

Planning Statement

Town and Country Planning Act 1990 (As Amended)

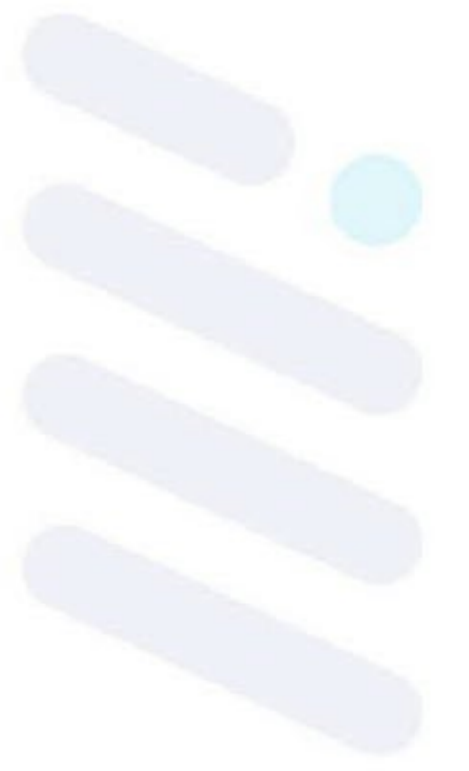
In respect of:
Demolition of existing dwelling and erection of a pair of
semi-detached dwellings

At:
11 Apsley Road, Oxford, Oxfordshire

On behalf of:
Mr Ken Pelton

September 2018





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1.0 Introduction

- 1.1. McLoughlin Planning has been appointed by Mr Ken Pelton to prepare and submit a full planning application for the demolition of an existing dwelling and the erection of 2 no. 5 bedroomed dwellings with basement level, off-road parking, bin and cycle storage and outdoor amenity space.
- 1.2. This statement sets out a comprehensive assessment of the development proposals and explores the relationship between material considerations and the policies of the development plan. It makes the clear and unequivocal case for why this proposal accords with national and local planning policy and should be granted permission.
- 1.3. With that in mind, this statement is structured as follows:
 - Section 2 – The site and its planning history
 - Section 3 – Planning policy context
 - Section 4 – Analysis of planning considerations
 - Section 5 – Summary and conclusions

2.0 The Site and Planning History

Site Context

- 2.1. 11 Apsley Road is located within the residential area of North Oxford to the west of Banbury Road. The area consists of mostly detached dwellings with some semi-detached dwellings with varying architectural styles.
- 2.2. The site currently comprises a detached 4 bedroomed dwelling situated within a large plot. The existing dwelling is two storey and constructed of red brick with render at first floor. The roof is constructed of tiles and is hipped with a gable element to the front. Vehicular access is off Apsley Road with parking to the front of the property.
- 2.3. The site is bound on both sides by existing residential properties and although there are some differences in footprints, these buildings are of a similar design and are constructed of similar materials. The properties along Apsley Road are generally set back from the road frontage and form an established building line with front gardens enclosed by boundary treatments.
- 2.4. The site has no historic or landscape designations and the building is not listed. The site is also not within an area at risk of flooding and there are no Tree Preservation Orders on the site.

Relevant Planning History

- 2.5. There is no relevant planning history attached to the site itself. However, of direct relevance to this application is the planning permissions at numbers 17 and 29 Apsley Road respectively set out below:

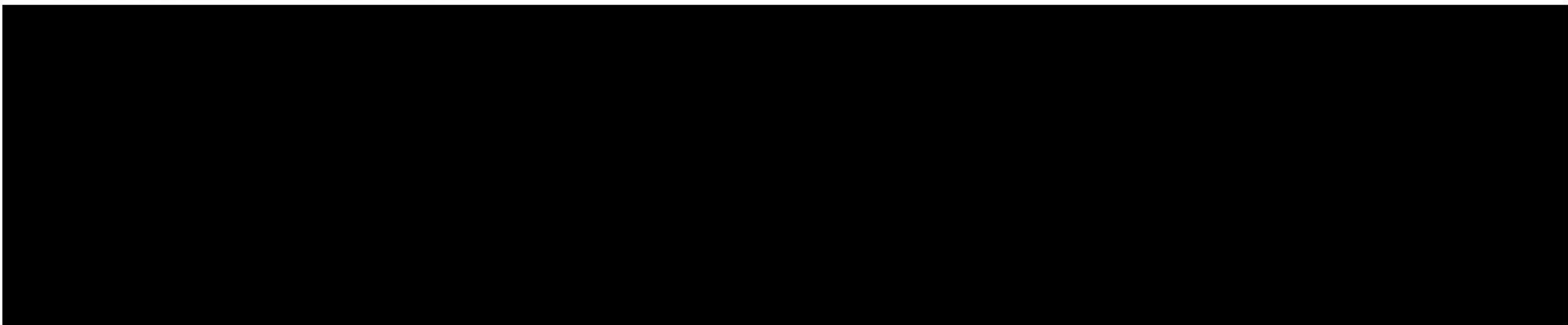
29 Apsley Road

- 2.6. In June 2016, permission was granted for the demolition of an existing house and the erection of 2 x 4 bed dwelling houses (Use Class C3). Provision of car parking spaces, private amenity space and bin storage (16/00809/FUL). A revised scheme has also been permitted in 2017 (ref: 17/01211/FUL)

17 Apsley Road

- 2.7. In January 2015, permission was granted for the demolition of the existing house. Erection of 2 x 4-bedroom dwellings (Use Class C3) (14/02833/FUL). Subsequently various amendments have been permitted

Pre-application advice

- 2.8. 



3.0 Planning Policy Context

- 3.1. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires planning applications to be determined in accordance with the development plan unless material considerations indicate otherwise. The development plan relevant to site currently comprises the Core Strategy 2026 (CS), the Oxford Local Plan 2011 -2016 (OLP), and the Sites and Housing Plan 2011 – 2026 (SHP).

Core Strategy 2026

- 3.2. The CS was adopted on the 14th March 2011 and is the principal document in the Local Plan for Oxford City Council. It provides an overall vision setting out how the city should evolve. It also provides the strategic objectives for the area and a strategy for the delivery of these objectives, setting out where, when and how development will be delivered. The policies contained within the CS, which are relevant to this application are as follows:
- 3.3. CS9 (Energy and Natural Resources) advises that all developments should seek to minimise their carbon emissions. Proposals for development are expected to demonstrate how sustainable design and construction methods will be incorporated. All development must optimise energy efficiency by minimising the use of energy through design, layout, orientation, landscaping and materials, and by utilising technologies that help achieve Zero Carbon Developments.
- 3.4. CS18 (Urban Design Townscape Character and the Historic Environment) advises that planning permission will only be granted for development that demonstrates high-quality urban design through responding appropriately to the site and its surroundings.
- 3.5. CS22 (Level of Housing Growth) advises that the provision of land will be made for an average annual completion rate of a minimum of 400 dwellings for the period 2006 – 2026, to achieve a total of at least 8,000 additional dwellings.

Sites and Housing Plan 2011- 2026

- 3.6. The SHP is part of Oxford's Local Plan which was adopted in February 2013. It allocates sites for development for housing, employment and other uses and sets out detailed planning policies for residential development. The policies contained within the SHP, which are relevant to this application are as follows:
- 3.7. Policy MP1 (Model Policy) sets out that when considering development proposals, the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework.
- 3.8. Policy HP9 (Design Character and Context) advises that development should respond to the overall character of the area and requires that the form, layout and density of

the scheme makes efficient use of the land whilst respecting the site context. It goes on to say that landscaping should be integrated into the development.

- 3.9. Policy HP11 (Low Carbon Homes) requires new development to be energy efficient where practicable.
- 3.10. Policy HP12 (Indoor Space) states that new dwellings should provide good quality living accommodation for the intended use and sets out the relevant criteria this would entail.
- 3.11. Policy HP13 (Outdoor Space) states that planning permission will only be granted for new dwellings that have direct and convenient access to an area of private open space. This is of particular relevance to houses of 2 or more bedrooms which must provide a private garden, of adequate size and proportions for the size of house proposed, for exclusive use by occupants of that house.
- 3.12. Policy HP14 (Privacy and Daylight) sets out that planning permission will only be granted for residential development that provides reasonable privacy and daylight for occupants of existing and new homes. Matters for consideration will be overlooking, access to daylight and sunlight and overshadowing.
- 3.13. Policy HP15 (Residential Cycle Parking) states that planning permission will only be granted for residential development that complies with the minimum cycle parking provisions.
- 3.14. Policy HP16 (Residential Car Parking) appropriate car parking should be provided for small infill developments outside of the central transport area. Development will be considered on its merits having regard to the character of the existing parking capacity and safety issues.

Oxford Local Plan 2001 – 2016

- 3.15. Some policies within the OLP 2001 – 2016 (adopted November 2005) have been superseded by the CS and SHP policies. The policies contained within the OLP, which were saved and carry some weight which are relevant to this application are set out below:
- 3.16. Policy CP1 requires a high standard of design. Suitable access arrangements should be in place and highway safety should not be compromised.
- 3.17. Policy CP6 advises that development should make best use of site capacity in a manner compatible with the surrounding area and context.
- 3.18. Policy CP8 reiterates that new development should be designed to relate to the context of the surrounding area.

3.19. Policy CP10 sets out that the functional need of development should be provided which would accommodate a practicable access priority for pedestrian use and cycling and provide private amenity areas and space for refuse and recycling facilities.

3.20. Policy TR3 sets out that planning permission will only be granted for development that provides an appropriate level of car parking spaces no greater than the maximum car-parking standards.

Summertown and St Margaret's Neighbourhood Plan

3.21. Apsley Road falls within the area allocated for the Summertown and St Margaret's Neighbourhood Plan, which is at an advanced stage with their plan having been submitted to the planning inspectorate earlier this year. The policies relevant to this application with the neighbourhood plan are set out below:

- HOS6 - Character Assessments
- HOS7 - Density, Building-design Standards, and Energy Efficiency

As set out these policies have not been through examination and whilst they are a material consideration, they can only be afforded limited weight at the present time.

Other material planning considerations

3.22. Other material considerations include relevant adopted Supplementary Planning Documents and Guidance, the National Planning Policy Framework (NPPF) and its associated Planning Practice Guidance (PPG).

3.23. The Framework requires local planning authorities to 'boost significantly the supply of housing' (paragraph 59) and requires planning decisions for housing to be considered in the context of the 'presumption in favour of sustainable development' (paragraph 12).

3.24. The Framework at paragraph 122 sets out that planning policies and decisions should support development that makes efficient use of land, taking into account:

- a) the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it;
- b) local market conditions and viability;
- c) the availability and capacity of infrastructure and services - both existing and proposed - as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use;
- d) the desirability of maintaining an area's prevailing character and setting (including residential gardens), or of promoting regeneration and change; and
- e) the importance of securing well-designed, attractive and healthy places.

- 3.25. Section 12 of the Framework requires good design. Paragraph 127 states that decisions should ensure that developments function well and add to the overall quality of the area; are visually attractive as a result of good architecture and layout; and are sympathetic to local character and history, including the surrounding built environment and landscape setting. Section (f) of paragraph 127 also requires development to create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users, and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.
- 3.26. Furthermore, in section 11 of the Framework paragraph 123 sets out that local planning authorities should support applications which make efficient use of land. In this context, when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards).

4.0 Analysis of Planning Considerations

Principle of Development

- 4.1. There is a need to provide new housing within Oxford in order to meet targets outlined in CS Policy CS22. The site is previously developed land within the built area of North Oxford. In this case one dwelling would be replaced with two dwellings. The policy would therefore comply with the guidance contained within the CS Policy CS2, OLP policy CP6 and guidance contained within section 2 of the NPPF which all support the efficient use of previously developed land which is in keeping with the character and context of the surrounding area.
- 4.2. The site is in a highly sustainable location with excellent accessibility to a range of facilities and services and sustainable transport modes other than the use of the private motor car, which accords with the guidance contained within section 9 of the Framework and Policy CS13 of the CS.

Design

- 4.3. There are two examples of similar developments along Apsley Road, namely those at numbers 17 and 29 Apsley Road respectively. Both of these properties received planning permission and have now subsequently been implemented. The replacement proposed here would be similar in size and scale to those previously permitted. The scheme has been designed to ensure the scale and massing of the proposed development would not cause a detrimental impact within the streetscene or result in an adverse impact on the surrounding area.
- 4.4. Whilst there are only a limited number of semi-detached properties along Apsley Road, the development seeks to widen the range of housing whilst maintaining similar characteristics and layout of the existing patterns of development within the area. The properties would be set back, retaining the same building line and gaps between dwellings as the neighbouring properties and would have provision of off-street parking to the front with private amenity spaces to the rear.
- 4.5. The design of the dwellings would be similar to those along Apsley Road in terms of materials, form and detail. The proposal aims to draw its design from the most common elements of the neighbouring properties such as bays and gables and use of materials which are characteristic of the area, such as red brick, render and decorative timber to the gable ends fronting the street. The siting of the building has been given careful consideration in order to respect the existing rhythm and character of the street scene.

4.6.



4.7. The proposed dwellings would be of a similar height and width to the existing dwelling and as such the building would not form an incongruous addition within the streetscene or look out of keeping within the surrounding area.

4.8. To the rear the built form lowers to a single storey element, which is partially set down into the site. Setting it down further reduces impact on neighbouring properties but also makes the floor space at full basement level more accessible and useful to occupants of the house.

4.9. The basement level provides additional living accommodation and would be accessed via an internal staircase to the rear of the property. A small staircase to the front of the house provides an emergency escape.

4.10. The three-storey element to the rear would only extend just beyond the rear wall of the existing dwellings either side of the property. Notwithstanding this, careful consideration has been given to ensure that property respects the impact on neighbouring living conditions. The building has been set in off both boundaries and as the drawings demonstrate the proposal would not result in a loss of light or have an overbearing impact on neighbouring property.

4.11. The neighbouring properties both have windows in the side elevations. These either relate to a small window for a bathroom (9 Apsley Road) or secondary windows that serve a bedroom and study (9 Apsley Road) and a family room (11 Apsley Road). In all cases, the habitable rooms are dual aspect and benefit from large windows to the front that allow sufficient light into these spaces. Furthermore, the windows are positioned as such that already look out onto the existing property. The proposal would therefore not exacerbate the existing relationship between these properties.

4.12. In addition, both the neighbouring properties have benefitted from single storey rear extensions similar to the single storey rear features proposed on the two new dwellings. The neighbouring single storey additions also benefit from roof lanterns and given their relationship with the proposed dwellings would not result in a loss of light to these primary habitable spaces.

4.13. In terms of overlooking, the windows proposed in the side elevations of the upper floors of the proposed dwellings would serve a stairwell or are at a level that would not afford overlooking. Nevertheless, whilst these relate to a transient space, it proposed

that the side window on the second floor would be obscure glazed and non-opening to maintain neighbouring living conditions in terms of overlooking.

- 4.14. The limited impact on neighbouring property is further demonstrated on the submitted plans, which show that the siting and design of the dwellings in relation to neighbouring property would also meet the advice contained in the Building Research Establishment (BRE) publication (IP 23/12 - Site Layout Planning for Daylight) and confirm that adequate daylight would be provided to all existing habitable rooms of neighbouring property.
- 4.15. Taking the above into account, it is considered that the scale, layout and design of the proposed development would be appropriate in the context of the site and surrounding development in accordance with OLP policies CP1, CP6 and CP8, Policy HP9, HP12 and HP13 of the SHP and the design guidance contained within section 12 of the Framework.
- 4.16. Under policy HP13 of the SHP there is a requirement for outdoor amenity spaces of two or more bedroomed properties to provide an adequately sized garden proportionate to the size of the dwelling proposed. In accordance with this policy each dwellinghouse would provide a rear garden which would be well enclosed and not unduly overlooked, usable and directly accessible from the dwellings. The garden of the existing dwelling would be split into two and the size and space provided is considered to be of an appropriate size proportionate to the size of the dwelling houses to cater for the needs of future occupiers, as such the policy requirements set out within policy HP13 have been met.

Parking and access

- 4.17. The proposal will provide off street parking to the front of each property. This provision is considered adequate given the location of the dwellings and the easy accessibility to public transport networks.
- 4.18. The adopted parking standards by Oxfordshire County Council (adopted in July 2011) sets out that the standard parking bays should be a minimum of 2.5m by 5m. Both parking bays provided for the two dwellings meet the criteria set out above. Given that the relatively quiet nature of Apsley Road it not considered reasonable to require vehicles to enter and exit the site in forward gear. The proposal is therefore considered to meet the standards required and would accord with the OLP policies TR3 and HP16 of the SHP.

Landscaping

- 4.19. There are no protected trees or trees of high amenity value on the site. However, notwithstanding this, the trees to the rear of the site are proposed to be retained as part of the development. Some ornamental shrub planting will be removed to the front

of the site; however these have little amenity value and planting is proposed to help integrate the new development within the streetscene. As such the proposal is considered to accord with policy CP11 and NE15 of the OLP and policy HP9 of the SHP.

Energy efficiency

- 4.20. Policy HP11 of the SHP encourages where possible new residential developments to use renewable energy sources. The new dwellings will be built to a high efficiency standard in terms of their insulation, double glazing and heating systems compliant with the requirements set out within this policy.

Bin and cycle storage

- 4.21. The dwellings would provide separate bin storage areas including space for recycling facilities to the front of the site to allow easy access for Kerbside collections. The detailed design of the facilities can be conditioned if the details are required. The proposal therefore fully complies with the requirements set out with policy HP13 of the SHP and CP10 of the OLP.
- 4.22. Separate secured cycle stores are also proposed as part of the scheme in accordance with the provisions required as set out within SHP policy HP15. The cycle stores would be positioned out of view in a safe and secure environment to seek to reduce the opportunity for crime.

5.0 Summary and Conclusions

- 5.1. The purpose of this statement has been to set out the comprehensive planning case for granting planning permission for the demolition of a single dwelling and the erection of two dwellings at 11 Apsley Road, Oxford. In demonstrating the acceptability of the proposed development, this statement puts forward an analysis of planning policy, setting out how the proposals should be considered against the policies set out in the development plan.
- 5.2. The proposal details a sensible and well-mannered scheme that would result in a design that respects the character and pattern of development within the area.
- 5.3. The application has demonstrated that the proposals will not result in an adverse impact on the living conditions of both neighbouring property and future occupiers of the dwellinghouses in terms of light and outlook. It also provides adequate living accommodation that will not result in a cramped form of development on the site.
- 5.4. In light of the above, it is considered that the proposal accords with the development plan.



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