ADDRESS

137 Oxford Road

Manchester

M1 7DY

DESIGN AND ACCESS STATEMENT

137 OXFORD ROAD

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REVISION SHEET

REPORT TITLE: 137 OXFORD ROAD - DESIGN & ACCESS STATEMENT REPORT
NUMBER: 060_REF_801

This report has been prepared for the sole benefit, use and information of **Soller Group Ltd.**

This report, together with supplementary reports accompanying it, relates to the present design and accompanies a full planning application for the scheme.

REVISION	DATE	STATUS	PURPOSE	PREPARED BY	CHECKED BY
V1	25/07/2024	PRELIMINARY	Client / Design Team Review	GW/ MN	GW
V2	09/08/2024	PLANNING	Planning Application submission	GW/MN	GW
V3	**16/08/2024**	**PLANNING**	**Waste Management Strategy calculations added**	**GW**	**GW**

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DESIGN STATEMENT

SUMMARY OF PROJECT

This Design and Access Statement has been prepared by Define Architects on behalf of our client Soller 8 Ltd. The document supports the full planning application for the conversion and upward extension of 137 Oxford Road into a mixed-use scheme comprising of commercial space to the ground floor and self-contained student residential use on the first, second, third and fourth floors.

Define Architects have carried out a review of 137 Oxford Road and have subsequently produced a design in-line with the applicant's brief to accommodate a commercial unit and 4no. floors each containing 5 × 1 bedroom PBSA apartments.

The existing building is currently derelict, with boarded windows at street level. It has been stripped back to its raw shell internally with exposed block work and floor slabs. The exterior cladding is dirty and graffitied, rendering the building rather unsightly, particularly given its central location on a prominent university crossroads.

The proposal will retain and restore the existing cladding and introduces a new bay module across the facades to create a coherent appearance to the building. A sleek, contemporary frameless curtain wall glazing system is proposed for the commercial space again in line with previous planning discussions. The proposed 4th floor and front extensions have been designed to tie into the building form and it's appearance; creating a dynamic contemporary building which works to the constraints of the existing building structure and constraints.



01 Visual of proposed scheme from Oxford Road

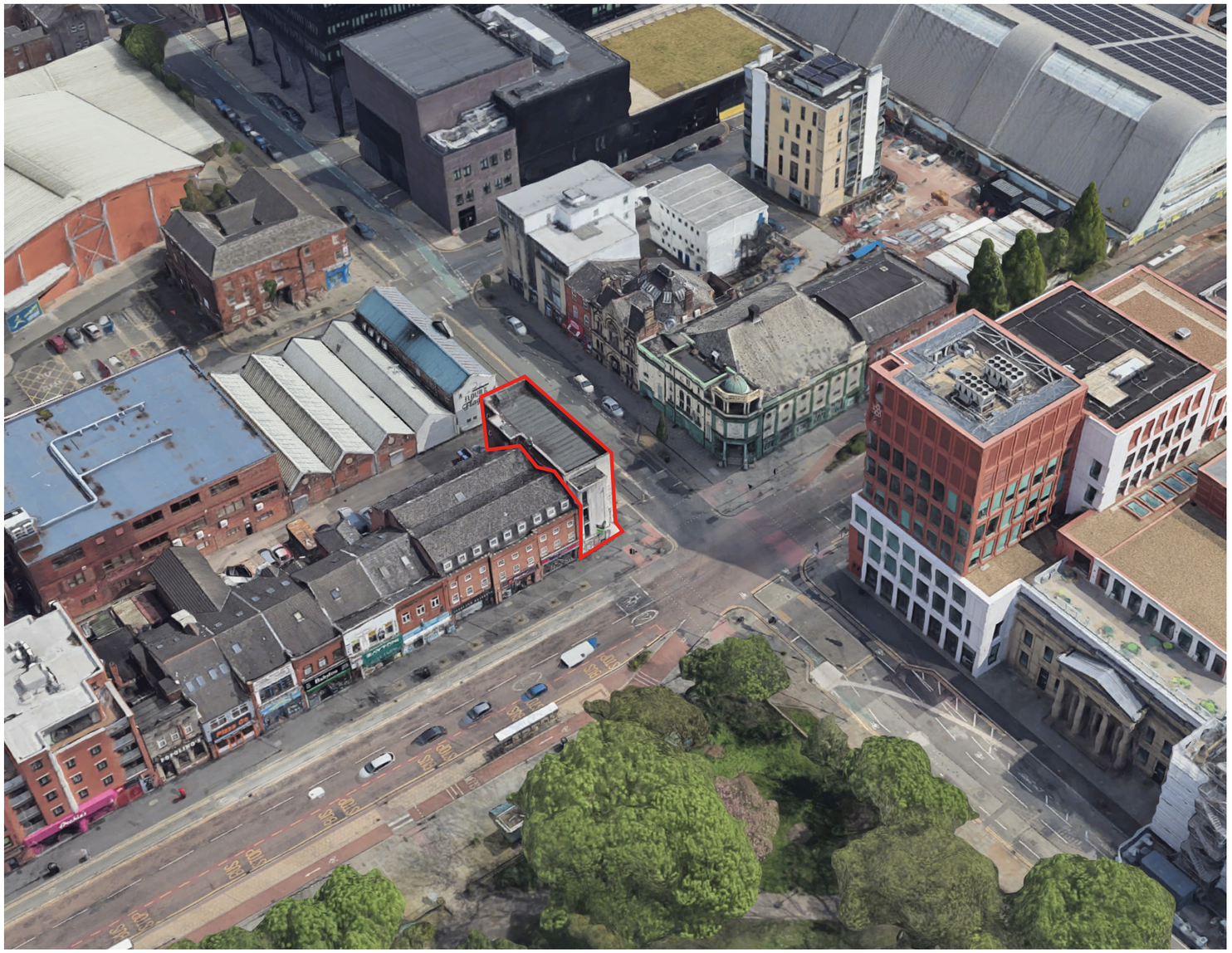
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THE SITE

THE SITE

SITE OVERVIEW

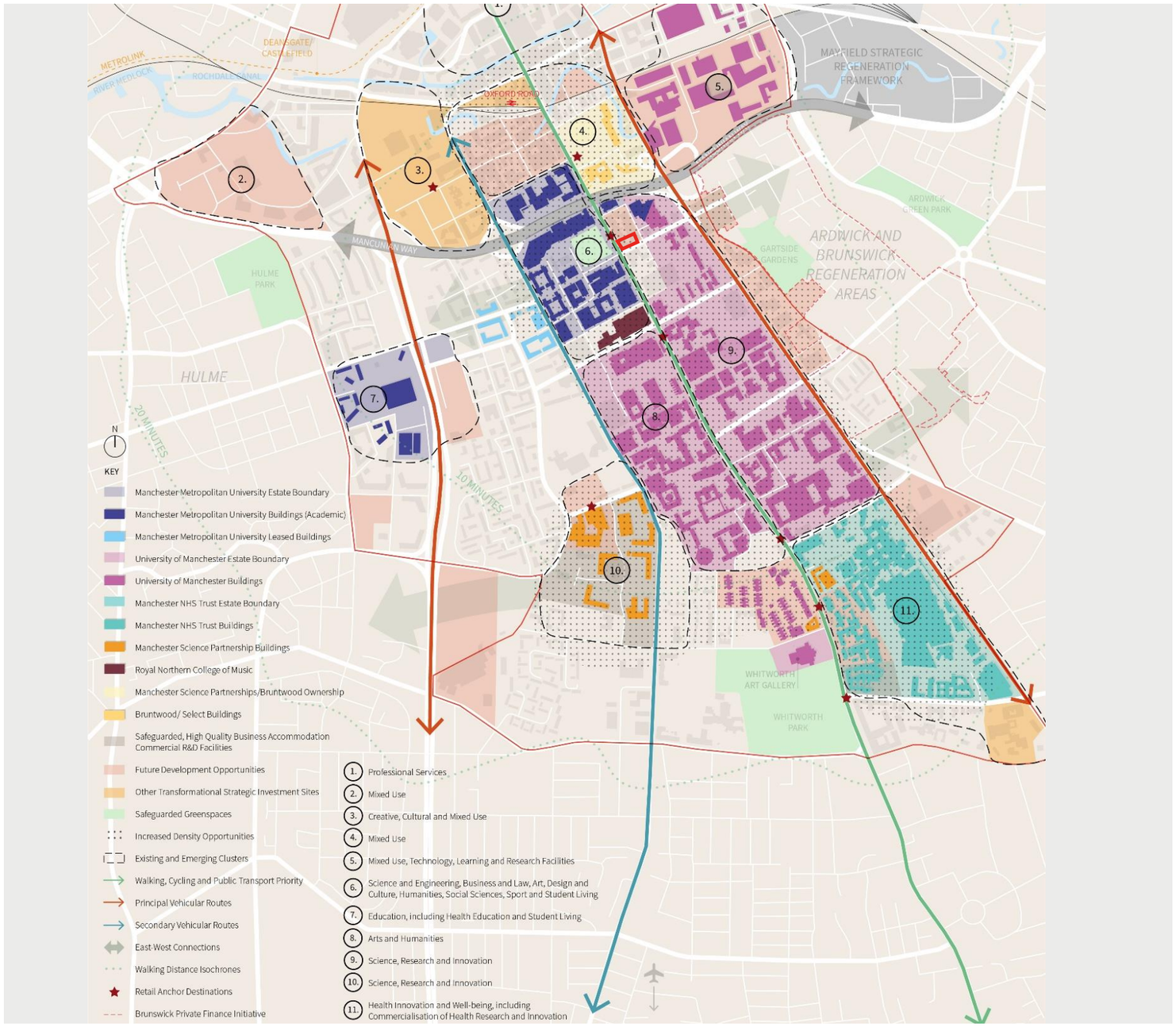
- The site is situated on the intersection between Oxford Road and Grosvenor Street.
- The building therefore has two main primary facades both looking out onto the street.
- Opposite the site, two key buildings are situated on Grosvenor Street. Firstly, the Deaf Institute; a Grade II Listed Building and also The Footage on the opposite corner of the road intersection.
    - Both of these buildings have intricate architectural detailing through either their materiality or decorative architectural features.
    - Other notable buildings around the site include the Flour & Flagon and the recently constructed Manchester School of Art.
- To the rear of the site, a private road is used for off road parking for the adjacent retail units and refuge collection.



01 Aerial view of the site from Oxford Road.

OXFORD ROAD CORRIDOR SPATIAL FRAMEWORK

- The site is located within the heart of the Oxford Road Corridor Spatial Framework.
- The purpose of the Oxford Road Spatial Framework is to *broadly identify potential clusters of activity, which, taking into account the importance and benefits this can bring, allows a hierarchy of land uses within those zones to be identified.*
- It will allow *"preference to be given to those land uses which support the aims and objectives of the Oxford Road Corridor Strategic Vision. It will also provide support to the potential rationalisation and relocation of uses within Oxford Road Corridor, should there be clear value added reasons for doing that in support of the Strategy."*
- Within the Oxford Road Corridor Spatial Framework by Deloitte (published March 2018) Grosvenor Square and the surrounding area was highlighted as a suitable place for 'Student Living.'



01 Extract diagram from the 'Oxford Road Strategic Spatial Framework' document, published March 2018.

SITE PHOTOS



VIEW FROM OXFORD ROAD JUNCTION



CONDITION OF EXISTING CLADDING



REAR ACCESS ROUTE TO NEIGHBOURING BUILDINGS



BRICK AND SMALLER WINDOWS ON PARTI-WALL SIDE



REPETITION OF EXISTING FENESTRATION



REAR HARD STANDING CURRENTLY USED FOR PARKING



INNER LEAF BLOCKWORK ALREADY REMOVED



EXISTING GROUND AND MEZZANINE LEVEL WINDOWS



INTERIOR STRIPPED BACK TO SHELL (MEZZANINE)



INTERIOR STRIPPED BACK TO SHELL (UPPER FLOORS)



EXISTING INTERNAL STAIRWELL

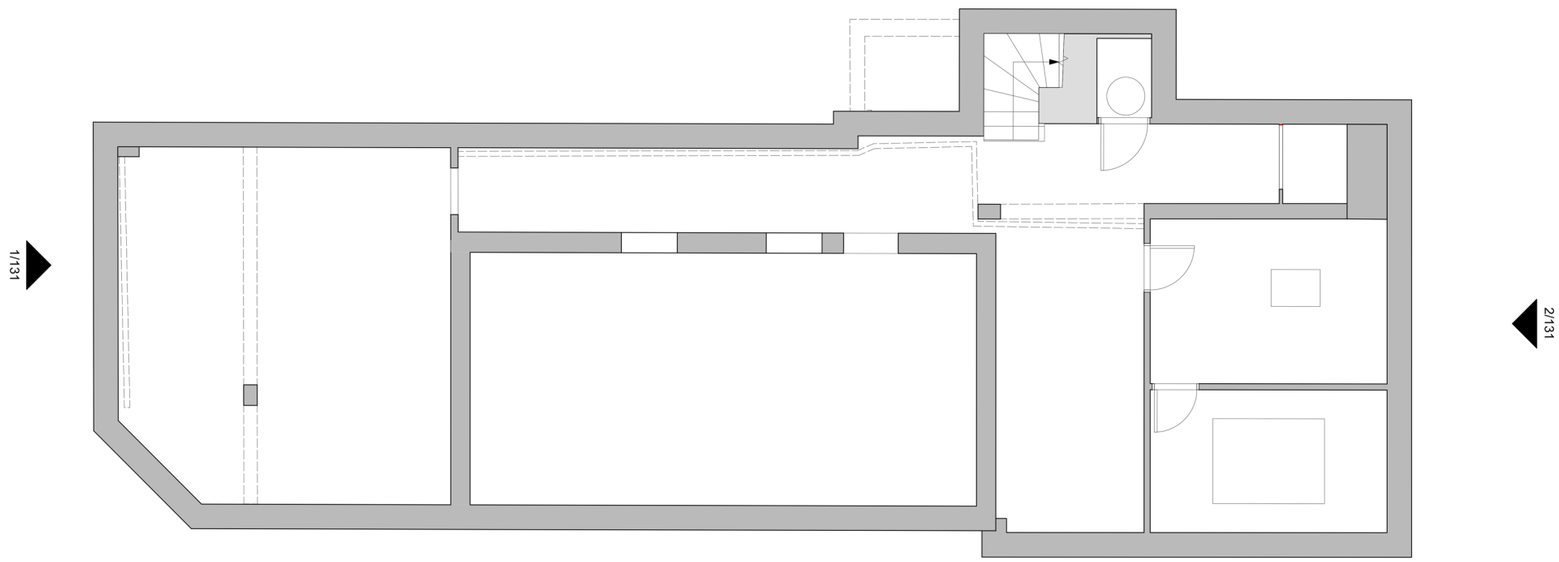


VIEW ACROSS OXFORD ROAD FROM EXISTING WINDOW

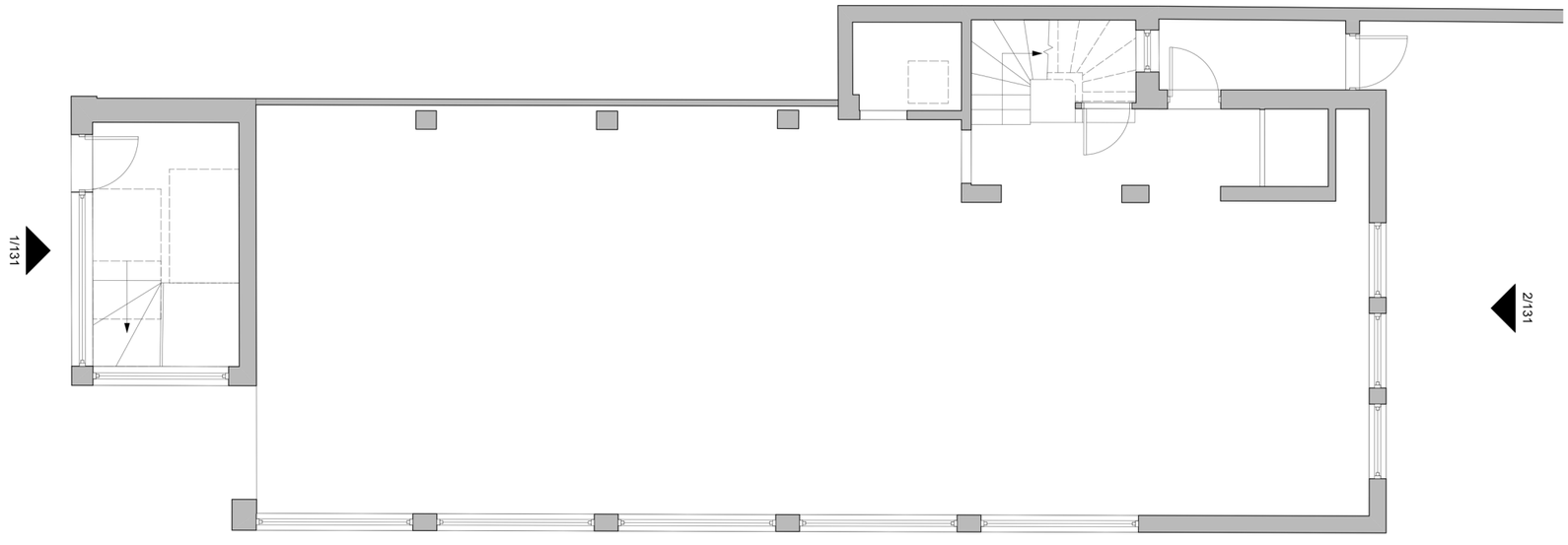
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EXISTING BUILDING

EXISTING DRAWINGS - PLANS

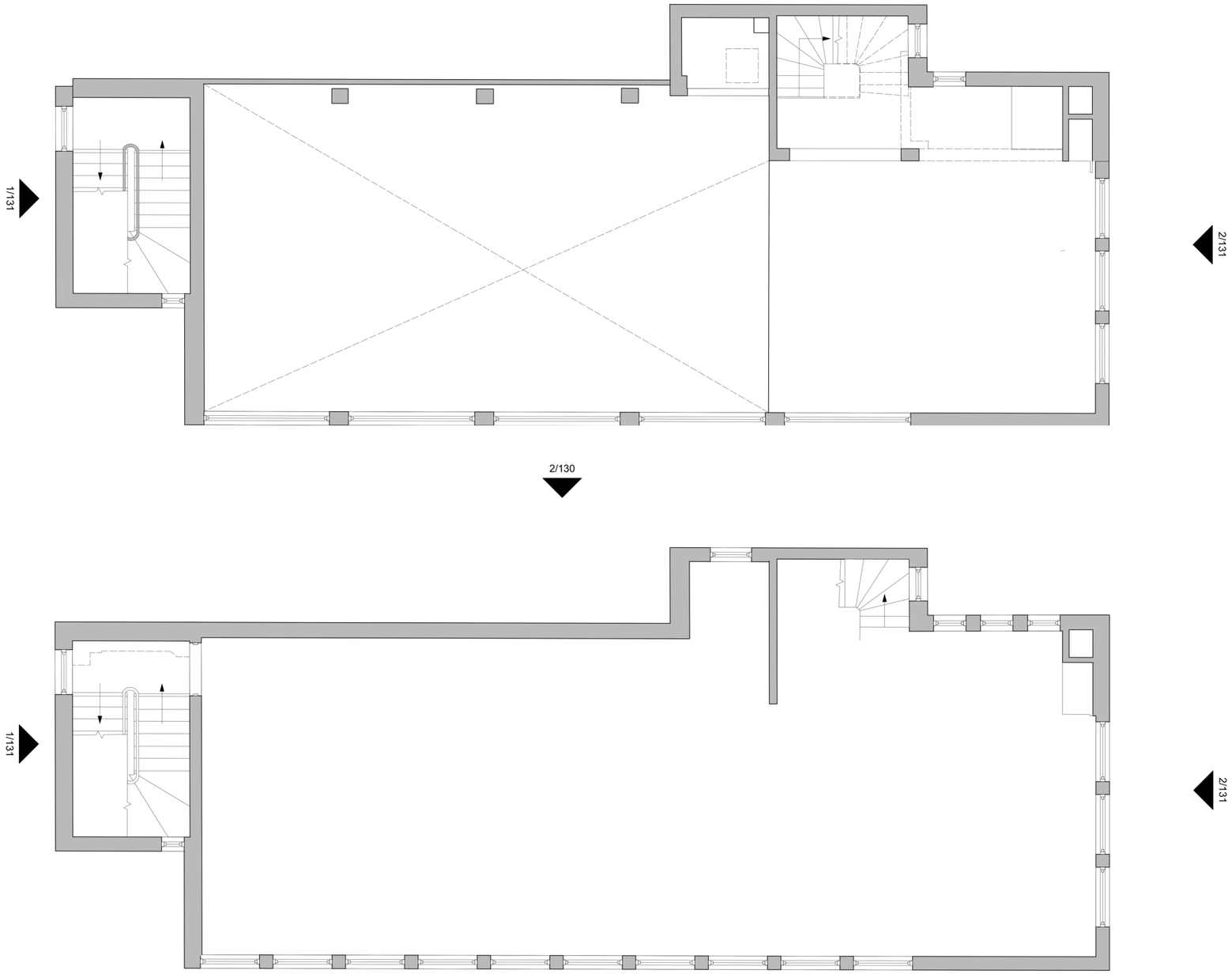


01 Existing Basement Plan



02 Existing Ground Floor Plan

EXISTING DRAWINGS - PLANS



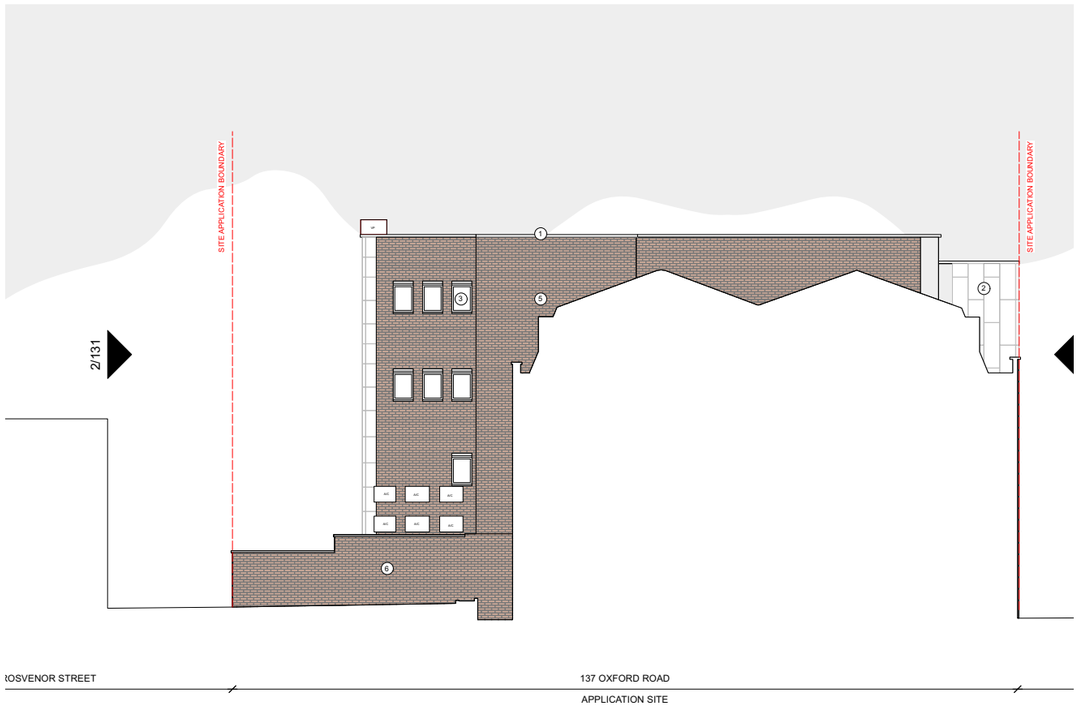
03 Existing Mezzanine Plan (Level 01)

04 Existing Typical Upper Floor Plan

EXISTING DRAWINGS - ELEVATIONS









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PLANNING HISTORY

PREVIOUS PLANNING APPLICATIONS

PLANNING APPLICATION 128837/F0/2020
Erection of a single storey roof extension to create a 4no. bedroom apartment with associated external works.
This application was approved in June 2022.

PLANNING APPLICATION 126573/FO/2020
Change of use of ground and mezzanine Floors (Class A2 to flexible A1, A2 and A3) with associated external works.
This application was approved in July 2020.

PLANNING APPLICATION 125556/P3MPA/2019
Change of use from Financial Services (Class A2) to Dwelling House (Class C3) comprising 6no. apartments.
This application was approved in February 2020.

PLANNING APPLICATION 117279/P3MPA/2017
Change of use from Financial Services (Class A2) to Dwelling House (Class C3) comprising 5no. studio flats.
This application was approved in October 2017.

PLANNING APPLICATION 117288/P3OPA/2017
Change of use from Offices (Class B1) to Dwelling House (Class C3) comprising 5no. studio flats.
This application was approved in October 2017.



01 Original Proposal Visual for Planning Application (Amendments required) 128837/F0/2020. Provided by 21st Architecture Ltd



01 Consented Scheme: Later Proposed Visual for Planning Application (Approved) 128837/F0/2020. Provided by 21st Architecture Ltd

Historic planning applications outlined show that change of use from commercial for the upper floors to create living accommodation has been previously accepted. This is also the case for the upward single storey extension.

The previous planning consents have established a series of principles that are directly relevant to the design of these new proposals, including:

- The loss of the former bank and commercial uses (ref: 126573/FO/2020);
- The appropriateness of a new commercial use of ground floor space (ref: 126573/FO/2020);
- The acceptability in principle of new living accommodation at upper levels (refs: 117279/P3MPA/2017 and 125556/P3MPA/2019); and
- The principle of a single storey roof extension (ref. 128837/FO/2020).
-

Since the last application, the scheme has undergone a series of further amendments through discussions with the LPA, with the scheme adopting a more coherent approach. It was agreed with the LPA that the following approach should be taken;

- A coherent approach to the facade from ground floor to fourth floor.
    - A simple rooftop extension would not be supported by the Local Planning Authority and therefore a cohesive design approach is required.
- Active frontage on the corner of Oxford Road and Grosvenor Street should be considered in contrast to the previous consent, which positioned a staircore in this area.
- A scheme should focus on maintaining a sense of ‘solidity’ in its appearance.



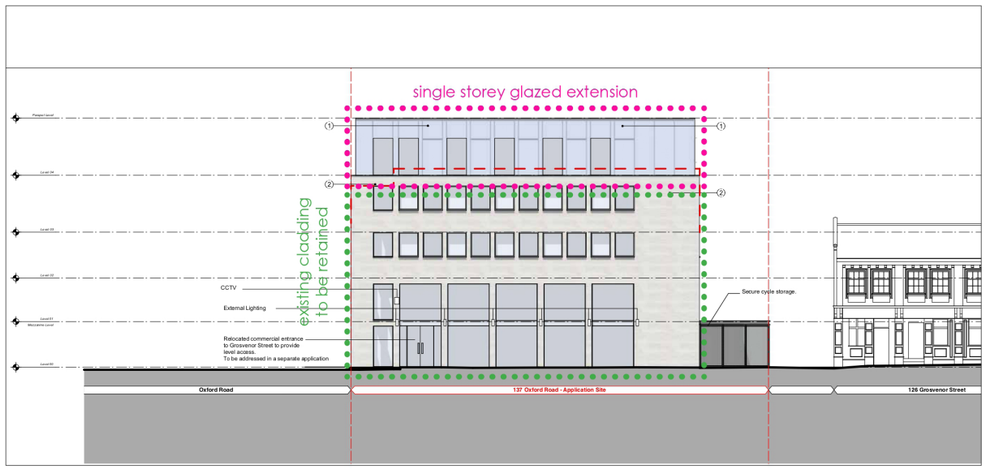
01 Original Proposal Visual for Planning Application (Amendments required) 128837/F0/2020. Provided by 21st Architecture Ltd

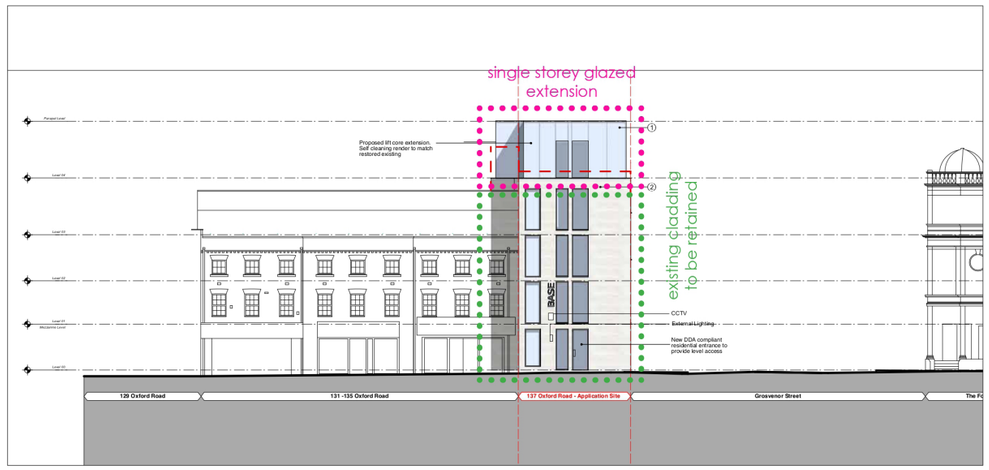


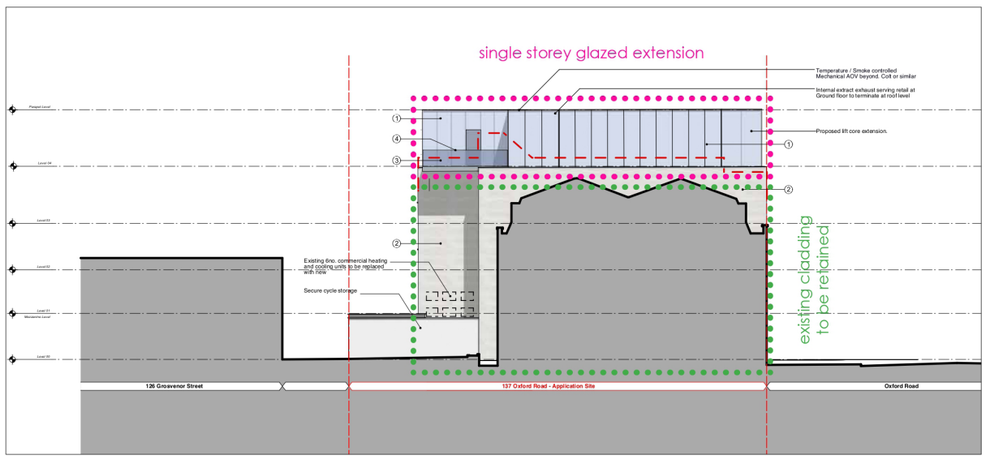
01 Later Proposed Visual for Planning Application 128837/F0/2020 Provided by 21st Architecture Ltd

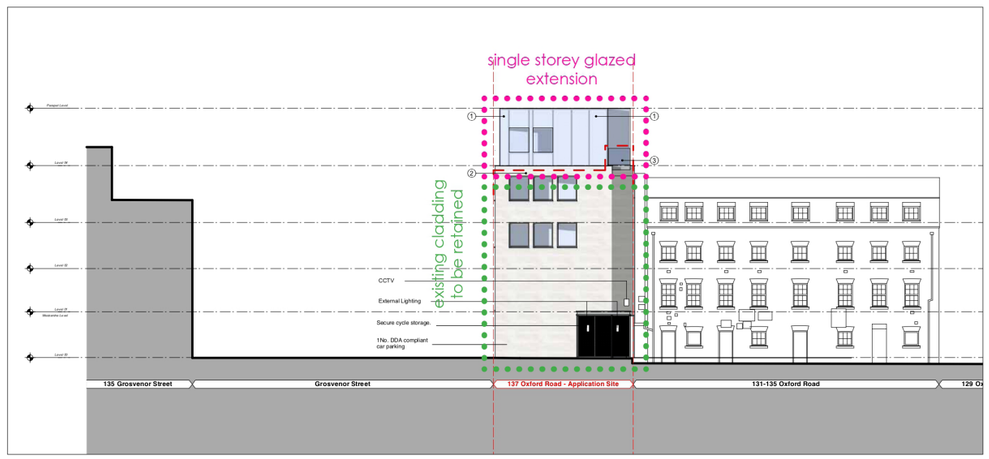
PREVIOUS PROPOSAL DRAWINGS

PREVIOUSLY PROPOSED ELEVATIONS









01 Drawings provided by 21st Architecture Ltd

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PROPOSED SCHEME

CONTEXTUAL ANALYSIS - MAP OF KEY ARCHITECTURAL PRECEDENTS

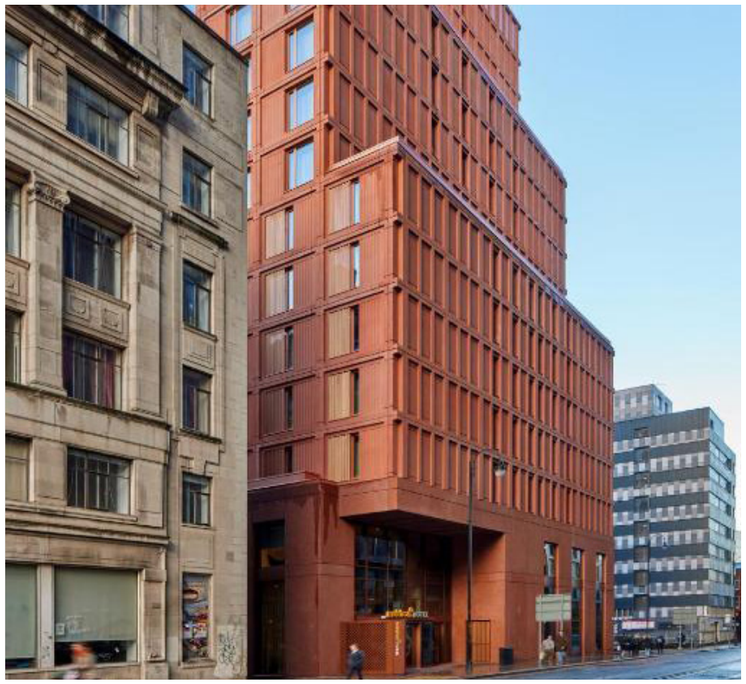


CONTEXTUAL ANALYSIS - EXTRACTING AN ARCHITECTURAL LANGUAGE



MANCHESTER SCHOOL OF ART - RHYTHM

Grosvenor East building lies perpendicular to the site on the Oxford Road junction. A key corner landmark, the terracotta cladding of higher floors is carried through the scheme with matching glazing framing across all floors. The intentional separation of floors using colour and recessing preserves the existing building lines and reduces massing impact. The building has a uniform appearance with a repetitive rhythm and order.



THE MALDRON HOTEL - A GRID APPROACH

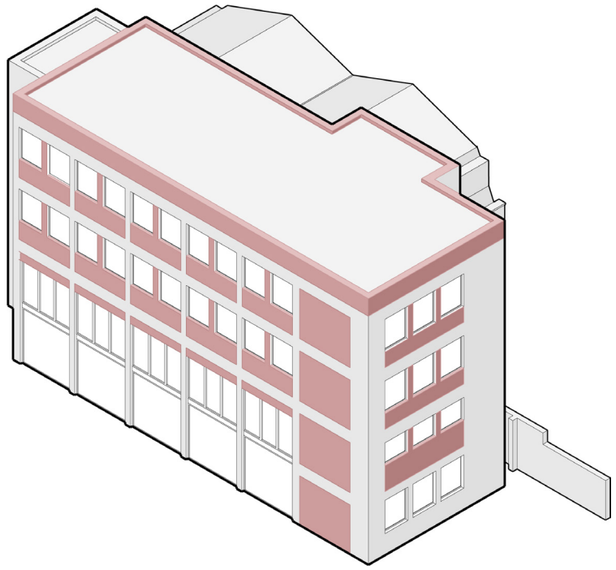
- The facade design for the Waldron hotel is split up into more square/ horizontal modules which are contrasted by thin mullions.
- The facade modules feature pre-cast ridged panels which add depth and interest to the facade.



THE FOOTAGE - COLOUR TONES

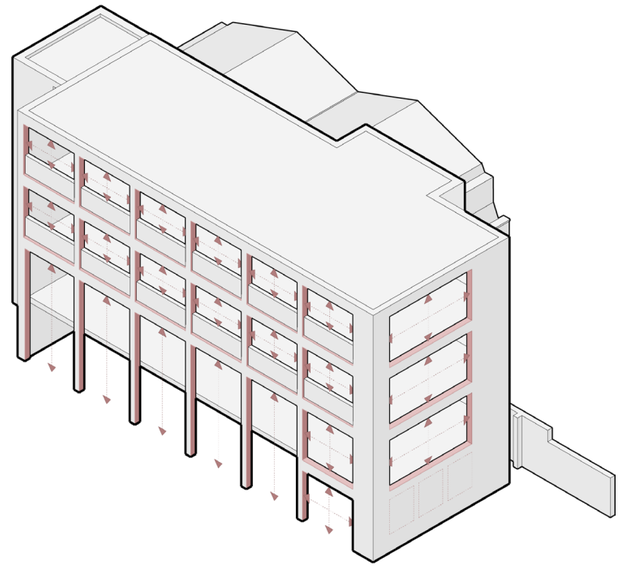
The Footage, a grade II listed landmark building directly opposite the site, is a pub and former cinema with ornamental architectural detailing. The vibrant copper colour could be complimented by a warm tone pastel within the proposed scheme's window framing and cladding, opposite on the colour wheel yet within the same muted tonal family.

KEY DESIGN MOVES



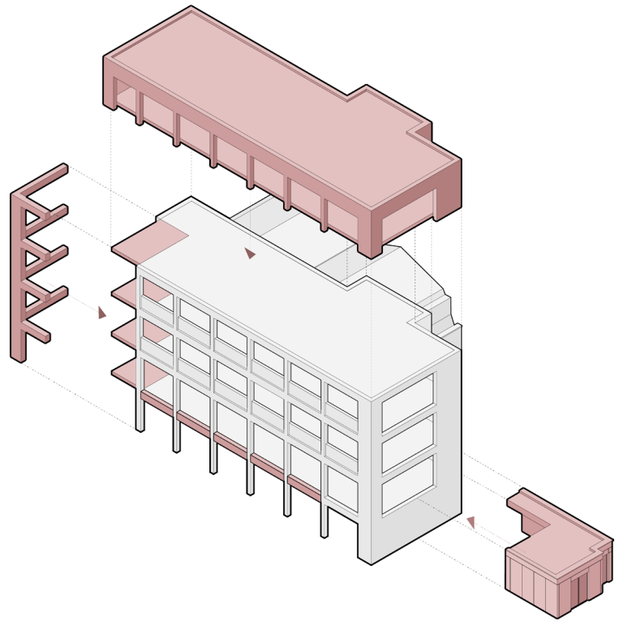
UNDERSTANDING THE EXISTING

- The existing building is predominantly stone cladding with evidence of a modular grid at lower level.
- Elements of the facade consist of large areas of stone tiles with concrete behind, some in need of repair.
- The building frontage to Oxford Road has minimal apertures with the majority of openings on the principle facade on Grosvenor Street. Windows are small and not in keeping with the appearance of the ground floor.
- The building consists of a series of re-inforced concrete rings between windows on each floor wrapping around the building. Due to this structural strategy the building needs to retain the concrete structure between window cills and heads below.



BACK TO THE GRID

- To create a uniform approach establishing a principle between the lower levels and upper floors is imperative.
- Taking the principle stone cladding back to a regular grid allows the opportunity to break up the existing massing to create a more inviting appearance.
- This is achieved by increasing the existing openings and an element of the existing facade between these.



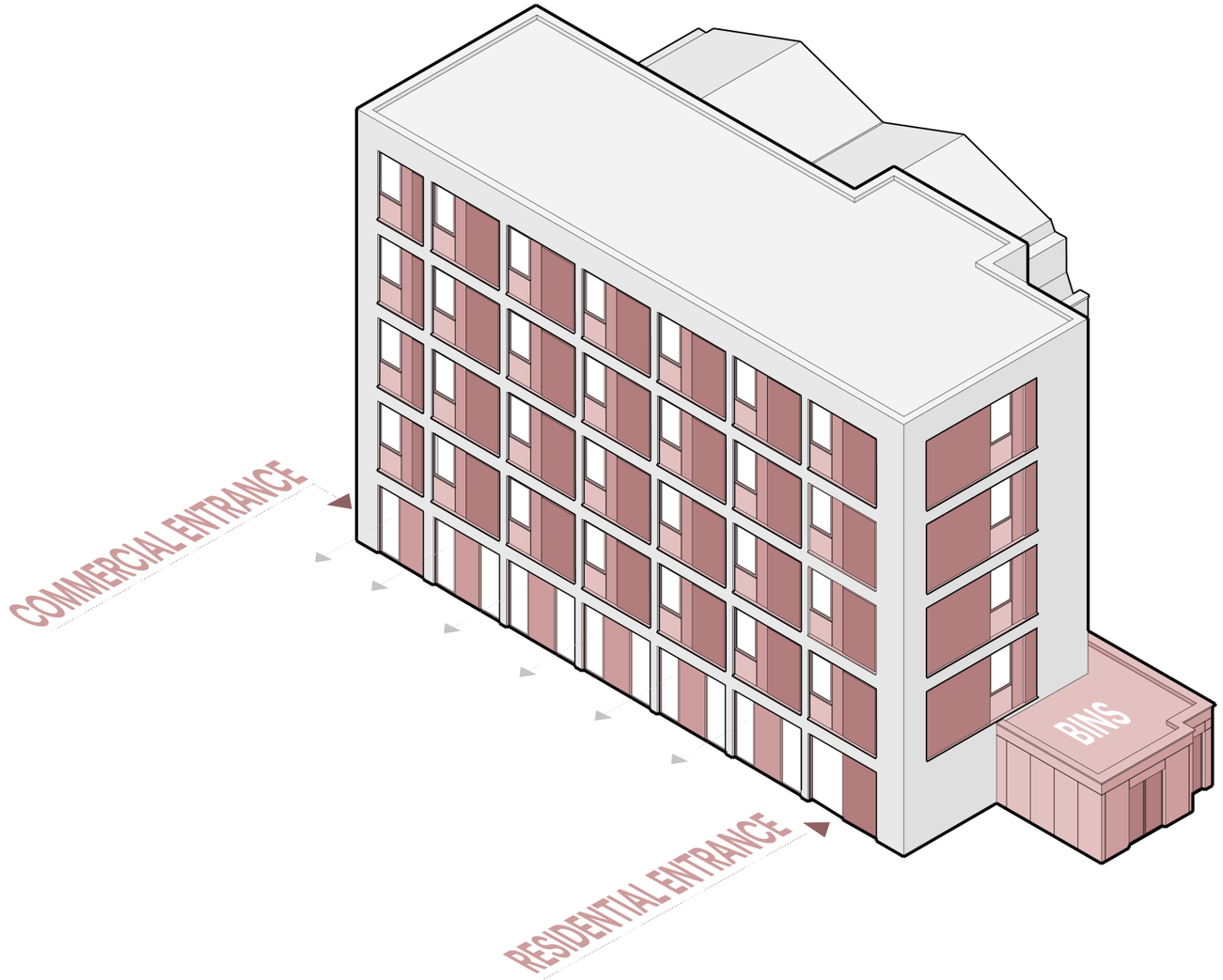
NEW ADDITIONS

- New additions to the existing building will adopt the same grid applied to the existing fabric, whilst their principle cladding seeks to compliment yet contrast the existing stone cladding.
- The new addition to Oxford Road creates a more prominent frontage to the street.
- The ground and first floor junction is applied with new horizontal bands to tie this area into the new grid, achieving uniformity across the facade.

KEY DESIGN MOVES

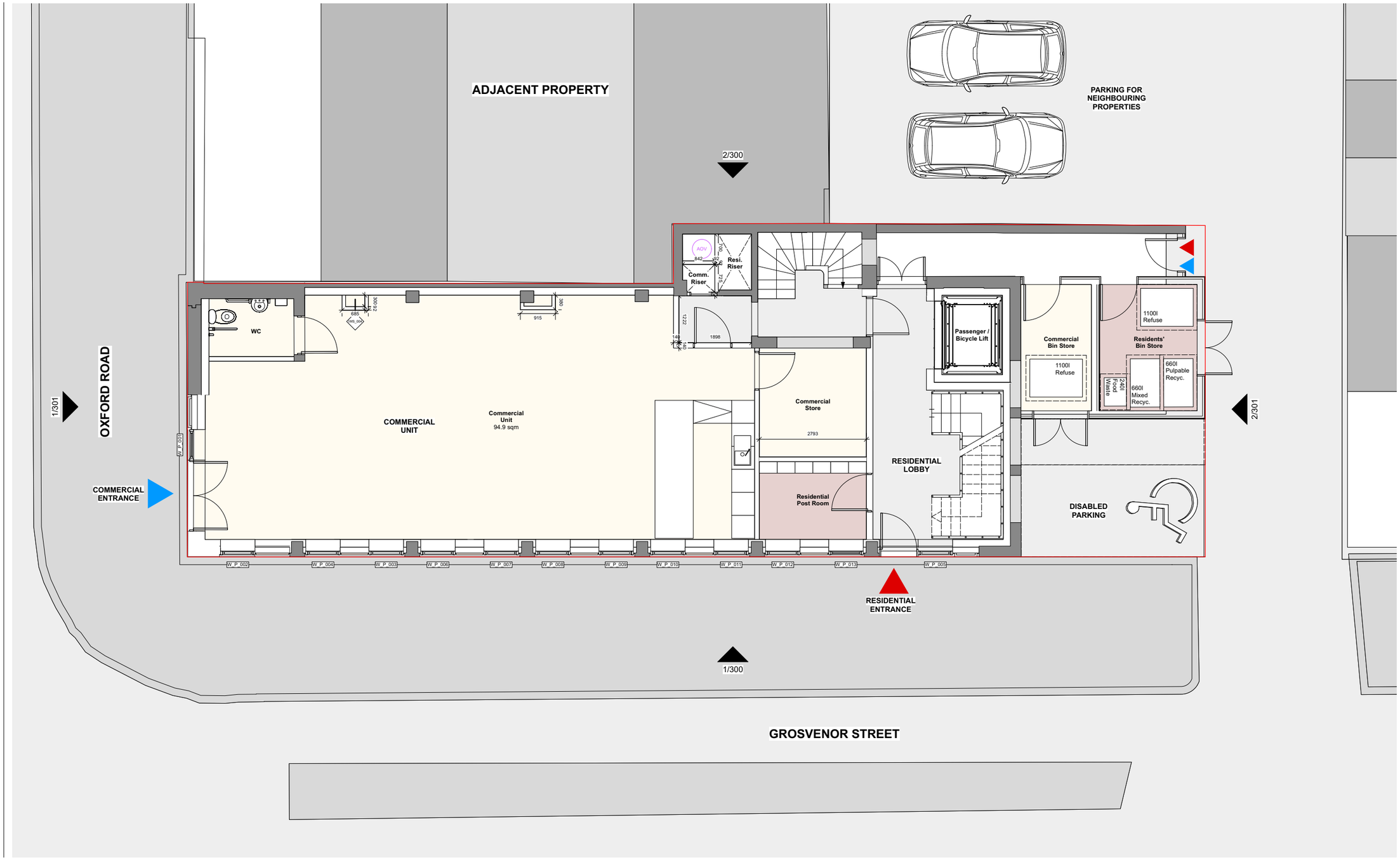
A HARMONIOUS BUILDING

- A new module has been proposed to infill the principle grid to tie the building together.
- This provides the opportunity to create visual interest across the facade.
- The module also ties the scheme into similar developments within the local surroundings (ie. Arts & Humanities Building diagonally opposite).
- The residential entrance is proposed to the rear of the building to allow the Oxford Road frontage to be allocated to the commercial entrance, giving residents relief from the busy street and commercial the footfall.
- These key design moves therefore transform the existing building, bringing with it new life to its form, function and appearance.

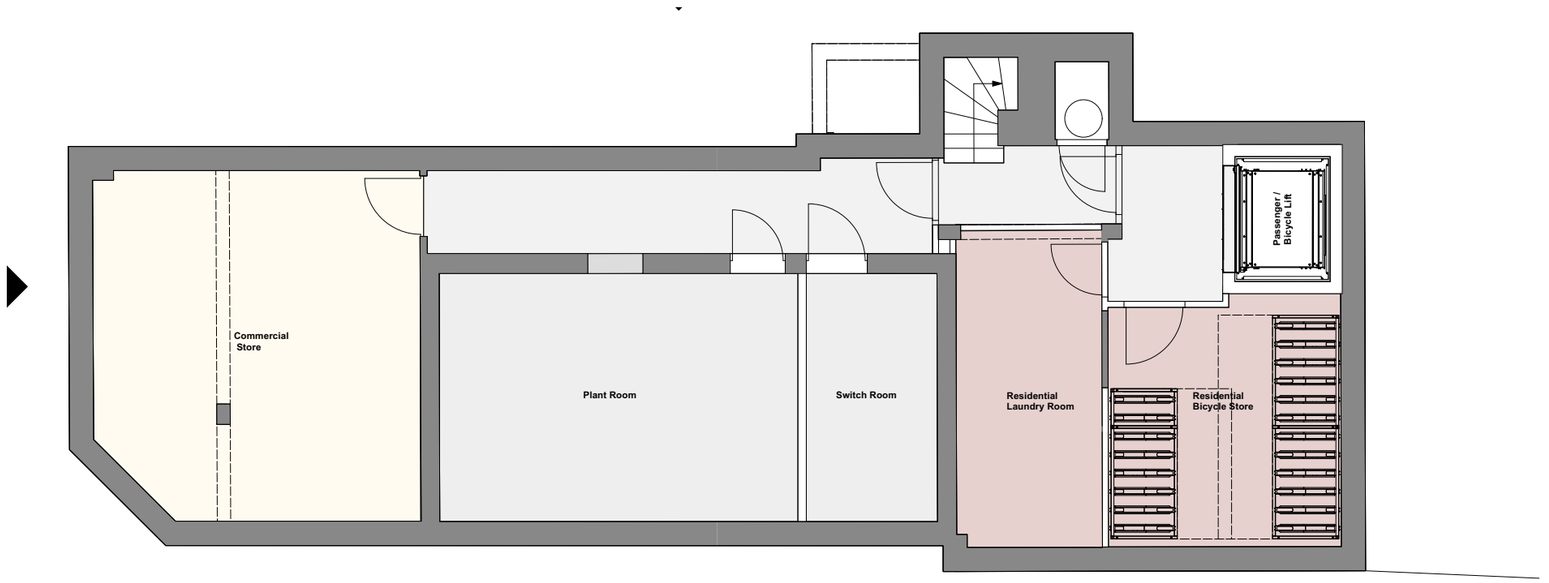



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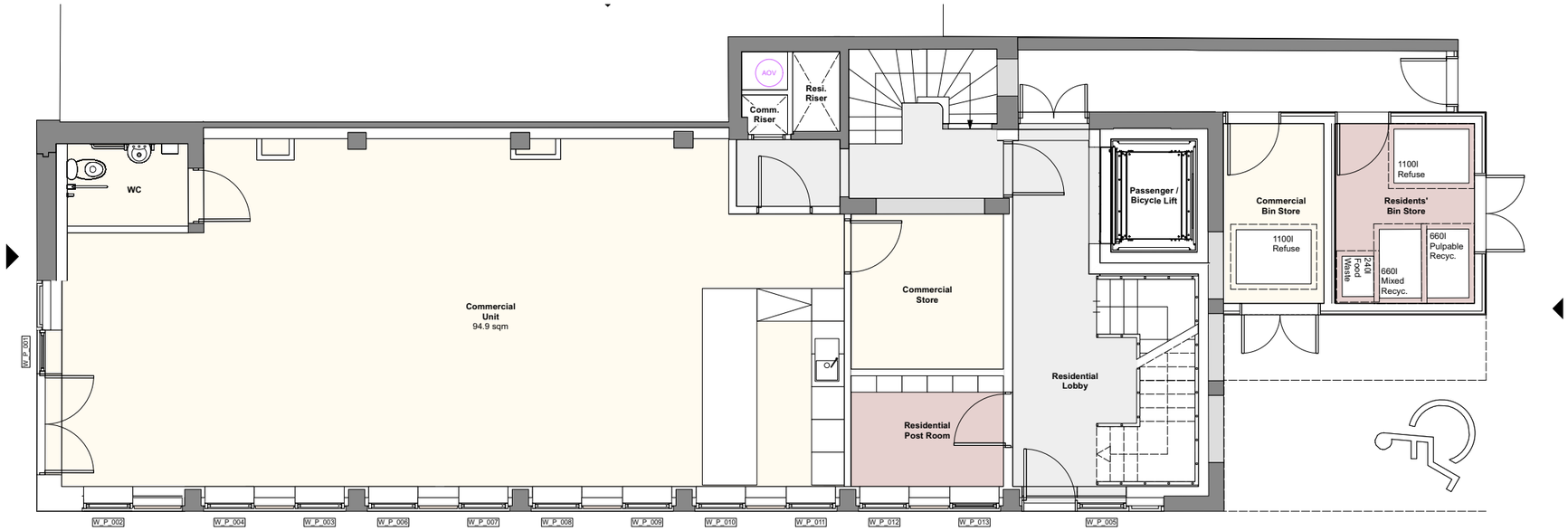
PROPOSED SITE PLAN



PROPOSED FLOOR PLANS

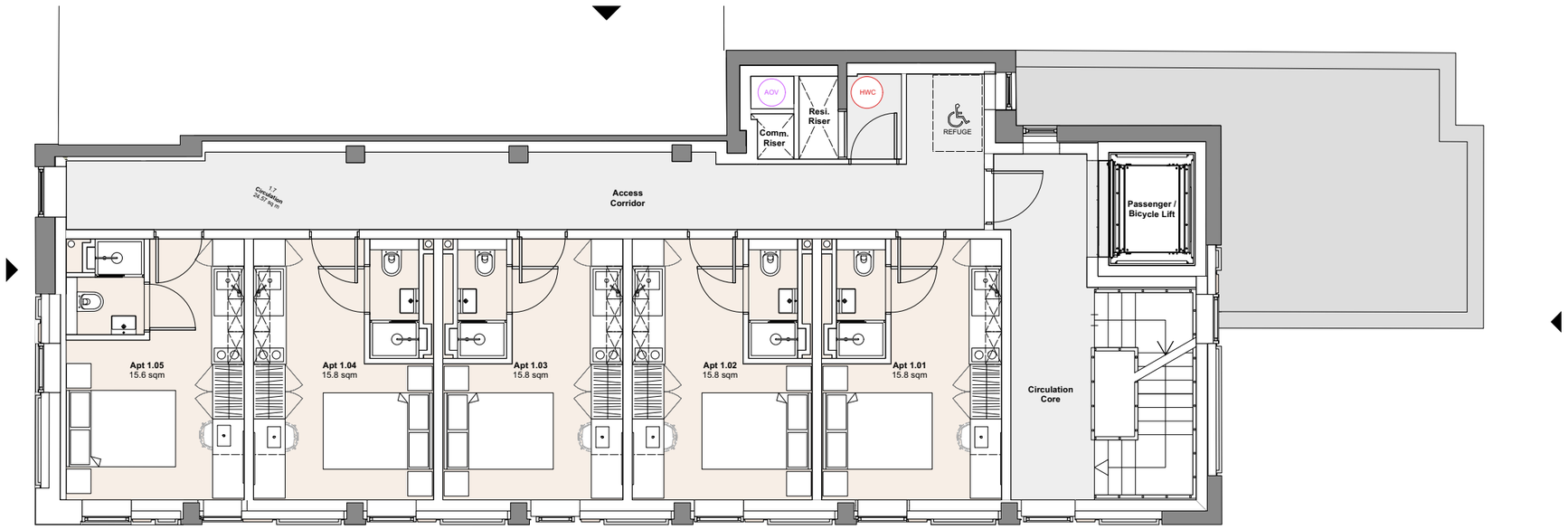


01 Proposed Basement Plan

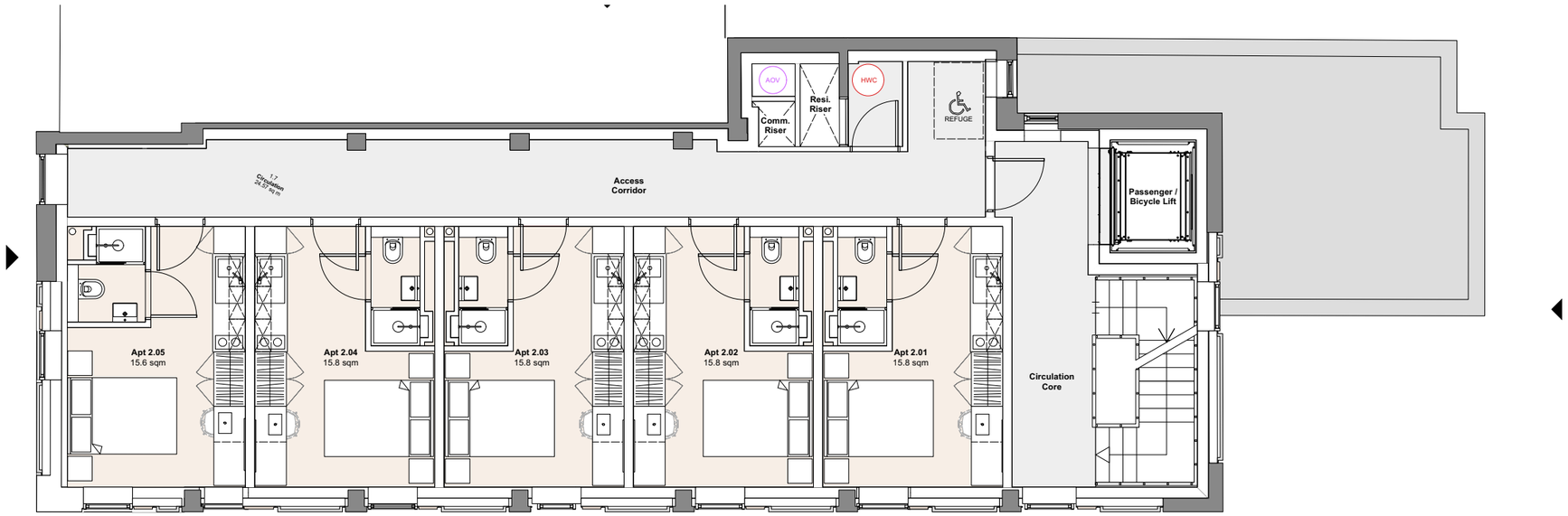


02 Proposed Ground Floor Plan

PROPOSED FLOOR PLANS

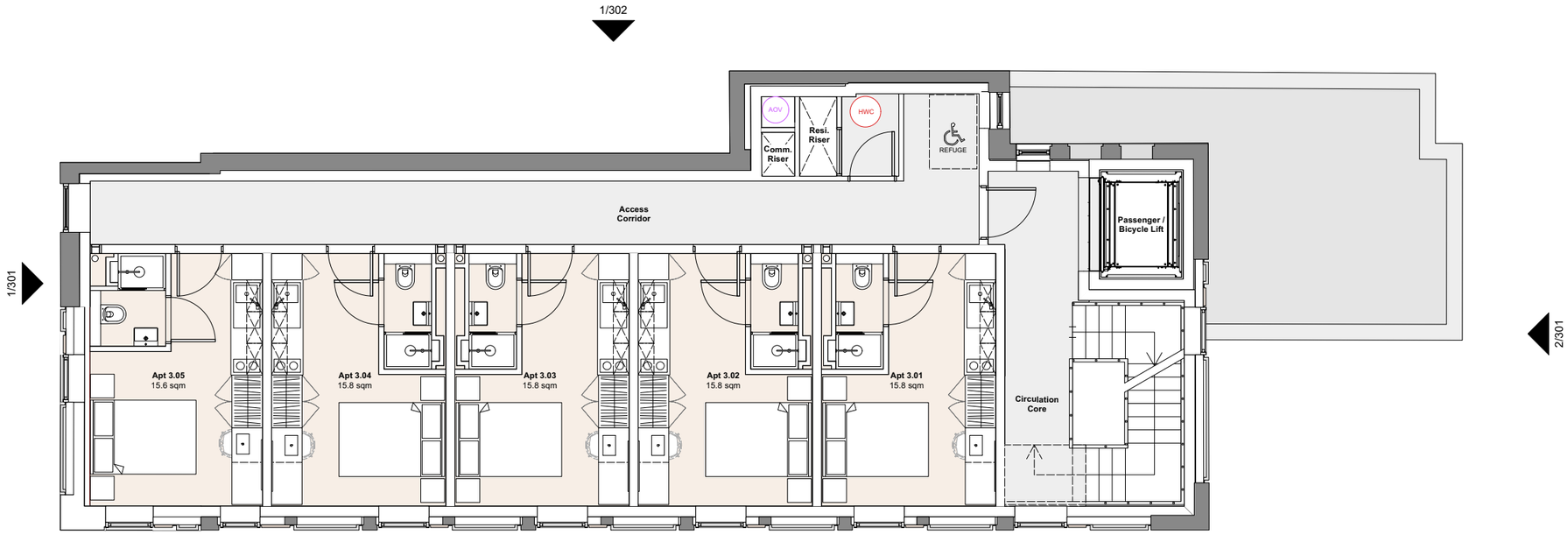


03 Proposed First Floor Plan

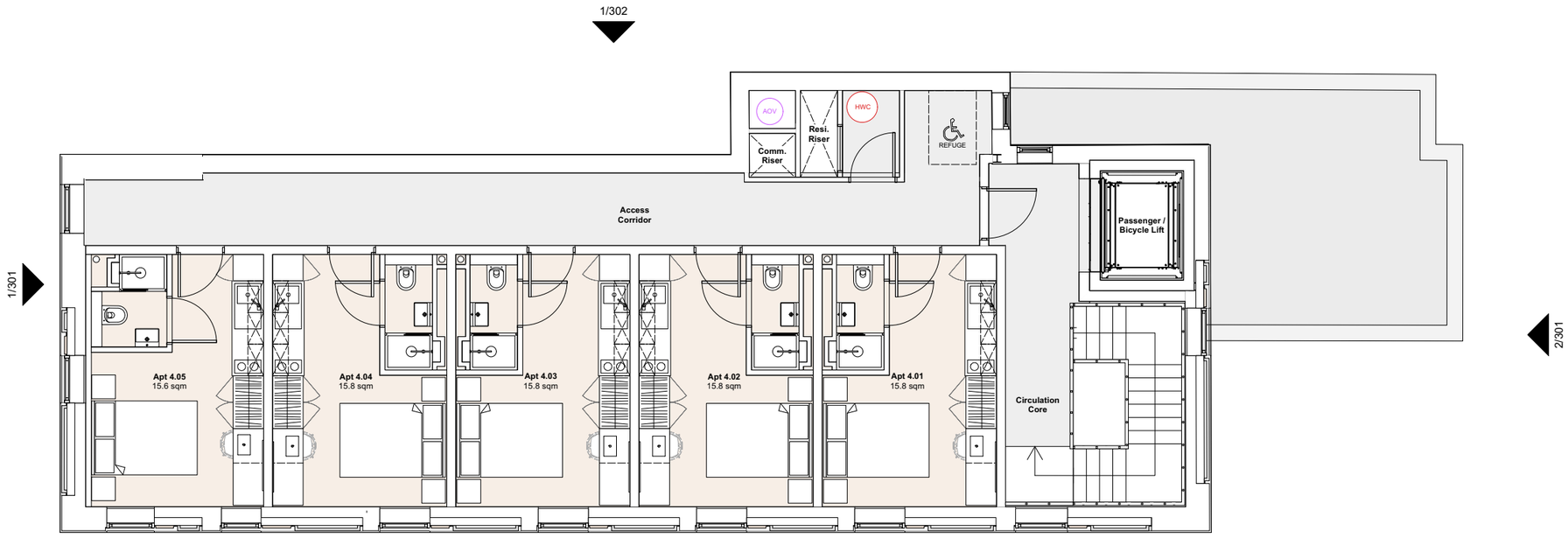


04 Proposed Second Floor Plan

PROPOSED FLOOR PLANS



05 Proposed Third Floor Plan

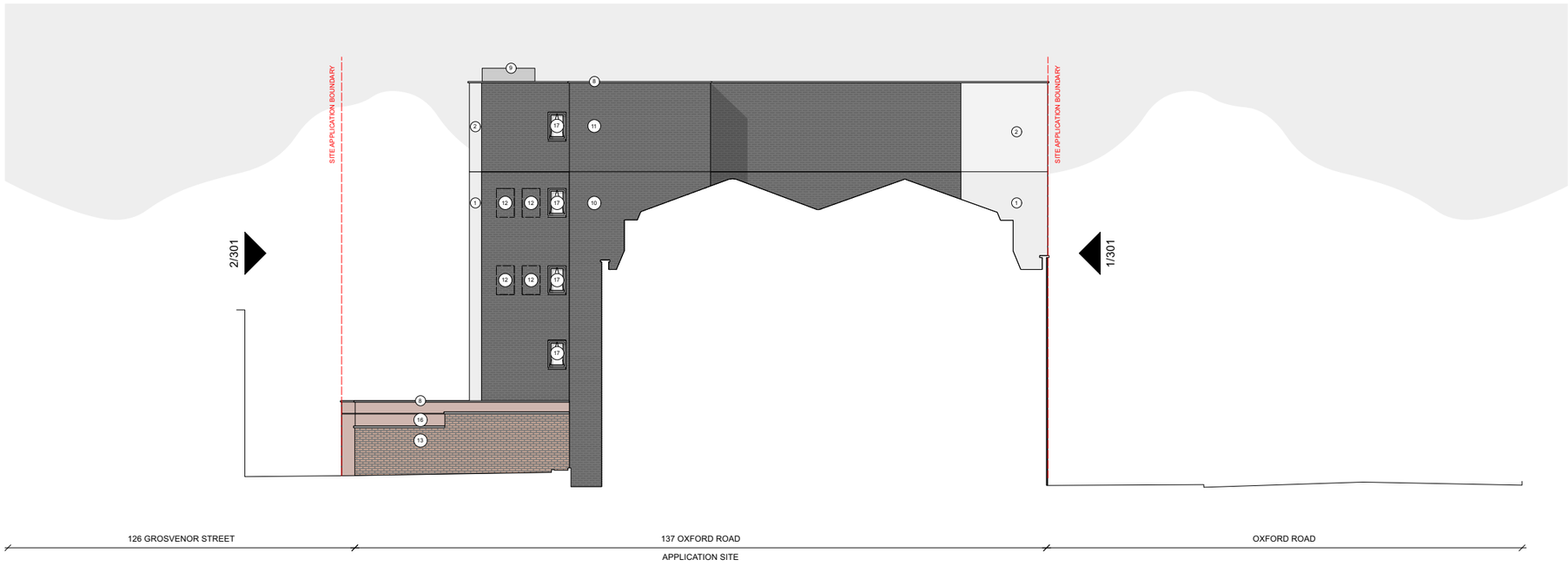


06 Proposed Fourth Floor Plan

PROPOSED ELEVATIONS



01 Proposed South East Elevation

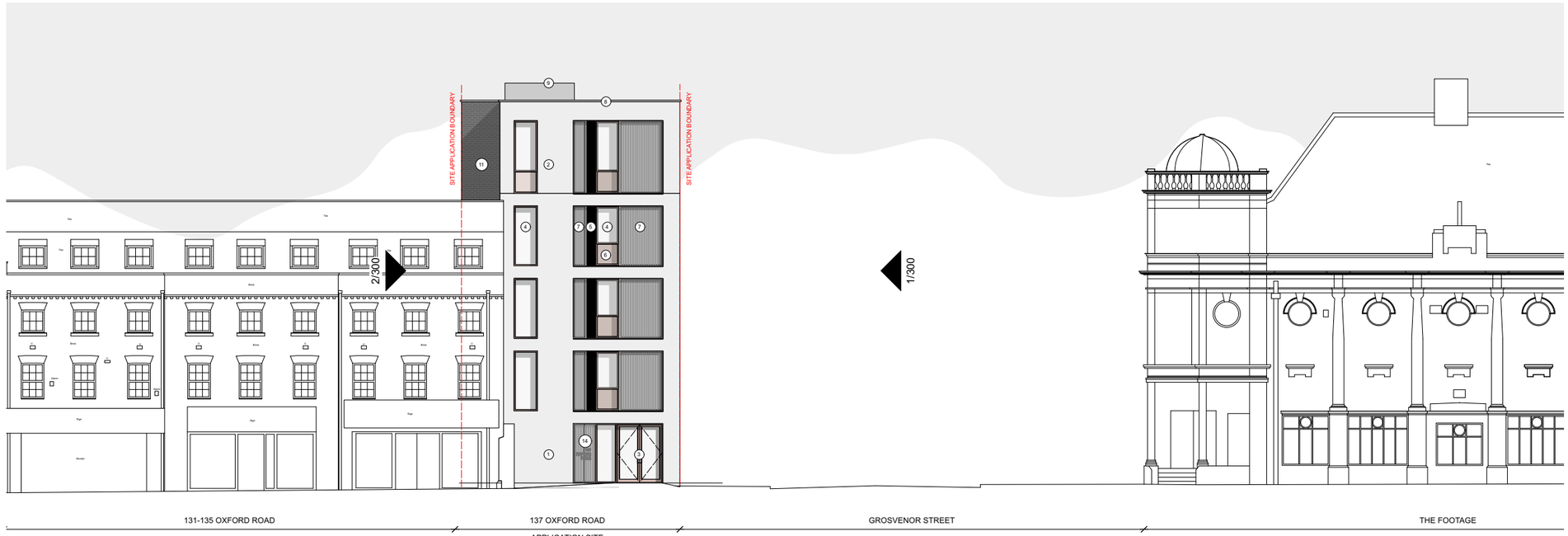


02 Proposed North West Elevation

Notes

1. Existing Stone Cladding Retained
2. Proposed Stone Effect Cladding To Match Existing
3. Anodized Aluminium Double Glazed Door. Colour match to Interpon Y43071 (Muted Pink/Brown).
4. Anodized Aluminium Double Glazing. Framing colour matched to Interpon Y43071 (Muted Pink/Brown).
5. Anodized Aluminium Perforated Decorative Cladding Panel. Colour match to Interpon Y43071 (Muted Pink/Brown).
6. Back Painted Glass Panel. Colour match to Interpon Y43071 (Muted Pink/Brown).
7. Glass Fibre Reinforced Concrete Cladding Panel with Vertical Imprint Detail. DAKO-GRC in Colour Shade Light Grey.
8. Aluminium Roof Capping
9. Lift Overrun
10. Existing Brickwork Retained
11. Proposed Brickwork (To Match Existing) Painted Black
12. Infill of Existing Window
13. Anodized Aluminium Door. Colour Matched to Interpon Y43071 (Muted Pink/Brown).
14. Anodized Aluminium Letter Signage in Dark Grey
15. Anodized Aluminium Double Doors. Colour Matched to Interpon Y43071 (Muted Pink/Brown).
16. Anodized Aluminium Cladding. Colour match to Interpon Y43071 (Muted Pink/Brown).
17. Anodized Aluminium Double Glazing. Framing Colour Dark Grey.

PROPOSED ELEVATIONS



01 Proposed South West Elevation



02 Proposed North East Elevation

Notes

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16. Anodized Aluminium Cladding. Colour match to Interpon Y43071 (Muted Pink/Brown).
17. Anodized Aluminium Double Glazing. Framing Colour Dark Grey.

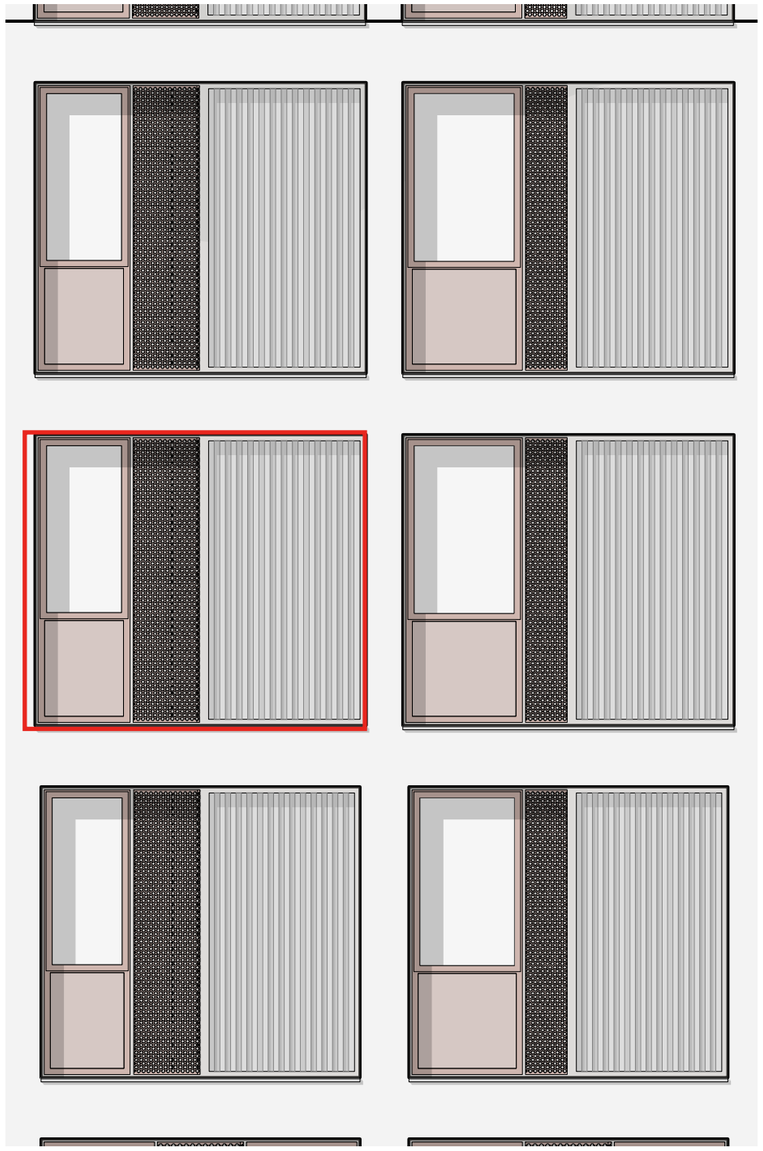
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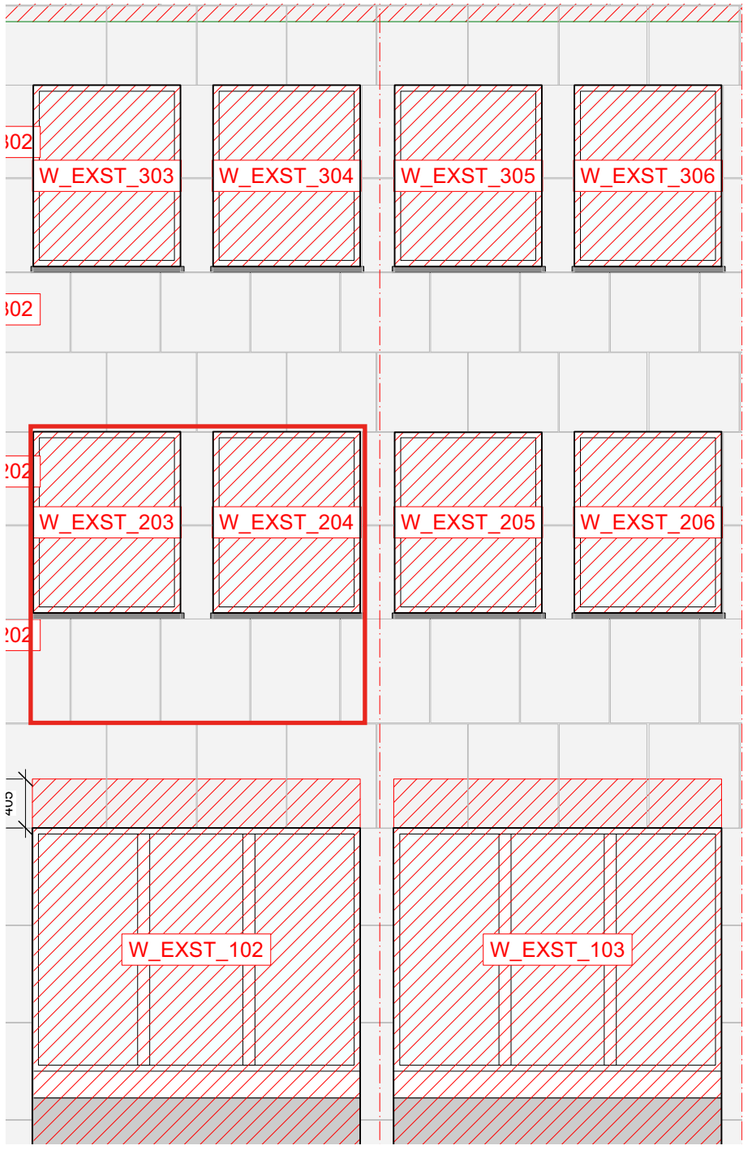
PROPOSED SCHEME
WINDOW MODULE

THE MODULE

WINDOW MODULE DESIGN PRINCIPLES

- The module already consists of 2no. existing openings in each location where windows are located. Equates to 3.65sqm (57% of the module).
- Due to the structural stability of the existing building, the concrete structure must be retained. To enhance the visual appearance of the building, the cladding is therefore removed and the structure overclad.
- Proposed cladding divides the module into three panels
- Material proposed are a combination of Glass Re-inforced Concrete (GRC), a feature perforated aluminium panel and a new window system with back painted glass. Proposed window system is a regular, standardised size across the majority of the building.
- Colour palette of new elements is muted to respect the existing building as opposed to introducing a bold colour.
- MVHR extracts located behind a perforated aluminium panel next to the window and adjacent decorative panel in the form of ventilation panels.

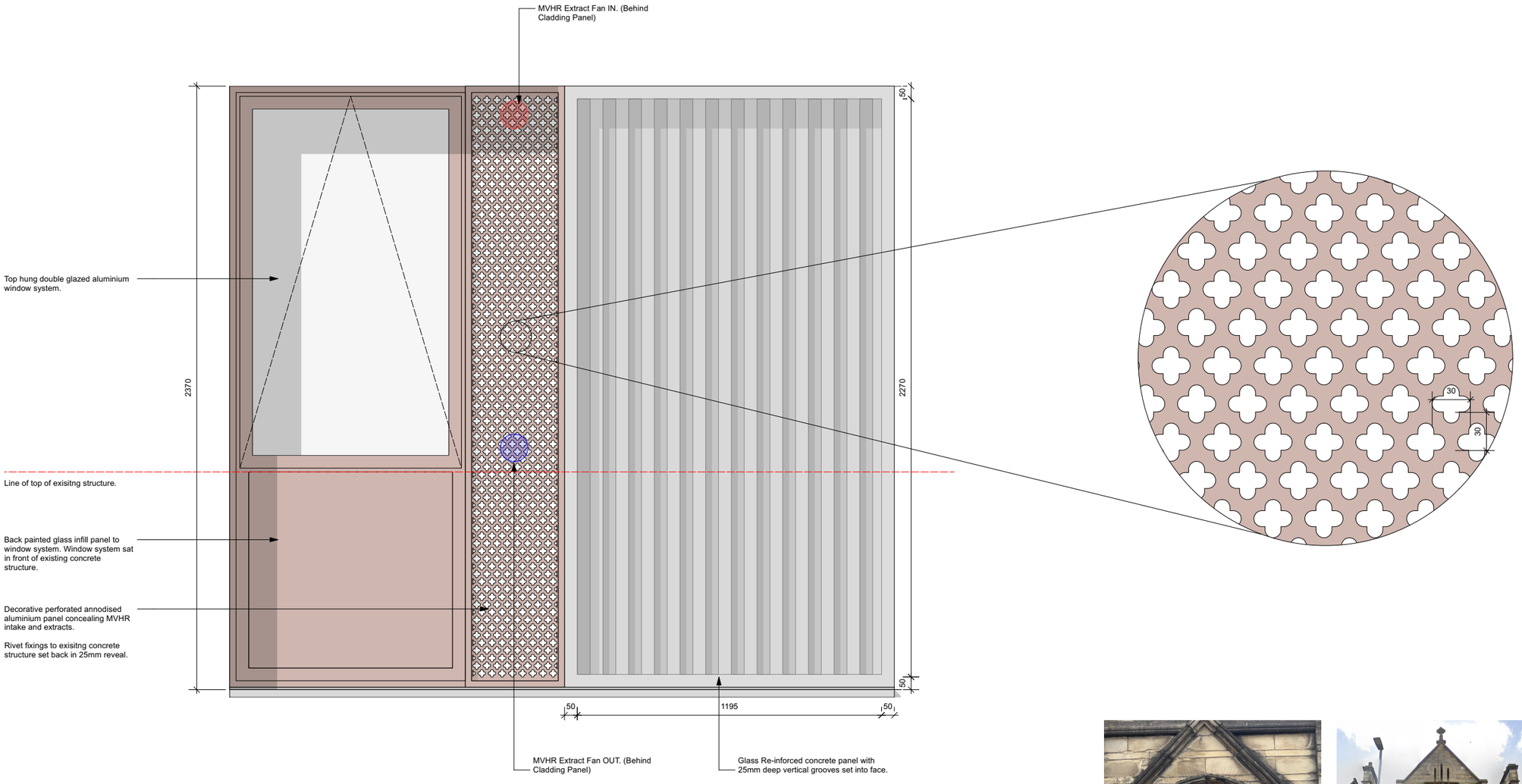




THE MODULE



THE MODULE - DETAIL & INFLUENCE



PERFORATED PANEL - INSPIRATION

- Opposite the site is the Deaf Institute, A Grade 2 Listed Building known for its Gothic architectural style, where decoration was used for specific architectural purposes.
- The perforations take queues from specific areas of decoration on the Deaf Institute.



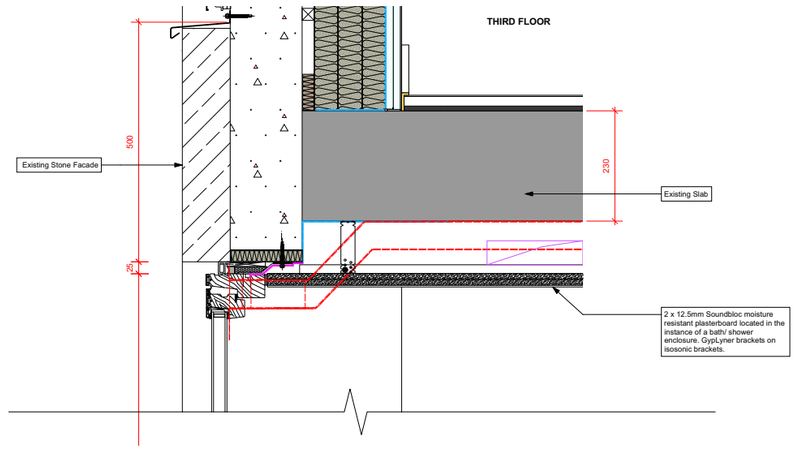


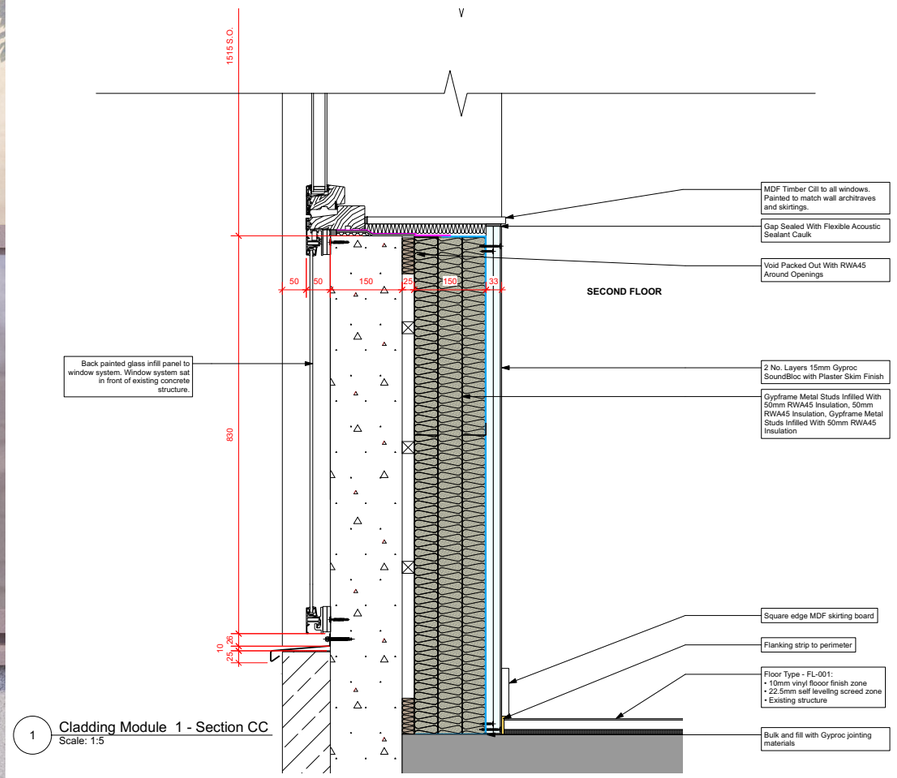
WINDOW BAY CONFIGURATION

WINDOW BAY DESIGN

- The existing concrete structure spans between each floor from the top of window to underside of window sill above, which prevents the scheme from incorporating floor to ceiling glazing.
- To maximise the ratio of glazing on the facade, the window extends to the top of the existing window opening with the internal ceiling running into the rear of the window frame.
- The window bay has been designed to create a flush glazing profiles, instead of creating a deeper reveal as the previous scheme.
- This creates three distinct 'layers' on the facade;
    - The existing cladding line.
    - G.R.C solid infill panel.
    - Aluminium window and perforated cladding element.
- MVHR extract locations have been moved to the feature perforated panel (see overleaf)
- Aluminium will have an anodised finish.
- A 25mm reveal creates visual separation between the existing cladding and the aluminium components.
- This approach to the window bay creates a layered approach facade, creating visual intrigue yet separated by function.







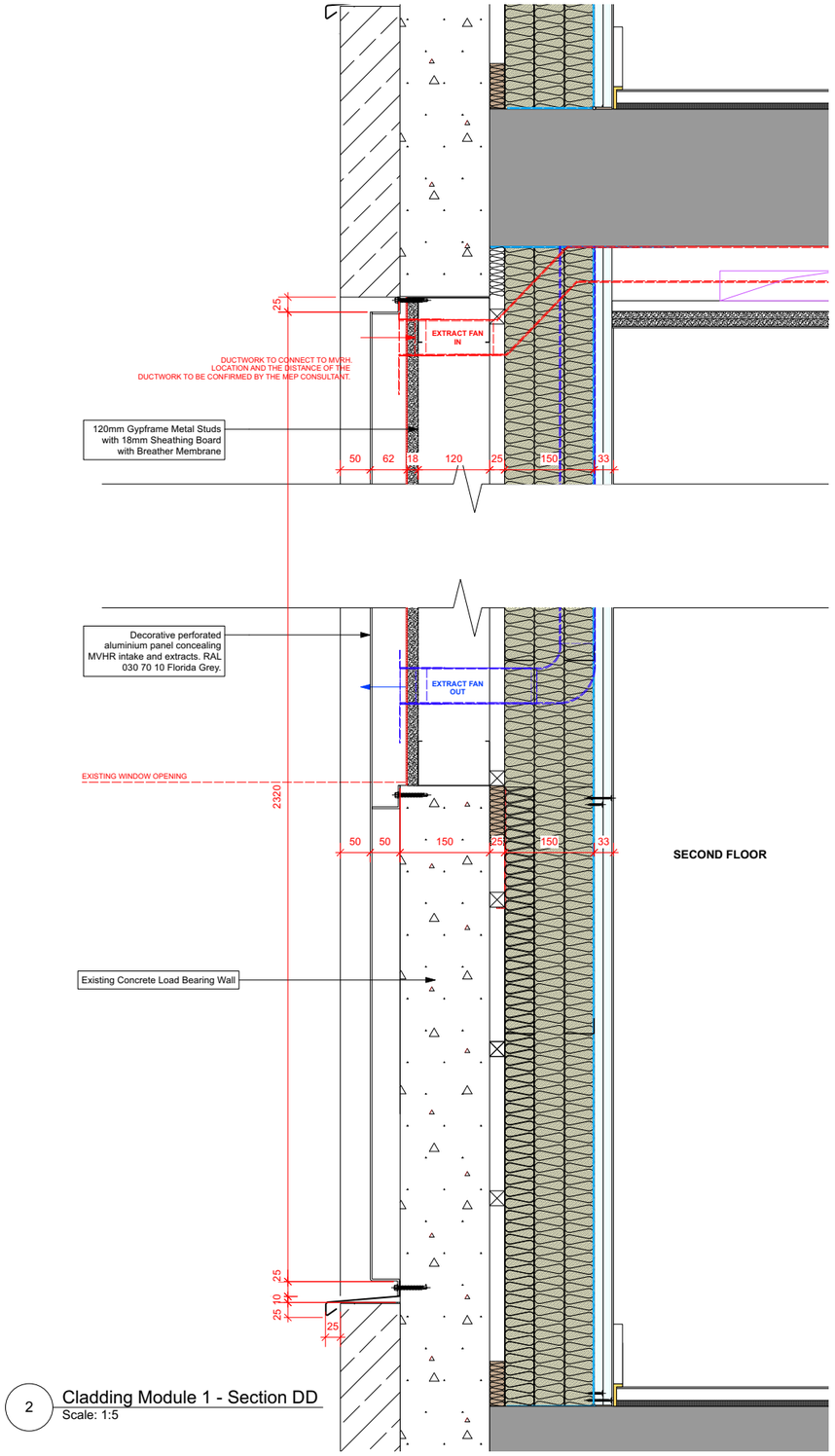
1 Cladding Module 1 - Section CC
Scale: 1:5

VENTILATION STRATEGY

PERFORATED CLADDING PANEL

- To conceal the MVHR extract and intake locations, a perforated cladding panel has been introduced.
- The MVHR extracts are located within the zone of the existing facade where an existing opening is present, as shown in the detail cross section. This is due to the restrictions of opening up the existing concrete facade.
- It was discussed through pre-application advice with the Local Planning Authority to accentuate the verticality of the panel and span floor to ceiling.
- The perforated profile creates a strong transition between the window and the GRC panel and visual intrigue across the facades.





2 Cladding Module 1 - Section DD
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FACADE DEVELOPMENT

EXPLORING LAYERS IN THE FACADE

- As part of the design development process and liaising with the Local Planning Authority, the design of the bay has explored a series of options to offer a layered approach to the facade.
- As highlighted the existing structure between the area between window sills and window heads, prevents a floor to ceiling window being able to be introduced.
- If a deeper reveal was implemented, the facade below the window would need to be a lightweight aluminium facade set further forward than the window line (as presented on the left).
- The favoured approach was to introduce a single glazing line with back painted glass below. This results in the entire window system set forward of the existing structure as previously demonstrated.



01 Earlier iteration of the scheme with stepped back window line.



02 Current proposal for the bay elevation with single glazing line.

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VISUALISATIONS

EXTERIORS - ADDITIONAL VIEWS



GROSVENOR STREET

- View towards Oxford Road. The new stair core and resident entrance is located off the main street.
- The existing window openings have been utilised to provide natural light to the stair core and passive surveillance to the rear of the building.
- The refuge stores are located in a single storey, aluminium clad structure set back from the main facade line.



OXFORD ROAD

- The rear of the building runs parallel and shares a boundary with a series of existing shop fronts.
- The principle material on the facade is structural masonry. This cannot be stripped back and it is therefore proposed the building material continues up to the new 4th floor addition.
- The windows on the left hand side of the Oxford Road elevation has been retained from the existing building whilst a new corner extension completes the junction between Oxford Road and Grosvenor Street.

INTERIORS - STUDENT APARTMENT



INTERIORS - STUDENT APARTMENT



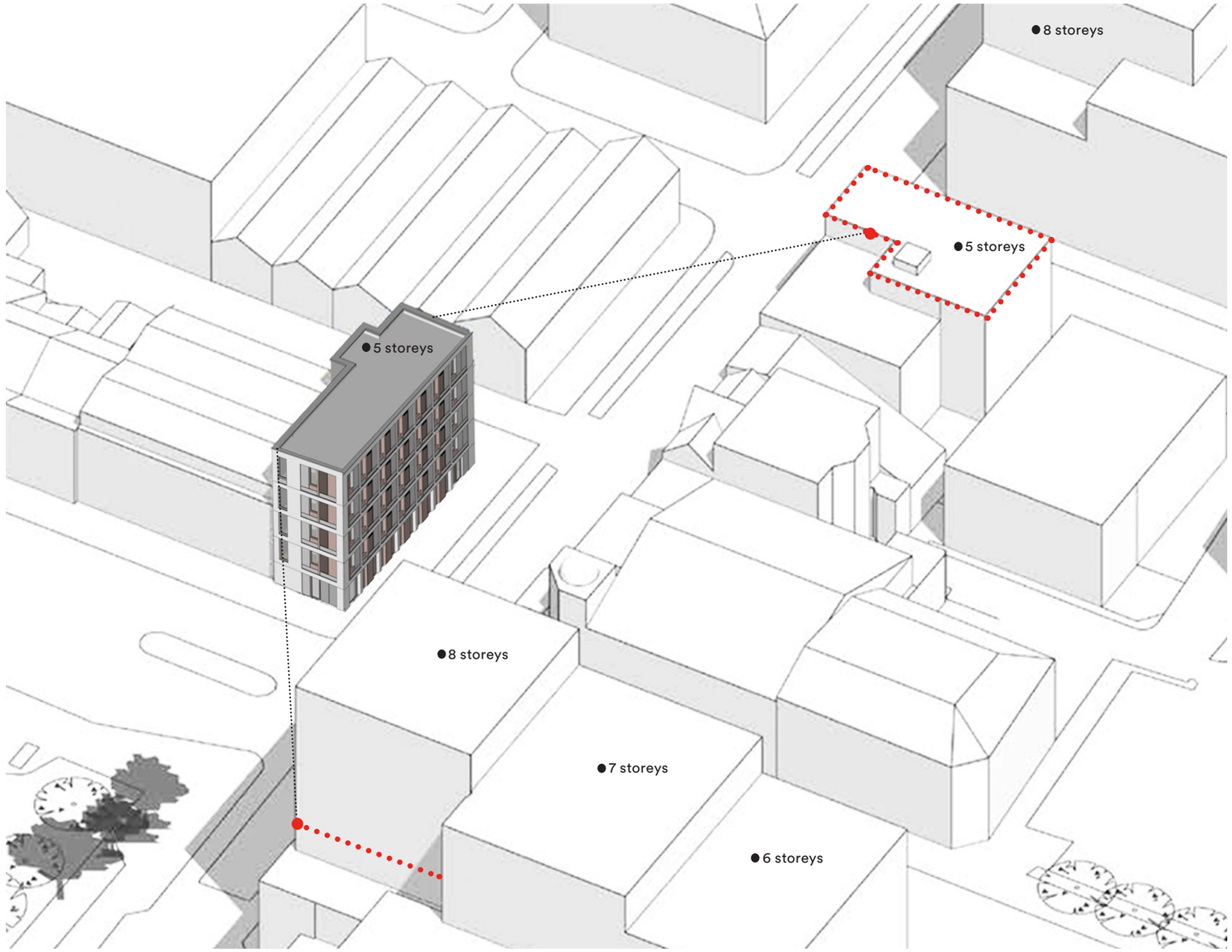
INTERIORS - STUDENT APARTMENT



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DESIGN RATIONALE

SCALE/VOLUME



01 Axonometric visual showing proposal in context with neighbouring building heights

EXISTING AND PROPOSED MASSING

- In line with the previously consented scheme, the proposal add a single storey rooftop extension to accommodate the new PBSA (sui generis use). Infilling the South-Westerly corner on the intersection of Oxford Road and Grosvenor Street, creates a strong, more robust external form for this new corner landmark building.
- The location of a bedroom on floor 01-04 in this location provide more active frontage to the street, improving passive surveillance around the site.

SURROUNDING BUILDING HEIGHTS

- The increase in massing vertically is minimised with a slimmer parapet proposed than the existing building. The building would not look out of place with this increase as there are similarly sized or larger structures on neighbouring corner plots as illustrated in the axonometric diagram. There are no windows on neighbouring buildings to the north affected by any potential increase in shadows cast.

ACCESS



01 Ground and Lower Ground floor plans showing commercial/residential entrances, disabled parking bay provision, refuge point and cycle stores

TRANSPORT

- The proposal seeks to provide cycle storage for 20no. bikes, an allocation for every resident, and commercial bike storage within the commercial store. There is 1no. disabled parking bay provided at the rear of the site.
- See submitted transport statement for full information relating to access and provisions of parking/ cycle storage.

ENTRANCES/ CIRCULATION

- The commercial entrance is located on Oxford Road, whilst the residential entrance is located on Grosvenor Street. Residential access is separated from the commercial space to prevent circulation congestion and potential noise inconvenience.
- The lift and circulation corridors are located in a corner of the building where there is poor outlook around the site. This allows all bedrooms to maximise views out across the prominent streets.

REFUSE COLLECTION

- The refuge store is located externally but accessed through a covered secure walkway off the lobby and lift. Refuge collection from the rear access road off of Grosvenor Street in line with neighbouring buildings. This is within regulation travel distance for roadside collection. See associated Transport and Odour Assessment reports for further information.

WASTE MANAGEMENT

WASTE MANAGEMENT STRATEGY

- The waste management strategy has been calculated in line with the guidance set out in "GD 04 - Waste Storage and Collection Guidance for New Developments"
- The calculations have been based on the scheme being used as "Student Accommodation" with 0.23m2 being required per bedroom space and the following capacities:
  - 55 litres of general refuge waste per bedroom.
  - 22 litres of pulpable recycling per bedroom.
  - 22 litres of mixed recycling per bedroom.
  - 10 litres of food waste per bedroom.
- In addition to the residential bin store, commercial waste with separate external entrance has been provided for the retail unit on ground floor.

MANCHESTER CITY COUNCIL

Appendix E - Waste Management Strategy (v7.00 from September 2023)

Planning Application Number:
Date Submitted: 09/08/2024
Estimated volumes / m2 required by the development

Will this property be used as a House in Multiple Occupation (HMO)?	~~Yes~~ / No (delete as appropriate)
If this property will be used as an HMO, how many people do you intend to accommodate (5+)?	N/A.

Low Rise Domestic N/A.

Waste Types	Capacity required (litres)	Number of bins required (per household)	Confirm what is to be provided (and whether the developer or the resident will be responsible for ordering these)
General refuse	140 standard / 240 in certain circumstances	1 x wheeled bin (possibly more for HMO)	
Pulpable Recycling	240	1 x wheeled bin (possibly more for HMO)	
Mixed Recycling	240	1 x wheeled bin (possibly more for HMO)	
Garden Waste	240	1 x wheeled bin (possibly more for HMO)	
Food Waste	23	1 x 23 litre caddy (Possibly more for HMO)	

High Rise Apartment Developments

0.43m2 has been provided per apartment for the containers, with extra space for residents to access each container and space for staff to manoeuvre each container for collection. (different for purpose-built student accommodation – see guidance) · Student Accommodation 0.23m² of space per bedroom.	Yes / ~~No~~ (delete as appropriate) How many of each container do you plan to provide? _____ x general refuse x 1100 litre (based on 110 litres per apartment) - 55 litres per room 1 x pulpable Recycling x ~~1100~~ 660 litre (based on 55 litres per apartment) - 22 litres per room 1 x mixed recycling x ~~1100~~ 660 litre - 22 litres per room (based on 55 litres per apartment) 1 x food waste x 240 litres (based on 10 litres per apartment) N/A. x garden waste (if applicable) x 240 litres
Is it as easy, or easier, for residents to recycle, as it is for them to dispose of general waste?	Yes / ~~No~~ (delete as appropriate)

Commercial Developments

Please state number of bins you propose, showing calculations where appropriate.

General Waste - 1 x 1100 ltr.

Dry recycling (include material type details) - 0

Food Waste - 0

Industrial Waste - 0

Other - 0

Has / will a contract be obtained with a licenced waste carrier?	Yes / ~~No~~ (delete as appropriate

Mixed Use Developments

Are the stores for residential and commercial waste completely separate from each other, with residents having no access to the commercial store and the commercial units having no access to the residential store?	Yes / ~~N/A~~ (delete as appropriate)

Internal Stores (Residential and Commercial)

Please provide details of internal stores / segregation of waste and recycling.

Commercial + Residential Stores separated from one another. Refer to 060_PLN_210

Storage Areas for Waste Containers (Residential and Commercial)

Please provide details of container stores, attaching plans if appropriate.

Refer to drawing 060_PLN_210 for further details

Ensure all bins in the store are accessible	☑
Ensure recycling facilities are as easy to access as general refuse	☑

Please confirm details of waste store ventilation and hygiene / cleaning proposals

Ventilation - Adequate ventilation through the external facade of the bin store is proposed with further mechanical ventilation if required.

Hygiene -

Floor gulley in floor to allow easy wash down of area.

Please provide details of who will be responsible for placing the bins at the collection point and returning them to the store / property promptly e.g., resident / management company

Management company / operator of the building will be responsible for this

Please ensure that you have attached:

Detailed plans of bin stores	☑
Location plans showing stores	☑
Location plans showing the proposed collection point and the route the collection vehicle will take (please refer to the Road, Vehicle and Waste Operative Access Specification – paying particular attention to turning space and reversing)	☑

Please ensure that you have completed this form in accordance with the latest version of GD04 Waste Storage and Collection Guidance for New Developments – v.7 September 2023, read in conjunction with the Waste and Recycling Service Standard found on the Council website.

CRIME IMPACT STATEMENT (CIS) RESPONSE

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During the design development, the scheme has addressed pointed raised in the executive summary of the associated Crime Impact Statement.

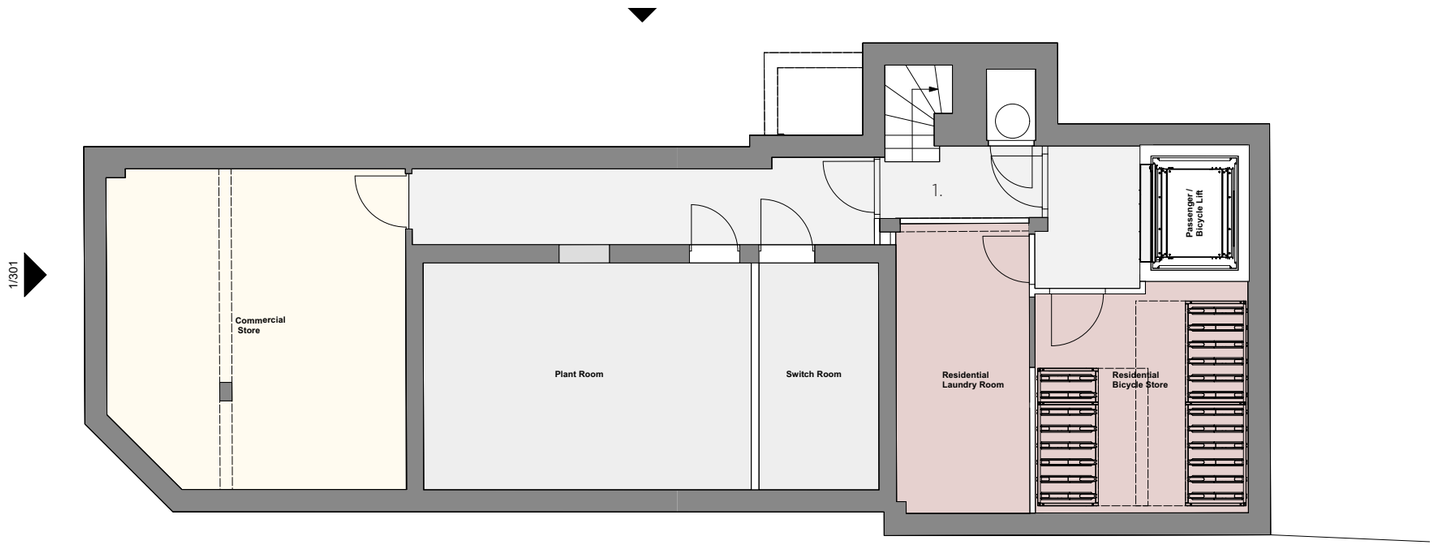
1. Due to limited external space, the commercial store is located in the basement of the building. The lift is positioned in the residential staircore, meaning internal doors are required between the commercial space and residential staircore at ground and basement levels to access the lift to store bikes in the basement. The doors between the two zones at ground and basement floors will be security-certified and alarmed to deter unauthorised access, whilst the walls will be robust enough to withstand penetration.

2. The route between the secure residents' bin store and existing wall will be securely gated at the outermost point, to prevent loitering/ gathering, unauthorised access to the building, and reducing the vulnerability of the rear entrance.

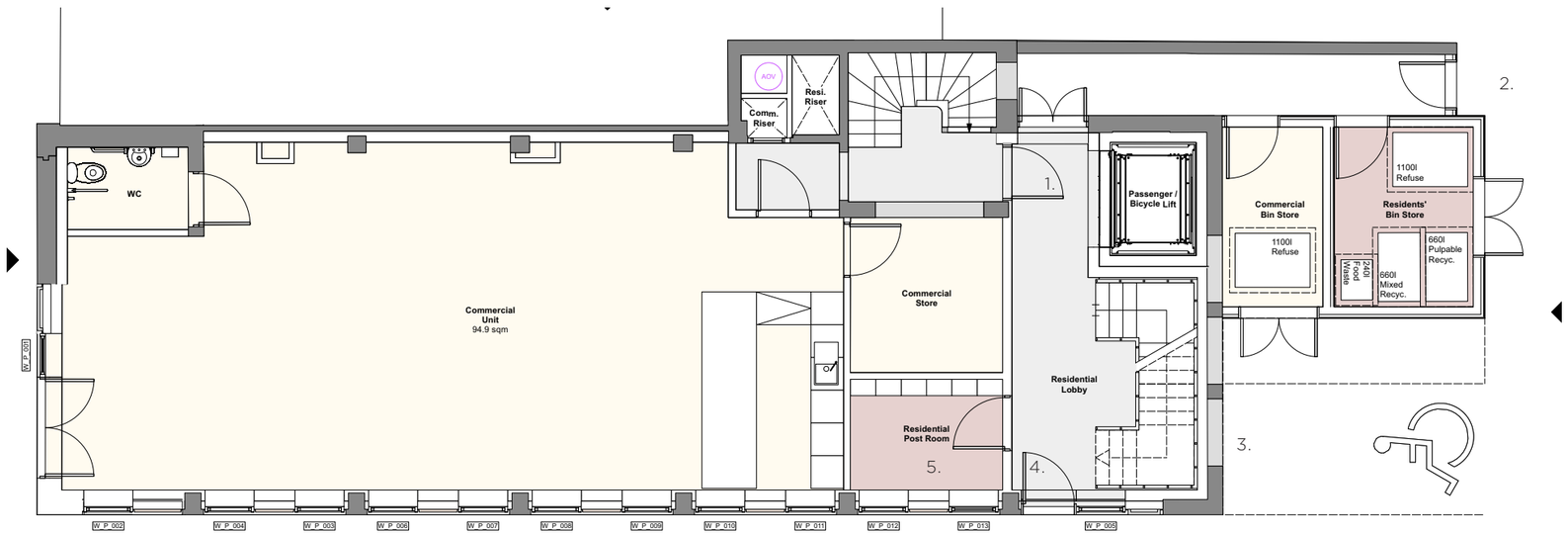
3. Signage defining the parking bay for short-term visitor use only will be introduced, to ensure that staff/residents' vehicles are not vulnerable to theft, particularly overnight.

4. The main residential entrance will be a single leaf, self-closing doorset secured with multi-point electronic lock permitted as part of the security-certification, operated remotely via a video access control system.

5. A secure postal lobby has been introduced. This is keyfob accessed, via a secondary doorset off of the main residential entrance. The lobby includes individual mailboxes for each apartment, alongside



Proposed Basement Plan



Proposed Ground Floor Plan

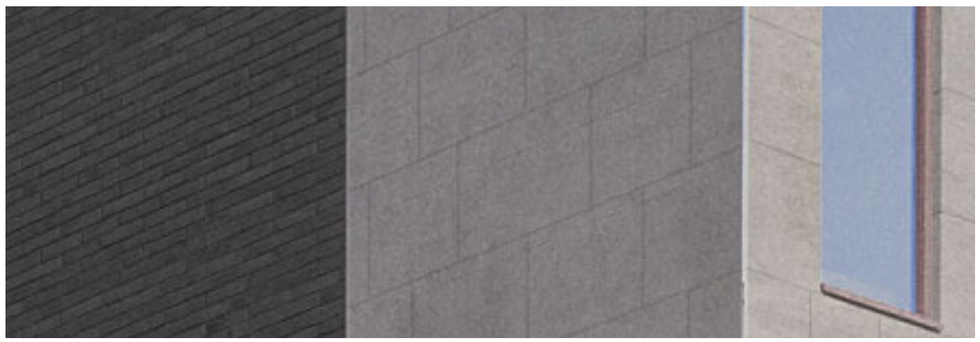
MATERIALITY



01



02



03

01 Existing Stone Cladding (Cleaned and Retained)
02 Aluminium Cladding Panels (Pastel Tones of Aubergine and Greige)
03 Painted Brick to Rear (Parti-Wall Facade) and Upward Extension Stone Cladding to Match Existing

EXISTING STONE CLADDING

- Following previous planner comment, the existing stone cladding will be retained on the 3no. exposed façades. The stone will be cleaned and restored so it will appear fresh and new.

ALUMINIUM CLADDING PANELS

- Aluminium cladding system will be anodised in finish and is contrasting to compliment the existing stone. To ensure cohesion across the scheme, it will be used to also clad the refuge store at ground level and for window framing across the building.

GLASS RE-INFORCED CONCRETE

- Part of the new window module consists of a glass re-inforced cladding panel to tie new elements into the existing building, whilst maintaining ‘solidity’ on site.
- The panel has vertical grooves set into the panel to create a visual difference between old and new, whilst accentuating verticality across the facade.

PROPOSED STONE CLADDING AND PAINTED BRICK

- Existing materiality will be matched on the upward extension using brick (then both existing/proposed painted for cohesion) and stone-effect cladding. This prevents the extension from appearing as a crown, in line with planner guidance.

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CONCLUSION

CONCLUSION

CONCLUSION

The proposal for 137 Oxford Road creates a scheme, which has been carefully curated to work within the constraints of the existing building on site whilst addressing requirements from the Local Planning Authority (LPA).

The design not only seeks to re-use and retrofit the existing building on site but aims to create a piece of contemporary architecture, which is fitting to it's current and future surroundings; becoming a visual marker on the edge of Oxford Road and Grosvenor Street.

During the design development stage, through careful dialogue and pre-application discussions with the LPA, the scheme will transform the current derelict site into a building of appropriate scale, function and appearance to the local area; continuing the transformation of the local area through good design.



01 3D Visualisation from Oxford Road

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