**Oxford Station Area Design Competition**

**Masterplan Design Principles**

Our design proposals translate the existing masterplan into three-dimensional form and aim to create a new landmark project for the city in tight regeneration of the surrounding area. Through detailed analysis of both the site and city context, we are proposing 21st century buildings and public realm that will complement and enhance Oxford’s reputation as a world-class city.

The primary aim of the station and transport interchange are of paramount importance to the design and passenger experience and safety, in the hands of the M4, has led us to re-examine key design principles for the site to ensure our architectural proposals meet these functional and challenging requirements. We have also attempted to bring the disparate elements of the masterplan into an overall composition that responds to the varying conditions of the elongated and challenging site.

**Key Design Principles / Response to Site Context**

The following diagrams outline our key design principles and show how these relate to the wider site context.

- Enhancing north/south spatial connections
- Interconnecting with adjacent public spaces
- Preserving character of Beckett Street with landscaping
- Traffic calming measures proposed along road
- Bus/coach station screens interchange from churchyard
- Station square divided into formal and informal zones
- Square open to south to maximise sunlight penetration
- Enhancing wayfinding and connectivity at ground floor level
- Unified by colonnade connecting all buildings
- Removing transport interchange from beneath corner building to increase connectivity
- Creating a marker for the site on the historic city skyline (View from Headington Hill)
- Consolidation of public realm at base of both buildings to unify space
- Train Station and ‘Gateway’ buildings positioned to terminate views from Frideswide Square
- ‘Gateway’ building creating a marker for the site
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- Masterplan Design Principles

**Site Sections Response to Site and Oxford Context**

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**The Oxford Context**

- Images showing articulation and materiality of historic Oxford buildings
- Material palette showing proposed approach to facade design, including depth, detail and high-quality materials, to give the buildings a strong civic presence

**ENHANCING THE CITY SKYLINE / RESPECTING PROTECTED VIEW CONES**

Elevation of proposals showing how the development aligns with the 18.2m height limit, with the exception of the ‘gateway’ building, which is intended to act as a new city landmark independent of the station.

**Material Palette**

- Precedent images showing proposed approach to facade design, including depth, detail and high-quality materials, to give the buildings a strong civic presence

**Site Sections**

- Site Sections 1:1000 - showing proposed buildings' relationship with surrounding context

**Response to Site and Oxford Context**

- Creating a marker for the site on the historic city skyline (View from Headington Hill)

**Site Sections**

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**ENHANCING THE PUBLIC REALM TO UNIFY SITE**

Consolidation of public realm at base of both buildings to unify space
ARCHITECTURAL RESPONSE

Transport Interchange

• Aerial view of proposed masterplan

Aerial view of proposed masterplan

• Interchange enclosed by ‘gateway’ building, multi-storey car park to south and bus shelter to east to reduce visibility from Beckett Street

• All modes of transport enter the site in segregated lanes

• Space has been allocated along the western boundary to support pedestrian and cycle access to car park

• Undesirable undercrofts and covered parking spaces removed from below ‘gateway’ building

Pedestrian Bridge

• Bridge crosses Botley Road and connects northern and southern parts of the site, and is located on an extension of the build-up area

• The pedestrian bridge has been designed to extend upwards to create an entrance to the bridge on the northern side

• High quality materials will line the pedestrian bridge, with white hardwearing tiling and green walls.

• There will be a high level of illumination in the space, supported by up-lights to the undercroft and down lights to wash the walls.

Station Underpass

• The underpass has been designed to create a safe route for pedestrians and cyclists.

• High quality materials will line the underpass, such as brickwork in the spirit of railway engineering.

• There will be a high level of illumination in the space, supported by up-lights to the undercroft and down lights to wash the walls.

Multi Storey Car Park

• The multi storey car park has been sited behind the eastern boundary to improve views of the western boundary

• This creates a visual link between the car park and Botley Road to reduce the impact on the building

• A green wall will create a visual divide between the car park and Botley Road to reduce the impact of the building

• The deep vertical fins reduce the amount of glass and provide controlled views towards the city centre

• The wall facing the railway will not have any openings, but will be lined with high quality materials matching the surrounding buildings

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STATION BUILDING DESIGN

The station could take different forms

Lightweight roof structure

Open plan station concourse

Station Sections

Ground Floor Plan - showing relationship with transport interchange, station square and 'gateway' building

Long Section - showing the relationship between the station entrances and the concourse above the railway tracks

Short Section - showing relationship between the concourse and the platforms

Environmental Control

Constructability

Station Sections

Ground Floor Plan - showing layout of station concourse

First Floor Plan - showing layout of station concourse

Exploded axonometric view of the Station Building - showing its relationship with the public realm spaces and the pedestrian movement through the station
A STITCHED-IN PUBLIC REALM

The project has the capacity to provide an enhanced, more characterful stage for this part of Oxford and strengthen the city as a whole. Proposals have been set out to create a series of spaces that are以为中心, while complementing each other to link through the city.

New and improved uses, buildings and public realms have been designed as an ensemble - they have been shaped to fit into the place as found while providing a step change in quality and public relevance through openness and new active edges. Carefully curated and designed interventions build on the rich history of Oxford, its courts and urban landscapes.

Place specific design judgements about extents of materials such as natural stone, public art, street furniture, trees and lighting will create a naturally rich quality for the spaces and around the stations that will both make the most of the particular qualities of each and add them as a whole. This approach will enhance the presence and identity of the new piece of city as a key ‘piece’ to Oxford.

Making an Oxford Station - not just a station in Oxford

Station Square

- The new public realm will connect west and west into the old as well as expanding city, and north and south into the landscape.

Station Courtyard

- A focus on the particularities of places or ‘moments’ such as the Station Square and Courtyard, offers particular opportunities to enhance what is special about Oxford and its history.

North/south green link

- The new spaces connect existing and new uses and communities and encourage flows right into the landscape through sustainable greenhouses and new planting.

OXFORD STATION AREA DESIGN COMPETITION

The new bridge maintains the historic route along Osney Lane

A colonnade of trees lines Beckett Street creates an attractive and intimate edge to the transport interchange while strengthening the north / south green link.

Oxford Station has extensive public spaces marking entrances and providing a new front door to the city.

As well as traditional wayfinding devices within the Station Square, small ‘trinkets’ will hint at the richness of Oxford’s historic narrative.

The Station Square extends recent improvements to Frideswide Square.

- Tucked behind the station forecourt a station cloister will form an intimate public space carefully curated to become a treasure in a city with few public spaces.

- Small retail units with generous pavement seating areas, line a lawn inset with stepping stones to tiled picnic mats scattered in the grass.

- The edge spaces along the railway tracks will accommodate station uses as well as a public green landscape, connecting north and south and providing attractive routes for residents beyond the project area to connect into the centre of Oxford.

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- A high quality ‘background’ – a common ground – is proposed complemented by special interventions to the main spaces using public art, seating and high-crowned trees.

Building on the courtyards that characterise much of the city, the narrative of Oxford should be present in these new public spaces. Tiled picnic mats provide playful additions to allow public inhabitation.

Station Courtyard

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