

DESIGN STATEMENT

FOR

PROPOSED CHANGE OF USE OF DWELLING TO CLASS C4 (HMO)

64 AMBLESIDE DRIVE
OXFORD
OXON. OX3 0AH



STATEMENT PREPARED BY:

NT:architect

DATE PREPARED: MAR 21

REV:

INTRODUCTION

SITE ADDRESS
64 Ambleside Drive
Oxford
Oxon. OX3 0AH

APPLICANT:
RMA Investments Ltd

AGENT:
Nick Turner Architect
c/o: 14 Brasenose Villas
The Green
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Oxon. OX7 5DJ

INTRODUCTION:

This Design & Access Statement accompanies an application for the change of use of the dwelling (Class C3) to a Class C4 (HMO) use. This statement has been written to comply with the requirements of Article 4C of the Town & Country Planning Act (2005). The key objective of this proposal is to obtain planning permission for the proposals.

PLANNING HISTORY:

20/03256/FUL: side and rear extension to create 1 x 2 bed dwelling; withdrawn.

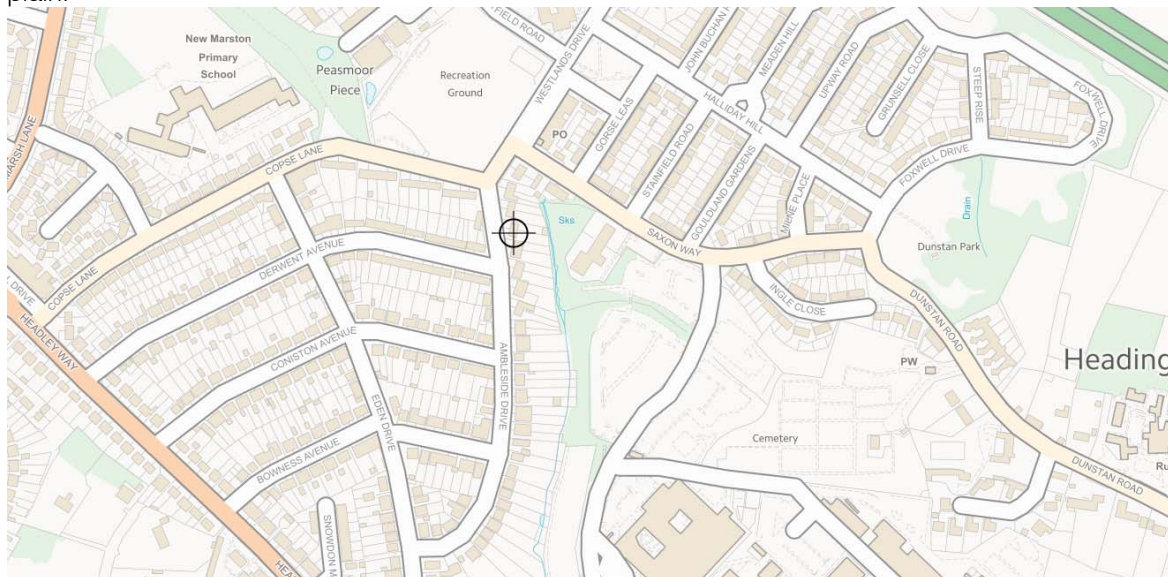
PLANNING POLICY:

The application has had due regard to the adopted Oxford City Council Local Plan, as well as the relevant SPD that have been subsequently adopted and Design Guide information.

The site is not located within a Conservation Area. The building is not a Listed Building nor is it close to or impact upon any adjacent Listed Buildings.

FLOOD RISK:

A preliminary check online with the Environment Agency notes that the site is not located within a flood plain.



EXISTING USE

LOCAL CONTEXT:

The application site is located on Ambleside Drive, a secondary road in the residential area of Headington. The area is located within a residential area and within easy access of Headley Way and Marston Road, main thoroughfares into and around Oxford City Centre. The site itself is located mid way along the highway and to the east of the street. The properties along this section back onto the grounds of the John Radcliffe Hospital. Ambleside Drive runs approximately north – south.

The predominant character of the street is made up of blocks of semi detached dwellings to both sides of the street, although the western side is more broken up by a number of junctions of roads leading to Headley Way (and known as The Lakes). The road is a relatively quiet suburban two lane highway. The architectural style locally is typical post war estate housing and has architectural detailing reflecting that style, with gable end roofs and with minimal architectural styling. The houses are generally semi-detached, some of the properties having additional side gardens. The houses also have attached outbuildings set back and to the side of the original houses.

The street has an open feel, with properties set back from the main road and benefitting from only a few smaller mature trees and low level hedges. The houses step as the road bends, ensuring a regular distance of houses to highway. Opposite No. 64 is a row of garages.

No. 64 forms the southern half of a semi detached block and benefits from an increased width side garden to the plot. The house is a two bedroom dwelling that currently has off street car parking provision to the side garden. The dwelling has a small single storey outbuilding attached to the southern side. Otherwise the property has not been extended or altered from its original. The front garden has a small planted area. At first floor level the bedroom accommodation sits front to back; at ground floor level the main living accommodation sits to the front (west) with the Lounge facing front and the dining and kitchen spaces to the rear.

The house is in a plain style reminiscent of the era it was constructed. It has a front entrance door and plain styling. The roof is concrete interlocking pantile and includes a gable end.

The front boundaries consist of a 450mm high brick wall with a hedge to 1 metre; the rear boundaries consist of 1.8 metre high close boarded timber fencing.

PROPOSED DESIGN & JUSTIFICATION:

PROPOSALS:

The current proposals are for the change of use of the existing dwelling and outbuilding to create a Class C4 (HMO) for four persons. These will now be discussed in more detail.

JUSTIFICATION:

The property provides high quality living accommodation in a residential area of the city and is in a highly sustainable location, being close to shops and major employment areas including the J.R. Hospital. The proposals involve creating 1 x double bedroom and 2 x single bedrooms within the house, together with the shared communal spaces including shared sanitary facilities and open kitchen and living spaces. The individual rooms will provide generous accommodation for the occupants in excess of the HMO standards. Similarly, the shared spaces are well catered for. The house already has infrastructure installed allowing the change of use to occur seamlessly and with minimal enabling works.

The proposal is for a Class C4 (HMO) use for four persons. The property is located in an area that does not have a high number of similar HMO uses as has been demonstrated on the drawing included. Within a 100 metre zone of the property there are 5 other HMO Licences in a total number of 37 properties. This equates to 13.5% of the properties. Allowing for the inclusion of this property will ensure that the allowance still equates to (6/37) or 16.2%, which is well below the recommended density under local planning policies. Therefore the proposed change of use is considered acceptable.

Overall, the aim of the application is to create a mix of accommodation in accordance with the OCC design guidelines and policies and in response to other examples locally. The use of the dwelling and outbuilding meets the current needs for such housing and does not impact adversely in terms of density in accordance with Planning policies.

ACCESS:

INTERNAL ACCESS: Generally, the dwelling is accessed via the main entrance. There is a stepped approach and the scheme has been designed with internal layouts to ensure that any corridors and stairs comply with regulations. The large open plan living areas with kitchen/dining and lounge is in response to modern family requirements and at the same time maximize the accessibility of the property for all users.

EXTERNAL ACCESS: Ground levels immediately adjacent to the main entrances to the development is to be stepped to provide a level access in compliance with the regulations. Access into the scheme includes a suitable path wide enough for wheelchair access.

PARKING: The dwelling is located in a CPZ (The Lakes) and currently provides no off street car parking. This will remain for the current proposals. However, the property is in a highly sustainable location, close to public transport routes in and around Oxford. In addition, the property will provide 4 bicycle stands, to suit the number of occupants, which are to be located within the existing adjoining store and thus being secure and covered.

The site also provides suitable covered bin and cycle storage to the side of the property and sized suitably for the size of properties.

MATERIALS & APPEARANCE:

MATERIALS: The building is not to be altered in any way and therefore all materials remain as existing. These include:

WALLS: facing brickwork colour: red

ROOF: plain concrete pantiles colour: red/brown

WINDOWS: upvc double glazed side hung casements. Frame colour: white.

DOORS: upvc composite single panelled door with upper glazed units colour: white

RAINWATER GOODS: gutter and fascia detailing are to be upvc half round profile colour black.

SUNLIGHT AND NOISE ASSESSMENT:

SUNLIGHT ASSESSMENT: The development involves no additional works and therefore does not impact adversely upon neighbours with regard to sunlight or overshadowing.

NOISE ASSESSMENT: The proposals would not create any adverse issues regarding noise as the proposed use is the same as adjacent.

LANDSCAPING DESIGN:

The site retains a suitable amount of shared private rear garden space for all occupants.

Boundary treatments are to remain as existing, where appropriate.

ENVIRONMENTAL CONSIDERATIONS:

CONSTRUCTION: The property is subject to the current standards required under building regulations.

REFUSE / RECYCLING MATTERS: Within the curtilage of the proposed dwellings provision is made for the outside storage of refuse and recycling containers which can then be moved to the highway for collection. It is proposed that the bins will be generally stored to the front of the site for ease of access generally and then would be moved adjacent to the highway on collection days. The bins are shared and have been sized accordingly.

FOUL DRAINAGE ASSESSMENT: The proposed dwellings will connect into the existing foul drainage system, which is located within the curtilage of the site and the applicants have therefore not submitted any further details with this application.

LAND CONTAMINATION ASSESSMENT: There is no known contamination on site and this application is not a major development application and therefore a contamination assessment is not being submitted.

CONCLUSION:

It is considered that the proposals are in keeping with the Government NPPF and current local planning policies and design guidelines in meeting the current needs to provide suitable housing in good sustainable locations.

On the basis of the above design it is believed that planning permission should be granted.

Nick Turner RIBA
Architect