

Water Eaton

PR6a : Land East of Oxford Road

Framework Innovation Plan

Bellway


**STRATEGIC
LAND**



CHRIST CHURCH
UNIVERSITY OF OXFORD

WE/FIP/P02

Technical Note

Project No: ITB16565
Project Title: Water Eaton, North Oxford (PR6a)
Title: Framework Innovation Plan
Ref: ITB16565-1061
Date: 27 February 2024

SECTION 1 Introduction

1.1.1 Bellway Homes and Christ Church submitted an outline planning application for residential led mixed use development (up to 800 new homes) on the PR6a Water Eaton site to Cherwell District Council (CDC) in May 2023. CDC has validated the application under the following reference - 23/01233/OUT.

1.1.2 A Framework Innovation Plan (report ref WE/FIP/P01) accompanied the planning application. Innovation.

1.1.3 The applicant has received comments from Oxfordshire County Council's (OXCC) Innovation Team stating that:

"We are happy with the innovation content of this development proposal and note that:

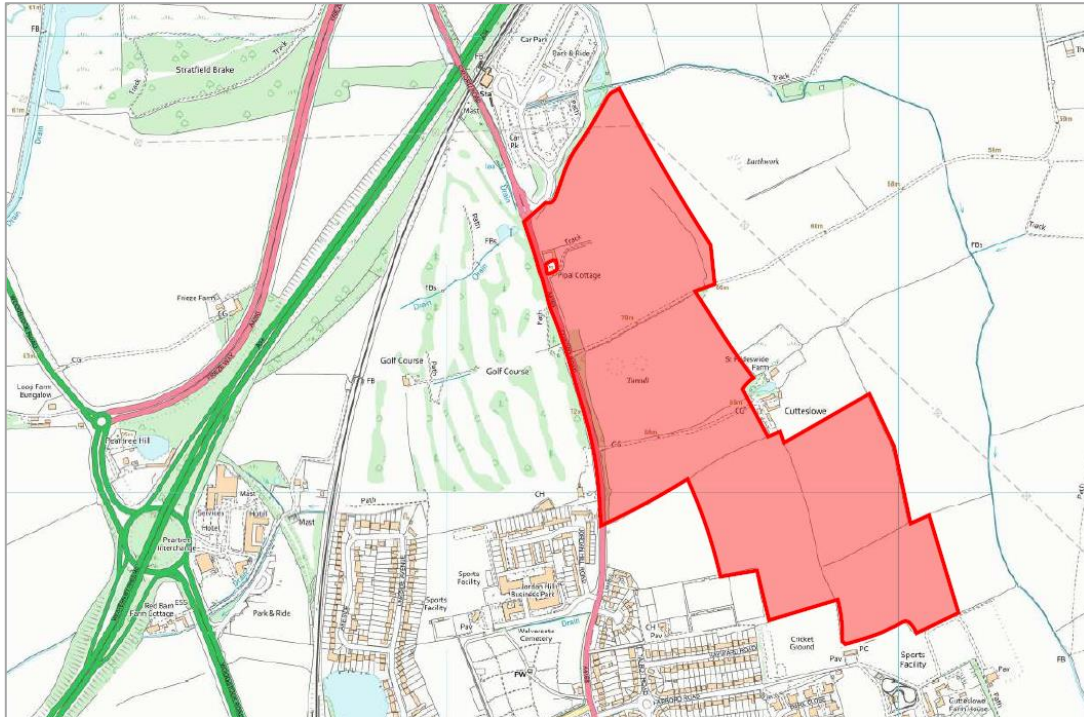
- ***In section 4.1.3, an Innovation Plan will be discussed/agreed with OCC.***
- ***The iHUB remain available to offer support in developing the full innovation plan if they wish to revisit our previous proposal."***

1.1.4 OXCC's Highways team provided comments on the application as set out in the Transport Assessment Addendum (ref WE/TA/P02). The access strategy remains largely the same as previously submitted. There have been some minor updates to the illustrative Masterplan and parameter plans as detailed in the updated Design and Access Statement (WE/DAS/P02)

1.1.5 This updated Framework Innovation Plan (report ref WE/FIP/P02) therefore remains the same as originally submitted except for completeness includes the updated illustrative Masterplan and parameter plans.

1.1.6 The Site location plan is provided in **Image 1** below.

Image 1 Site Location Plan



1.1.7 Oxfordshire County Council's (OXCC) Local Transport and Connectivity Plan was adopted by the full council in July 2022. The LTCP outlines a clear vision to deliver a net-zero Oxfordshire transport and travel system that enables the county to thrive while protecting the environment and making Oxfordshire a better place to live for all residents. In order to track the delivery of the vision, the LTCP includes a set of headline targets, including:

- Reduce 1 in 4 car trips by 2030; and
- Deliver a net-zero transport network by 2040; and
- Have zero, or as close as possible, road fatalities or life-changing injuries by 2050.

1.1.8 The LTCP includes an Innovation Framework which is a guidance document setting out how to consider innovation within planning and development. This includes the requirement for Innovation Plans for new developments which sets out how likely innovation is allowed for within new developments.

1.1.9 This Framework Innovation Plan is set out in the following sub sections:

- Section 2 – The Development;
- Section 3 – Innovation Framework SWOT Analysis; and
- Section 4 – Commitment to Innovation Plan.

SECTION 2 The Development

2.1.1 The Development comprises:

“Outline application (with all matters except access reserved for future consideration) for the demolition of existing buildings and the erection of up to 800 dwellings (Class C3); a two form entry primary school; a local centre comprising: convenience retailing (not less than 350sqm and up to 500sqm (Class E(a))), business uses (Class E(g)(i)) and/or financial and professional uses (Class E(c)) up to 500sqm, café or restaurant use (Class E(b)) up to 200sqm; community building (Class E and F2); car and cycle parking); associated play areas, allotments, public open green space and landscaping; new vehicular, pedestrian and cycle access points; internal roads, paths and communal parking infrastructure; associated works, infrastructure (including Sustainable Urban Drainage, services and utilities) and ancillary development. Works to the Oxford Road in the vicinity of the site to include, pedestrian and cycle infrastructure, drainage, bus stops, landscaping and ancillary development.”

2.1.2 The information in **Image 2** below is based on the land uses identified on the Illustrative Masterplan.

Image 2 Land Uses Identified on the Illustrative Masterplan

Use	Number	Floorspace (sqm)
■ Houses (C3)	534	49,670
■ Apartments (C3)	266	12,100
■ Retail (E(a))	-	500
■ Business (E(g))	-	500
■ Services (E(c))	-	500
■ Café/ restaurant (E(b))	-	200
■ Community (F.2(b))	-	400
■ Primary school	2-form entry	2,230

Illustrative Masterplan

2.1.3 The updated illustrative masterplan and land use and access parameter plan are provided at **Appendix A**. An extract from the updated illustrative masterplan is provided at **Image 3** below.

Image 3 Illustrative Masterplan (Drawing 42T)



Access Strategy

2.1.4 Key aspects of the access strategy for the Water Eaton site, which form part of the outline planning application, are summarised below:

- Accommodate a walking / cycling super highway along the A4165 Oxford Road frontage which forms part of OXCC’s wider North Oxford Corridor plan to improve cycling connections between Cherwell District / Kidlington and Oxford city - OXCC’s proposals are to accommodate where feasible one directional segregated cycle lanes and footways either side of Oxford Road;
- Provide convenient and attractive pedestrian and cycle links into the surrounding highway network and local area;

- Accommodate buses that will remain on Oxford Road but with new bus stops that are within a reasonable walk distance of the new homes;
- Provide vehicular accesses to the Site from Oxford Road that prioritise safe crossing movements for pedestrians and cyclists; and
- Minimise the number of vehicular accesses from Oxford Road.

2.1.5 The means of access drawings (drawings submitted for approval and drawings submitted for information) are provided in the Transport Assessment Addendum (Document ref WE/TA/P02) , i-Transport report ref ITB15655-102). Key aspects of the access design are summarised below:

- The A4165 Oxford Road being subject to a 30mph speed limit along the site frontage (as per the approved TRO);
- A walking / cycling superhighway along the eastern side of A4165 Oxford Road - the proposals accommodate a 2.5m wide 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 superhighway dimensions as and when PR6b comes forward for development;
- This would achieve OXCC's cycle superhighway aspiration of having southbound cyclists one way along the east side of Oxford Road and northbound cyclists one way along the west side of Oxford Road;
- 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 the PR6b site);
- 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 accesses to St Frideswide's Farm and Water Eaton from Oxford Road are to be closed to vehicular traffic and to be turned into pedestrian / cycle accesses (bridleway access for the Water Eaton access). Alternative vehicular access arrangements to the properties, associated buildings and agricultural land served from these accesses will be provided (both during and after construction) from the proposed Oxford Road site accesses and street network within the application site only (which would be set at reserved matters stage and

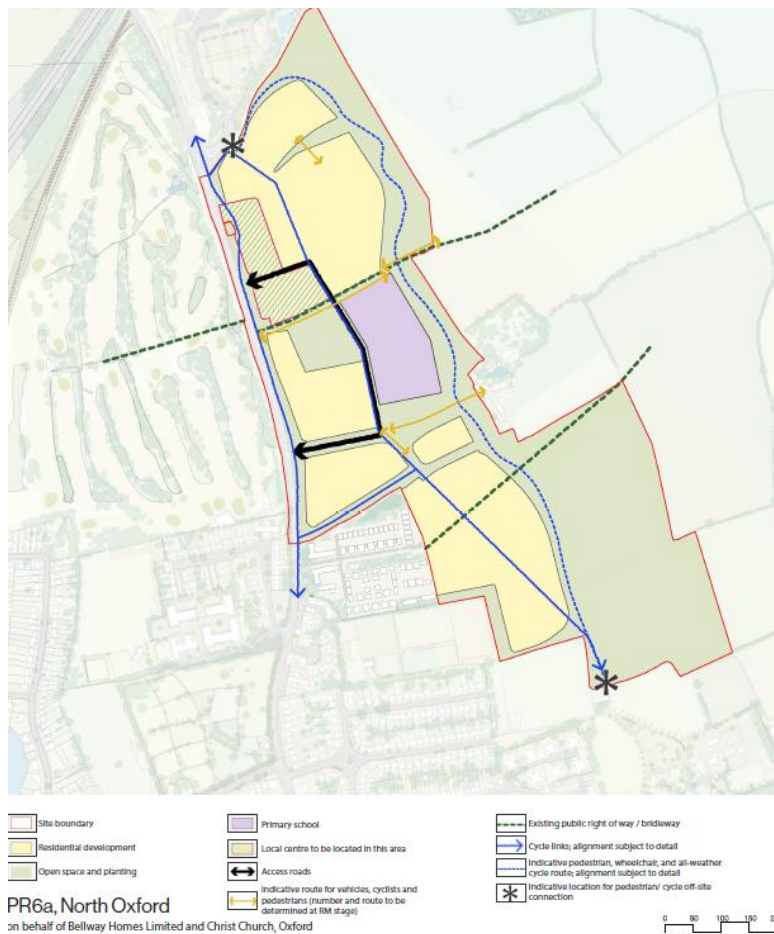
designs will need to allow for the type of agricultural vehicles and manoeuvres expected in a safe manner);

- A controlled crossing of Oxford Road broadly in line with the Water Eaton bridleway;
- Floating bus stops on Oxford Road near the proposed toucan crossing and retention of the southbound bus lane;
- A pedestrian / cycle access into the recently approved Land South West of St Frideswide’s Farm, Banbury Road scheme to the south of the Site (OCC ref 21/01449/FUL); and
- Pipal Cottage is currently accessed from Oxford Road - it is understood that the owner is willing to have the access to the property redirected to come from within the development and this can be accommodated in the reserved matters scheme design.

Site Layout

2.1.6 An extract from the updated Land Use and Access Parameter Plan is provided at **Image 4** below.

Image 4 Land Use and Access Parameter Plan – Drawing 32W



2.1.7 The Design and Access Statement provides a detailed analysis of the site layout, and a summary of the key transport elements is provided below.

Walking

2.1.8 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. Residents will be encouraged to walk or cycle to the local centre for day-to-day needs such as local shopping, taking children to school (with the school and local centre adjacent to footpaths and cycleways) and access to wider facilities and services in both Kidlington and Oxford

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

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

2.1.11 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.

2.1.12 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.

2.1.13 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. 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.

Cycling

2.1.14 In addition to the Oxford Road cycle super highway, a 'fast' / commuter cycle route is proposed through the centre of the site along the main spine road. This route will link the Park and Ride with Cutteslowe Park and beyond to Oxford city centre.

2.1.15 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.

2.1.16 The proposals allow for pedestrian / cycle access to the site boundary to the north to facilitate access to the Oxford Parkway Station / Park and Ride site and to the site boundary to the south to facilitate access to Cuttleslowe Park (and the propose cycle link through Cuttleslowe Park).

Mobility Hubs

2.1.17 Mobility Hubs are recognisable places with an offer of different and connected transport modes supplemented with enhanced facilities and information features to both attract and benefit the traveller. They are places where multiple mobility offers are brought together in one place. They can come in many shapes and sizes, but each provide a more convenient, comfortable, and safer environment to access a range of sustainable transport modes. In addition, they support low car lifestyles and the reallocation of space from car parking to other infrastructure demands. By having alternative transport options, residents can be encouraged to avoid owning a car – freeing up parking spaces and reducing congestion – all while being assured that their own mobility needs can still be catered for.

2.1.18 A Mobility Hub is proposed at / next to the local centre as shown in the illustrative Masterplan. OXCC's Strategic Planning consultation response states that OXCC welcomes the provision of a Mobility Hub on the site and will liaise with CDC as needed about any County Council use or adoption of facilities.

2.1.19 OXCC Highways consultation response states that at the local centre the following transport infrastructure should be provided:

- Cycle parking ;
- Electric Vehicle Charging Facilities; and
- Cycle maintenance station

2.1.20 This infrastructure could be provided within the Mobility Hub which may also include the following additional infrastructure:

- Digital Pillar – transport information etc;
- Waiting area / covered seating – Wi-Fi, phone charging etc available;
- Electric bike docking stations;
- Potential e scooter / hire;

- Car club spaces / vehicles;
- Area for taxis;
- Package delivery lockers; and
- Community concierge parcel last mile delivery.

2.1.21 The detail of the Mobility Hub will be set out within the Section 106 agreement.

Street Hierarchy

2.1.22 Water Eaton is designed to be a walkable neighbourhood which puts pedestrians and cyclists first. The updated street hierarchy map is shown in **Image 5** below.

Image 5 Street Hierarchy Map

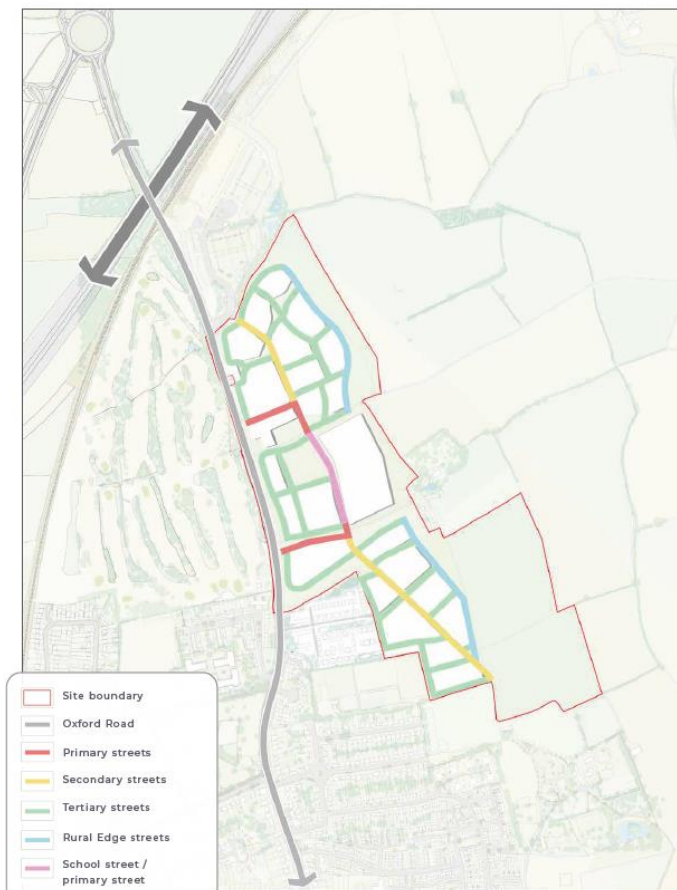


Figure 36 Street Hierarchy Map

Primary Streets

2.1.23 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

2.1.24 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

2.1.25 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

2.1.26 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

2.1.27 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.

2.1.28 Street sections are provided in the Design and Access Statement.

Updated Framework Travel Plan

2.1.29 An initial framework for implementation of the measures is set out in the updated Framework Travel Plan (WE/FTP/P02).

2.1.30 The Site Wide / Residential Travel Plan Co-ordinator will be appointed three months before the first occupation of the development in order to commence development of the initial Travel Plan measures in time for the first occupations. **Table 1** provides an initial framework for implementation of the measures set out in the FTP.

Table 1: Framework for Implementation

Travel Plan / TPC	Measures	Timescale
Site Wide	Infrastructure Measures as per Section 5	To be phased in line with the development
	Steering Group – with local representatives, stakeholders and all land uses on site	Coordinate and organise Steering Group on an annual basis

Travel Plan / TPC	Measures	Timescale	
	Liaise with all on site land uses TP representatives including the primary school, local centre and community centre to ensure Travel Plans are in line with the wider site	Throughout Travel Plan monitoring period	
Residential	Travel Plan Co-ordinator	Appointed and announced to OXCC three months prior to 1 st occupation	
	Produce a Full Travel Plan	To be produced prior to occupation and updated within 3 months of 50% occupation	
	Information Development and Provision	Training of sales team about the Travel Plan and in personal journey planning	Training as part of induction process
		Production of Travel Plan information for sales packs	To be developed before 1 st occupation
		Production of Travel Plan website	To be developed before 1 st occupation
	Walking/cycling/local facilities maps	With Travel Plan website/community notice boards	
	Car Club	To be phased in line with development	
	Promote Car Sharing	With Travel Plan website	
Personalised Travel Planning	To be provided throughout the Travel Plan		
Primary School	Provide details of Travel Plan representative to OXCC	To be provided prior to school opening	
	Complete Sections of a Travel Plan in line with Modeshift STARS Green Level Accreditation	To be developed prior to school opening	
	Complete Travel Plan in line with Modeshift STARS Bronze Level Accreditation	To be developed within 12 months of school opening	
Local Centre / Community Centre	Produce Travel Plan Statements for the Local Centre and Community Centre	To be developed prior to occupation	
	Provide details of Travel Plan representative to OXCC	To be provided prior to occupation	

Parking

Background

2.1.31 The Transport Assessment sets out that:

- Given that this is an outline scheme and the mix and type of dwellings is unknown, it is not possible to determine the number of parking spaces (car and cycle spaces which will be provided across the site);
- The applicants will agree a scheme with OXCC which pays due regard to OXCC’s parking standards and the desire to limit car parking across the site. Indeed, the level of parking provision may differ across the site depending on the location of the dwelling within the site and the phase of the development. It is the intention to provide parking across the site, broadly in accordance with the provision as set out below;

Number of Bedrooms per Dwelling	Parking Provision
1 - 2	Up to 1 space per dwelling within the development site
3	Up to 2 spaces per dwelling within the development site
4+	Up to 2 spaces per dwelling within the development site
Wheelchair accessible or adaptable houses and flats	1 space per dwelling to be provided within the curtilage of the dwelling

- Visitor parking will be provided having regard to the standards – Bellway will take an approach that is consistent with national research (DCL, 2007, Residential Car Parking Research) which suggests, “that no special provision should be made for visitors where at least half of the parking provision associated with the development is unallocated. In other circumstances it may be appropriate to allow for additional demand for visitor parking of 0.2 spaces per dwelling”.
- Parking details will be set out within subsequent reserved matters applications, and will seek to provide appropriate parking across the site; and
- It is envisaged that a Controlled Parking Zone will be required to support the parking provision provided on site with the new development as well as to ensure that there is no overspill on-street parking from the nearby Oxford Parkway Station / Park and Ride site.

2.1.32 OXCC Highways consultation response states that they agree cycle and car parking will be agreed under reserved matters applications; however, OXCC requires a robust assessment to demonstrate why the site cannot be car-free, especially in areas of the site close to Oxford Road and Oxford Parkway. A Controlled Parking Zone (CPZ) will be required for the site to help modal shift towards active and sustainable travel and to reduce potential overflow parking related to Oxford Parkway.

Car Parking Assessment

2.1.33 as set out above, the applicant recognises that a Controlled Parking Zone (CPZ) is appropriate and it is envisaged that this will be secured in conditions or the Section 106 Agreement.

2.1.34 OXCC's parking standards suggest that for car free development the site is to be located within 800m walking distance of a range of local amenities and services. An analysis which has been undertaken which shows that:

- The on Site primary school is less than a 800m walking distance;
- Secondary schools is greater than a 800m walking distance - Cherwell School is 3.2km and Gosford School is 2.4km;
- Supermarket or local grocery shop (selling fresh food) – the on-site shop is less than a 800m walking distance but Sainsbury's in Kidlington is more than 800m (1.5km);
- GP surgery – on the basis that a GP surgery will not be on Site then a doctors is more than a 800m walking distance (Kendall Crescent Health Centre – 1.24km); and
- Employment – there is a small business park (Jordan Hill Business Park) within 800m but the major employment areas are more than 800m (North Oxford – 3.5km, Oxford City Centre – 5km, John Radcliffe Hospital – 6.5km and Oxford Business Park, Cowley – 9km).

2.1.35 It is acknowledged that the site is clearly in a sustainable location in transport terms. It has good accessibility to some local amenities and services (active travel improvements in the area will further strengthen this) as well as good access to public transport. However, there are a number of local amenities and everyday services including secondary schools, supermarkets and employments areas beyond the 800m walking distance.

2.1.36 The following are important considerations which must be factored into providing appropriate car parking provision:

- Non car modes are being given priority through the development and surrounding area so as to not encourage car travel;

- The reality is that many future residents will want / need to own a car for trips to some local amenities / services but also for less frequent trips such as holidays / leisure / entertainment;
- Car ownership does not always directly relate to regular car use;
- There are people who rely on the use of private cars / vans for work purposes and have no reasonable option to use walking, cycling or public transport;
- With controlled on-street parking and the lack of any opportunities for informal parking within the Site it is necessary to give due consideration to provide appropriately for residential parking;
- Car club is not always an option, as that is an alternative to car ownership – with carrying pets often not permitted etc; and
- The need to balance parking provision between a level that acknowledges the accessible location of the site and yet provides housing that is attractive to occupiers and which will sell.

2.1.37 It is anticipated that the level of car parking provision may differ across the site depending on the location of the dwelling within the site and the phase of the development. It maybe that some areas, such as at / near the local centre or near Oxford Road have low or zero car parking. However, as agreed by OXCC the details of these matters is better addressed at reserved matters stage.

SECTION 3 Innovation Framework SWOT Analysis

- 3.1.1 OXCC's iHub team has undertaken an Innovation Framework SWOT Analysis of the Water Eaton site.
- 3.1.2 It includes a summary of potential innovations to consider integrating into the development. **Table 2** below sets out these potential innovations as well as the applicant's initial comments at this stage of the planning process.

Table 2 Potential Innovations

Potential Innovation Suggested by iHub team	Bellway Initial Comments
<p>Electric vehicle charging infrastructure Increasing adoption of EVs, with a ban on new internal combustion engine vehicle sales 2030. Also supports move to carbon zero</p>	<p>OXCC has recently adopted parking standards including covering electric vehicle charging. Bellway will be bringing forward a scheme that has regard to OXCC's parking standards with details to be set out within subsequent reserved matters applications. Innovation Framework future proofing recommendations will be considered and integrated into the design where practical at this stage.</p>
<p>Green Infrastructure Air pollution and carbon sequestration or capture to protect fragile sites</p>	<p>The parameter plans show areas of green infrastructure. At the reserved matters stage, Bellway will further consider the potential and detail of green infrastructure including having input from air quality and environmental specialists in site layout / design matters.</p>
<p>Multi-generational housing With the ageing population, the need to cater for older occupants into later life will increase over time.</p>	<p>20 minute neighbourhood proposed There is the potential for extra care provision, which if provided would be secured through a Section 106 Agreement. At the reserved matters stage, technologies to support smart homes and layout matters will be reviewed.</p>
<p>Mobility as a Service (MaaS) & flexibility for future modes of transport The site's location lends itself to multi-modal journeys. This could be supported through provision for shared modes of transport as well, such as micromobility and shared vehicles. Automation will make car sharing more attractive to end users, since pick-up/drop off locations will not be set.</p>	<p>The masterplan and parameter plans allow for a mobility hub, the detail of which will be secured through conditions and / or obligations at outline stage The Framework Travel Plan includes provision for micromobility and shared vehicles such as electric car club vehicles. This will be secured through conditions and / or obligations at outline stage Innovation Framework future proofing recommendations will be considered and integrated into the design where practical at the reserved matters stage.</p>

Potential Innovation Suggested by iHUB team	Bellway Initial Comments
<p>Playable streets</p>	<p>The masterplan and parameter plans allow for a walkable neighbourhood and street pattern. This includes a school street concept. The detail will be considered further at reserved matters stage.</p>
<p>Re-purposable and bookable parking</p>	<p>OXCC has recently adopted parking standards. Bellway will be bringing forward a scheme that has regard to OXCC's parking standards with details to be set out within subsequent reserved matters applications which will address item such as this.</p>
<p>Monitoring systems Systems which can monitor how the site is being used will allow for adaptations to be made and mitigation measures put in place</p>	<p>Any monitoring systems will be discussed with OXCC and CDC and implemented as the development is built out.</p>
<p>Smart Energy systems & battery storage The moves towards the electrification of heat and electric vehicles requires more efficient use of electricity, alongside storage and local energy generation in order to meet anticipated demand, and should help reduce grid impact. Also supports move towards carbon zero development</p>	<p>To be considered further at reserved matters stage. Innovation Framework future proofing recommendations will be considered and integrated into the design where practical at this stage.</p>
<p>Solar PV canopies</p>	<p>To be considered further at the reserved matters stage.</p>
<p>5G and 6G</p>	<p>To be considered further at reserved matters stage. Innovation Framework future proofing recommendations to be considered and integrated into the design where practical at this stage.</p>
<p>Modern Methods of Construction (MMC)</p>	<p>To be considered as part of the CEMP which would be a condition of any outline planning permission.</p>
<p>Digital Twinning / Building Information Management (BIM)</p>	<p>To be considered further at the reserved matters stage. Innovation Framework future proofing recommendations will be considered and integrated into the design where practical at this stage.</p>

SECTION 4 Commitment to Innovation Plan

4.1.1 Bellway supports OXCC's Innovation Framework and the need for and benefit of considering innovation within the development process.

4.1.2 The potential innovations are more relevant to reserved matters application rather than outline planning applications where details of the development's layout, scale, appearance and massing will be determined.

4.1.3 As such Bellway is satisfied with having an Innovation Plan being a condition of any outline planning permission. The scope of the Innovation Plan will be discussed / agreed with OXCC at the time but is likely to cover the following matters:

- Introduction
 - Brief site description/background
- Outline Planning Consent
 - Development, conditions and obligations
- Challenges faced by the Site
 - What innovations will be used to help address these challenges
- Site goals & objectives
 - What innovations will be used to further these goals
- Futureproofing
 - Which/how the site will futureproof for innovations becoming mainstream
- Targets/KPIs
 - Taken from other approved documents where possible
- Monitoring
 - How progress will be monitored and whether it can be linked with any other monitoring such as Travel Plans
- Review & update process

APPENDIX A. ILLUSTRATIVE MASTERPLAN AND
PARAMETER PLAN



- ① Oxford Parkway Station and Park and Ride
- ② Pipal Cottage (outside of application boundary)
- ③ Local centre and public square/ Community Hub, including mobility hub
- ④ Primary school
- 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



Buildings



Public open spaces 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



Play areas



Indicative locations for pedestrian/ cycle off-site connection



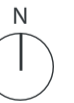
Shared streets, cycleways, footpaths and leisure route through GI corridor



Vehicular entrance to the site



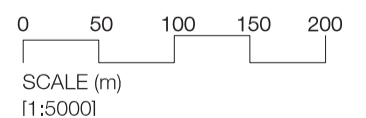
Carriageway



PR6a, North Oxford

on behalf of Bellway Homes Limited and Christ Church, Oxford

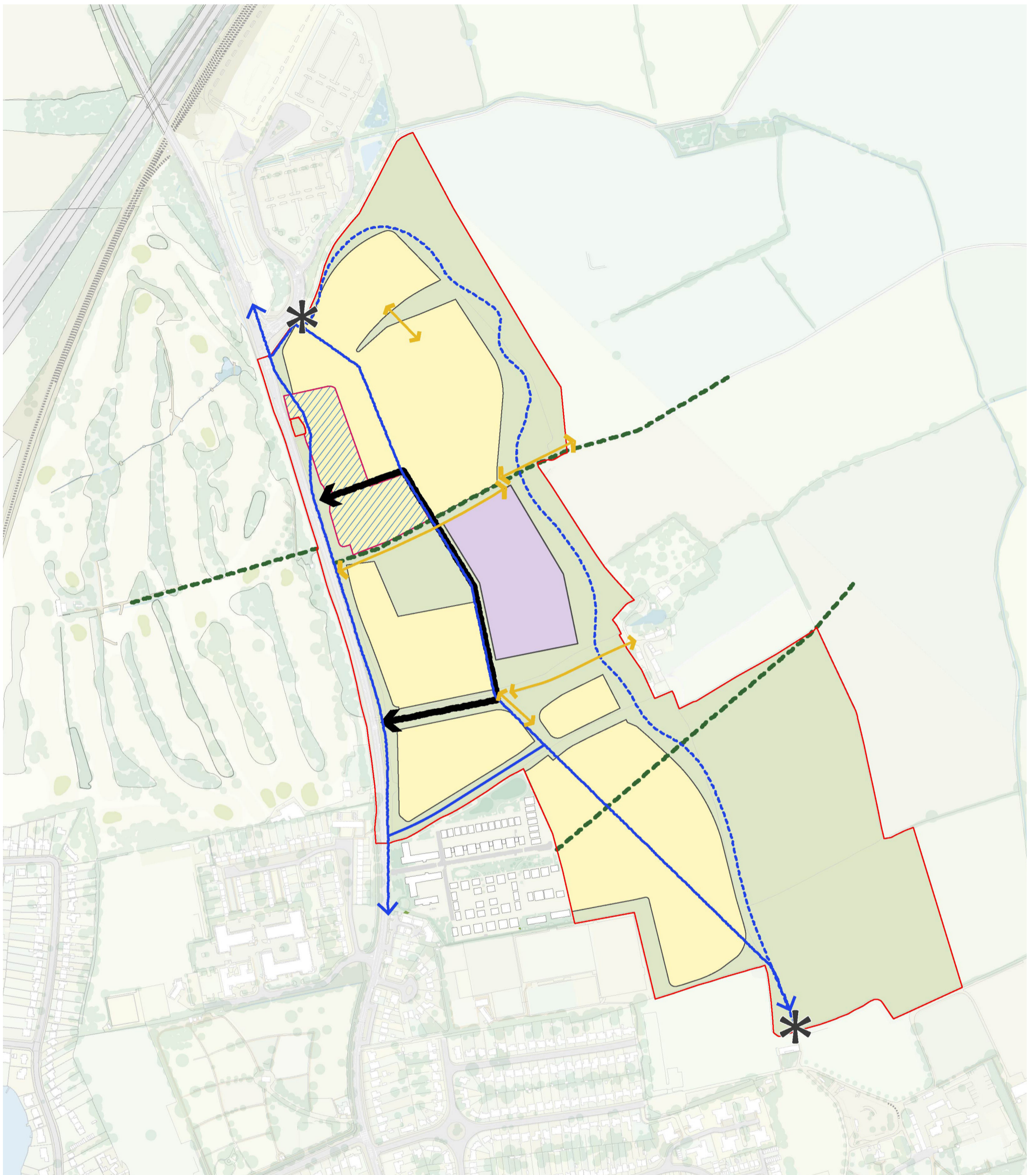
drawing no.	42	drawing	Illustrative Masterplan	
revision	T	scale	1:5,000 @A3	job no. 477898
drawn by	AR	checked by	RL	date 17/01/2024



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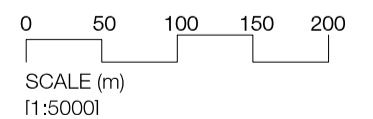


- Site boundary
- Residential development
- Open space and planting
- Primary school
- Local centre to be located in this area
- Access roads
- Existing public right of way / bridleway
- Cycle links; alignment subject to detail
- Indicative pedestrian, wheelchair, and all-weather cycle route; alignment subject to detail
- * Indicative location for pedestrian/ cycle off-site connection
- Indicative route for vehicles, cyclists and pedestrians (number and route to be determined at RM stage)

PR6a, North Oxford

on behalf of Bellway Homes Limited and Christ Church, Oxford

drawing no.	32	drawing	Land Use and Access Parameter Plan		
revision	W	scale	1:5,000 @ A3	job no.	477898
drawn by	ZP	checked by	AR	date	18/01/2024



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