

4.0 Proposal

4.25 Safety and Security

4.25.1 Policy CS19 (Community Safety) of the Core Strategy 2026 which replaced CP12 (Designing out crime) of the Local Plan 2001-2016, defines the following with regard to safety and security in new developments:

Planning permission will only be granted for development that meets the principles of 'Secured by Design', including:

- providing for well-designed public spaces and access routes, which are integrated with their surroundings and respond to the needs of the community;
- maximising natural surveillance;
- providing for appropriate lighting of public spaces and access routes."

4.25.2 It is the intention of the applicant to ensure any new development on the site will fully adhere to principles set out in Policy CP19 and in Secure by Design through perimeter treatment, access and window/door type.

4.25.3 The perimeter treatment is proposed as a mix of woven dark metal fencing and concealed within dense shrubbery, reflecting the street pattern along Headley Way. This treatment will ensure access into the site from areas other than gated will be reduced.

4.25.4 Main access to individual apartments will be accessed through a secure full height gate into the circulation core. This full height gate will meet Secure by Design standards in its choice of lock and be accessed via fob key.

4.25.5 Individual apartments will have secure lockable front doors to meet Secure by Design standards.

4.25.6 The front entry doors, gates and stairwell will be illuminated to ensure appropriate levels of lighting are supplied when entering the building.

4.25.7 The nature of the building will promote natural surveillance in its orientation of windows facing the main entrance on Fortnam Close.

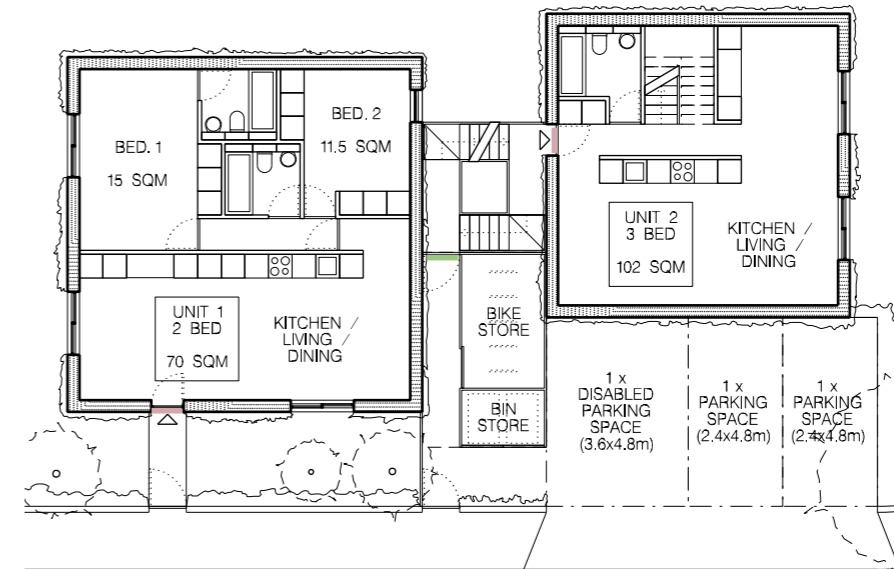
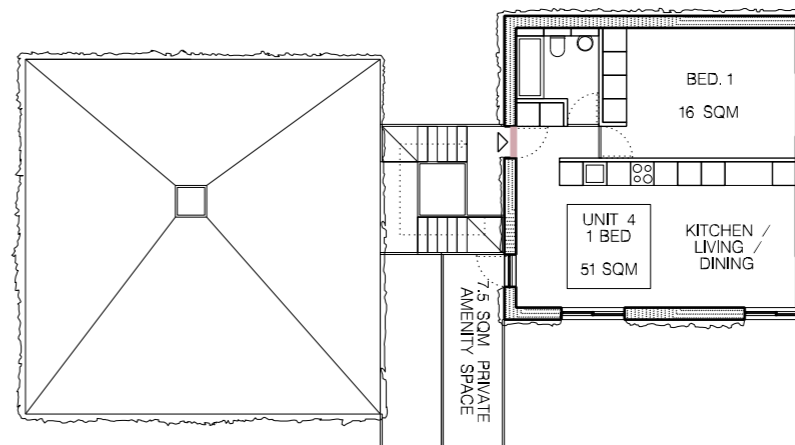
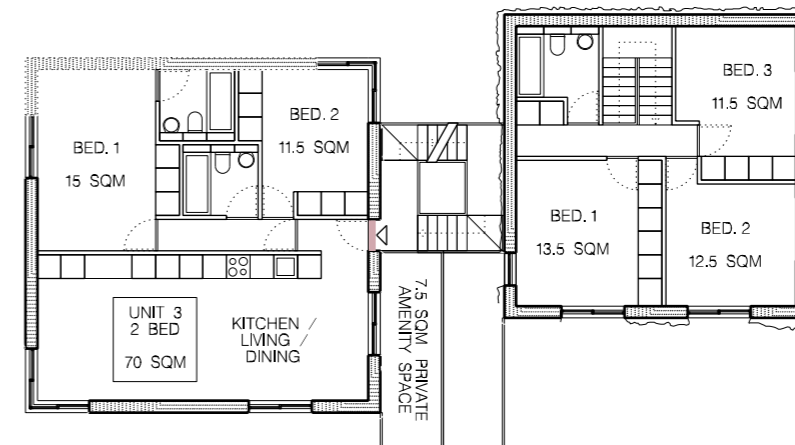


Fig. 110. Proposed floor plans showing access to each unit.

Full height secure gate to stair for units 2 and 4, accessed via fob.

Individual secure doors for each unit



4.0 Proposal

4.26 Refuse and Recycling

4.26.1 Guidance A3.25 of the Sites and Housing Plan 2011 - 2026 defines the following with regard to safety and security in new developments:

“Space must be provided for storage of refuse and recycling bins. This must be large enough to accommodate wheeled bins, of a number and size required for the size and type of homes proposed. Hard surface access must be provided from the bin stores to the street.”

4.26.2 Policy CP10 (Siting of Development to Meet Functional Needs) of the Oxford Local Plan 2001-2016 defines the following with regard to safety and security in new developments:

“Planning permission will only be granted where proposed developments are sited to ensure that:

c. outdoor needs are properly accommodated, including private amenity space, screened refuse and recycling storage, servicing and parking”

4.26.3 Policy HP13 (Outdoor Space) of the Sites and Housing 2001-2016 defines the following with regard to site layout:

“Planning permission will only be granted for new dwellings that have direct and convenient access to an area of private open space, to meet the following specifications:

g. the overall shape, access to and usability of the whole space to be provided. Planning permission will not be granted for residential dwellings unless adequate provision is made for the safe, discrete and conveniently accessible storage of refuse and recycling, in addition to outdoor amenity space.”

4.26.4 Policy CS10 (Waste and Recycling) of the Core Strategy 2026 defines the following with regard to site layout:

“All new developments will be expected to have regard to the waste management hierarchy during design, construction and final occupation.”

4.26.5 Policy HP13 (Outdoor Space) of the Technical Advice Note 3 - Waste Bins Storage 2014 defines the following with regard to site layout:

“5. Purpose-built multiple-occupancy dwellings

Purpose-built multiple-occupancy dwellings such as flats and student halls of residence should be provided with a communal waste storage and collection system using large containers housed in one or more enclosed bin storage areas. Consideration should be given to the following:

5.1 Location of waste bin stores

Waste bin stores should be sited with consideration of the following:

- The store should be located at street level;
- The store should be located to enable waste containers to be moved directly to the designated collection point, that is without requiring them to be taken through a building.

5.2 Bin store sizing

• The City Council has developed a spreadsheet to calculate the number and size of bins that should be provided for any number and size of units. The footprint calculation accounts for the need for sufficient space to enable positing, removal and replacement of containers. The spreadsheet calculation should be used to ensure that the necessary size of bin store can be determined. The ‘Bin Choice Calculator’ spreadsheet can be accessed on the recycling and refuse pages of our website.

- The ceiling-to-floor height of the bin store should be at least 2m;
- The bin store should not be used for other purposes, such as cycle storage.”

4.26.6 In accordance with Guidance Note 5.2, the Oxford Bin Choice Calculator, the following table has been used to

determine the litres per household for the development:

Dwelling Type	Floor (L) (Rec/Ref)			Total Rec	Total Ref
	G	1	2		
1 Bed		125		125	125
2 Bed		125	125	250	250
3 Bed	175			175	175
				725	725

4.26.7 In accordance with Guidance Note 5.1, the bin store is located at street level and designed to enable waste containers to be moved directly to the designated collection point. Furthermore, hard surface access is provided from the bin store to the street, meeting Guidance A3.25 of the Sites and Housing Plan 2011 - 2026.

4.26.8 The bin store can be easily accessed from Fortnam Close via a low-level gate.

4.26.9 The bin storage area provides space for two 770 litre bins (one for waste and one for recycling), each with a footprint of 1250x785mm and a height of 1350mm.

4.26.10 The bin store has been brought in from the site boundary in response to Sarah Orchard’s feedback on scheme 19/00672/FUL, which raised concerns about them having too strong a presence on the site perimeter.



Fig. 111. Proposed site plan showing location of bin store within close proximity to the street to allow ease of access.

Secure bin store for 2x660L bins

4.0 Proposal

4.28 Highways and Transportation – Cycle Parking Provision

4.28.1 Policy CS13 (Supporting access to new development) of the Core Strategy 2026 defines the following with regard to cycle parking:

“Planning permission will only be granted for development that prioritises access by walking, cycling and public transport.”

4.28.2 Policy HP15 (Residential Cycle Parking) of the Sites and Housing Plan 2011-2026 defines the following with regard to cycle parking:

“Planning permission will only be granted for residential development that complies with the following minimum cycle parking provision:

- Houses and flats up to 2 bedrooms: at least 2 spaces per dwelling
- Houses and flats of 3 or more bedrooms: at least 3 spaces per dwelling

All residential cycle storage must be secure, undercover, preferably enclosed, and provide level, unobstructed external access to the street.”

4.28.3 Guidance Note A3.32 (Cycle Parking) of the Sites and Housing Plan 2011-2026 defines the following with regard to cycle parking:

“All residential cycle parking must, as far as is practical and reasonable, be enclosed within a secure store, or at least undercover. The location of cycle parking is also important: where cycle parking for residents is not in a secure store, it should be located away from the street frontage, to maximise security. There must be convenient, level access between the bike store and the street that avoids having to wheel bikes through buildings or corridors. It must also be easy for residents to access the bike store from a main entrance/exit of the building.”

4.28.4 Policy TR4 (Section 6: Cycle Facilities) defines the following with regard to cycle parking:

“127. All residential cycle parking should, as far as is practicable, be provided undercover, and preferably enclosed within a secure store. This should be lockable, particularly where the public can gain access. New buildings will ideally incorporate cycle storage as integral stores. Where this is not practicable, the use of secure cycle lockers should be considered.

128. The location of cycle parking is also important in residential development. Where cycle parking for residents is unenclosed (i.e. not in a lockable store), it should normally be located away from the street frontage, to maximise security. However, where cycle storage is to the rear of the building, convenient external side or rear access must be available, to avoid having to wheel cycles through the building. Cycle parking should be in a well-overlooked part of the development, to maximise natural surveillance by residents. Cycle storage should always be well-lit (light switch control should, however, be considered for energy efficiency).

129. For all residential development, access to cycle storage areas must be convenient and secure. Cycle parking with difficult or tortuous access, or distant from building entrances (especially compared with car parking), will be unacceptable.”

4.28.5 In accordance with the above, the following numbers of secure cycle spaces are required to satisfy Policy HP15:

Dwelling Type	Floor (Min Cycles)	Total Cycles
1 Bed	G	2
	1	2
2 Bed	G	2
	1	2
3 Bed	G	3
	1	3
		<u>9</u>

4.28.6 To satisfy Policy TR4, Guidance Note A3.32 and HP15, the proposal offers 10 cycle parking spaces via 5 sheffield stands, exceeding the amount specified in Policy HP15. It also provides level access between the bike store and the street, and ensures the bikes are easily accessible in a secure store from the main entrance / exit of the building.

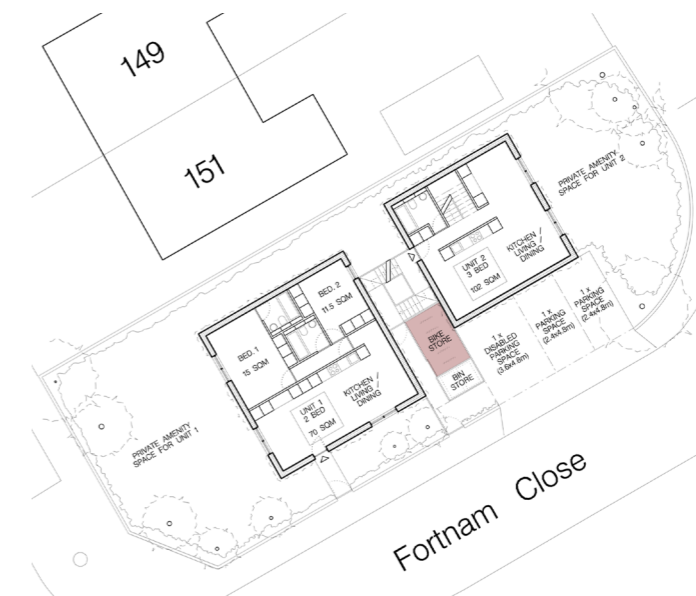


Fig. 113. Proposed site plan showing secure and covered cycle parking area within close proximity to the entry to both building and road.

Cycle parking space for 10 bicycles

4.0 Proposal

4.29 Sustainable Urban Drainage (SuDS)

4.29.1 Policy CS13 (Supporting access to new development) of the Core Strategy 2026 defines the following with regard to SuDS:

“Throughout the various design stages the emerging designs should be evaluated against core design criteria relating to the four main objectives of SuDS design: quantity, quality, amenity and biodiversity.

The objectives of the evaluation process are to ensure that SuDS:

- meet mandatory (NSTS) and LPA requirements for water quantity and quality, amenity and biodiversity
- maximise opportunities for multifunctionality and amenity uses
- enhance biodiversity throughout the development
- integrate into the development’s layout and design
- are appropriate, cost-effective and robust
- are practical to maintain in the long term

5.4 Sustainable drainage, however, must be integrated into the site design. It should reflect the topography, geology and drainage characteristics of the site together with the character of the landscape.”

4.29.2 Policy NE14 (Water and sewerage infrastructure) of the Local Plan 2001-2016 defines the following with regard to SuDS:

“Planning permission will only be granted for developments that would increase the demand for on and off-site service infrastructure where:

- a. sufficient capacity already exists; or
- b. extra capacity can be provided in time to serve the development that will ensure that the environment and the amenities of local residents are not adversely affected.

4.29.3 Policy CS11 (Flooding) of the Core Strategy 2026 defines the following with regard to SuDS:

“Unless it is shown not to be feasible, all developments will be expected to incorporate sustainable drainage systems or techniques to limit runoff from new development, and preferably reduce the existing rate of run-off.

4.28.4 Appendix F of the Strategic Flood Risk Assessment Level 2 identifies the site (153 Headley Way) as being within a ‘Critical Drainage Area’. This has been identified as caused by the large major developments planned in the area.

4.29.5 Section 6.5 (Sustainable Urban Drainage Systems) of the Strategic Flood Risk Assessment for Oxford City 2011 defines the following with regard to SuDS:

“There are a wide range of SUDS techniques available and these are generally split into two categories; infiltration systems and attenuation systems. The use of the two systems is generally controlled by the permeability of the soil as shown in Table 13.

Table 13

Soil Permeability	Total Cycles
High Permeability	Infiltration and Combined
Moderate Permeability	Infiltration and Combined
Low Permeability	Attenuation

153 Headley Way is identified as being in a ‘Moderate Permeability’ area and therefore infiltration and combined sources should be used in its application of SuDS.

4.29.6 To satisfy Policy CS13, Policy NE14, Policy CS11 and guidance within the Sustainable Urban Drainage Systems of the Strategic Flood Risk Assessment for Oxford City 2011, the proposal will include a dramatic improvement in the current level of SuDS on the site through relandscaping and demolition

of some external structures and hardscaping to introduce permeable ground finishes and a biodiverse garden.

4.29.7 The existing site has an area of 36% currently soft landscaped and therefore permeable. The proposal aims to dramatically increase this to 52% of soft landscaping, including lawned areas, mature trees and planting and shrubbery native to the area to further increase the level of water retention in the site and reduction in surface water sent to the sewer network.

4.29.8 This dramatic reduction in the level of additional water drainage into the sewer network is proposed to offset against the additional accommodation on the site.