

## Design and Access Statement for 253-255 London Road, Oxford OX3 9EH

### INTRODUCTION:

The site comprises of a pair of semi-detached buildings currently in a range of uses including A1, A2, B1 and HMO. With extensions carried out in a piecemeal fashion over the years, the property is now rather shabby and the proposal is to demolish and replace with a new building capable of being a landmark development on this corner site. Comments have been given by case officer Sarah Chesshyre on two iterations of a pre-application inquiry and the submitted scheme is based on her feedback. She has stated that the principle of development to this use is acceptable.

### AMOUNT:

The proposal is for 9 number HMO flats, ranging from 2-bed to 6-bed flats and in accordance with policy H6 of the OLP2036 this will not exceed 20% of the proportion of buildings used in full or part as an HMO within 100m of street length either side of the application site.

The flat are sized as follows:

No.	Single Bedrooms	Double Bedrooms	Gross Internal Area required by space standards	Proposed GIA
Flat 1 Single storey	2	2	99m2 as 4-bed, 6 person flat	107m2
Flat 2 Single storey	3	1	90m2 as 4-bed, 5 person flat	93m2
Flat 3 3 storey	5	1	129m2 as 6-bed, 7 person flat	130m2
Flat 4 Single storey	2	2	99m2 as 4-bed, 6 person flat	107m2
Flat 5 Single storey	2	1	74m2 as 3-bed, 4 person flat	74.5m2
Flat 6 Single storey	2	2	99m2 as 4-bed, 6 person flat	107m2
Flat 7 Single storey	3	1	90m2 as 4-bed, 5 person flat	90m2
Flat 8 Single storey	0	2	70m2 as 2-bed, 4 person flat	70m2
Flat 9 Single storey	2	1	74m2 as 3-bed, 4 person flat	75m2

### LAYOUT:

A communal entrance positioned off the London Road will provide access to all flats apart from the 3-storey flat to the rear of the building; this will have a separate entrance off Barton Road. Flat 1 will also have a second entrance and route to the communal gardens via a more discreet entrance on Barton Road. The building has been designed to provide an opportunity for landscaping to enhance the street setting and to give each flat access to either external balconies, roof terraces or outside garden. The scheme also provides ample refuse, recycling and bike storage, all housed within visually pleasing, timber clad stores, these will also be planted with climbers, which over time will merge these stores with the landscaping and planting.

The accommodation of the flats is as follows:

No.	Living Room/Kitchen	No. of shared bathrooms	No. of ensembles	Store provision
Flat 1 4-bed, 6p	24m <sup>2</sup>	2	1	3m <sup>2</sup>
Flat 2 4-bed, 5p	20.5m <sup>2</sup>	2	0	3m <sup>2</sup>
Flat 3 6-bed, 7p	24m <sup>2</sup>	2	2	4m <sup>2</sup>
Flat 4 4-bed, 6p	24m <sup>2</sup>	1	2	3.5m <sup>2</sup>
Flat 5 3-bed, 4p	21m <sup>2</sup>	2	0	2.5m <sup>2</sup>
Flat 6 4-bed, 6p	24m <sup>2</sup>	1	2	3.5m <sup>2</sup>
Flat 7 4-bed, 5p	18m <sup>2</sup>	1 + separate WC	1	3m <sup>2</sup>
Flat 8 2-bed, 4p	20.6m <sup>2</sup>	1	1	3m <sup>2</sup>
Flat 9 3-bed, 4p	18.5m <sup>2</sup>	1	1	2.6m <sup>2</sup>

All double bedrooms have a minimum floor area of 11.5m<sup>2</sup>, and are at least 2.75m wide. All single bedrooms have a minimum floor area of 7.5m<sup>2</sup> and are at least 2.15m wide.

#### SCALE:

The scale is in line with Policy CP8, which states that, the siting and massing of a new development should create an appropriate visual relationship with the built form of the surrounding area. The proposed building has been kept to less than 0.5m above the maximum height of the existing buildings at the London Road elevation. On the Barton Road elevation the height steps down to relate to the adjacent houses with the final gable of the proposed building mirroring that of its neighbour to the north on Barton Road in order to break up the massing and provide a better rationale for the series of forms when seen in longer views.

#### APPEARANCE:

Careful consideration has been given to the visual appearance of the proposed building and developed in line with the feedback from Sarah Chesshyre in her pre-application reports. The design is for a landmark corner building that responds to the site and character of the surroundings. This part of London Road is relatively varied in terms of building form, grain and orientation and the proposed scheme has retained the steeply pitched roofs of the existing buildings on the site while introducing more robust and durable materials with the combination of pale brick to the upper floors and red brick to the lower floors rather than render or timber. The elevations have been rationalised in line with Sarah's comments to create a clear distinction between the higher London Road elevation and the stepped down Barton Road elevation with a hierarchy of fenestration as seen in neighbouring buildings. The southwest corner of the building has been reviewed from the pre-app scheme and uses the external balconies to reduce the bulk and height here, again in line with the pre-app feedback so that the balconies enhance the visual appearance and proportion of the building.

#### LANDSCAPE/OUTDOOR SPACE:

All of the flats either have a roof terrace, balcony or direct access to a communal garden. The balconies and roof terraces are a minimum of 1.5m deep by 3m long. The landscaping along both London Road and Barton Road has been developed to provide high-quality urban design, a strong sense of place and attractive edge

to the public realm. It will vastly improve the overall appearance of the site and this corner of London Road and Barton Road.

NOISE IMPACT:

The proposed use of residential will not have any impact on neighbouring residents or the area in general.

BIODIVERSITY SURVEY AND REPORT:

A bat survey report has been carried out and included in the planning application documents.

FLOOD RISK ASSESSMENT:

The area is not within a flood zone as shown on the EA maps. The existing buildings do not flood.

SUSTAINABILITY:

An energy and sustainability statement has been carried out and included in the planning application documents along with a SuDs drawing.

ACCESS:

The proposals would comply with Part M as required under the Building Regulations with level access.

CONTAMINATION:

A contaminated land questionnaire has been completed and included in the planning application documents.

BIN AND BIKE STORAGE:

The proposals include provision for refuse, recycling and food waste storage in smart and robust enclosures, which are a type favoured by Oxford City Council and allow easy and hygienic disposal of waste by residents while presenting pleasant, timber clad elevations to the public.

Similarly the bike storage will be provided in visually appealing timber-clad structures with secure locking facilities for bikes inside. The landscaping proposals includes for climbers to be planted to grow up the timber sides and roofs of these stores, further enhancing their appearance and tying them into the overall landscape master plan. The proposal is for 48 bike spaces for a total number of 47 residents.

PARKING PROVISION:

It is proposed to provide a single disabled parking space. The site is less than 100m to a bus stop served by frequent services to and from the city centre and is within 500m of a local supermarket. Therefore the site complies with M3 of the OLP2036 and be car free except for a disabled car parking space.

CIL:

The scheme is liable for CIL and the appropriate form has been completed and included in the application.