
DESIGN AND ACCESS STATEMENT

27 Magdalen Road

Oxford OX4 1RP

Prepared by Re-Format Architects
Buckmore Studios
Beckham Lane
Petersfield
Hampshire
GU32 3BU

PROJECT NO: **23049**
November 2023
REV. P01



RE-
FOR
MAT

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1/ Introduction



Relevant examples of other Re-Format projects



1.1 / Introduction

This Design and Access statement has been prepared to support the application for planning permission to demolish existing buildings and replace them with new residential accommodation at 27 Magdalen Road, Oxford.

The proposed development consists of 8 no. flats accommodated in a building of predominantly 2.5 storeys in height and rising to 3 storeys at the corner of the site.

Project Team

Architect - Re-Format LLP
Planning Consultant - Blake Morgan
Sustainability Consultant - SRE
SuDS Consultant

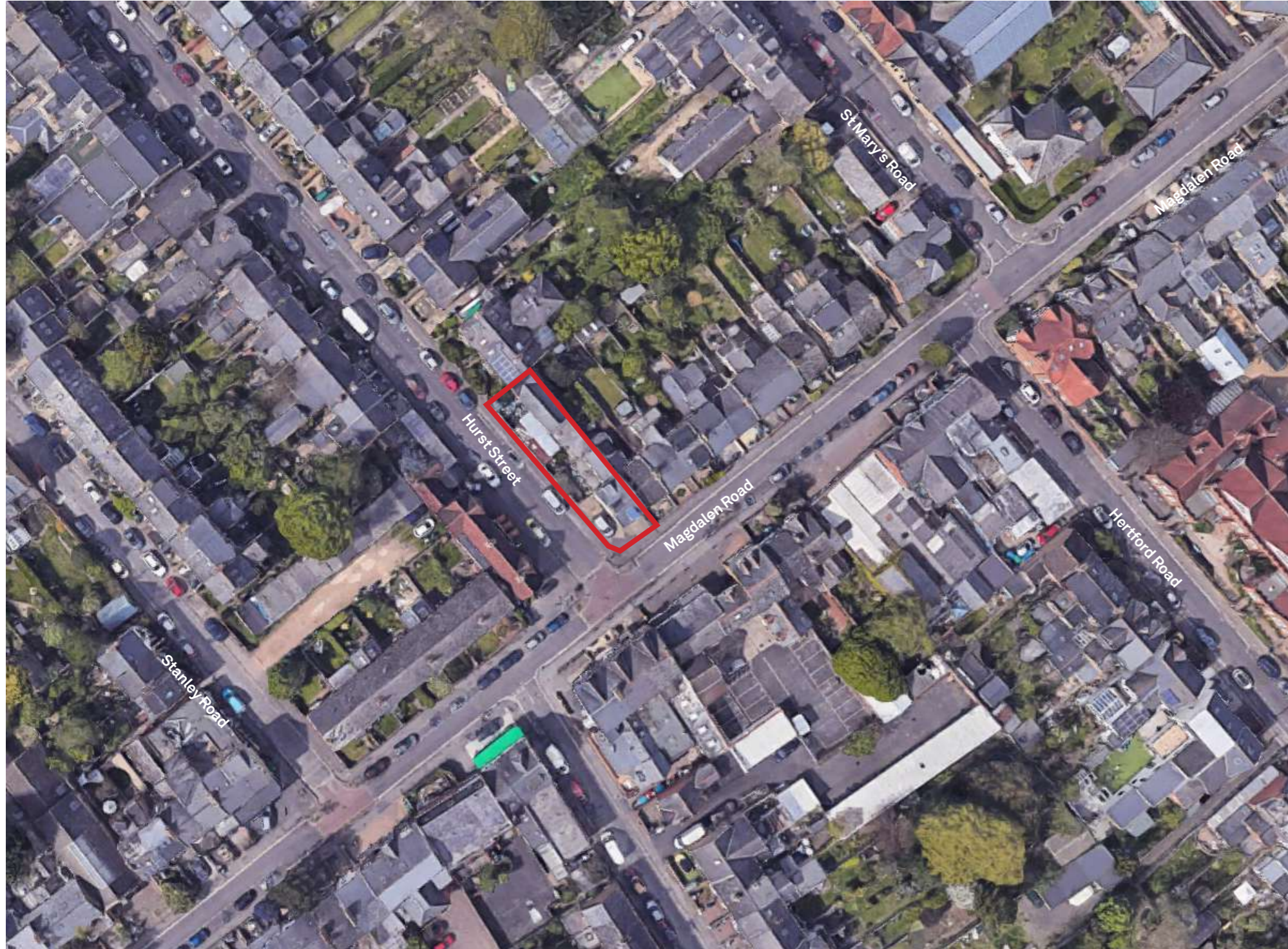
About Re-Format

Re-Format is a design studio with over 30 years experience specialising in high quality architectural design, delivering innovative and imaginative services which add real value for our clients.

We have an excellent reputation that is underpinned by our extensive knowledge and experience of creating and delivering inspirational living environments.

We have built a reputation for very high quality design and have been the recipients of key awards from the Royal Institute of British Architects and the Civic Trust. In recent years we have won the National Housing Design Awards three times and been a further three times.

2/ Site Assessment



Site Location

2.1 / Location

The application site is in a prominent location on the corner of Magdalen Road and Hurst Street.

Nestled in the vibrant city of Oxford, the site is a charming and bustling thoroughfare that effortlessly combines history, culture, and contemporary flair.

It is located at the corner of Hurst Street and Magdalen Road in a predominantly residential area, however Magdalen Road features an array of independent shops, quaint cafes and inviting restaurants. The road exudes a distinct and appealing character of the area.

The plot consists of two and a half storey end of terrace corner plot building of 27 Magdalen Road which was formerly in use as a Class E (a) hardware store. The building benefits from a wrap around shop frontage at ground floor level.

2/ Site Assessment



- 1 'Accent corner' building on the opposite side of Magdalen Road
- 2-5 Examples of other buildings along Magdalen Road and Hurst Street. The material palette consisting of buff and red brick, render, stone and concrete features to windows and slate roofs
- 6 The existing building with former hardware store at corner of Magdalen Road and Hurst Street
- 7 Existing derelict building on site - view from Hurst Street.

2.2 / Site Context

The existing buildings located on the site are of 2 and 2.5 storeys and do not have substantial aesthetic or character value. The ground floor has most recently accommodated a Hardware Store, with living accommodation on the upper floors.

The buildings have become derelict and dilapidated over time and a structural survey revealed that most of the structures are in very poor condition and should be demolished or replaced due to advanced decay.

Local Materials

The walls of the neighbouring buildings are buff brick with accent red brick coursing and arches. The buff brick is the predominant material for the section of Magdalen Road and Hurst Street directly adjacent to and forming the street's corner. The properties in the same street elevation along Magdalen Road (from number 17-25) and Hurst Street (number 107-139) form a 'quarter' of buff brick elevations with some red brick and cast stone features.

There are also examples of red brick and rendered facades located along Magdalen Road and Hurst Street.

The buildings include stone or concrete lintels and sills, square or splayed bays, and predominantly slate roofs, however there are also a few examples of clay tiled roofs.

Local Build Context

The site is surrounded mainly by Victorian terraces with rectangular or splayed single storey bays. There are a few examples of larger semi-detached Victorian houses with double storey bays on Hurst Street and double storey on the opposite side of Magdalen Road. To the south and south-west side of Magdalen Road there are later era residential buildings with more modern and flat frontage features.

The size of the buildings is typical of this area's residential characteristics, with some shops and cafés on the ground floor along Magdalen Road. On the opposite corner of Hurst Street and Magdalen Road, there is a two-storey red brick Public House.

The surrounding buildings are predominantly 2 storey terraced houses, but there are larger buildings directly on the opposite side of the Magdalen Road of 3 storeys in height or 2.5 storeys with tall mansard roofs and gables, as well as 2.5 storey semi-detached buildings with gabled facades to the north on Hurst Street.

There are several examples of accentuated building volume at the corner of the street in the immediate context of the proposed site (Magdalen Road and Catherine Street) and also in the wider context corner buildings breaking the notional building line along subservient street, where the volume built up to the pavement line at the corner.

2/ Site Assessment



- 1 'Accent corner' building on the opposite side of Magdalen Road
- 2 St Marys Road and Leopold Street - taller accent corner example
- 3 Magdalen Road and Catherine Street - example of corner build up to pavement line of subservient road
- 4 Percey Street and Stanley Street - example of building braking notional building line and volume build up to the pavement edge
- 5 Hurst Street and Henley Street - accentuated and taller corner
- 6 Hurst Street and Aston Street
- 7 Magdalen Road and Hurst Street - example of taller corner building
- 8 Hurst Street and Aston Street
- 9 Magdalen Road and Hurst Street - example of building braking notional building line and volume build up to the pavement edge

2/ Site Assessment

Planning Services

St Aldate's Chambers
109 – 113 St Aldate's
Oxford OX1 1DS
Central Number 01865 249811

On Behalf Of: Stuart Silvester
C/o Huzar Motor
Carter Jonas LLP,
Mayfield House,
256 Banbury Road,
Oxford
OX2 7DE

Date: 15th November 2022
My ref: 22/02239/PAC
Please ask for: Charles Refson
Direct Dial: 01865 529113

Dear Mr Silvester,

APPLICATION: 22/02239/PAC

PROPOSAL: Change of use from Commercial, Business and Service (Use Class E) to residential (Use Class C3).

AT: 27 Magdalen Road Oxford Oxfordshire

FOR: Stuart Silvester

Thank you for your letter and plans received on 14th September 2022 which seeks an informal opinion on the above-mentioned development at 27 Magdalen Road. I have had an opportunity to consider your proposal and would like to make the following comments. Any proposal would be required to have regard to the contents of the National Planning Policy Framework along with policies of the current up-to-date development plan, which include the Oxford Local Plan 2036. The main policies to consider for this proposal are:

Oxford Local Plan 2036

- S1 - Presumption In Favour Of Sustainable Development
- S2 - Development Contributions
- H2 - Delivering Affordable Homes
- H10 - Accessible and Adaptable Homes
- H14 - Privacy, Daylight, and Sunlight
- H15 - Internal Space Standards
- H16 - Outdoor Amenity Space Standards
- DH1 - High quality design and placemaking
- RE1 - Sustainable Design and Construction
- RE2 - Efficient Use of Land
- RE4 - Sustainable Drainage, Surface and Groundwater Flow
- RE7 - Managing the Impact of Development
- RE8 - Noise and Vibration
- G9 - New and Enhanced Green and Blue Infrastructure Network Features
- M3 - Motor Vehicle Parking
- M5 - Cycle Parking

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All of these documents can be viewed online and I recommend that you view these at the following address:

http://www.oxford.gov.uk/PageRender/dec/P/Planning_Policy_ccowv.htm

Relevant Site History

53/03082/A_H - Use of out-building for sawing and making of firewood. TEM 10th November 1953.
54/03082/A_H - Renewal of temporary consent to use of out-building for sawing and making firewood. TEM 26th October 1954.
54/03825/A_H - Extension to kitchen and W.C.. PDV 9th August 1954.
55/03082/A_H - Renewal of temporary consent to use of out-building for sawing and making firewood. TEM 26th April 1955.
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59/00733/P_H - Advertising gable end hoarding. REF 23rd June 1959.
63/13715/A_H - Rebuilding store. PER 9th July 1963.
65/15955/A_H - Rebuilding existing covered way. PER 26th January 1965.
84/00724/NF - Single and first floor rear extensions. PER 25th September 1984.

Site:
This application relates to the two storey end of terrace corner plot building of 27 Magdalen Road which is currently in use as a Class E (a) hardware store. The building benefits from a wrap around shop frontage at ground floor level. The application site is in a prominent location on the corner of Magdalen Road and Hurst Street.

Proposal:
Pre-application advice is sought as to the acceptability of change of the use of the unit from a Class E (a) use to a C3 residential use. Little information has been provided with this application, as advice is sought in regards to the principle of the change of use.

Assessment:

Principle
Policy E1 of the Oxford Local Plan 2036 states that proposals for residential development on Category 3 employment sites will be assessed by a balanced judgement which will take into account the objectives set out in the policy. This includes the desirability of meeting as much housing need as possible in sustainable locations within the city; the need to avoid loss of, or significant harm to,

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the continued operation or integrity of successful, and/or locally-useful, or high-employment businesses and employment sites, and to avoid impairing business operations through the juxtaposition of incompatible residential uses. Furthermore, the essential importance of creating satisfactory residential living conditions and a pleasant residential environment with a sense of place, connected by safe walking routes to shops, schools, open space, community facilities and public transport shall be considered as will the desirability of achieving environmental improvements such as remediation, planting, biodiversity gains, sustainable development forms, improvements in highway conditions and the improvement of living conditions for existing residents.

Policy V4 of the Oxford Local Plan 2036 states that permission will only be granted for A1 uses in district shopping frontages; other Class A uses will only be allowed where the proportion of units at ground floor level in A1 use does not fall below 50%. Non-Class A uses will not be allowed where the proportion of Class A units occupying the ground floor falls below 65%. However these uses must be town centre uses, as defined by Policy V4.

The existing employment site is not listed as a category 1 or 2 employment site within the local plan and therefore the site would be classed as a category 3 employment site. Therefore, the site provides a good opportunity to provide a number or residential units of high quality living conditions. It has been suggested in the submission that the business has not adapted to the installation of the Low Traffic Neighbourhood, despite these measures often increasing footfall in otherwise residential areas which can benefit businesses. Although the change of use would result in the loss of a locally useful business, its loss is not considered to be unacceptable in principle. However, any application should clearly set out the circumstances with the existing business to clearly demonstrate why it is not locally useful or viable.

Considering the site is not located within a district shopping frontage, Policy V4 does not apply and therefore the loss of a Class A unit, now Class E, would not be considered to harm the vitality of this area by reducing the amount of active frontages and commercial space available.

The loss of the existing employment use in favour of housing is therefore considered to accord with the aims of Policy E1 and is likely acceptable in principle in this location.

Design
Policy DH1 of the Oxford Local Plan 2036 states that a planning permission will only be granted for development of high quality design that creates or enhances local distinctiveness. Proposals must be designed to meet the key design objectives and principles for delivering high quality development, set out in Appendix 6.1. Policy RE2 requires development proposals must make best use of site capacity, in a manner compatible with the site itself, the surrounding area and broader considerations of the needs of Oxford. Development will need to have a density appropriate for the use proposed, have an appropriate scale of development and utilise a layout appropriate to the capacity of the site.

No external alterations have been suggested within the application documents, however, any external alterations would need to be sympathetically designed with appropriate matching materials in order to ensure any development would appear congruent and forms an appropriate visual relationship with the host property and wider area character. Due to the prominent corner plot location of the site it is important any development would have an appropriate relationship with the street scene.

Neighbouring Amenity
Policy H14 of the Oxford Local Plan 2036 states that planning permission will only be granted for new development that provides reasonable privacy, daylight and sunlight for occupants of both existing and new homes. Policy H14 sets out guidelines for assessing development in terms of whether it will allow adequate sunlight and daylight to habitable rooms of the neighbouring dwellings.

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Policy DH7 of the Oxford Local Plan 2036 states that permission will only be granted where outdoor needs are properly accommodated, including refuse and recycling storage. Bins should be provided in accordance with Oxford City Council's Technical Advice Note on bin storage.

Planning officers would need information regarding designated bin storage areas to show that it could accommodate the necessary bins associated with the proposed use and would need to understand how they would be enclosed. Likewise, the access arrangements would need to be shown as residents cannot be expected to bring bins through the dwelling to present them for collection. Similarly they cannot be expected to wheel them upstairs. Planning officers would therefore need further information to assess this aspect of the proposal

Ecology
Policy RE2 of Oxford Local Plan 2036 states that important species and habitats will be expected to be protected from harm, unless the harm can be appropriately mitigated. It also outlines that, where there is opportunity, it will be expected to enhance Oxford's biodiversity. This includes taking opportunities to include features beneficial to biodiversity within new developments throughout Oxford.

If any external alterations are proposed, due to the age and location of the building, a Preliminary Root Assessment (PRA) may be required. Ecology officers have not been consulted on this application, but may be consulted on any subsequent full planning application. The applicants may want to produce a PRA prior to any subsequent planning application to avoid any potential delays during the application process.

Conclusion:
The principle of changing the use of the site from a Class E (a) shop to C3 residential dwelling use would be supported in principle. However, officers are concerned about the lack of high quality amenity space to occupants of the dwelling considering the existing site arrangements. Officers would need further details to be submitted relating to amenity space, in addition to the bin and cycle store arrangements.

I would like to take this opportunity to advise you that any application received is subject to the statutory consultations and notification procedures and any comments received would have to be taken into account by the Authority when determining the application.

I trust this information is of assistance to you however as I am sure you will appreciate the contents of this letter are the informal views Officers of the Council only and are provided without prejudice to the determination of any application, which may be submitted.

Oxford City Council Planning Department promotes email correspondence as it is the quickest, easiest and most environmentally friendly way of contacting us.
Contact us at planning@oxford.gov.uk.

Yours sincerely
Charles Refson
Planning Officer

Please quote reference number 22/02239/PAC in all communications.

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If any external alterations are proposed, it is important to ensure that any development would not result in an unacceptable loss of light, outlook or cause overbearing to neighbouring properties. Any new windows or openings would need to be appropriately located to ensure that the privacy of surrounding properties is not lost.

Residential Amenity
Policy H15 of the Oxford Local Plan states that planning permission will only be granted for new dwellings that provide good quality living accommodation for the intended use. All proposals for new built market and affordable homes (across all tenures) must comply with the MHCLG's Technical Housing Standards – Nationally Described Space Standard Level 113. Policy H16 of the Oxford Local Plan 2036 states that planning permission will only be granted for dwellings that have direct and convenient access to an area of private open space. H16 sets out the expectations for the size and quality of outdoor space across various types of dwellings.

The proposals for any new residential units must meet the minimum space standards as outlined in the Nationally Described Space Standards while also offering a coherent and well-designed internal living arrangement. Outdoor amenity space has not been mentioned within the application submission, and the current plot, appears to offer very little amenity space and planning officers would likely not accept the amenity arrangements as currently presented. Any plans submitted would need to ensure the amenity space conforms to the minimum space standards as outlined in Policy H16 of the Local Plan, while also accounting for bin and cycle storage.

Cycle Parking
Policy M5 of the Oxford Local Plan 2036 states that planning permission will only be granted for development that complies with or exceeds the minimum bicycle parking provision as set out in Appendix 7.4.7.3. Bicycle parking should be, well designed and well-located, convenient, secure, covered (where possible enclosed) and provide level, unobstructed external access to the street. Bicycle parking should be designed to accommodate an appropriate amount of parking for the needs of disabled people, bicycle trailers and cargo bicycles, as well as facilities for electric charging infrastructure.

Space would need to be provided for at least 2 cycle spaces per unit, on the basis that the units would be of one and 2 bedrooms. Further details would also need to be provided to understand how these cycles would be stored to ensure they would be enclosed, secure and covered. Planning officers would need to understand how this would impact the amount of space available for bin storage and circulatory purposes.

Car Parking
Policy M3 of the Oxford Local Plan 2036 states that in Controlled Parking Zones or employer-linked housing areas where occupants do not have an operational need for a car where development is located within a 400m walk to frequent public transport services and within 800m walk to a local supermarket or equivalent facilities planning permission will only be granted for residential development that is car-free. In all other locations, M3 states that planning permission will only be granted where the relevant maximum standards set out in Appendix 7.3 are complied with.

The application site lies within 400m of a bus stop, which is frequently served by buses, and 800m of the nearest supermarket. Therefore the site would need to be car free. Subject to a condition removing eligibility from parking permits, the proposal would likely be considered acceptable in this regard.

Bin Storage

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2.3 / Planning Background

The Applicant, together with the selling Agent of the site, both sought a pre-application view on potential redevelopment of the Site from the Local Planning Authority for the area, Oxford City Council.

The Planning Officer Charles Refson confirmed as follows:

The existing employment site is not listed as a category 1 or 2 employment site within the local plan and therefore the site would be classed as a category 3 employment site. Therefore, the site provides a good opportunity to provide a number or residential units of high quality living conditions. It has been suggested in the submission that the business has not adapted to the installation of the Low Traffic Neighbourhood; despite these measures often increasing footfall in otherwise residential areas which can benefit businesses. Although the change of use would result in the loss of a locally useful business, its loss is not considered to be unacceptable in principle.

*(...)
Proposals must be designed to meet the key design objectives and principles for delivering high quality development, set out in Appendix 6.1. Policy RE2 requires development proposals must make best use of site capacity, in a manner compatible with the site itself, the surrounding area and broader considerations of the needs of Oxford. Development will need to have a density appropriate for the use proposed, have an appropriate scale of development and utilise a layout appropriate to the capacity of the site.*

(...)

Due to the prominent corner plot location of the site it is important any development would have an appropriate relationship with the street scene.

The response made further recommendations that have been addressed within this DAS.

Relevant Planning Policies :

Oxford Local Plan 2036

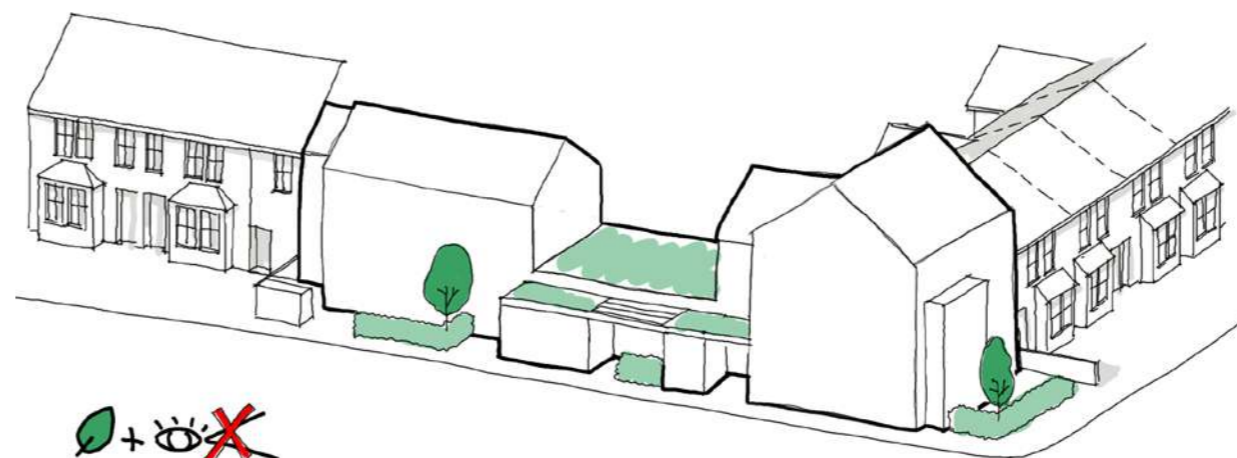
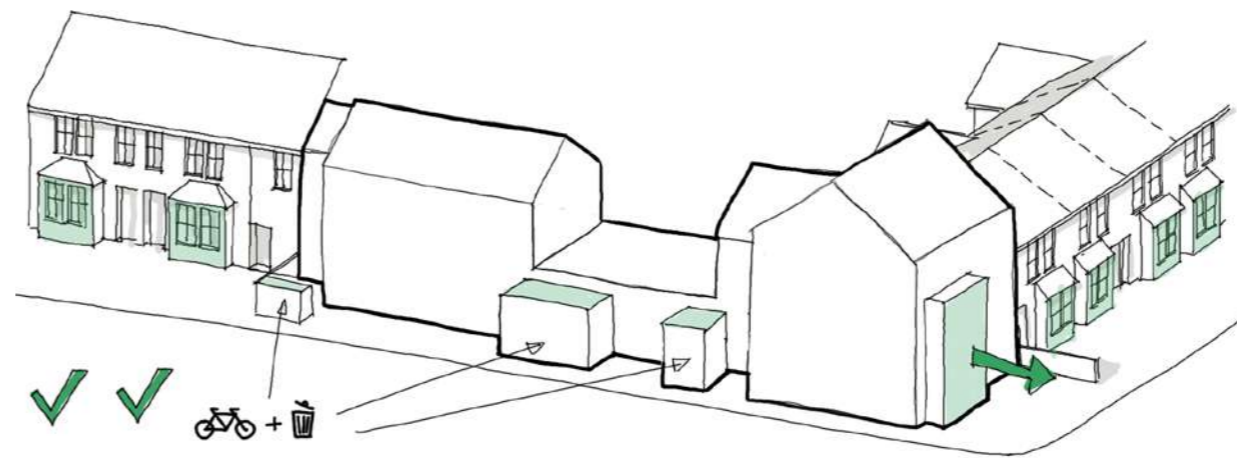
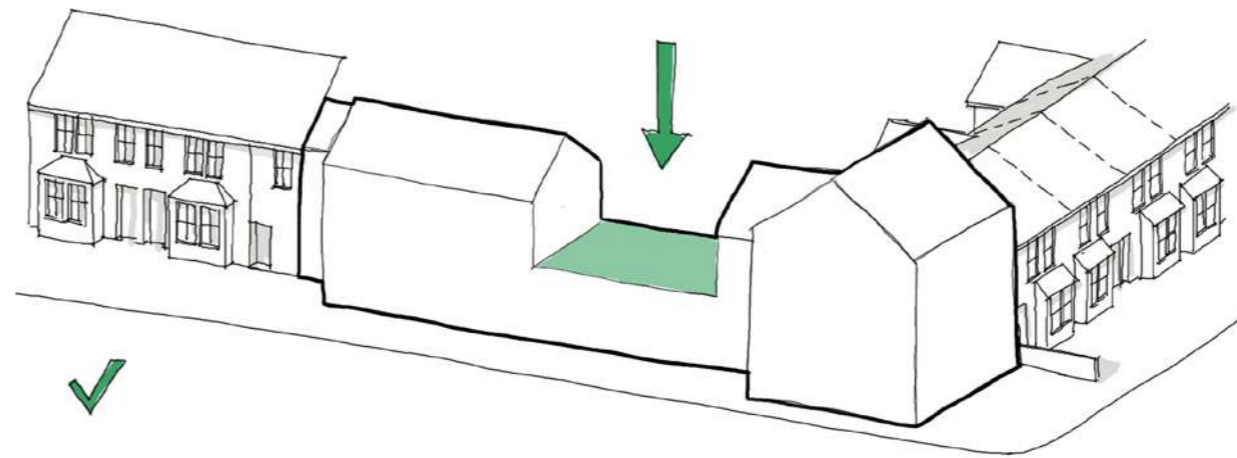
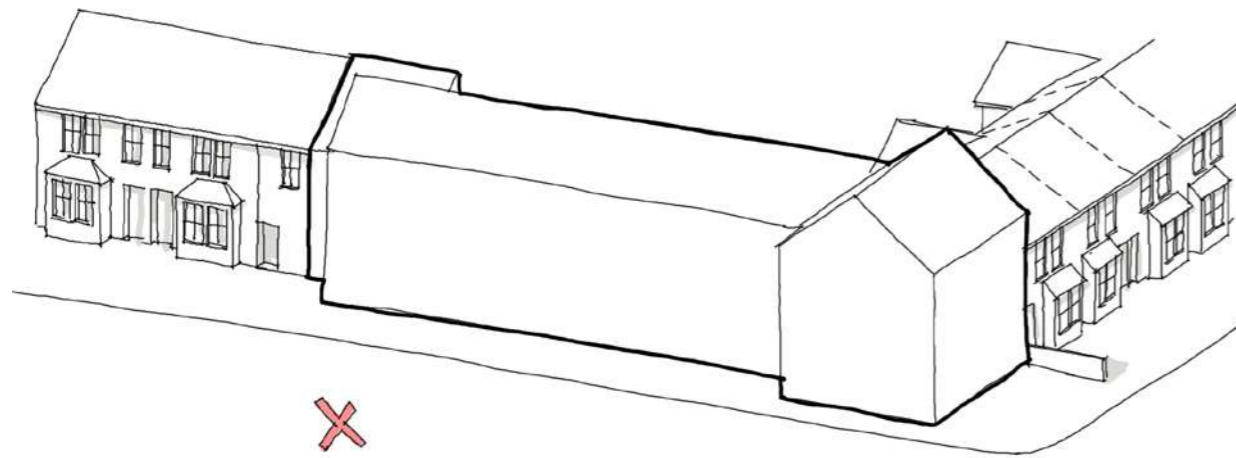
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- 65/15955/A_H - Rebuilding existing covered way.. PER 26th January 1965.
- 84/00724/NF - Single and first floor rear extensions. PER 25th September 1984.

Following pre-application advice received, the Applicant submitted an application for new a residential development consisting of 8 dwellings. A number of comments were raised during the consultation process, including a suggestion for a reduction of residential units. The application was subsequently withdrawn. This document seeks to outline the amended proposals in support of a new application, addressing previously raised comments.

3/ Design Proposals



Design concept development and strategy diagrams

3.1 / Concept

It is proposed to replace the existing buildings on site with a new residential building providing 6 dwellings for one or two occupants.

The existing buildings create a rather peculiar collection of forms and styles that do not add aesthetic value to the local character, and due to the poor condition of the existing structure, substantial parts of the existing elements are recommended for replacement or demolition.

This created an opportunity to redefine the appearance and use of the site. The concept was developed by analysis of the local character, taking inspiration from surrounding built forms and details. Placemaking principles were at the heart of the concept development process.

Neighbouring and private amenity has been taken into account and design carefully considers ensuring that the proposals do not cause overlooking and provide good quality private amenity spaces.

Re-Format proposes to break down the form and massing visually into smaller parts that reflect the scale and character of the surrounding buildings. Removing volume in the central part of the site eliminates the impact on the adjacent property at 26 Magdalen Road when compared to the existing, while the proposed massing and roofscape better reflects the character of surrounding terraces than the existing collection of buildings that evolved by addition of multiple ad-hoc extensions.

3/ Design Proposals

The proposed roof along Hurst Street is lowered with eaves matching the eaves of adjacent properties and the elevation treatment with strong horizontal lines reflects the existing characteristic details in the area formed by horizontal courses in contrasting brick, render or stone. The existing accentuated corner which is taller than adjacent buildings sets a precedent for the proposed more generous volume at the corner of the Magdalen Road and Hurst Street, which is characteristic for this area.

The articulation of the facade and introduction of bays and projecting features are reinterpretations of the surrounding Victorian terraces. Due to the significance of this corner plot, the development seeks to enhance the neighbourhood's identity and provide a distinctive and attractive addition to the street scene.

To ensure high quality of the appearance and positively impact the street scene the cycle and bin storage is integrated into architecture. The cycle and bin storage blend-in the proposed architecture and help define amenity spaces for ground floor flats. Hedges, planting and set back entrances create defendable barriers and provide privacy to external and internal spaces used by occupants.

The proposals create a distinctive architectural language, although being informed by surrounding forms and sympathetic to the local character, complementing and enhancing the area. The concept reinterprets the traditional forms and details in a contemporary approach, using refined minimalist details, contributing to the vibrant street scene of Magdalen Road.

3.2 / Layout, Scale & Massing

The proposed massing and scale has been carefully considered to ensure it is sympathetic to the scale of the surroundings and to avoid negative impact on adjacent properties.

The volume at the corner creates a distinctive feature and is slightly larger than the adjacent terraces, however it reflects the existing building's prominence on the corner, which together with the buildings on the opposite side of the Magdalen Road set the precedent for larger scale volumes for corner plots.

The massing along Hurst Street is broken down into smaller volumes. The roof lines and geometry has been shaped in such a way to match the eaves line and proportions of the adjacent semi-detached dwellings. Overall the height of the buildings and the massing are reminiscent of the currently existing volumes, however the reduced roof geometry and new forms have been reorganised in a more harmonious way.

It is proposed to create 6 dwellings across the 3 storeys at the corner of the plot and 1-2 stories along Hurst Street.

One flat is proposed on the lower ground floor, offering good quality living spaces and benefitting from generous private outdoor amenity space. The outdoor space allow plenty of daylight and direct sunlight into the indoor spaces, as well as facilitate natural ventilation. The patio is screened by planters providing green and biodiverse screens that enhance privacy and provide a defensible buffer between the amenity space and the adjacent pavement.

The proposed split level corner helps to define the boundaries between the private and public outdoor spaces, which together with carefully considered planting and railings help to provide privacy and better aspect to the lower ground and upper ground level accommodation built up to the site boundary.

The flats along Hurst Street benefit from private entrances, which have been set back. The boundary along Hurst street will consist of brick walls and hedges to provide screening and privacy along the pavement. The cycle and bin storage integrated into architecture and boundaries help to define external amenity space to ground floor flats.

The orientation of the flats was carefully considered and double aspect dwellings were created where possible, without creating overlooking. They provide a good amount of daylight and natural ventilation. The proposed flats comply with Nationally Described Space Standards and feature generous floor to ceiling heights and large areas of storage.

3.3 / Amount

The area of the site is 290 sq m (0.029 Ha). The existing buildings to be removed have a gross internal area of 270.47 sq m.

The proposed development has a gross internal area of 348.02 sq m and will provide 2 x 1 bedroom 1 person flats and 4 x 1 bedroom 2 person flats, 6 dwellings in total.

3.4 / Use

The existing buildings are currently vacant and in poor condition. The pre-application advice confirmed that the existing employment site is not listed as a category 1 or 2 employment site within the local plan and therefore the site would be classed as a category 3 employment site. It was concluded that the site provides a good opportunity to provide a number of residential units of high quality living conditions.

The proposed development provides 6 No. residential flats under use class C3.

The proposals intend to meet the housing needs of a demographic group that is currently underserved by the Oxford housing market. The proposed smaller dwellings aim at young professionals and adults without children to provide a more diverse housing offer in the area which currently consists mainly of Victorian terraced housing, much of which is classified as Class C4 HMOs or has been preserved in its original condition and occupied and owned by families.

3.5 / Amenity Space

Amenity of each flat was carefully considered. Each flat has access to private outdoor external space in the form of a patio or a balcony. The lower ground floor and ground floor flats feature a patio screened by hedging, railings and or brick walls. The upper floors flats feature private balconies.

3/ Design Proposals

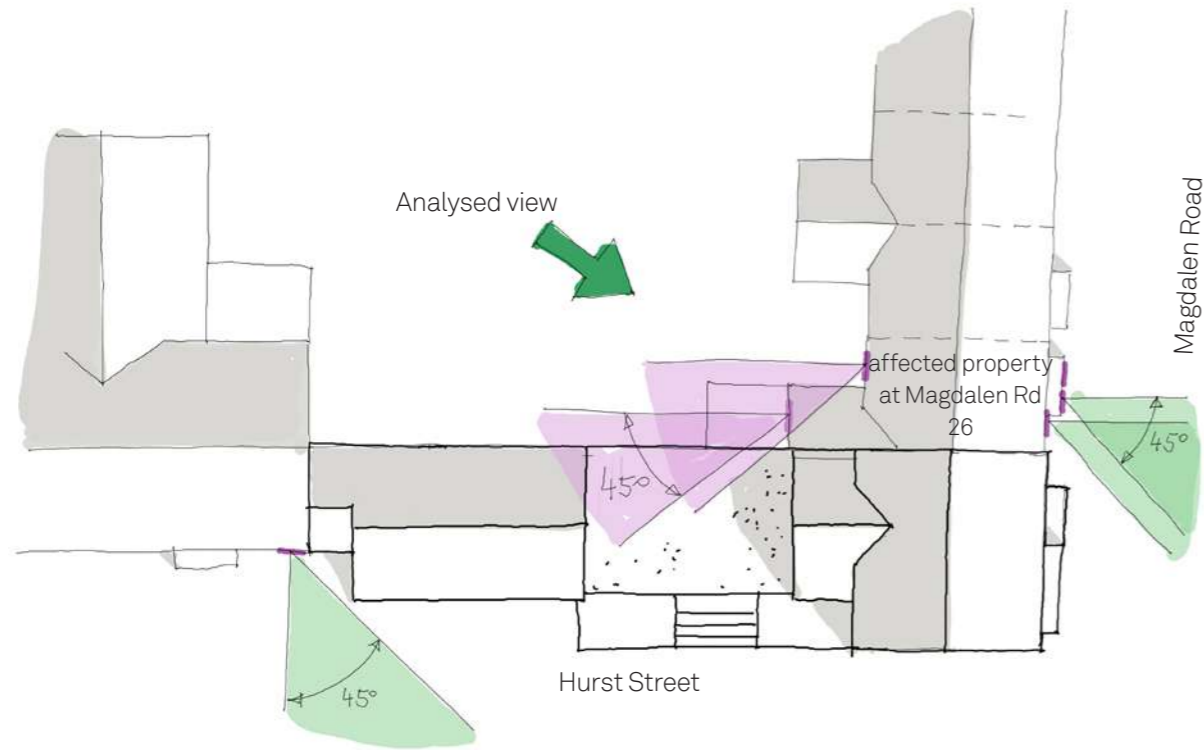


Diagram 1: Proposed plan illustrating a line drawn at an angle of 45° in the horizontal plane from the midpoint of the nearest windows of a habitable rooms in adjacent properties.

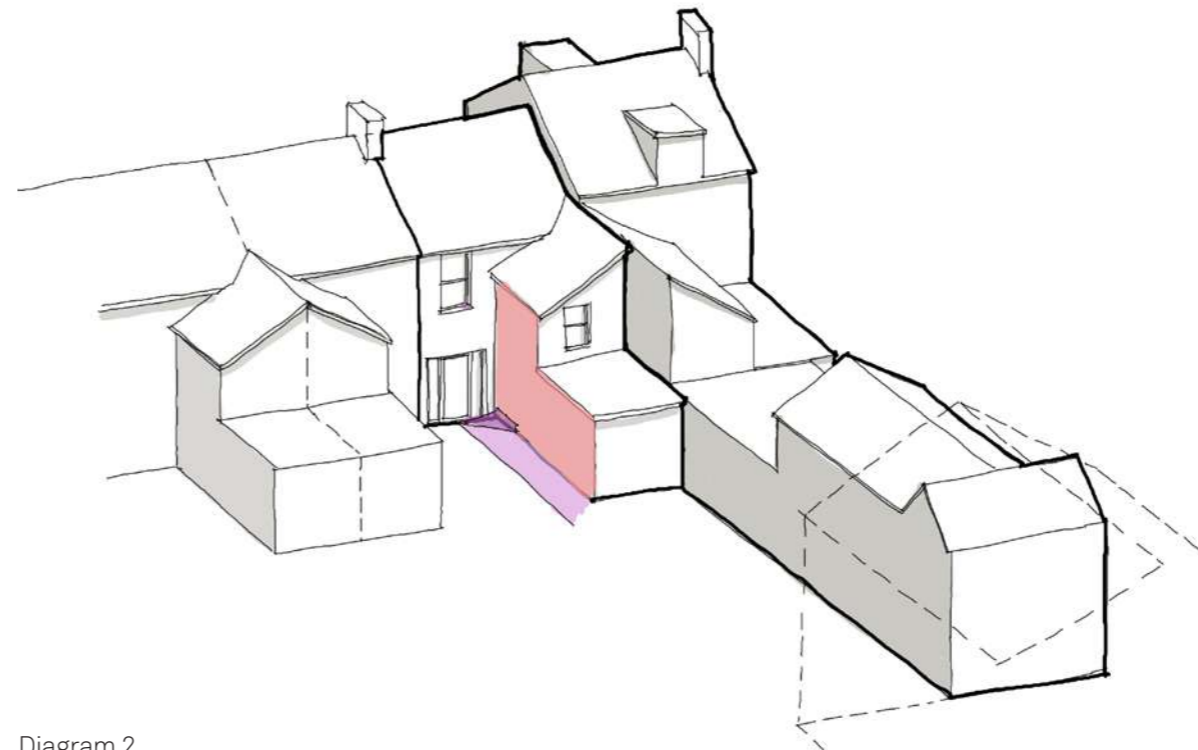


Diagram 2

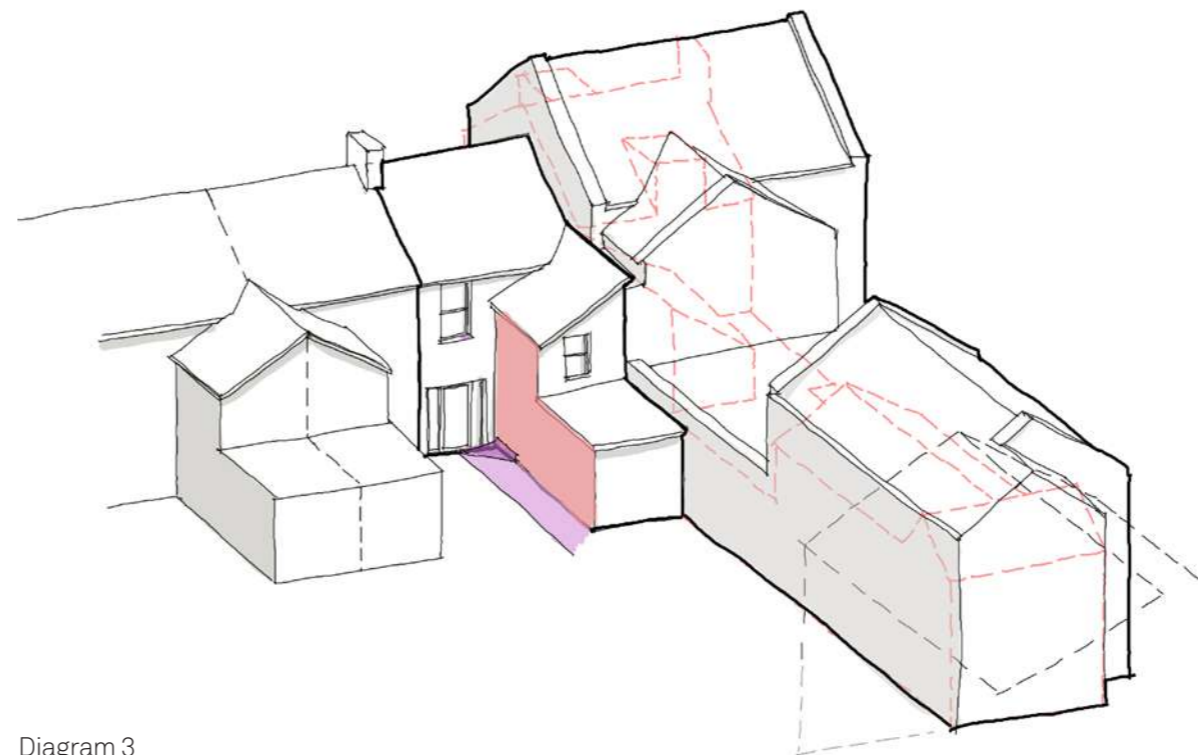


Diagram 3

3.6 / Sunlight and Daylight

The design carefully considers orientation and aspect of the proposed spaces as well as the impact of the new development on existing dwellings. Oxford City Council's guidance has been used in assessing the impact on daylight, sunlight and outlook of the proposals on the neighbouring properties. The proposals will not impact on the neighbouring properties along Hurst Street and the impact on the property at No. 26 Magdalen Road has been analysed more closely.

The proposed roof geometry and building height has been considered and shaped so that the new development does not adversely affect the habitable rooms of the adjacent property.

Diagram 2: Existing condition

Illustration showing a line drawn at an angle of 45° in the horizontal plane from the midpoint of the ground floor window and at angle of 25° in the vertical plane from the sill. The existing ground floor window is already affected by the existing side extension to the property and existing structure on the proposed site to the depth of approx. 6.7m and the height of approx. 5.6m. The remaining ground floor windows are not serving habitable rooms.

Diagram 3: Proposed condition

The existing window remains affected by adjacent existing structure, the proposed building structure set back in line with adjacent property first floor extension will not adversely impact the existing property and could constitute an improvement when compared with the existing condition.

3/ Design Proposals

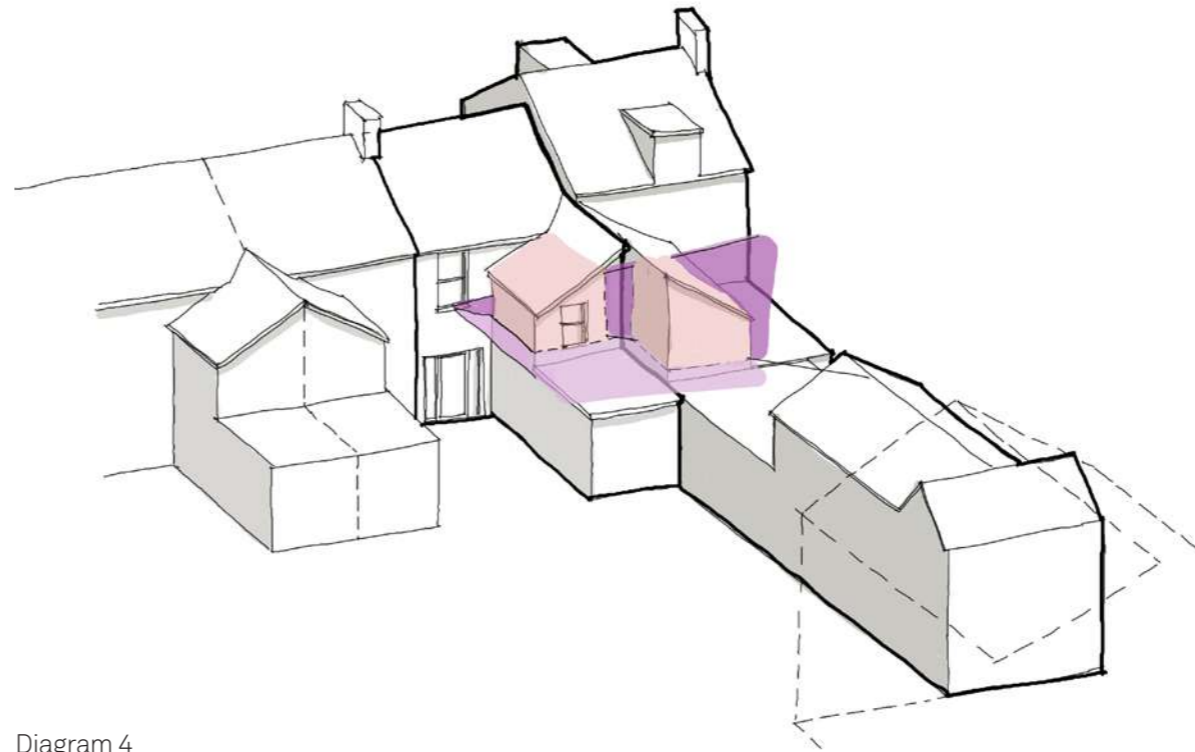


Diagram 4

Diagram 4: Existing condition

Illustration shows a line drawn at an angle of 45° in the horizontal plane from the midpoint of the first floor bedroom window and at angle of 25° in the vertical plane from the sill. The window is affected by the existing side extension to the property and by the existing structure on the proposed site.

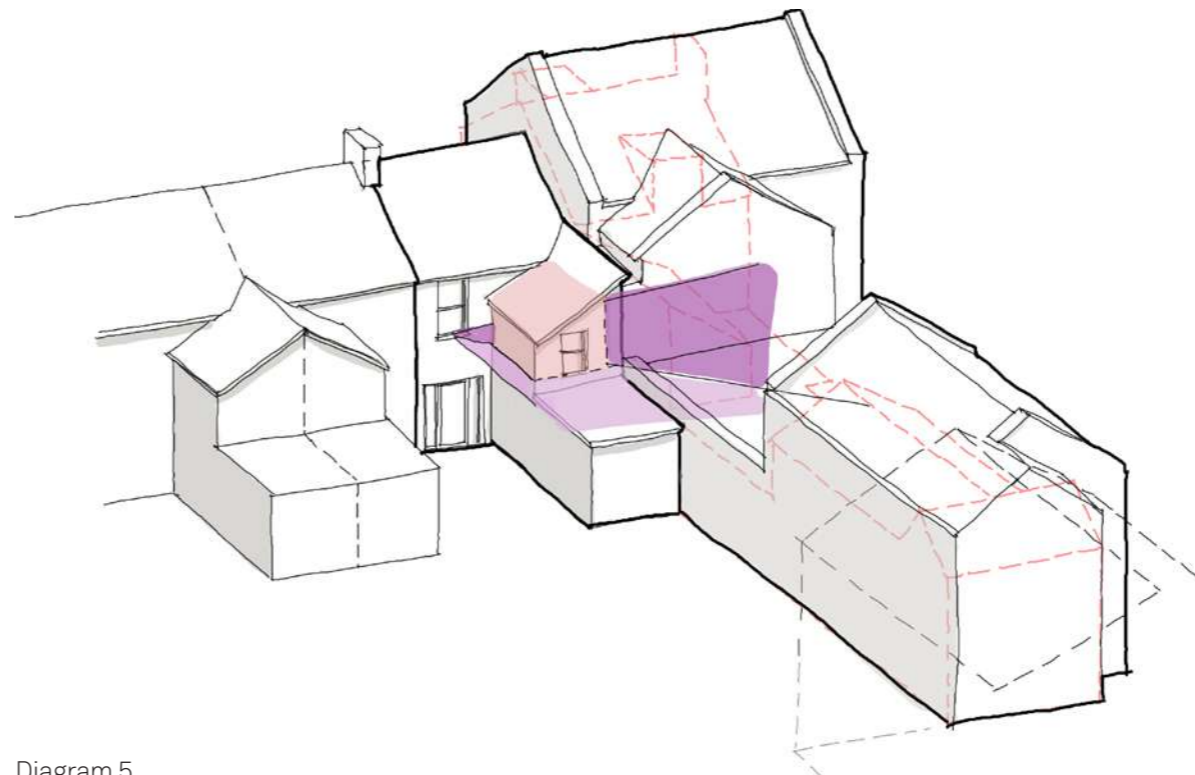


Diagram 5

Diagram 5: Proposed condition

The proposed 1st floor structure set back in line with 1st floor extension to property at Magdalen Road 26 could improve the amount of daylight and sunlight reaching the analysed window. The proposed development has no negative impact.

3/ Design Proposals

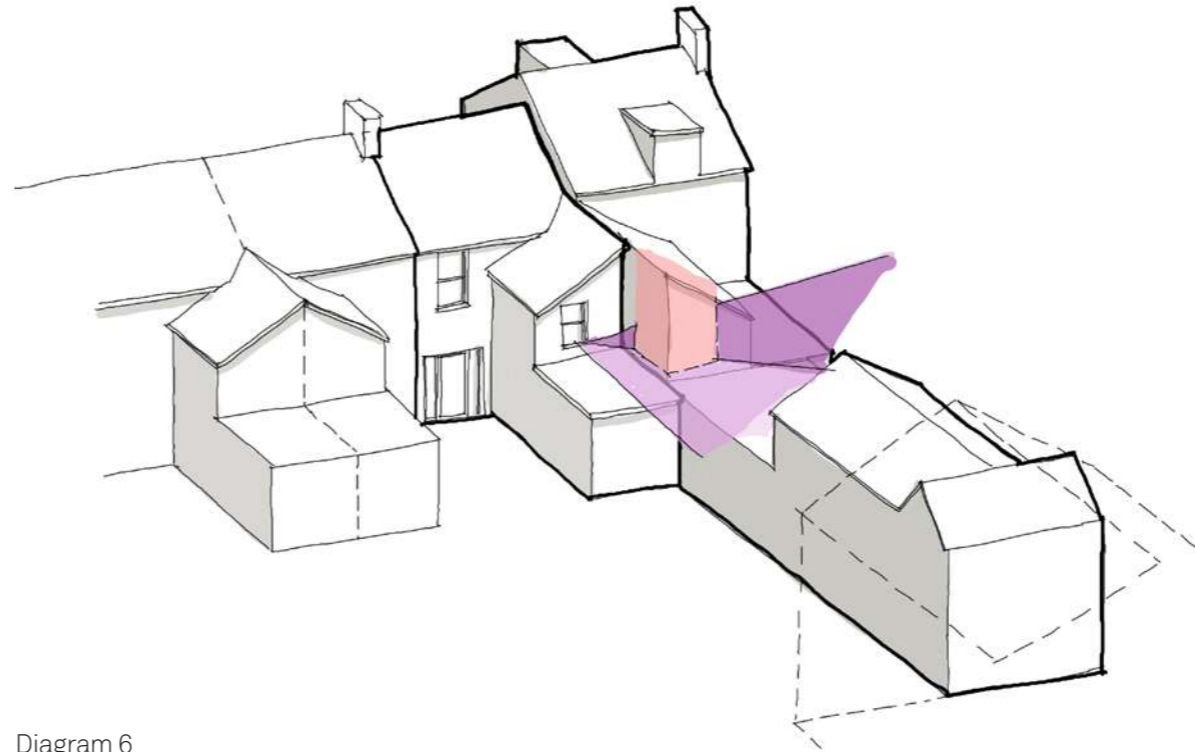


Diagram 6

Diagram 6: Existing condition

The window to the first floor box room is currently affected by the existing structure on the proposed site. The illustration demonstrates the current impact and shows a line drawn at an angle of 45° in the horizontal plane from the midpoint of the ground floor window and at angle of 25° in the vertical plane from the sill.

Diagram 7: Proposed condition

The proposed first floor structure set back in line with the first floor extension to the property 26 Magdalen Road will improve the amount of daylight and sunlight reaching the existing first floor window.

The proposed new development does not adversely affect any of the habitable rooms of adjacent property.

The proposed volumes are comparable with the existing structures and will not have an adverse impact on garden amenity. The analysis demonstrates that proposals improve the amount of daylight and sunlight reaching internal spaces of the adjacent dwelling.

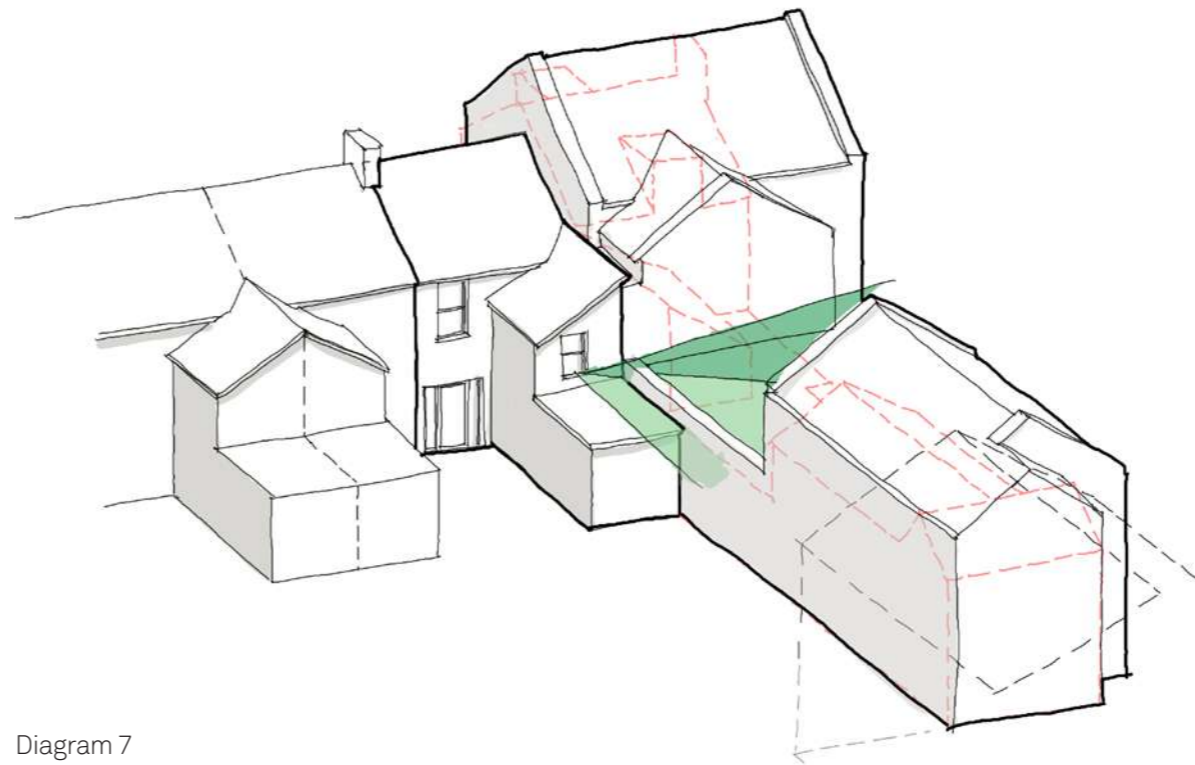


Diagram 7

3/ Design Proposals



3.7 / Appearance and Materials

The materiality and details of the surrounding built environment has influenced the proposals.

The new development will be constructed using high quality and durable materials. The proposed palette consists of light buff brick combined with cast stone features and slate roof. These are contrasted with the 'softness' of timber cladding and planting at ground floor and base of the building, which helps to screen the bike and bin storage and amenity spaces.

The fenestration details and proposed bays reference local features and are a contemporary reinterpretation of the Victorian bays and stone lintels and sills.

The facades use modern architectural language, however they are inspired by, and in-keeping with, the characteristics of surrounding buildings. The proposed features reinterpret the traditional forms and details in a refined minimalist way, positively contributing to the vibrant and diverse character of the Magdalen Road.

3.8 / Landscape

Re-Format has aimed to create coherent form and appearance throughout the scheme and all landscaping features, such as bike and bin storage. Boundary treatments have been integrated into the proposed architecture. The flat roof to single storey element will be build as biodiverse blue roof allowing for rain water attenuation and flat roofs over the storage and entrance to the building will be sedum green roofs to provide an attractive finish and provide biodiversity net gain across the site.

It is proposed to use evergreens complemented with other planting, introduce new feature tree planting to provide an interest throughout the year, enhance the street scene as well as provide screening to lower ground amenity space.



Proposed Materials Palette and Precedent Images

3/ Design Proposals



3.9 / Architectural Precedents

The following architectural precedents provide examples of similar developments where similar details and materiality has been used successfully.



4/ Access



4.1/ Vehicular and Public Transport Links

The application site lies within 400m of a bus stop, which is frequently served by buses, and 800m of the nearest supermarket. The setting of the site has good public transport links and good access to shops and services, therefore the development is proposed to be car free in line with local Policy.

4.2 / Parking

To support sustainable movement and comply with TAN12 'Car and Bicycle Parking' 2 cycle spaces per each dwelling have been provided.

Each flat is provided with a two-bike lockable storage unit with charging point. Storage lockers are based on proprietary and commercially available products and have internal dimensions of 900/1000 x 1900mm - providing sufficient space for two bikes of differing width handlebars and accessories. The stores will be integrated in the building or boundary treatment and below green roofs.

Additional visitor cycle parking and space for larger cargo bikes is provided externally, on Hurst Street in a form of Sheffield stand, that allow two cycles to be parked on one stand and for two point locking.

4.3 / Refuse Storage and Collection

Waste storage space has been provided in line with Oxford City Council's Technical Advice Note on bin storage. An area of 3 sq m is proposed adjacent to the shared entrance to the building on Hurst Street and is easily accessible for all residents. The storage area will be enclosed by brick and timber cladded walls and a green roof.

5/ Sustainability



5.1/ Proposed Solutions

The Applicant and Re-Format take the climate emergency seriously and expect that our schemes meet stringent environmental standards, seeking to meet the principles of passivhaus, conserving energy use, and reducing the embodied energy in construction as standard.

The proposals seek to fulfil a highly sustainable agenda, seeking to provide very high levels of insulation and fabric first approach, high levels of air tightness coupled with a renewable and low carbon energy strategy combining efficient electric panel heaters and HWHP for heating and domestic hot water, MVHR and passive natural ventilation, and use of PV panels to create a high energy efficient dwellings as close to zero carbon in use as possible.

Unfortunately the state of the existing structures was poor and difficult to refurbish and reuse for the intended function. However to limit the embodied carbon in construction the proposals aim to use local durable materials, reclaim materials of the existing structures and use reclaimed steel and sustainable materials where possible.

During demolition of existing buildings it is intended to carefully reclaim main building elements of brick and tiles, and recycle as much of the existing fabric as is possible.

The proposals providing new enhanced planting and green blue roof will improve the biodiversity on site.

For further details on sustainable solutions incorporated into design please refer to the Energy and Sustainability Statement and other documents prepared by SRE, outlining the strategy in more detail and demonstrating the compliance with local Policy requirements .

5.2/ SuDS

Sustainable drainage systems are designed to both manage the flood and pollution risks resulting from urban runoff and to contribute wherever possible to environmental enhancement and place making. With this in mind, the multi-functionality and multiple sustainable drainage systems have been incorporated into the amended design.

To manage the rainwater from the roofs and provide biodiversity net gain a green blue roof is proposed over the single story element, allowing to attenuate the rainwater collected from the majority of roof areas.

The surface water run-off will be managed on the surfaces either by the means of soft landscaping or permeable surfaces. The areas required to be drained this way will be modest and overall the proposed strategy improves the stormwater management on site when compared with the existing condition.

More detailed SuDS strategy is outlined in Drainage Consultant's Report.