

Site capacity assessment – Local Plan 2045

Site name	Botley Road sites around Cripsey Road including River Hotel and Westgate Hotel.
SHLAA reference	613, 614, 615
Site size (ha)	613 – 0.34ha 614 – 0.31ha 615 – 0.19h

Site location



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A) Site overview

Description of current context

- 613 - Mixed uses including River Hotel with associated car park, residential dwellings (3-8 Botley Road) and retail unit (courier service).
- 614 – To the south of Cripsey Place, currently in residential use.
- 615 – Westgate Hotel and 1-7 Mill Street, currently in use as a hotel and residential.
- Sites are not in a regeneration area.
- Site 615 is adjacent to West End and Botley Area of Focus.
- Within New Osney Character Area.
- New Osney character area is dominated by residential town houses, constructed between 1850 and 1900. It is located on the fluvial floodplain of the Isis, to the west of the railway that marks the western fringe of the city centre. The River Thames (Isis) and its tributaries thread through this area, which gives it a unique character and sense of place and distinguishes it from the other Victorian suburbs.

Site photos



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B) Open space, nature and flood risk

Description of current context

Green infrastructure

- Close proximity to Core GI network (Osney St Thomas Allotments).
- 2 TPOs on site 614.

Biodiversity and ecology

- No ecological designations on site or adjacent.

Blue Infrastructure

- Western edge of site 613 is directly adjacent to Thames/Isis watercourse.
- Site 613 and 614 is within Flood Zone 3a
- Site 615 is within Flood Zone 2

Land Quality

- Land contamination is unlikely due to current use.

Analysis and urban design implications

- Some buffering required on western edge of site 613 to protect from flood risk.
- Possible development may be limited on site due to protected trees.
- Other potential impacts are limited.

C) Historic environment, character and local context

Description of current context

Historic environment

- Sites are all within Historic Core Area, High Buildings Area and City Centre Archaeological Area.
- Sites 613 and 614 are adjacent to Osney Town Conservation Area.
- Located within the Boar's Hill View Cone.
- River Hotel within site 613 is identified in the OHAR.

- River Thames and Towpath, also identified in the OHAR lies adjacent to the northern part of site 613.
- Site 614 is adjacent to no.2 Botley Road – Identified in the OHAR.
- No listed buildings within or adjacent to any of the sites.

Built environment

- Buildings on sites are currently occupied and in use.
- Some noise disturbance from Botley Road and ongoing works to railway station.
- Primarily 2-3 storeys surrounding the sites.
- Regularity of the streetscape created by the repetition of design and features, flat-fronted terraces of properties and coherent use of materials. Generally simple, domestic, two-storey terraced houses, often with front doors directly onto the street.
- Red brick and render with some buff brick and ashlar detailing and predominantly slate roofs.
- Highly urban environment with few front gardens or street trees.
- The sites are all predominantly built out, limited open space.
- The sites are adjacent to a mainline railway track. The immediate surrounding area is of mixed character comprising of residential dwellings, hotels and some commercial uses.
- Vehicular access to site 613 currently via Mill Street.
- Vehicular access to Westgate Hotel is limited although proximity to train station and city centre limits need.
- All sites are surrounded by primarily 2-3 storey buildings in a mix of uses. Properties around Cripsey Place (site 614) are mainly residential with a larger mix of residential and employment around sites 613 and 615.
- Surrounding building materials are a mix of brick, stone and render.

Analysis and urban design implications

- Opportunities for protection and enhancement of locally listed heritage assets should be carefully considered.
- Potential heritage sensitivities requiring considerate development proposals.
- Built form should reflect the surrounding arrangements and heights of the adjacent CA.
- Modest height that responds to the area adjacent and respects the amenity of neighbouring buildings and uses.
- Potential to re-use existing buildings currently in use subject to proposals?
- Plots should respond to the urban grain of the surrounding area and the prevalent roof forms.
- Opportunities to integrate existing ecological environments within the site, in particular 613 adjacent to the river.
- Potential for enhancement/continuation of pedestrian routes providing improved connectivity to city centre.
- Opportunity for intensification and modernisation of sites, using what's already there and adding to it (eg. Abbey Road flats adjacent).

D) Access, movement and layout

Description of current context

Access into the site

- Main vehicular access is currently from Botley Road, which separates the sites from one another, onto subsidiary (largely residential) side roads.

Layout of the site

- Comprised of three distinct blocks, each fronting a key arterial road.
- The incremental change seen over the years in this area, is sometimes poorly integrated into the older fabric and historic context of the city. The area has a confusing street and block pattern with sometimes legibility. It is not an easy area to get around by walking,

cycling or by car and there is little open space and poor visibility/ connectivity with the watercourses that flow through this part of the city.

Connectivity to wider area

- Site is in a very central location and opposite to city's key transport hub so a variety of sustainable transport options are available, including buses, taxis and rail links.
- No issues with public right of way within or adjacent to site. The Thames Path National Trail follows the tow path through this area and provides good connectivity along the river north to Port Meadow and south towards Iffley.
- All three sites are entirely within West Oxford CPZ.
- Well connected location on edge of city centre and next to train station.

Analysis and urban design implications

- Opportunities for car-free/low car development due to proximity to city centre and train station, although there is also significant potential to improve legibility of the overall area to aid this.
- Potential for pedestrian only routes to reach further into the city centre.

E) Other considerations

Other considerations to include in allocations?

Amenity

- There are currently some noise impacts from the ongoing work to Botley Road and the train station, although this is temporary.
- Potential for some air quality mitigation as sites front Botley Road.

Infrastructure needs

- No significant infrastructure needs to overcome.

F) Landowner aspirations

What use(s) does landowner propose onsite – see Call for Sites, SHLAA, LP2040 reps.

- *if residential, have they specified student, post-grad, key worker etc*
- *If non-resi – have they specified use e.g healthcare, R&D, offices etc*

Landowner indicates interest in mixed use development, including residential use.

G) Any extra work needed to inform allocation?

There are a number of physical and policy constraints with respect to flood risk and heritage which may require specific assessments to determine mitigations for the impact of any development scheme.

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:

- Developable site area excludes Flood Zone 3 (particularly on site 613 adjacent to the Thames/Isis Watercourse), and TPOs on site 614.

