

Site capacity assessment – Local Plan 2045

Site name	Overflow Car Park at Kassam Stadium
LP2045 Site Allocation	SPS11
Site size (ha)	2.29

Site location



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A) Site overview

Description of current context

- *Overflow Car Park for Kassam Stadium. Partially tarmac with spaces delineated, partially earth/mat. Kassam Stadium and Ozone Leisure complex to the south, railway embankment to the north, suburban residential development to the east and west. Think planting along boundaries provides significant screening, especially in the summer.*

Site photos



B) Open space, nature and flood risk

Description of current context

Green infrastructure

- Little within the site. Trees and hedges line the brook, the eastern and western side of the car park and the railway cutting. A defining characteristic of the area is that it retains remnants of a semi-rural landscape, in particular the hedgerows, mature trees and watercourses.
- Preliminary analysis suggests UGF under 0.3

Biodiversity and ecology

- Green corridor alongside railway line to the north, and the brook to the south, are likely to act as wildlife corridors and therefore have some ecological value.
- Near Littlemore and Northfield Brook OCW and Minchery Farm OCWS.
- Land around the outer edges of the site is identified within the Local Nature Recovery Strategy as having the potential to become important for biodiversity.

Blue Infrastructure

- Brook of some ecological value and with potential for enhancement
- In the SW corner of the car park and partly along the south-eastern perimeter is Flood Zone 3b, and there is a patch of surface water flood risk towards the far eastern corner of the site.

Land Quality

- Close to known area of peat to the south on the southern side of the brook.

Analysis and urban design implications

- The site offers many opportunities to enhance biodiversity. There is little within the site, but the site is lined by trees, hedges and the brook. Therefore, Green Infrastructure within the site as public open space and to achieve the UGF has potential to link existing habitats.
- A buffer will be required alongside the brook, which should include biodiversity enhancements.
- A sequential approach to flood risk should be taken on the site, and areas of Flood Zone 3b should not be developed. The area of flood risk alongside the brook will be incorporated within the buffer.
- Proposals should have regard for the LNRS, including demonstrating that they've explored ways to deliver onsite biodiversity improvements that align with the suggested measures set out for this area.

C) Historic environment, character and local context

Description of current context

Historic environment

- Close to the Grade II* Minchery Farmhouse and the Littlemore Conservation area (although not within the setting of).
- Extensive multi-period remains from the area including Bronze Age, Iron and Early Saxon as well as dispersed Roman pottery manufacturing.
- Intervisibility with the historic core of the city is low.

Built environment

- The site is largely flat with few topography changes. The site is within character area 8A Littlemore Business and Science Parks, which is incremental edge of city mixed development.

- It is a surface-level car park and views to and from the surrounding residential areas are largely screened by trees and hedgerows and the railway embankment. The Ozone and Stadium are visible to the south through trees along the brook, which provide quite significant screening in the summer.

Analysis and urban design implications

- The design should be structured around attempting to reflect and maintain the remnants of the semi-rural landscape.
- Development of the site presents an opportunity to inject character.
- There are opportunities for height and high-density development, with care taken to drop down towards the brook and also avoiding dominating and overbearing of surrounding residential development.

D) Access, movement and layout

Description of current context

Access into the site

- The brook and the railway embankment limit the existing and possible access points into the site.
- There are existing pedestrian access points into the site that could be enhanced.
- The only vehicular access currently is from the south across a bridge with the access road to it alongside the back of the Ozone.

Analysis and urban design implications

Layout of the site

- The south western part of the site is too narrow for a row of two terraces and is subject to flood risk. The narrow space next to the stream and green edges does not offer potential for many styles of residential development. This area is most likely to be suitable for public open space, or potentially pooled parking.
- Public open space could also be provided as pocket parks with high quality street furniture and rich planting to help extended green connections and achieve UGF.
- The eastern and western edges should be designed so they do not dominate the existing low-density residential development.
- High density and larger-plot development is suitable in front of the railway embankment and in the centre of the site.
- Alignment 30deg. of south would help passive design.

Connectivity to wider area

- A clear route connecting to the path to Littlemore is needed in the west, and a path through to Falcon Close in the east is also needed, which is informal access currently, across mud under the trees.
- Development should contribute to improvements to the pedestrian route from Priory Road and the development should be designed to be permeable

and readable, with obvious routes for pedestrians and cyclists through to Kassam Stadium, the east of the site and across to site 028b and Priory Road.

E) Other considerations

Other considerations to include in allocations?

Amenity

- N/A

Infrastructure needs

- Potentially substation upgrades

F) Landowner aspirations

Landowner aspiration to develop site for residential

G) Any extra work needed to inform allocation? (won't apply to all sites)

SFRA Level 2 assessment

H) Key considerations informing the minimum number of homes for the allocation policy

Minimum capacity for the site has been calculated with the following assumptions:

- A buffer is required alongside the brook, which is an OCWS and wildlife corridor.
- 10% public open space is required
- The area of FZ3b in the southwest is not developable
- Density 60dph closer to residential areas and the brook, with greater height and density towards the railway line embankment and in the centre of the site (80dph for a gateway site). Buffer to be retained alongside brook, and area of highest flood risk to have no built development (this could overlap with open space requirements)