

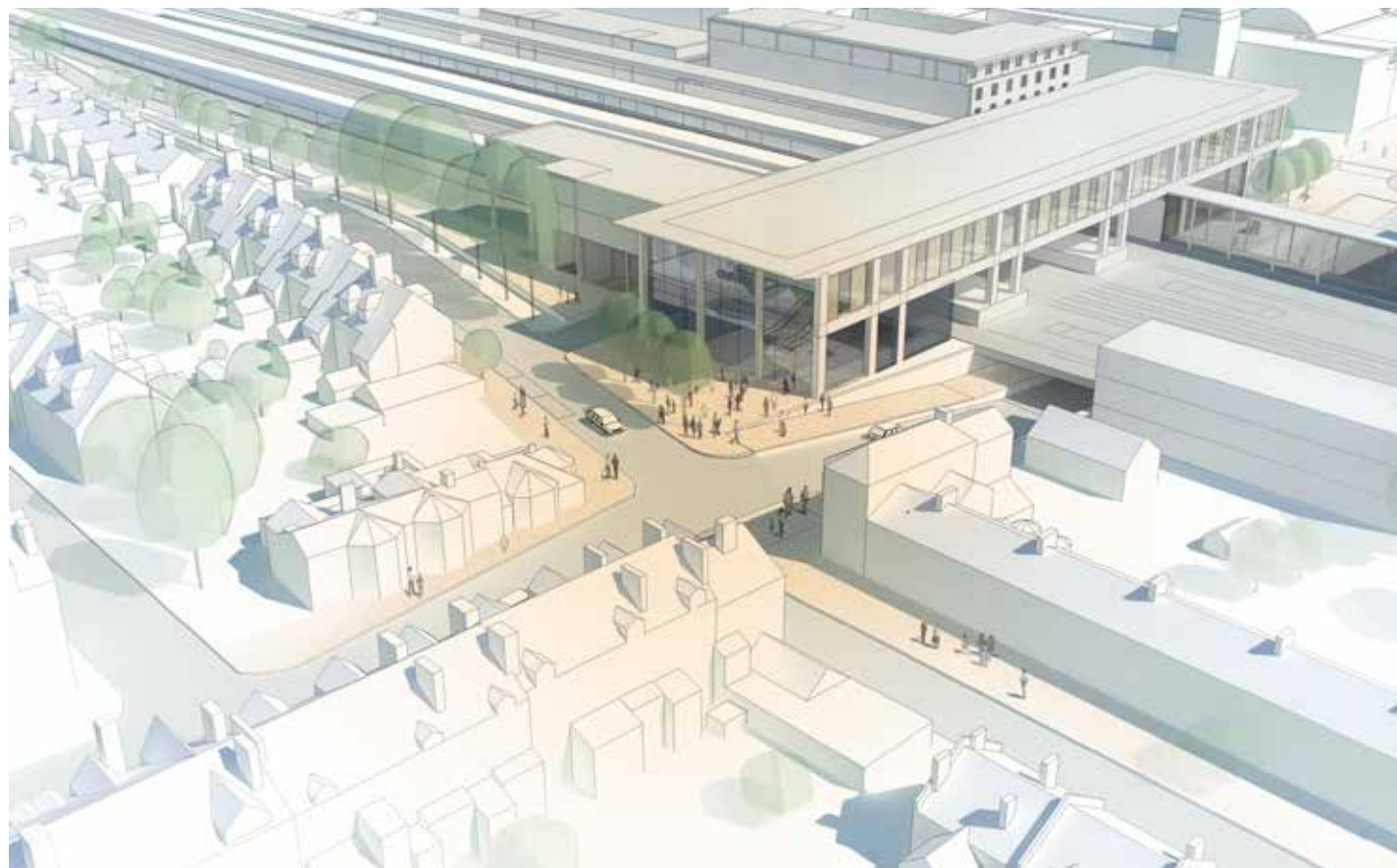
The arrival experience

Approaching the station from the City

The station will have a clear presence both from the east (Frideswide Square) and west side (Botley Road).

The scale and architectural articulation will reflect its identity while the entrances will be visible from the various station approach routes.

At the same time the buildings will help in framing Frideswide Square and will complete the surrounding cityscape.



Illustrative aerial view from the west

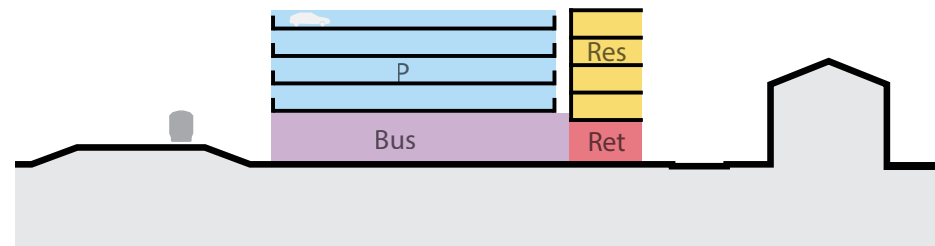




Illustrative aerial view from the south east

Illustrative Masterplan Layout Variants

The SPD allows a number of flexible solutions that follow the design principles, some of which are explored in the following variants:

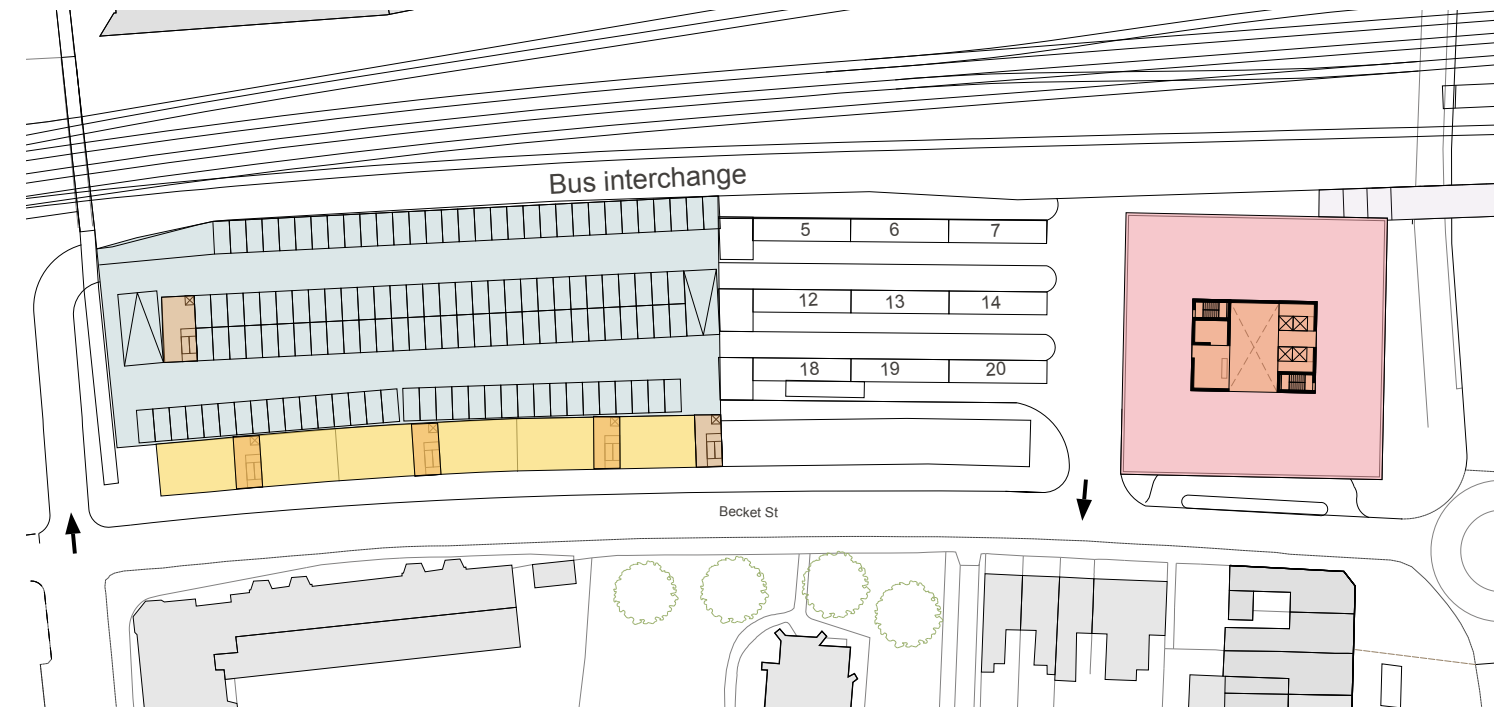


1. Residential development along Becket Street

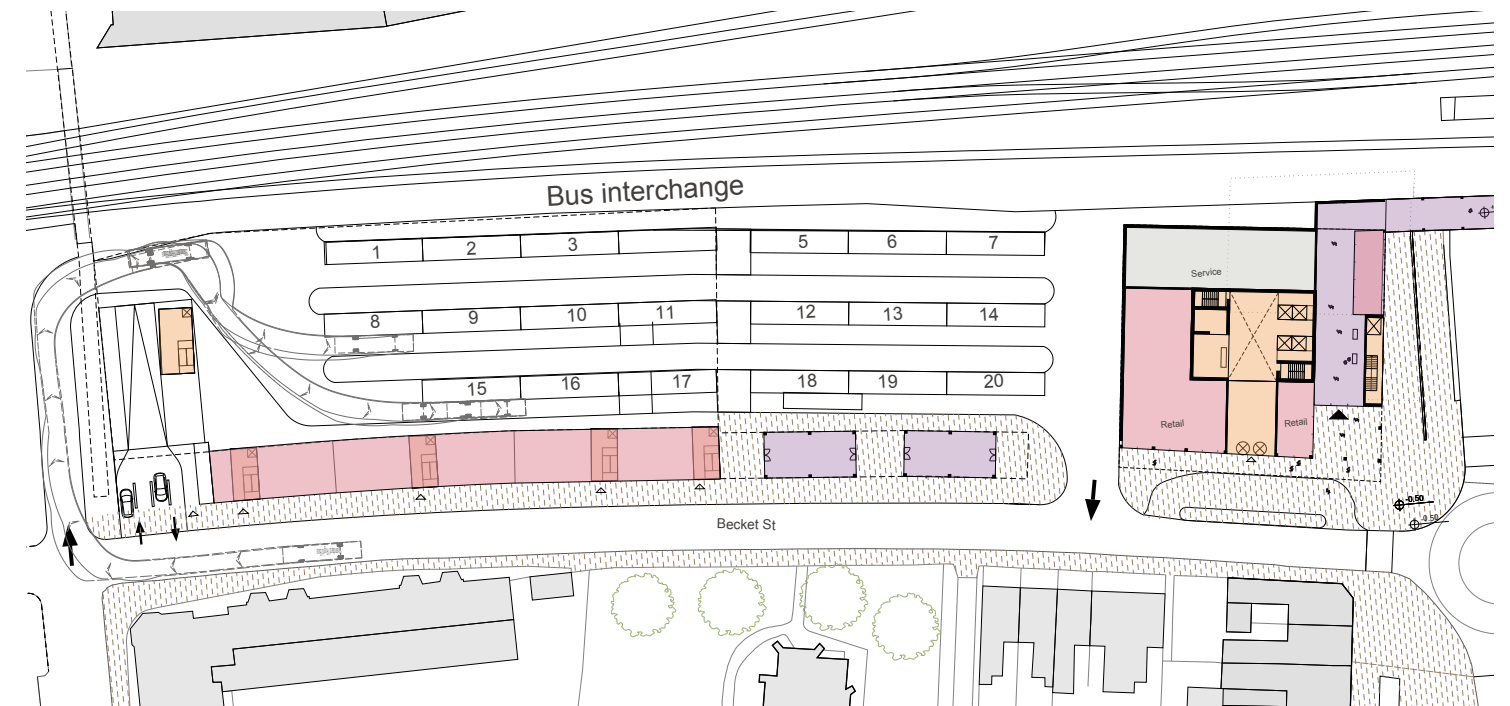
In this option the bus interchange follows a different layout with pedestrian islands (Drive In and Out), while the MSCP sits on top on the south side.

This allows for an additional building with active frontage along Becket Street with retail on the ground floor and residential on the upper floors.

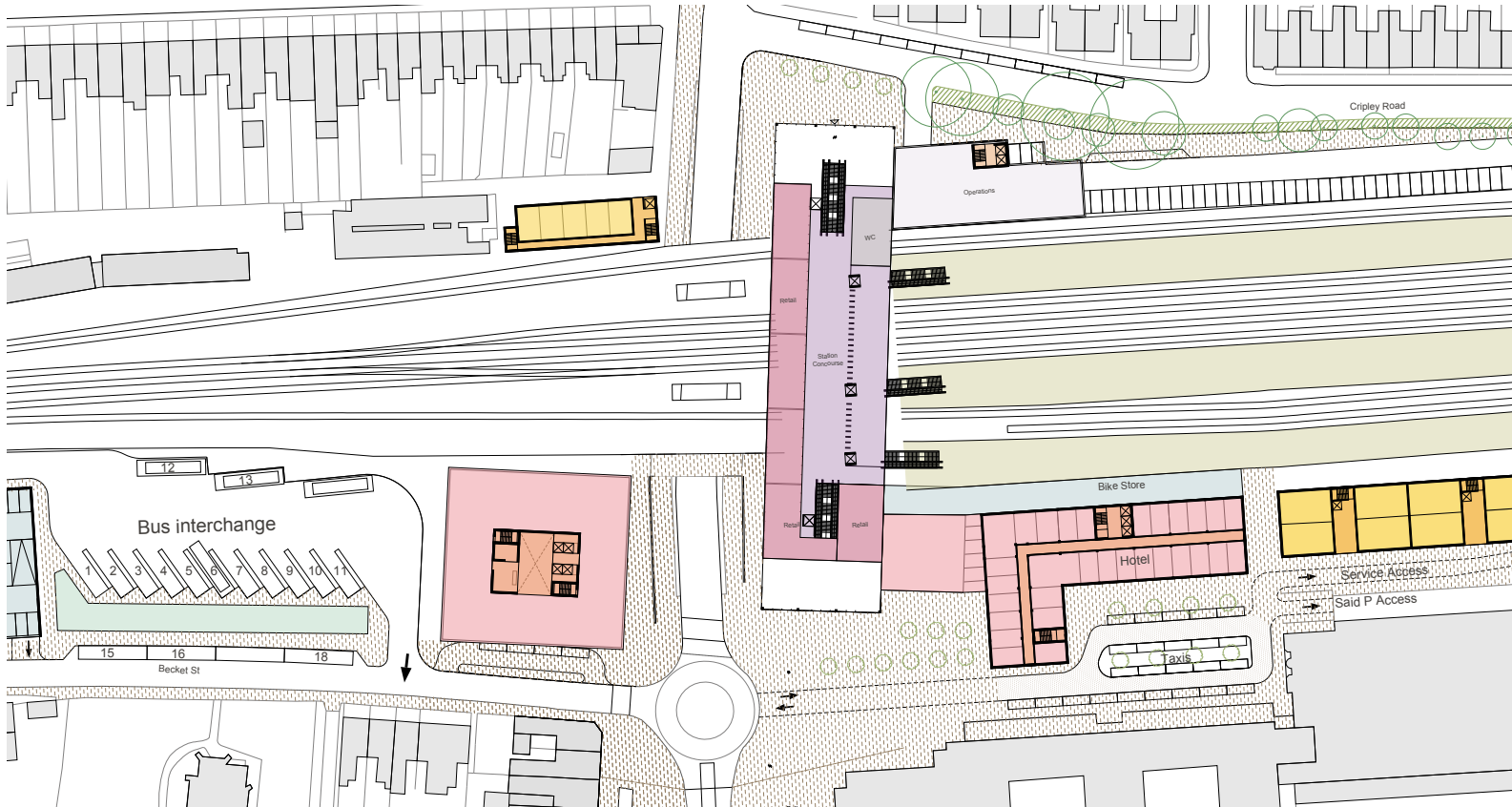
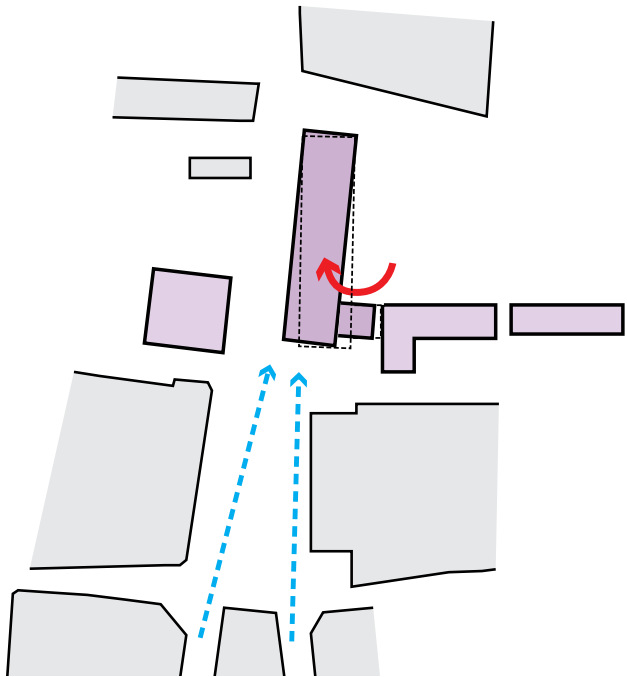
Considerations for this option include construction challenges and cost implications as well as the single aspect residential units.



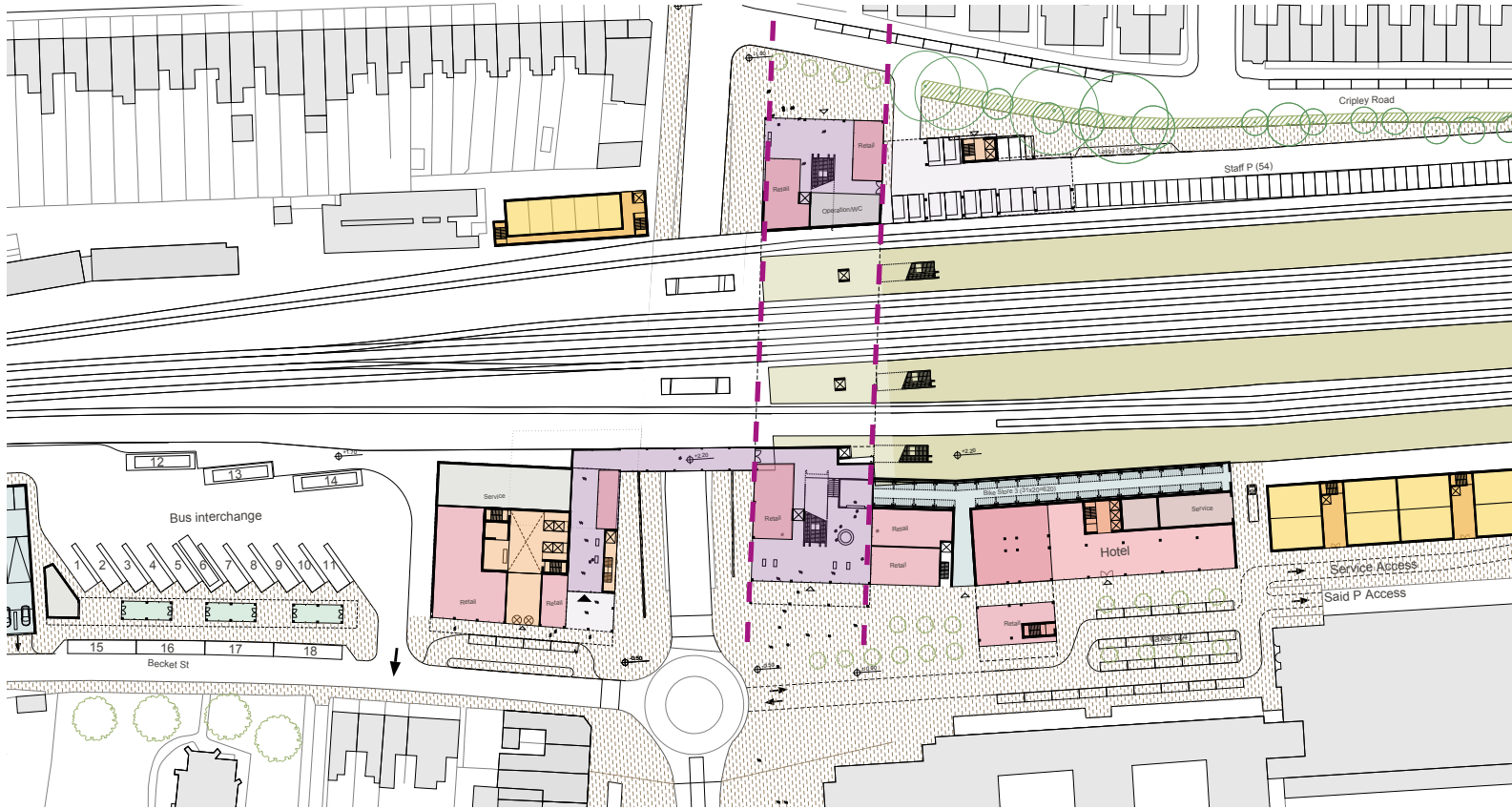
Typical upper floor plan



Ground floor plan



Typical upper floor plan



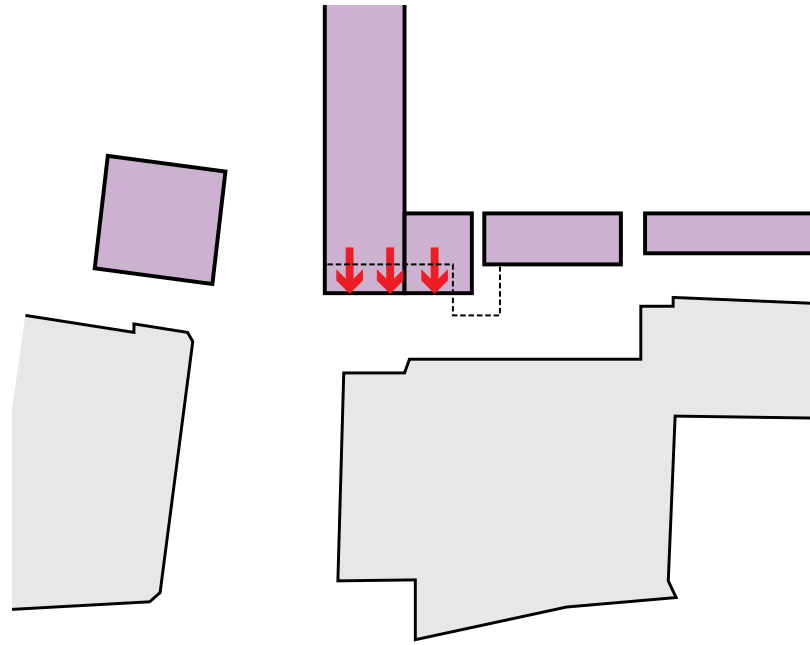
Ground floor plan

2. Station building alignment parallel to Botley Road

In this option the Station building is rotated to face Frideswide Square, aligning with the Botley Road. This makes the station building more visible when arriving from Park End St and Hythe Bridge St. In addition, the building will have wider views to the City centre from the concourse level.

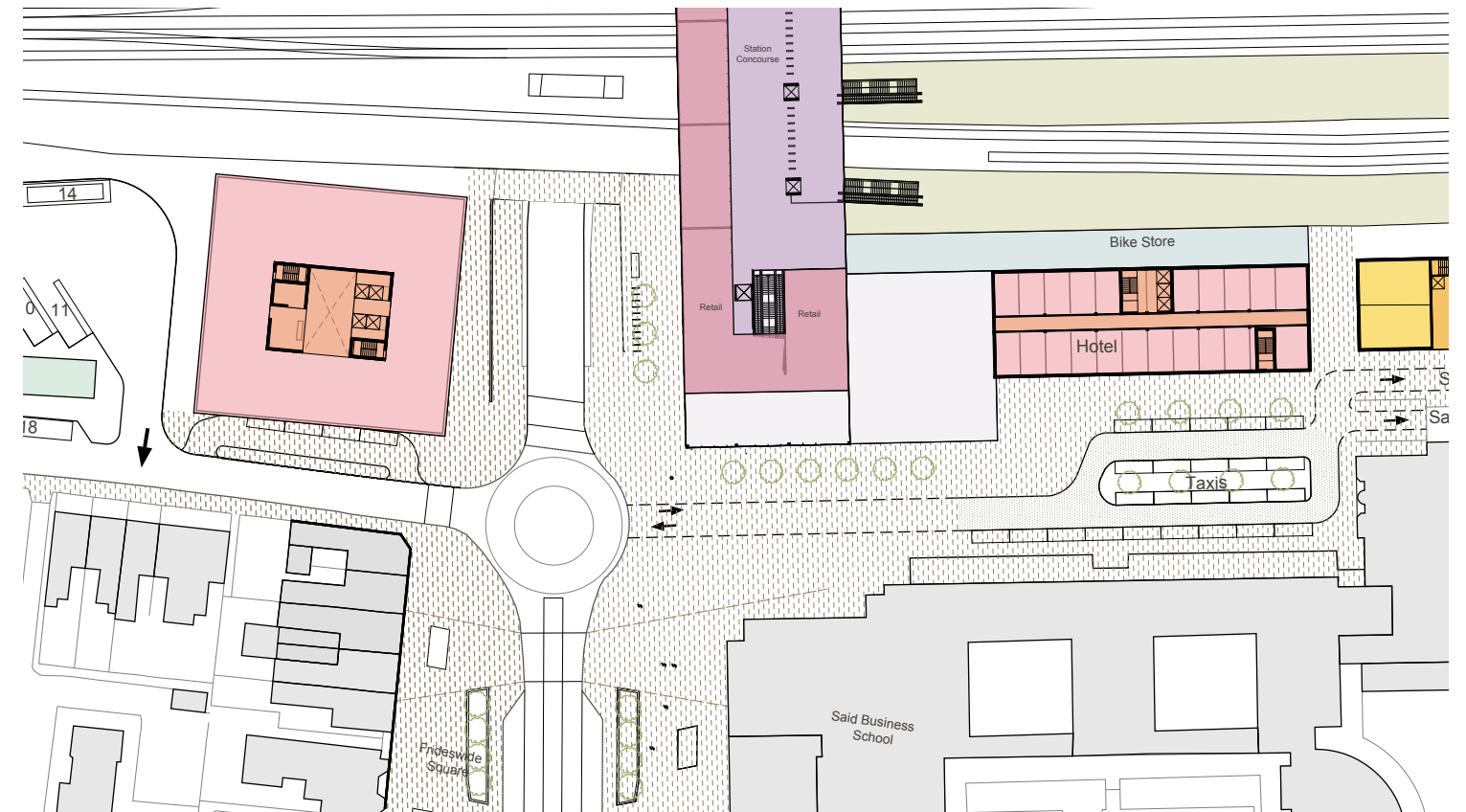
A consideration in this option is the relationship of the station building facing Frideswide Square with the retail, hotel and Station Square East in front.

Illustrative Masterplan Layout Variants

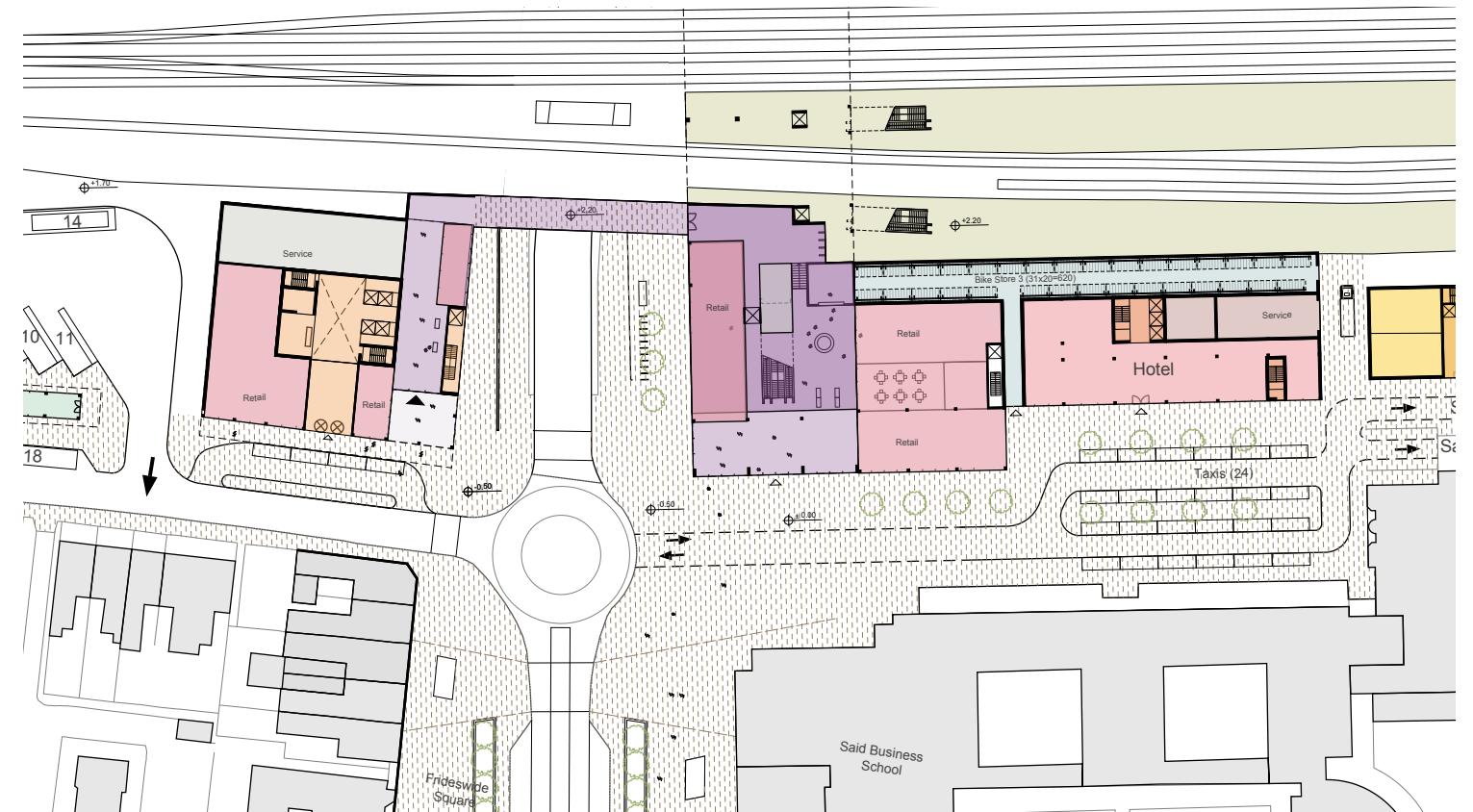


3. Alternative Station Square layout

In this option the open space in front of the station is unified with one space in front of the hotel (taxi drop-off and pick up). The L shaped hotel building turns to a single rectangular volume and the station building is extended within the square so that it has a clear presence in the unified open space.



Typical upper floor plan



Ground Floor plan



Illustrative aerial view from the south east


Maximum Development Option


The maximised redevelopment of the station adhering to design principles set out in the SPD.


Maximum Development Option


The footprint of commercial buildings is increased to allow more development area to the east and west of the tracks. The pedestrian bridge connecting station entrances to the platforms is reduced in width to allow for an optimised structure, with no retail provision on the bridge. Additional residential provision proposed above bus interchange along Becket Street frontage.

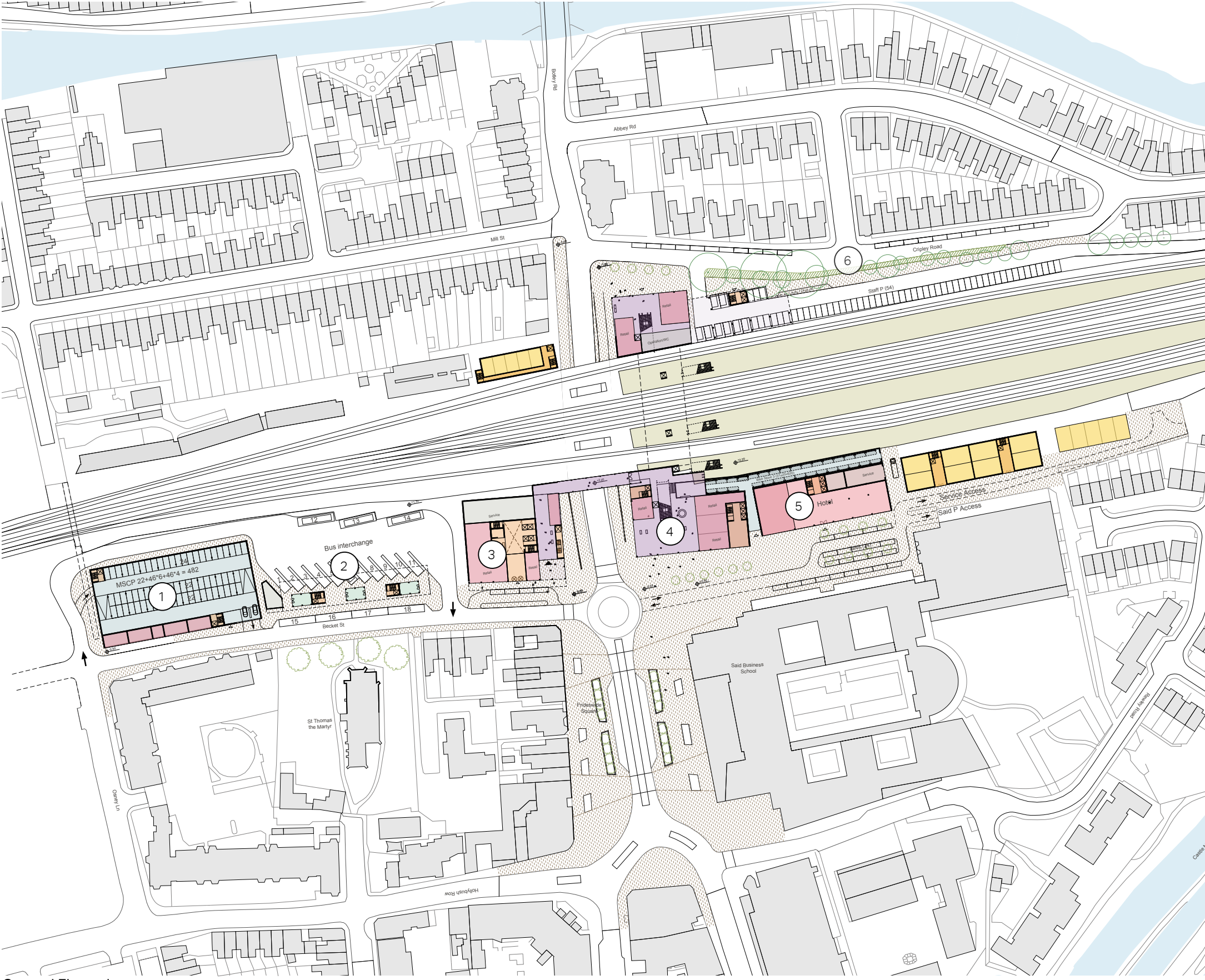
- 1 **Multi storey Car Park** with retail units (cycle repair shops / cafés) along Becket Street
- 2 **Bus Interchange** with waiting area and capacity for 18 buses.
- 3 **Commercial building** with retail units on the ground floor and station entrance through pedestrian bridge; Cycle parking on the lower ground / basement level entered from Station Square, with potential for cycle repair shop at ground level
- 4 **Station building** with ticket hall and retail units on the ground floor
- 5 **Hotel** with active frontage along Station Square
- 6 **Additional access point(s)** between Cripsey Road, car park and Roger Dudman Way if required and subject to detailed highways design

 Station Entrance

 Retail

 Station internal spaces

 Residential



Ground Floor plan



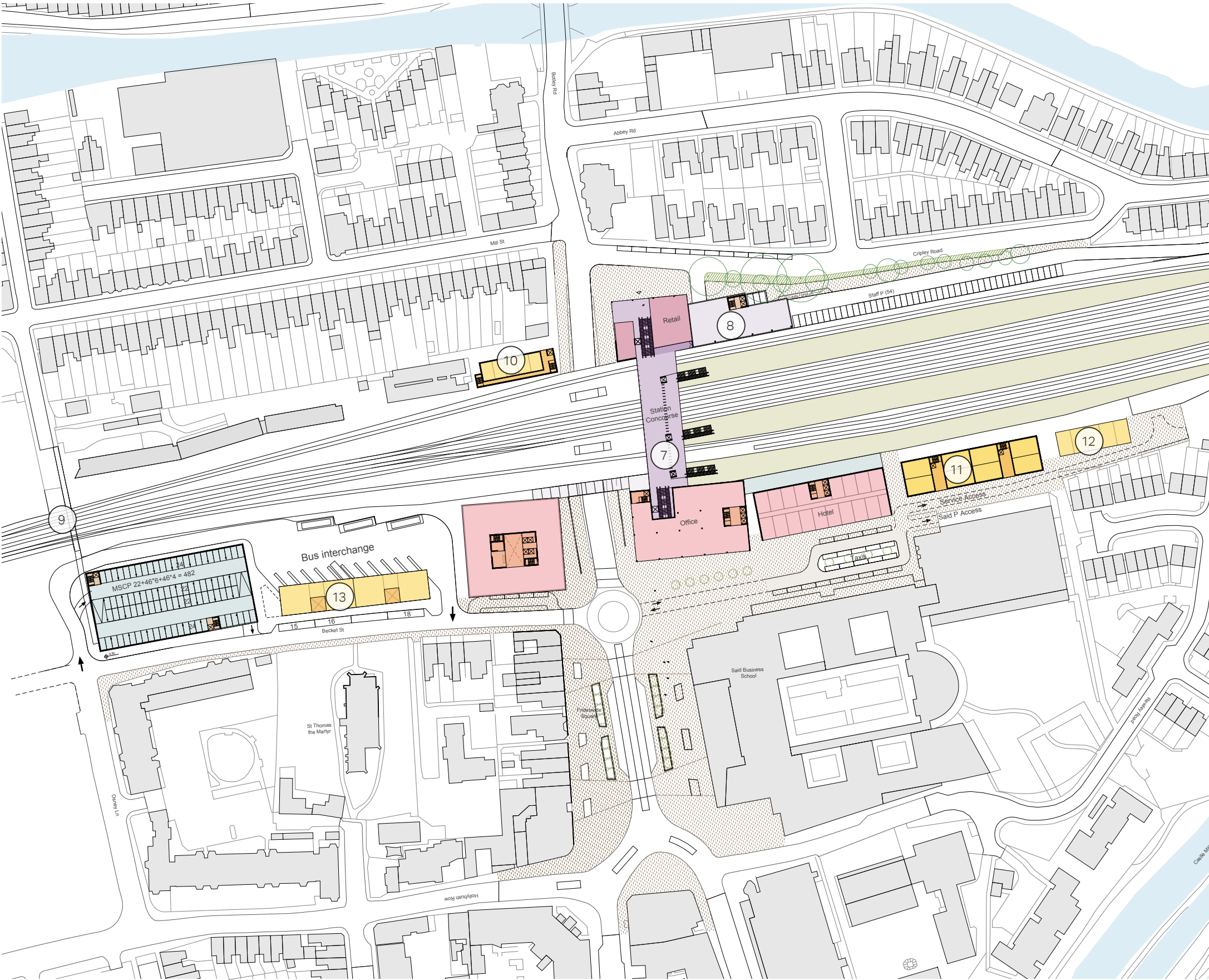
- 7 **Station Concourse** with access to the platforms
- 8 **Operations building** connected with the main station building
- 9 **Osney lane bridge** reconfigured, with access from the MSCP's vertical circulation
- 10 **Residential building** /student housing
- 11 **Residential building** with flats.
- 12 **Single row of houses.**
- 13 **Residential Units** above Bus Interchange

▲ Station Entrance

■ Retail

■ Station internal spaces

■ Residential



First Floor plan



Indicative Area Schedule for
Maximum Development Option

Landuse	Floor Area (m2)	Levels	Total GFA
Station and facilities			
Main Station Building	2,600		2,600
Operations Building	657	2.0	1,314
Retail within Station building	1,685	1.0	1,685
Subtotal			5,599
Commercial			
Corner Building	1,520	3.0	4,560
Hotel	1,090	GF + 3.0	4,080
GF Retail	1,160	1.0	1,160
Commercial on top of Station	1,363	2.0	3,838
Subtotal			13,638
Residential			
NE building 1	830	3.0	2,490
NE building 2	298	2.0	596
Botley Rd building	325	3.0	975
Resi above of Bus Interchange	736	3.0	2,208
Subtotal			6,269
Total			25,506

Parking (Number of Spaces)	
Bus Interchange	18
Multi-Storey Car Park	480
Cycles	2,468
Short stay	43+8D



Illustrative aerial view from the north east

- 1 **Station building**
with retail units on the
ground floor
- 2 **Hotel**
with active frontage on the
ground floor
- 3 **Corner development**
Commercial building with retail units
on the ground floor and entrance
to the station through pedestrian
bridge
- 4 **Bus interchange**
with waiting areas on a
ground floor and residential
development above
- 5 **Multi storey Car Park** with
retail units along Becket St.
- 6 **Operations Building**
adjacent to the staff parking



Becket Street Car Park and pedestrian bridge - Existing



Phasing | 07

Approach to phasing of key components

Phasing of the key components of the development is crucial to deliver a coherent vision and successful development of the station area.

A strategic approach to phasing the key components of the station development is set out here as a recommendation. This phasing approach is indicative only and will need to be developed further with a construction phasing strategy informing the process. The key considerations are:

- Development to allow continued station operations throughout development phases;
- Phasing to create rationalisation and consolidation of the various facilities within the station area i.e. relocation of pick-up / drop-off, taxi rank and long-stay car park to create clear passenger distribution and circulation; and
- Initial phases to address operational components in order to create development opportunity in the subsequent phases which could be brought forward for development as serviced plots for commercial uses in this prime city centre location.

Phasing and Delivery Strategy

The commercial and residential land uses proposed in the masterplan are value generating and have the potential to attract private sector investment. These proposed uses are all considered to be viable through phased development and are expected to make a contribution to delivery of the operational buildings and related works. Progress towards funding has already been made and is anticipated to be obtained from a range of different sources and organisations. Some Local Growth Deal funding is already allocated to the scheme and bids have been submitted for the western platform as part of CP6. Both the station and new bridge are identified as key infrastructure funding priorities currently being pursued as part of Oxfordshire Infrastructure Fund. The City Council will continue to work actively with key partners, Network Rail, DFT, County Council and OxLEP to ensure a funded deliverable scheme is proposed including applying a flexible approach to development provided that the same or similar design principles set out in the SPD are achieved.



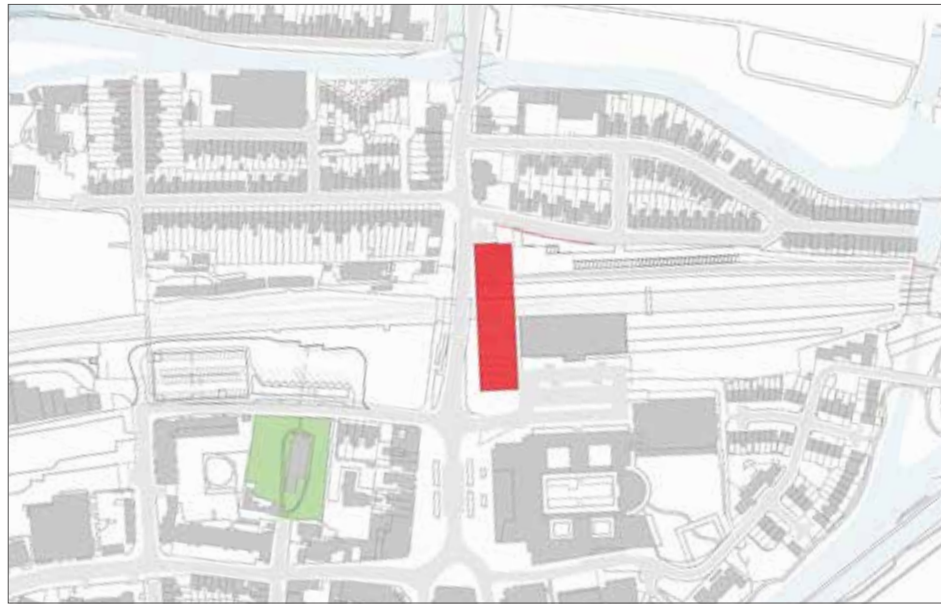
Phase 1

- Construction of MSCP
- Rebuilding of Botley bridge
- Botley Road improvement works
- Modifications to Osney Lane bridge



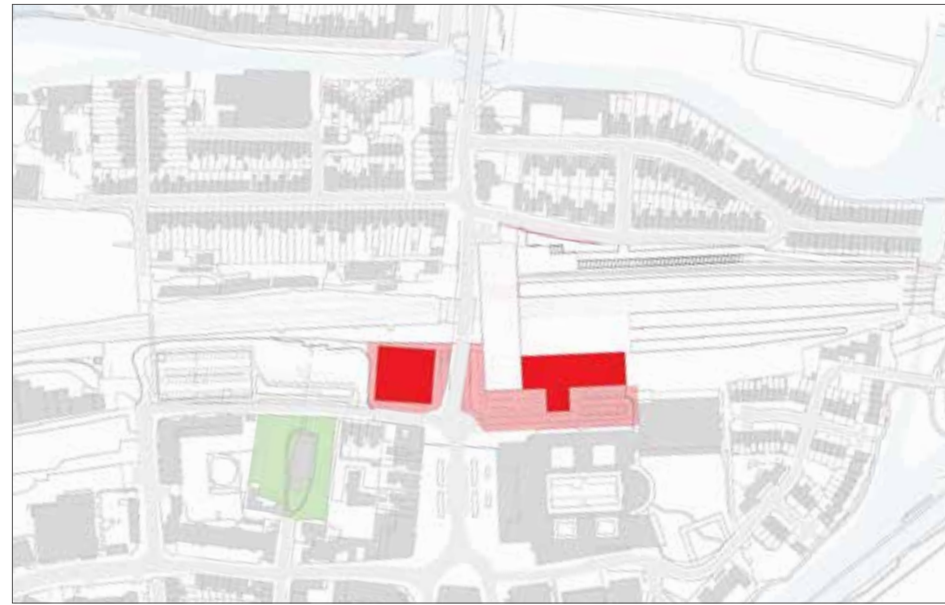
Phase 2

- Construction of Bus Interchange
- Construction of ground staff parking and short stay parking
- Construction of operational building



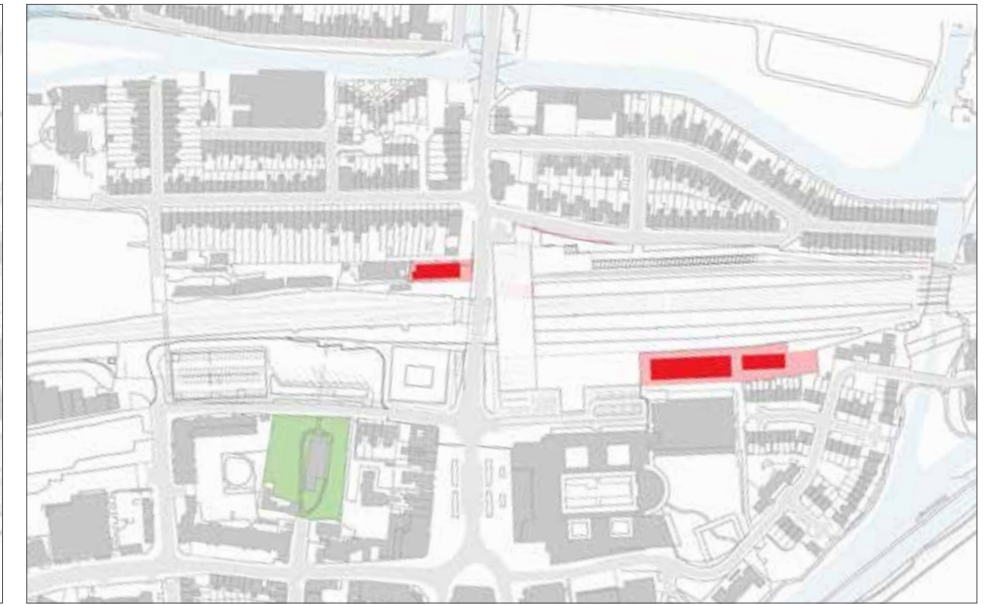
Phase 3

- Construction of cycle parking below station building. Cycle parking provision should be maintained during development construction until replaced by new cycle parking facilities.
- Construction of station building



Phase 4

- Construction of corner commercial building
- Construction of retail and hotel buildings north of the new Station building
- Public realm works in front of the station



Phase 5

- Construction of residential buildings in NE and SW sites.



View from Becket Street looking towards Station Area



Appendices

A

Appendix 1

National Planning Policy

National Planning Policy Framework (NPPF) (2012)

The NPPF sets out the Government's planning policies for England and how these are expected to be applied. The purpose of the document is to achieve sustainable development through the balance of economic, social and environmental objectives.

Significant weight is placed on the need to support economic growth through the planning system to create jobs and prosperity. Local planning authorities should recognise town centres at the heart of their communities. Residential development can for instance play an important role in ensuring the vitality of centres.

The transport system should be balanced in favour of sustainable transport modes. Simultaneously, great emphasis should be placed on sustainable design solutions to create better places for people with access for all.

Local Planning Policy

Oxford Core Strategy (2011)

The Core Strategy sets out the spatial planning framework for the development of Oxford up to 2026, and is the principal document in Oxford's Local Development Framework. The Core Strategy aims to deliver the Council's vision for growth and regeneration in Oxford.

Being a regional hub, it is acknowledged that Oxford requires transport improvements including increased capacity and function of the railway station to assist in the City's economic growth. Improvements should include a new bay platform, better facilities and improved interchange with other sustainable modes of transport.

Design solutions in Oxford should seek to preserve the City's historic legacy, important views and distinctive townscape characteristics. All new development should deliver high quality urban design, architecture and public realm.

The Council will promote housing development in sustainable locations. As such, and due to the constrained nature of sites within it, the City centre should generally allow for higher densities.

West End Area Action Plan (2008)

The West End is an area of the city centre from Carfax to the railway station and down to the Oxpens Road area. The AAP aims to create a vibrant quarter of the city centre with a mix of uses and facilities, which includes significant housing provision (approximately 700-800 dwellings).

The West End is recognised as a suitable location for housing where there is a desire to create mixed and balanced communities. Hotel accommodation should also be increased as there is a shortage of mid-range accommodation in the City centre. Sites of 0.2ha or greater should nonetheless incorporate more than one use to help achieve the diversity which forms part of the vision of the West End.

The AAP recognises that Oxford Railway Station performs a vital role and that development of the railway station should seek to create a strong sense of arrival into the City. It is further suggested that car parking is maintained on Becket Street Car Park and achieved by decking part of the site, without harming the setting of St Thomas' Church.

Furthermore, creating an attractive environment for pedestrians and cyclists will encourage bus provision to and from the station.

Saved Local Plan 2001 - 2016

The majority of policies within the Oxford Local Plan 2001-2016 have been superseded by Core Strategy policies. However, some have been saved pending the adoption of future Development Plan Documents. The Plan includes detailed policies and Policies Map.

The Oxford Railway Station is located within the City Centre Commercial Area and is surrounded by an indicative pedestrian & cycle path and adjacent to two scheduled monuments. Both the main railway station building and associated car parking area are surrounded by a flood zone.

Sites & Housing Development Plan (2013)

The Sites and Housing Development Plan Document (DPD) allocates sites for development for housing, employment and other uses and sets out detailed planning policies for residential development to improve the balance of residential accommodation types across the city.

Infrastructure requirements include the creation of a new bay platform for services terminating from the south and link building to existing station.

Emerging Planning documents

Local Plan 2016 - 2036

The Council is currently preparing a new Local Plan scheduled for adoption in 2019. The new Local Plan will replace the Saved Oxford Local Plan Policies 2001-2016, Oxford Core Strategy, and the Sites and Housing Plan.

Economic Strategy

County Transport Policy

Connecting Oxfordshire - Local Transport Plan 2015 - 2031

This Local Transport Plan sets out Oxford County Council's vision for developing the transport system in Oxfordshire up to 2031. The document is developed around 3 over-arching goals which seek to promote economic growth, mitigate the impacts of climate change and improve the environment and quality of life.

The Oxford Transport Strategy includes three components: mass-transit, walking and cycling, and managing traffic and travel demand.

Rail network and connections will be enhanced where it supports the county's objectives for economic growth. Oxford's unique character attracts much more travel than most towns or city of

comparable size, with tourism, business and academia at the heart of its economy.

More specifically, Oxford Railway Station has been identified as being a major constraint on the Oxford-Didcot corridor, which without an expansion will hinder economic growth in Oxfordshire. A major upgrade to this station is therefore necessary and should including new platforms and through lines, new station building, transport interchange and widening of Botley Road bridge.

More widely, there should be a clear wayfinding strategy in town centres to and from the railway station.

heritage protection reform programme, and English Heritage Conservation Principles.

The aim of the Oxford View Cones Study is to describe and evaluate heritage significance of the 10 Oxford View Cones, as protected by the Oxford Local Plan (2001-2016) and the Oxford Core Strategy, in order to understand how they can be most effectively managed in the future. In that respects, the Site is affected by Carfax height restriction zone which limits building heights over a 1,200m radius around Carfax Tower and partially to the South by the Raleigh Park viewing corridor.

Design and Heritage

The Government aims to preserve the historic environment and its heritage assets for the quality of life they bring to this and future generations. The NPPF requires local authorities to identify opportunities for change in the setting of heritage assets that would enhance or better reveal their significance. At the local level, a number of documents set out the importance of Oxford's heritage legacy and development restrictions to preserve these. The heritage of Oxford is recognised as important to the City's identity. As such, all new developments must respond to Oxford's heritage through sensitive and high quality design.

The Oxford Heritage Plan which includes the View Cones Study and Oxford Heritage Statement but also the Conservation Area Appraisal, Oxford Archaeological Plan; and Oxford Character Appraisal Toolkit form part of the main relevant local documents to be considered. In addition to these, Oxford City Council is currently working on an emerging High Quality Design in Oxford SPD which will support design and heritage policies outlined in the development plan.


The Heritage Plan, produced by Oxford City Council, Oxford Preservation Trust and Historic England, aims to bring the management of Oxford's historic environment into line with the requirements of national policy and standards; providing a model of best practice that will demonstrate how a local authority can apply the principles contained in the Government's

Appendix 2 - Network Rail Station Design Principles (Document attached)

Reference page

NetworkRail

Station Design Principles for Network Rail



Document no. BLDG-SP80-002

Station Design Principles for Network Rail

Document no. BLDG-SP80-002

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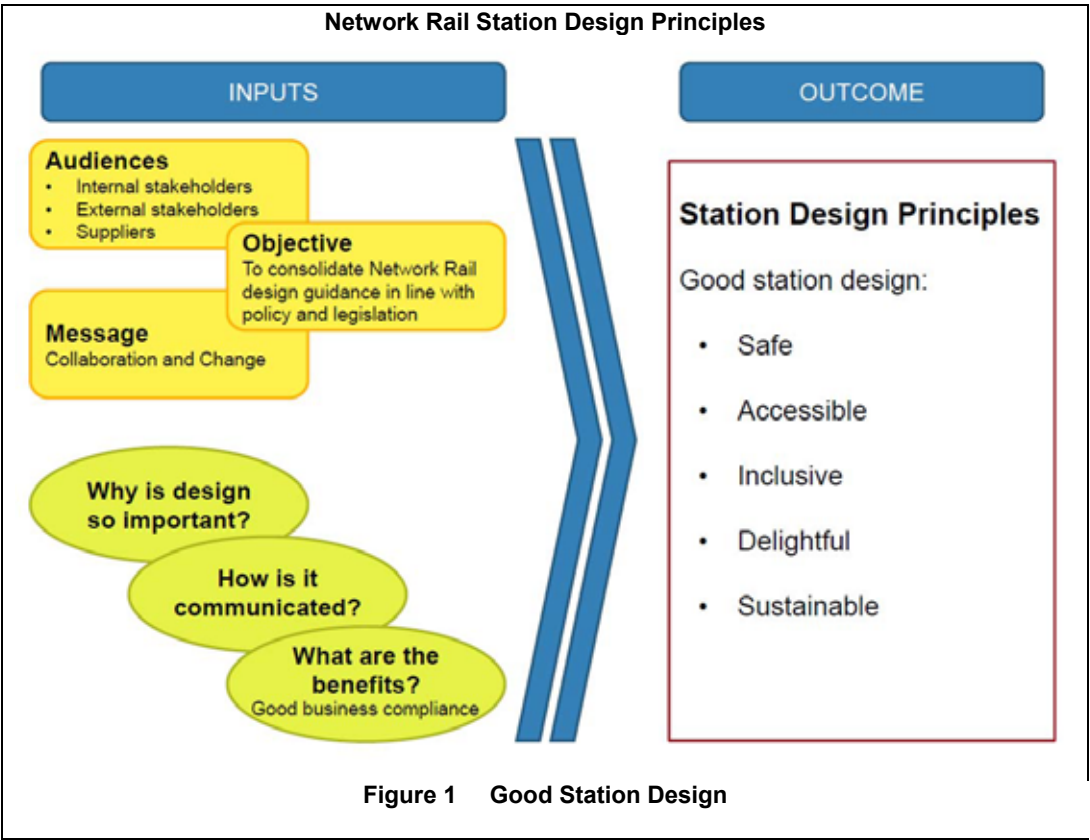
Reference page

1 Executive summary

This guidance document is the vehicle for Network Rail in defining a station design policy for new and existing station buildings. It reaffirms a commitment to an architecture that will reflect the synthesis of ‘Firmness, Commodity and Delight’¹. The document sets the 12 principles for delivering station designs by which Network Rail will assess the submissions of its suppliers, in section six of this document.

The imperative to review, update and consolidate Network Rail’s existing design guidance is necessary to keep pace with both legislation and policy but also to go beyond the pragmatic and consider the tangible benefits that design quality brings. The objective is to provide a centralised source of design information on stations that is easily accessible both internally and externally to Network Rail.

In a time when passenger expectations are rapidly increasing, the provision of safe, accessible and inclusive station environments are to be provided as a minimum. Allied to this are a sustainable whole life-whole system approach to asset design, construction, operation, maintenance and decommissioning, all of which are required for effective asset management.



¹ Vitruvius 27BC as translated by Henry Wotton

There is also the necessity to look ahead and consider how technology is changing the means of design production. There are fundamental shifts in the move from bespoke solutions to standard products for station building. Standardisation shall be refined by a transparent definition of criteria so that the delivery of stations will be simpler, efficient and more adaptable to change.

2 Purpose

Network Rail currently owns and manages 19 of the busiest stations in the UK and this number is increasing. As infrastructure owner of approximately 2,500 franchised stations, Network Rail is also delivering major station enhancements throughout the country as part of the CP5 programme, including but not limited to:

- Access for All
- National Station Improvement Programme
- Thameslink
- Crossrail

This document aims to set the objectives for station guidance, research, development and innovation within Network Rail.

This guidance also seeks to provide a route map for establishing a more standardised approach to the design, procurement and delivery of stations in the UK.

3 Scope

This guidance is of relevance to individuals who are involved in new construction, refurbishment, renewal, repair & maintenance, operation, decommissioning or demolition of a structure in or associated with a Network Rail station to include: buildings, platforms, canopies, footbridges, subways, shelters, forecourts, retail and car parks.

We aim to provide an overall structure and programme for the review and update of design guidelines for stations and facilities for the travelling public. The objective being to establish coherent guidance for anybody concerned with design of railway stations and associated commercial property:

- Sponsors
- Project managers
- Maintainers
- Station facility operators (SFO)
- Designers - architects and engineers
- Contractors and suppliers

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