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L 240209 - S73 Cover letter and planning statement FINAL



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Dear Michael

Section 73 application to vary conditions 2 of reserved matters permission 22/00675/RES to allow the construction of 319 dwellings on land south of the A40 (Canalside) on the Oxford North site. PP-12675343

Savills have been instructed by Hill Residential Ltd (hereafter referred to as 'the applicant') to submit a S73 application in relation to amendments to the approved scheme for residential development on the above site.

The application seeks variation of conditions of planning permission 22/00675/RES to enable the provision of two additional flats within the approved built form for blocks 6 and 7 approved under that consent. In order to enable this development to come forward condition 2 (plans condition) of the permission will need to be varied.

Submitted in support of the application alongside this planning covering letter are the following documents:

Application Forms;

CIL form;

Design and Access Statement addendum;

Transport Statement Addendum;

Plans:

- o W075-LAP-67XXXZZ-D-A-10100 P05
- o W075-LAP-67XXXZZ-D-A-10101 P03
- o 2023-12-08-Oxford North-101-LGA Roof Layout
- o 2024-01-10- Oxford North-202-B-LGA Ground Floor 2
- o 2024-01-10-Oxford North-203-B-LGA-Ground Floor 3
- o 2024-01-10-Oxford North-302-B-LGA Planting Plan 2
- o 2024-01-10-Oxford North-303-b-LGA Planting Plan 3

The Proposed Development and Summary of the Changes

The variation application proposes the re-utilisation of space internally within the approved building form to provide two new flats. The flats will provide two (no.) three bed flats. This will result in a total of 319 dwellings on the site. Alongside the conversion of existing space into flats space within the basement level will be utilised to provide cycle parking in an alternative location to that previously approved. This will result in a further reduction of car parking available for the flats proposed in this block.

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The increase of two units requires an alteration to the number of affordable dwellings provided on the site in order to continue to achieve the 35% required in the S106 associated within the Northern Gateway/ Oxford North site. The 35% will be achieved as two new flats will be provided as affordable dwellings (one Shared Ownership and one Social Rent) and plot 73 will revert to a market dwelling.

As noted above, the Externally the changes are minimal with the following occurring:

- Relocation of the ground floor cycle parking to new stores within the basement;
- Conversion of the former cycle parking areas to two residential flats;
- External alterations to form balcony and re-arrangement of fenestration as required;
- Provision of additional cycle parking;
- Reduction in car parking spaces in the basement; and,
- Minor amendments to landscaping to the north of the buildings.

The changes proposed are minor material amendments to the scheme particularly given the limited impact upon the external appearance of the development and that the proposals would continue to align with the principles of the approved scheme including the provision of 35% affordable housing and the reduced provision of car parking at the site.

The updated CIL form submitted in support of the application has been provided as required however, it should be noted that the total amount of floor area remains the same but only the proportions between market and Affordable have changed.

Merits of the Proposal

The application relates to a site where planning permission has already been granted for 317 dwellings and this permission is being implemented on site. The policy context around the application remains the same as when the previous application was determined and as such, the key considerations of the application relate to the proposed changes and whether these would result in any new conflict with policy or harm which would render the scheme unacceptable. The merits of the proposed changes are considered below:

Principle of development

The principle of the development is supported through the allocation of the wider Northern Gateway site for the provision of 500 dwellings. Furthermore, the hybrid planning permission which covers the wider Oxford North site allows for the provision of 480 dwellings. The principle of increasing the number of dwellings on the site is therefore supported by virtue of the hybrid planning permission and supported by the policy relating to the area.

Affordable Housing

The proposed scheme, due to the overall increase requires the provision of an additional affordable dwelling to be provided on site. As noted above, the two new flats provided as part of this application will both be provided as affordable units (one Social Rent and one Shared Ownership) whilst Plot 73 will revert to a market dwelling (also a 3 bed Shared Ownership property).

Design and Form of the Buildings

As noted above, the general form of the building does not significantly alter by virtue of this application. The proposed dwellings will replace former corridor space and cycle storage space which will be re-provided in the basement area associated with the building. Externally the changes to the building are the omission or

the louvered panels on the north and east elevation of block six and north and west elevation of block seven (at ground floor level) and their replacement with windows to match the adjoining fenestration. On the southern elevation the vehicular access to the car park is reduced in width and a pedestrian door is added. These changes will be seen in the context of other residential type fenestration within the approved building and so will be consistent with the originally approved design approach.

The proposed development remains in compliance with policies DH1 and DH7 of the Local Plan and NG7 of the Area Action Plan.

Car Parking and Cycle Parking

The originally approved scheme resulted in a low level of on site car parking for residents where the amount of parking equated to 0.63 spaces per dwelling over the whole site. The flatted part of the development resulted in lower provision equating to only 0.44 spaces per flat. All of the development was however provided with sufficient cycle parking to meet the standards set out in the Plan.

The proposed scheme will provide additional parking in line with the Council's current requirement (2 spaces per bedroom) within the proposed development, meeting the Council's requirement in this regard. The proposed relocation of the cycle parking to the basement area continues to provide convenient access in a secure and covered area with easy onward access to the flats in the building above (through secure controlled doors).

Some of the parking bays originally provided as part of the application will now be lost to cycle parking and as such, the number of parking spaces per dwelling over the site will be reduced to 0.42 spaces per dwelling. This accords with the Council's drive to prioritise walking and cycling and the lower the level of car parking associated with development with access to public transport. On this basis the proposed development is considered to continue to align with the Council's policy position in relation to the reduction of car parking.

The proposed amendments therefore ensure that the proposals remain in compliance with policies M2, M3 and M4 of the Local Plan 2023 and policy NG5 of the Northern Gateway Area Action Plan.

Amenity

The proposed flats are constructed at ground floor level and will replace two cycle stores which will be relocated into the basement. The two flats will be no closer to one another than the flats on upper floors and care has been taken as to the location of windows to ensure that there is no harmful overlooking of the properties.

As with other flats within this development the proposed additional flats will have dual aspect with windows on both the north and either east or west elevations of the property. A covered terrace area will also be provided for each flat.

The proposed development is therefore considered to be appropriate in terms of residential amenity and the amenity of users of the site.

The proposed amendments to the scheme remain in compliance with policies H14, H15 and H16 of the Local Plan and NG7 of the Area Action Plan.

Energy and Sustainability

The proposed inclusion of the two additional flats does not require the provision of any additional plant to serve the building and does not have any material impact upon the reduction in carbon emissions which were achieved as part of the original application. Given this the development will continue to achieve a 50% reduction in carbon emissions.

The development will therefore comply with the requirements of policy RE1 of the Local Plan.

Other considerations

In all other regards the development remains as previously approved. Some small amendments to the layout of the landscaping to the north are required. These are minimal and involve the omission of a pathway which previously would have led to an external door for the cycle parking area. This minor change does not involve any significant impact upon the overall landscape strategy for the site nor any impact upon the biodiversity gain calculations achieved as part of the original application.

Conclusions

The proposed development involves the relocation of areas formerly dedicated to cycle parking and the conversion of the resultant space to form two additional dwellings in the form of two (no.) three bed flats. The proposal would result in the provision of one additional affordable housing unit as outlined above. Externally and visually the proposed changes are minimal. The proposal is compliant with policy DH2 of the Local Plan.

The proposed development continues to build upon the principles established as part of the hybrid and reserved matters consents. The proposed development does not result in any adverse impacts when compared to the originally approved scheme. The scheme complies with the relevant policies and continues to provide affordable housing in line with the requirements of the hybrid planning permission.

On the basis of the above, the proposed development is acceptable and accords with the Local Plan and hybrid consent. It is therefore respectfully requested that planning permission is granted at the earliest opportunity.

Yours sincerely

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Savills