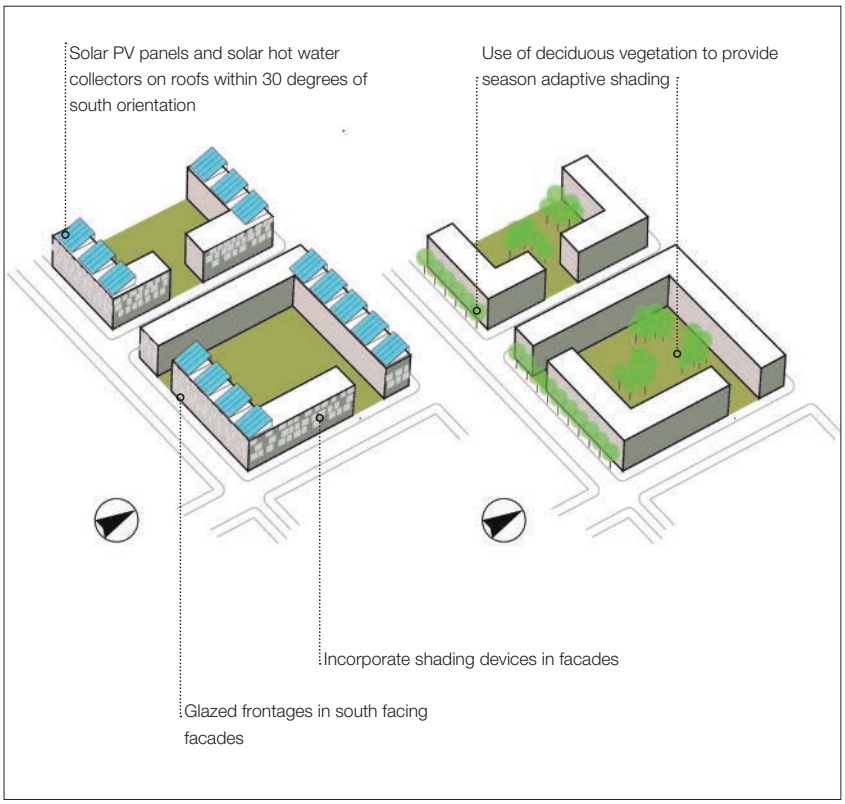


UF05

Passive Design

Large areas of glazed frontage should be located within 30 degrees of south for effective passive solar gain, offsetting energy demands associated with heating and lighting. Roof pitches also orientated within 30 degrees of south provide potentially suitable areas for installation of solar PV panels and solar hot water collectors. Avoid an undesirable reduction in solar penetration on neighbouring buildings by locating taller buildings to the north of the site so that south elevations are not obstructed.

Consider internal or external shading devices (blinds, curtains, brise soleil, shutters, reflective glass) to minimise risk of excessive solar gain in the summer months. Deciduous vegetation can also provide season adaptable shading. Foliage provides shading in the summer months to prevent overheating, while bare branches allow solar penetration in the winter to heat and light buildings when most needed.



UF06

Materials

Materials selection plays a significant role in sustainable building operations. During the life cycle of a material its extraction, processing, transportation, use and disposal can have negative health and environmental consequences. Environmentally responsible procurement can significantly reduce these impacts. In considering choice of materials palette the following key issues should be considered:

- **Reusing existing materials** (either in situ or locally sourced) significantly reduces the energy use associated with the demolition process as well as construction waste. Reuse strategies also reduce the environmental impact associated with raw material extraction, manufacturing and transportation.
- **Recycled content products** reduce virgin materials use and volumes of waste to landfill. The marketplace for recycled materials is now well developed in the UK providing a range of products with both pre and post consumer recycled content.
- **Regional sourcing** reduces transportation activities and associated pollution. Sources of materials that are harvested/extracted and manufactured locally should be prioritised over sources from further afield and abroad.
- **Rapidly renewable materials** are those that can be replenished faster than traditional materials (i.e. they are planted and harvested in a cycle of 10 years or less). The use of rapidly renewable materials reduces the number and quantity of products made from fossil-fuel derivatives. They typically require less input of land, natural resources, capital and time to produce. Rapidly renewable materials are commonly used within green building products.
- **Certified wood** sourced from responsible sources provides assurance of the environmentally responsible sourcing of the product. Certified wood (i.e. FSC certified) conforms to stringent criteria from growth to manufacture. Timber is sustainably and selectively harvested, wildlife habitats and biodiversity are preserved, soil and water quality are maintained, and the use of harmful chemicals is minimised.
- **Solar reflectance** should be considered by selecting materials with high albedo for roof areas, facades and hard landscaping so as to enhance solar reflectance and minimise absorption associated with the heat island effect.
- **Modern Methods of Construction** such as offsite manufacturing should be considered to minimise the environmental impacts associated with site activity and transport. Lightweight materials reduce the emissions associated with transportation to site and typically entail shorter construction times and less waste.

7.0 Urban Space

Rationale

The treatment of the public realm adds greatly to the experience of a place. Poorly designed urban space can appear austere and unwelcoming, whereas well designed urban space can create more vibrant and sociable places. Streets and open spaces that are pedestrian friendly, have attractive landscaping and have activities happening within and around them, get more people outside walking and cycling, meeting people and enjoying nature, sport and recreation.

Design Principles

- Be accessible and permeable, to ensure easy access to and through the area for all users, but particularly for pedestrians and cyclists.
- Respect the character of natural features of the site.
- Have its own identity, create a distinctive and contemporary setting for future investment, uses and activity.
- Have high quality streets and open spaces that provide the setting for a lively, attractive, distinctive and safe public realm.
- Have a clear distinction between the public and private realms, to create comfortable and well defined streets and secure, private spaces at the rear of properties.

US 01

Uses & Activities

Good quality urban space supports the health, wellbeing and social life of a community and there is an expectation that the development of the Northern Gateway should include a high quality network of urban spaces.

Public life can take a number of forms and so a range of activities should be accommodated within these spaces.

This could include:

- Relaxing - sitting in the sun, watching the world go by and taking time out.
- Socialising – meeting with friends and neighbours.
- Serendipity - chance meetings and informal networking.
- Events and activities - such as markets, temporary installations, and exhibitions.
- Physical activity – formal sports, going for a stroll and play.
- Natural pursuits – enjoying nature, going for a stroll, and cultivating fruit and vegetables.

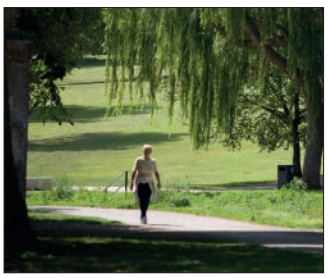
Relaxing

Socialising

Serendipity

Events

Physical activity



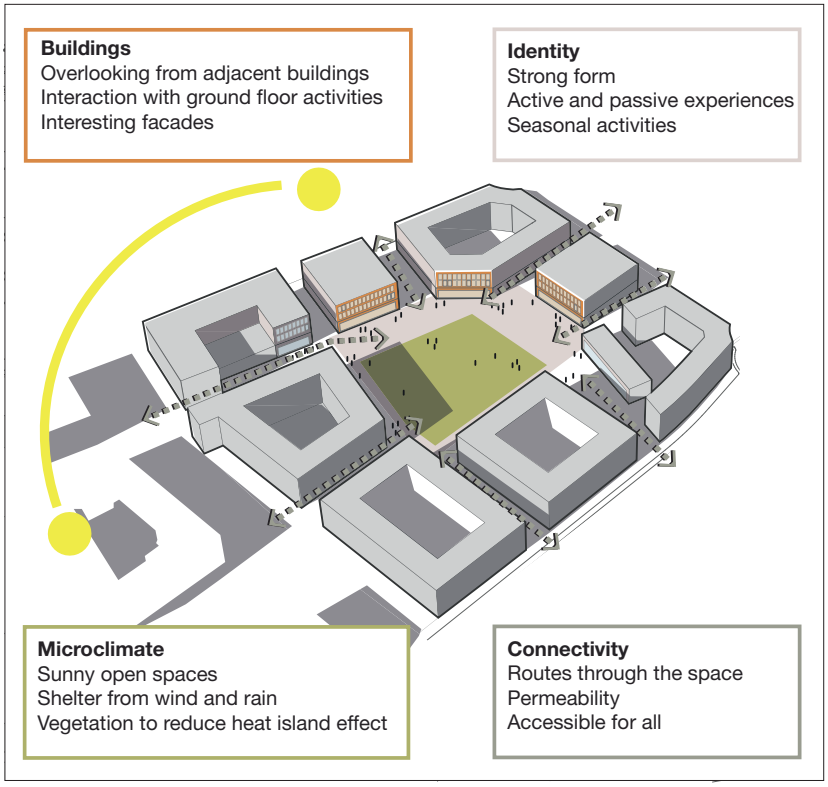
Natural pursuits

US 02

Form & Structure

Urban spaces should be designed as an integral part of the development and should not merely be a use for 'leftover' land. Ever space provided within the development should have a clear purpose and needs to be multifunctional.

Open spaces should be located in busier locations, such as street intersections, to maximise the increased activity of people passing through and overlooking from adjacent buildings and activities. The type of open space and the nature of activities that occur within it will depend on the buildings it adjoins and the activities happening around it (e.g. avoid conflict with residential areas). Open spaces that attract people and positive social interaction are more vibrant and have a greater sense of ownership, thus minimising the scope for crime or nuisance.

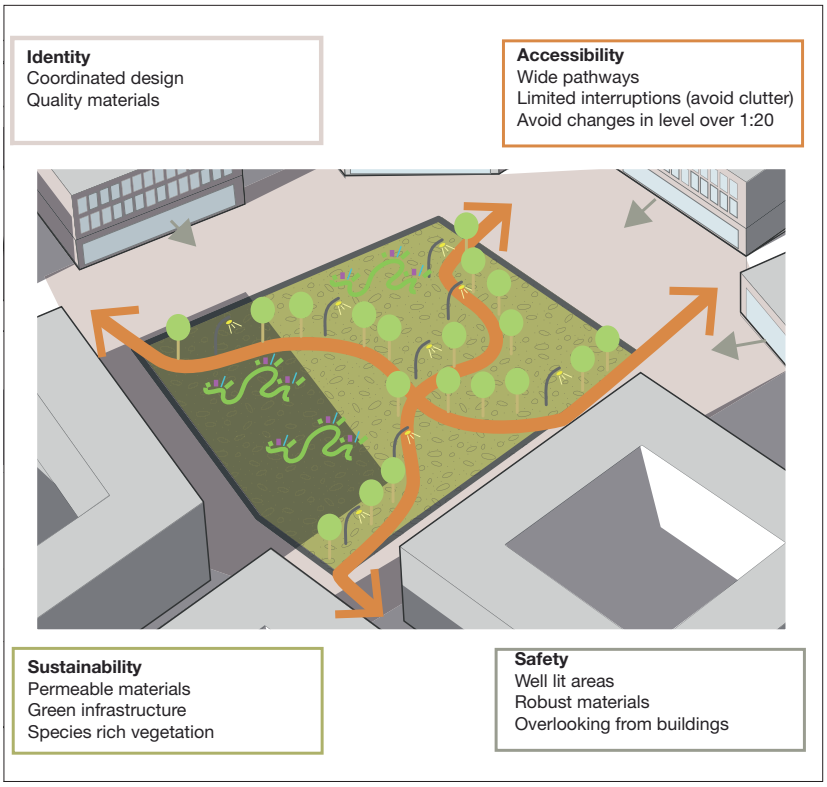


US 03

Detailed Design

The detailed design of surfacing, lighting columns, street furniture, signage, public art, and landscaping should follow a simple and co-ordinated approach. Avoid unnecessary clutter (e.g. bollards, signs and street furniture) and use a robust palette of materials that is attractive but easy to maintain.

Consider the location of street furniture to reduce the opportunity for crime and nuisance and ensure areas are well lit. In the interests of sustainable urban drainage the use of non-permeable materials should be limited and the scope for green infrastructure (such as street trees) should be maximised.



7.0 Urban Space

US04

Biodiversity

Onsite biodiversity should be enhanced through the integration of existing and newly created wildlife habitats. Opportunities should be taken to enhance the biodiversity of the site through:

- Retaining existing mature trees and hedgerows.
- Specifying native species that contribute to Oxfordshire Biodiversity Action Plan targets.
- Creating habitats for native wildlife, for example pollen and nectar rich flowers (e.g. honeysuckle, lilac, clematis) to support the local bee population.
- Considering maintenance requirements, for example wildflower meadows provide seasonal interest and require less maintenance than ornamental planting.
- Minimising the need for irrigation by specifying species suited to the local climate that require irrigation through natural precipitation only.

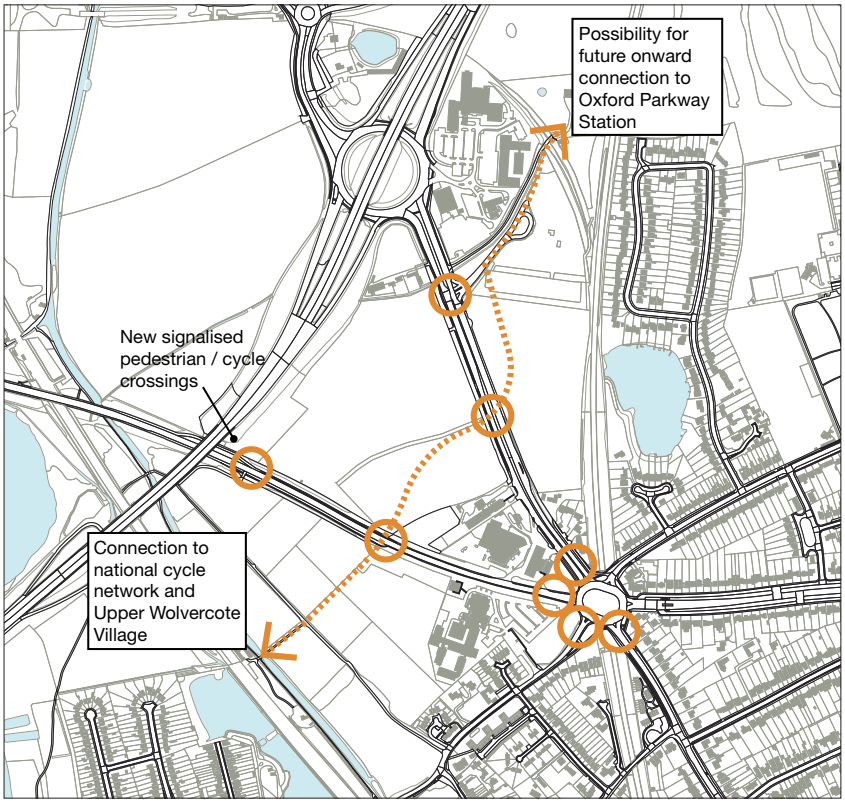
US05

Walking & Cycling

Pedestrians and cyclists should share streets with vehicles but there may be limited occasions where they are segregated from vehicles either as part of a public space or where a route connects to an existing 'off road' pedestrian or cycle route. In such cases the route should be short and well overlooked.

A strategic walking and cycling route is identified on the plan and should provide a convenient route through the development between Upper Wolvercote village and a potential off road walking and cycling route to the planned Oxford Parkway Railway Station.

New signalised crossing facilities will be provided on the A40 and Woodstock Road. The crossings should be continuous, following a simple and convenient but also safe layout so that pedestrians and cyclists can connect easily between different parts of the site and the barrier effect of these roads is reduced.



US06

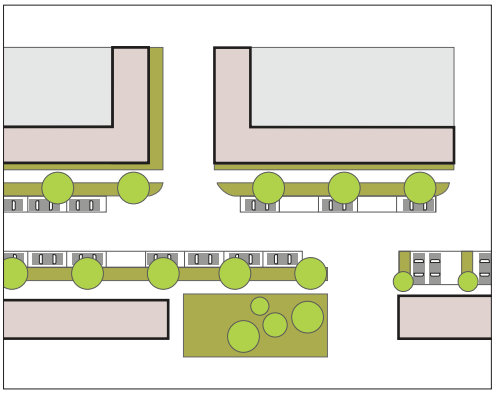
Parking

Car parking should not be considered in isolation from other design considerations and the potential to create a sense of place. Consideration must be given to the relationship of car parking to the built environment that it serves as the form and function of car parking can have a determining influence on the character of the public realm.

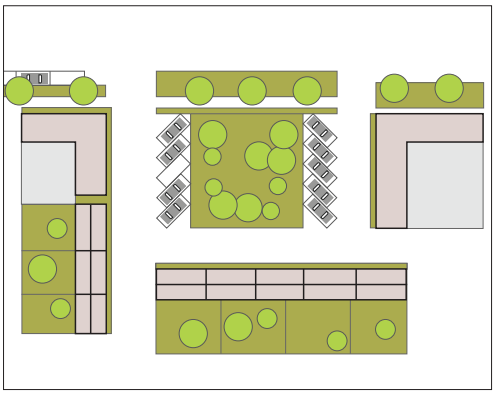
Most car parking for the commercial development will be provided by a dedicated multi-storey or decked car parking facility for shared use between commercial users. There will, however, be a need for some allocated and disabled car parking in the form of on-street, parking squares, or courtyards. Residential car parking should be incorporated in a variety of different ways as shown and should be controlled.

Public cycle parking should be provided on street in spaces typically occupied by car parking. On street spaces should be provided at regular intervals on Avenues, Streets and Lanes, coinciding with junctions where practical. Secure private cycle parking spaces should be provided within all residential and commercial properties at locations with good street access. Visitor cycle parking should be provided outside the main entrance to all commercial developments. Cycle parking should be of the Sheffield Stand design and be positioned to allow both sides of the stand to be easily accessed.

On- Street Parking
The location and overall design should encourage maximum use of parking areas in order to minimise indiscriminate parking. Landscaping should be incorporated into parking areas. Adequate bay sizes that are easy to enter and exit will increase their appeal.



Parking Squares
This consists of a shared surface and is often located at a junction of routes. Cars are accommodated in those areas unoccupied by the carriageway or footway, providing a good opportunity to create a hard landscaped space. A parking square should always be fronted by buildings. The siting of trees and street furniture can be used to informally manage parking.



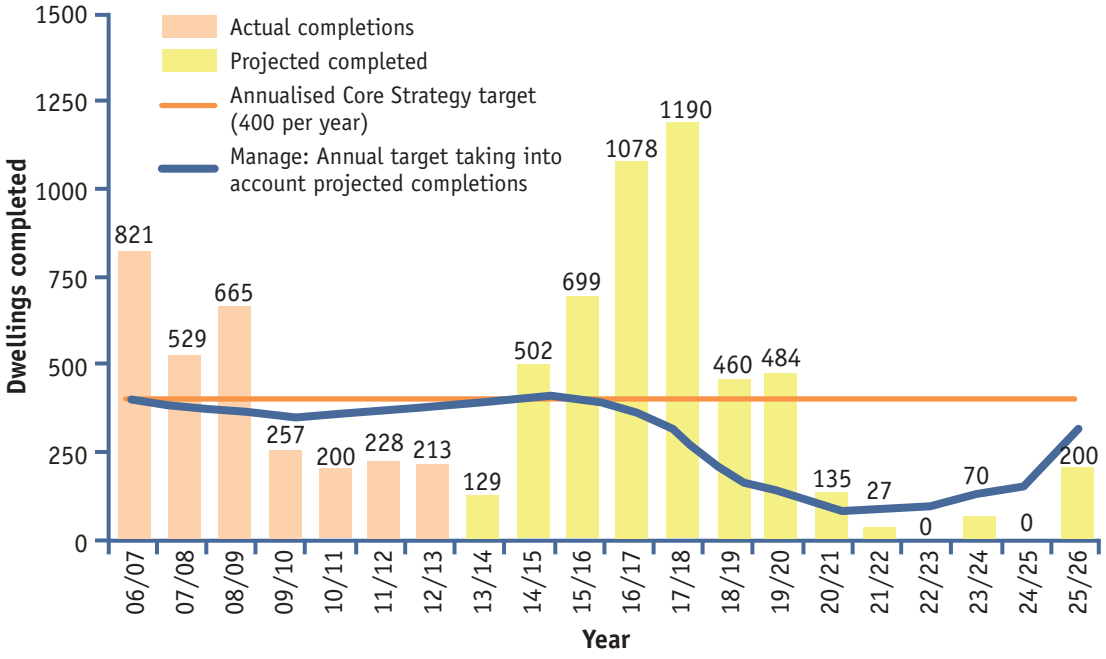
Parking Courts
Parking courts should be overlooked and have direct access to/from the surrounding buildings. They must be designed as a high quality place and feel secure, to encourage ownership. They should not be located in inaccessible areas at the extremity of the development.

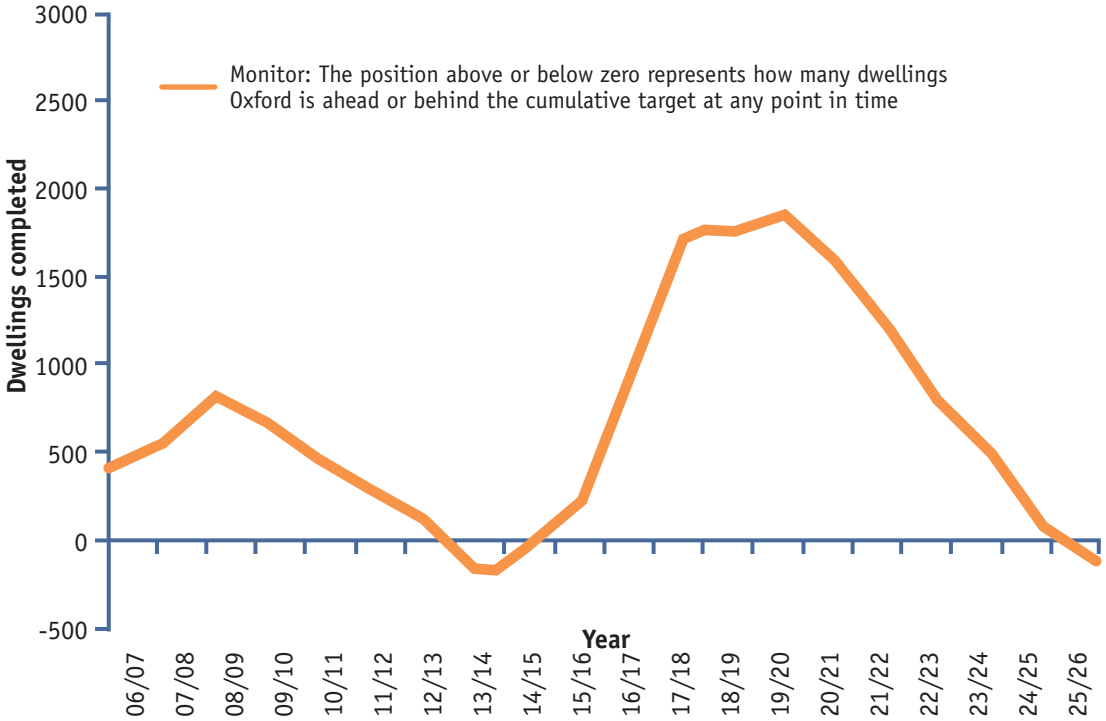
In-curtilage
In areas of lower housing density, space for car parking can be provided “on plot”, within the curtilage of the dwelling, e.g. a garage, car port, parking bay or private drive. Care should be taken to avoid frontages dominated by parking spaces in front of dwellings, or by building facades with large expanses of garage doors. Garages should not be designed within the main body of the dwelling but expressed as a subordinate element of the dwelling composition.

Appendix 2: Housing Trajectory

The housing trajectory and housing monitor indicate the potential housing supply from sites in Oxford covering the Core Strategy period of 2006-2026[35].

Figure 1: Housing trajectory and monitor 2006-2026 (excluding windfalls)





[35] Based on SHLAA Dec 2013 and includes 500 dwellings at Northern Gateway

Figure 2: Housing trajectory data against emerging Core Strategy target of 8,000 dwellings from 2006-26 (excluding windfalls)

	2006/ 07	2007/ 08	2008/ 09	2009/ 10	2010/ 11	2011/ 12	2012/ 13	2013/ 14	2014/ 15	2015/ 16	2016/ 17	2017/ 18	2018/ 19	2019/ 20	2020/ 21	2021/ 22	2022/ 23	2023/ 24	2024/ 25	2025/ 26	Totals
Sites and Housing allocations (deliverable)								4	249	408	573	602	83	213	70						2202
West End AAP sites										110	240	268	52	21	65	27					783
Core Strategy strategic site (Barton)									100	150	165	170	150	150							885
Core Strategy strategic site (Northern Gateway)											100	150	150	100							500
Core Strategy strategic site (Summertown)																				200	200
Other identified sites									9	31			25					70			135
Commitments (large sites)								25	12												37
Commitments (small sites)								100	100												200
Sites where permission refused but principle acceptable																					0
Suitable sites pending decision									32												32
Windfall sites																					0
Actual completions	821	529	665	257	200	228	213	-	-	-	-	-	-	-	-	-	-	-	-	-	2913
Total projected completions	-	-	-	-	-	-	-	129	502	699	1078	1190	460	484	135	27	0	70	0	200	4974
Cumulative completions	821	1350	2015	2272	2472	2700	2913	3042	3544	4243	5321	6511	6971	7455	7590	7617	7617	7687	7687	7887	7887
Housing target	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	8000
Cumulative requirement	400	800	1200	1600	2000	2400	2800	3200	3600	4000	4400	4800	5200	5600	6000	6400	6800	7200	7600	8000	8000
Monitor	421	550	815	672	472	300	113	-158	-56	243	921	1711	1771	1855	1590	1217	817	487	87	-113	-113
Manage	400	378	369	352	358	369	379	391	413	405	376	298	186	147	91	82	96	128	157	313	

Appendix 3: Monitoring Framework

An important part of the plan-making process is to ensure that adopted policies help to meet the plan objectives. This appendix sets out how the effectiveness of the policies of the Northern Gateway AAP will be monitored. The mechanism for monitoring local plan documents is the Annual Monitoring Report (AMR). The AMR reports on data monitored each year in relation to adopted local plan documents.

The Monitoring Framework sets out targets that allow us to measure how successful the policies are. Indicators and targets to be met are identified for each of the objectives of the AAP. If the Core Strategy (or other plan) already provides a monitoring indicator, cross-reference is made to the relevant policy.

AAP Objective	Indicator	Monitoring target
Objective 1 Strengthen Oxford's knowledge-based economy	NG2: Employment floorspace delivered	New floorspace provided up to 90,000m^2
	NG3: Employment focussed on knowledge economy	100% of approved employment permissions demonstrate link to knowledge economy
Objective 2 Provide more housing	NG2: New homes delivered	Up to 500 new homes provided
	HP3: Affordable housing provision	50% provision of affordable homes
	CS23: Mix of housing provided	100% of residential schemes to comply with mix in Balance of Dwellings SPD
Objective 3 Improve the local and strategic road network	NG4: Delivery of pedestrian and cycle measures	Provision of new links and improvements as set out in Policy NG4
	NG4: Provision of cycle parking and HP15: Residential cycle parking	100% of approved planning applications to comply with minimum cycle parking standards
	NG5: Provision of access and highways measures	Provision of access and highways measures as set out in Policy NG5
	NG6: Car parking provision and HP16: Residential car parking	Nil approved planning applications to exceed the maximum number of parking spaces permissible
Objective 4 Respond to the context of the natural and historic environment	NG7: Design and Amenity	100% of planning applications submit details of how heritage, setting and views have been considered
	NG8: Impact on the Oxford Meadows SAC	No adverse effects on integrity of SAC in terms of recreational impact, hydrology and air quality

AAP Objective	Indicator	Monitoring target
Objective 5 Create a gateway to Oxford	NG2: Provision of hotel with associated leisure facilities	Up to 180 bedrooms
	NG7: Compliance with the Design Code	100% of schemes approved comply with the Design Code
Objective 6 Encourage a low-carbon lifestyle/ economy	NG7: Open space provision	At least 15% of each parcel of residential site area provided as green public open space
	NG7: Good quality living environment	100% of schemes approved demonstrate how they will result in good quality living environment
	NG9: Delivery of shared energy scheme	Shared Energy Scheme delivered
	HP11: Low carbon homes and CS9: Energy and natural resources	100% of all qualifying development to comply with NRIA SPD requirements
	NG4: Provision of cycle parking and HP15: Residential cycle parking	See target set above
	NG6: Car parking provision and HP16: Residential car parking	See target set above

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