

06

DESIGN





## 6.0 Design

### 6.1 Mix and Location of Uses

#### 6.1.1 Local Centre and Primary School

The local centre is co-located with the primary school. The location of these uses was subject to significant discussions with local stakeholders, officers and the Design Review Panel. In summary, the following conclusions were drawn:

- *The local centre provides community uses together with shops and other facilities. Its purpose is to serve the new communities on either side of Oxford Road. A location central to the development areas enables easy access on foot by local residents and is therefore of primary importance*
- *A central location for the school and local centre make it more accessible, at the heart of the new community: particularly in providing off-road pedestrian and cycle links, and minimising the distance to these facilities from residents*
- *There are benefits to co-locating the school and local centre:-*
  - *This minimises need for local trips, where residents can drop off children in the morning (or pick them up in the afternoon) and combine these trips with shopping or other use of community facilities;*
  - *Providing café and community uses near to the school (as part of the local centre) helps create social bonds between parents dropping children at school, enhancing 'social capital' i.e. improving mental health and a feeling of community*
  - *By locating shopping near to the school, residents are encouraged to use local shops when undertaking school trips, which will aid their viability*
  - *There will be limited car parking at the local centre to provide for those residents who cannot walk or cycle to shops. Local centre parking can be shared with parking for the school, minimising the amount of space taken up with parking spaces (and therefore improving the public realm)*
- *The location of the local centre allows easy access to those using Oxford Road. Oxford Road also provides a cycle super-highway between the Oxford urban area and the Oxford Parkway Park and Ride and beyond to Kidlington etc. The local centre could therefore provide an additional service to those cycling past the site, and benefit from additional non-vehicular patronage*

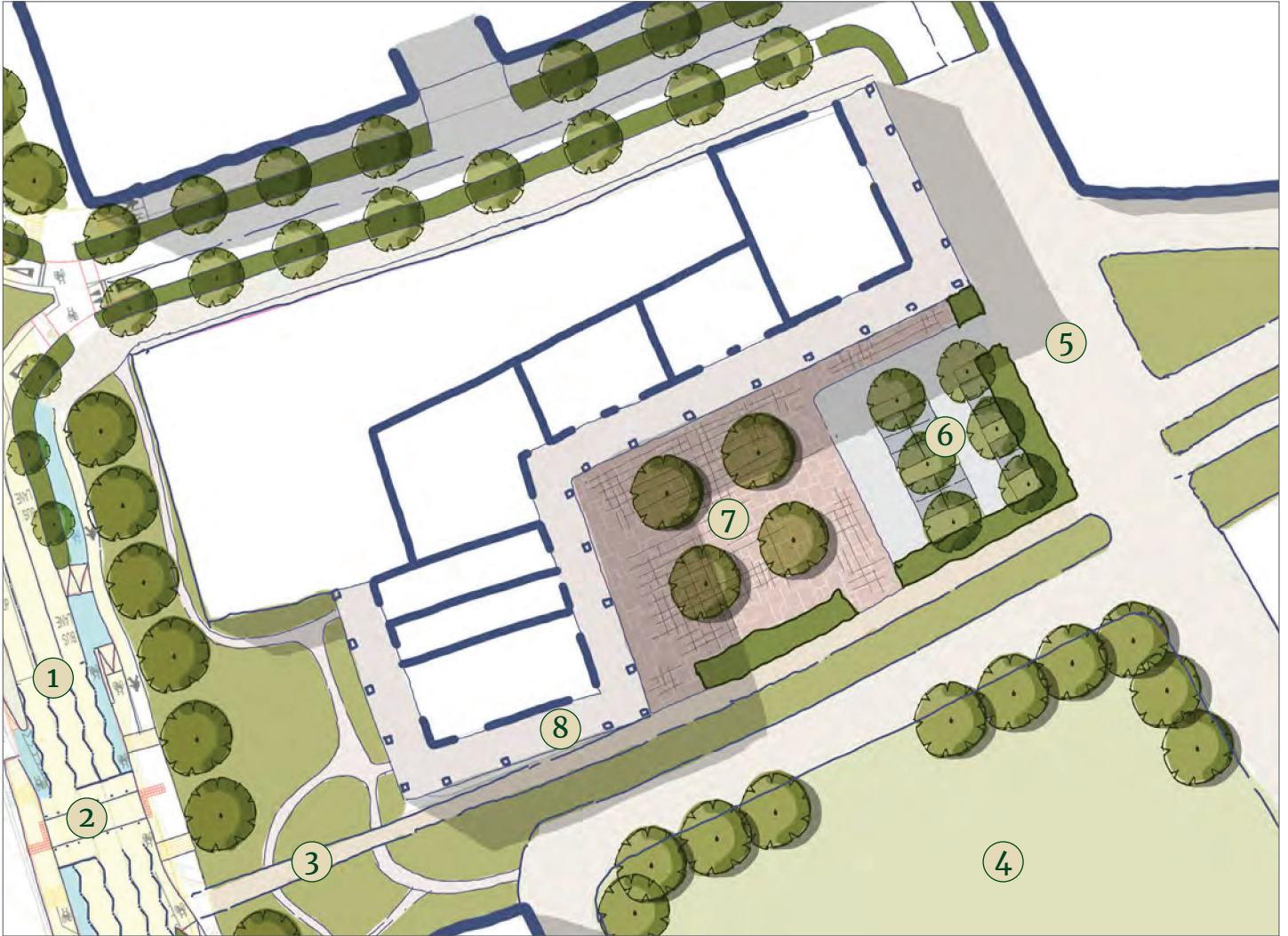


- *A bus stop almost adjacent to the local centre ensures that trips to the school, local centre and on into the city or northwards to Kidlington can be made seamlessly without the need for a car.*

The location of the 'barrows park' (which is south of the local centre) to the south of the local centre and west of the primary school will deliver a key green space that works in conjunction with the local centre, parking and school access. Parts of the existing hedge between the local centre and barrows park will be removed to allow overlooking between the two spaces. In this way, these key public areas can all work together. Cafe and/or restaurants and public outdoor spaces adjacent to the local centre and car parking can easily access to and from the barrows park, providing a nearby play area and informal open green space.



Indicative sketch view of the proposed local centre



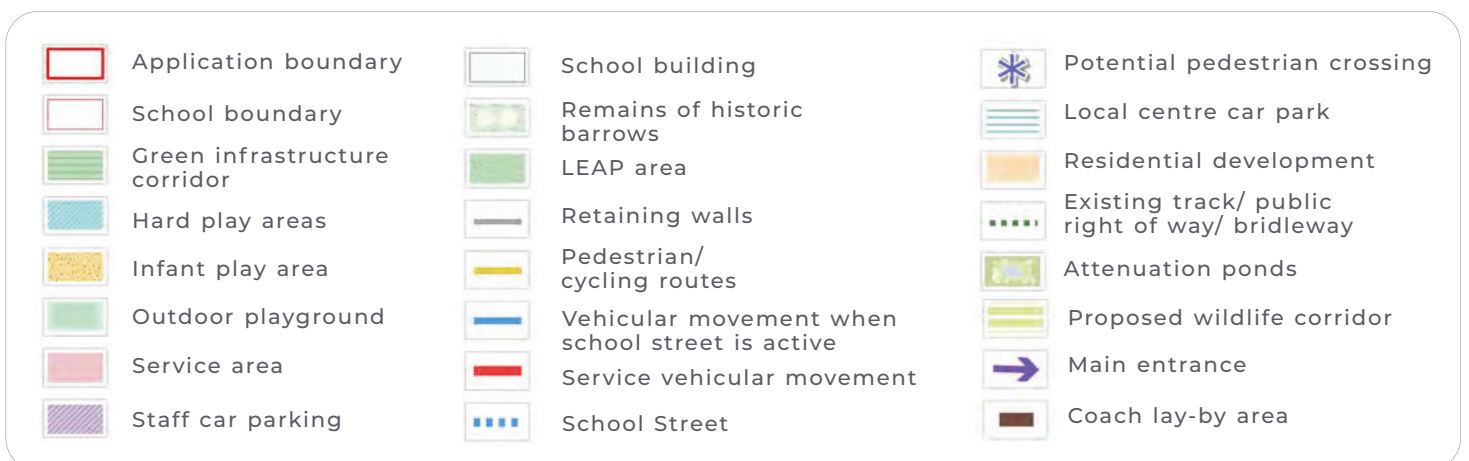
**Figure 29** Illustrative sketch plan for local centre

- |                                    |                         |   |
|------------------------------------|-------------------------|---|
| 1 Proposed redesign of Oxford Road | 4 Barrows park          | 7 Local centre and public square/ Community Hub, including Mobility Hub |
| 2 Proposed pedestrian crossing     | 5 Shared street         | 8 Arcade  |
| 3 Water Eaton Bridleway            | 6 Local centre car park |   |





**Figure 30** Illustrative Primary school arrangement

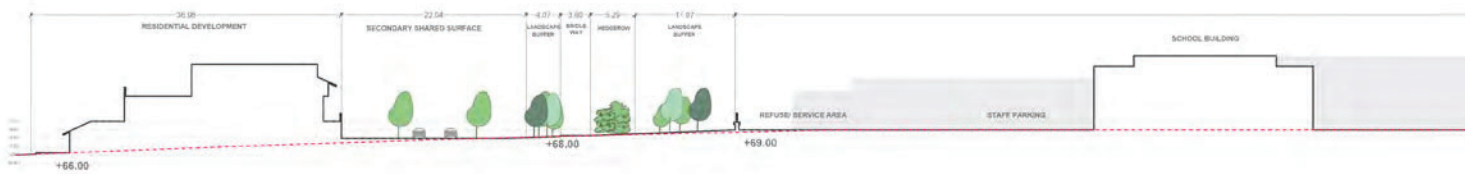




**Figure 31** Site Section 01- West to East, cutting through the Primary School Building



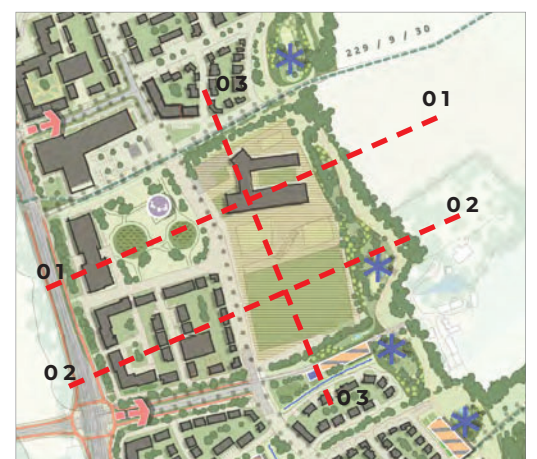
**Figure 32** Site Section 02- West to East, cutting through the school's playing fields



**Figure 33** Site Section 03- North to South, cutting through the school building and showing the level difference between



between the building plateau and playing field



KEY PLAN



### 6.1.2 Pipal barns

Pipal Barns are a group of non-designated c.19th century and later farm buildings, located on Oxford Road, immediately north of Pipal Cottage. They have been used for storage in recent years and are redundant for modern farming activities.

The current layout of these barns and the courtyard fronting onto Oxford Road creates a challenge to the provision of a new coherent and integrated frontage on the Oxford Road. We have therefore investigated various options for this group of buildings. The work has included:

- *A protective species survey of the barns.*
- *A structural condition survey of the barns.*
- *Feasibility of how the barns could be converted and how the courtyard could be used given the lack of openings and limited heights and depth.*

Based on the work undertaken, and our consideration of feedback to the masterplanning process, we believe that the best option for this area is to demolish the barns (Pipal Cottage will remain) and their replacement with a more coherent design along the Oxford Road, possibly houses or apartments.

This has the advantages of:

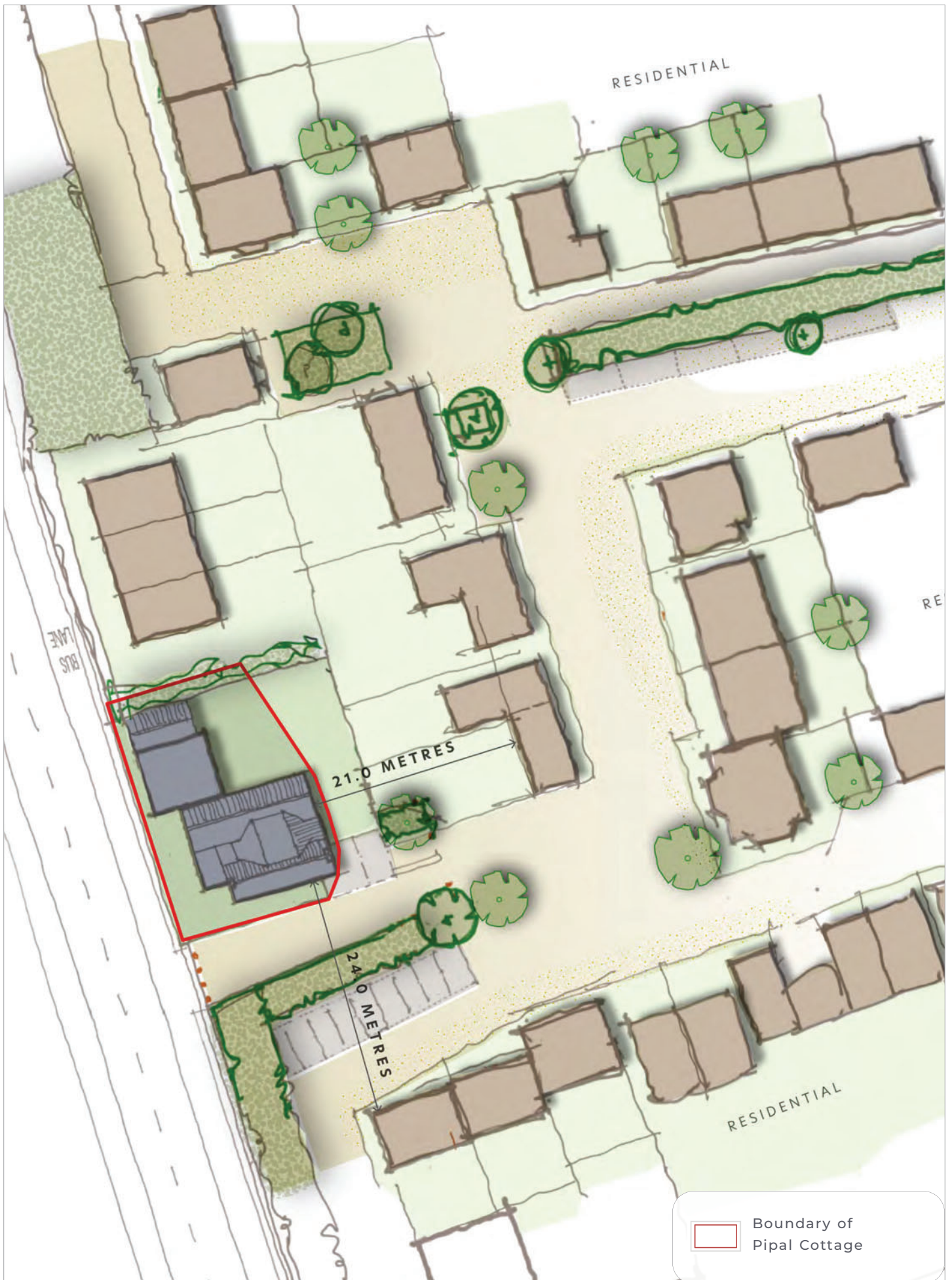
- *Increasing the off-set to the existing Pipal Cottage and therefore protecting the amenity of the occupiers.*
- *Making more efficient use of the land.*
- *The replacement buildings will meet current building and sustainability standards.*
- *Providing a better design and consistent character along Oxford Road.*

As such we are applying to demolish the barns in the outline planning application. At the detailed design stage (via reserved matters applications) there will be the opportunity to revisit whether the barns are retained, or a new layout is proposed.

As part of the options work, we have produced a sketch of how this area could be developed (see Figure 34).



Pipal Barns as seen today on site



**Figure 34** Illustration of potential development replacing Pipal Barns



## 6.2 Connectivity and Sustainable Movement

The movement strategy prioritises walking and cycling first, then public transport, with journeys by car being the least preferable mode of travel. We are proposing low levels of car parking on the site as it is so well-connected to Oxford and the wider area. A full Transport assessment and Draft Travel Plan is submitted with the application.

### 6.2.1 Walking

Water Eaton is proposed as a well-connected, walkable 20-minute neighbourhood with a number of key destinations/ facilities such as local centre and primary school are located within walking distance (800m) and wider facilities and services in Oxford and Kidlington easily accessible through the proposed new bus stop which is located along the public right of way/ bridleway that will link PR6a and PR6b , and further afield to Oxford North (to the west) by a proposed Toucan crossing.

A further east-west public footpath links the site with the footpaths in the adjacent consented Croudace scheme in Oxford city.

New footpaths are provided along Oxford Road, replacing the existing shared footpath cycleway with safer, higher quality routes.

Further north-south and east-west footpaths are provided in the streets within the scheme, many of which will be designed as shared streets for pedestrians and cyclists (rather than cars) in order to allow street play and social interaction.

To the east of the site, a route is provided for leisure use that will meander through wildlife zones, ponds and copses, linking to play areas, pocket parks and exercise areas. A more formal, wheelchair accessible route will link through the length of the site, with informal mown footpaths being established in the parkland adjacent to Cutteslowe Park.

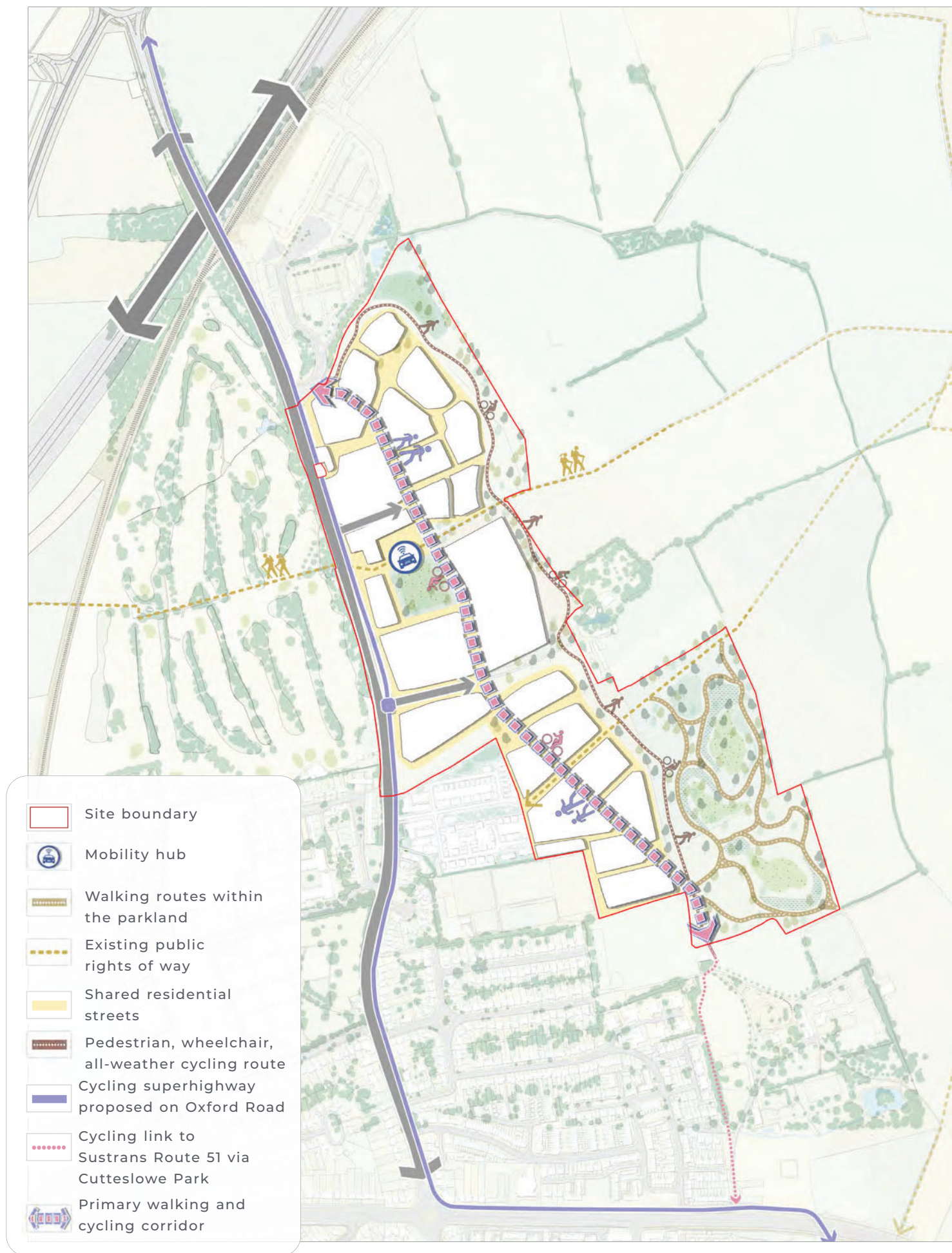
In order to discourage people from driving their children to school during drop-off and pick-up, a school street is proposed to ensure safety for children who will be walking and cycling to school everyday (See "6.2.5 Cars and other vehicles" on page 103 for other vehicular movements). This will also mean that children can play in the barrows park prior to school, with minimal traffic (if any) to navigate in crossing the school street to the school entrance.

### 6.2.2 Cycling

On Oxford Road, a new 2.5m wide cycle superhighway is proposed and the southern access is designed as a '[Cyclops](#)' signal-controlled crossing that prioritises cycle and pedestrian movements at the main junction providing safe cycling and walking conditions on Oxford Road.

The transport assessment accompanying this application provides full details of this junction, and the improvements along Oxford Road, together with other parts of the cycling strategy, referred to briefly below.

The Oxford Road cycleway provides part of the cycle superhighway, providing fast and safe cycle links to Oxford City and to the Park and Ride / railway station.



**Figure 35** Proposed movement network

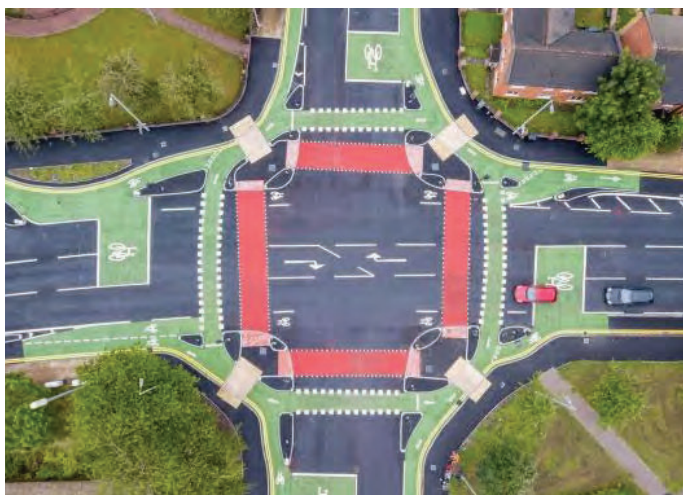


### 6.2.2 Cycling (cont.)

In addition to the dedicated cycleway on Oxford Road, a 'fast' / commuter cycle route is proposed through the centre of the site along the main spine road. Typical cross sections of this street are shown in section "6.2.6 Street Hierarchy" on page 105. This route will link the Park and Ride with Cutteslowe Park and beyond to Oxford city centre.

This route would provide an almost exclusively off-road cycle connection, through quieter residential and parkland areas, to the city, and also to Cherwell School allowing secondary school pupils from the development to cycle easily to school.

The transport proposals include a number of improvements for cyclists that are 'off-site' in addition to the Cutteslowe Park link, that will be provided by others and for which Bellway will provide financial contributions in conjunction with the application such as improvements to Kidlington roundabout.

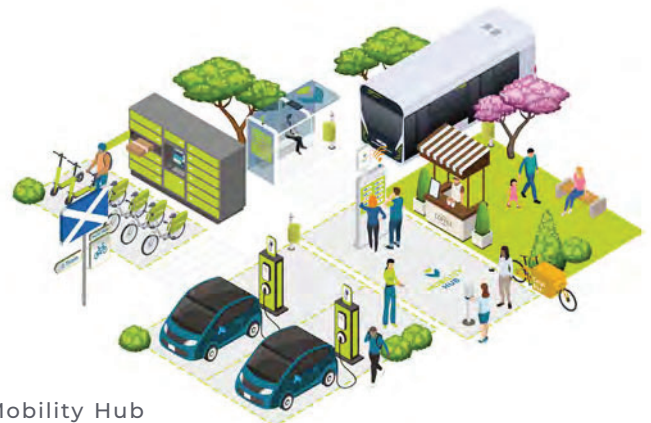


Cyclops Junction

### 6.2.3 Mobility Hub

A potential location for a Mobility Hub has been identified in the Illustrative Masterplan. These are interchanges that combine multiple modes of transport such as shared electric carpools, e-scooters, bikes etc. for hire. Proposed location is near to the local centre and the proposed new bus stop on Oxford Road.

These areas could potentially also include locations for storage of household deliveries (packages and parcels).



Mobility Hub



Cycle Parking

#### **6.2.4 Public Transport**

Oxford Road forms a high frequency bus corridor with bus services throughout the day linking the site with a number of key destinations including Oxford city centre, Summertown, Kidlington and Headington. In addition to this, Oxfordshire County Council has also proposed additional bus improvement schemes which included a new service that connects Oxford Parkway to John Radcliffe Hospital, with a frequency of four buses per hour, which would enhance transport connectivity to the city.

The Site is located adjacent to the Oxford Parkway railway station (and Park and Ride), which provides rail services into Oxford city as well as further afield to Bicester Village and London Marylebone. Pedestrian and cycle access provision has been optimised from the Site (and from PR6b) enabling residents to access the rail station easily on foot or by bicycle.

The site will also bring additional measures that will be aimed at reducing the need to travel and encouraging trips via sustainable means of transportation.

These include –

- *A Travel Plan including measures for maximising sustainable transport connectivity, minimising the impact of motor vehicles on new residents and existing communities, and actions for updating the Travel Plan during construction of the development.*
- *Delivery of car club vehicle spaces and reducing car parking to discourage car usage*
- *Proposing a new bus stop along the public right of way/ bridleway linking PR6a and PR6b through a Toucan crossing*
- *Oxford Parkway Railway Station already provides a good transport connectivity to Oxford - Bicester - London Marylebone. The East - West Railway Network will further provide connectivity to Cambridge.*



### 6.2.5 Cars and other vehicles

The proposals are designed to limit vehicular movements and encourage other modes of transport. The Travel Plan will encourage other modes of transport through ease of local connectivity for cycling and walking to nearby destinations and to the bus stops located on Oxford Road and at the Park and Ride. Provision of a mobility hub where shared pool cars and micro transport (such as e-scooters) are available, and car club vehicle parking spaces will provide alternatives to the use of private cars and help to reduce car ownership across the site.

Vehicular access is provided to/ from Oxford Road at two junctions (set out in Section 6.2.8), creating a primary vehicular loop through the site. This street will make provision for safe off-road cycling where necessary.

Vehicular traffic across the site will be sufficiently low that many of the streets will be designed (at detailed submission stages) as shared streets. This is likely to include a 'school street' to the west of the school, where most vehicular traffic will be restricted during school opening and closing times (restrictions will not apply for example to teachers or those with mobility difficulties). During school street operation, there will be alternative routes for general vehicular traffic, but the provision should encourage most parents who are taking children to school to use one of the many alternatives to driving them to school.

A controlled parking zone will be enforced within the site to regulate parking, and to discourage other users, including those of the nearby Park and Ride and railway station from parking within residential areas.

Cycle parking will be provided in accordance with discussions with Oxfordshire County Council in relation to best practice requirements along with residents' car and motorcycle parking and visitor parking which will include an EV charging network. Further details are set out in Section 6.2.9 and the transport assessment.



EV Charging points

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