

Design For Change Workshop 3

The Size of Things / Parking

This session was originally planned to focus solely on parking and movement, however based on prior feedback from earlier workshops it was expanded to include a section about the scale of the site.

36 participants attended, representing the following groups:

- Local residents
- Cherwell School (Head) and students
- Oxford University Development
- Summertown and St Margaret's Neighbourhood Forum
- St Andrew's Church
- Low Carbon Oxford North
- Oxford City Council
- Summertown NHS
- St Michael's + All Angels Church
- Tops:health
- Oxfordshire County Council – Transport Planner
- Woodstock Road Baptist Church



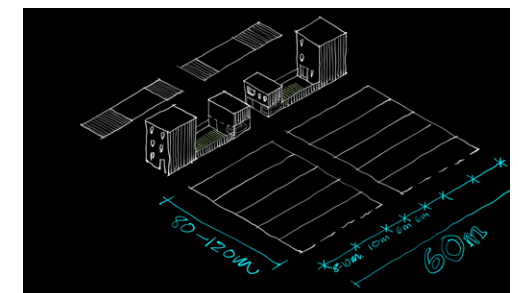
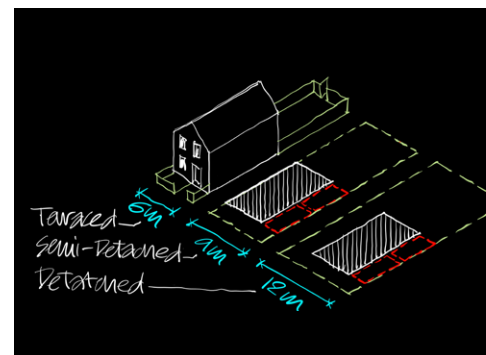
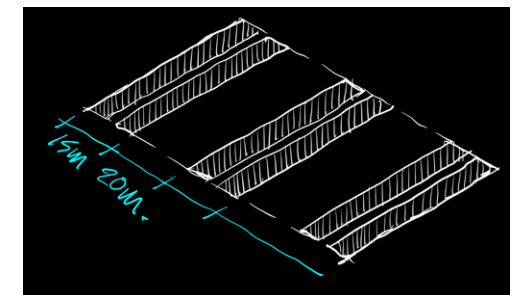
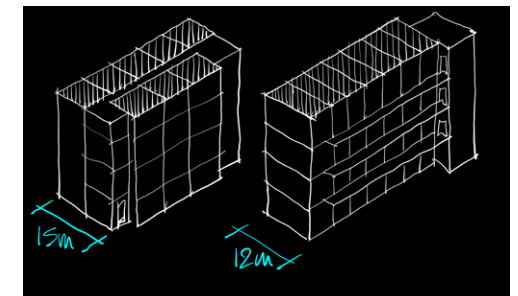
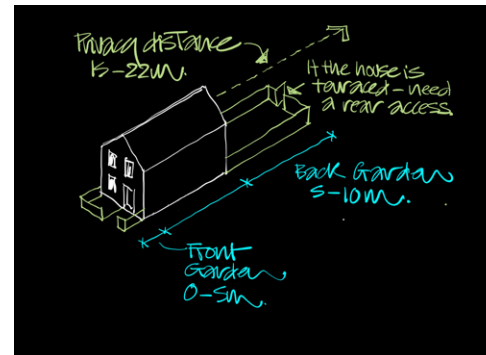
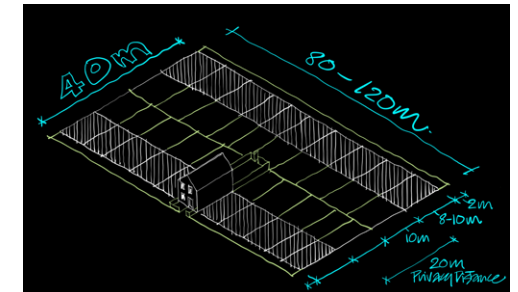
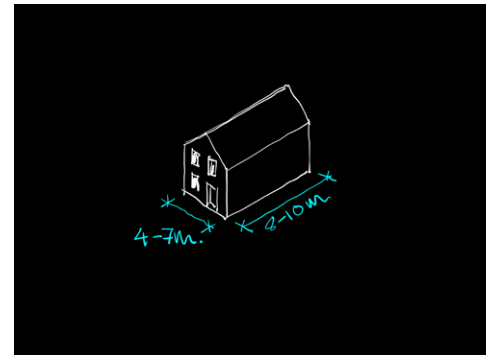
The Size of Things

BDP led a presentation introducing basic architectural and urban design measurements, including:

- Approximate size of houses
- Approximate size of gardens
- Approximate size of apartment blocks
- Plots and block sizes

This was followed by a comparison of the Diamond Place site with surrounding buildings and sites within the Oxford area to help people understand what might fit, as shown on the following pages.

BDP presented two similarly sized residential-led masterplans to show how density and housing type influence the amount of homes that can be accommodated in an area of approximately 2 hectares, with the suggestion that the Diamond Place site may look to have a density and housing volume midway between the two precedent schemes.



The Size of Things

The Diamond Place site is approximately 2.3 hectares - half of which is currently occupied by buildings, whilst the other half is predominantly road and car parking.

BDP presented the footprint of local facilities in relation to the Diamond Place site in order for people to start to appreciate the size of things.

Easy Hotel, Summertown:

This is a mixed-use scheme comprising 4 x commercial units at ground floor, 180 bed hotel over three floors, and 6 maisonette flats over two floors at the top. At least 12 of the Easy Hotel footprint can fit into the Diamond Place site (not allowing for space between buildings.)

Woodstock Baptist Church

The venue for the workshop offered a useful comparison for people to gain an awareness of scale. The site could accommodate around 50 - 55 x the footprint of the church.

Gloucester Green

This is a large city centre square used for activities such as markets. The Diamond Place site could

accommodate roughly 8 Gloucester Green Squares.

Comparison Masterplans

Trent Basin (1.95 hectares)

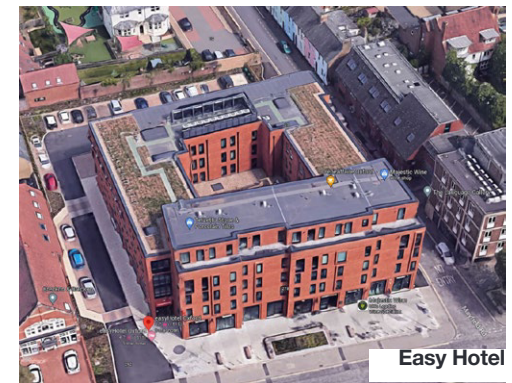
North of the River Trent, less than two miles from Nottingham City Centre. Similarly to Diamond Place, the scheme aims to be “A new type of neighbourhood. Not quite urban. Not quite suburban. A place to be healthy, a place to be happy”.

- Site density: 45 units per hectare
- Total Phases 1 - 3 (shown in plan opposite) = 95 homes
- 2 - 5 bedroom, mainly houses

Brentford Lock West (3.7 hectares)

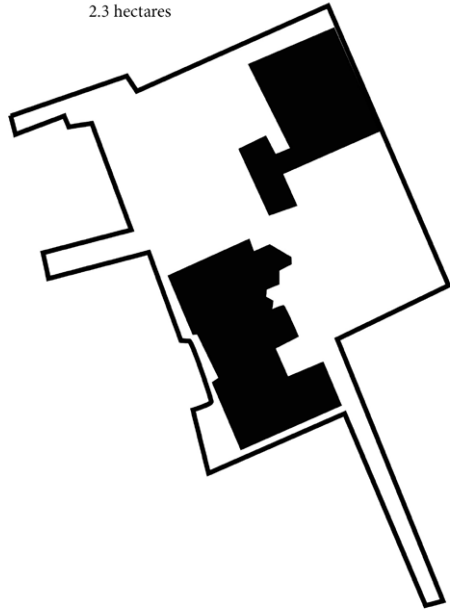
Designed collaboratively with local community in Design For Change process. 4 - 6 storey blocks of mixed apartments and houses.

- Site density: 118 units per hectare
- Total (still in construction) = 500 homes
- 1 - 4 bedroom properties, mainly apartments



Comparison Masterplans

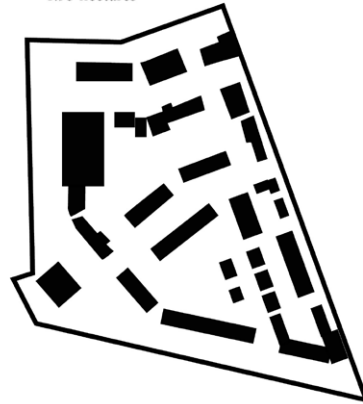
Diamond Place
2.3 hectares



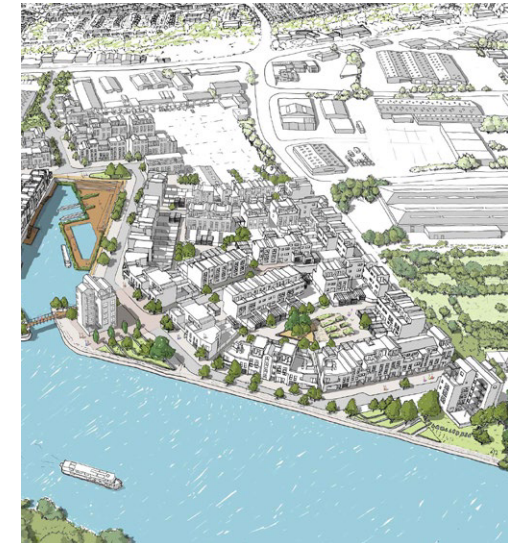
Density of the site is 45 units per hectare

Total Phases 1 -3 (shown here) = 95 homes

Trent Basin
1.95 hectares



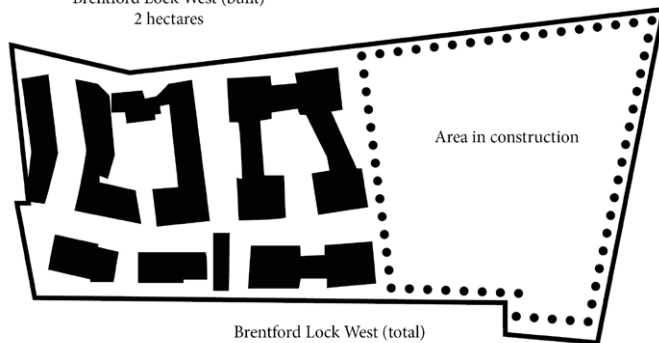
2 - 5 bedroom



Trent Basin aerial sketch and street view (above)

Brentford Lock West aerial sketch and street view (below)

Brentford Lock West (built)
2 hectares

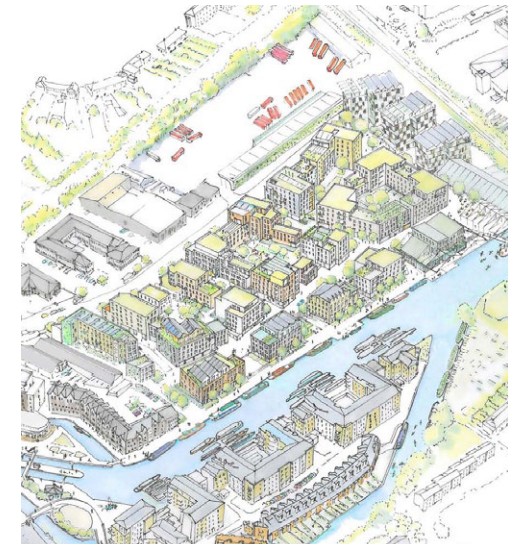


Density of the site is 118 units per hectare

Total (still in construction) = 500 homes

1 - 4 bed

Brentford Lock West (total)
3.7 hectares



The Size of Things

Block Plan Activity

In six groups, workshop participants arranged 1:500 scale plans using a kit of building blocks - including 2 and 3 bedroom houses, 1 and 2 bedroom apartment blocks, student residential units, community facilities, car parking spaces and green spaces.

Participants were given an indicative brief - based on earlier discussions between the City Council, Oxford University Developments and the Neighbourhood Forum - and were invited to test and challenge this indicative brief and add additional facilities where desired.

After forty minutes the groups paused in their site explorations whilst BDP and the Neighbourhood Forum presented further information about parking and movement in the local area. Participants then reconsidered their designs to assess whether an increase or decrease in parking was required.

The following pages summarise the design brief and parking information about Diamond Place, and present the various site responses by each group.

Indicative Design Brief

1. A residential-led mixed use development
 - At least 160 homes
 - 1 – 3 bedroom
 - 50% affordable homes.
 - 350 Oxford University Developments residential units
2. Sufficient car parking retained at a reasonable level
 - The estimated number of public spaces generating income is on average 125 a year. Parking will be phased down into the future, as public transport and active travel routes improve.
3. Public Space
 - 10% open public space / 10% biodiversity net gain
4. Public Amenities
 - Options include a health centre, a new community centre and retention of the leisure centre.

Current Parking Information

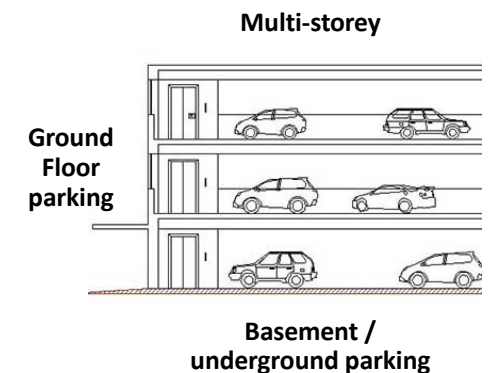
- Number of available public car parking spaces that generate income = 202 (Summertown – 124 / Ferry- 78)
- The average number of spaces used per day is 125.
- Peak time use (10.30 to 12) Summertown has 84% of spaces used (106) and Ferry has 44% used (34 spaces).
- Overall this gives a peak time occupancy of 70%. i.e. 140 space

The 'Zero Carbon Oxford Roadmap' has set targets for the reduction in use of vehicular transport through increases in cycling, walking, home-working, and car sharing and car clubbing:

- 125 spaces needed on average in 2023
- 15% decrease by 2025 – 106 used on average
- 25% by 2030 – 94 used on average
- 30% by 2040 - 88 used on average

Types of Parking and Costs

- Surface bays - Capital cost < £5000 per space. Cost rises depending on material finish
- Multi-storey Capital cost of open deck multi-storey (depending on height) = £11,000 - £22,000 per space. Costs rise with the introduction of external cladding
- Ground Floor parking - Capital cost of providing undercroft (ground floor) = £20,000 per space
- Basement / underground parking - Capital cost of providing basement parking = £25,000 to £45,000 per space



KEY ■ Apartments ■ Uni accomodation ■ 3 bed house ■ 2 bed house ■ Communal Facility ■ Green Space ■ Car Parking ■ Cycle Parking

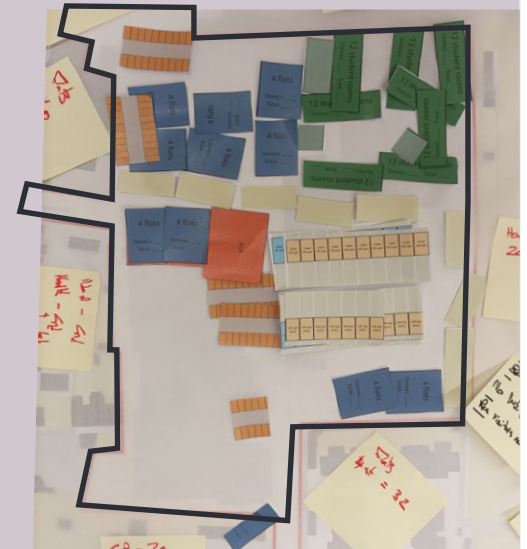
Group 1

- Approx 160 apartments, in 3 - 4 storey blocks
- 288 student residential units
- Health centre near Banbury Road
- Community Centre And Leisure Centre remain as existing, flats over
- 60 car parking spaces/ 300 bike
- Shared green space and play central to scheme
- ISSUES: single aspect dwellings / Overlooking by Ewert Place



Group 3

- Mix of houses and apartments: 48 apartments and 20 houses
- 384 student rooms in 4 storey blocks
- 70 car parking spaces
- Health centre, community centre and leisure centre co-located
- Green route through site and across to cycle route
- ISSUES: window distances in blocks/ overlooking Ewert Place



Group 2

- Approx 188 apartments, in 3 - 4 storey blocks
- 360 student residential units
- Health centre near Banbury Road
- Community Centre And Leisure Centre remain as existing, flats over
- 50 car parking spaces
- Shared green space and play
- ISSUES: Windows not accounted for in design. Would lose some housing/ student resi units



Group 4

- 144 apartments, in 3 storey courtyard blocks with ground floor commercial and communal facilities and parking. Raised green roofs
- 264 student residential units
- Leisure Centre remain as existing
- 70 private car parking spaces/40 private car spaces/ 550 bike
- Shared green space and play



Group 5

- Approx. 130 - 150 apartments: 2 - 3 storeys high
- 384 student rooms - however this does not account for windows and the number would therefore reduce
- Health and community facilities under apartments
- 60 car parking spaces / 500 bike
- Public green space central to site
- ISSUES: single aspect dwellings / Overlooking by Ewert Place



Group 6

- Mix of family 10 houses for postgraduate students and staff, plus apartments above. Approx 192 students rooms.
- Mix of non-university houses and apartments surrounding green spaces and overlooking key routes. Approx. 70 homes
- Central axis
- All community facilities located by Ferry Lane. Building health centre and community centre on top of leisure centre/ replacement



Similarities

- Student residences located in Ewert House Corner
- Predominantly apartments, potentially a few houses although generally people acknowledged that density of apartments was necessary with 3-4 storey blocks
- Groups all explored integration of health centre/ community centre below apartments or on top of the leisure centre
- Central public green space and key green routes
- Bike parking prioritised

Differences

- Student residence varied between 200 - 385 units. **Average = 315**
- House units varied between 70 - 188, which greater density achieved by apartment only developments of greater height. **Average 130**
- Car parking: varied between 50 - 110 spaces. **Average 62**

Summary

Generally people recognised that there remains a need for some public parking to service public facilities such as the leisure centre, potential health centre and community centre, and to support local shops and businesses. However, there was consensus that the level of public parking should be substantially reduced with greater emphasis on cycle parking and walkability. Most groups did not support private residential parking.

All groups included some additional non-university owned housing in their plans - which was mainly provided within apartment blocks. Some experimented with courtyard blocks whilst others opted for linear patterns of development, and most groups considered some ground floor activation under housing.

All groups would like to see a health centre and community on the site, and most would keep the leisure centre. Some groups suggested shops and cafes, and a micro mobility hub. A focal area of public green space was deemed to be important to most groups, whilst most groups located communal facilities closer to Banbury Road.

Participants stated that the activity was very useful for gaining a greater sense of scale and limitations of the site.

