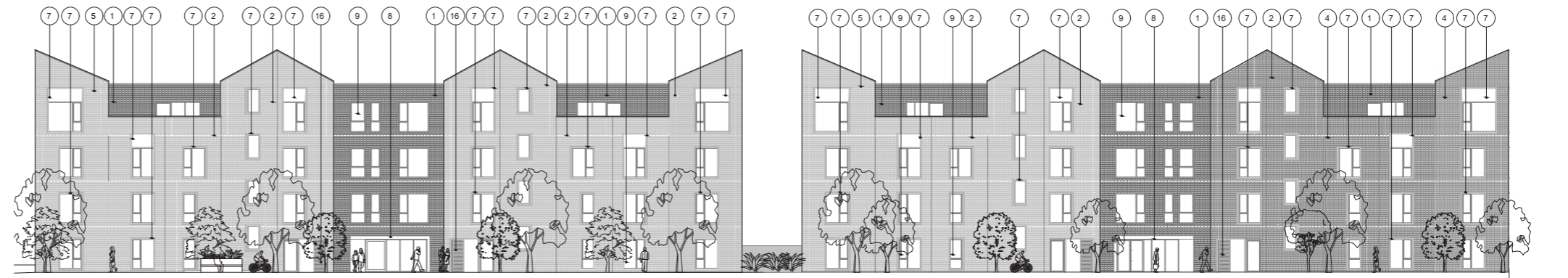


DESIGN & ACCESS STATEMENT: ADDENDUM

Canalside,
Oxford North

On behalf of Hill Residential



North Elevation



South Elevation

1.0 Introduction

This application seeks minor revisions to the approved planning application “Oxford North (Northern Gateway) Land Adjacent to A44, A40, A34 and Wolvercote Roundabout Northern By-pass Road Wolvercote. Planning Application reference: 18/02065/OUTFUL.

This application proposes the addition of two affordable 3-Bed flats.

The additional flats are proposed to be situated on the ground floor of Blocks 6 & 7, in an area originally proposed for cycle storage under the consented scheme.

The tenure of the two additional flats would be 1 x Shared Ownership and 1 x Social Rent.

The bike storage is proposed to be relocated to the Basement of Blocks 6 & 7, in two separate dedicated bike stores. The first bike store is proposed to the side of the vehicular access ramp (in an area which was previously shown as void and was empty space). This bike store will provide space for 40 bikes. The second bike store is proposed to the South-eastern end of the basement in an area which was previously proposed as part of the sprinkler tank room (but was surplus to requirements, as the full extent of this space was not necessary). This bike store will provide space for 94 bike spaces.

Upon progressing with the project to Technical Design, it was realised that the size of space designated for the sprinkler tank room was far in excess of requirements. The changes proposed within this document will make for a more efficient use of space and provides two new affordable homes for Oxford, which are in demand.

We believe the changes proposed are minimal, and will not affect the overall appearance or design ethos of the scheme, as set out within the original planning application and Design & Access Statement.

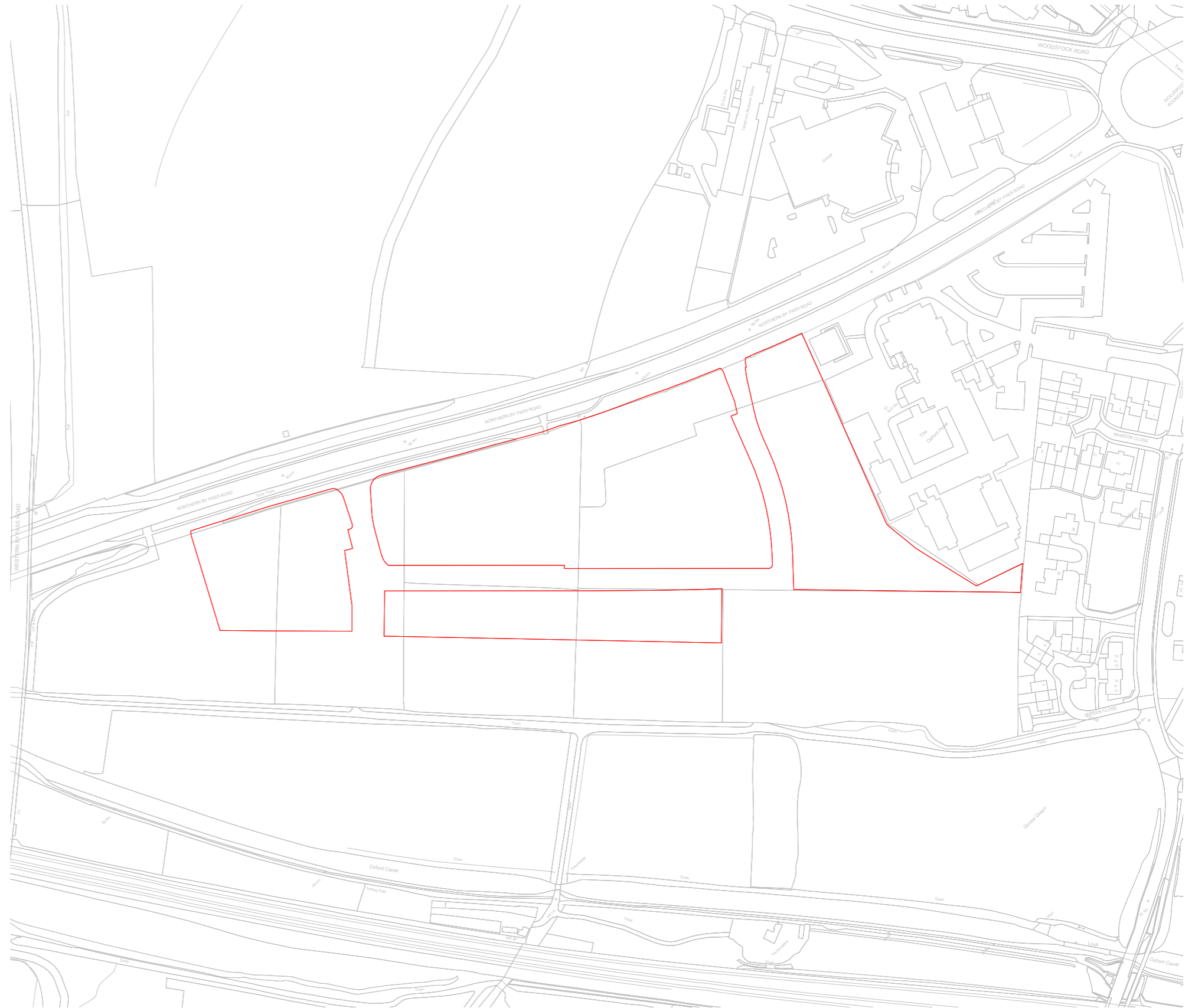


Figure 1. Site Location Plan

2.0 Original Planning Approval Ref: 18/02065/OUTFUL

Block 6 & 7 Ground Floor & Basement Plans as approved

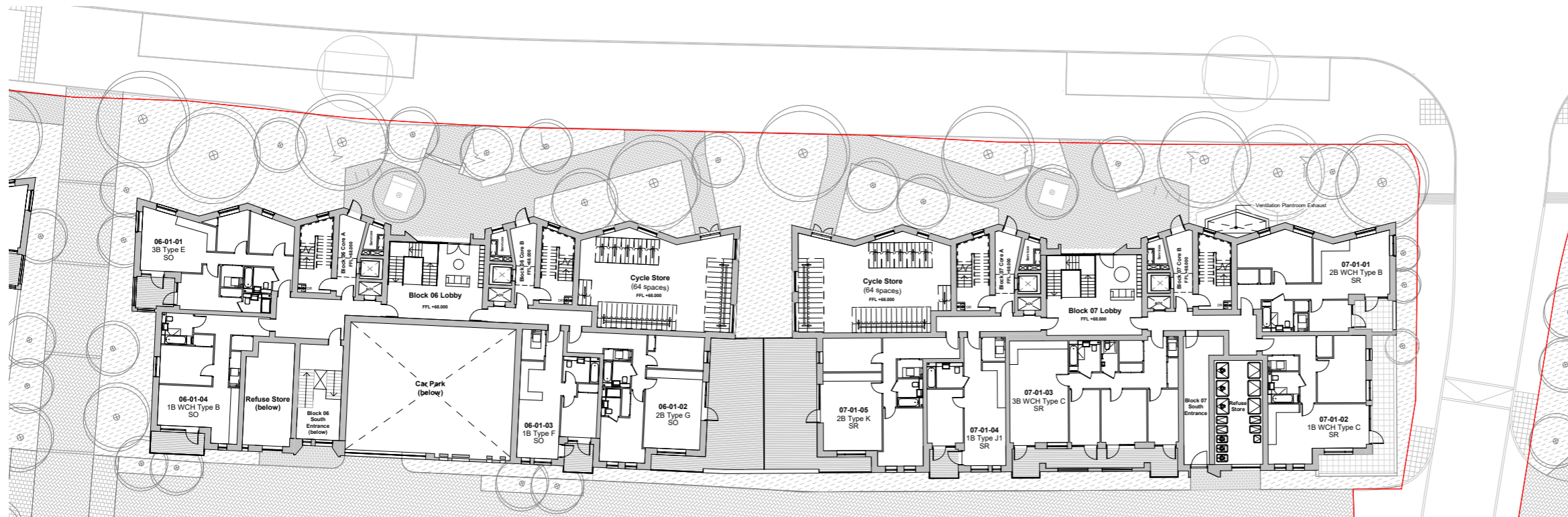


Figure 2. Block 6 & 7 Ground Floor Plan as approved

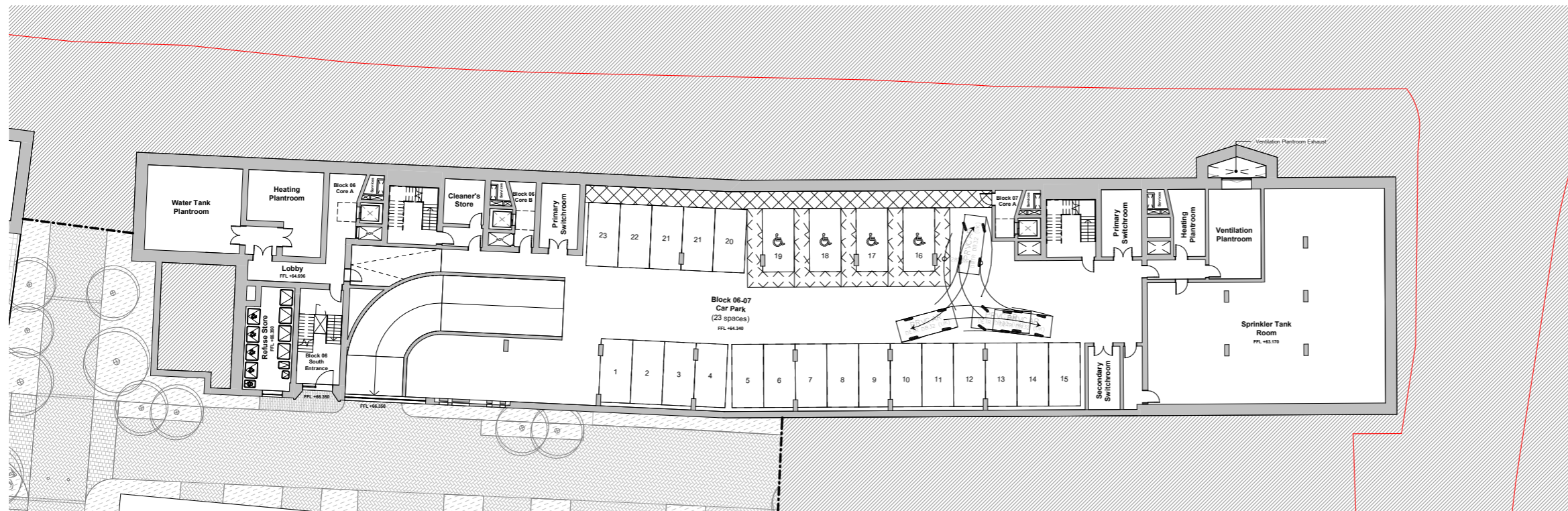


Figure 3. Block 6 & 7 Basement Floor Plan as approved

2.0 Original Planning Approval Ref: 18/02065/OUTFUL

Block 6 & 7 Elevations as approved.



Figure 4. Block 6 & 7 North Elevation as approved

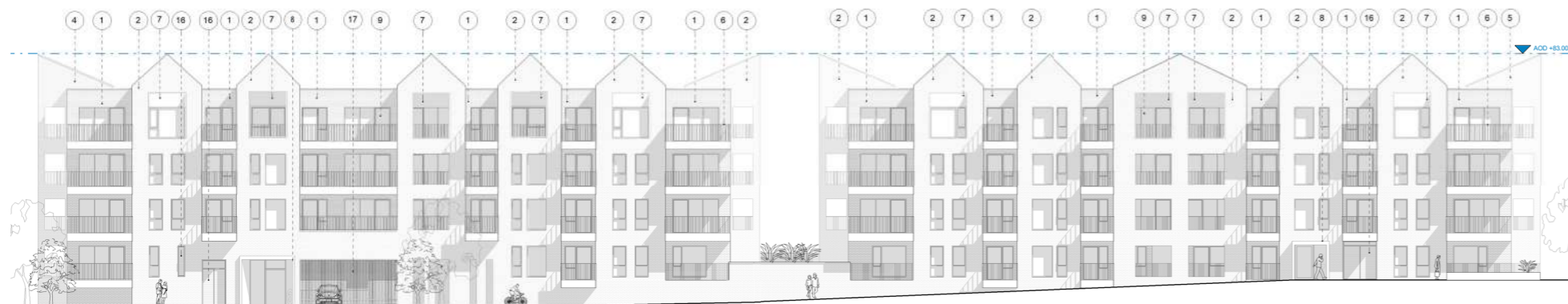


Figure 5. Block 6 & 7 South Elevation as approved



Figure 5. Block 6 West Elevation as approved



Figure 6. Block 6 East Elevation as approved



Figure 7. Block 7 West Elevation as approved



Figure 8. Block 7 East Elevation as approved

3.0 Proposed Drawings

Block 6 & 7 Ground Floor & Basement Plans as proposed.

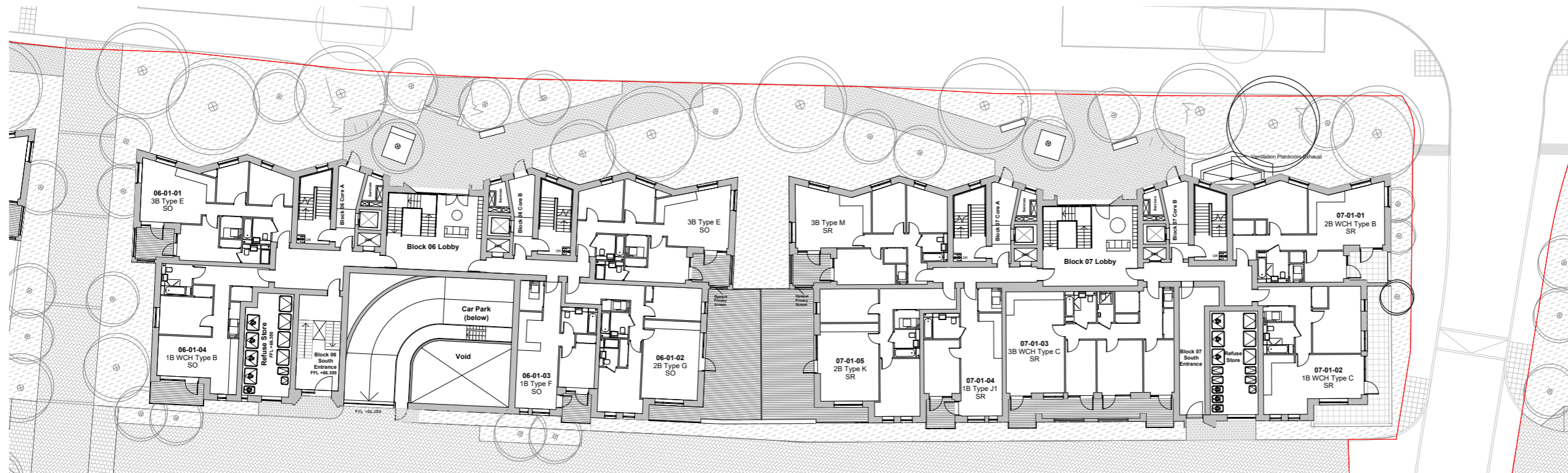


Figure 9. Block 6 & 7 Ground Floor Plan as proposed

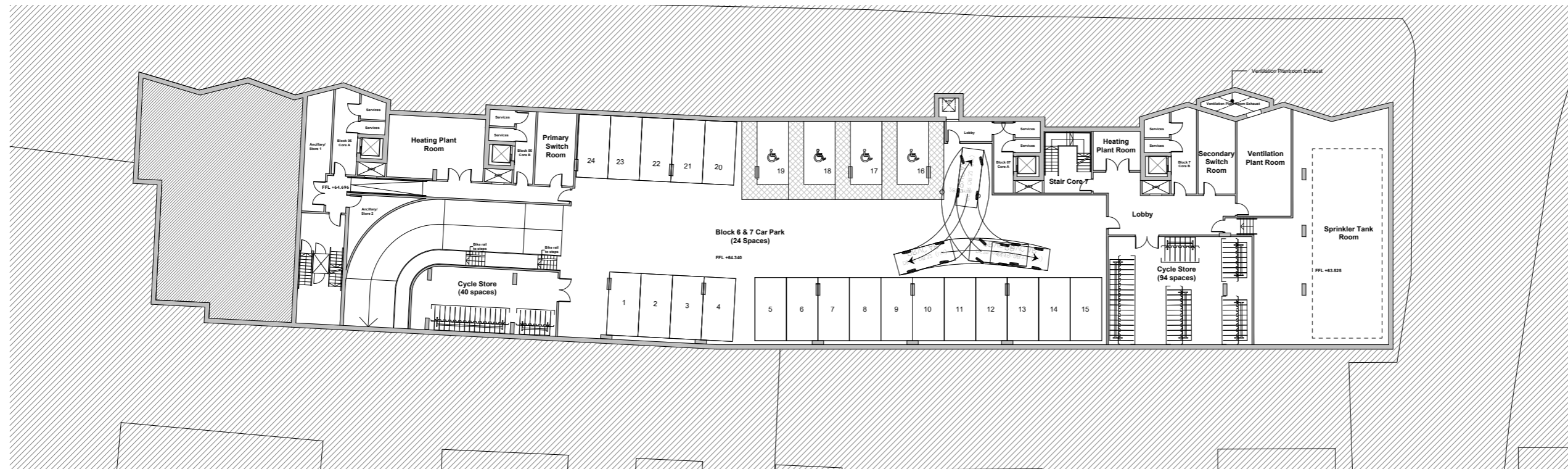


Figure 10. Block 6 & 7 Basement Floor Plan as proposed

3.0 Proposed Drawings

Block 6 & 7 Elevations as proposed.

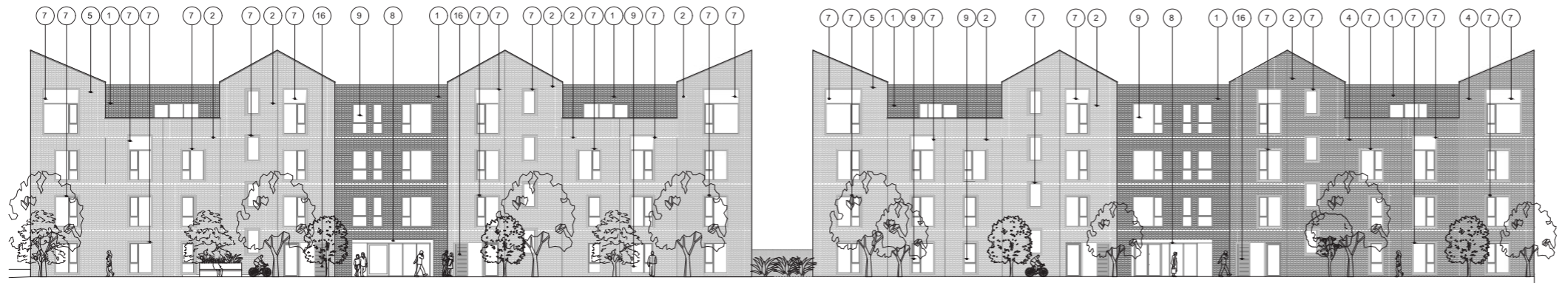


Figure 11. Block 6 & 7 North Elevation as proposed

MATERIALS KEY:

1. Brick Type 1: Brindle red / buff blend
2. Brick Type 2: Light coloured / white
3. Brick Type 3: Variegated grey
4. Brick Type 4: Brindle / white patterned
5. Brick Type 5: White / brindle patterned
6. Balustrade: Black metal
7. Window Surround: Stone-effect metal
8. Entrance Surround: Precast concrete
9. Glazing: Black-framed
10. Cladding: Black metal
11. Rainwater Goods: Black metal
12. Garage Door: Black metal
13. Door: Stained timber
14. Lintel and Column: Black metal
15. Privacy Screen: Perforated metal
16. Louvred Panel: Black metal
17. Car Park Gate: Black metal
18. Coping: Colour matched aluminium
19. Roof Tiles: Smooth Grey
20. Roof Tiles: Smooth Red

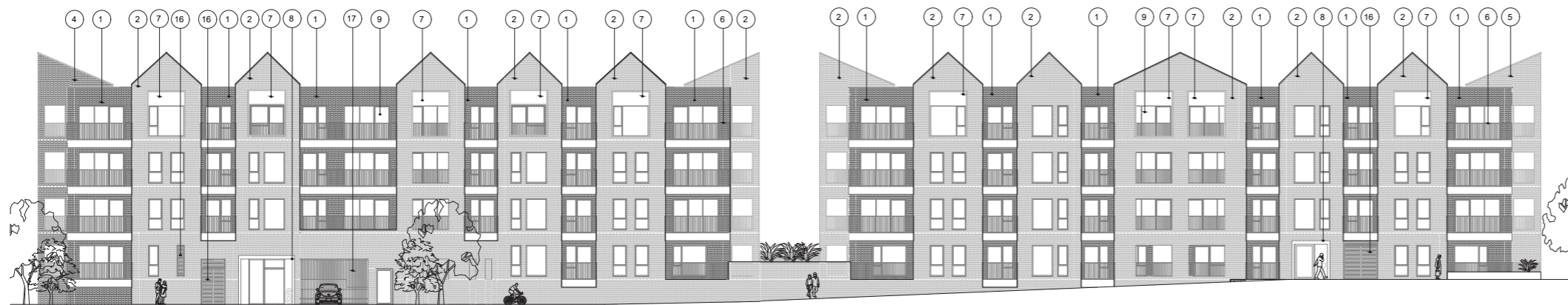


Figure 12. Block 6 & 7 South Elevation as proposed



Figure 13. Block 6 West Elevation (no changes proposed)

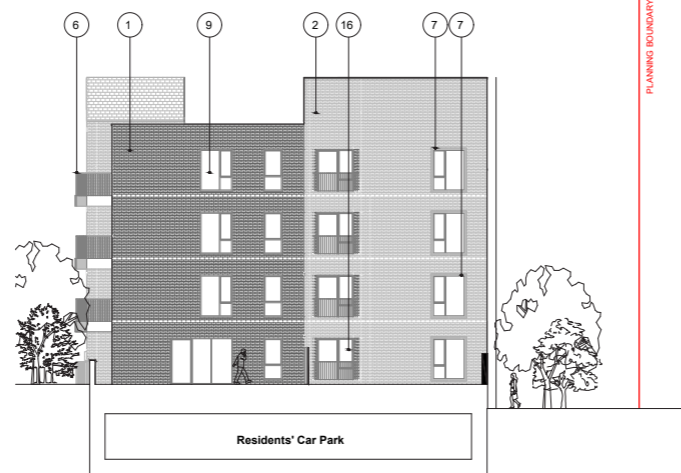


Figure 14. Block 6 West Elevation as proposed

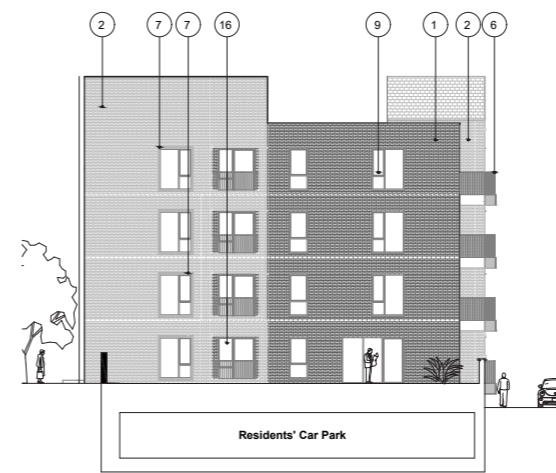


Figure 15. Block 7 West Elevation as proposed



Figure 16. Block 7 East Elevation (no changes proposed)

4.0 Tenure Mix

The additional flat in Block 6 is proposed to be Shared Ownership, so that it is the same tenure as the rest of the flats in Block 6.

The additional flat in Block 7 is proposed to be Social Rent, so that it is the same tenure as the rest of the flats in Block 7.

To keep the above changes compliant with the approved tenure mix, plot 73 is proposed to be changed from Shared Ownership to Private Sale. This will not affect the external specification of the unit.

The proposed changes would keep the tenure split consistent with the overall strategy whilst staying compliant with overall mix as agreed with the original application.



Key

- Private Sale
- Split Private Sale & Shared Ownership (Affordable)
- Shared Ownership (Affordable)
- Social Rent (Affordable)

Home Type	1B	2B	3B	4B	5B
Social Rent	25	27	30	8	
Shared Ownership	6	9	6	1	
Private Sale	40	49	85	25	8
Affordable Total	31	36	35	9	
AAP Requirement	10 - 25%	25 - 30%	40 - 55%	10 - 15%	
AAP Requirement	22%	27%	38%	13%	
S106 Requirement	20 - 30%	30 - 40%	20 - 40%	8 - 15%	
S106 Requirement	28%	32%	32%	8%	
Overall Total Homes	71	85	119	34	8
Percentage	22%	27%	38%	11%	3%

Figure 17. Proposed Tenure Plan (Plot 73 changed to Private Sale)

5.0 Parking

Car Parking

Block 6 & 7 as approved provides 24 parking spaces for a total of 55 dwellings. This results in a parking ratio of 0.44 parking spaces per dwelling.

The revised scheme would provide 24 parking spaces for a total of 57 dwellings. This would result in a parking ratio of 0.42 parking spaces per dwelling. No new parking spaces are proposed as part of the revised scheme.

The total number of homes approved in the original planning permission was 317, with a total number of 202 parking spaces. This provides a ratio of 0.63 spaces per dwelling.

With the 2 additional flats, the total number of dwellings increases to 319, with a total number of 202 parking spaces. The ratio of 0.63 parking spaces per dwelling remains unchanged.

Cycle Parking

Block 6 & 7 as approved provides a total 128 bike spaces across two separate bike stores. One store located on the Ground Floor of Block 6 and one located on the Ground Floor of Block 7, each store providing 64 bike spaces.

The revised scheme relocates the bike storage to the basement level, with one store located to the side of the access ramp providing 40 spaces and a larger store located to the south-eastern end of the basement providing a further 94 spaces.

In total, 134 bike spaces are proposed. This results in an additional 3 bike spaces per additional flat. This is in accordance with Oxford City Council Standards, as set out in the Oxford Local Plan 2036 (appendix 7), which requires:

Houses and flats up to 2 bedrooms: at least 2 bike spaces,
Houses and flats of 3+ bedrooms: at least 3 bike spaces.

We understand that cycle policy been updated since the original planning application, however we have proposed the same cycle provision is provided as it is will form part of the same scheme.

A bike rail ramp has been proposed to the side of the pedestrian access, alongside the vehicular ramp to allow bikes to be transferred to and from the basement safely.

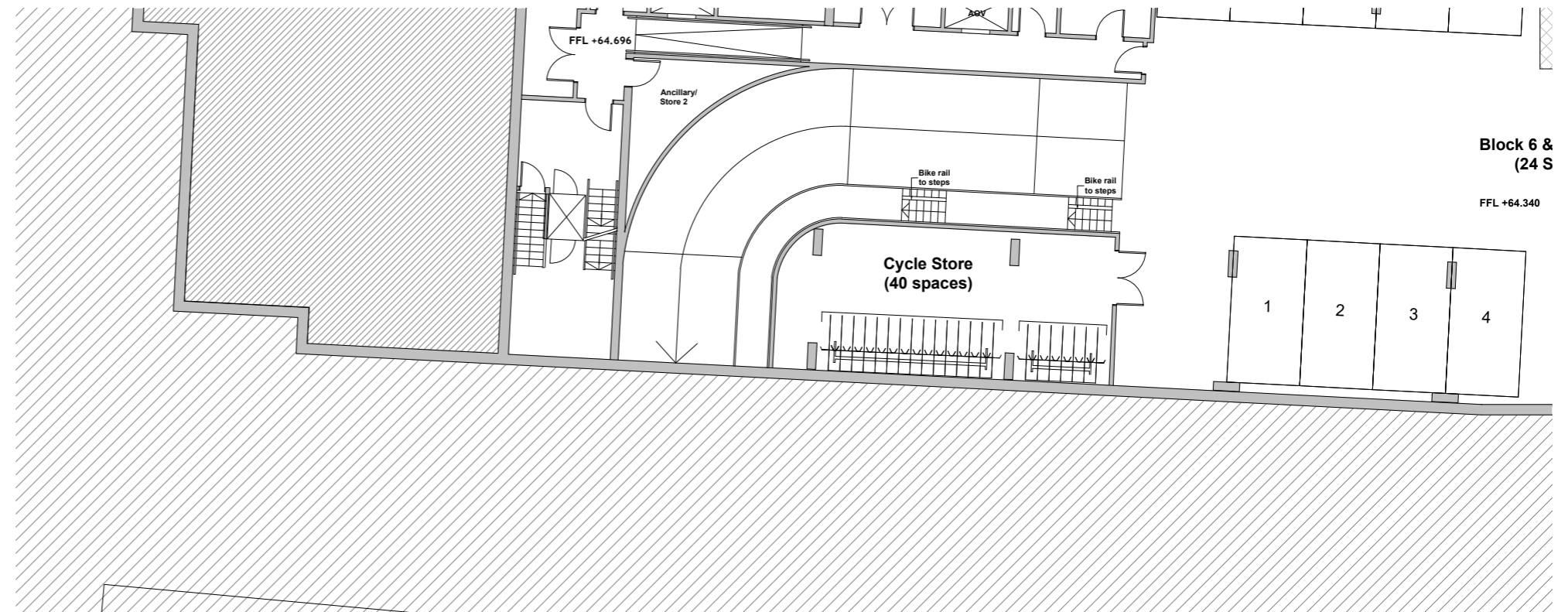


Figure 18. Proposed Bike Store 1. (40 spaces).

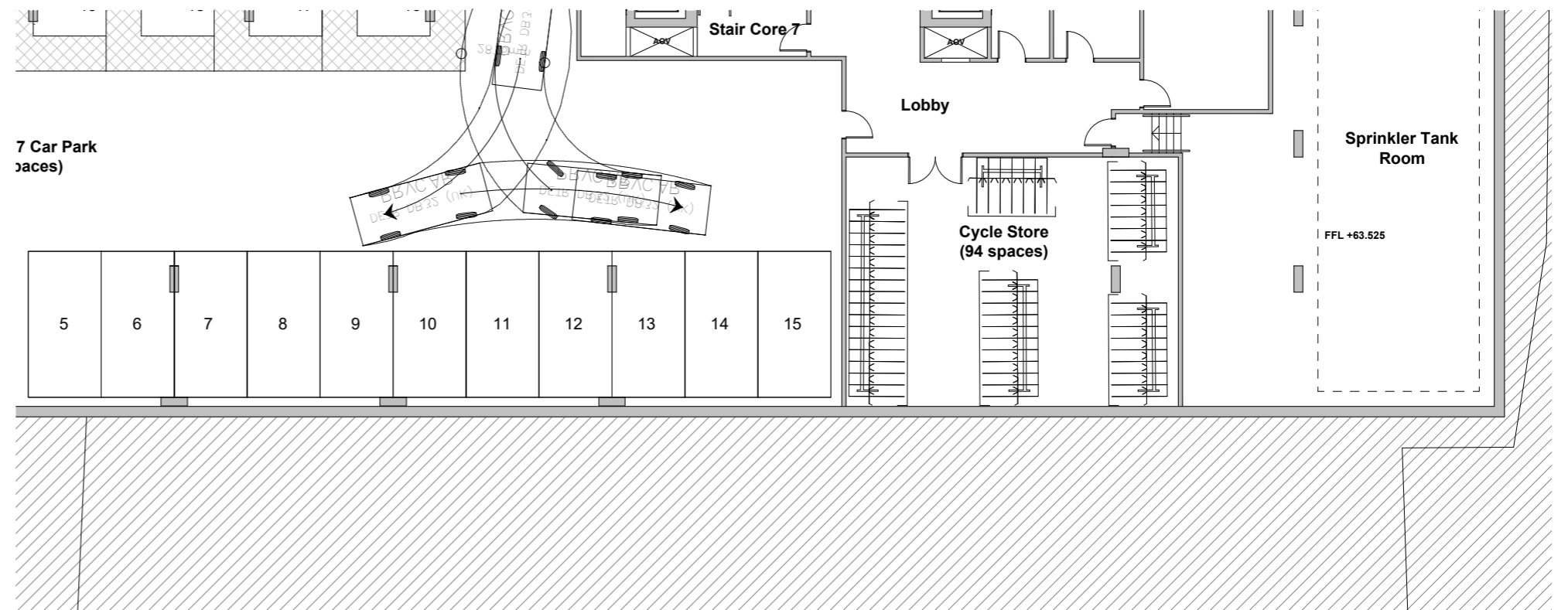


Figure 19. Proposed Bike Store 2. (94 spaces).

6.0 Landscaping

Changes to the Landscaping is minimal, with the proposed omission of the two paths leading to the Bike Store entrances previously located to the North East of Blocks 6 & 7.

A revised Landscape Masterplan has been included as part of this planning submission.



Figure 20. Extract of Landscape Masterplan as approved, with footpaths up to the cycle store entrances.

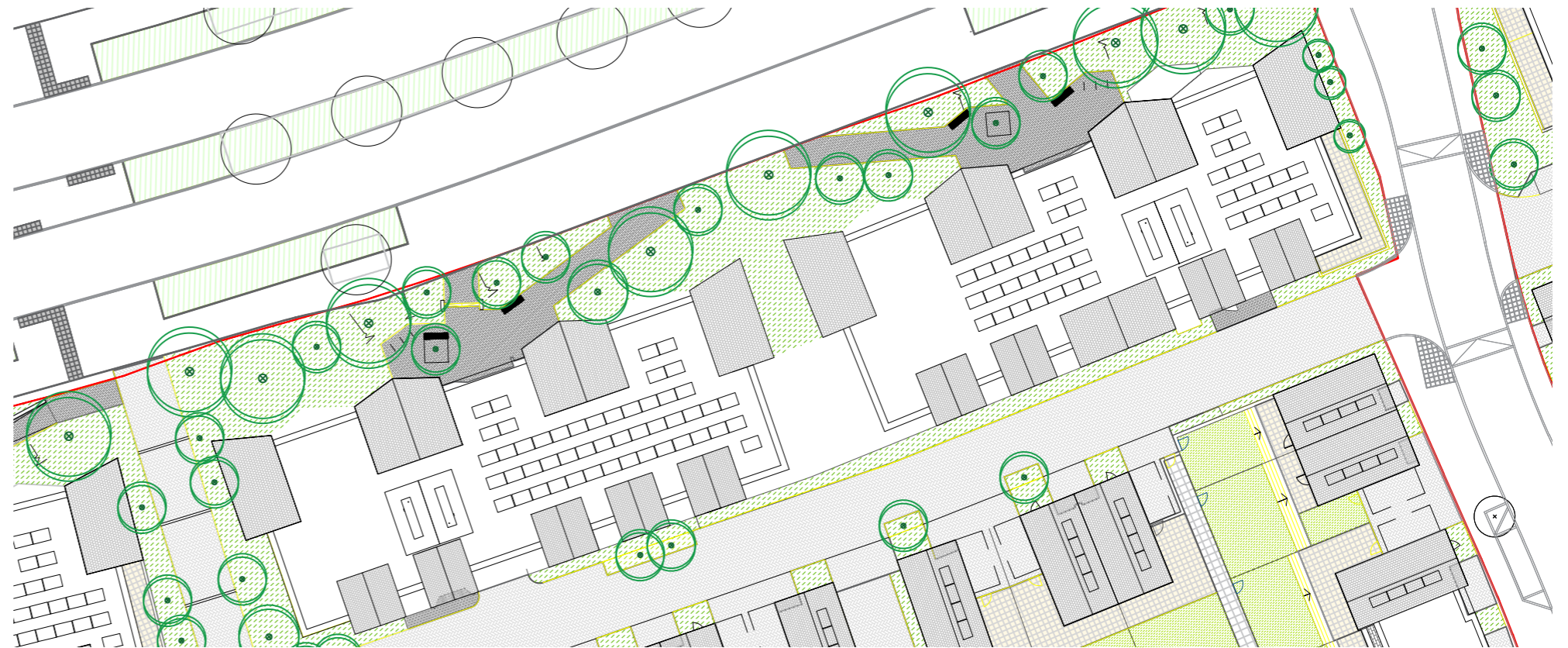


Figure 21. Extract of revised Landscape Masterplan, with the cycle store footpaths omitted.

7.0 Summary

The proposed revisions seek to include 2 additional 3-Bedroom flats to the ground floor of Blocks 6 & 7.

The 2 additional flats can easily be accommodated within the ground floor of these blocks, with minimal changes to the layout and elevations of both blocks.

Both flats will 'stack' with the floor above to create consistent and aligned elevations.

The cycle storage can easily be relocated to the basement and better utilised in space previously designated as a larger than necessary sprinkler tank room.

The proposals will provide an additional 3 bike spaces per flat and will remain in accordance with Oxford City Council Standards.

The overall parking ratio of the site will remain unchanged at 0.63 parking spaces per dwelling.

The proposed revisions will provide the development with 2 additional much needed affordable homes, of high design quality.

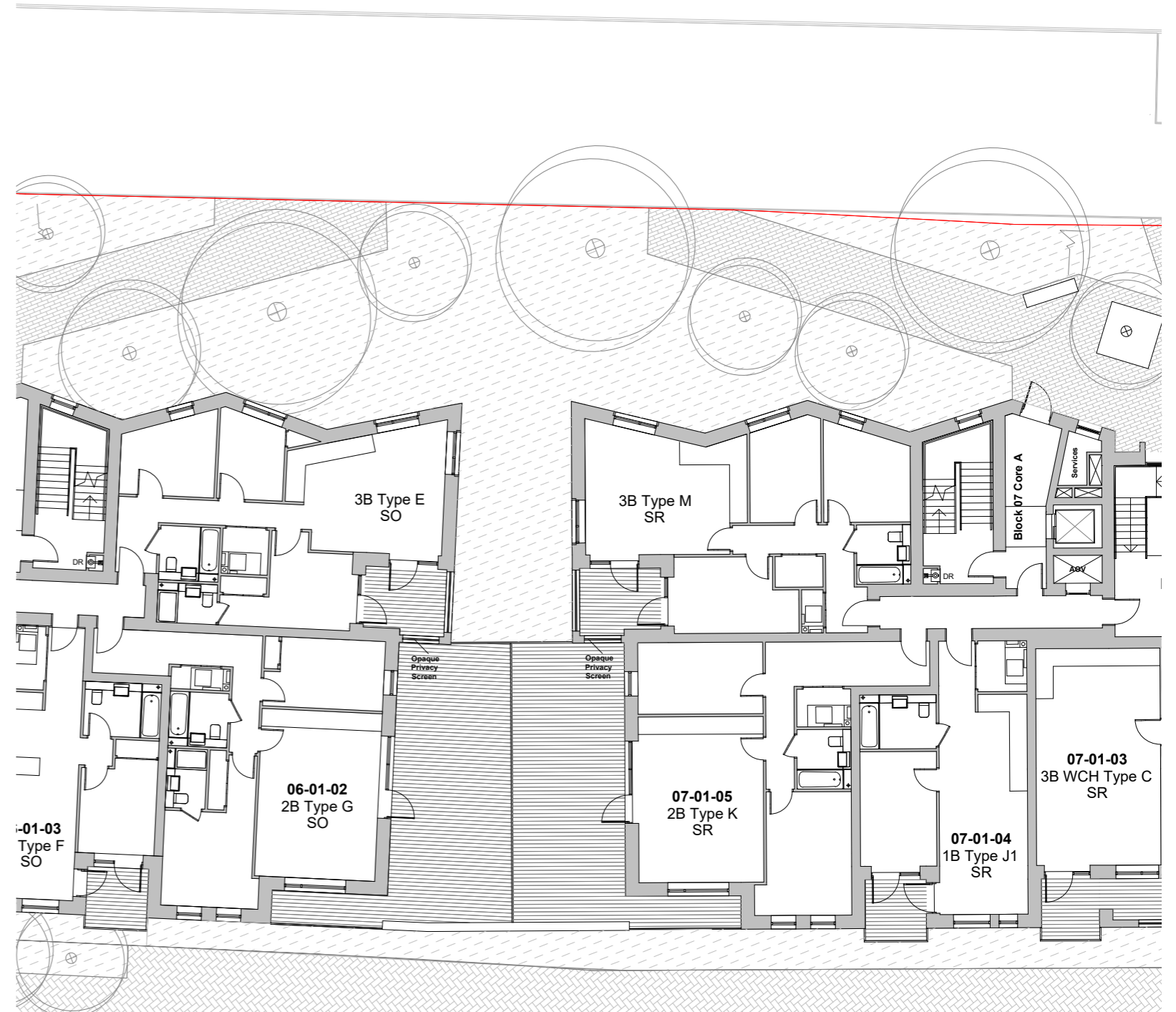


Figure 22. Extract of revised Ground Floor Plan, showing the location of the 2 additional flats.