



Banbury Magistrates Court

May 2019

# BANBURY MAGISTRATES COURT PRE-APPLICATION REPORT SAA COMM



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# EXECUTIVE SUMMARY

## 1.1 REPORT PURPOSE

This report has been prepared by Adventure in Architecture<sup>o</sup> to inform the Client on the key issues for development of the site and to advise on the best option for its future development. This document accompanies a request for pre-application advice from Cherwell District Council.

## 1.2 PROPOSAL SUMMARY

This report presents the preferred option - facade retention and extension.

The existing Court is locally listed and its retention may therefore be preferred. However, we believe it is possible to create additional blocks which are sympathetic to the existing building.

By demolishing the later additions at the rear of the existing building and extending to the North and West a NIA of approximately 2,718m<sup>2</sup> is possible. Whilst creating increased floorspace on site, this also provides opportunity to improve the site's appearance.

The existing car park has been retained to the front of the building. Should reduced parking levels be acceptable by the council some of this area could be converted to provide further communal amenity space.

Option one puts forward a total of 37 units and 138 habitable rooms, with an average of 3.7hr/unit.

Option two puts forward a total of 29 units and 109 habitable rooms, with an average of 3.7hr/unit.



Southern elevation with sandstone blocks

Closer look at entry condition with wheelchair access



## 2. SITE DESCRIPTION AND SURROUNDINGS

### 2.1 SITE DESCRIPTION

Banbury Magistrates' Court occupies a two-storey, 1930s building which was originally constructed as a police station. The building is locally listed, making it a non-designated heritage asset. The building has car parking for circa 25 staff cars and police custody vehicles. The site measures approximately 0.29 hectares.

The Site is well connected to local public bus services and train services.

### 2.2 DESCRIPTION OF THE SURROUNDING AREA

The Site is located approximately 100m outside of Banbury's designated town centre, making this an edge-of-centre location. Banbury's town centre contains a mix of commercial uses, including offices, hotels, retail and leisure.

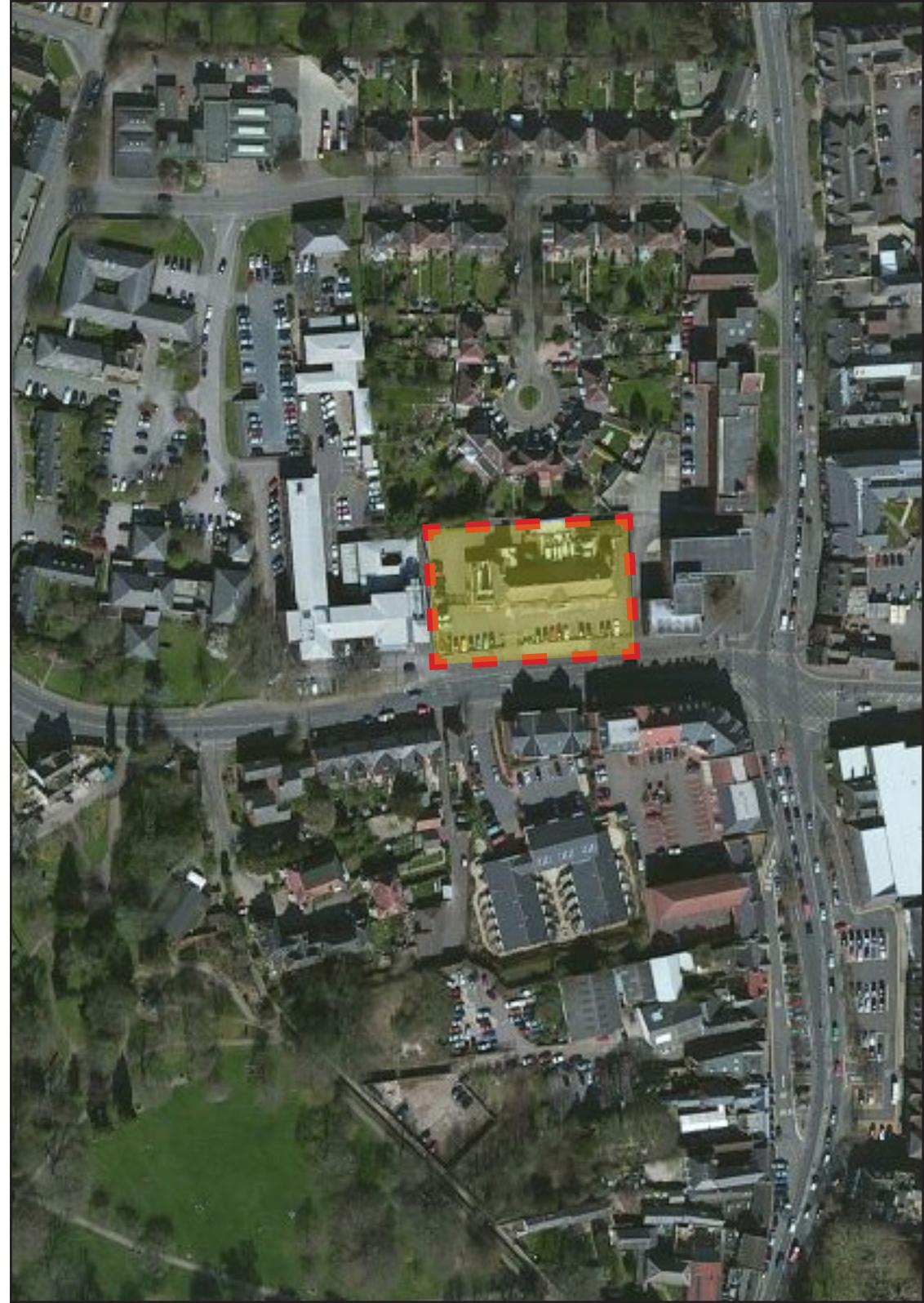
Immediately west of the Site is the modern, purpose built police station, beyond which is predominantly residential. To its east is an office building which has extant prior approval under permitted development rights to convert into residential units.

The predominant use in the wider local area to the south, west (beyond the police station) and north (immediately to the rear) of the Site is residential dwelling houses. Those to the north, are largely two storey in height and detached or semi-detached with private gardens.

### 2.3 ADDRESS

The Court House, Warwick Road, Banbury OX16 2AW

Situated within Cherwell District Council.



### 3. PLANNING

#### 3.1 SITE DESIGNATIONS

The Council's adopted Planning Policies Map confirms that the Site is unallocated for planning purposes.

The existing building on Site is locally listed, making this a non-designated heritage asset. It should be noted that the Council is currently reviewing the local list of non-designated heritage assets. There is no timescale for the finalisation of this revised list, but we consider that it is likely the building will remain on the local list.

The Site is situated within the Banbury Conservation Area.

#### 3.2 DENSITY

Policy BSC2 (The effective and efficient use of land – brownfield land and housing density) encourages the use of brownfield land in sustainable locations for residential development. The Site is considered to be in a sustainable location because of its edge-of-centre location and subsequent easy access to public transport and a range of services.

New residential development is expected to be provided at a density of at least 30 dwellings per hectare unless there are justifiable planning reasons for lower density development (Policy BSC2). As an edge-of-centre site with good transport links, a higher density scheme is likely to be considered acceptable. The proposed scheme would provide a housing density of 128 dwellings per hectare.

#### 3.3 HOUSING MIX

The Council's Policy BSC3 regarding affordable housing outlines requirements for all schemes that deliver 11 or more (gross) units on site. A 30% contribution of affordable housing is expected on-site, subject to viability and other site-specific considerations. Affordable housing provision should be split 70:30 between social rented housing and intermediate tenures respectively.

Following the recommendations stated in Policies BSC3 and BSC4, the proposed scheme would provide the following units and tenure split, which we consider to be appropriate for the location.

#### Proposed Housing Split - Option 1

UNIT SIZE	OPEN MARKET	SOCIAL RENTED	INTERMEDIATE	TOTAL
2 Bed	5	3	2	10
3 Bed	20	5	2	27
	25	8	4	37

#### Proposed Housing Split - Option 2

UNIT SIZE	OPEN MARKET	SOCIAL RENTED	INTERMEDIATE	TOTAL
1 Bed	1	1	1	3
2 Bed	2	1	1	4
3 Bed	15	3	1	19
4 Bed	2	1	0	3
	20	6	3	29

#### The Cherwell Local Plan 2011 – 2031

SHMA Table 67: Conclusions regarding Mix of Homes, HMA Level

	1-bed	2-bed	3-bed	4-bed
Market	5%	25%	45%	25%
Affordable	25-30%	30-35%	30-35%	5-10%
All Dwellings	15%	30%	40%	15%

#### 3.4 HERITAGE

Banbury Magistrates' Court is locally significant in heritage terms, forming a non-designated heritage asset.

In order to satisfy the requirements of the NPPF, any planning application for alterations/demolition would be supported by a Heritage Statement which sets out the significance of the building and the impact of the proposals on that significance. A supporting Heritage Statement in this case has also been provided for this purposes.

### 3. PLANNING

#### 3.5 PARKING

The site includes car parking for approximately 25 staff cars/custody vans to the front and west side of the building, accessed from Warwick Road. Pedestrian access into the building is also from Warwick Road.

Policy SLE 4 (Improved transport and connections) supports proposals that encourage sustainable travel. As an edge-of-centre location, a car limited approach is likely to be found acceptable, subject to the impact this may have on local roads. We are proposing a reduction to 15 car spaces on site.

#### 3.6 PLANNING HISTORY

The Site's planning history includes planning applications for minor works on the Site, including ground floor extensions and installation of barriers on the roof (references: 02/02128/OCC and 11/00032/F respectively). These applications do not preclude any future planning applications coming forward, nor provide any precedent as to how the Site may be developed in the future.

#### 3.7 FLOOD RISK

According to the Environment Agency, the site is located in flood risk zone 1 and will be unaffected by all forms of flood risk including tidal, groundwater, fluvial and pluvial flood risk. Therefore the site should not be scrutinised by any development restrictions set out in Flood risk management.

The intensification of this existing development may require drainage infrastructure to be evaluated against greater demand. It is necessary to ensure that the surface water run-off from any new development does not exacerbate flooding or drainage problems elsewhere. Detailed work on drainage would be undertaken as part of any planning application.

## 4. DESIGN

### 4.0 PROPOSED SCHEME - FACADE RETENTION & EXTENSION OPT 1

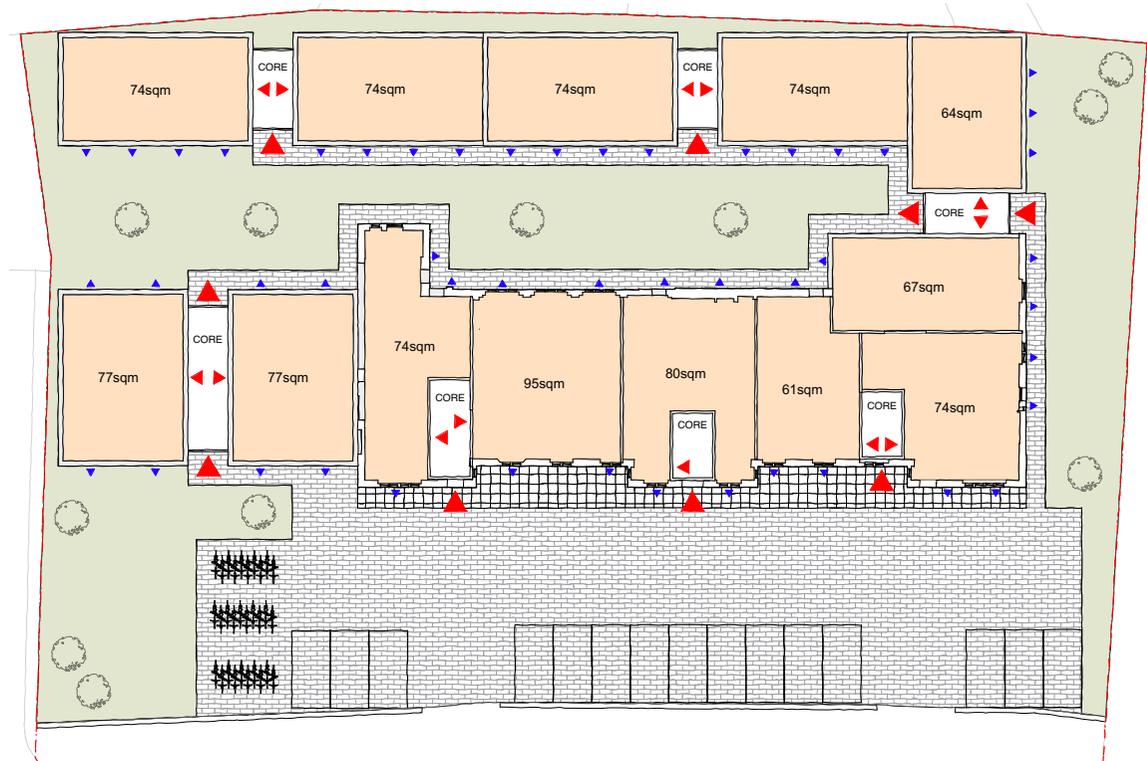
This proposal seeks to demolish all the later additions to the rear/ western side of the site and to create two new blocks.

The roof space will be opened up with dormer windows for the units within and a 2.5 storey extension has been proposed on the western end of the building; this will feature matching dormers and materiality of the existing building.

To the rear a three storey extension has been proposed; this will feature the same matching materials though it will take a more modern form to make a subtle but clear divide between the old and the new.

Facade retention with additional new blocks is proposed, which enables the delivery of **37 units and 138 habitable rooms, with an average of 3.7hr/unit.**

Parking will remain to the front of the building, with a covered bike store adjacent to this. Bin storage will be accommodated in the new courtyard to the rear. Although private amenity is not possible with facade retention, dependant on the levels of parking required, some communal amenity space should be possible to the front of the site as well as the proposed courtyard to the rear.



Key:

-  Entrance
-  Views Out
-  Site Boundary
-  Existing Building

#### 4.1 CONCEPT VISUAL

The dashed line indicates the junction between the existing building and the proposed extension.



## 4. DESIGN

### 4.2 PRIVACY AND OVERLOOKING

All the proposed units have been designed to look into the courtyard formed to the rear of the existing building, to the east or towards the road at the front. This will prevent any privacy issues with the neighbouring housing to the north.

### 4.3 DAYLIGHT/ SUNLIGHT

The height and location of the new block will require a daylight/ sunlight report to confirm compliance with BRE guidelines.

### 4.4 AMENITY

No private amenity space is possible to the flats, however a large communal garden has been proposed by reducing the size of the car park and hard surfaces as well as a proposed courtyard to the rear of the existing building.

### 4.5 FENESTRATION

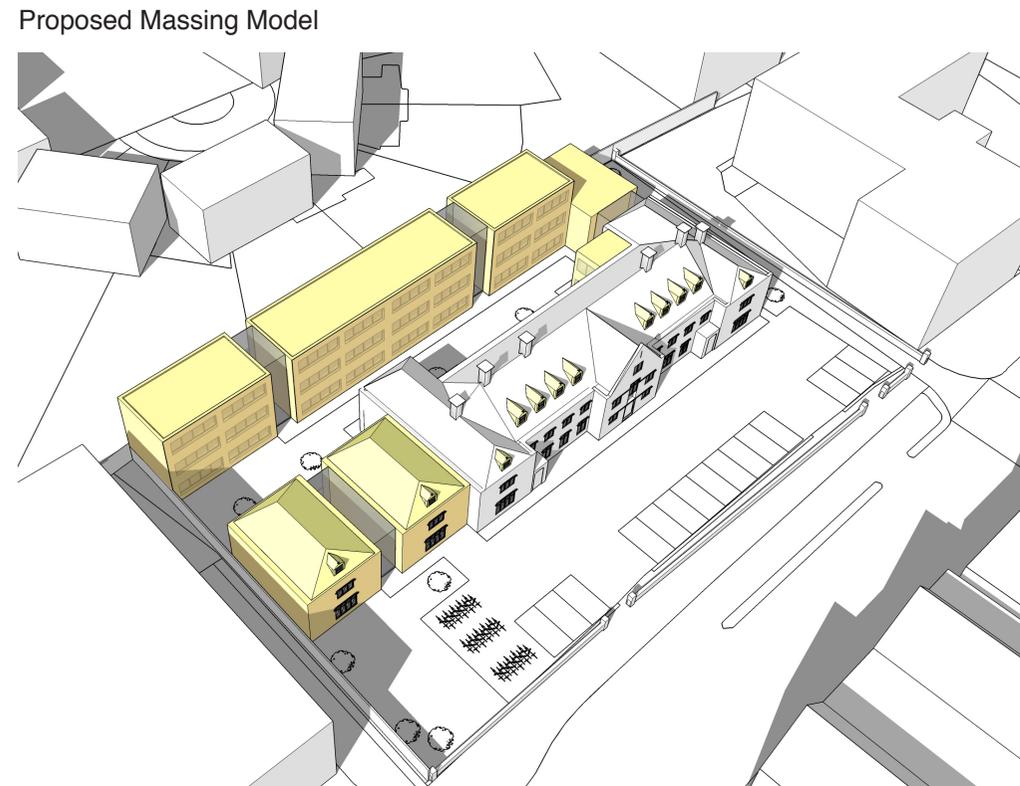
Dormers are proposed on the front elevation of the existing building and the western addition to allow light into the roof space units. Additionally larger dormers or rooflights will be necessary to the rear of these units.

The proposed extension on the front elevation is formed of two blocks joined with a glass link. The block adjacent to the existing building will blend seamlessly with the existing whilst the second will mirror the first but with a clear divide. Both blocks mirror the front elevation of the western wing of the existing ensuring a delicate, sensitive addition to the building frontage.

The proposed block to the rear has been designed as a counter point in terms of design however it utilises the same colour palette of sandstone and dark grey; the top storey of this block will be minimally visible from the road.



Existing Massing Model



Proposed Massing Model

4.6 GENERAL ARRANGEMENT PLANS

Proposed Ground Floor Plan

NIA = 965m<sup>2</sup>  
GIA = 1,059m<sup>2</sup>



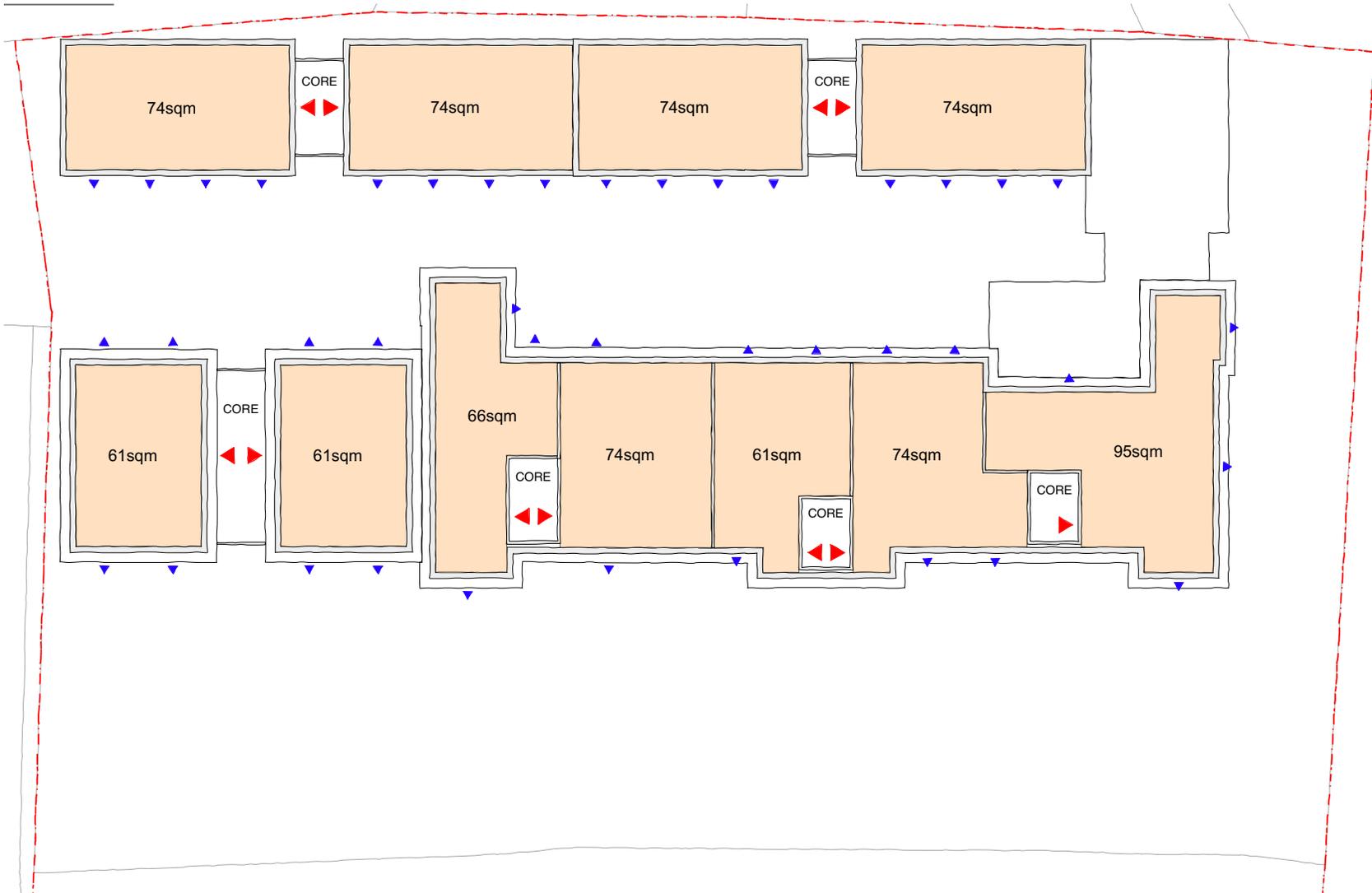
4.6 GENERAL ARRANGEMENT PLANS



Proposed First Floor Plan

NIA = 965m<sup>2</sup>  
GIA = 1,059m<sup>2</sup>

4.6 GENERAL ARRANGEMENT PLANS



Proposed Second Floor Plan

NIA = 788m<sup>2</sup>  
 GIA = 882m<sup>2</sup>

**AREA SCHEDULE**

Total GIA: 3,000m<sup>2</sup>  
 Total NIA: 2,718m<sup>2</sup>

Number of 3 beds: 27  
 Number of 2 beds: 10

Total Units: 37

### 4.7 SCALE

Dormers are proposed on the front elevation of the existing building and the western addition to allow light into the roof space units. Additionally larger dormers or rooflights will be necessary to the rear of these units. This will unlock the substantial underutilized attic spaces which exist within the main building with minimal alteration and impact. The dormers remain small and subservient, drawing light into the newly formed spaces whilst maintaining the rhythm of the building fenestration already established beneath

The proposed extension on the front elevation is formed of two blocks joined with a glass link. The block adjacent to the existing building will blend seamlessly with the existing whilst the second will mirror the first but with a clear divide. Both blocks mirror the front elevation of the western wing of the existing ensuring a delicate, sensitive addition to the building frontage.

Careful consideration has been taken to assess the significance of this sites heritage; below is the summarised outcome of the Heritage Assessment undertaken by JLL.

*“The site represents a significant opportunity to accommodate both internal and external adaptation where appropriately scaled and detailed. Redevelopment proposals could make best use of the currently underutilised site and building whilst preserving and enhancing its limited localised significance, ultimately securing its long-term use as part of The MoJ’s court consolidation programme.”*

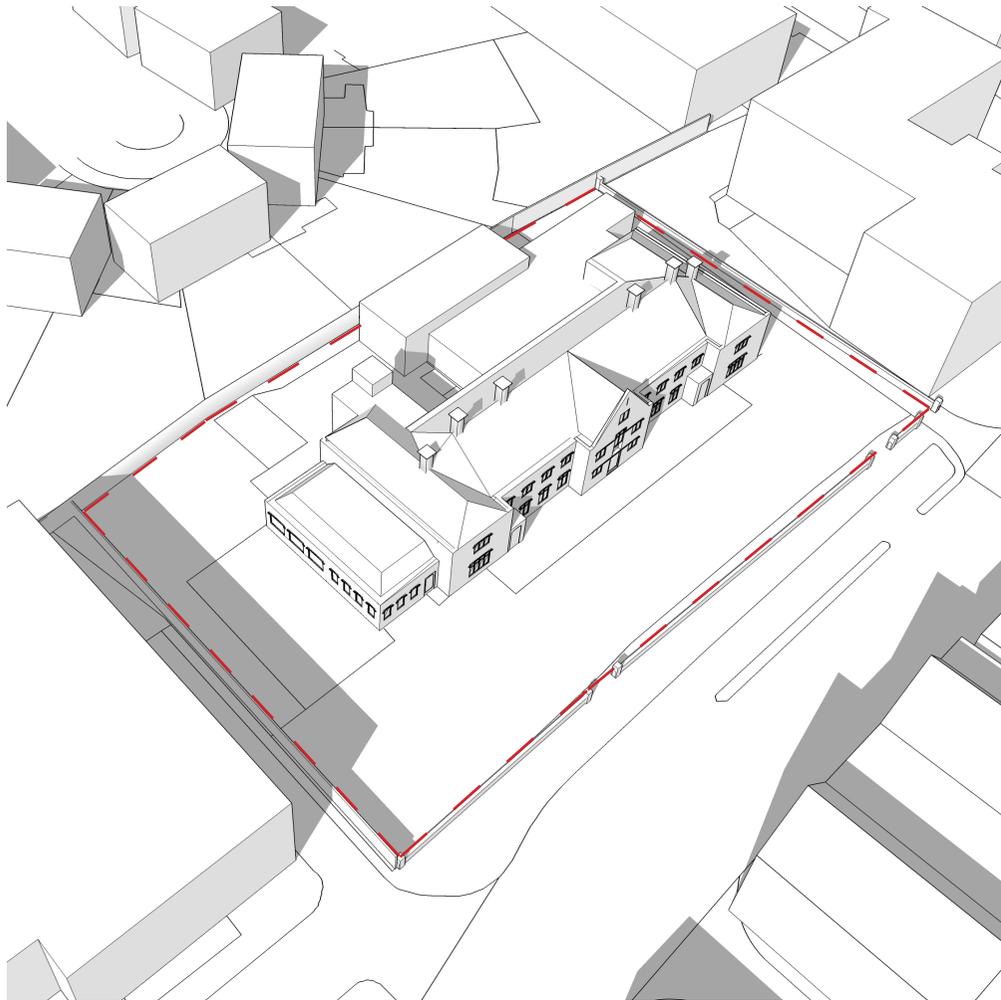


Sketch Elevation

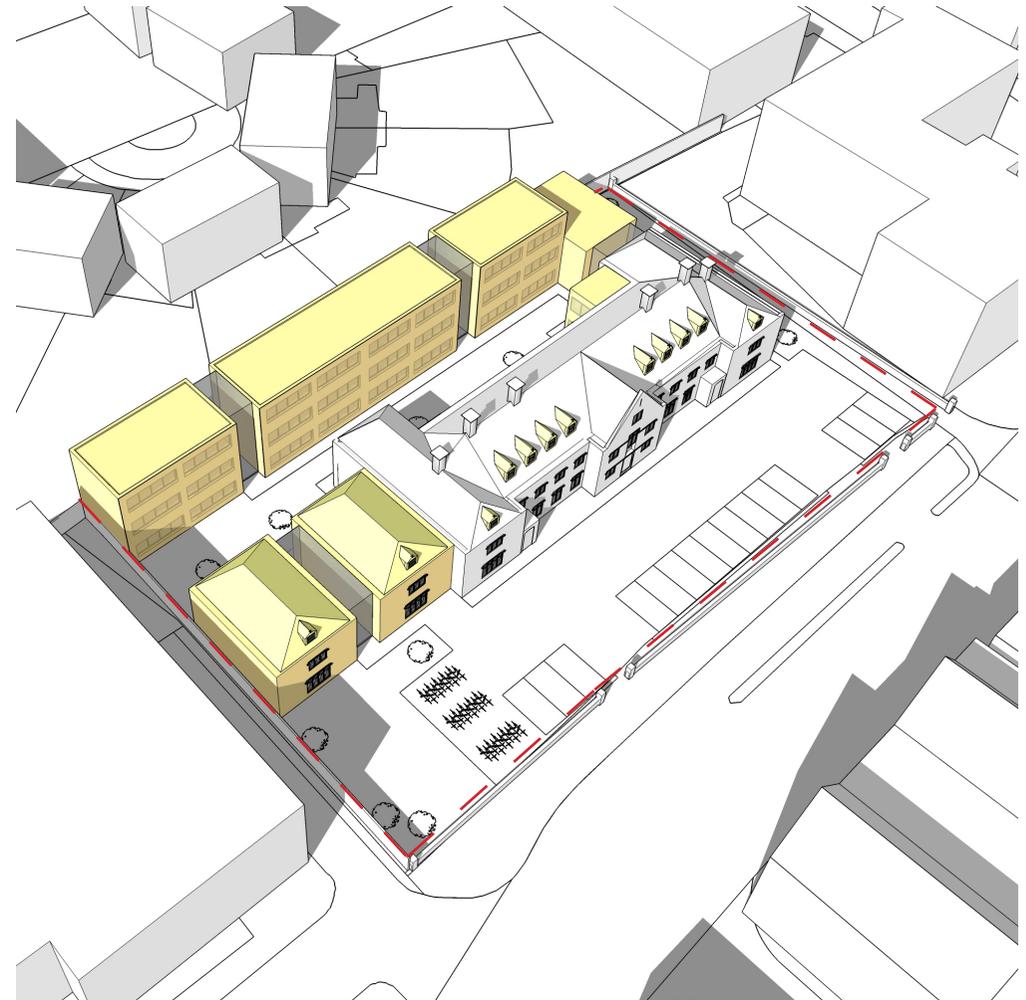
## 4. DESIGN

### 4.8 MASSING

The extension to the west of the existing building mirrors the massing of the adjacent wing but remains subservient to the existing building. The proposed extension to the rear is as tall as the existing building but is formed with a flat roof; the east end of this block is limited to two storeys to prevent any impact on the front elevation.



Existing Massing Model



Proposed Massing Model

## 5. DESIGN

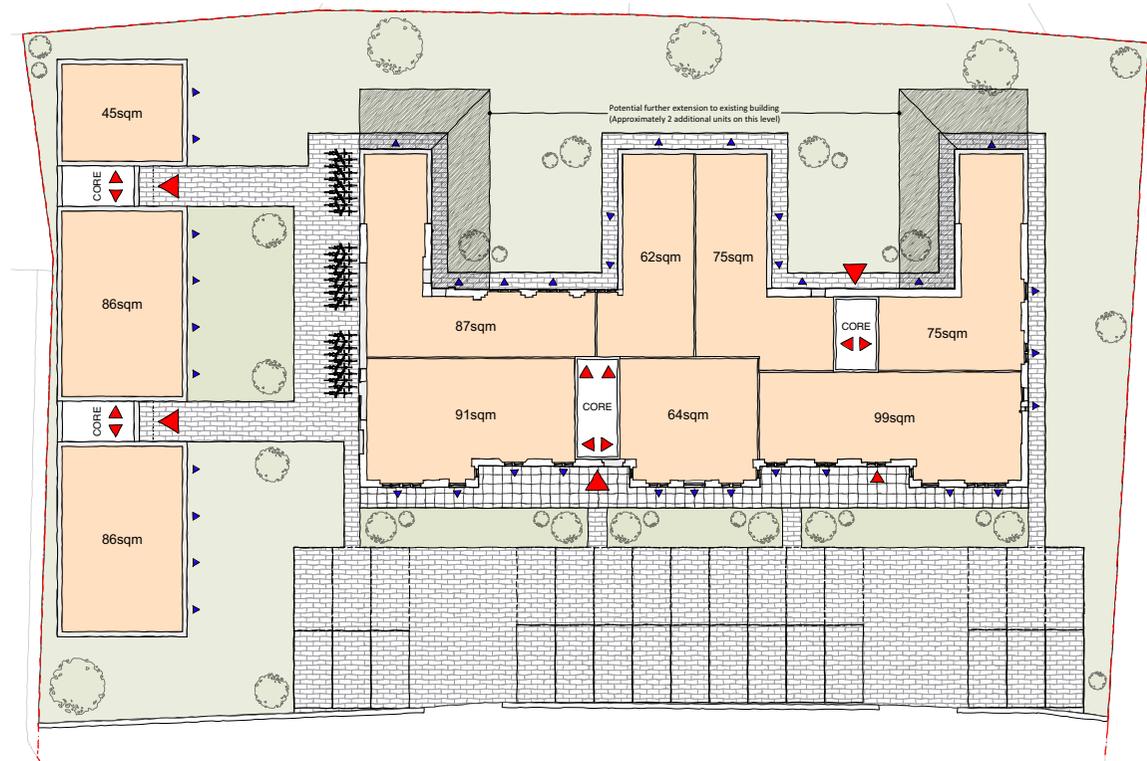
### 5.0 PROPOSED SCHEME - FACADE RETENTION & EXTENSION OPT 2

This proposal seeks to demolish all the later additions to the rear/ western side of the site and to create 1 new block plus additions to the rear.

The roof space will be opened up with roof lights for the units within and a 2.5 storey extension has been proposed on the western site boundary.

Facade retention with additional new blocks is proposed, which enables the delivery of **29 units and 109 habitable rooms, with an average of 3.7hr/unit.**

Parking will remain to the front of the building, with a covered bike store adjacent to this. Bin storage will be accommodated in the new courtyard to the rear. Although private amenity is not possible with facade retention, dependant on the levels of parking required, some communal amenity space should be possible to the front of the site as well as the proposed courtyard to the rear.



Key:

-  Entrance
-  Views Out
-  Site Boundary
-  Existing Building



Proposed Front Elevation



Proposed Elevation A

## 5. DESIGN

### 5.2 PRIVACY AND OVERLOOKING

All the proposed units have been designed to look into the courtyard formed to the rear of the existing building, to the east or towards the road at the front. This will prevent any privacy issues with the neighbouring housing to the north.

### 5.3 DAYLIGHT/ SUNLIGHT

The height and location of the new block will require a daylight/ sunlight report to confirm compliance with BRE guidelines.

### 5.4 AMENITY

No private amenity space is possible to the flats, however a large communal garden has been proposed by reducing the size of the car park and hard surfaces as well as a proposed courtyard to the rear of the existing building.

### 5.5 FENESTRATION

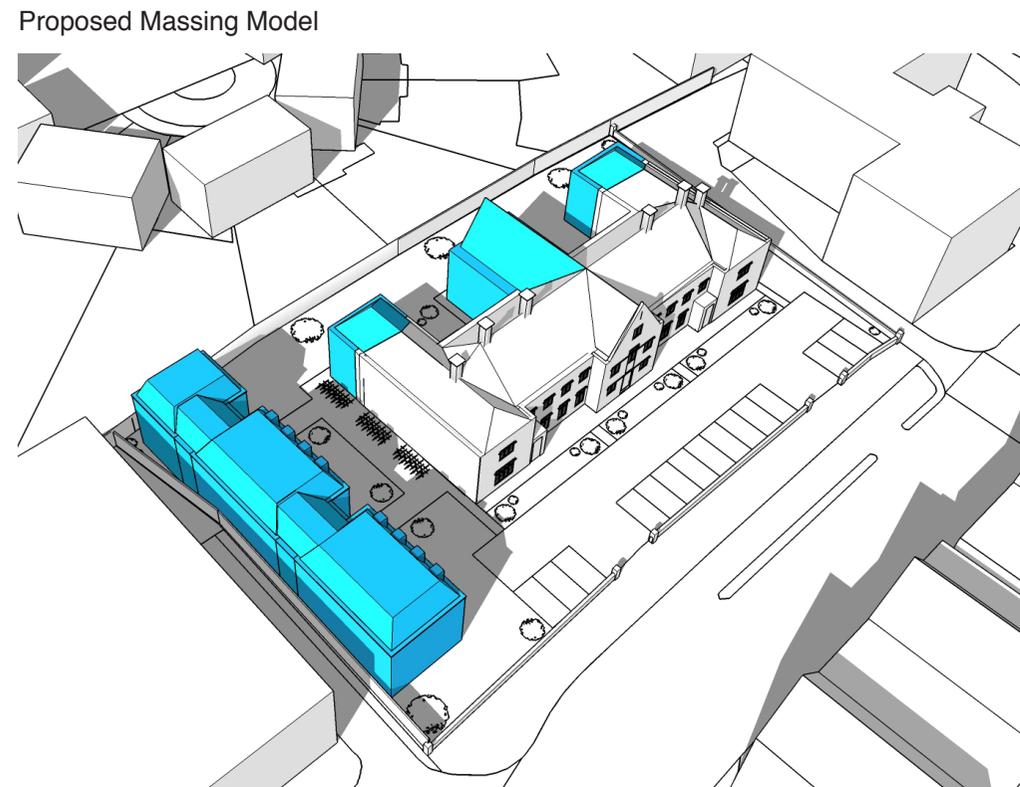
Only heritage rooflights have been proposed on the existing front elevation. Additionally larger dormers or rooflights will be necessary to the rear of these units.

The proposed extension to the rear elevation appears to draw out the length of the existing roofline to protect the existing appearance.

The proposed new build blocks to the western boundary are to be a subtle light brick with zinc mansards. The links containing circulation are formed of the same materials but reduced in size.



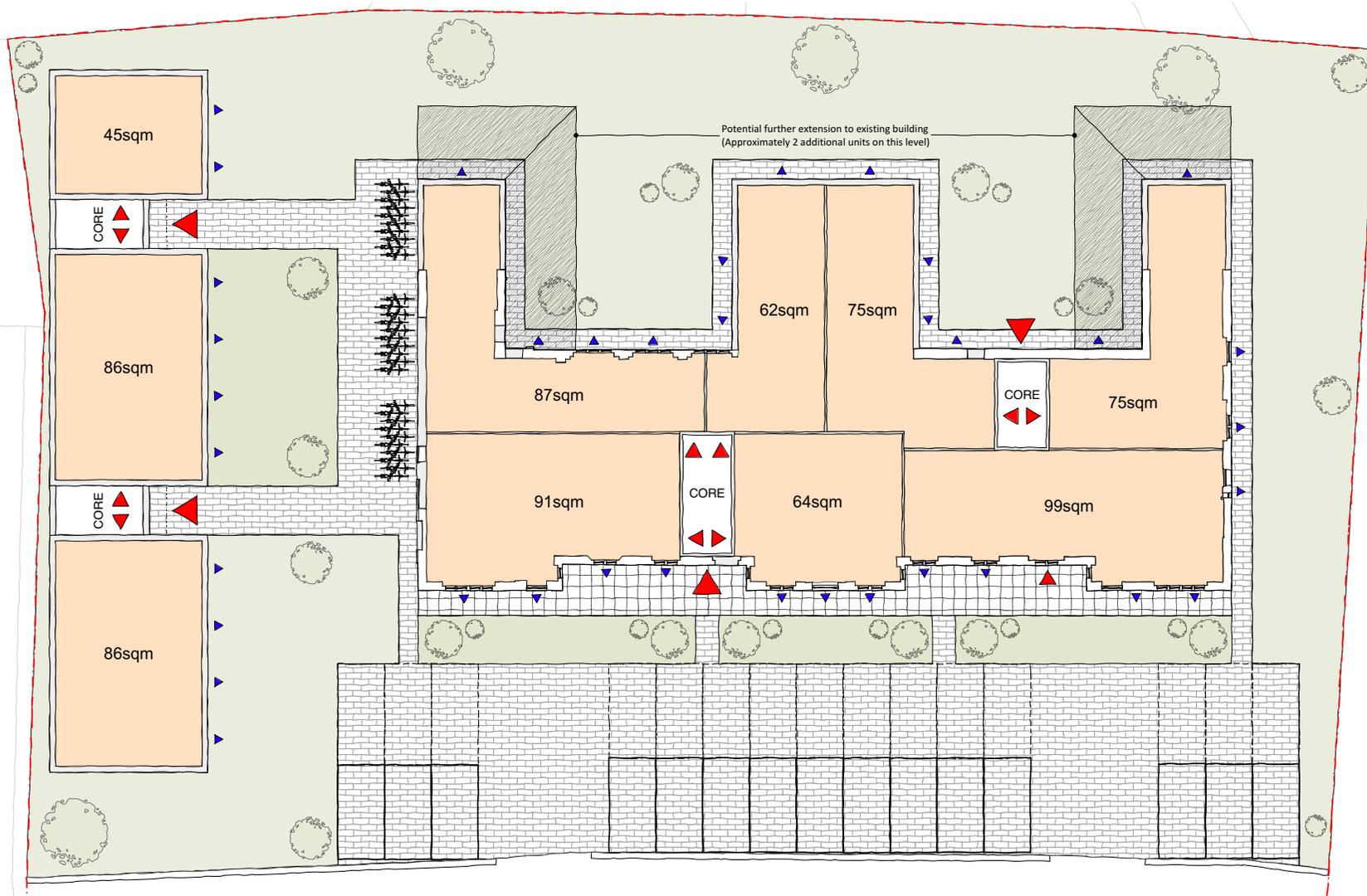
Existing Massing Model



Proposed Massing Model

5.6 GENERAL ARRANGEMENT PLANS

Proposed Ground Floor Plan

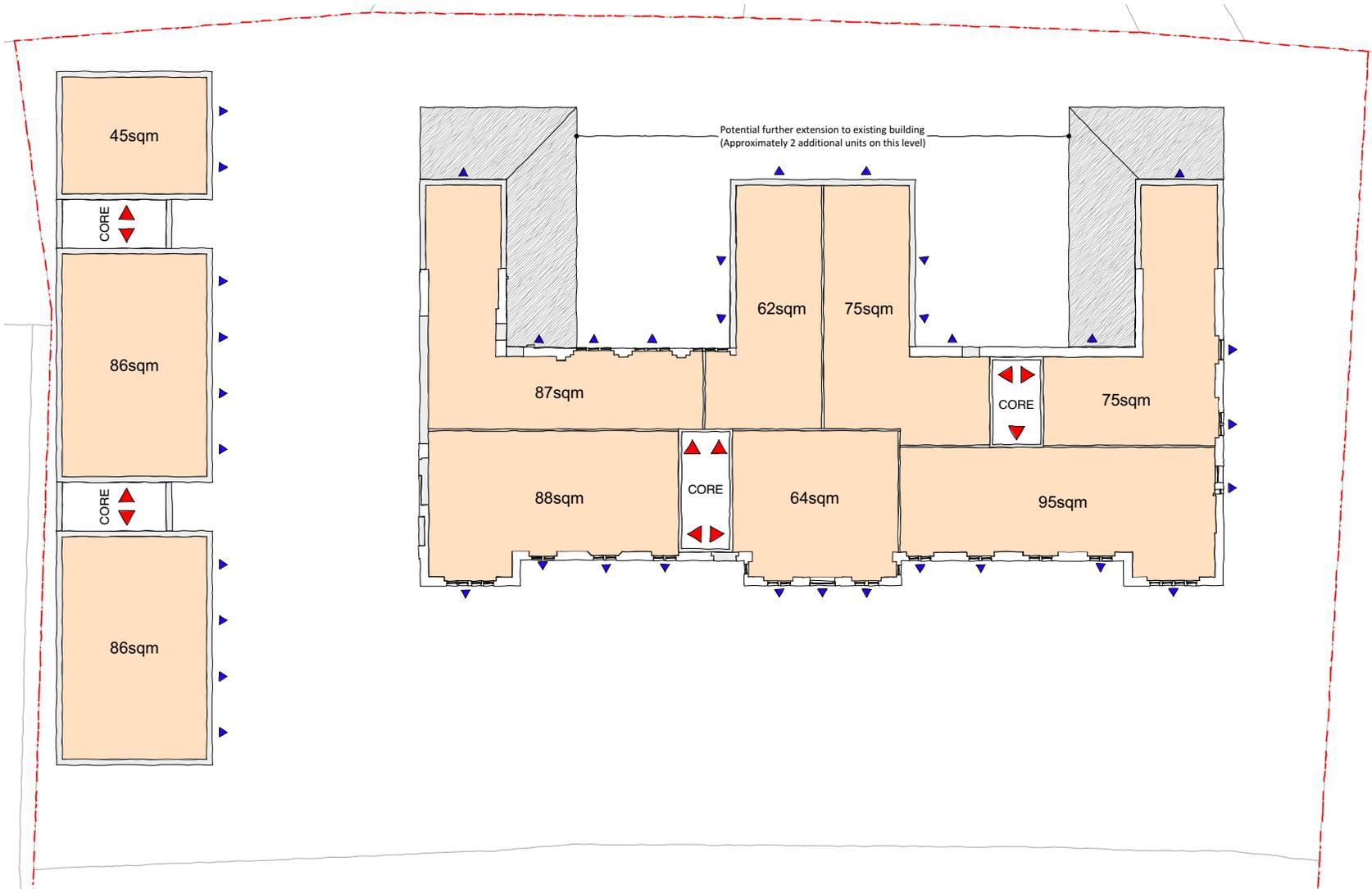


NIA = 770m<sup>2</sup>  
GIA = 817m<sup>2</sup>

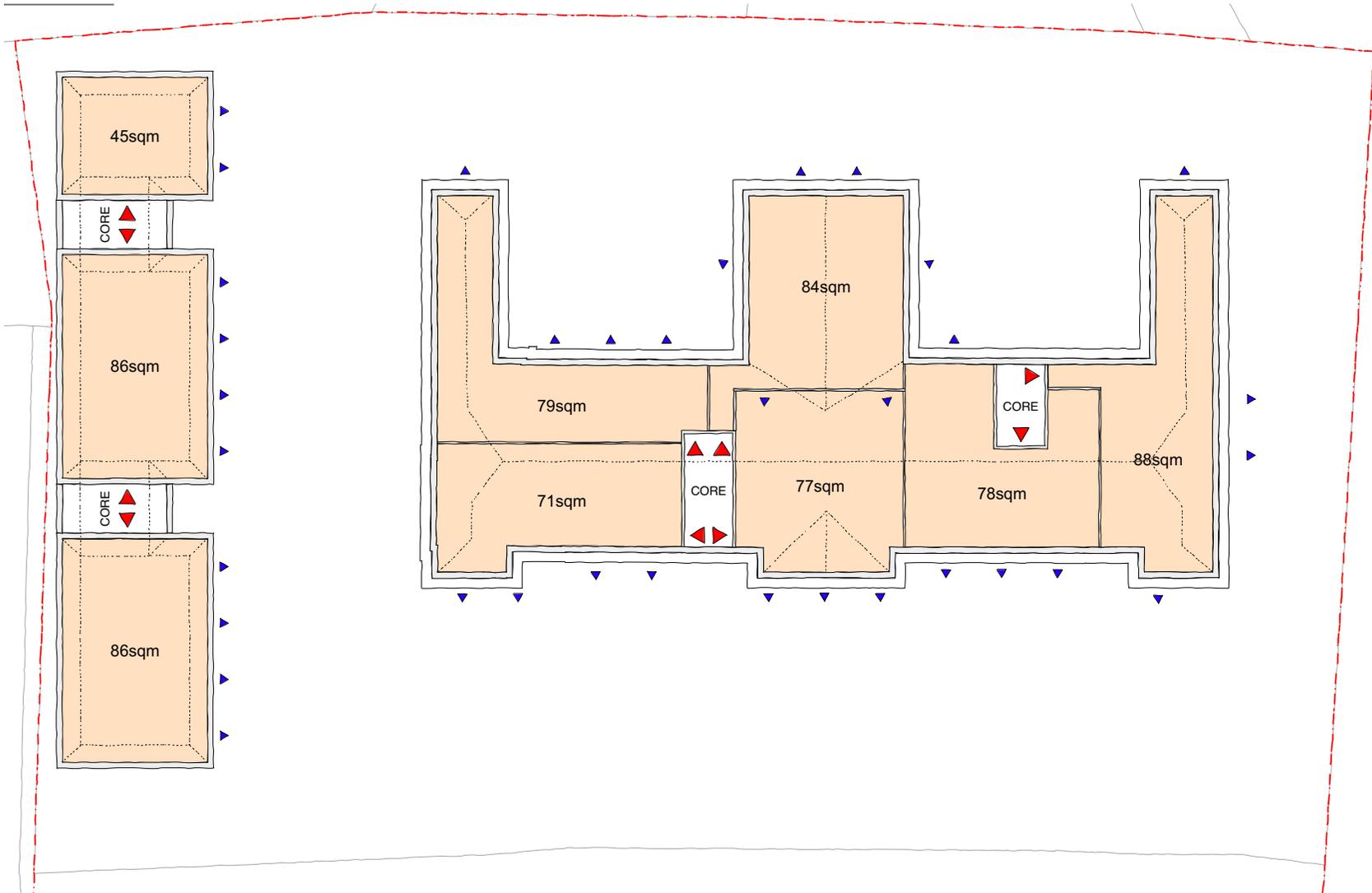
5.6 GENERAL ARRANGEMENT PLANS

Proposed First Floor Plan

NIA = 765m<sup>2</sup>  
GIA = 813m<sup>2</sup>



5.6 GENERAL ARRANGEMENT PLANS



Proposed Second Floor Plan

NIA = 696m<sup>2</sup>  
 GIA = 744m<sup>2</sup>

**AREA SCHEDULE**

Total NIA: 2,231m<sup>2</sup>  
 Total GIA: 2,374m<sup>2</sup>

Number of 1 beds: 3  
 Number of 2 beds: 4  
 Number of 3 beds: 19  
 Number of 4 beds: 3

Total Units: 29

### 5.7 SCALE

Roof lights are proposed on the front elevation of the existing building and the western addition to allow light into the roof space units. Additionally larger dormers or rooflights will be necessary to the rear of these units. This will unlock the substantial underutilized attic spaces which exist within the main building with minimal alteration and impact. The dormers remain small and subservient, drawing light into the newly formed spaces whilst maintaining the rhythm of the building fenestration already established beneath

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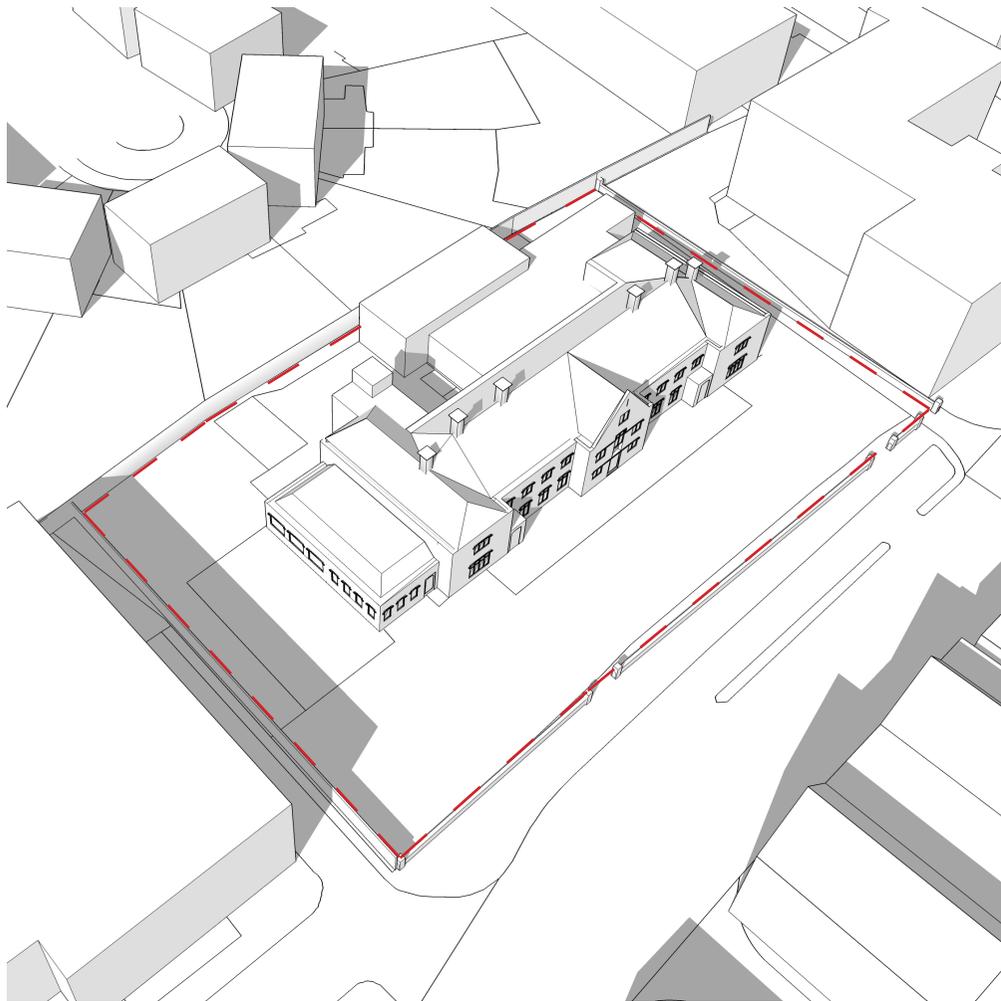


Sketch Elevation

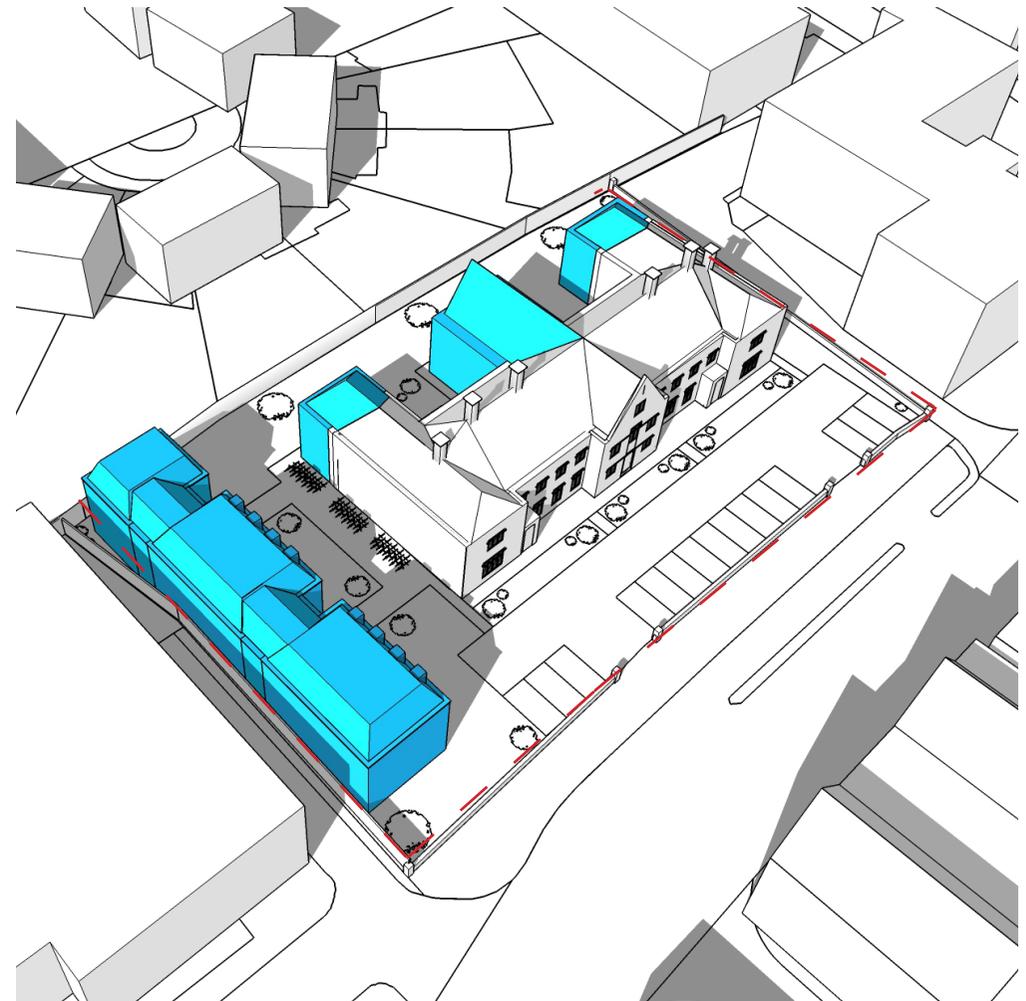
## 5. DESIGN

### 5.8 MASSING

The extension to the rear of the existing building mirrors the massing of the existing roofline. The proposed block to the west remains subservient to the existing building.



Existing Massing Model



Proposed Massing Model