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The Jericho Wharf site has been derelict and vacant for a number of years and presently contributes nothing to the environment of which it is part. This has been the case for circa 12 years since the site was sold by British Waterways in 2005, and whilst various different redevelopment and regeneration proposals have been under consideration.

In the intervening period two planning applications for apartment based schemes have been refused and subsequently turned down at appeal. The subsequent planning application by SIAHAF for a scheme with terraced housing (submitted in 2014) was approved in principle in February 2015, subject to a Section 106 Agreement which was entered into in June 2016 and planning permission granted. This planning permission was subject to further conditions and a suite of planning obligations (secured under S106) involving the transfer of land and timing of the delivery of the community elements by the preferred operator (Jericho Wharf Trust) who indicated a period of three years would be required to raise funds.

Since the grant of planning permission in 2016 the economic and political climate has continued to evolve and the applicant has continued to review the feasibility and viability of implementing the previously approved development. Significant concerns about the practicality and viability of proceeding with the previously approved scheme have meant that the development has not been progressed, and this revised proposal aims to ensure that key elements of feasibility and viability are addressed in order to arrive at a full implementable planning permission for the site.

Overwhelmingly, all of the main interested parties (SIAHAF [as the Jericho Wharf Regeneration Company Ltd for this application], Oxford City Council and the relevant stakeholders Saint Barnabas PCC, and Jericho Wharf Trust, alongside others) share the same aspiration to see a start on site and the beneficial redevelopment of the site at the earliest possible opportunity.

Fundamental to the success of this revised application proposal is that both the community and private elements of the scheme are developed simultaneously. This avoids a situation where the delivery of one or other element is negatively impacted by substantial ongoing construction activities that overlap with occupation, and block any successful implementation of the scheme. This specifically avoids the situation that prevailed with the previously approved development where the community center element would not have been constructed alongside the residential part of the development and where the JWT would have needed to raise the necessary funds to develop out the community centre (with no guarantee that these funds will be raised).

In order to expedite the prospect of delivery, SIAHAF have explored the potential to build the structure of Phase 1 of the community centre to a shell specification to ensure they are built, leaving the operator (JWT) to raise a much smaller element of finance to fit out the premises. With the buildings constructed this task should be much more easily achieved than otherwise. The community centre facilities are in the form agreed by the operator (the JWT) and should facilitate the grant process.

In these revised proposals, the current community centre would be adapted as affordable housing, but phased to ensure continuity of operation until the new premises where built, fit out and ready for use.

There has been extensive consultation with principal stakeholders during the design process including The Jericho Wharf Trust, Canals and Rivers Trust, Parochial Church Council, Diocese of Oxford and Oxford City Council. This is in addition to the recent public consultation that took place in July 2019 as well as part of the previous application on the site.

### Project Team

**Client:**
SIAHAF - Jericho Wharf Regeneration Company

**Development Manager:**
Future Heritage Group

**Architect:**
Stride Treglown

**Planning Consultant:**
Turley

**Structural Engineer:**
Momentum

**Cost Consultants:**
McBains Cooper

**Acoustic Design:**
Gillieron Scott

**Sunlight and Daylight:**
Rapleys

**Habitat Survey:**
Green Ecology

**Arboricultural Survey:**
Innovation Group

**Transport Assessment:**
Neil Brant

**Flood Risk Assessment:**
BWB Consulting

**Viability and Affordable Housing:**
Quod Planning

**Energy:**
Isopleth
Overview

2.0

JERICHO Wharf SPD

Oxford City Council adopted a Supplementary Planning Document which identified a development brief for Jericho Wharf as a means of regenerating the area which has been otherwise left derelict and vacant. The SPD was formally adopted in December 2014 giving a more detailed and comprehensive expression of the Council’s expectations for the site, which had been identified (allocated) for mixed use development in the Sites and Housing Plan 2011-2026 Document adopted in February 2012.

The brief’s scope to allow a suitable development on the site befitting the nature of the location; as stated in the document, this is (b):

• To help applicants make a successful planning application;
• To be clear on the City Council’s expectations drawing upon issues and elements in relation to past applications and appeal decisions that remain relevant;
• Reduce time delay to the planning process by reducing the potential for conflicts and objections;
• To evolve a vision for the site shared by the local community and the City Council;
• To be a creative exercise in finding ways to enhance and improve the places in which people live their lives in line with the National Planning Policy Framework principle.

The SPD brief remains in place as part of the City Council’s planning policy framework is specific in terms of the desired spatial delivery with a detailed requirement highlighted as to the specifications of the community facilities and replacement boatyard. In broad terms however, the SPD highlighted the objectives of the brief are to:

• A new accessible bridge located to cross the canal adjacent to the ‘church’ square.

SUMMARY OF PROPOSALS

The drawings which accompany this planning application display the provision of the following:

• Two dry docks and a wet dock boatyard with workshop facilities and a small shop.
• A new community centre with Sport England standard ‘community hall’ badminton court, meeting room, changing facilities and ancillary storage.
• A cafe within the community centre with kitchen facilities.
• A pre-school to accommodate a minimum 40 children.
• A dance space in the Phase 1 Community centre.
• 14 new townhouses and 2 new apartments for open market sale with each unit provided with designated parking as well as a potential further single canal side dwelling house.
• The conversion of the existing Jericho Community Trust building into 6 apartments for affordable provision.
• Maisonette to be given to St Barnabas as keyworker housing for church staff.
• Landscaping around the new ‘church’ square and along the extent of the row of terraces on to the canal.
• The previous scheme was limited to constructing the boatyard and deck above while this proposal sets out to construct in addition the phase 1 community centre to shell (approximately three times larger than the existing Jericho Community provision). This will act as a catalyst for raising funds for the fitout and development of phase 2, which is located on the Dawsons Lane Garage site, currently owned by Oxford City Council. Further development of these facilities will create a completed piazza to form a focal centre to the site.

The SPD brief denotes a requirement for a chandlery but following consultation with the boating community it was communicated that a small shop would be adequate as the boaters mostly obtain items online.
3.0 Existing Context

THE SITE
The proposed site is located along the Oxford Canal in Jericho approximately 750m from Oxford Station and 1km from the city centre. Accessed from St Barnabas Street, Dawson Place and Cardigan Street, the site is enclosed by the canal and an existing row of terraced housing and significantly St. Barnabas Church.

The existing site is an empty area, fronted by the canal edge and the back of a small row of buildings on St Barnabas Street. These are a mix of blocks, built up over several years and creating an active frontage. The boatyard is boarded up and gives a closed off and derelict feel to the area when viewed from the opposite bank.

As existing the site includes a derelict boat yard, 2 rows of existing garages accommodating 12 spaces and a further 6 spaces on the former boatyard site, as shown on the OS plan. It also incorporates land adjoining St Barnabas Church.

The existing Jericho Community Centre on the corner of Canal Street and Cardigan Street is also part of the site, with proposals for this to be developed into 6 new affordable units.

The wider surrounding area is mainly residential, originally Victorian workers housing, with the railway across the canal to the west of the site.

Jericho was designated a Conservation Area in 2011 in order to preserve the distinctive character it developed in its construction in the 18th and 19th centuries. This common aesthetic and character will be observed within the new development proposals.

The Wharf environment is distinctive and in contrast to the formal terraced streets behind. This scheme evokes the wharf form in areas such as the boatyard and piazza while joining with the terraces of the nearby streets.

EXISTING BUILDINGS
The site lies adjacent to St Barnabas Church, a Grade 1 listed building, formed of pre cast concrete and a cement render. For this reason the building and its surroundings must be treated with sensitivity so as to preserve the historically significant building. Workshops and garages on the site will be demolished to make way for the development of the area.

The Jericho Wharf Regeneration
Project Consultants
www.stridetreglown.com
LOCAL CHARACTER

Extracts from the conservation area appraisal -

Oxford’s first industrial suburb with development influenced by the proximity to the canal and railway as well as property ownership patterns.

There is a distinctive townscape character featuring late Georgian and Victorian working class cottages and artisan housing interspersed with landmark buildings of significant architectural importance.

The area has retained a mixture of residential and commercial properties that hark back to its development as an industrial suburb.

Residential architecture is simple but embellished with architectural detailing often unique to an individual property or property group.

Streetscapes typified by a uniformity of building line, roofscape, fenestration and materials. All of which give a consistency of character.

Architectural details play a key part in the formation of the character of the area. These include, original sash windows, doors, chimneys and garden walls.

High townscape qualities resulting from the retention of the ‘grid iron’ street pattern lined with terraces.
4.0 Design Concept

OPPORTUNITIES AND CONSTRAINTS

The site provides a unique opportunity for a development that compliments both the tightly knitted street network of Jericho as well as the rigid formality of the canal.

The site benefits from being south west facing, meaning maximum sunlight for the development and the piazza.

The site also maximises views across the canal to the towpath. Adjacent housing and streets give visual privacy to both new and existing residents, using rear gardens as a buffer between buildings.

The towpath acts as a key access route into site, connecting it to the wider surroundings and closely linking it (via the proposed new bridge) to the city and station.

The site is constrained by being bordered on all sides by housing, St Barnabas Church and the canal.
SPATIAL ARRANGEMENT

The spatial arrangement of buildings and surrounding space is generated by the existing grain of the immediate locality. The general informality of the local streets (albeit very regular) is juxtaposed by the formal presence of the Grade 1 Listed Italianate St. Barnabas Church, in the Arts and Crafts style.

The layout creates a sense of place, generating active frontages and links to a focal area, celebrating not only the church but the widening of the canal and connections to the tow path.

The formation of a piazza which allows the church a formal frontage also creates a common space where the community centre is strongly represented as well as allowing the cafe to spill outside on a south facing aspect.

The balance of activity befits the nature of the area being semi-urban and peripheral to the centre of the city. Hence the piazza is to be designed without being overly formal yet provides a pleasant sense of place with secure oversight.

1. LOCATION OF PIAZZA

   The natural location for a piazza is in front of the church, reflecting a classical style of arrangement and architecture. This space sits at the centre of the pedestrian routes on to site and is separate in many ways from the formality of the terraced housing.

2. ADJACENCY TO CHURCH

   The development needs to be respectful of its surroundings, giving adequate space for St Barnabas Church and not encroaching on the local existing housing.
   It would be astute to face new development out towards the canal, offering maximum views for the houses and community centre.

3. FORM

   The location and form of the boatyard can take cues from the existing dock and adjacency to the canal edge. It make sense that this would be placed on the site of the existing disused boatyard.
   The housing should follow the more formal pattern of terraced housing seen in the local area.
INSPIRATION

Canalside architecture within cities tends to evoke a sense of a left-over era whereby a once commercial mode of transport linked with industry has moved away. This often generates a sense of dereliction. Redevelopment can easily regenerate the area but nonetheless cause it to lose its connection with its heritage.

There are existing positive elements within the canalside area of Jericho. The main feature particularly St. Barnabas church which rather than being derelict, actually gives an impression currently of being incomplete. This is because the western facade which in the adjacent image was intended to be celebrated but over time has become enclosed and blocked by the former boat yard.

The opportunity for creating an appropriate public space is both exciting and challenging. Inspiration here is derived from the architecture of Italian squares where quite often a formal building is juxtaposed with relatively informal architecture and the paving of the piazza itself relates to the formality but not overtly. This approach would reflect and enhance the original design of the Grade 1 building providing a much better setting for the church.

The juxtaposition of scale created by the church against the modest terraces is further layered when it comes to the wharf. Here an element of semi-industrial heritage comes into play and as such becomes important in design terms so as not to lose the spirit of the place. The lower images on the left display a recent project where a former canal wharf was redeveloped maintaining a sense of its former heritage.
Boat Yard

The boat yard has been designed to cater for a maximum boat length of 72 ft and width of 7 ft. This will accommodate two boats with a dry dock system, similar to that which was originally placed on the site in 1974 when it became a repair yard. Alongside this is it will accommodate a wet dock as well as a workshop, boaters shop and laundry facilities.

Temporary overnight accommodation for those using the boatyard is also provided within the building, offering bedroom and bathroom facilities.

A new winding hole will be created to facilitate the turning of boats on this section of the canal.

Community Centre

The community centre will sit to the north of the site, giving a frontage on the waterfront and visibility and access from the central piazza. The community space provided will include a cafe, situated adjacent to the church and a Community Pre-School, with access from Cardigan Street. The centre will also incorporate a sports hall, dance hall, meeting facilities, exhibition space and counseling rooms.

Housing

The terraced housing on site is made up of three storey units with three bedrooms. An active frontage on both sides means the dwellings address both the inner aspect and the canal front.

The scheme also incorporates affordable housing with a mix of one and two bedroom apartments that sit within the existing community centre building.

A car club space is provided on site as well as an area of covered parking with charging facilities for electric cars.

5.0 Proposal
The existing community centre sits at the heart of much of day to day life within the surrounding area of Jericho and the proposal aims to elevate the existing provision and provide greater access to spaces, enhanced facilities and give new opportunities within a specialised new building, enjoying a canalside environment.

**Phasing Strategy**

The building will be developed in two phases. The first will be constructed (by JWRC, with fitout by JWT) alongside the residential housing, canal works, bridge and formation of the piazza. The second phase will be funded and built by the Jericho Wharf Trust (JWT) at a time to be agreed with Oxford City Council.

**Phase 1**

incorporates a cafe and kitchen on the ground floor. This is a space designed to bring the community together and maximise views over the piazza and canal. The second key part of the ground floor is the boatyard and workshop. This will be managed by an experienced operator and provide space for the boating community to carry out maintenance and repair works within the two dry and one wet dock. The facility is aided by a large workshop, laundry and temporary accommodation for those who are working on their boats. This is accessed via a private staircase to the rear of the building and is designed for short stay guests only.

The first floor of phase 1 houses a sports hall, sized to meet Sports England community hall standards, a dance hall, changing and shower facilities as well as a kitchenette opening on to the sports hall to cater for events in the space. This can then be opened up on to a large terrace overlooking the canal and piazza. Alongside these key spaces, there is a cafe and exhibition space, meeting room and two counseling rooms to be privately hired. The shell structure of Phase 1 will be developed and handed over to the operator (JWT) for fit-out.

**Phase 2**

gives the community opportunity to expand and enhance the spaces already provided. The predominant part of this is a pre-school on the ground floor which utilises an outdoor play space and large classroom. On the upper floors there is opportunity to provide a number of meeting spaces and function rooms which can bring vital income to the community centre, as well as acting a space to bring people together, grow local businesses and create a thriving centre at the heart of the community. Land for Phase 2 is owned by Oxford City Council who have indicated they would assist the Community in seeing this Phase developed.
The piazza sits at the heart of the development. Throughout the design process the development and enhancement of the space has been key to the success of the scheme.

**Winding Hole**
The winding hole has been created to allow boat access into the docks as well as creating a formal edge to the piazza on the canal. This has been carefully sized and positioned to maximise retained land while ensuring the Canal and River Trust regulations for turning and moving boats are met.

**Public Artwork**
To further emphasise the sense of place the proposal incorporates a public artwork in the centre of the piazza, to be designed by an artist. Throughout the scheme there is careful use of paving to denote pedestrian pathways and shared surfaces. This area takes this a step further and creates a central point of reference as well as fun and intriguing patterns to draw the eye.

**Access to St Barnabas Church**
We are working to ensure any works abutting the Grade II listed church are approached sensitively and appropriately. We believe this combination of a stepped and ramped access will create a better access route for the church as well as acting as a seating area and active part of the piazza. By guiding users through this space it will remain animated and encourage integration between the church, community centre and residents.

“The elevations provided suggest that the proposed new buildings have the potential to be of a high quality and could sit comfortably in close proximity to the listed church. Careful attention to design details and materials is clearly necessary to ensure that this is the case and we defer to the City Council’s design and conservation team for detailed design advice on this. The proposed footbridge looks elegant and attractive.”

Richard Peats
Inspector of Historic Buildings and Areas
Bridge

A fixed bridge is proposed over the canal to be connected directly to the new piazza. This position will help bring a large footfall through the piazza, making it a vibrant place and an integral part of the community.

The location of the bridge is constrained by certain criteria. To avoid accidents a lifting bridge would have to be located 40m from the winding hole. In addition to catering for prospective users' needs, there are also aesthetic and ecological issues that need to be considered.

The bridge incorporates a bike channel along the centre of the stepped access. Accessible crossing of the bridge is provided by two stairlifts which run over the stepped route when in use. These allow for a fixed bridge while ensuring the piazza is accessible to all.

Additional consideration must be made for horse drawn barges, should this be a factor in the future. Oxford City Council, in their supplementary planning document, recognise the potentially divergent views, stating some compromise may be needed. There is need for some flexibility to ensure that the bridge design is appropriate for its location.

Chair Lift Possibility

Bridge Plan - Original design to be widened to allow room for disabled access lift and maintain pedestrian use whilst lift is in operation. An additional hand rail is to run across the centre of the bridge again for safety. Chair lifts can curve 180 degrees at the bottom of the stair in order to be stored neatly without obstructing the stair.

Bridge Section - Separate chair lifts to operate at either end of the bridge. Lift user will take chair lift to the flat top of the bridge before dismounting and using the opposing chair lift to be transported back down the other side. The speed of the lift will be 0.13 m/s on the straight section, with the speed reducing on the bend meaning an average speed of 0.1 m/s, equating to a journey time of 89 seconds for each side. Manufacturers are unable to provide a single chair lift to go the whole way across the bridge.

Plan showing storage of the chair lift between use.
A similar study was carried out by Haworth Tompkins in the previous planning application, comparing the size of the proposed piazza with other notable piazzas.

This aims to highlight that the space provided is suitable for both location and use. Other canalside spaces, in place such as Venice, can be much smaller but be full of activity and life.

The proposed piazza is similar in scale to Bonn Square in Oxford city centre, a successful urban area where people congregate and public life takes place.
Residential Buildings

The development incorporates a variety of housing styles to attract a diverse mix of residents and enhance the urban and social fabric of the area. The scheme comprises 14 townhouses, two apartments, a maisonette, a detached house and six affordable flats.

Townhouses
These comprise principally of three bed units across three floors. Each have private amenity space in the form of balconies and in most cases rear gardens, backing on to the existing residential St Barnabas Street. These can be accessed via a rear passageway, enabling an accessible route to the dwellings, which are raised to mitigate risk of flood damage.

The eave and ridge heights largely match those of the surroundings, emulating an existing typology with dormer windows in the roof level. The scheme makes use of the secluded location and exceptional views with large windows and glazed elements to let natural light in and allow views across the canal. On the lower levels timber louvres add an element of privacy while larger openings connect to the street and generate a sense of ownership and activity.

The apartments allow for two fully accessible living spaces. These are accessed via a central lift and stair lobby and open out into large three bedroom spaces with all requirements met internally for a wheelchair user. A predominant feature of the first floor flat is a large rear, south facing terrace which will provide high quality amenity space and potential for solar shading is added to make this usable year round. A two meter perimeter wall eliminates any prospect of overlooking neighbouring properties.

The maisonette in the terrace is designed to provide keyworker accommodation specifically for staff of the church.

Affordable Provision
Through adopted local planning policy affordable housing provision needs to be considered as part of the residential scheme for the site. Six affordable flats will be provided within a redevelopment and refurbishment of the existing community centre building. One of these ground floor flats will be fully accessible. Cycle store and a refuse area will be provided to the rear of the space as well as a winter garden for residents to use.

The maisonette in the terrace is designed to provide keyworker accommodation specifically for staff of the church.

This level of provision does not meet the level required by policy, but is a result of the various unique requirements of the site and development, which impact on scheme viability. This is as explained and assessed in the separate Viability Assessment which accompanies the planning application.
**Oriel Windows**
The rear elevation of the houses faces on to the gardens of the existing St Barnabas Street terrace and so consideration has been taken regarding overlooking towards houses opposite. To mitigate this, oriel windows have been used on the first floor and roof lights on the second. The oriel windows use a large panel of frosted glass which faces on to the garden, this allows natural light into the rooms but restricts visibility. A smaller clear glass panel is then angled to face away from the gardens but give views and light to new residents.

**Front Gardens**
Access to the terraced housing is gained predominantly from the towpath adjacent to the canal. This provides active frontage across the site and gives the best point of access into dwellings. These are accessed via a small set of steps with a garden area adjacent. Planting in this area helps to break up the facade and mirrors the mature tree and shrubs on the towpath opposite.

The houses are separated by a timber screening, this could be used for further growth of plants as well as adding a degree of privacy of first floor balconies.

**Lucam**
The townhouse on the corner of the terrace acts as a cornerstone for the development, bringing together the piazza, residential and community aspects of the site. This uses the traditional style of the lucam to articulate the facade and reference the industrial nature of the site.
Elevational view of the apartments along the canal edge.
Can narrowboats be considered as affordable homes in Oxford?

While evidently narrowboats are not actually affordable houses, a case can be made for them being affordable homes. In fact very few ‘affordable homes’ are really affordable for the less well-off of Oxford at all. Boats and narrowboats in particular represent one of the few truly affordable home examples in that area, which is why they have become a more popular option.

Narrowboat dwellers tend to be among the less wealthy members of the Oxford community but nevertheless they are often people who provide essential services to it. A survey of boats and boaters taken in 2012 revealed that among 400 boats in and around Oxford - more than 100 boats were moored within the City’s boundaries, housing around 180 people including teachers, social workers, gardeners and others from less well paid professions. These are people who are often unable to pay for professional rates for the upkeep of their boats, let alone take the time to spend hours and days taking their boat to the existing repair and maintenance locations. Since the sale of the boatyard in Jericho, the nearest boatyards are 5 miles up the Thames to Eynsham or 27 miles up the canal to Tooleys in Banbury. Furthermore during high water levels in winter months neither destination may be available.

There are two grave concerns relating to this:

1. When there is flooding it has been impossible for boaters to take their boats out of the water anywhere in an emergency (say they spring a leak because their boat rusts through due to poor maintenance). This is a danger to their homes and a number of boats sink every year.

2. Due to the distance to a yard and the lack of a working engine on many residential boats, many boaters don’t repair their boats properly and either do nothing or ‘bodge’ repairs that they hope will last.

It is now 13 years since the loss of the DIY boatyard in Jericho. Every year there are more boats that sink due to lack of essential maintenance and part of the reason for this is a lack of a local boatyard in which this maintenance work can be performed.

It is essential that the Jericho Community Boatyard be built as soon as possible, and that it be DIY capable as an option for the poorer members of the community. The agreed design with a wet dock and two dry docks (one for commercial repairs, the other for DIY) plus a community workshop (where boaters can do necessary carpentry and other types of work) makes the maintenance of boats available and affordable for all. It enables the survival of narrowboats as affordable homes.

Bruce Heagerty - JCBY Director, February 2019
Within the wider context there is a large amount of brick, used in a variety of patterns and colours to bring distinction to residential blocks. Many dwellings are also treated with render, while St Barnabas Church is rendered with brick inlays.

The proposal looks to fit with this unique area and continue the use of pattern brickwork in the facade work. Houses will use a variety of textures and colours to bring emphasis to certain areas of the facade. A simple slate roof will fit with surroundings.

In part the lower levels will be treated with a grey brick. This links to the community centre proposals as well as emphasising the plinth on which the development sits. These darker grey bricks can be found in the surrounding streets and are used to add accents of detail. Elsewhere red brick is used, making up the majority of the residential facades.

The larger community building will use metal standing seam and timber slats, similar to those traditional on a riverside warehouse and fitted with large glazed windows to maximise views across the canal and towpath. Red brick will be used to the rear elevation as the building reduces in scale to meet the neighbouring residential units.

The steps and ramp leading to the church will be formed from the materials created by the demolition of existing buildings on site. This re-purposing will minimise waste produced by the development as well as ensuring the addition fits fully with the character of the area.

Materials

Examples from surrounding area

Recessed and elevated brick patterns are reflective of those typical to the Jericho area. These reliefs and voids bring prominence to certain areas of the building and start to mimic the undulating "backs" of the traditional terrace. Brick patterning and variations in arrangement will also give emphasis to windows and edges, a modern take on the traditional style.

Other material examples

Balconies and box windows animate the waterfront elevation. This bore reference to the lucam, used to hoist goods into houses from boats, that would have been seen in riverside buildings during its prolific use as a transport route. Timber, barn like structures, were also a prominent riverside feature, used for storage and repair of boats.
6.0 Access Statement

Building Regulations: Part M

BRIDGE
To ensure the bridge is accessible by all there is a stair-lift that runs across it, allowing wheelchair and mobility scooter users to cross with ease. This could also be used by pushchairs and those with limited mobility.
Handrails will be provided along both sides of the bridge to assist those who need it and appropriate stair nosing and textured paving will mark the edge of steps to assist those with limited vision.

COMMUNITY CENTRE
The community centre will be accessible for everyone. A ground floor fully accessible toilet is provided adjacent to the entrance and a platform lift fits within the circulation zone for phase 1. In the development of Phase 2 a permanent lift will be instated to allow access across the three floors.
All openings and corridors will allow a wheelchair user to move comfortably through the building as well as those who require an assistant, walking frame or guide dog.

Piazza
The square is largely flat and minor undulations are minimal, meaning they pose little barrier to mobility across the site. Rumble strips will be placed to mark the entrance of the square, having the dual purpose of slowing cyclists and encouraging the slower movement of users within the space, making sure all are aware of their surroundings.

RESIDENTIAL
Within the redevelopment of the existing community centre, into affordable apartments, one of the ground floor flats has been designed to meet Part M4(3) requirements and is fully accessible. The second ground floor flat meets Part M4(1) requirements and provides reasonable provision for most people to approach and enter the dwelling.
Within the open market townhouses all units meet the Part M4(1) requirements. These dwellings can be accessed via the rear passageway into the gardens of the houses. Stepped access along the towpath cannot be avoided as this allows buildings to sit above the flood level and retains the towpath width.
The two apartments to the south of the row of terraces are fully accessible, meeting Part M4(3) requirements. These are therefore suitable for a wheelchair user as well as those with reduced mobility or other physical impairments. A lift is provided as part of the circulation of these apartments meaning step free access, making them suitable for a whole range of residents.

Sitting just 10 minutes walk from Oxford Railway Station, the Jericho area is easy to access by foot, bike, public transport and road.
Oxford itself is easy to access from the A40, A34 and A420 with the southern bypass road just 1.9 miles from site.
Seacourt Park & Ride is 1.5 miles from site and many of the local bus service routes run along the A4144, a 10 minute walk from the site and along a bustling streets of shops, cafes and local independent businesses.
Oxford Railway Station is 0.8 miles from the site, giving easy access to London, Manchester and Newcastle as well as connection to Didcot Parkway and the South West.
Pedestrian access to the site will be from the neighbouring residential streets as well as over the proposed bridge, leading on to the popular canal towpath that runs from Oxford to Hawkesbury over 77 miles, popular with walkers, cyclists and a busy commuting route to and from the city centre.
Moorings will be provided adjacent to the boatyard and boaters will have access to the public facilities as well as workshops and private temporary accommodation. The canal provides an additional point of transportation too and from the site.

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Moorings will be provided adjacent to the boatyard and boaters will have access to the public facilities as well as workshops and private temporary accommodation. The canal provides an additional point of transportation too and from the site.

Sitting just 10 minutes walk from Oxford Railway Station, the Jericho area is easy to access by foot, bike, public transport and road.
Oxford itself is easy to access from the A40, A34 and A420 with the southern bypass road just 1.9 miles from site.
Seacourt Park & Ride is 1.5 miles from site and many of the local bus service routes run along the A4144, a 10 minute walk from the site and along a bustling streets of shops, cafes and local independent businesses.

Oxford Railway Station is 0.8 miles from the site, giving easy access to London, Manchester and Newcastle as well as connection to Didcot Parkway and the South West.

Pedestrian access to the site will be from the neighbouring residential streets as well as over the proposed bridge, leading on to the popular canal towpath that runs from Oxford to Hawkesbury over 77 miles, popular with walkers, cyclists and a busy commuting route to and from the city centre.

Moorings will be provided adjacent to the boatyard and boaters will have access to the public facilities as well as workshops and private temporary accommodation. The canal provides an additional point of transportation too and from the site.
7.0 Technical Design

DEMOLITION OF EXISTING BUILDINGS

In order for the scheme to be developed there will need to be demolition of a number of buildings on site.

In the initial phases of development the existing workshop buildings and a small derelict outbuilding will be removed (highlighted on the adjacent plan).

Within the second phase of development of the community centre the garages along Dawson place will also be demolished.

Fencing, boundary walls and surfacing will be replaced or removed.

WORKS TO TREES

As outlined in the Arbouricultural Impact assessment Report (Appendix F) a number of trees will need to be removed to facilitate development and construction. Several retained trees will also require pruning due to both defects and to assist construction.

Measures will be taken during construction to ensure damage to trees is mitigated and liaison with the council tree officer will take place prior to works on site commencing.
ACCESS AND ROUTES

The site will retain all existing access routes as well as providing the new addition of a footbridge to connect to the canal towpath. Vehicle access will be restricted the extremities of the site, with the exception of emergency vehicles. This will maximise space for pedestrian and cycle access throughout the piazza and canal edge.

The addition of the bridge, piazza and new community centre is likely to increase movement through the area dramatically. The current parking permit system will remain in place in the neighbouring streets and so vehicles parking on the roads will not increase as a result of this development.

Ample cycle storage will be provided, encouraging more sustainable modes of transport on site as well as minimising car traffic. A bike channel in the bridge will create a new route to the city centre and railway station as well as allowing use of the towpath for leisure.

Ensuring that the bridge and community building are fully accessible will ensure everyone can use the site to its full potential and is fully inclusive.

MAINTENANCE AND MANAGEMENT

The development will have various management companies operating across the site. Due to the large number of stakeholders within the scheme this will need to be carefully navigated to ensure all aspects are maintained to a high level.

CAR AND BIKE PARKING PROVISION

Please refer to Niel Brant Consultants detailed transport plan. (Appendix G)

Each house within the development will be provided with a parking space. 16 of these will be provided within ground floor parking below the apartments adjoining Great Clarendon Street. This includes one accessible space and three smart car spaces. This limits vehicle movements on site as well as concealing parking within an active building frontage.

The detached townhouse has a covered parking space and the house adjacent to the vicarage, along St Barnabas Street, contains a built in garage.

Five parking space will be provided for St Barnabas Church. These will be signposted to show they are not for use by the public.

Cycle parking for 34 bikes will be provided adjacent to the community centre. This has scope to be increased should there be demand for this. Two cycle storage spaces per dwelling are also provided as per planning guidelines. These are largely situated within back gardens which can be accessed via a secure pathway to the rear of the townhouses.
SAFETY AND SECURITY

The design endeavors to ensure that all residents and members of the public who use the site feel safe and secure. Measures have been put in place in order to maximise this and to create a destination that people want to visit and inhabit.

Natural surveillance is key to keeping the piazza safe. This can be achieved through large windows overlooking the space from the community centre and residential units, as well as the unveiling of the south elevation of the church, giving it prominence and an outlook onto the square.

Defensible space has been provided for all dwellings on site. This allows a buffer zone between public and private and means front doors are not directly on to the street edge. Rear gardens also give residents a private space and large doors offer visual connection and security of these spaces.

The rear access to these gardens are kept secure through lockable gates, accessible only to residents. Fences denote the boundary of each residents private space.

PRIVACY

Privacy will be maintained for both existing and new residents. By placing back gardens along the row of terraces this maximises the distance from dwellings and limits overlooking.

Oriel windows have been placed along the terrace, using frosted glass to allow light but restrict views to the gardens on St Barnabas Street, with glazed elements creating angled views away from houses.

DAYLIGHT

A daylight and sunlight analysis has been carried out to ensure minimal impact on the surrounding residential areas. The results of this can be found in Rapley’s report (Appendix D).

The conclusion of this report is that for the substantial part, the reduction in light level is deemed acceptable. It highlights a few small pinch points but expresses that these are balanced in terms of viability and deliverability of the scheme.

The report also highlights that, in compassion to the previous scheme, this proposal goes further in limiting the affects on surrounding residential properties.

FLOOD RISK

A flood risk assessment has been carried out by BWB Consultants. The results of this can be found in Appendix H.

In order to accommodate the potential flood risk on site the residential buildings have been raised to 600mm above the flood risk level. In the case of the boatyard and community centre this has been set at 300mm above the level and will be marked as part of the new flood plain.

ACoustics

An acoustic assessment was carried out by Gillieron Scott and can be found in Appendix C. The conclusions of this is that there is a low impact in terms of overall noise levels on site as a result of the development.
8.0 Community Involvement

PUBLIC CONSULTATION

On 12th July 2019 a public consultation was held in St Barnabas Church for members of the community to talk through the proposals with the Architect and developer, as well as leave comments and experience the scheme through use of a virtual reality headset.

The event was extremely well attended by people both in favour of and against the proposal. Comments were collected and many have been taken on board, including:

• Additional detailing of the piazza to slow cyclists and ensure this is a well managed shared space.
• A clearly defined environmental strategy.
• Contact with local car club schemes to gauge demand for such a service in this area and a space earmarked for this should it be desired.

JERICHO WHARF TRUST

Through the process, Future Heritage and Stride Treglown have been working closely with the JWT to ensure a development which is both deliverable and meets the needs and aspirations of the Community.

Please also refer to the Statement of Community Involvement in Appendix B.

QR CODES

These videos aim to give you greater understanding of the space and how residents and visitors can move through the space. These QR codes were shown at the public consultation and allowed people to experience the proposed scheme by scanning them with a smart phone.

It is hoped that these gave a greater understanding and a chance to immerse within the landscape, bringing it to life and moving beyond 2D drawings and visuals.
The public Square is designed as a better access route for the church as well as acting as a seating area for the community. The development also outlined the scope for a new community centre, centered around public life and communal experience it for yourself.

The Jericho Wharf site was sold by British Waterways to SIAHAF in 2012 who submitted a Planning Application for a new community centre, dance hall, meeting facilities, exhibition space, a cafe and exhibition space, meeting room and two counseling rooms to be privately funded and maintained.

The Jericho Canalside regeneration project is led by the Jericho Regeneration Company. This will assist JWT in raising funds to fit-out the shell of the new Piazza, rendering it lifeless. A bridge linking into the Piazza is seen as a critical component of the scheme, providing greater access to spaces, enhanced facilities and new opportunities within a surrounding area of Jericho. The proposal aims to elevate the existing provision and provide a number of meeting spaces and function rooms which can bring vital income to the community.

Concerns were expressed that a bridge in this location would divert people away from the towhouses and other types of work) makes the maintenance of boats available and affordable for all. It enables the survival of narrowboats in particular, as they are one of the few truly affordable home examples in there area, which is why while evidently narrowboats are not actually affordable houses, a case can be made for them being affordable

6. Phase 2 development of pre-school and meeting spaces, workshop, laundry, 5.7. Phase 1 development of pre-school and meeting spaces, workshop, laundry,elsan and maintenance and repair works within the two dry and one wet dock. The facility is aided by a large workshop, laundry and temporary accommodation for those who are working on the site. The facility is aided by a large workshop, laundry and temporary accommodation for those who are working on the site.
9.0 Schedule of Area and Accommodation

Accommodation
This table shows the Gross Internal Area (GIA) of the development on site. This is categorised by affordable provision, townhouses and community centre.

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Phasing Strategy
The image here shows the two phases of development of the community centre and how this will look on site. The aim, by completing phase 1 as part of the initial development, is that there is a sense of activity and formation of the public square.
APPENDIX

A - Momentum: Structural Engineers Report
B - Future Heritage: Statement of Community Involvement
C - Gillieron Scott: Acoustic Design
D - Rapleys: Rights of Light
E - Green Ecology: Phase 1 Habitat Survey
F - Innovation Group: Arbouricultural Survey
G - Neil Brant Consulting: Transport Assessment
H - BWB: Flood Risk Assessment
J - Quod Planning: Viability & affordable Housing
K - Isopleth: Energy
L - John Moore: Heritage
Stride Treglown / Jericho Wharf, Oxford / Design and Access Statement

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SOLENT
TRURO

FILE

ST_DESIGN AND ACCESS STATEMENT
PROJECT

JERICHO WHARF, OXFORD

FUTURE HERITAGE

STRENGTH OF EVIDENCE No.
130905

PREPARED BY
RF
DA/Jul

CHECKED BY

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01.10.2019
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