



Section 55 Town and Country Planning Act

Design and Access Statement

55 Stanway Road, Oxford, OX3 8HY

Conversion of a 4-bedroom Dwellinghouse (Class C3) to a 5-bedroom HMO (Class C4)
by internal configuration and provision of bin and bike storage



Site Information

Consultant	Francelita Balbido
Checked by	Jonathan McDermott
Client	Chloe Waller
Site Address	55 Stanway Road, Oxford, OX3 8HY
LA	Oxford City Council
Description of Development	Conversion of a 4-bedroom dwellinghouse (Class C3) to a 5-bedroom HMO (Class C4) by internal configuration.
Pathway (PD/Application/Appeal)	Planning Application

Constraints Review

Flood Risk Zone	1
Contaminated Land	No
Tree Preservation Order	No
Heritage Assets	No
Noise Abatement Areas	No
Explosive Hazard Areas	No
Area of Outstanding Natural Beauty	No
Special Protection Area	No
Site of Special Scientific Interest	No
RAMSAR Convention Site	No
Site of Importance to Nature Conservation	No
Article 4(2) Directions	No



Local Policy Requirements

Local Plan/Core Strategy

Oxford Local Plan 2036 (adopted 8 June 2020)

Effective Policies in Development Control

Policy H6: House in Multiple Occupation (HMO)
Policy H15: Internal Space Standards
Policy RE2: Efficient Use of Land
Policy RE7: Managing the Impact of Development
Policy DH1: High-Quality Design and Placemaking
Policy M1 : Prioritising Walking, Cycling and Public Transport
Policy M2 : Assessing and Managing Development
Policy M3 : Motor Vehicle Parking
Policy M5 : Bicycle Parking

SPG/SPD's

Planning History

Relevant History

23/00932/FUL - APPROVED - Erection of a two storey side extension to create 1 x 2 bed dwelling (Use Class C3). Provision of car parking, bin and cycle stores and air source heat pump. (Amended drawings) (Amended description) (Amended documents)

22/02656/FUL - Refused Erection of two-storey side extension

19/00472/FUL Approved Demolition of existing outbuilding and garage. Erection of a two storey side extension to create a 1 x 2 bed dwelling (Use Class C3). Removal of 2no. side windows to existing dwelling. Provision of car parking, bin and cycle storage. (Amended drawings)

Report Date

22 November 2023



1. Introduction

1.1. The application site relates to a two-storey semi-detached single-family house (C3). The site is located at the intersection of Stanway Road and Downside Road in Oxford.

1.2. The property is currently a 4-bedroom dwellinghouse and the owner would like to convert it to a 5-bedroom/5-person HMO by internal configuration.

1.3. The Town Planning Expert is the agent for this application.

About Town Planning Expert

1.4. Town Planning Expert is a general needs planning consultancy formed in 2012 and practising as a Chartered Planning Practice. Town Planning Expert is instructed to submit a planning application for development as set out below.

Our VICTORY © Framework

1.5. Our VICTORY Framework applies a policy, plan lead, approach to development with the intent of gaining planning permission in a manner that complies with National and Local Planning Policy in accordance with S38 of the Planning and Compulsory Purchase Act 2004.

The Development Proposed

1.6. Planning permission is sought for the change of use of a 4-bedroom dwellinghouse (Class C3) to a 5-bedroom/5-person HMO (Class C4) by internal configuration and provision of bin and bike storage.



Executive Summary

1.7. This application document is prepared for the change of use of a 4-bedroom dwellinghouse (Class C3) to a 5-bedroom/5-person HMO (Class C4) by internal configuration and provision of bin and bike storage. The proposal is prepared in accordance with the related national and local policies and the applicant is willing to cooperate with the local planning authority to make this development contribute to meeting the objectives of the government in providing appropriate housing and accommodations.

2. National and Local Development Frameworks.

National Planning Policy Framework

2.1. The Ministry of Housing, Communities and Local Government published the revised National Planning Policy Framework on 24 July 2018. This was the first revision of the National Planning Policy Framework since 2012. It implemented around 85 reforms announced previously through the Housing white paper, the planning for the right homes in the right places consultation and the draft revised National Planning Policy Framework consultation. Following a technical consultation on updates to national planning policy, we have made very minor changes to the text and published an updated Framework in 2023. The National Planning Policy Framework is a vital tool in ensuring that we get planning for the right homes built in the right places of the right quality at the same time as protecting our environment.

2.2. The current local development framework post dates the 2006 relevance date within the NPPF and together with the NPPF provides the most current planning policy for Oxford City Council. The relevant sections of the NPPF are set out below:

Introduction

2. Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. The National Planning Policy Framework must be taken into account in

preparing the development plan, and is a material consideration in planning decisions. Planning policies and decisions must also reflect relevant international obligations and statutory requirements.

3. The Framework should be read as a whole (including its footnotes and annexes). General references to planning policies in the Framework should be applied in a way that is appropriate to the type of plan being produced, taking into account policy on plan-making in chapter 3.

4. The Framework should be read in conjunction with the Government's planning policy for traveller sites, and its planning policy for waste. When preparing plans or making decisions on applications for these types of development, regard should also be had to the policies in this Framework, where relevant.

5. The Framework does not contain specific policies for nationally significant infrastructure projects. These are determined in accordance with the decisionmaking framework in the Planning Act 2008 (as amended) and relevant national policy statements for major infrastructure, as well as any other matters that are relevant (which may include the National Planning Policy Framework). National policy statements form part of the overall framework of national planning policy, and may be a material consideration in preparing plans and making decisions on planning applications.

Achieving sustainable development

7. The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs. At a similarly high level, members of the United Nations – including the United Kingdom – have agreed to pursue the 17 Global Goals for Sustainable Development in the period to 2030. These address social progress, economic well-being and environmental protection.

8. Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):

a) an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;

b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and

c) an environmental objective – to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

9. These objectives should be delivered through the preparation and implementation of plans and the application of the policies in this Framework; they are not criteria against which every decision can or should be judged. Planning policies and decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area.

10. So that sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development (paragraph 11).

11. Plans and decisions should apply a presumption in favour of sustainable development. For plan-making this means that:

a) all plans should promote a sustainable pattern of development that seeks to: meet the development needs of their area; align growth and infrastructure; improve the environment; mitigate climate change (including by making effective use of land in urban areas) and adapt to its effects;

b) strategic policies should, as a minimum, provide for objectively assessed needs for housing and other uses, as well as any needs that cannot be met within neighbouring areas, unless:



i. the application of policies in this Framework that protect areas or assets of particular importance provides a strong reason for restricting the overall scale, type or distribution of development in the plan area; or

ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

For decision-taking this means:

c) approving development proposals that accord with an up-to-date development plan without delay; or

d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or

ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

Decision Making

38. Local planning authorities should approach decisions on proposed development in a positive and creative way. They should use the full range of planning tools available, including brownfield registers and permission in principle, and work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible.

Determining Applications

47. Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. Decisions on



applications should be made as quickly as possible, and within statutory timescales unless a longer period has been agreed by the applicant in writing.

48. Local planning authorities may give weight to relevant policies in emerging plans according to:

a) the stage of preparation of the emerging plan (the more advanced its preparation, the greater the weight that may be given);

b) the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and

c) the degree of consistency of the relevant policies in the emerging plan to this Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given).

55. Local planning authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations. Planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition.

56. Planning conditions should be kept to a minimum and only imposed where they are necessary, relevant to planning and to the development to be permitted, enforceable, precise and reasonable in all other respects. Agreeing conditions early is beneficial to all parties involved in the process and can speed up decisionmaking. Conditions that are required to be discharged before development commences should be avoided, unless there is a clear justification.

Delivering a sufficient supply of homes

60. To support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.

61. To determine the minimum number of homes needed, strategic policies should be informed by a local housing need assessment, conducted using the standard method in national planning guidance – unless exceptional circumstances justify an alternative approach which also reflects current and future demographic trends and market signals. In addition to the local housing need figure, any needs that cannot be met within neighbouring areas should also be taken into account in establishing the amount of housing to be planned for.

62. Within this context, the size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies (including, but not limited to, those who require affordable housing, families with children, older people, students, people with disabilities, service families, travellers, people who rent their homes and people wishing to commission or build their own homes).

69. Small and medium sized sites can make an important contribution to meeting the housing requirement of an area, and are often built-out relatively quickly. To promote the development of a good mix of sites local planning authorities should:

a) identify, through the development plan and brownfield registers, land to accommodate at least 10% of their housing requirement on sites no larger than one hectare; unless it can be shown, through the preparation of relevant plan policies, that there are strong reasons why this 10% target cannot be achieved;

b) use tools such as area-wide design assessments and Local Development Orders to help bring small and medium sized sites forward;

c) support the development of windfall sites through their policies and decisions – giving great weight to the benefits of using suitable sites within existing settlements for homes; and

d) work with developers to encourage the sub-division of large sites where this could help to speed up the delivery of homes.

71. Where an allowance is to be made for windfall sites as part of anticipated supply, there should be compelling evidence that they will provide a reliable source of supply. Any allowance should be realistic having regard to the strategic housing land availability assessment, historic windfall delivery rates and expected future trends. Plans should consider the case for setting out

policies to resist inappropriate development of residential gardens, for example where development would cause harm to the local area.

79. To promote sustainable development in rural areas, housing should be located where it will enhance or maintain the vitality of rural communities. Planning policies should identify opportunities for villages to grow and thrive, especially where this will support local services. Where there are groups of smaller settlements, development in one village may support services in a village nearby.

80. Planning policies and decisions should avoid the development of isolated homes in the countryside unless one or more of the following circumstances apply:

a) there is an essential need for a rural worker, including those taking majority control of a farm business, to live permanently at or near their place of work in the countryside;

b) the development would represent the optimal viable use of a heritage asset or would be appropriate enabling development to secure the future of heritage assets;

c) the development would re-use redundant or disused buildings and enhance its immediate setting;

d) the development would involve the subdivision of an existing residential building; or

e) the design is of exceptional quality, in that it:

- is truly outstanding, reflecting the highest standards in architecture, and would help to raise standards of design more generally in rural areas; and

- would significantly enhance its immediate setting, and be sensitive to the defining characteristics of the local area

Promoting healthy and safe communities

92. To provide the social, recreational and cultural facilities and services the community needs, planning policies and decisions should:



a) plan positively for the provision and use of shared spaces, community facilities (such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments;

b) take into account and support the delivery of local strategies to improve health, social and cultural well-being for all sections of the community;

c) guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet its day-to-day needs;

d) ensure that established shops, facilities and services are able to develop and modernise, and are retained for the benefit of the community; and

e) ensure an integrated approach to considering the location of housing, economic uses and community facilities and services.

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d) ensure that established shops, facilities and services are able to develop and modernise, and are retained for the benefit of the community; and

e) ensure an integrated approach to considering the location of housing, economic uses and community facilities and services.

Promoting sustainable transport

104. Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- a) the potential impacts of development on transport networks can be addressed;*
- b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
- c) opportunities to promote walking, cycling and public transport use are identified and pursued;*
- d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains;*

and e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.

106. Planning policies should:

- a) support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;*
- b) be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned;*
- c) identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development;*

d) provide for high quality walking and cycling networks and supporting facilities such as cycle parking (drawing on Local Cycling and Walking Infrastructure Plans);

e) provide for any large scale transport facilities that need to be located in the area, and the infrastructure and wider development required to support their operation, expansion and contribution to the wider economy. In doing so they should take into account whether such development is likely to be a nationally significant infrastructure project and any relevant national policy statements;

and f) recognise the importance of maintaining a national network of general aviation airfields, and their need to adapt and change over time – taking into account their economic value in serving business, leisure, training and emergency service needs, and the Government's General Aviation Strategy.

107. If setting local parking standards for residential and non-residential development, policies should take into account:

a) the accessibility of the development;

b) the type, mix and use of development;

c) the availability of and opportunities for public transport;

d) local car ownership levels; and

e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

108. Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework).

In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.

109. Planning policies and decisions should recognise the importance of providing adequate overnight lorry parking facilities, taking into account any local shortages, to reduce the risk of parking in locations that lack proper facilities or could cause a nuisance. Proposals for new or expanded distribution centres should make provision for sufficient lorry parking to cater for their anticipated use.

111. Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

112. Within this context, applications for development should:

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

Making effective use of land

119. Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously-developed or 'brownfield' land.

120. Planning policies and decisions should:

a) encourage multiple benefits from both urban and rural land, including through mixed use schemes and taking opportunities to achieve net environmental gains – such as developments that would enable new habitat creation or improve public access to the countryside;

b) recognise that some undeveloped land can perform many functions, such as for wildlife, recreation, flood risk mitigation, cooling/shading, carbon storage or food production;

c) give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land;

d) promote and support the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively (for example converting space above shops, and building on or above service yards, car parks, lock-ups and railway infrastructure); and

e) support opportunities to use the airspace above existing residential and commercial premises for new homes. In particular, they should allow upward extensions where the development would be consistent with the prevailing height and form of neighbouring properties and the overall street scene, is well designed (including complying with any local design policies and standards), and can maintain safe access and egress for occupiers.

Achieving well-designed places

126. The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process.

127. Plans should, at the most appropriate level, set out a clear design vision and expectations, so that applicants have as much certainty as possible about what is likely to be acceptable. Design policies should be developed with local communities so they reflect local aspirations, and are grounded in an understanding and evaluation of each area's defining characteristics. Neighbourhood planning groups can play an important role in identifying the special qualities of each area and explaining how this should be reflected in development, both through their own plans and by engaging in the production of design policy, guidance and codes by local planning authorities and developers.

128. To provide maximum clarity about design expectations at an early stage, all local planning authorities should prepare design guides or codes consistent with the principles set out in the National Design Guide and National Model Design Code, and which reflect local character and design preferences. Design guides and codes provide a local framework for creating beautiful and distinctive places with a consistent and high quality standard of design. Their geographic coverage, level of detail and degree of prescription should be tailored to the circumstances and scale of change in each place, and should allow a suitable degree of variety.

129. Design guides and codes can be prepared at an area-wide, neighbourhood or site specific scale, and to carry weight in decision-making should be produced either as part of a plan or as supplementary planning documents. Landowners and developers may contribute to these exercises, but may also choose to prepare design codes in support of a planning application for sites they wish to develop. Whoever prepares them, all guides and codes should be based on effective community engagement and reflect local aspirations for the development of their area, taking into account the guidance contained in the National Design Guide and the National Model Design Code. These national documents should be used to guide decisions on applications in the absence of locally produced design guides or design codes.

130. Planning policies and decisions should ensure that developments:

a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;

b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;

c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);

d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;

e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and

f) 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.

Local Policy

2.3. The relevant policies are located within the adopted Local Plan 2011-2031 of Oxford City Council.

2.4. The applicant sets out below their reasons why this development complies with the noted policies in full.

Policy	Compliance/Comment
Policy S1: Presumption in Favour of Sustainable Development	Development within the existing settlements.
Policy H1: The Scale of New Housing Provision	Creating mixed and balanced communities and providing affordable rent through the creation of HMO.
Policy H6: Houses in Multiple Occupation (HMO)	One HMO found in the area and this is very low compared to the allowable 20% HMO within a 100-metre length of the street.
H15: Internal Space Standards	The proposal exceeds the minimum requirements for HMO and the nationally described space standards.
H16: Outdoor Amenity Space Standards	The proposal exceeds the minimum allocated space for an outdoor area of 1.5m x 3 metres. The future occupants can access the outdoor amenity space through the door at the back.
Policy RE2: Efficient Use of Land	The proposal makes the best use of the property by providing good amenities and additional accommodations.
Policy RE6: Air Quality. The whole city was declared an Air Quality Management Area.	Provide interventions to encourage walking, biking and use of public transport.
Policy RE7: Managing the Impact of Development	Ensure community, neighbours and occupiers are protected.
Policy DH1: High Quality Design and Placemaking	The design and the allocated space for each amenity exceed the minimum requirements.
Policy M1: Prioritising walking, cycling and public transport	Provision of bike storage.
Policy M2: Assessing and Managing Development	The site is in a sustainable location.



Policy M3: Motor Vehicle Parking	Two parking spaces are provided. The future occupiers are expected to have limited or no access to cars.
Policy M5: Bicycle Parking	Provide a bike shed that will accommodate 5 bikes (1 space per occupant).

3. The Planning History

3.1. The planning history of the site is as follows:

23/00932/FUL - APPROVED - Erection of a two storey side extension to create 1 x 2 bed dwelling (Use Class C3). Provision of car parking, bin and cycle stores and air source heat pump. (Amended drawings) (Amended description) (Amended documents)

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4. Site, Context and Comparable Forms of Development

4.1. The application site relates to a 2-storey semi-detached single-family dwelling located on the East side of the A4142 (Eastern-Bypass-Road) and south of A40 (London Road) in Oxford. The site is surrounded by similar residential properties.

4.2. The property sits on the corner of Stanway Road and Downside Road with a front garden. It is opposite the Risinghurst Superstore with a post office inside.

4.3. The property is surrounded by 5 bus stops in a 300-metre radius. The property is 14 minutes away from the Headington Shops and 30 minutes from the Oxford city centre. The Thorn Hill Park and Ride is a 10-minute walk from the property with an 804-metre distance.



5. The Development Team

5.1. The developer comprises a small business operating within Oxford and delivering quality units of living accommodation for local occupations.

5.2. Where possible the applicant utilises local builders and other trades in order to carry out development.

6. Alternative Forms of Development Considered

6.1. As a single-family dwellinghouse the property has permitted development allowances under Classes A to E of Part 1 of Schedule 2 of the General Permitted Development Order 2015 and these comprise the fallback position in this case.

7. Constraints to Development

7.1. Removal of the Permitted Development Rights under an Article 4 direction. As of 24th February 2012, planning permission is required to change the use of any dwellinghouse (Use Class C3) in Oxford City to a house in multiple occupation (Use Class C4).

8. The Principle of Development

8.1. The NPPF encourages the use of land in a more efficient manner. The conversion will add one additional accommodation by internal configuration. It supports the economic objective of the NPPF and improves productivity.

8.2. The existing building comprises a lounge, kitchen and dining on the ground floor and 4 bedrooms and a bathroom on the first floor.



8.3. The proposed development seeks to create 2 bedrooms, a communal area, and a bathroom on the ground floor and 3 bedrooms and a bathroom on the first floor.

8.4 The size of the proposed bedrooms ranges from 9.40 to 14.80m², which all exceeded the minimum required area of 6.50m². The communal area is 12.9m².

8.5. The Local Plan and National Planning Policy Framework do not contain any policy that would otherwise prevent the addition of bedrooms to this existing 4-bedroom dwellinghouse by the reconfiguration of the interior. As such, the principle of development is well-established.

8.6. No HMO properties are found within a 100m length of Stanway Road and therefore, the proposal result is within the allowable 20% proportion of buildings used as an HMO.

8.7. Bike storage for 5 bicycles is proposed. The provision of safe, dry storage for bicycles would encourage future occupants to use bikes.

8.8. Bin storage is at the front of the property for easy access and aid collection.

8.9. Two car parking spaces are proposed at the front of the property.

9. Site Capacity Assessment.

9.1. Change of use of a 4-bedroom house (Class C3) to a 5-bedroom/5-person HMO (Class C4).

Scale

9.2. No change in the scale of the building

Layout

9.3. Internal configurations to create 5 bedroom HMO with communal kitchen/dining.



Amount

9.4. One bedroom is added to the property through internal configuration. The number of future occupants on the property is 5, and it is still lower than the allowable 6 people in a small HMO.

9.5. As the amount of development proposed is optimal and does not result in an overdevelopment.

Landscape

9.6. No landscape is proposed. It is intended to maintain the existing garden.

Amenity of adjoining, surrounding and proposed occupiers.

9.7. The change of use of the property to a 5-bedroom HMO has no significant impact on the neighbouring property and its occupants.

9.8. Turning to the proposed occupiers, the development provides an adequate level of amenity in compliance with the National Space Standards and local design standards.

10. Appearance and Heritage Assessment

10.1. There is no change in the appearance of the building.

10.2. The property is not in a Conservation Area and not a listed building and therefore, Heritage Assessment is not required.

11. Access Appraisal

11.1. 55 Stanway Road can be accessed from Downside Road as the main access to the property.



11.2. The site is within close proximity to bus stops and local shops on The Roundway. The site is therefore considered to be in an accessible location where the need for parking should be balanced against the desire for car-free development.

12. Conclusion

12.1. Within the planning balance the proposed development offers an opportunity to provide further dwellings for the area in a manner which would have no impact on the amenities of adjoining and surrounding occupiers and would have wider public benefits from bringing new sustainable forms of development to Oxford.

12.2. As such, it is submitted that planning permission could be granted for this development and the applicant looks forward to discussing the matter with the LPA if required.