

# Welcome to our exhibition

Thank you for attending our public consultation on enhancements to Phase 1a together with detailed designs for Phase 2 of our project

## Who we are

Oxford North Ventures, a joint venture between Thomas White Oxford, which is the development company of St John's College, Cadillac Fairview and Stanhope, is working with a world-class project team to share with you emerging designs for Oxford North's placemaking and new buildings.

## What's happening

Following the granting of planning permission in March 2021 for the masterplan and detailed permission for the first three workspace buildings and central public park, we have been busy with our enabling infrastructure works which are nearing completion.

These have included earthworks, the creation of three new sustainable drainage ponds for rainwater storage, a new pedestrian priority central street and sitewide below ground utilities.

Detailed planning permission for more than 300 new homes at Canalside has been granted and construction is due to start in early 2023. This work is being undertaken by The Hill Group.

## Future phases

We are now outlining the emerging detailed designs for the next phase of the project.

Our award-winning masterplanners and architects Fletcher Priest Architects, working with architects Wilkinson Eyre and Gort Scott, along with world-renowned landscape architect Gustafson Porter + Bowman, have been working to design the detail of the buildings and spaces at Oxford North. These will support the innovation ecosystem for companies at all stages of their growth; from start-ups, entrepreneurs and SMEs to large global companies, all involved in finding solutions to some of the world's biggest challenges and helping Oxford and the region thrive.

Before we submit our Reserved Matters Applications, we would be grateful for your comments.

# The vision

Oxford North is a new innovation district designed to make discovery happen

It is a place which will enable inquisitive minds to thrive. It will be a community engaged in creating a better future. It will be a place for everyone. It is an enabler for Oxford as a city with a globally important role in learning, knowledge and innovation.



# About the site

The transformation of the site to deliver Oxford North is underway



Enabling infrastructure already underway includes new attenuation ponds for surface water drainage



The transformation of the A40 and the creation of a new tree-lined street through the middle of the site is nearly complete



Already consented Canalside homes due to start on site this winter delivered by The Hill Group.



Already consented Phase 1a buildings, due to start on site in the spring.

## CREATING JOBS

Our project is a significant and intended stimulant for the local economy and employment market. We have put in place an innovative strategy for attracting skills, employment and business. We're working in collaboration with Oxford City Council and OxLEP, ensuring the project creates aspiration and opportunity for local people. By identifying skills' gaps and designing training that meets these gaps, we are providing a structured pathway for local people to benefit from these opportunities. Since August 2021, the project has created more than 250 construction jobs and six apprenticeships.

## NEW HOMES STARTING ON-SITE WINTER 2022

The Hill Group will be building high quality, new homes to enable low carbon living at Canalside, south of the A40. With easy access to amenities and community facilities, along with green and welcoming spaces, the homes are designed for young and old, families and singles, all living together in Oxford's new district. There will be a mix of both private sale and affordable new homes with 35% affordable tenure.

## WORKSPACE BUILDINGS 1 & 2 DUE TO COMMENCE SPRING 2023

Built with insight and ambition, Oxford North will give science and technology the freedom to flourish, supporting businesses at all stages of their growth. From an initial idea where a single desk, shared workspace or small office suite is needed, up to larger space and bespoke HQs, our buildings will be help to enable life-enhancing discovery and collaboration which can solve some of humanity's greatest challenges. Building 1 & 2 will provide workspace across four floors. Construction work will commence in Spring 2023.

# Masterplan

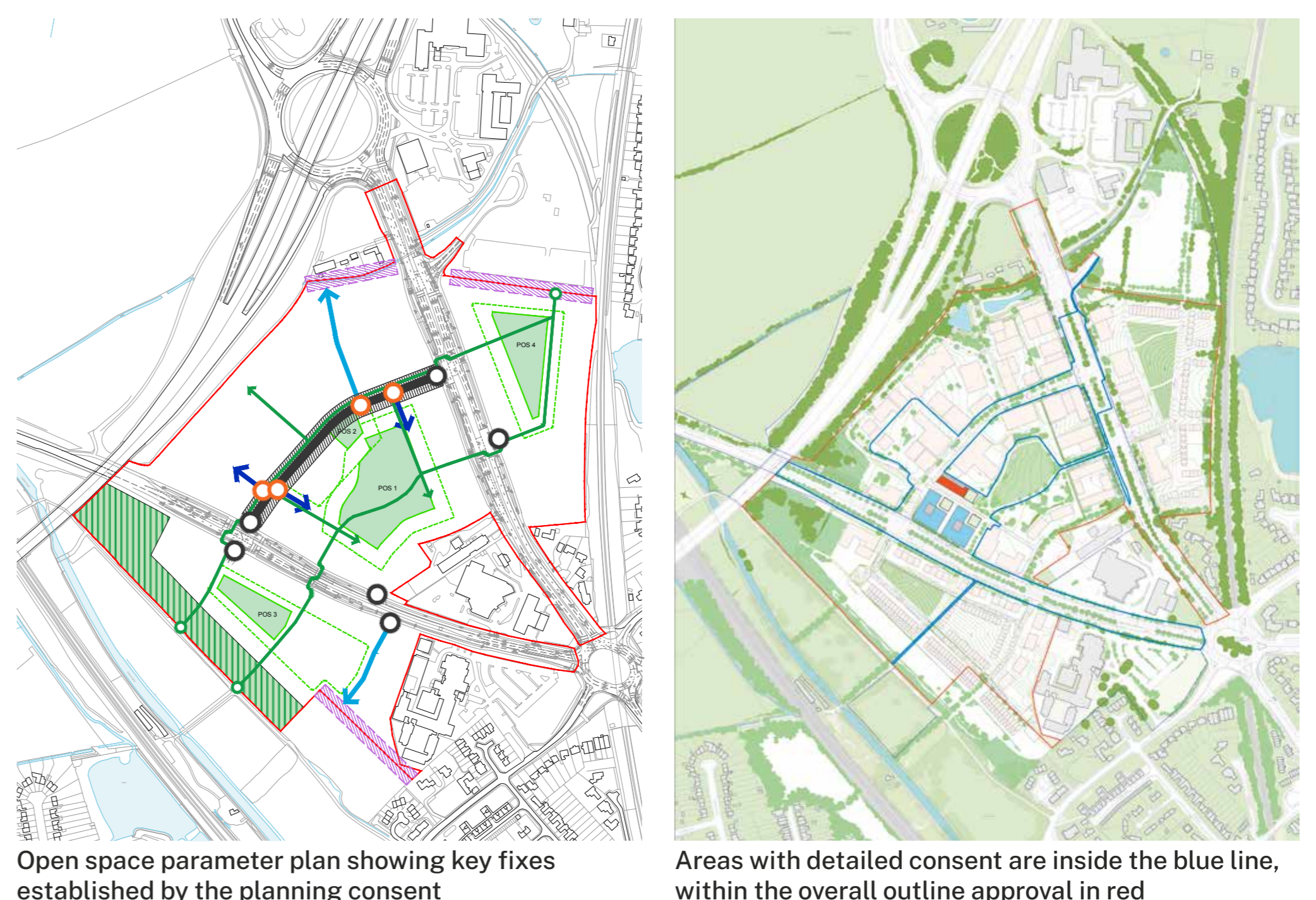
We are committed to bringing forward sensitive proposals with high quality design and open access public realm.



The consented masterplan approved in March 2021 set the vision, principles and key framework for the site.

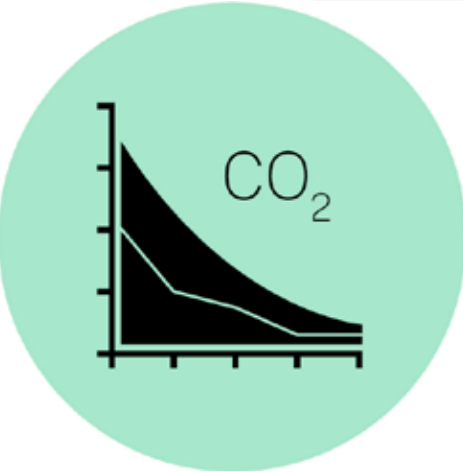
It confirmed, in line with Oxford City Council policy, that Oxford North would be an employment-led mixed-use site with a network of new public open spaces and routes, serving the needs of the city and its immediate neighbours.

An extensive environmental assessment supported the planning approval and this set important controls on the design, including on the height of buildings, their visual impact, the mix of uses, the amount of parking and the approach to energy and biodiversity. Each building and open space inside the masterplan needs to show compliance with the original consent and each application will be supported with technical documentation to demonstrate how the proposals relate to the permission that is in place.



# Sustainability and social impact

A healthy, inclusive place to live and work in



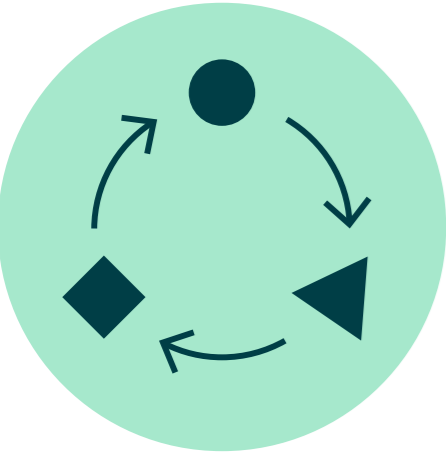
**Towards net zero**

**We will create a low carbon innovation district, following a Net Zero Carbon Pathway.**

The development will include all electric heating and cooling using heat pump technology.

All buildings will exceed building regulations and Oxford North’s estate managers will work continuously with businesses who are based at the project to minimise energy use and carbon emissions.

The building designs will be lean and efficient, measuring and monitoring embodied carbon to align with industry best-practice benchmarks.



**Circular resources**

**We will employ circular design principles in construction and operation.**

Construction waste will be monitored and minimised in line with industry best practice.

All buildings will be designed with circular economy principles in mind with recycled materials and re-usable components wherever possible.

Buildings will include water use minimisation measures, and where appropriate, recycling.



**Ecosystem resilience**

**We will create a climate-resilient and biodiverse district.**

Sustainable Urban Drainage (SUDs) features will be integrated throughout the landscape design.

Provision of significant quantities of trees and vegetation for biodiversity gain and urban heat island mitigation.

5% Biodiversity Net Gain compared with the original site through onsite and local offsite measures.



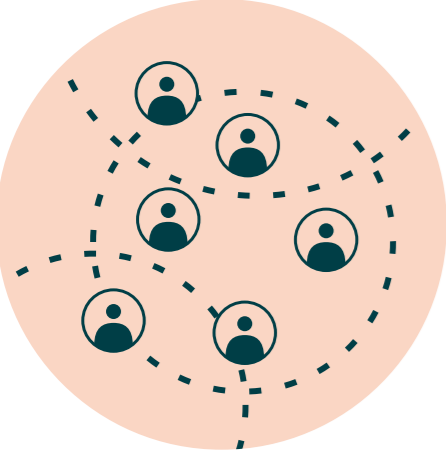
**Healthy places**

**We will create a safe and healthy place, in construction and operation, that fosters mental health, wellbeing, productivity and innovation.**

Buildings will be enabled for WELL accreditation where appropriate.

The site will provide outdoor and indoor amenities for wellbeing, fitness and social interaction.

Air quality and noise monitoring and mitigation measures will be implemented for occupier and visitor comfort.



**Connected communities**

**Improving the connectivity of north Oxford through more than £12 million investment in transport and bus services, making access safer and more convenient to pedestrian, cyclist and bus users.**

Creating over 2km of new cycle paths and footways on site opening up previously inaccessible places to the local community.

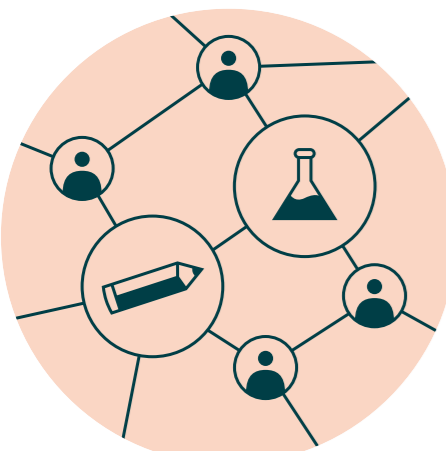
Integration of high quality end-of-trip storage and facilities for cyclists, runners and walkers, as well as EV charging.

Providing shared event spaces for local business, community groups, academia and innovation networks to thrive.

Provision of local employment opportunities with a minimum of 15% of vacancies advertised to local people during construction.

A mix of spaces and tenures to support SMEs and local businesses.

Training and curriculum support to local education institutions through site visits, talks and information sharing.



**Opportunities and prosperity**

# Central park and market square

Enhanced landscape designs aim to strengthen amenity and biodiversity



### ENHANCED CENTRAL LANDSCAPE

Oxford North's central landscape is part of a continuous ecological corridor, containing a pedestrian and cycle route that links the heart of Oxford North to its three development areas. The corridor crosses the A40 and A44 roads and connects to the Oxford Canal in the south-west and Oxford Parkway station in the north-east. The central landscape provides Oxford North with its most important public amenity space, for communal leisure, play and wellbeing in an inviting landscape setting. The landscape is formed of three east-west character areas that provide a range of flexible open spaces for people and a sequence of diversely planted habitats for wildlife.



### NEW MARKET SQUARE DESIGNS

The market square is placed between the shady side of the Red Hall and a future hotel with its bar and restaurant facing the sun on its east side. Both these built edges form wide terraces, that allow café tables and chairs to spill-out in good weather and observe events and activities at the square's centre. The link road (Thomas White Street) runs along the square's north edge, creating a pedestrian entry point to either side of a pavilion. Pedestrians are then led through the heart of the square to the central landscape on its south side. The square's central area is framed by trees and planters that define an intimate flexible space that can be used for street and food markets, outdoor events and festivals.



View looking across the new Market Square towards the central landscape and Plot A



### PLAY FOR ALL AGES

Along the southern edge of the central landscape is a rustic path that runs alongside the SUDs water feature and pond through a belt of woodland. This will screen the landscape from the later phases of development on its southern boundary and forms the context for a children's play area where the woodland and water creates a biodiversity focus.

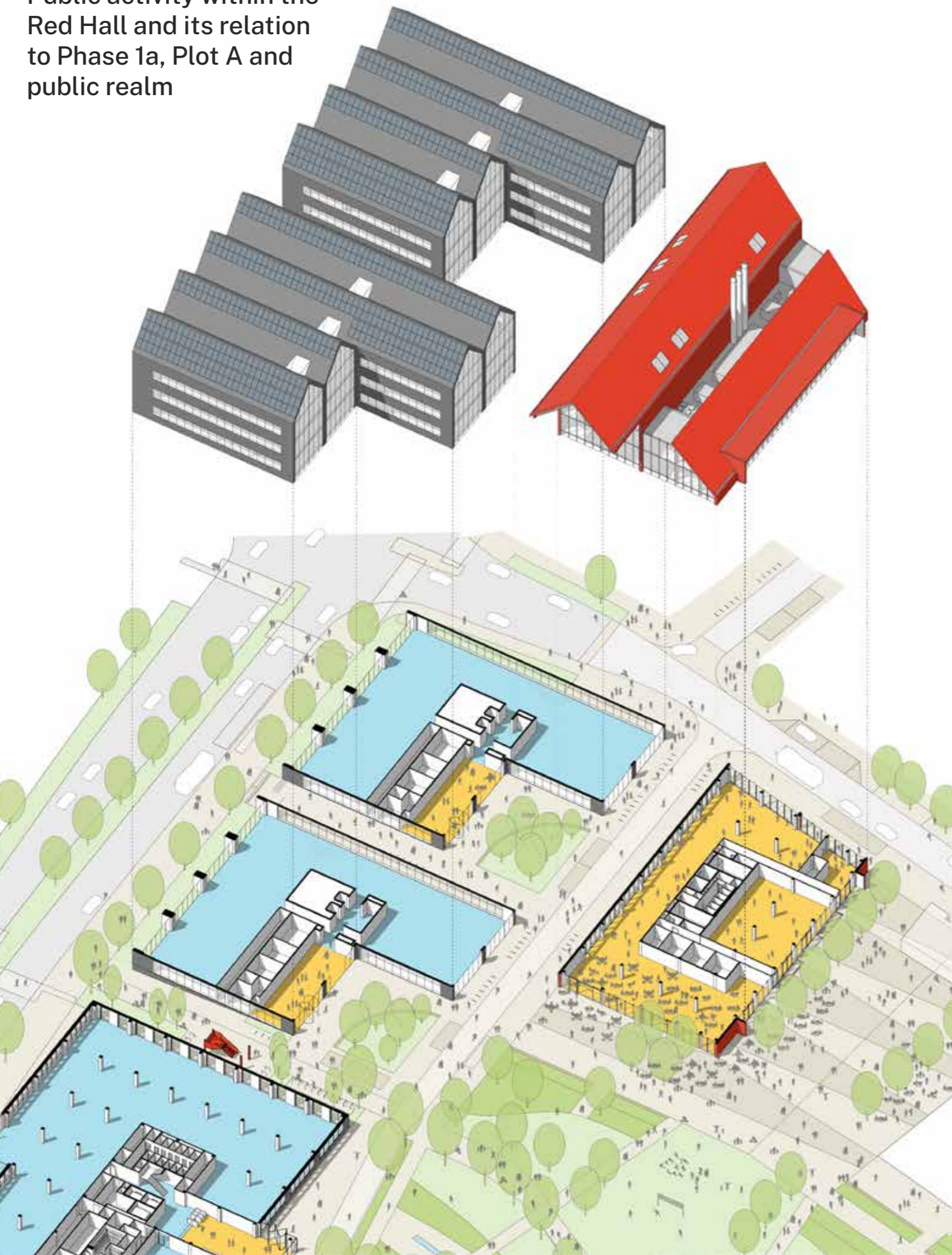


Artist's impression of public amenity use in the central landscape

# Enhanced Red Hall

Enhanced amenities, co-working and SME space in an extended Red Hall

Public activity within the Red Hall and its relation to Phase 1a, Plot A and public realm



View of the Red Hall from within the central landscape



Frontage onto the link road (Thomas White Street)

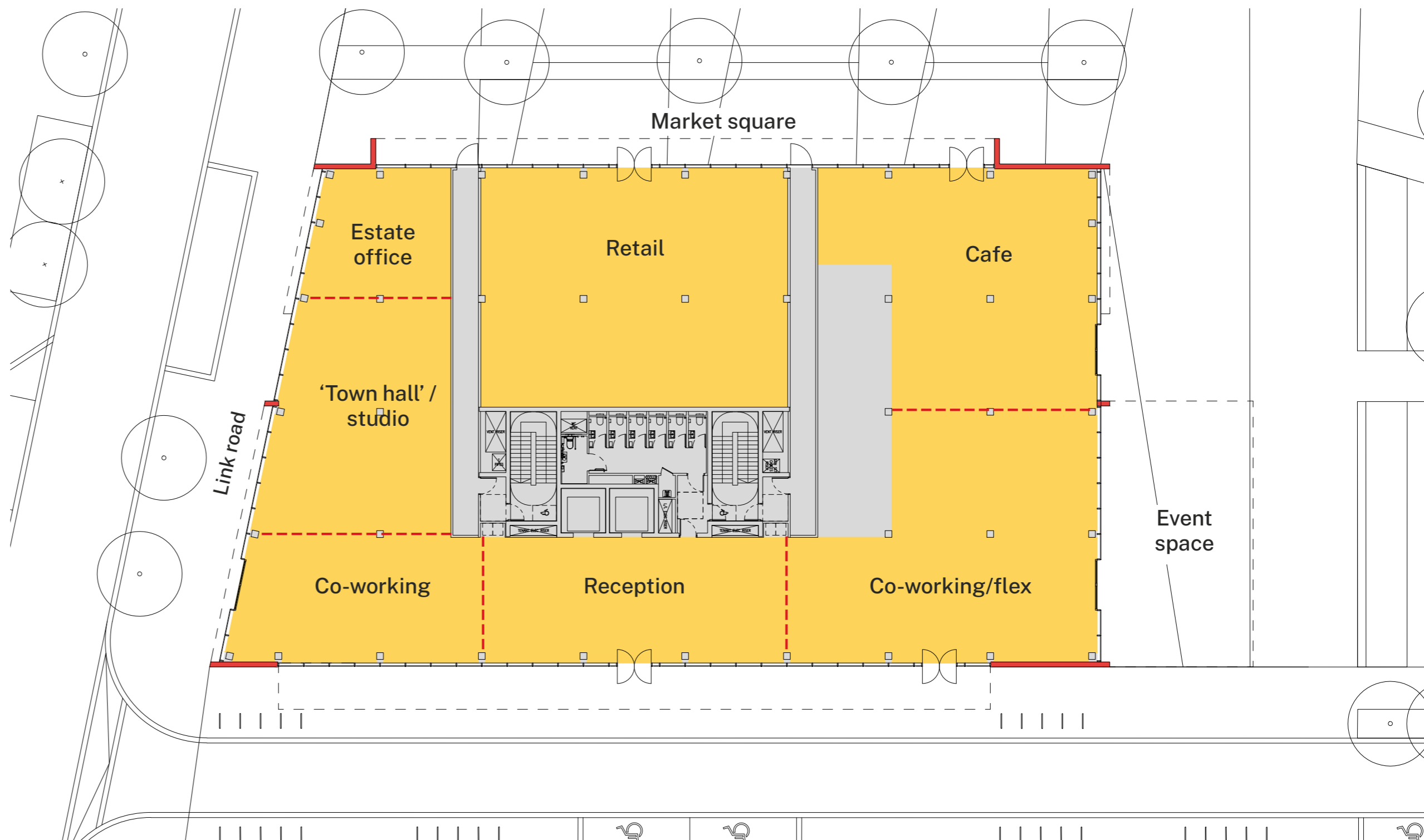


Frontage onto the link road (Thomas White Street)

## ENHANCED RED HALL

The design of the Red Hall retains the overall form, elevational treatment and external materials as the previously consented building. The proposed changes respond to the new relationship to the market square, which is now adjacent to the building on its north east face. An extended wing to the building, maintaining the roof profile of the previous form, continues towards the square, dropping in height to avoid overshadowing the open space. A portal framed opening onto the square creates a series of glazed doors and windows for ground floor public uses to interact with the open space. Internally, the wider plan form allows the creation of a central circulation core, creating increased flexibility for public ground floor functions to activate every edge of the building and for upper floors to host a range of amenity and employment uses.

Key plan



Ground floor plan with typical activities shown

# Plot A

A new flexible laboratory building looking out onto the central landscape, designed by Fletcher Priest Architects



CGI view of the proposed Plot A building from the A40, with consented Phase 1a buildings in the background

Key plan



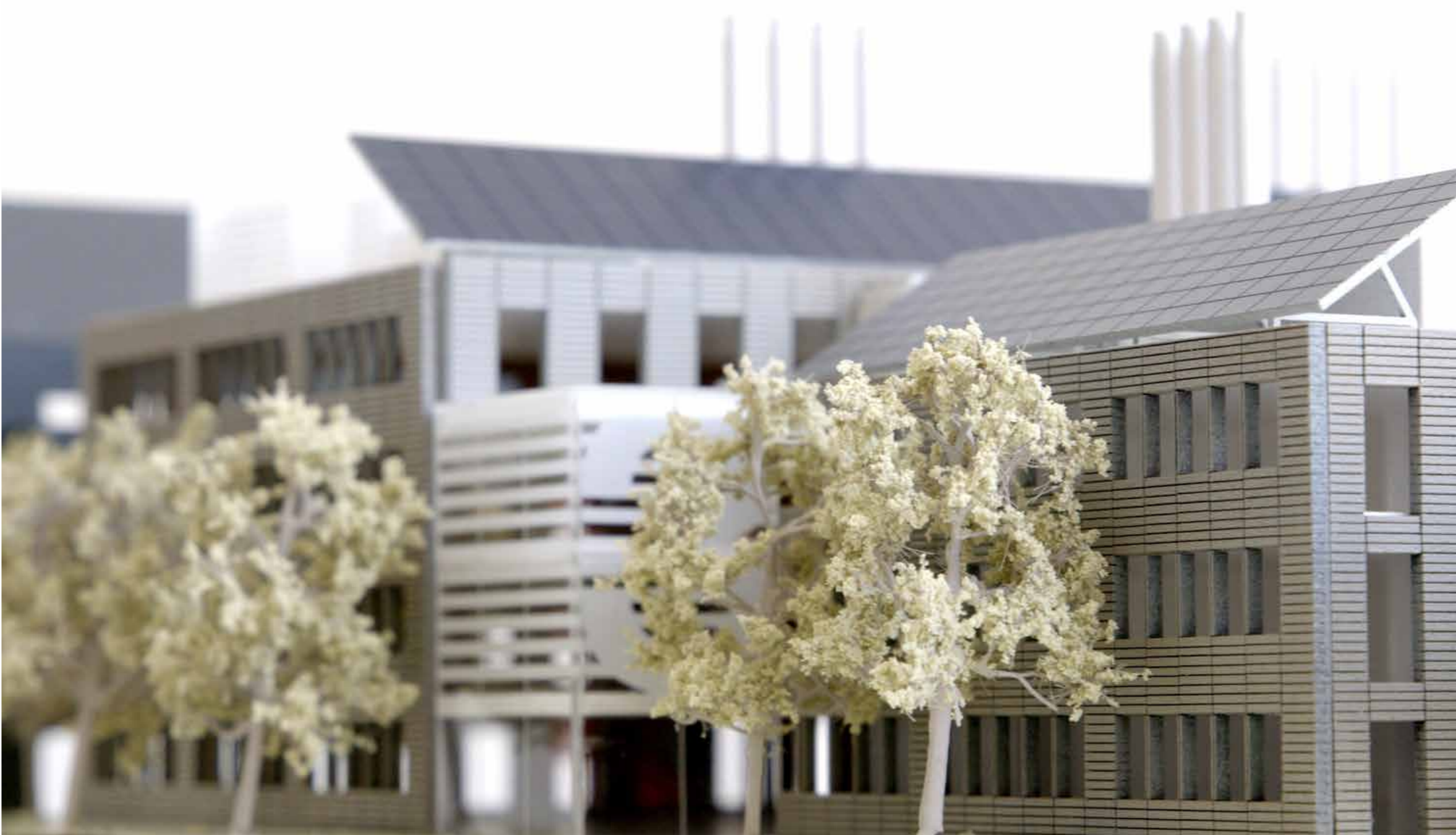
DESIGN SUMMARY

The Plot A building responds to its setting adjacent to the consented Phase 1a workspace buildings, completing the A40 frontage and enclosing the western side of the central landscape. The building steps down away from Phase 1a to allow a transition in scale to the lower buildings beyond the site to the south, and staggers in plan to break down the mass of the building and to articulate the building entrances.

A central core allows for highly flexible subdivision of the building for a range of laboratory occupier sizes and types. Roof level plant is screened behind a series of inclined and vertical planes including PV panels that also help break down the building mass and articulate the skyline from a range of sensitive views.



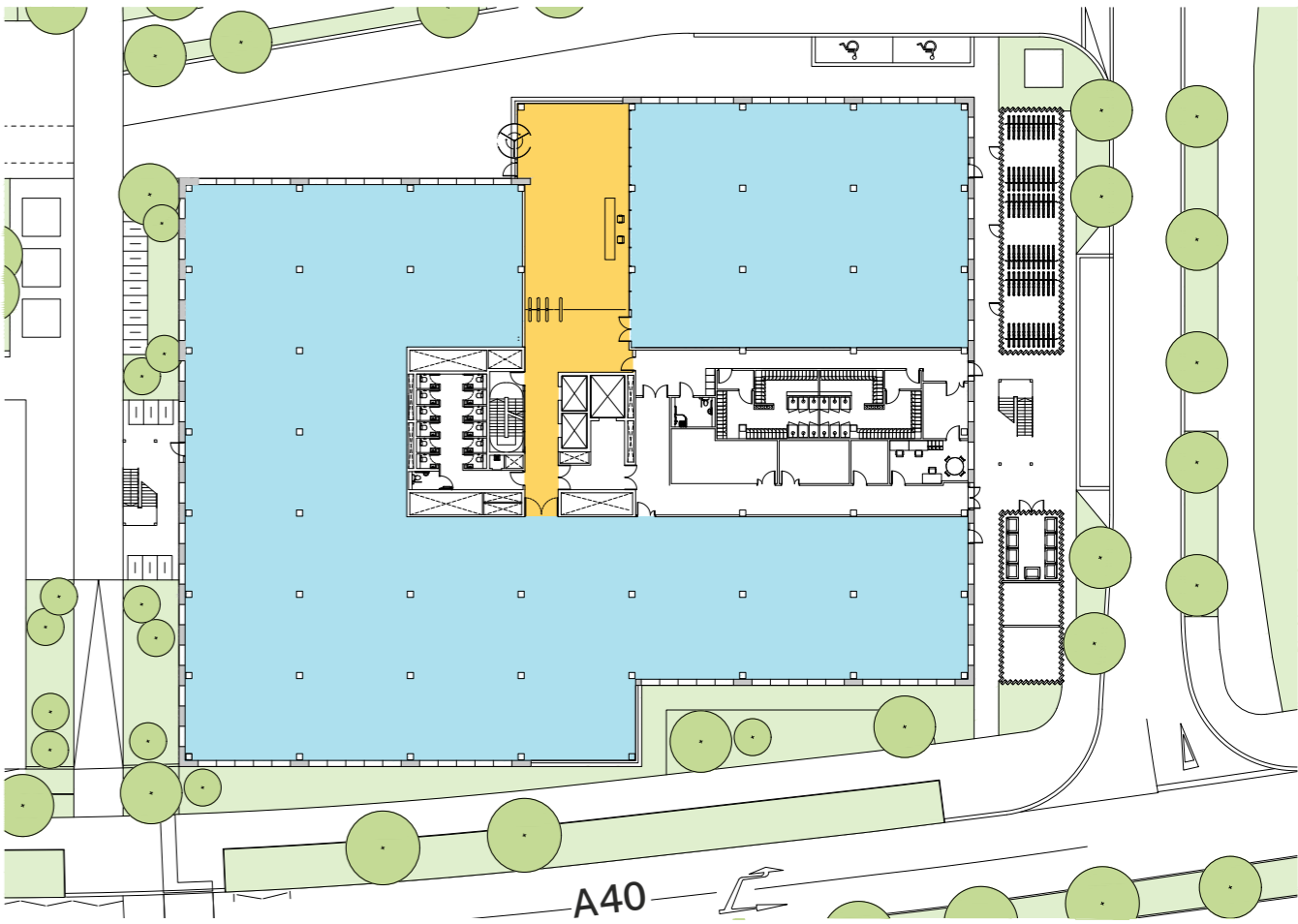
Approach to the Plot A main entrance from the new link road



Sketch model exploring facades, inclined PV panels, new tree planting and solar shading



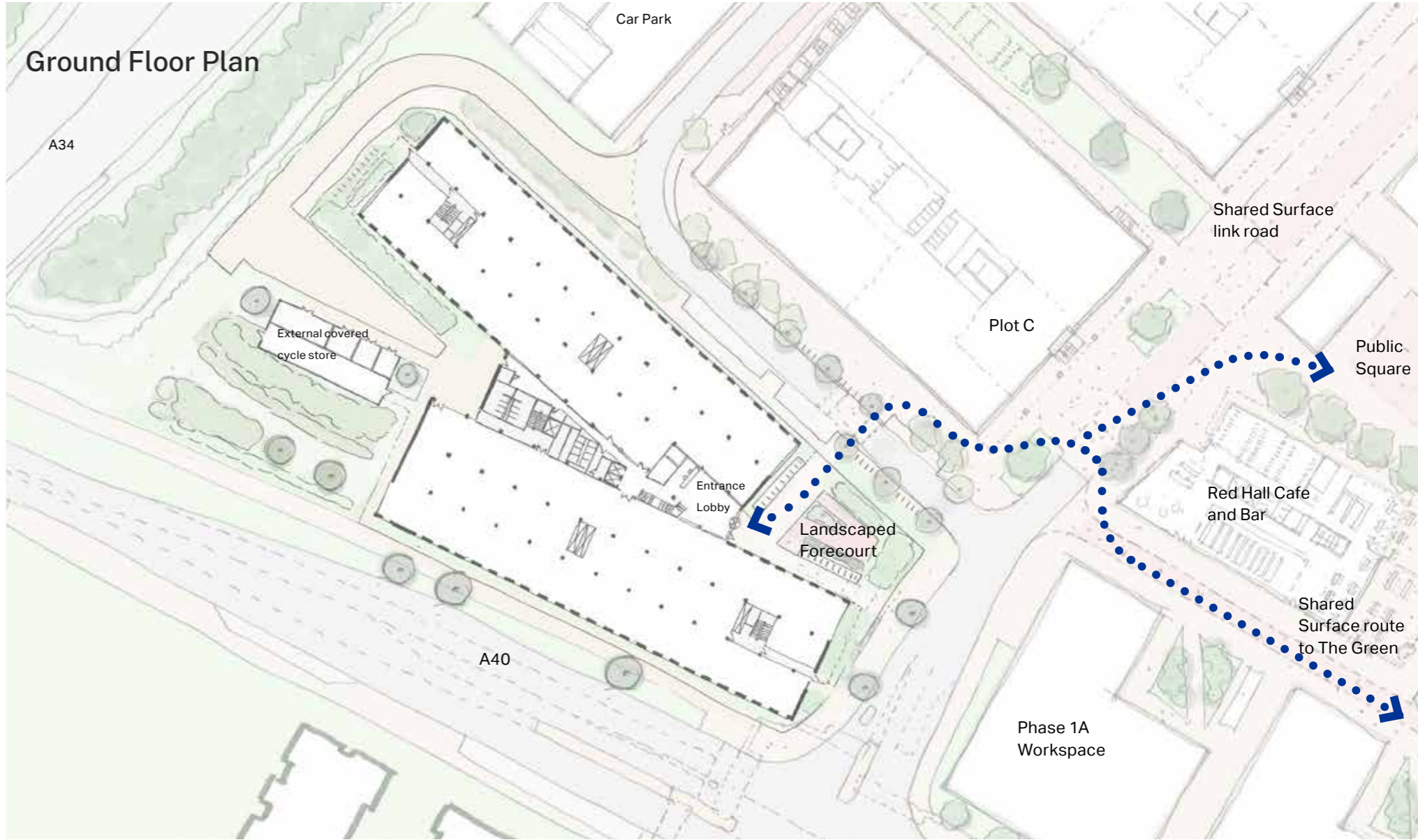
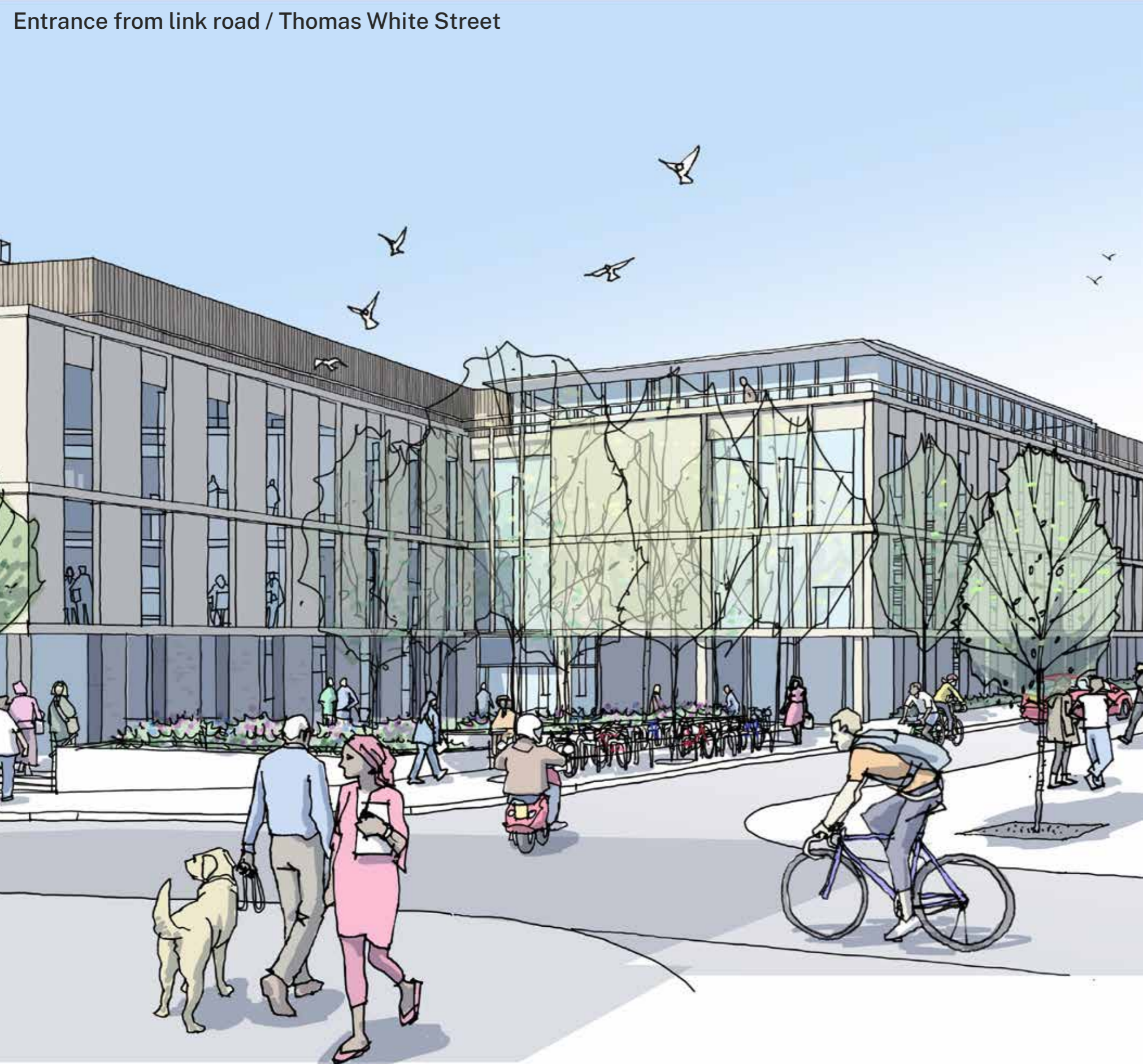
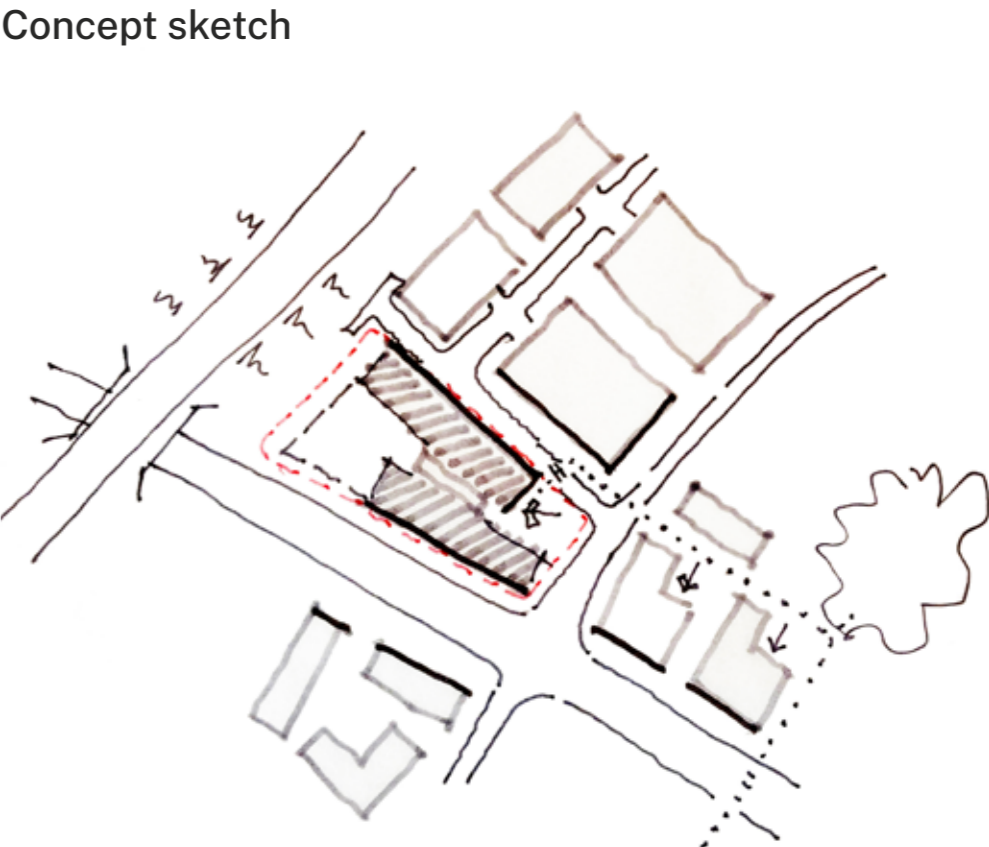
Cross section through Plot A (Phase 1a workspace building on left)



Ground floor plan

# Plot B

A new flexible laboratory building at the gateway to the site arriving from the A40, designed by Wilkinson Eyre Architects



**DESIGN SUMMARY**

Plot B sits in a key location to the north of the site, marking the arrival into Oxford when approaching south along the A40. It is immediately adjacent to the A34 and has to respond to level changes across its plot. The building design is formed of two wings that are splayed from one another to align with the plot edges and provide frontages along the primary streets. Vertical circulation is located between the two wings, which are offset from one another to create an open space at the entrance oriented towards the Red Hall, and at the opposite corner to create a soft landscaped foreground. Roof level plant is inset from the edges of the building behind screening, beneath a horizontal plane of PV panels. Ventilation flues provide articulation to the roof line and a rhythm to each wing, complimented by the facade treatment.



View at A40 junction with link road

View from the elevated A34

View from link road / Thomas White Street

Facade study

# Plot C

A new flexible laboratory building on the new link road and market square, designed by Gort Scott Architects

View from the Market Square



Key plan



DESIGN SUMMARY

Plot C helps form the northern side of the link road/ Thomas White Street, sitting immediately opposite the Red Hall and newly proposed market square. It will be prominently seen from within the site and on the approach from both the A40 and A44. The building has a rational rectangular plan and formal civic frontage to Thomas White Street. By having a greater proportion of glazing to the front than to the sides and rear, the intent is to reinforce the relationship between the building and public realm – giving sight of the activities within, enlivening the street and promoting positive overlooking. The main street elevation also includes a central recess that marks the entrance at ground level, with shelter and amenity space provided by cantilevered external balconies to the floors above. An inset vertically folded plant screen at roof level gives depth and variation to the roofline when viewed obliquely from within and around the site.

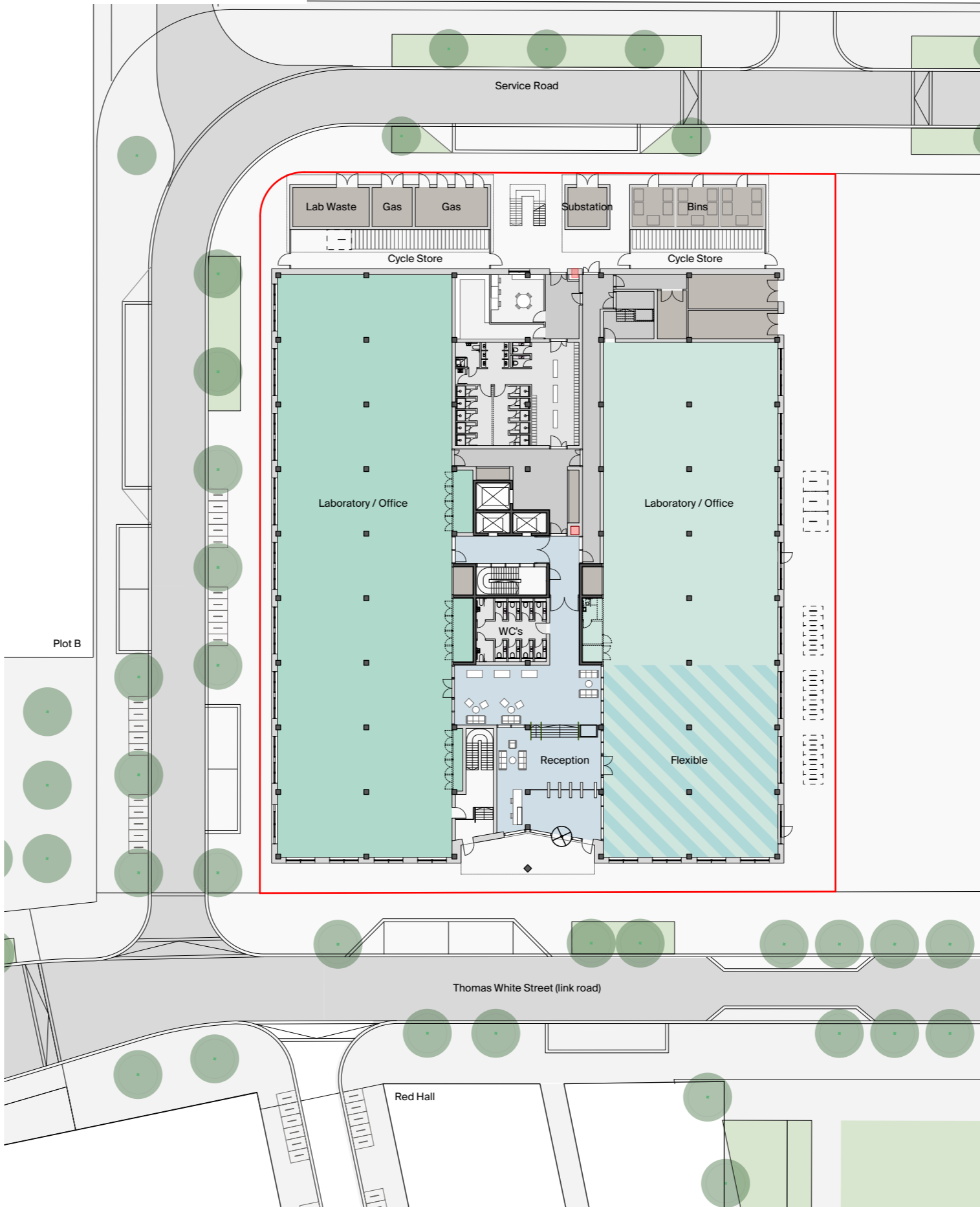
View from Phase 1a, adjacent to the Red Hall



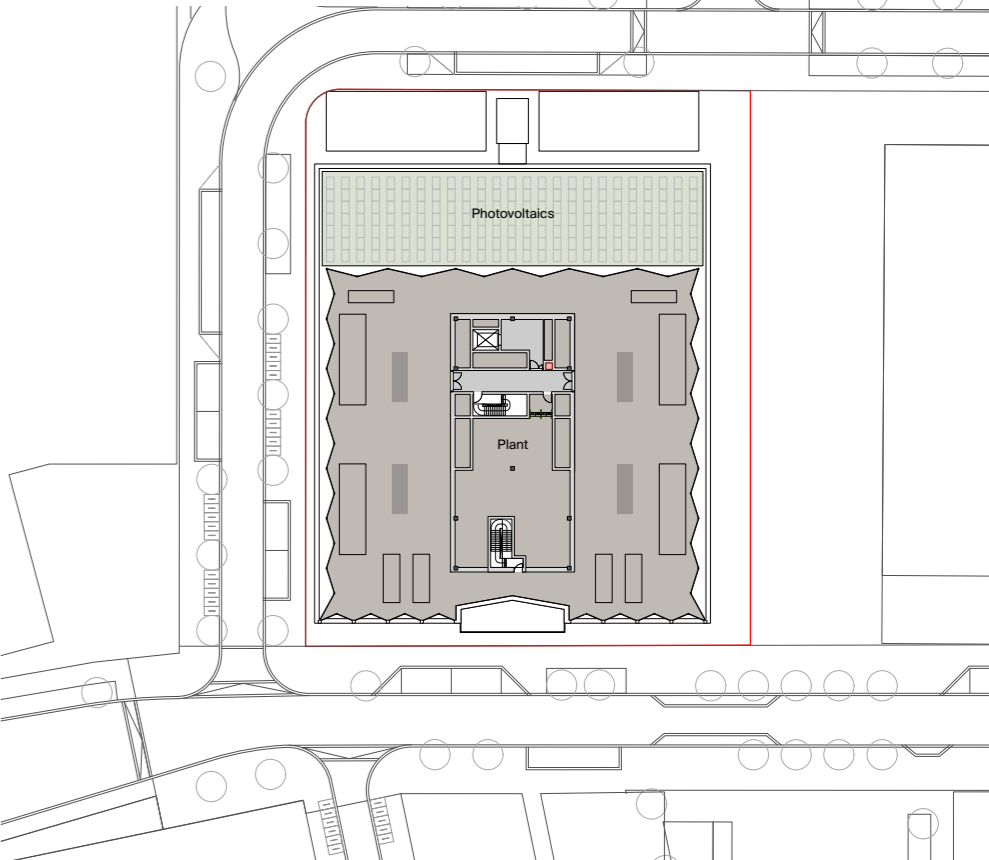
View along Thomas White Street from the A40



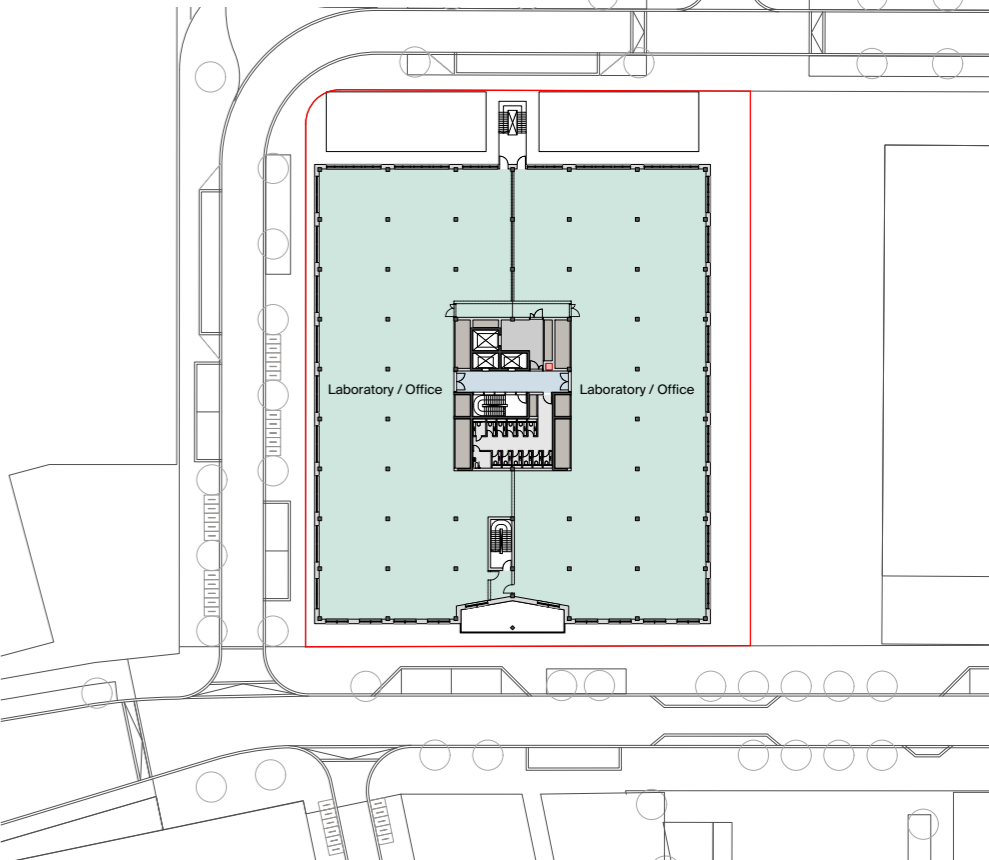
Ground Floor Plan



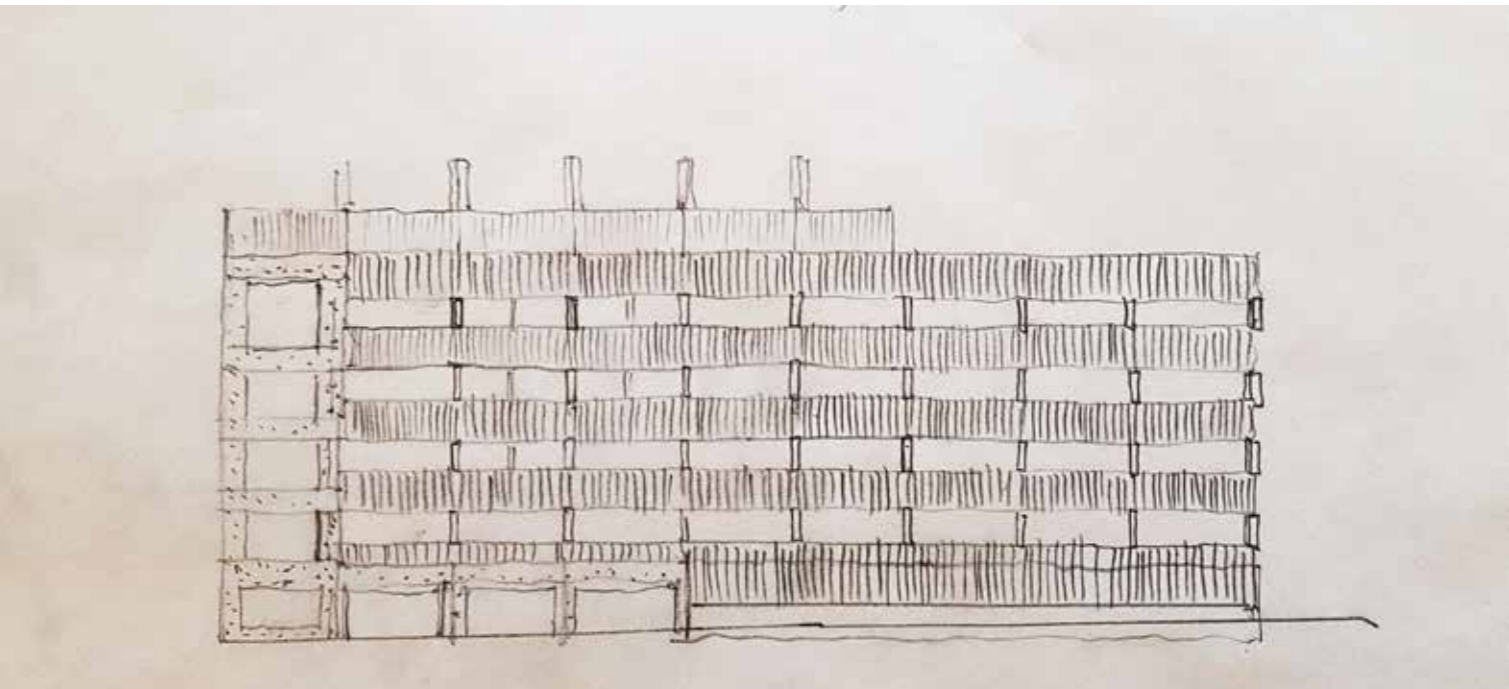
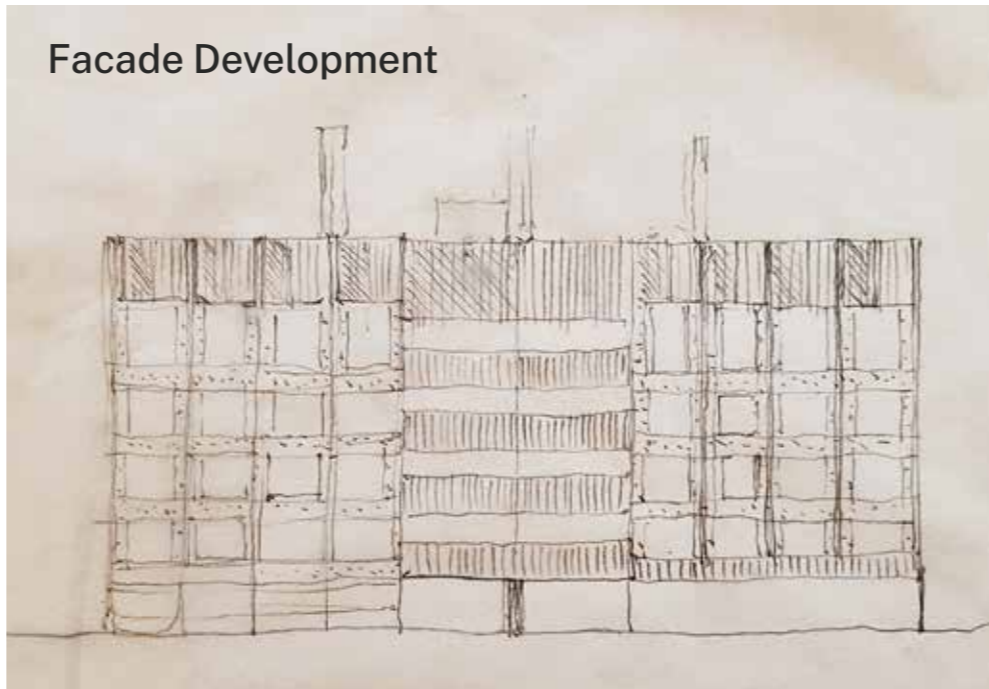
Roof Plan



Typical Floor Plan

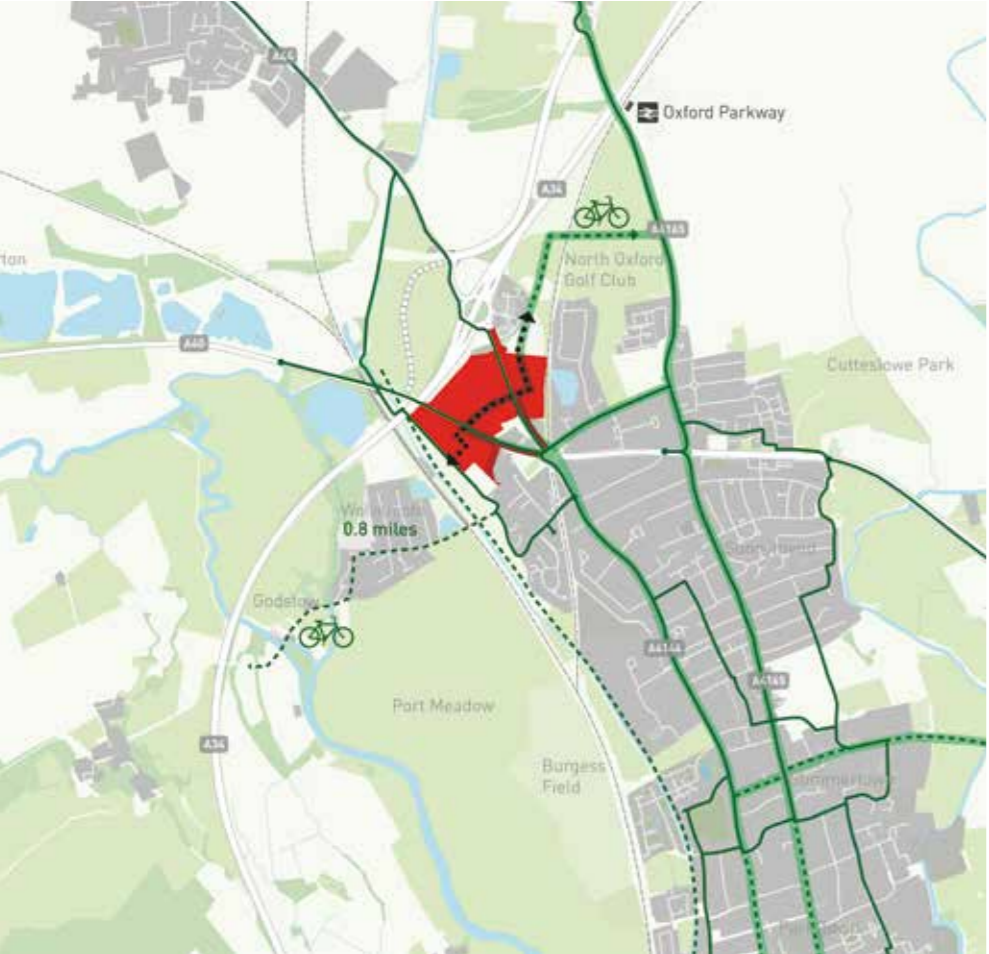


Facade Development



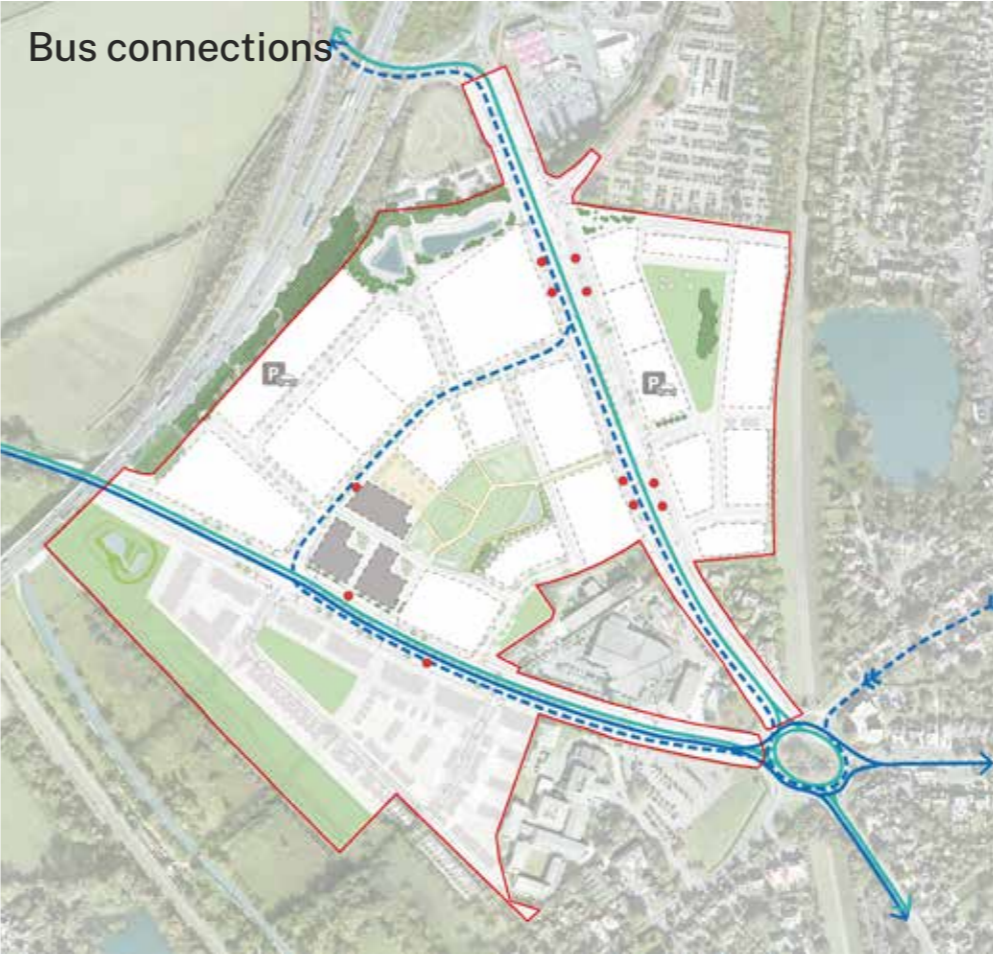
# Sustainable travel and accessibility

We're working hard to make Oxford North as accessible as possible, promoting sustainable travel and minimising impact on surrounding roads



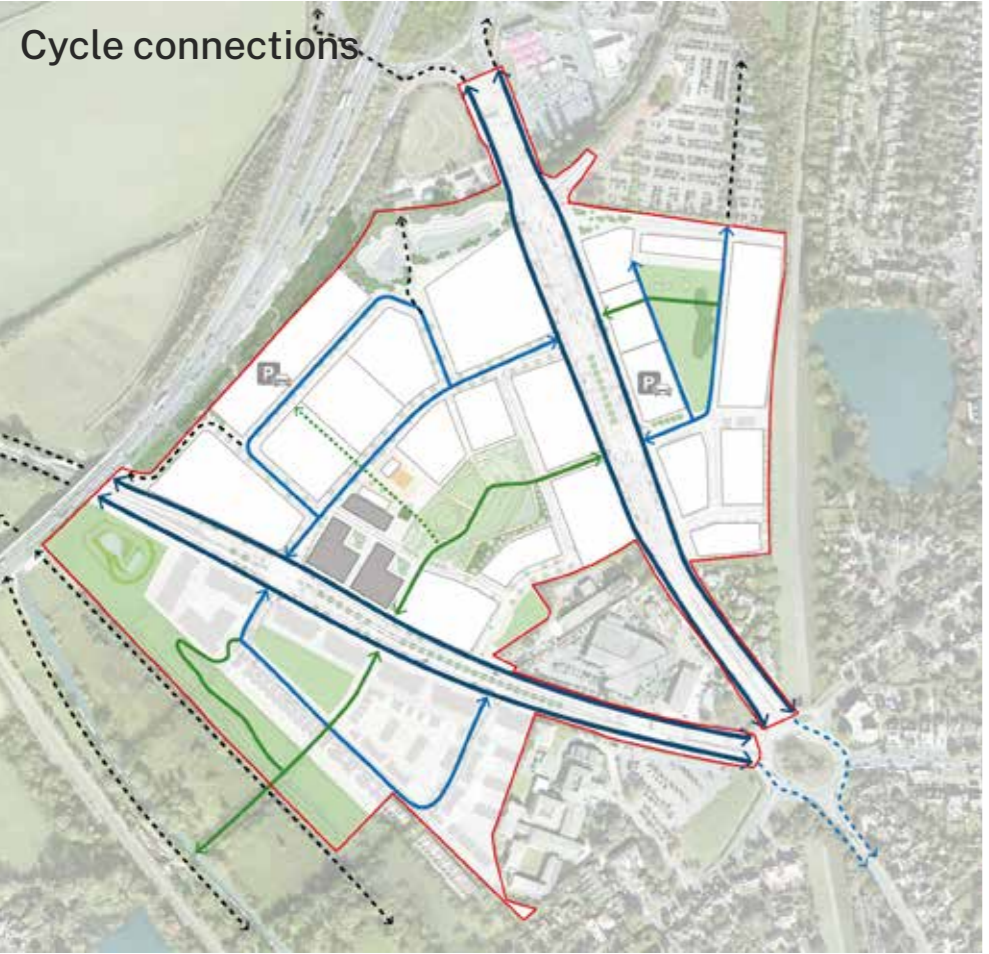
### RAIL ACCESS

Oxford Parkway station provides direct and frequent services from London Marylebone (calling at stations such as Haddenham and Thames Parkway, Bicester, High Wycombe, Princes Risborough, Islip, and Oxford). Interchange at Oxford provides opportunities to commute from the wider rail network, including Bristol and the Southwest, Birmingham, Reading, Didcot Parkway and London Paddington. The station is a ten-minute cycle / scooter ride from Oxford North and a new station shuttle bus will be provided.



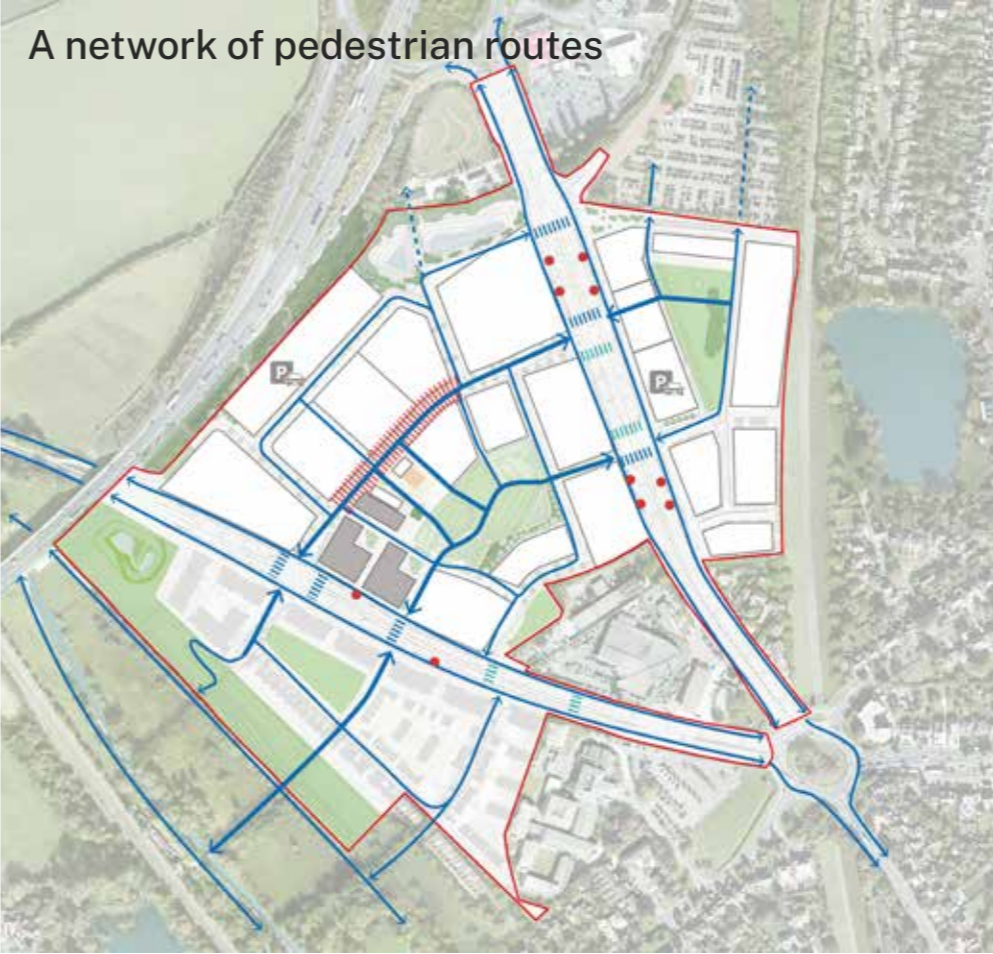
### BUS CONNECTIONS INTO THE CITY AND ACROSS OXFORDSHIRE

The site is served by eight buses an hour to Oxford City Centre. These extend out to Witney and Carterton to the west and Woodstock and Charlbury to the northwest. Significant improvements are being made on the A44 and A40 to deliver benefits to bus services and to those using them by providing new bus priority lanes, improved bus stops, real time information screens and new crossing facilities. A new 850 space Park & Ride mobility hub is being constructed on the A40 at Eynsham 5km to the west of Oxford North, along with a planned new bus lane and cycle lanes connecting to Oxford North. New and higher frequency bus services are planned as part of these upgrades. Oxford North is funding a new bus service to connect to the residential areas of Headington and potentially on to Cowley to provide enhanced direct bus services from the east of the City.



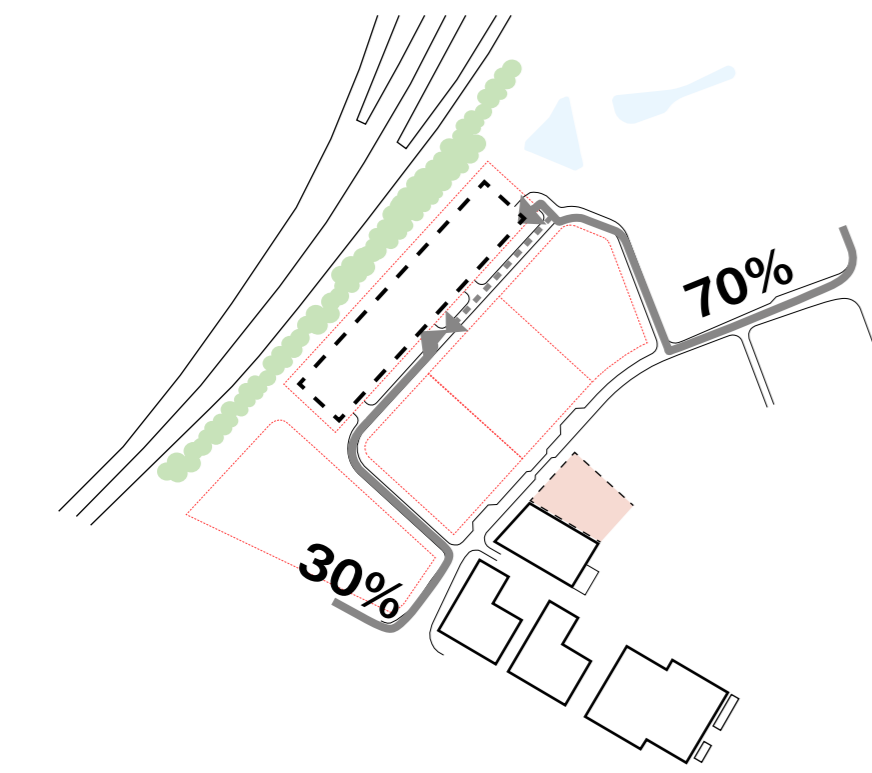
### SAFE AND DESIRABLE PROVISION FOR CYCLISTS AT EVERY SCALE

Oxford North will be well connected into cycle routes from both the City and outside of the City on the A44 and A40 corridors. This includes new and improved cycle lanes and crossing facilities. These will connect into wider County proposals to deliver new cycle lanes along these corridors and into the City Centre. A new route will be provided south of the site connecting through the new housing area to Joe White's Lane National Cycle Network and the canal towpath. New cycle routes within the site will connect through the landscaped areas providing secure and attractive access to the new buildings and where cyclists mix with traffic the streets will be low speed and cycle friendly. Secure and covered cycle parking for over 1,500 cycles will be provided alongside shower, changing and storage facilities, making cycling an attractive option for commuters and visitors from across the City and beyond.



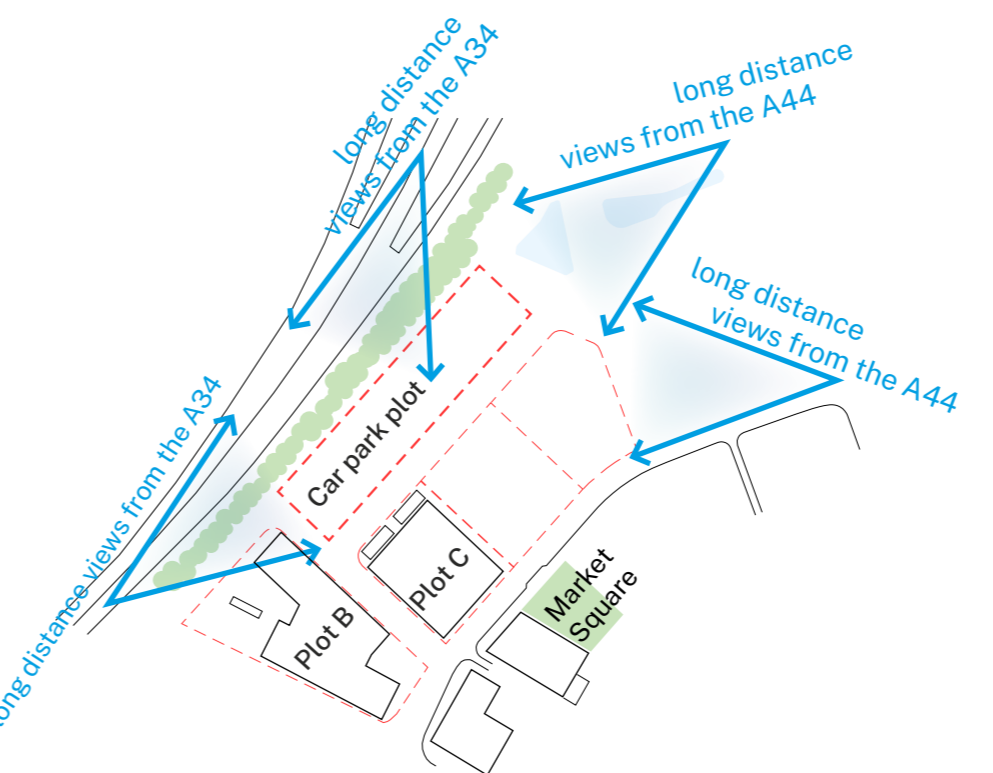
### ATTRACTIVE STREETS AND SPACES WITH THE PEDESTRIAN AT ITS HEART

The design of Oxford North will provide an attractive and welcoming space for people. New streets will be slow speed, attractive, well-lit, and landscaped. Public art, signage and distinctive buildings will help wayfinding. Routes through open spaces will complement the new streets and the width of pedestrian routes will increase where higher concentrations of activity are envisaged close to the amenity and event spaces. Disabled parking, servicing areas and new bus stops will be sensitively designed within the new streets. Street trees will add interest. Cycle and scooter parking will be provided in convenient locations to the new buildings. The alignment and width of carriageway will help regulate speeds whilst still allowing for servicing and refuse collection.



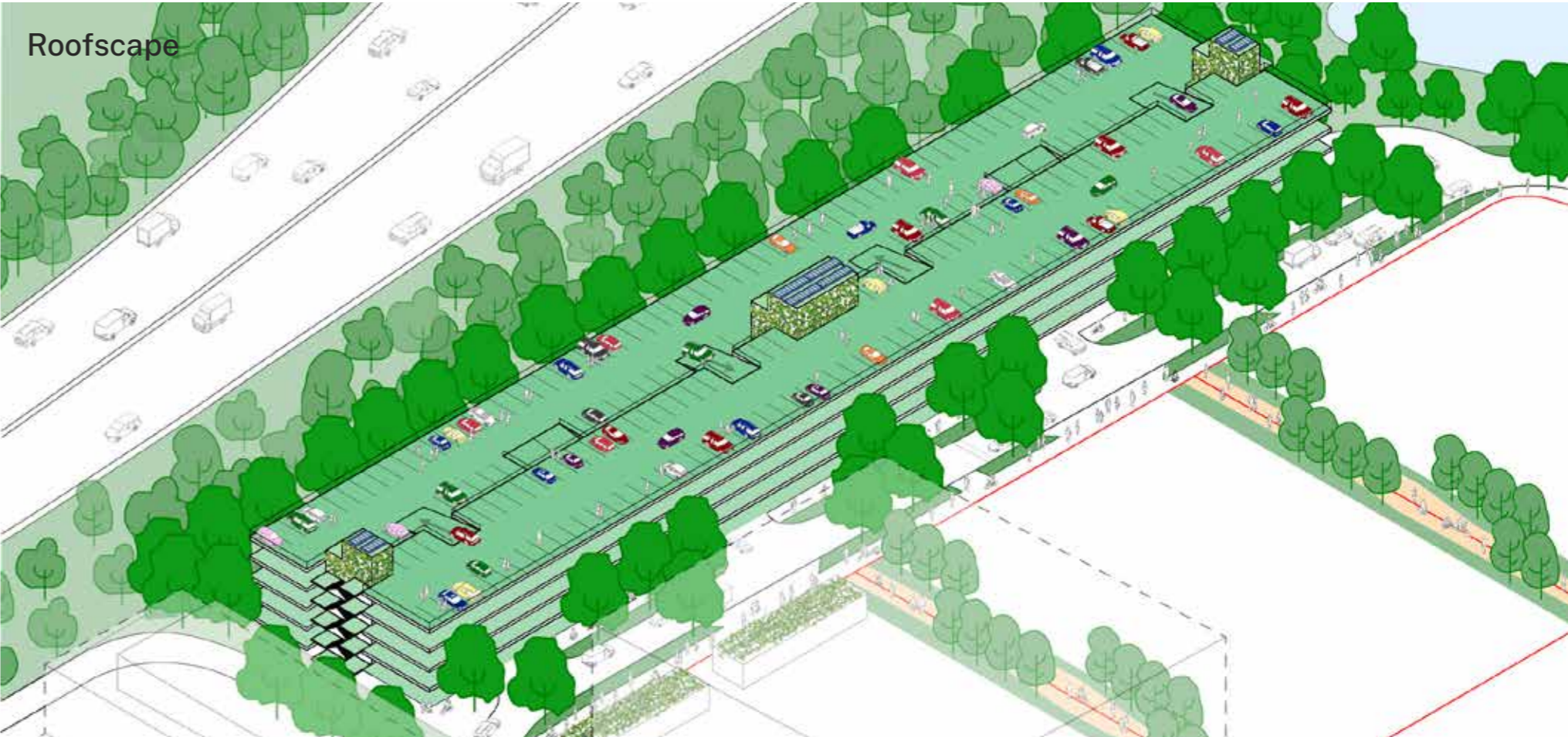
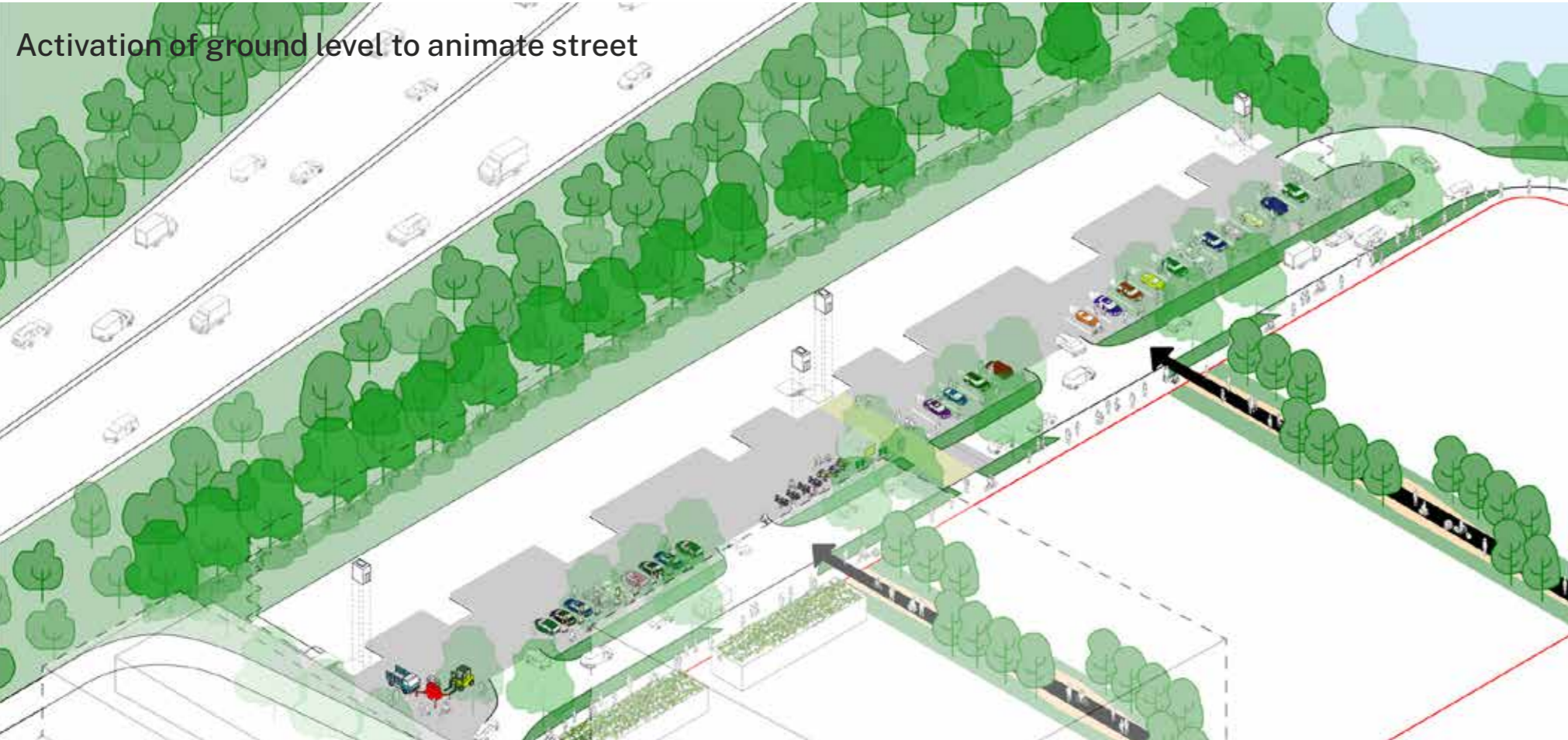
### CAR PARKING

Whilst we hope the majority of people will travel to Oxford North by walking, cycling and public transport, for those who need to access Oxford North by car, parking will be provided in a multi-storey car park to the north-western edge of the site adjacent to the A34. Accessible parking spaces will be provided throughout the development for those with mobility needs. Electric vehicle charging will be available for those who require it, with an early provision of c100 spaces, increasing with demand as required to promote the use of ultra-low emission vehicles.



### RESPONDING TO CHANGE

The design approach for the car park has been to recognise the evolving approach to the private vehicle over time. Rather than creating a carbon-intensive over-sized frame to adapt for unknown future post-car use, the strategy is to create a development plot in which a demountable component-based system structure can be replaced with other uses at a later date. The car park structure helps provide screening to the A34 and is partially obscured by existing mature trees and the elevated road embankment. Where the structure is more exposed it will be screened by new trees and hedgerow planting to help visually and increase biodiversity. Strategies for public art, signage and mesh screening are being explored.



# Project delivery

We are investing £700 million into the project to support skills, training and business which will boost the economy by circa £150 million per year in GVA.



## Delivery

The project is being delivered by an experienced client and project team committed to creating this new place for Oxford while minimising disruption through partnership and cooperation. The enabling infrastructure works are nearing completion, setting the basis for the next phases to come, along with the upcoming construction of the first new homes on Canalside and workspace buildings 1 and 2 on Central, as shown on the timeline below.

## Infrastructure

Much of the sustainable urban drainage is already installed incorporating attenuation ponds. The flood water management is designed to anticipated future climate scenarios as appropriate. In addition to this, the electrical network is underway, facilitating an all-electric development with no gas fired heating. Oxfordshire County Council's A40 improvements are nearing completion and the A44 improvement works to provide safer cycle, bus and pedestrian routes are in the pipeline.

## Considerate construction

The main contractors are required to be part of the Considerate Contractors scheme and to target a top score. A regular newsletter will be provided to local residents and businesses to keep everyone up to date with key activities and progress.

## Training, employment and business strategy

Our approved master strategy is being updated working with Oxford City Council and OxLEP to incorporate the next phases of development including considerations towards digital and green skills as well as offsite manufacturing. During construction we will be maximising the opportunities for local residents and people across the county by undertaking skills forecasting, targeted outreach into the community, local learning and education, and supporting structured pathways into new careers. In the future this approach will be extended once the buildings have been completed and are occupied to provide a diverse range of exciting new roles for people across the city, county and beyond.

## Jobs

For the next few years, hundreds of jobs are being created on site, with a commitment to advertise a minimum of 15% through local recruitment.

In the longer term, it is anticipated that the district will be home to over circa 4,500 science and technology jobs with a diversity of skills and opportunities.

## Community Liaison Group

In order to provide a regular forum to air ideas and any concerns, the project team and contractors will meet with the Community Liaison Group which is made up of the local councillors, Wolvercote Neighbourhood Forum, Wolvercote Commoners Committee, and local businesses and residents.

If you are interested in how to be represented in this group, please contact [info@oxfordnorth.com](mailto:info@oxfordnorth.com)

## Timeline



Public consultation ending Thursday 8 December

The Hill Group starts to build new homes on Canalside

A44 improvement works start

Phase 2 Reserved Matters Applications due to be submitted

Phase 1a building construction starts

Phase 2 planning determination targeted

Phase 2 construction due to commence

Completion and opening of Phase 2

Please scan to go directly to our online feedback form



### HOW TO COMMENT

We're inviting feedback during a four-week period closing at 22.00 hours on Thursday 8 December 2022.

You can submit your feedback via our website or by completing a feedback form which is available at this event.

Find out more via [oxfordnorth.com/consultation](https://oxfordnorth.com/consultation)

Thank you for visiting.