

05

MASTERPLAN & DESIGN
STRATEGIES

Overarching strategies, emerging from the analysis, consultation and evolution of the proposals, will ensure that the detailed design work delivers the vision and overall approach to the development.

5.0 Masterplan and Design Strategies

5.1 Overarching Design Strategies

5.1.1 Land Use Strategy

The proposals provide for the following uses:

Land Use	Area in ha.
Residential	25.0
Primary School	2.2
Local Centre	0.5
Cotteslowe Park Extension	11.0
Green Infrastructure Corridor	8.0

LOCAL CENTRE AND PRIMARY SCHOOL

The local centre and primary school are to serve development sites PR6a to the east and PR6b to the west of Oxford Road. The land use strategy therefore delivers the local centre at the geographic heart of the Water Eaton (PR6a) and PR6b sites, minimising the distance to this community facility for all residents.

The central location for the local centre, together with the primary school, locates it on the east-west public rights of way through the two sites. With a new crossing on the Oxford Road linking the public rights of way, this provides a safe east-west off-road connection central to the development area, encouraging access on foot and by bicycle to local facilities and primary school.

GREEN SPACES AND PUBLIC REALM

The policy for Water Eaton requires a green infrastructure corridor to be delivered to the east of the development area together with an extension to Cotteslowe Park to the south-east of the site. The eastern side of the site is lower-lying land, and therefore suitable for rain-water retention during storm events. This allows the creation of ponds and natural features that will serve multiple purposes for storm water attenuation and wildlife habitat creation.

Green 'fingers' within the housing/development area are proposed that link the development to the larger green spaces on the eastern edge of the scheme. The green 'fingers' follow existing natural locations for overland rainwater flow as described in the "5.1.3 Natural and Historic Environment Strategy" on page 85 of this DAS. Further specific green features are identified in the next section which include: -

- **Areas for community use such as community orchards, allotments, and community gardens**
- **Areas for informal play, some with play equipment and others without**

- *Green infrastructure corridor to include a pedestrian, wheelchair and all-weather cycle route*
- *New wildlife habitats, some of which will be linked to new drainage features, providing wet and semi-wet habitats*
- *Walking and running routes, exercise trails*
- *Meadowland with mown paths*

An area of land is set aside for agricultural purposes to the south-east corner of the allocated site in the local plan policy. This area is already in agricultural use. Its current use therefore complies with the local plan policy. There are no proposals to change the use from agricultural. The area has therefore been excluded from the outline planning application.

Streets make up a significant part of the public realm within any development. The strategy aims to ensure that the majority of streets are primarily areas for residents to enjoy, meet and socialise, rather than roads that convey vehicular traffic. All streets will benefit from street trees.

NEW HOMES

The strategy for housing development is to: -

- *Provide higher density, taller buildings fronting onto A4165;*
- *Provide lower density, lower height dwellings to the eastern part of the site adjacent to open space and countryside*
- *Locate extra care housing (if provided) close to the local centre, so that the centre can be more easily used by extra care residents*
- *Ensure that all homes are close to play areas and green spaces.*

Oxford Road is a key 'artery' into (and out of) Oxford, providing cycle links and bus routes into the city. The majority of new homes, and in particular of apartments (where car parking is at its lowest provision) are located near to Oxford Road. This also provides a street presence and overlooking of this route, enhancing a feeling of security.

As the land slopes away to the countryside to the east, buildings with lower heights and densities will provide a softer edge to the countryside.

GREEN INFRASTRUCTURE

The following table provides an overview of the open space requirement on site with respect to Draft Developer Contributions SPD (November 2017). Open space delivery is a matter reserved for the detailed design stage but the table below indicates locations where these open spaces can be delivered.

Provision	2,000 (as per 2.5 residents per home)			Notes
	Standard (per 1,000 people) ha.	800 homes (ha.)	Provided on Site (ha.)	
General green space (Parks and gardens, semi-natural/amenity)	2.74	5.48	19.98	The general green space is provided within the developable land and as part of the eastern corridor and Cutteslowe extension.
Play space (combined young and older children inc. MUGA)	0.78	1.56	1.56	The play spaces such as LAP, and LEAP can be within developable land and eastern corridor. The NEAP can be accommodated within the Cutteslowe extension.
Outdoor sports provision	1.13	2.26	0.00	Financial contribution will be provided for off-site delivery.
Allotments	0.37	0.74	0.74	The allotments can be provided within the developable land and the eastern corridor.
Total Area		10.04	22.28	



Example for Allotments on site



Natural Walking routes



Example for off-road, leisure walking and cycling routes



Equipped Play Area Example



Natural Play Area Example

PLAY AND SPORTS

A range of different types of play space are to be provided within the site in safe, and accessible locations. The Development Brief requires for the following quantum of play spaces to be provided on site:-

1. LAP

Two Local Area for Play (LAP) for 2 to 6-year old children, one of which could potentially be located in the local centre green square, subject to detailed design and assessment of impact on the heritage assets (barrows): Min. 100 sq.m. (10 x 10m)

2. LEAP

For children aged 4 to 8: Minimum 400 sq. m (20m x 20m) equipped activity zone set within a landscaped area

3. COMBINED LAP & LEAP

For children aged 2 to 8: Minimum 500 sq. m equipped activity zone set within a landscaped area. The size of the equipped activity zone should be a minimum of 10m x 10 m in respect of the LAP element and 20m x 20m in respect of the LEAP element

4. NEAP/ MUGA

Minimum 2400 sq. m equipped activity zone comprising an area of play equipment and structures, and a hard-surfaced area of at least 465 sq. m, set within a landscaped area, for children aged 4 to 16. The size of the equipped activity zone should be a minimum of 20m x 20m in respect of the LEAP element, 31.6m x 31.6m in respect of the NEAP element and 40m x 25m in respect of the MUGA element.

5.1.2 Sustainable Movement and Connectivity Strategy

The movement strategy for PR6a has been developed in consultation with consultants acting for the neighbouring development site (PR6b), and other stakeholders.

At present, Oxford Road is unsuitable for walking and cycling and is prone to injuries and fatal accidents due to high speed limits and inadequate infrastructure for walking and cycling. This deters people from switching to active travel locally and regionally. Hence, the aim of our movement strategy is to act upon those factors that discourage people from walking or cycling and provide new opportunities for people to do so, where possible.

LOCAL OPPORTUNITIES

As per the local planning policy, a local centre is proposed on site which will include shops, retail areas, ancillary community uses.

The strategy locally aims to create 'walkable neighbourhoods' that are within 800 metres of any residential area, reducing the dependency of cars in the new neighbourhood.

The local centre is located strategically in a central location close to the new primary school so that the two facilities are approximately equidistant and easily accessible by walking and cycling. The public bridleway 229/ 9/ 30 that runs across the site is connected to the public right of way 229/ 10/ 30 by the way of a controlled pedestrian/ cycle crossing crossing prioritising pedestrians and cyclists on Oxford Road, encouraging walking and cycling to the school from PR6b and beyond.

A dedicated cycling route through the centre of the site will provide an alternative and less busy route from Oxford Parkway Station and Park and Ride and out of site to the south.

The site also offers opportunity for a mobility hub that can be located near the local centre which might include parking spaces of car sharing, car clubs, cycle parking, cycle sharing and EV charging points.

New bus stops are also proposed near the controlled pedestrian/ cycle crossing providing direct access to bus transport for future residents of PR6a and PR6b.

WIDER OPPORTUNITIES

The cycling route through the site is proposed to be connected to the Sustrans Route 51 via Cutteslowe Park offering a quiet and safer route to Oxford Parkway in the north and The Cherwell School to the south in Summertown. To encourage walking, cycling and to increase the use of public transportation to wider areas such as Summertown, Kidlington, Oxford and beyond, it is essential to improve the existing infrastructure at Kidlington roundabout and Oxford Road.

The existing Oxford Road will be revamped to incorporate a widened pavement for walking and to provide a segregated cycling lane on either side of the carriageway, The redesign also includes a bus lane to ensure that public transport services run efficiently from Oxford to Kidlington and beyond but also into the city centre.

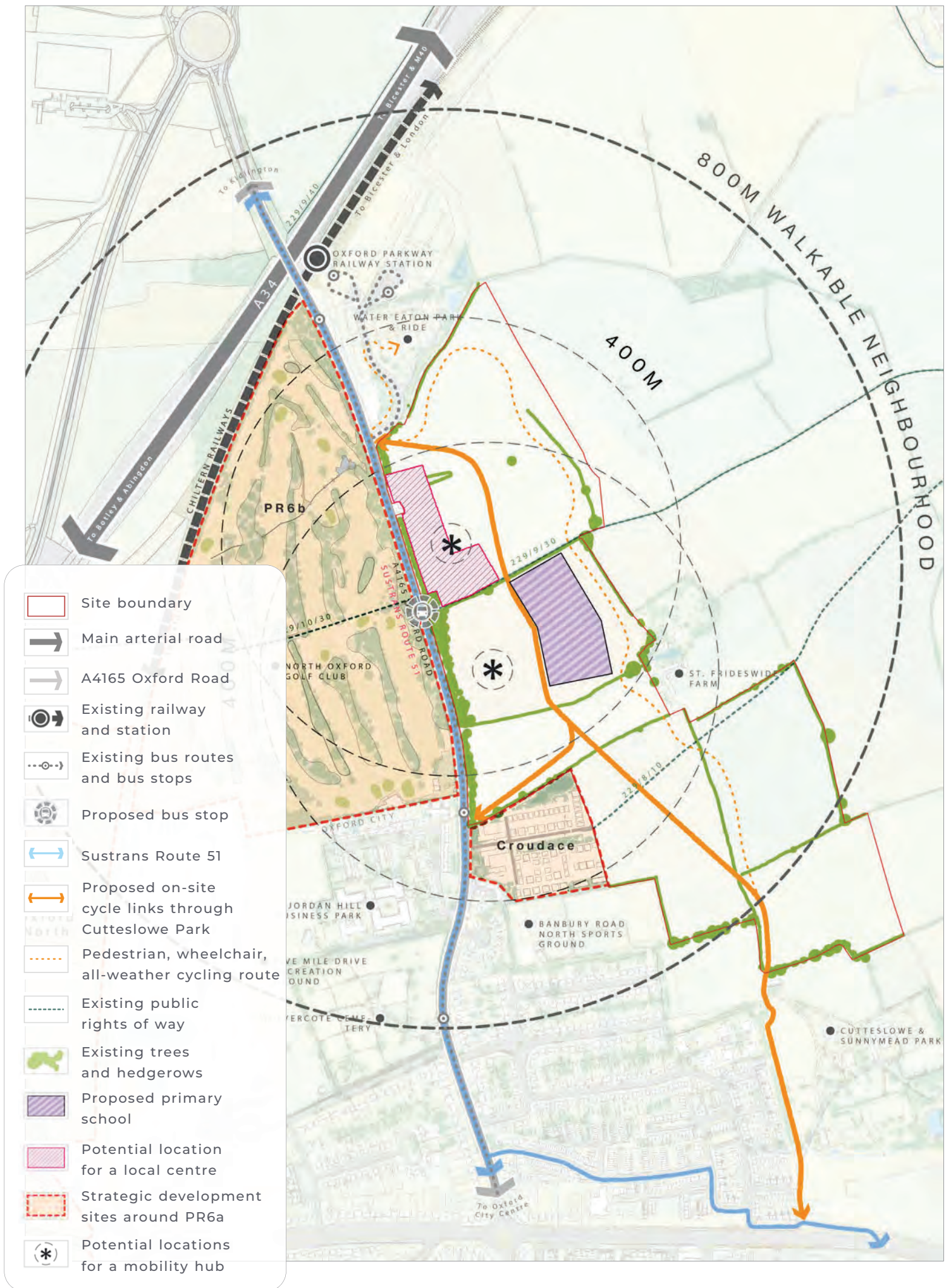


Figure 27 Movement strategy

5.1.3 Natural and Historic Environment Strategy

Water Eaton is proposed from a landscape and ecological perspective, to be designed to achieve the ['Building with Nature' Accreditation](#) to enhance biodiversity on site and connect people with nature.

The landscape strategy for Water Eaton is summarised below into biodiversity landscapes, interactive landscapes, water sensitive landscapes and active landscapes. The detailed landscape strategy can be found in the Environmental Statement (ES) Appendix 10.3.

BIODIVERSITY LANDSCAPE

The aim of this strategy is primarily enhancing biodiversity on site. It involves identifying, and enhancing existing habitats on site and creating new habitats for birds, bees and insects by planting a diverse range of rich habitat species on streets and pocket parks such as the areas surrounding the Anglo-Saxon Barrows connecting the wider green infrastructure of the site.



Building with biodiversity

INTERACTIVE LANDSCAPE

Interactive spaces enable communal engagement and social interactions. These spaces on site can be identified as spaces for active travel such as walking and cycling, community spaces within landscape such as play areas for children, community gardens, orchards, and allotments that can also be utilised to enhance biodiversity on site. The long-term stewardship body will work with the community at Water Eaton to ensure effective quality management and maintenance of these spaces which responds to community needs.

WATER SENSITIVE LANDSCAPE

The flood risk and topographical analysis creates opportunities to introduce a sustainable drainage system on site. These ponds and attenuation basins are designed to be wider and longer than required. This allows ample space for overflow in a situation of torrential rain.

ACTIVE LANDSCAPE

Active landscape strategy proposed along the Green Infrastructure Corridor includes long leisure walking, cycling and running routes on site navigating through the green and blue infrastructure on site, supporting community gatherings and meeting spaces.



Figure 28 Green and Blue Infrastructure strategy



Buildings



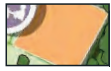
Public open space and gardens



Existing and proposed trees



Drainage ponds (some will be permanently wet, some dry except in storm events)



Allotments



Community gardens/ orchards



Destination play area



Carriageway



Shared streets, cycleways and footpaths, and leisure route through GI corridor



Buildings



Vehicular entrance to the site



Play areas



Indicative locations for pedestrian/ cycle off-site connection

1

Oxford Parkway Station and Park and Ride

2

Pipal Cottage

3

Local centre and public square/ Community Hub, including Mobility Hub

4

Primary school site

5

Underground remains of historic barrows

6

Listed St Frideswide's Farm and orchard (to north)

7

Main vehicular entrance

8

Existing public right of way/ bridleway

9

New development by Croudace

10

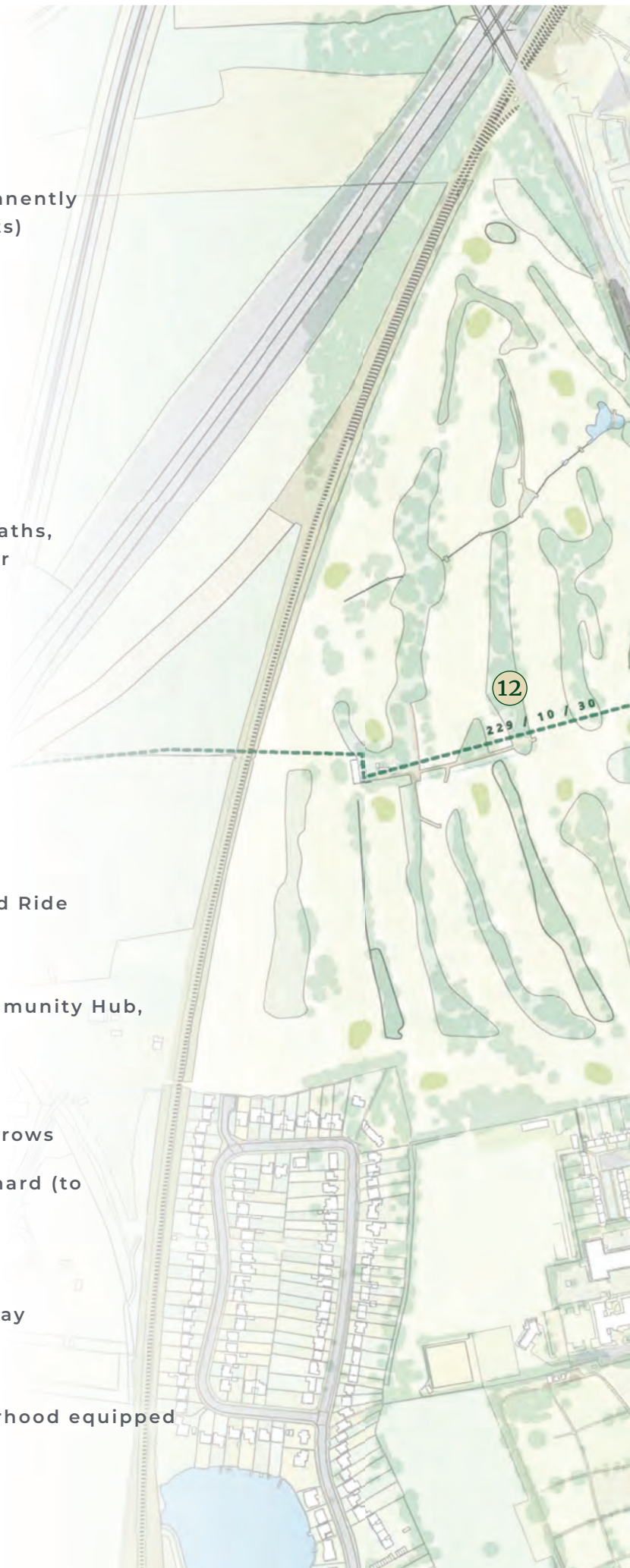
Multi-use games area and neighbourhood equipped play

11

Extension to Cutteslowe Park

12

PR6b development site

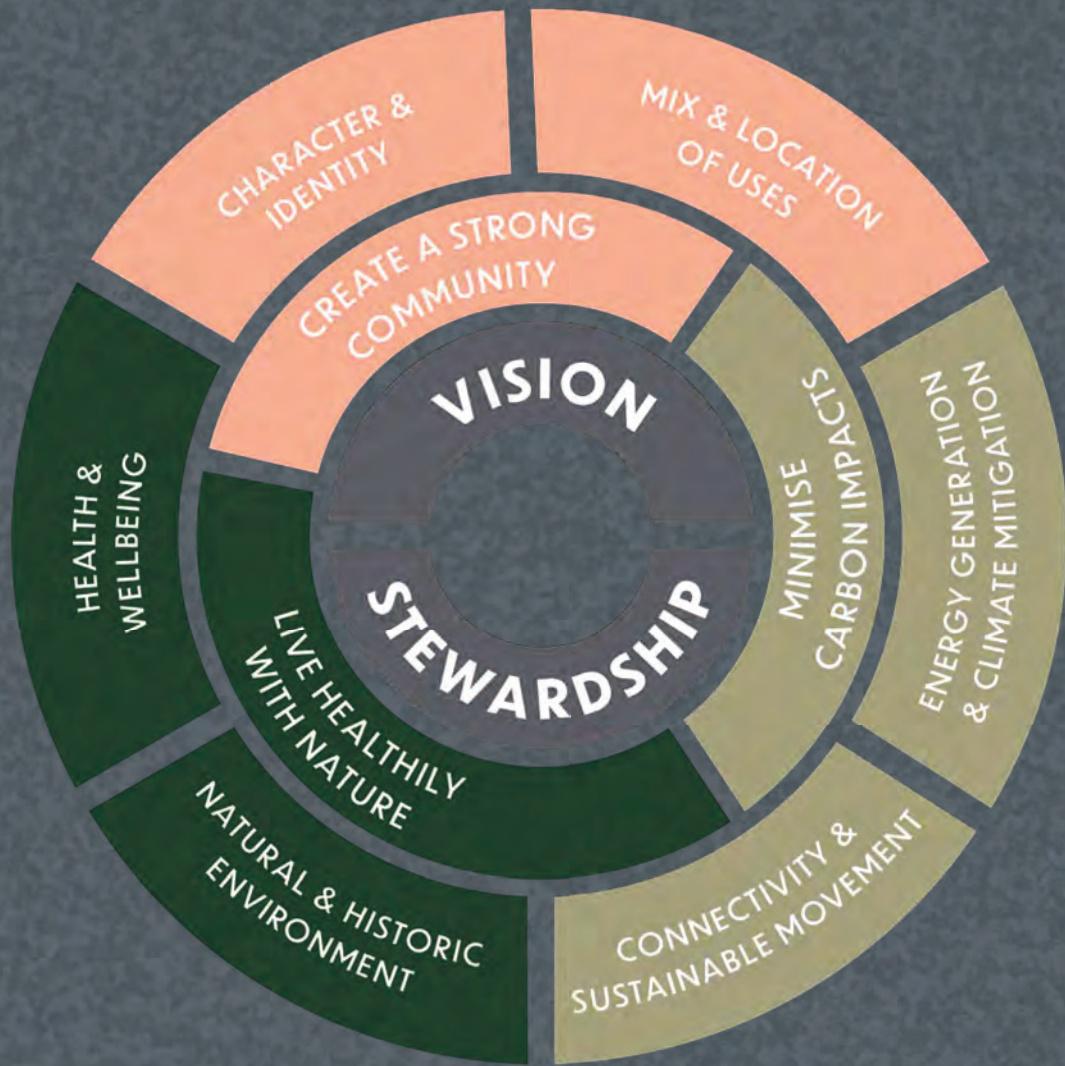




NOTE- There is an AI version of the illustrative masterplan available separately with the planning application.

06

DESIGN



6.0 Design

6.1 Mix and Location of Uses

6.1.1 Local Centre and Primary School

The design of the local centre is a matter reserved for future detailed proposals. However the design strategy is to co-locate it 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 (Detail design to be confirmed in a future reserved matters application)

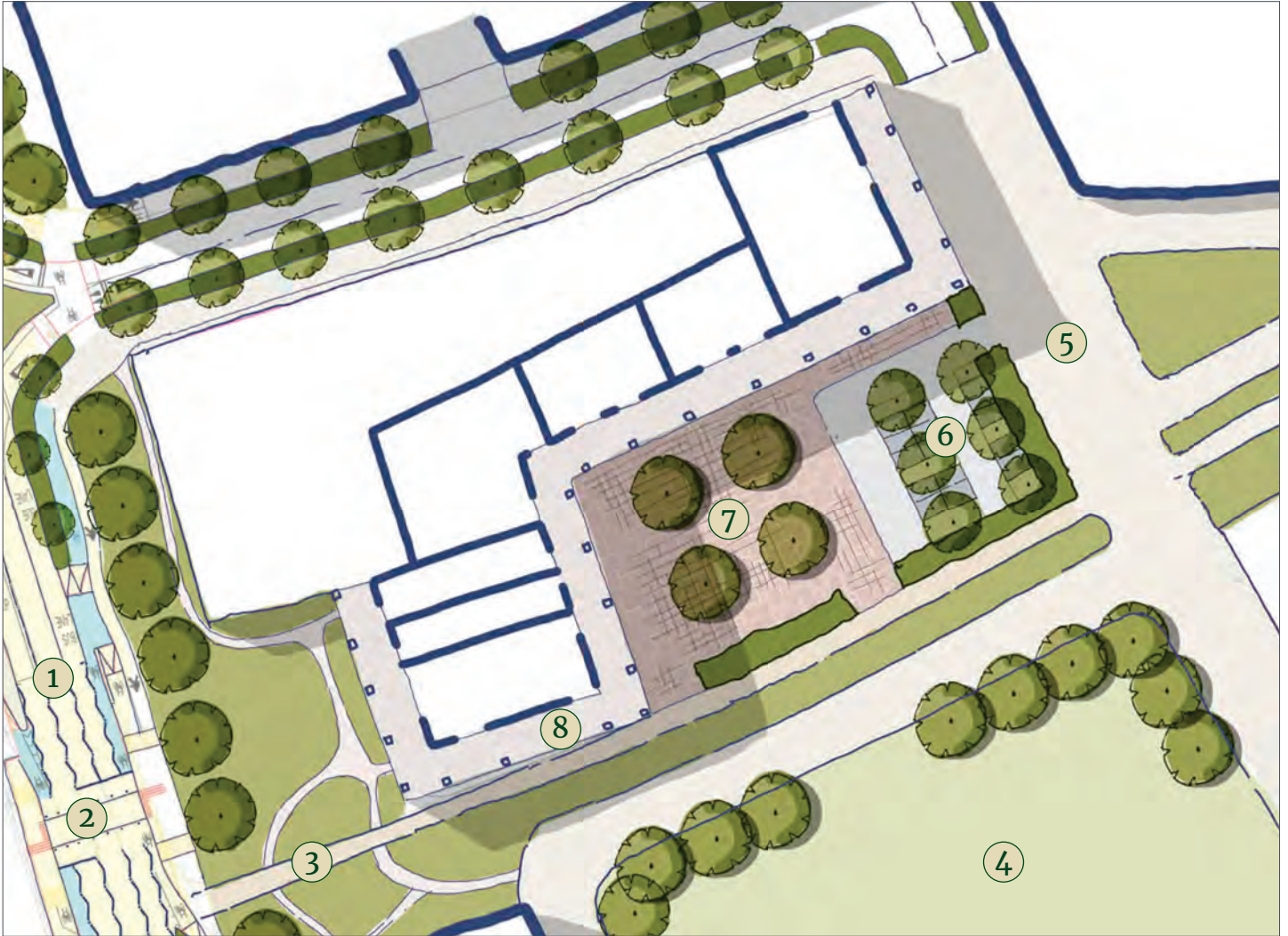


Figure 29 Illustrative sketch plan for local centre

- | | | |
|------------------------------------|-------------------------|---|
| 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

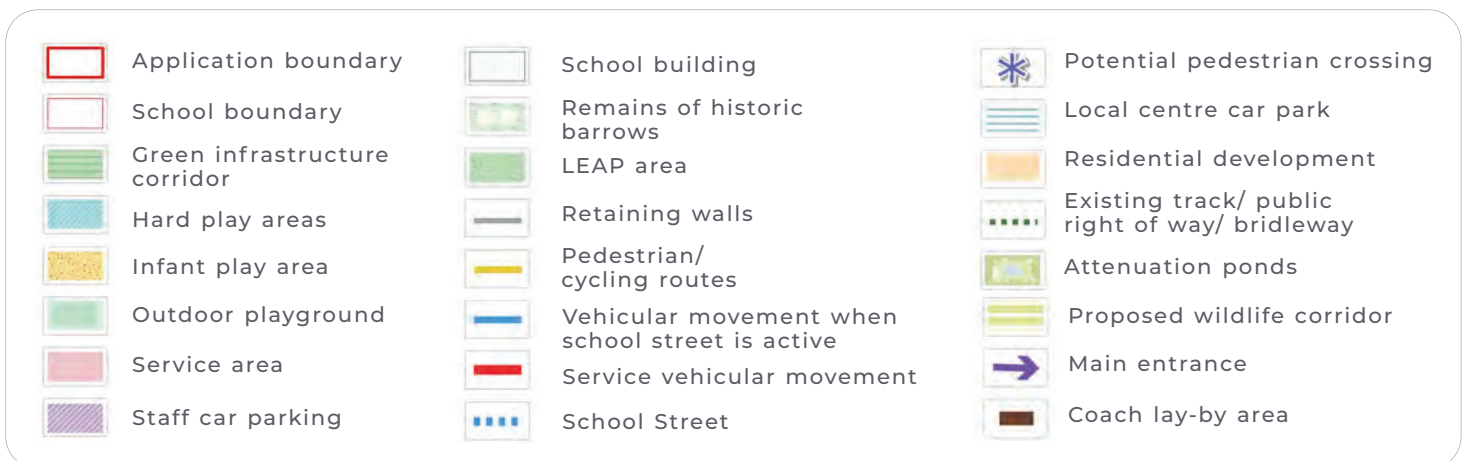




Figure 31 Site Section 01- West to East, cutting through the Primary School Building



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

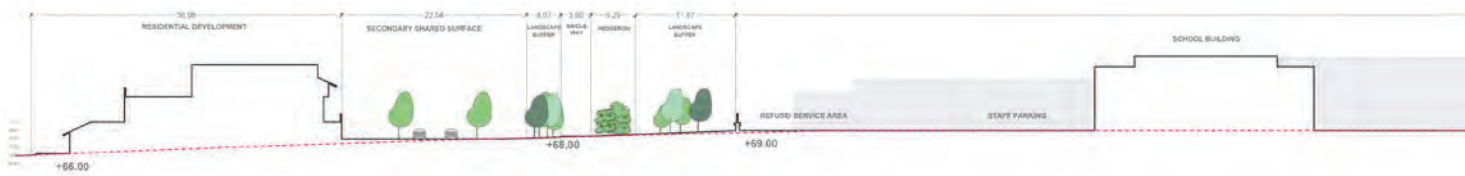
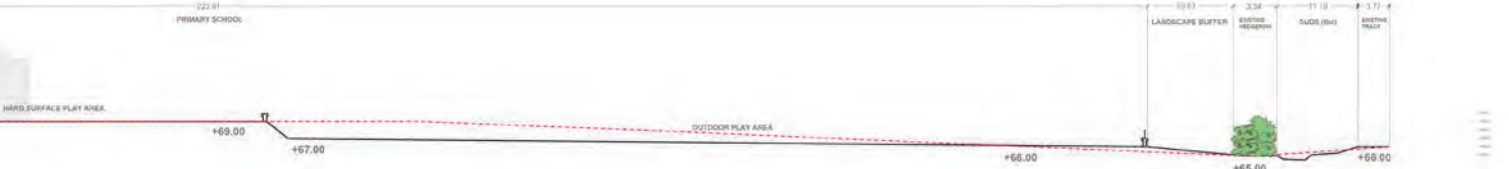


Figure 33 Site Section 03- North to South, cutting through the school building and showing the level difference between the playing fields and the school building



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 Controlled pedestrian/ cycle crossing 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.

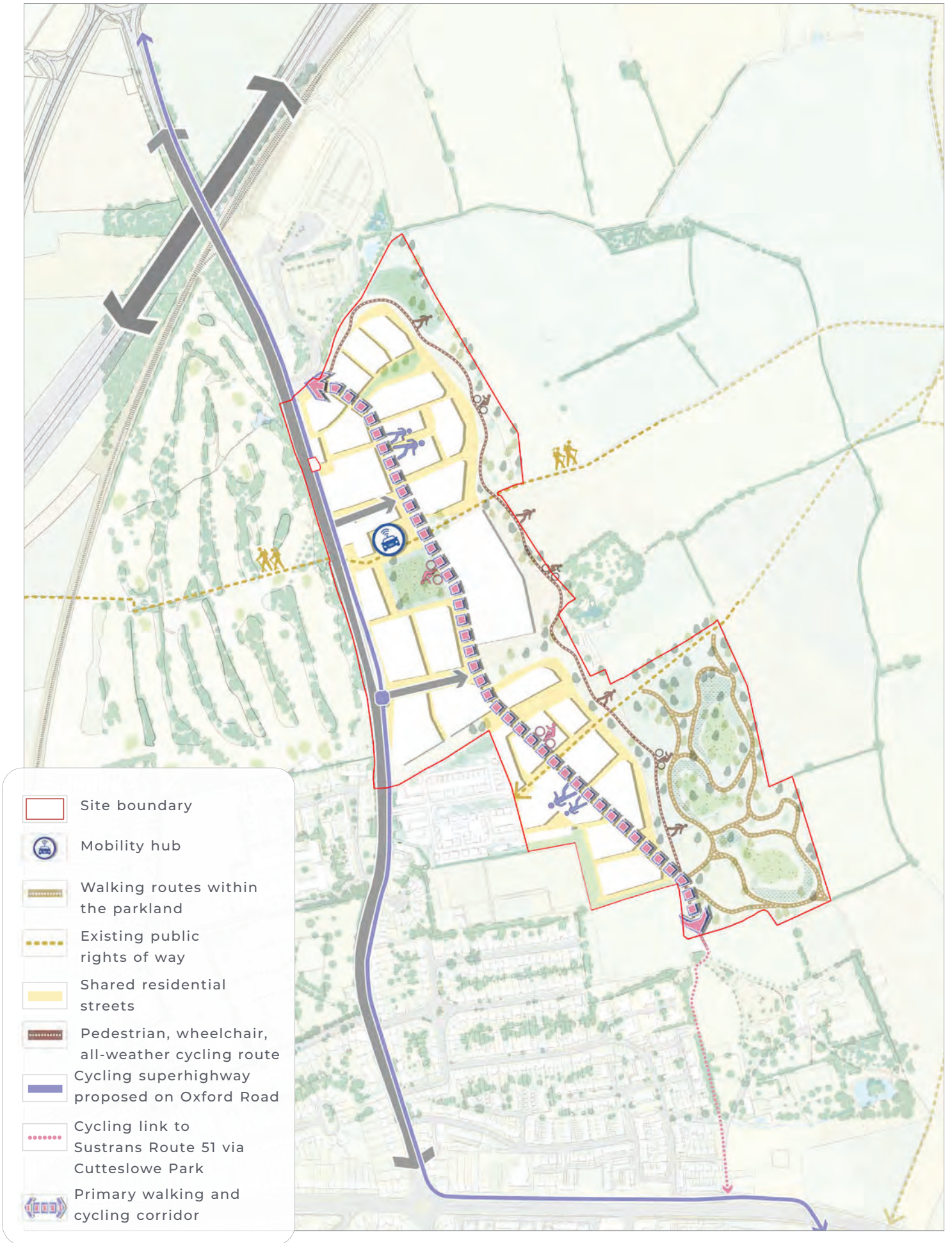


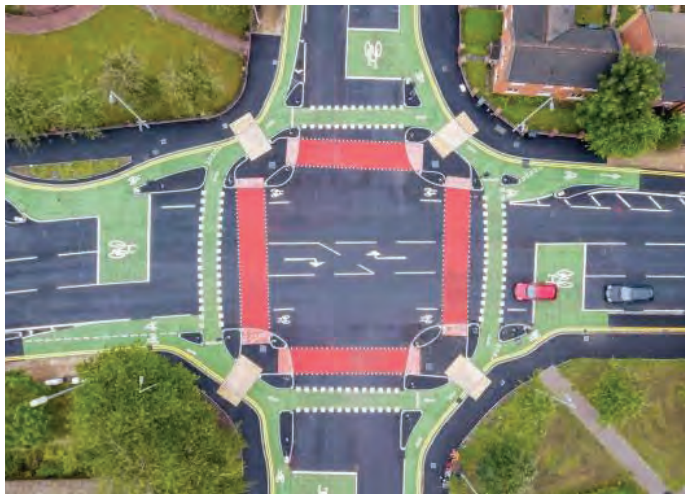
Figure 35 Proposed movement network

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 cars, 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 controlled pedestrian/ cycle 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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6.2.6 Street Hierarchy

Water Eaton is designed to be a walkable neighbourhood which puts pedestrians and cyclists first.

The street hierarchy map on the following page highlights how the design of the streets is characterised by their dimensions, land use and density.

PRIMARY STREETS

The primary streets are approximately 20 metres wide and form the main access routes from Oxford Road for all forms of transport, which will include walking, cycling and cars.

SECONDARY STREETS

The secondary streets are approximately 15 metres wide and will provide north-south connectivity across the site. These streets are shared surfaces where walking and cycling is prioritised over cars, and with the only function of connecting the site to the primary street.

RESIDENTIAL STREETS

The residential streets are quiet shared surfaces that make up majority of the streets on site. The only function of these streets is to provide access to residential properties.

RURAL EDGE STREETS

Rural edge streets are located along the eastern periphery of the development area that overlooks the countryside. These streets are quiet residential streets that can also qualify as shared driveways for the houses overlooking the rural edge.

SCHOOL STREET

The street adjacent to the school is proposed as a school street which will be temporarily closed off for traffic during the mornings and afternoons during school days, except for emergency vehicles. The scheme should encourage pupils and families to walk and cycle to drop-off and pick-up, discouraging people driving.

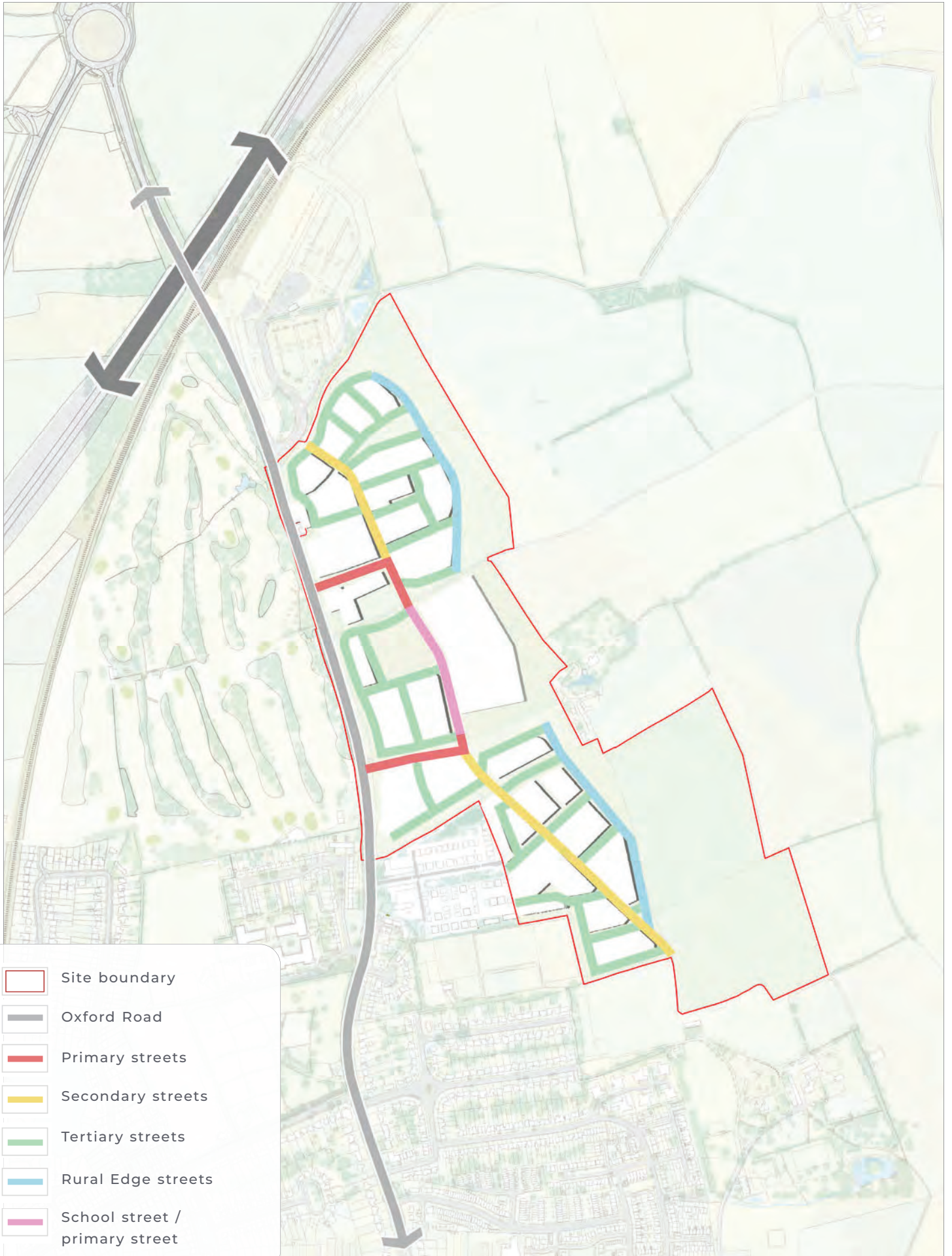


Figure 36 Street Hierarchy Map

The primary street section shows an avenue of trees lining up the street with segregated pavement and cycling lane on either side of the carriageway.

The street also features parking on either side of the carriageway that can be swapped alternatively with avenue of trees providing a formal street setup. A formal boundary wall is to be used to separate public and private residential spaces.



Trumpington Meadows ©John Sutton

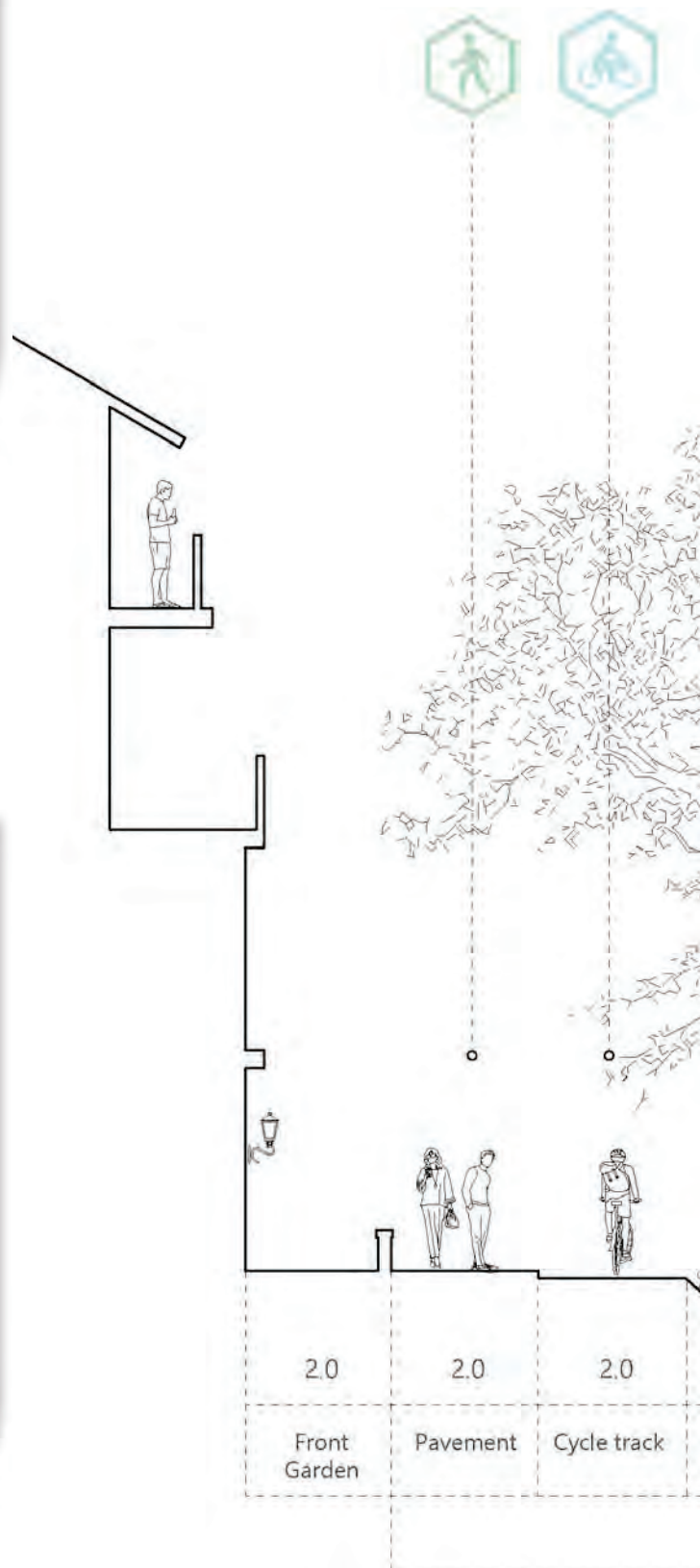
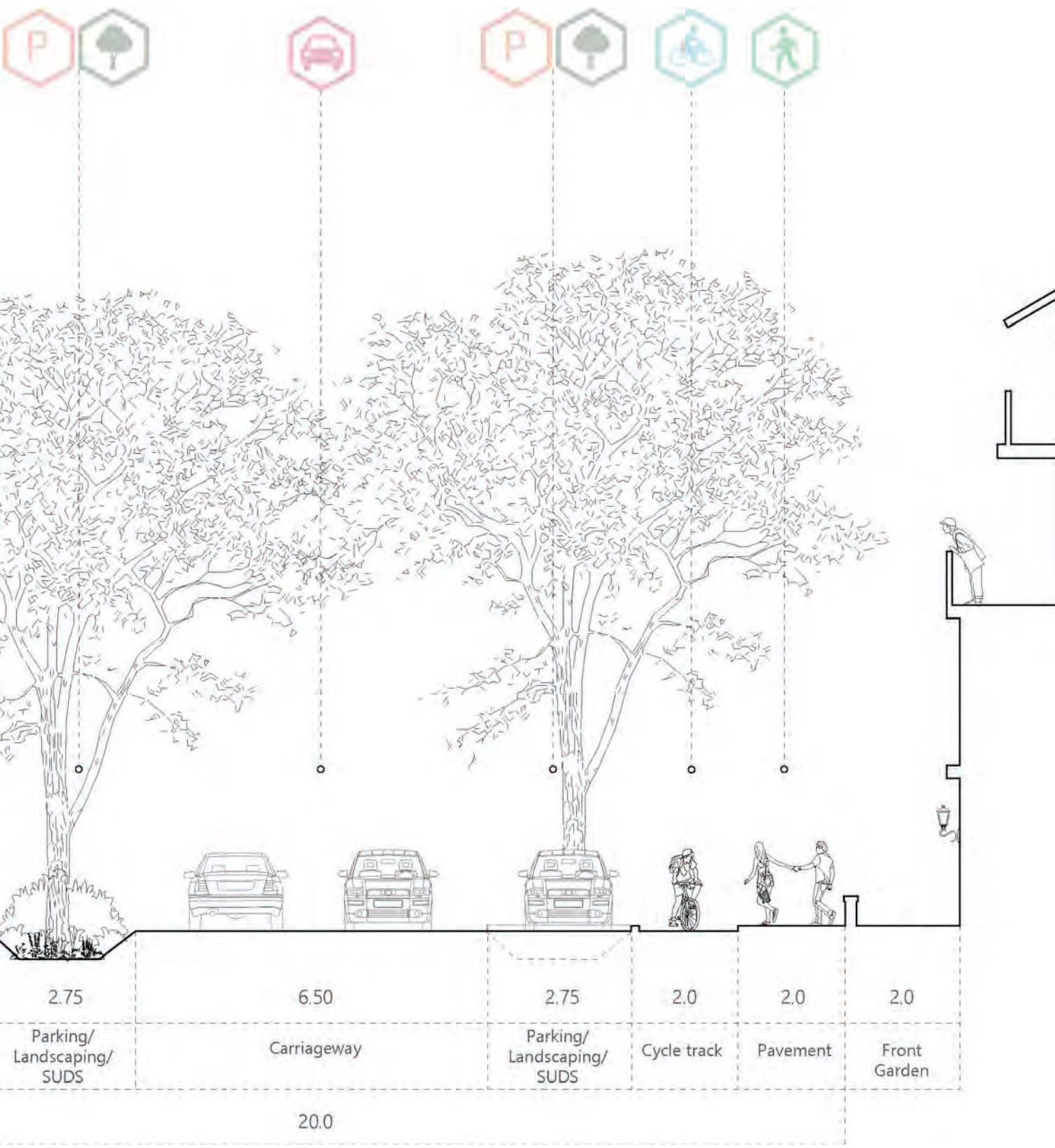


Figure 37 Primary Street Section





Bicester Eco Town

The role of the secondary streets is to provide north-south access to the residential neighbourhoods. The streets are designed to be narrower with tree planters and casual on-street parking on alternate sides to calm the traffic. The street is to be shared surface with pedestrians and cyclists having priority over cars. The frontage on these streets will use boundary walls as primary streets to demarcate residential properties.

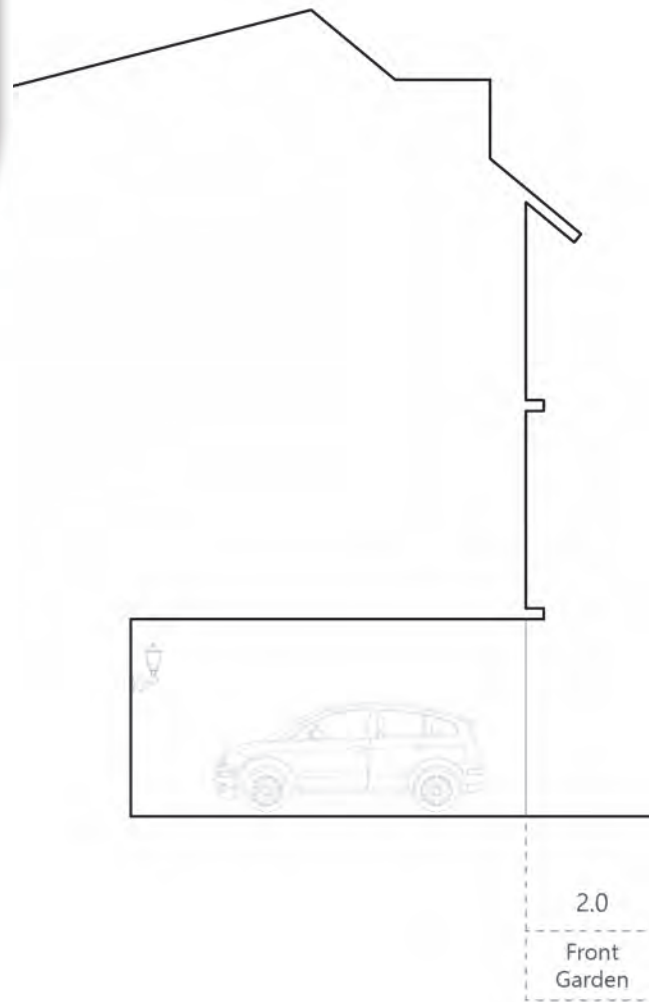
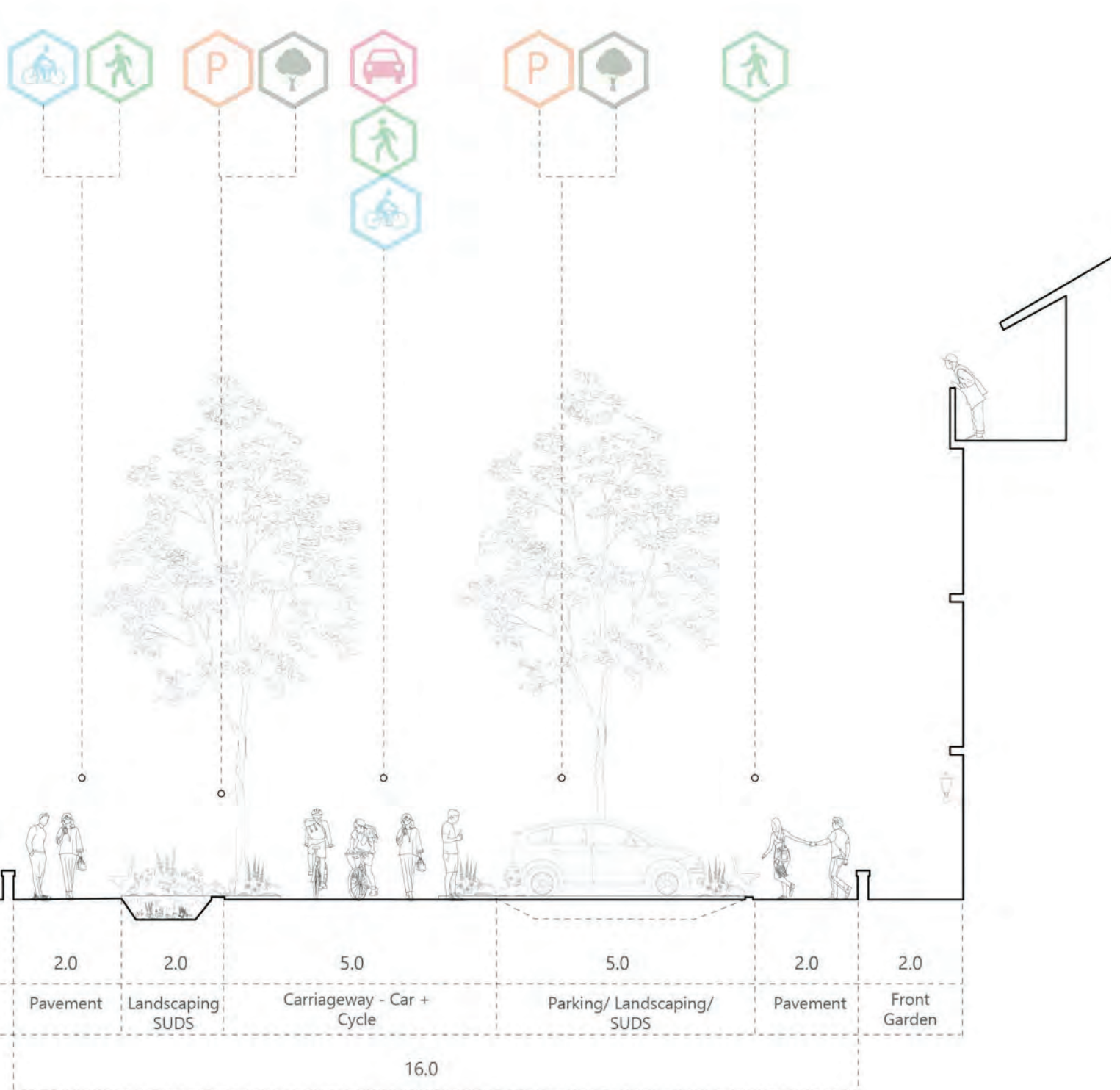


Figure 38 Secondary Street Section



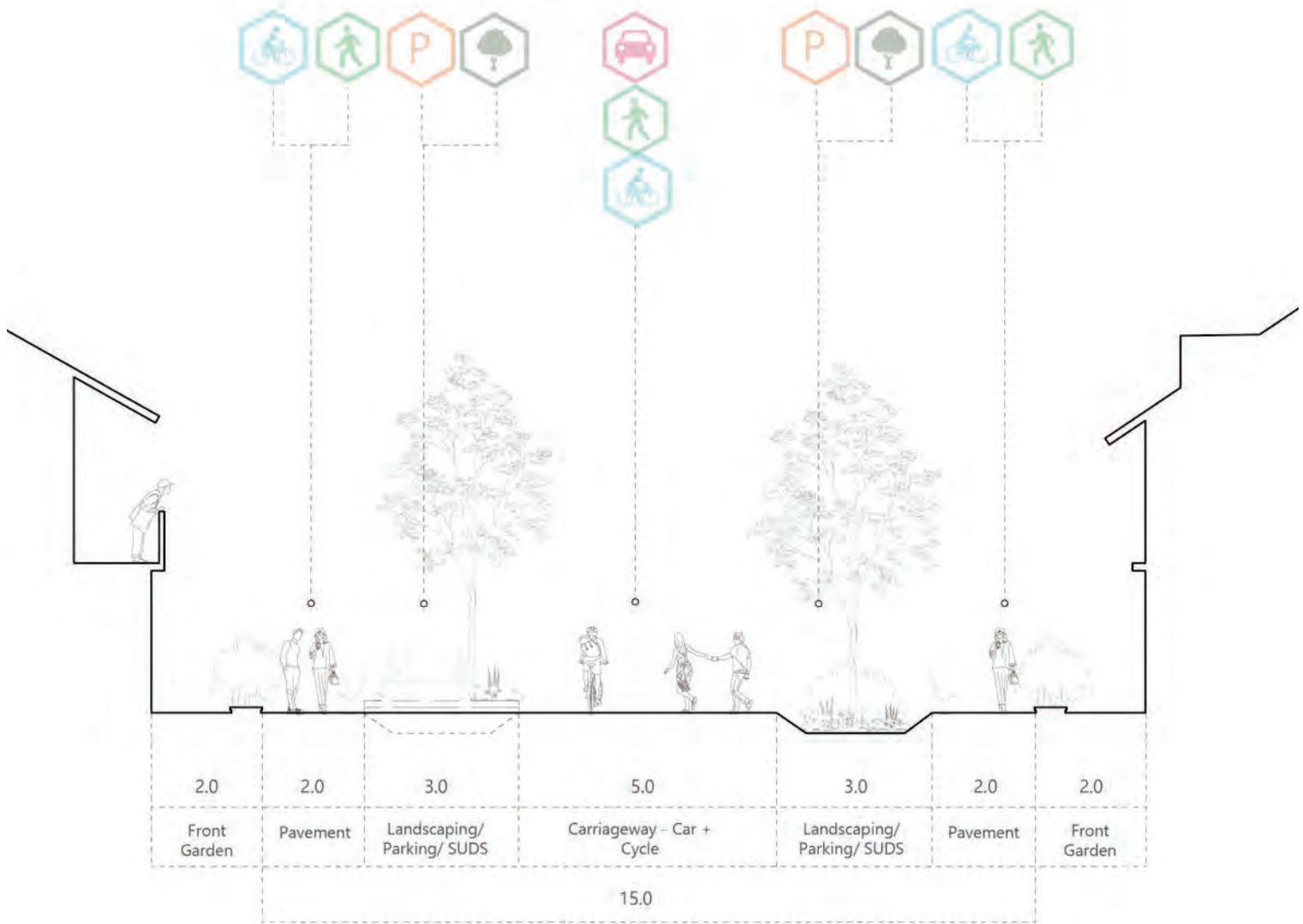


Figure 39 Tertiary Shared Surface Street Section

The rural edge streets are much more shorter in width than residential streets making it a shared driveway for the residential properties along the rural edge. It is envisioned to be predominantly pedestrian street. The additional planting provided in front of the residential properties will encourage the community residing here to take upon themselves to maintain this vegetation.





The tertiary or residential streets are quiet internal streets with narrow driveway that will be shared with pedestrians and cyclists. The streetscape is more informal making it difficult to travel at faster speeds. The residential frontage is minimal with short hedges and planting marking the residential property from the street.

Greater Kneighton, Cambridge

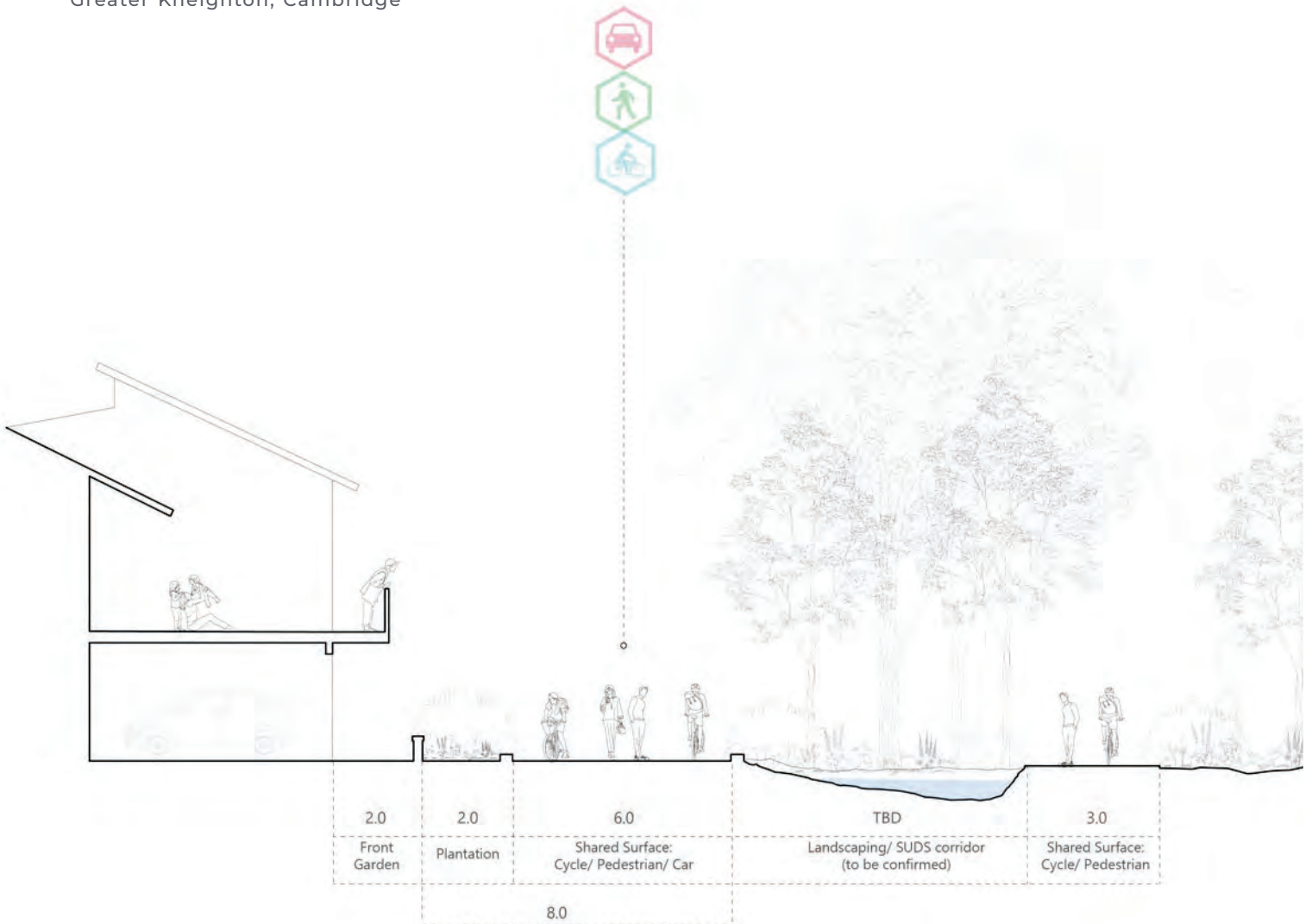


Figure 40 Rural Edge Shared Surface Street Section

6.2.7 Oxford Road

Key aspects of the proposed Oxford Road treatment are summarised below:

- *The A4165 Oxford road is now approved to a 30mph speed limit along the site frontage (as per Traffic Regulation Order)*
- *A walking / cycling super highway along the eastern side of A4165 Oxford Road - the proposals accommodate a 2.5m wide southbound segregated cycle lane and a 2.0m footway (there is a 3m verge separation between segregated cycle lane footway and the Oxford Road carriageway / bus lane (suitable for appropriate street trees and planting))*
- *The existing Oxford Road west side shared use footway / cycleway to remain available for pedestrians and northbound cyclists - this would eventually be upgraded to the cycle super highway dimensions as and when PR6b comes forward for development*
- *The southern vehicular access to the site as a 3 arm Cycle Optimised Protected Signals (CYCLOPS) junction, capable of accommodating a fourth / western arm for an access into PR6b*
- *The northern vehicular access to the site as a left in, left out priority junction with a full set back for cycle crossing*
- *The existing access to St Frideswide's Farm and Water Eaton from Oxford Road are to be closed for vehicular traffic and to be turned into pedestrian / cycleways. Alternative vehicular access arrangements to the properties, associated buildings and agricultural land served from these entrances will be provided through the proposed Oxford Road site junctions and street network within the application site (which would be set at reserved matters stage)*
- *A controlled pedestrian/ cycle crossing of Oxford Road between the Water Eaton bridleway and the public right of way going through the PR6b site*
- *Bus stops on Oxford Road near the proposed pedestrian/ cycle crossing and retention of the southbound bus lane*
- *A pedestrian / cycle access into the recently approved Croudace development to the south of the site*

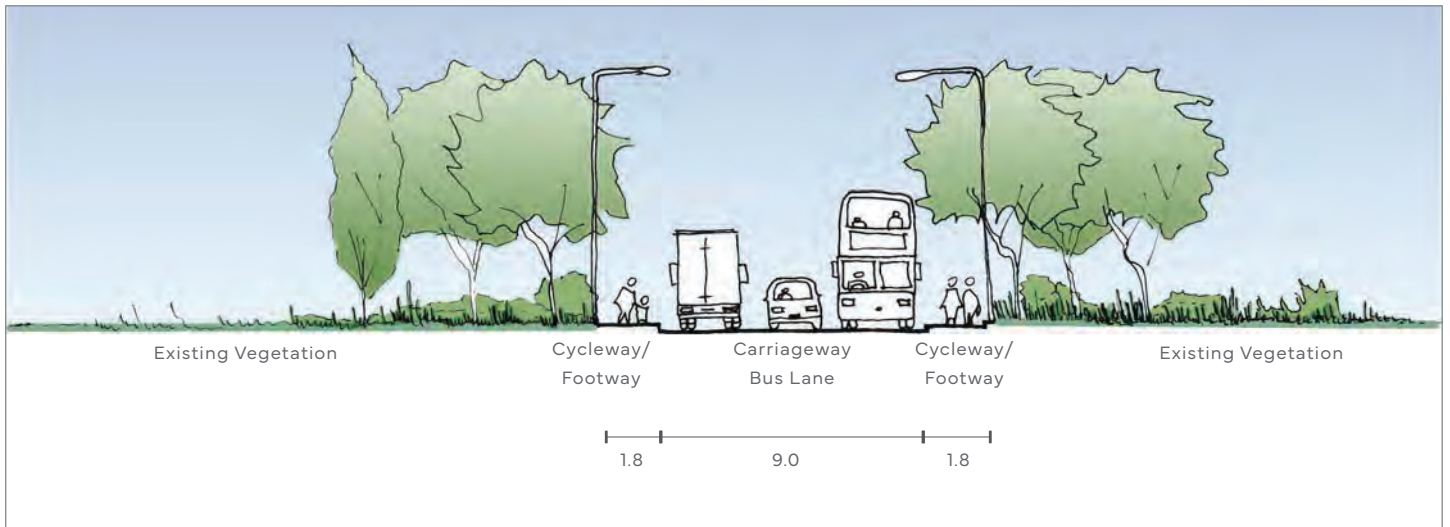


Figure 41 Existing Oxford Road Section

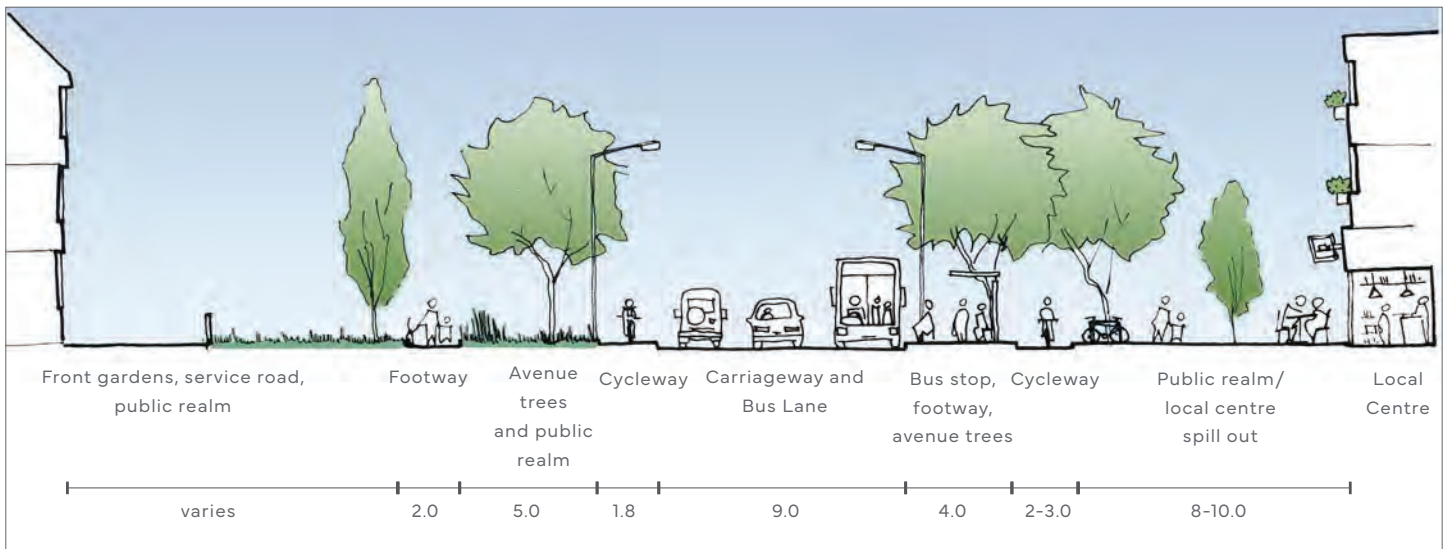


Figure 42 Proposed Oxford Road Section as shown in the Development Brief

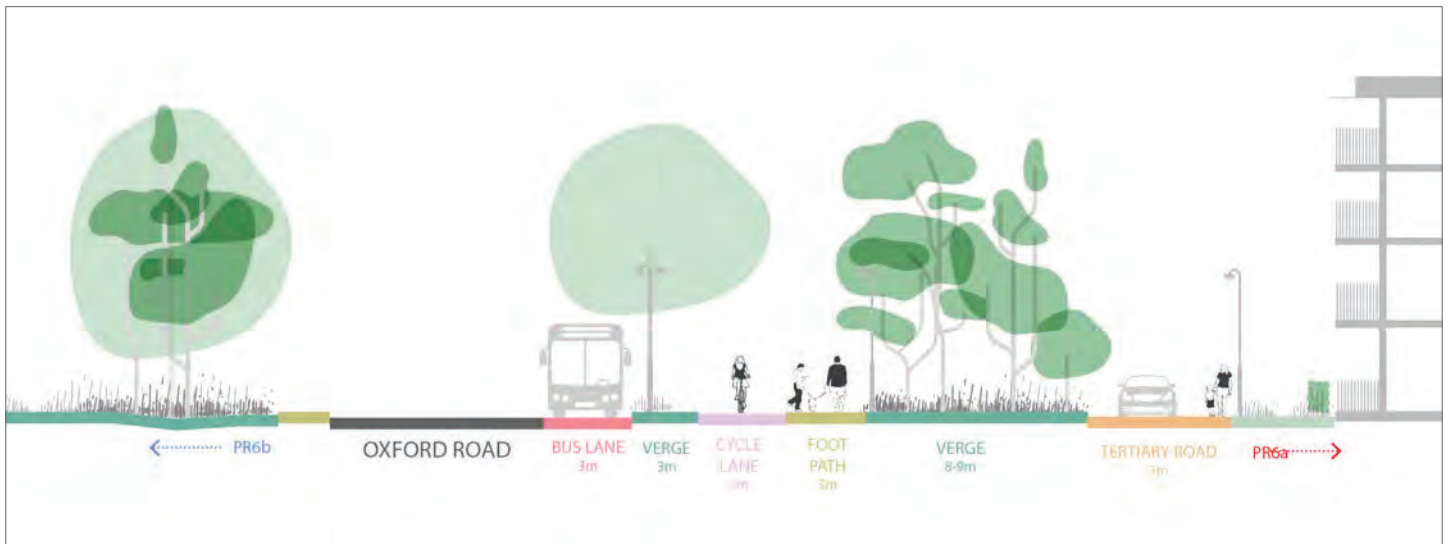


Figure 43 Indicative Oxford Road Section as proposed in application