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22 MERLIN ROAD, OXFORD, OX4 6EP

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ERECTION OF TWO STOREY SIDE EXTENSION TO CREATE 1 X 2-BED DWELLINGHOUSE (USE CLASS C3). PROVISION OF NEW VEHICLE ACCESS WITH CAR PARKING, PRIVATE AMENITY SPACE , BIN AND CYCLE STORE. ERECTION OF A PART SINGLE, PART TWO STOREY REAR EXTENSION TO EXISTING DWELLING.

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**DESIGN & ACCESS STATEMENT**

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NOV 2023



## 1.0 Introduction

This design and access statement accompanies a location plan, existing plans and proposed plans for the erection of two storey side extension to create 1 x 2-bed dwellinghouse (use class c3). Provision of new vehicle access with car parking, private amenity space and bin and cycle store. Erection of a part single, part two storey rear extension to existing dwelling at **22 Merlin Road, Oxford, OX4 6EP**.

To be read in conjunction with the following drawings/documents:

DWG N°: 23.15\_PA\_Location Plan\_001  
DWG N°: 23.15\_PA\_Existing Plans\_002  
DWG N°: 23.15\_PA\_Proposed Plans\_003  
DWG N°: 23.15\_PA\_D&A\_004  
DWG N°: 23.15\_PA\_Sunlight Assessment\_005  
DWG N°: 23.15\_PA\_Noise Impact Assessment\_006  
DWG N°: 23.15\_PA\_Landscaping Details\_007  
DWG N°: 23.15\_PA\_CIL Form\_008

## 2.00 Site context

**2.01** The site subject of this pre-application is currently land within residential use within Blackbird Leys. The existing property is a two-storey semi-detached dwelling with a relatively large rear garden, which faces eastwards on to Merlin Road. The existing dwelling is located within the built-up area of Blackbird Leys and is bounded by residential neighbours to the north, and south, whilst being bounded by the allotments to the west. The site is not within a designated Conservation Area and the building is not listed.

## 2.02 Proposal

The applicant's brief called for the erection of a new 2-bedroom dwelling to the side of the property and the extension of the host dwelling simultaneously. This development presents an opportunity to provide a more functional building which promotes the sustainable use of land and can cater to the needs and demand for 2-bedroom houses within Oxford.

Merlin road exhibits a substantial amount of houses which have successfully implemented an additional dwelling by means of two-storey side & rear extensions to the host dwelling.

The internal spaces have been designed to comply with the nationally described space standards across all categories, including habitable rooms which comply both in area and minimum dimensions (Wall-to-wall) and the provision of adequate storage for the new dwelling.

A list of figures is provided below depict the GIA and other changes to the existing and new dwelling:

Continued...

## 2.03 Shedule of accomodation (Proposed areas in Orange)

EXISTING DWELLING - 22 MERLIN ROAD = 85m<sup>2</sup>(GIA)- 110m<sup>2</sup> (+25m<sup>2</sup>)

- SITE = 300m<sup>2</sup>- 175m<sup>2</sup> (-125m<sup>2</sup>)
- FOOTPRINT = 51m<sup>2</sup>- 72m<sup>2</sup> (+21m<sup>2</sup>)
- REAR GARDEN = 160m<sup>2</sup>-67m<sup>2</sup> (-93m<sup>2</sup>)
  
- GF = 43m<sup>2</sup>-64m<sup>2</sup> (+21m<sup>2</sup>)
- FF = 42m<sup>2</sup>- 55m<sup>2</sup> (+13m<sup>2</sup>)
  
- KITCHEN = 9.5m<sup>2</sup>
- DINING = 8.5m<sup>2</sup> } 35m<sup>2</sup>-(+17m<sup>2</sup>)
- LIVING = 16.3m<sup>2</sup>- (Unchanged)
- TOILET = 2m<sup>2</sup> (+2m<sup>2</sup>)
- UTILITY = 1m<sup>2</sup> (+1m<sup>2</sup>)
  
- BEDROOM 1 = 5.7m<sup>2</sup>- (Home office)
- BEDROOM 2 = 13.1m<sup>2</sup>- (Bedroom 1)
- BEDROOM 3 = 10.6m<sup>2</sup>- (Bedroom 2)
- SHOWER ROOM = 4.4m<sup>2</sup>- (Unchanged)
- BEDROOM 3 = 12m<sup>2</sup> (+12m<sup>2</sup>)

NEW DWELLING - 22A MERLIN ROAD = 80m<sup>2</sup>(GIA)

- SITE = 128m<sup>2</sup>
- FOOTPRINT = 48m<sup>2</sup>
- GF = 40m<sup>2</sup>
- FF = 40m<sup>2</sup>
- REAR GARDEN = 60m<sup>2</sup>
- LIVING ROOM = 13.6m<sup>2</sup>
- BEDROOM 1 = 13.6m<sup>2</sup> (Double) (3.2m x 4.0m)
- BEDROOM 2 = 14.5m<sup>2</sup> (Double) (2.3m x 4m)
- BATHROOM = 4.4m<sup>2</sup>
- KITCHEN / LIVING / DINING = 18m<sup>2</sup>
- UTILITY = 0.8m<sup>2</sup>
- TOTAL STORAGE = 2.8m<sup>2</sup> (Not including loft storage)

Refer to DWG N°: 23.15\_PA\_Proposed Plans\_003

### Policy H15: *Internal space standards*

*Planning permission will only be granted for new dwellings that provide good quality living accommodation for the intended use . All proposals for new build market and affordable homes (across all tenures) must comply with the MHCLG's Technical Housing Standards*

*–Nationally Described Space Standard Level 1\*12*

As stated by Policy H15, only compliant dwellings will be granted permission.

Refer to the aforementioned schedule of accomodation which confirms that the new dwelling, and any additional rooms to the main house have been designed to comply with the Nationally Described Space Standards throughout.

Continued...

## 2.04 Pre-application discussions

N/A

## 2.05 Designations

N/A

## 2.06 Relevant planning & Building Control History

The following comparable applications have been approved along Merlin Road

### 24 Merlin Road Oxford Oxfordshire OX4 6EP

10/02979/FUL | Conversion of existing extension to form separate 1 x 2-bedroom dwelling. Provision of bin store, cycle and car parking and private amenity space. | **24 Merlin Road Oxford Oxfordshire OX4 6EP**

### 20 Merlin Road Oxford Oxfordshire OX4 6EP

12/01850/FUL | Erection of a first floor rear extension. | **20 Merlin Road Oxford Oxfordshire OX4 6EP**

08/00901/FUL | Two storey side and single storey rear extension for use as 2 bed house. Parking on frontage for 3 cars (amended plans). | **20 Merlin Road Oxford Oxfordshire OX4 6EP**

### 18 Merlin Road Oxford OX4 6EP

18/00561/FUL | Erection of a two storey building to create a 1 x 2-bed dwelling (Use Class C3). Erection of a single storey rear extension to existing house. Provision of private amenity space, car parking and bin and cycle storage. (Amended Description). | **18 Merlin Road Oxford OX4 6EP**

### 16 Merlin Road Oxford OX4 6EP

16/03040/FUL | Erection of two storey side extension to create 1 x 2-bed dwellinghouse (Use Class C3). Provision of new vehicle access with car parking, private amenity space and bin and cycle store. Erection of a part single, part two storey rear extension to existing dwelling. | **16 Merlin Road Oxford OX4 6EP**

### 12 Merlin Road Oxford Oxfordshire OX4 6EP

04/01699/FUL | Two storey side and rear, and part single storey rear extension. | **12 Merlin Road Oxford Oxfordshire OX4 6EP**

05/01604/FUL | Demolition of garage and outbuildings. Erection of single and two storey extensions to form 1x3 bed house and 1x2 bed house. Provision of 3 car parking spaces to frontage. | **12 Merlin Road Oxford Oxfordshire OX4 6EP**

### 10 Merlin Road Oxford Oxfordshire OX4 6EP

05/02350/FUL | Demolition of garage and outbuildings. Erection of two storey side extension to form 1x2 bed house. Erection of single storey rear extension to existing house Provision of 3 car parking spaces to frontage | **10 Merlin Road Oxford Oxfordshire OX4 6EP**

## 2.07 Street Scene analysis

The aforementioned comparable developments are shown below.

These have established a recognisable pattern of development by the use of two-storey extensions in the form of rear projecting "gable ends" of varying proportions.

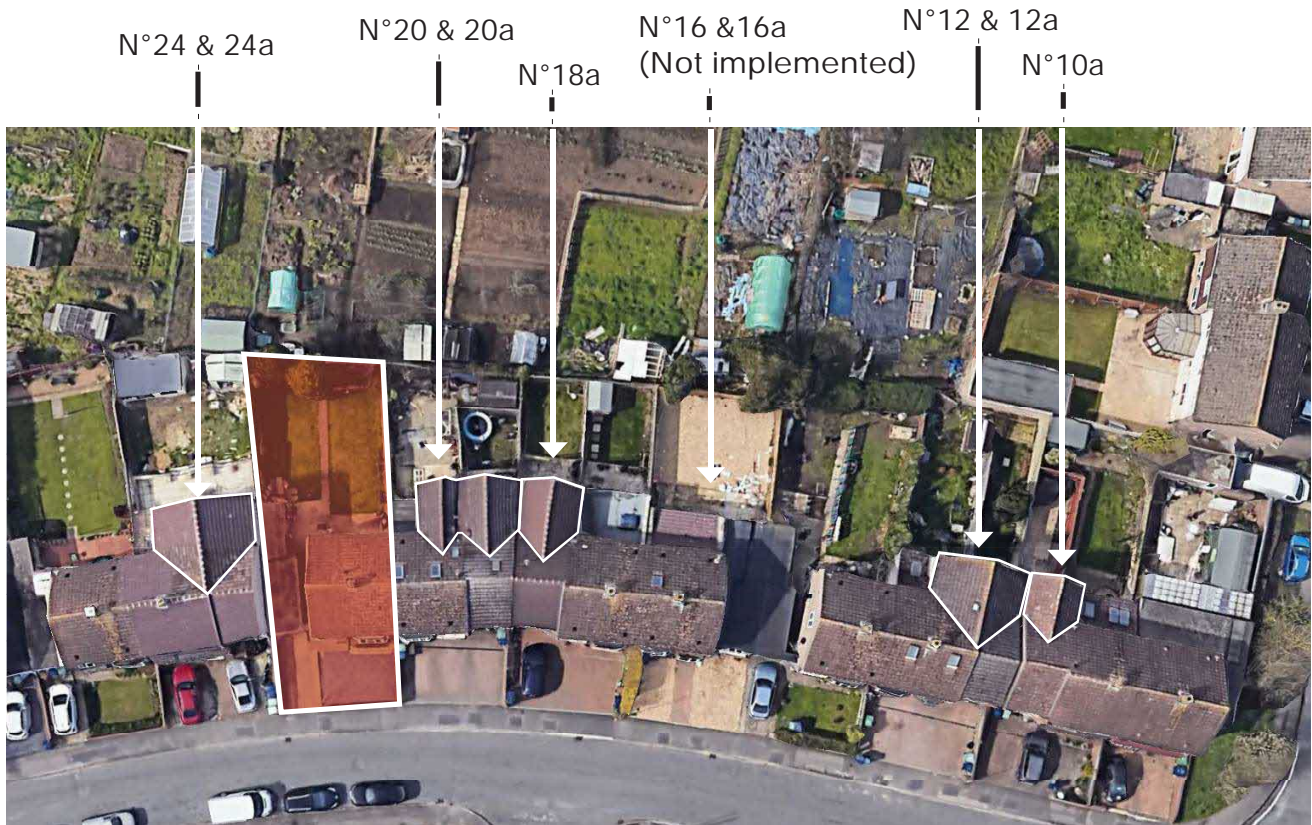


Diagram - 1 (Extract from Google Earth)

It is therefore clear that the proposed works at N°22 are in keeping with the predominant style of development along Merlin Road and the extended locality by infilling this land with a modern and established architectural response.



Diagram - 2 (Extract from Google Earth)

Continued...

The following images show the resulting changes to the streetscene, when the developments were carried out.



Front elevation depicting the prevailing pattern of infilling along Merlin Road.  
N°20a & N°18a



Front elevation depicting the prevailing pattern of infilling along Merlin Road.  
N°12a & N°10a

Our proposed scheme, seeks to mimic this established form of infilling.

Continued...



Existing gap between **N°22 & N°24a**

(Note that the width of the land to the side of N°22 is wider than that of the adjacent neighbour. This will be relevant in relation to the dimensions of our proposal later on)

It is clear that the proposed development at N°22a will provide a higher living accomodation standard than the adjacent neighbour based on the available width. A similar contrast can be seen between N°18a & 20a on the previous page.



### 3.0 DESIGN: LAYOUT SCALE AND APPEARANCE

#### Scale /Volumes:

No external changes have been made to the host dwelling's front elevation.

The gaps between adjacent dwellings N°22 & N°24a have been infilled in a sympathetic manner to the developments approved under (08/00901/FUL) and (10-02979-FUL) which saw the erection of side extensions for the formation of a new dwelling. Our proposal has been designed to match their ridge height and overall proportions where possible.

Towards the rear, a two-storey gable-end volume has been proposed which matches the exact proportions of the gable-end approved under N° 24a (10-02979-FUL).

We feel this is a more elegant and modern solution as compared to the volumes approved at N°20 & N°20a which have resulted in a more complex roofline comprised of two rear gables at varying heights.

#### Appearance / materials:

All materials proposed for the new dwelling at the front elevation are to match the existing dwelling and the predominant aesthetic tendencies throughout Merlin Road. This includes, red brick throughout all front-facing elevations and the use of either uPVC or aluminium windows & rainwater goods.

The volumes to the rear will be finished in render, to match the neighbouring extensions to both sides.

#### Internal Layout:

The proposed internal layout for the extensions to the host dwelling are comparable to the schemes approved at N°18, N°20, N°24 which saw the creation of a new bedroom to the rear at first floor, including the transformation of the existing smallest room into a home-office, utility, or bathroom. At ground floor, the living room has been retained, and an open-plan kitchen-dining space has been proposed to the rear along with a set of bi-fold doors looking onto the rear garden.

The new dwelling complies with the nationally described minimum space standards throughout. Given the slightly wider plot of land at N°22, the proposed new dwelling exceeds the neighbouring comparable 2-bedroom units at N°24a & N°20a with regards to internal space standards and available amenity space.

#### Justifications:

The following series of diagrams seeks to illustrate the design criteria which has been followed in order to arrive at the final design iteration.



The proposal at 22 Merlin road has taken design cues from both of its neighbours as follows:

The proposed 2 storey volume will extend towards the rear by approximately 4.2m, to match the rear projection of the volumes at N°20 & 20a. (Refer to diagram N°3)

The **45° line** has been respected both at ground floor and at first floor for all adjacent properties. Refer to: **DWG N°: 23.15\_PA\_Proposed Plans\_003**

The proportions of the rear gable have been designed to match those at N°24. (Refer to diagram N°4) . This has been done to ensure a harmonious visual relationship is maintained throughout the rear elevation and to avoid an unnecessarily complex amalgamation of roof shapes and sizes.

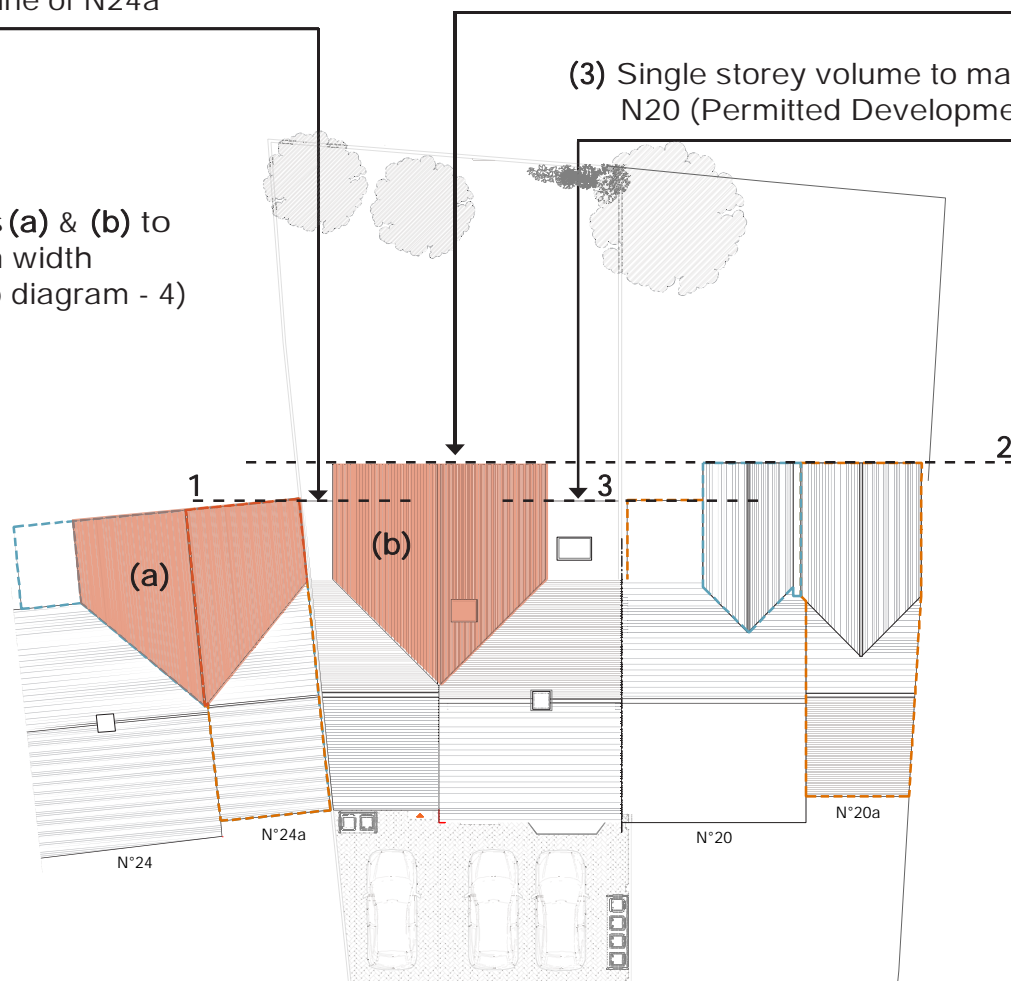
The portions of the development which abut the boundaries with the neighbours follow a more modest approach, and have been designed to match the projection of their immediately adjacent development as shown below:

(1) Two storey flat roof portion not to project beyond the farthest line of N24a

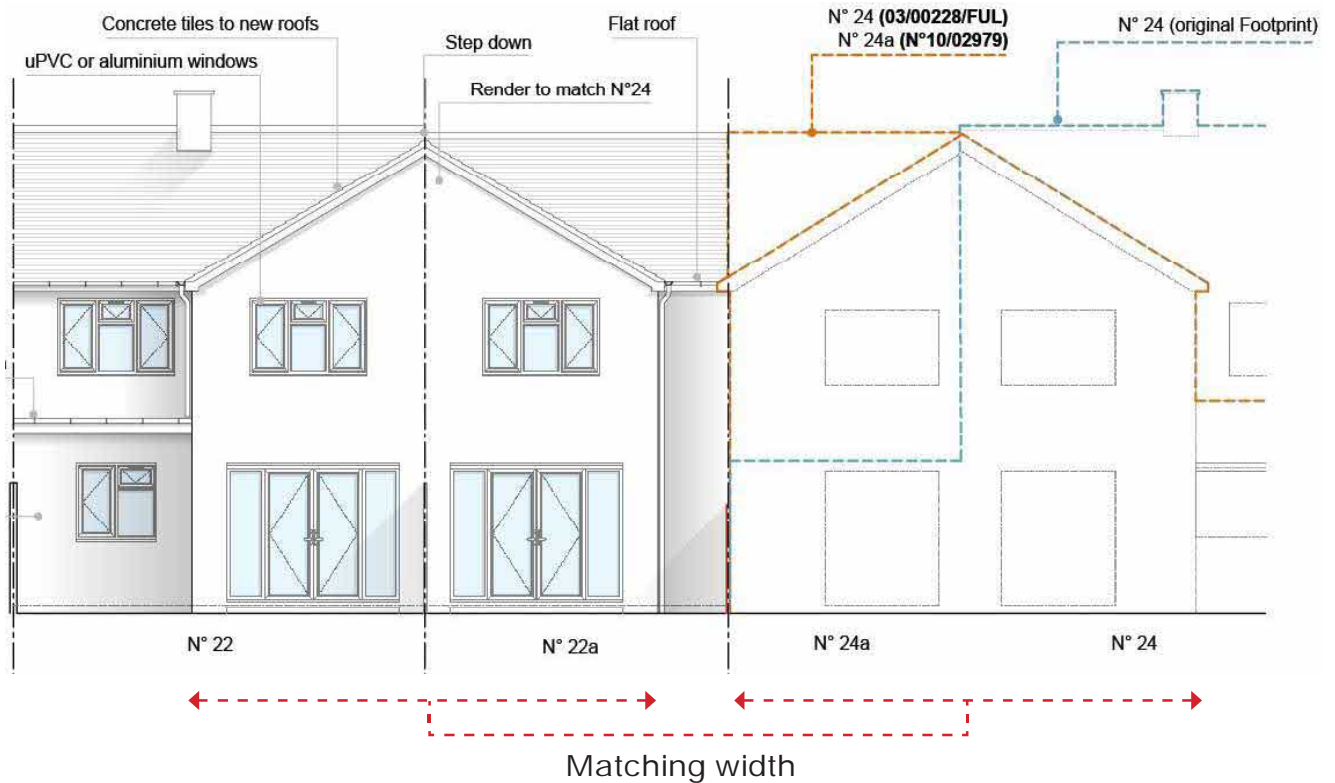
(2) Two storey gable end not to project beyond extensions at N20 & 20a

(3) Single storey volume to match N20 (Permitted Development)

Volumes (a) & (b) to match in width (Refer to diagram - 4)



(Diagram 3) - Extract from DWG N°: 23.15\_PA\_Proposed Plans\_003

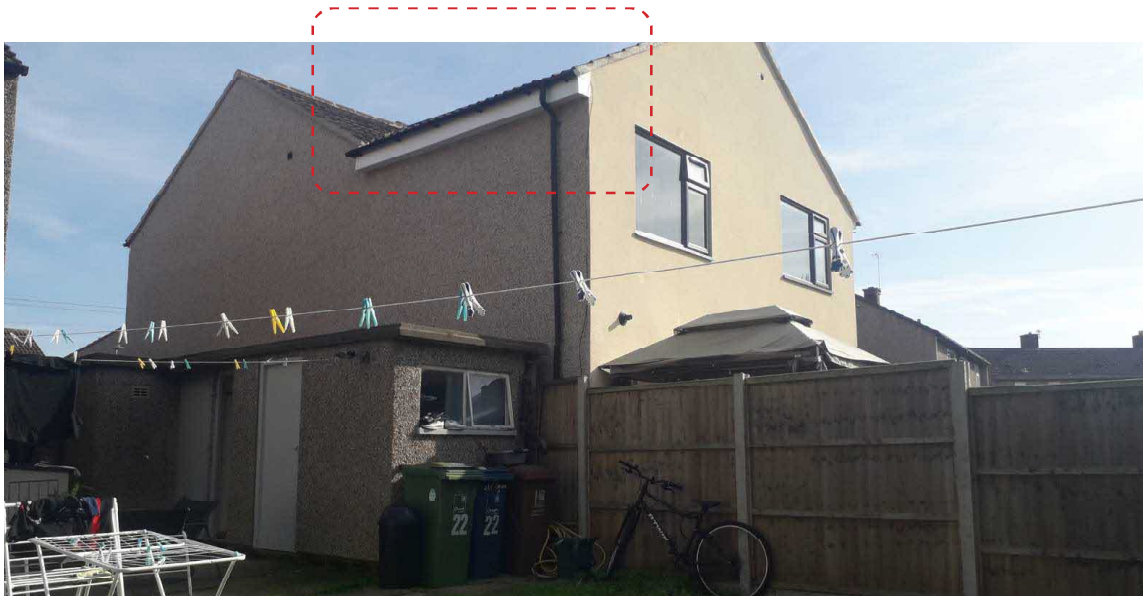


*(Diagram 4) - Extract from DWG N°: 23.15\_PA\_Proposed Plans\_003*

In order to achieve this matching width, and align the center of the gable with the party wall of the newly proposed N°22a, a portion of the two-storey rear extension has been designed as a flat roof. This was done for the following reasons:

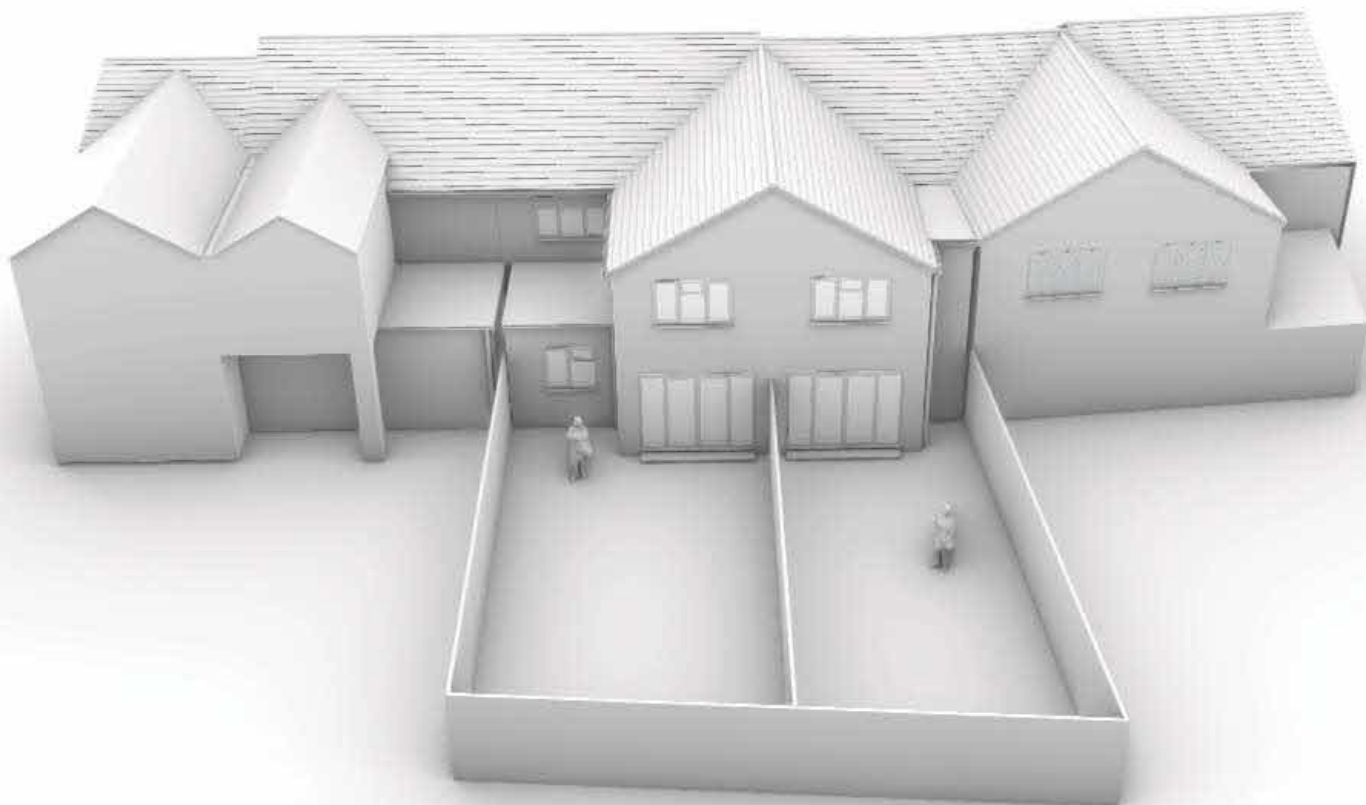
- 1- The difference in plot size between N°22 & N°24, (22 Merlin road is wider than 24)
- 2- The works which were carried out at N°24/24a saw the installation of a fascia board and associated guttering, beyond the line of their boundary and onto the plot at N°22.

This flat roof portion would allow adequate consolidation of the guttering in this area as shown below.



*(Image) - View from 22 to 24a*

3D model of proposed rear elevation.



## 4.0 AMENITY

The proposed new dwelling retains **60m<sup>2</sup>** of private garden space.  
The extended host dwelling retains **67m<sup>2</sup>** of private garden space.

These areas are above the average private amenity space provided to the rear of comparable 2-bedroom dwellings, whilst maintaining an adequate balance between the two properties

The following diagram highlights the varying amounts of space allocated to the new 2-bedroom dwellings and existing 3,4-bedroom dwellings which are usually extended.



The proposal therefore complies with:

*Policy H16: Outdoor amenity space standards by providing adequate rear garden space.*

## 5.0 Parking & Cycle Provision

Policy:

Policy CP1 of the OLP 2011-2016 & Policy M1 of the OLP 2036 states that permission will only be granted for development that is acceptable in terms of access, parking and highway safety. The Sites and Housing Plan makes it clear that different levels of parking will be suited to different areas.

The Local Plan 2036 denotes the following: Policy M3 “Motor vehicle parking”

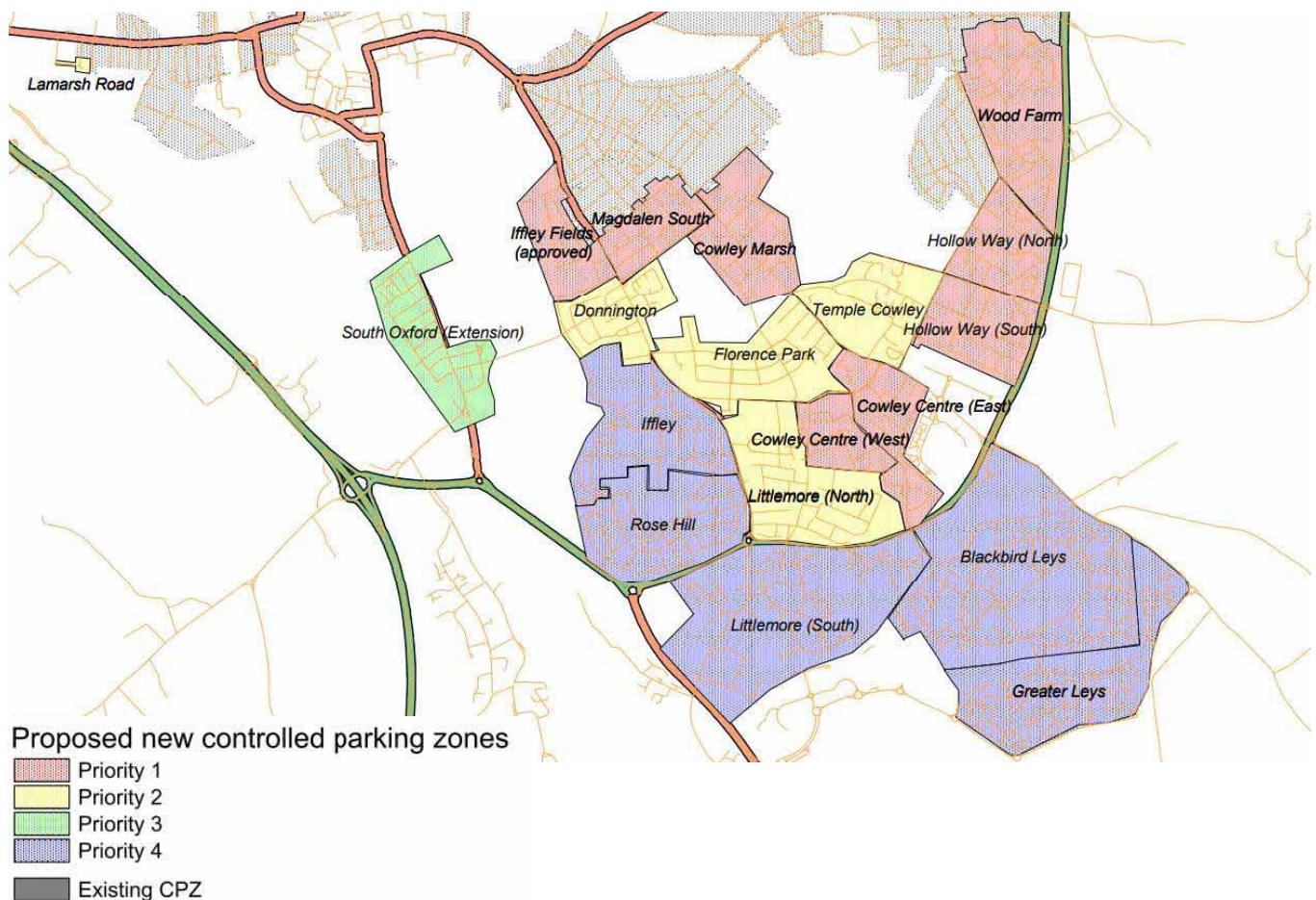
*Residential developments In Controlled Parking Zones (CPZs) or employer-linked housing areas (where occupants do not have an operational need for a car) where development is located within a 400m walk to frequent (15minute) public transport services and within 800m walk to a local supermarket or equivalent facilities (measured from the mid-point of the proposed development) planning permission will only be granted for residential development\* that is car-free.*

*In all other locations, planning permission will only be granted where the relevant maximum standards set out in **Appendix 7 .3** are complied with .*

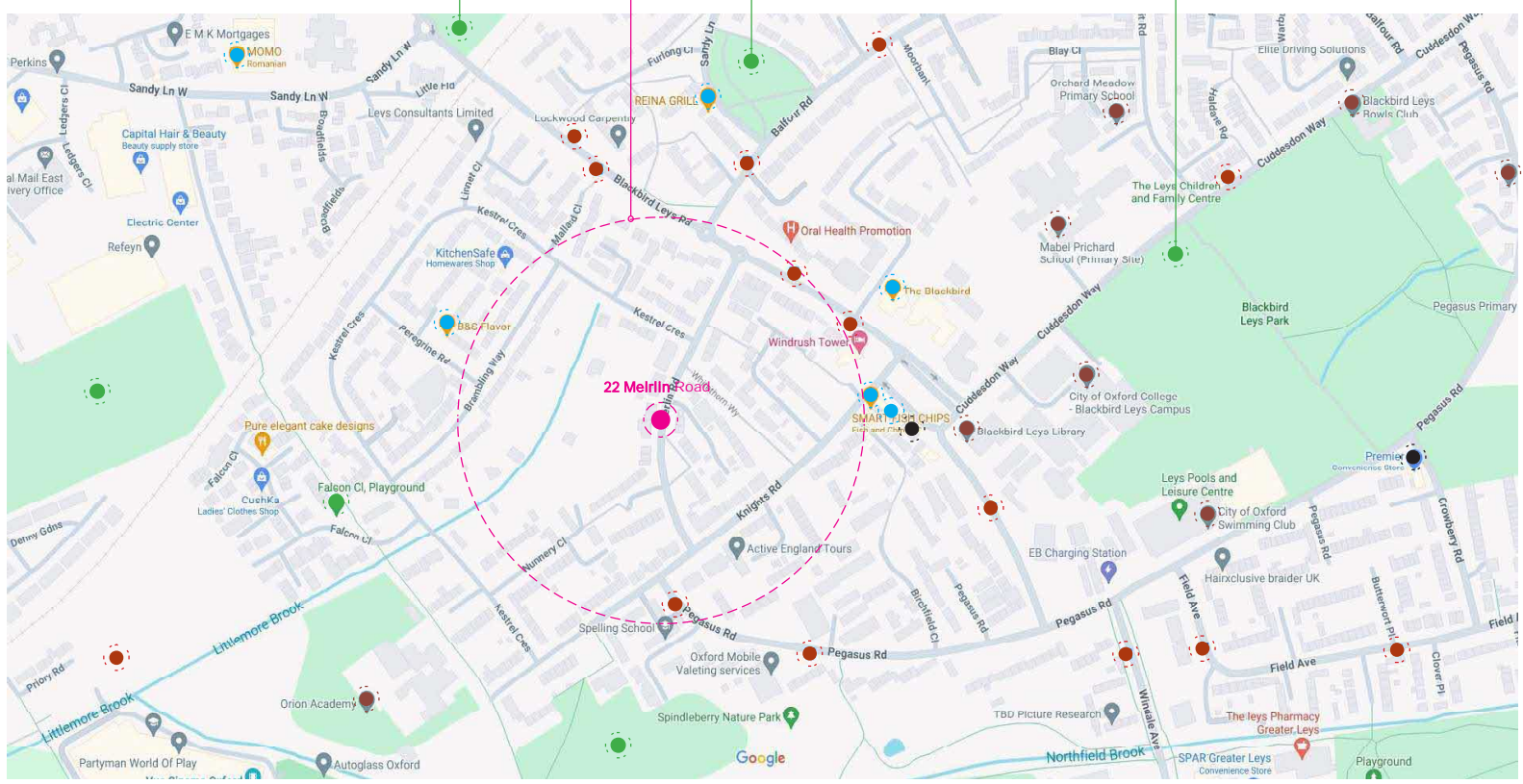
Blackbird Leys is considered **Priority 4** for new controlled parking zones. It additionally complies with the criteria of a car-free development given the sustainability of the local area (Refer to map provided).

We have however provided **1 parking space** for the 2-bedroom dwelling. We consider this is acceptable and mimics the prevailing pattern of development along Merlin Road whilst complying with the relevant maximum standards set out in **Appendix 7.3**

Therefore, the provision of 2 parking spaces for the host dwelling and 1 parking space for the new 2-bedroom dwelling are acceptable and the scheme complies with policy **M3**.



- Bus stops
- Local Shop / Laundry
- Dining / Food
- Green Areas
- 22 Merlin Road
- Community (Schools / libraries / Sports)



**Local context:**

The location of the site is sustainable, with both a local supermarket (Premier convenience store / SPAR Greater leys / Laundry services etc.) Bus routes within 150m of the site which travel to the city center, Temple cowley (Mall), Oxford Brookes university and beyond. Namely buses: 1 / 3a City / 5 city / 10 / 100 city There are large gym and sports venues within walking distance (10-20min) such as the **Leys Pools and Leisure Centre** along with multiple libraries and schools.

In light of the sustainability of the site and the proposed cycle parking, it is assumed that the scheme will be considered acceptable with regards to Policy CP1 of the OLP and the Sites and Housing Plan in relation to the amount of parking spaces provided for the new dwelling and the existing dwelling.

## 5.1 Cycle Provision

Policy:

### Policy M5: Bicycle Parking

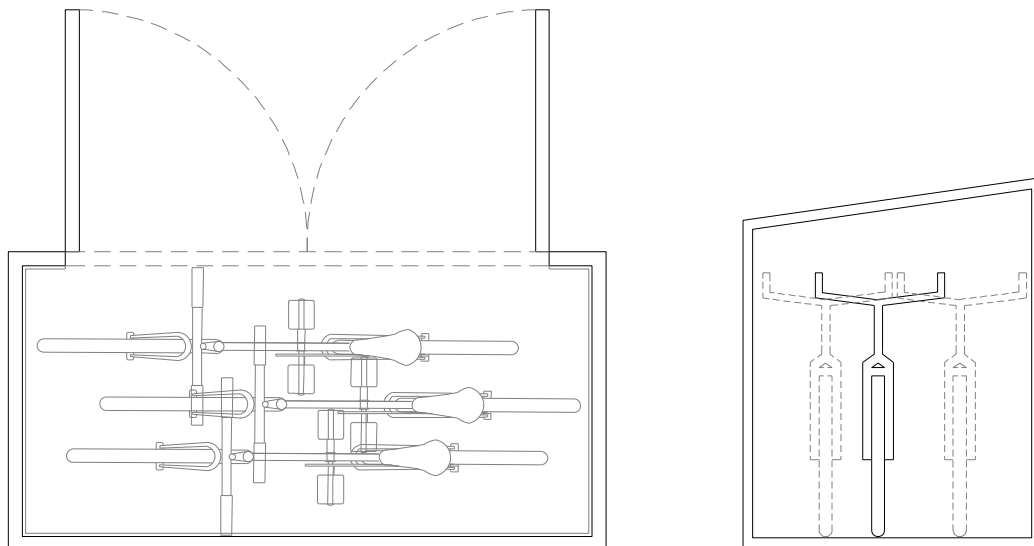
*Planning permission will only be granted for development that complies with or exceeds the minimum bicycle parking provision as set out in Appendix 7.3.*

*Bicycle parking should be, well designed and well-located, convenient, secure, covered (where possible enclosed) and provide level, unobstructed external access to the street.*

*In all other locations, planning permission will only be granted where the relevant maximum standards set out in Appendix 7.4 are complied with.*

**2 secure bicycle spaces** have been provided for the 2-bedroom dwelling. Whilst an additional **3 secure bicycle spaces** have been provided within the curtilage of the existing dwelling. This complies with the relevant maximum standards set out in **Appendix 7.3**

Whilst the cycle storage is located in the rear garden as there is no capacity to the front of the site, this is considered acceptable in this case as all other aspects of the scheme comply with policy and it would be unreasonable to refuse the scheme on this ground alone. A condition is recommended that this is provided prior to the occupation of the dwelling and retained thereafter.



*(Image) - Indicative x3 bicycle storage provided within rear garden.  
Refer to DWG N°: 23.15\_PA\_Proposed Plans\_003*

## 6.0 FLOOD RISK ASSESSMENT - INTRODUCTION

The proposed new dwelling & associated extensions to the main house are within **Flood Risk Zone 1** and do not require the submission of a dedicated (FRA) Flood risk assessment.

It is worth noting that the western boundary of the rear garden appears to be just outside or within the boundary of **Flood Risk Zone 2** which denotes a medium probability of flooding from rivers and the sea.

This document seeks to provide further details for the sake of completeness and to ensure the suitability of the proposal with regards to its construction and meeting OCC's policy with regards to SuDS.

Below is an extract denoting the Environmental Agencies Flood Risk Map:



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## 6.02 Development site, Location and proposal

The proposal is for the creation of a new dwelling adjacent to 22 Merlin Road and associated extensions to the host dwelling. The new development presents a footprint of approximately 50m<sup>2</sup> to the side and rear, whereas the proposed extensions amount to 25m<sup>2</sup> of additional footprint to the rear of the plot.

Several properties along Merlin Road, and particularly those immediately adjoining the dwelling have carried out what are arguable identical works. The construction of 22a will infill the gap between 22 & 24 and continue the trend of development which has been established.

Whether the proposal is being considered as being within Flood Risk Zone 1 or 2, the proposal can be regarded as a "Minor development". It is yet to be determined via the Local Authorities consultations with the EA if this is identified as being at increased flood risk in future by the local authority's strategic flood risk assessment.

Both a site location plan and a block plan have been submitted as part of the planning application:

(DWG N°: 23.15\_PA\_Location Plan\_001)  
(DWG N°: 23.15\_PA\_Proposed Plans\_003).

To the extent that it is possible, this flood risk assessment adheres to the standing advice of the Environmental Agency.

## 6.03 Site specific flood risk

Presently, there are no visible flood defence systems near the site, as seen in the flood mapping analysis above and submitted as part of the Design and Access Statement.

## 6.04 Access and Evacuation

In the instance where an emergency escape is needed, occupants can leave the building if there is a flood as there should be enough time for them to leave after flood warnings. Additionally, as this proposal is for a 2 storey development, residents have access to a higher flood level if needs be.

## 6.05 Proposed floor levels

The proposed development will have a finished ground floor level of 300mm above the general site level. Although a full topographical survey has not been commissioned during the compilation of this report for planning purposes, if required, the survey along with an accurate provision of site levels can be conditioned into a decision notice to ensure accuracy.

Additionally, The existing floor level to the adjoining properties (no. 24 & 20) sit approximately 2 facing brick courses above ground level (+150mm above ground level). Given that these are identical developments and no issues have arisen from their construction. The proposed works at 22 & 22 Merlin road should be adequate or exceed these given modern standards of construction.

## 6.06 Flood resistance and resilience measures and Surface Water Management

The approach to the flood resilient design and construction is to attempt to keep water out for low depths of flooding and to accept water passage through buildings at higher water depths to avoid risk of structural damage.

The following include some design considerations that will be incorporated in this proposed extension.

- The ground floor concrete slab will have an approved waterproofing agent such as penetron.
- The Floor will be finished in tiles.
- Work to existing and new external walls will be treated with specialist water resistant coating to 1000mm above the external ground floor level; while all internal ground floor walls and partitions will be finished in a water resistant lime based plaster.
- All new electrical installations will have units located at a minimum distance of 1000mm above internal ground floor level. Ground floor ring main to be installed within the first floor/ ground floor ceiling void with drop down cables to ground floor fittings.
- All electrical installations will be carried out by qualified electrician and installation certificate to be issued to Building Control as a condition prior to their issue of a Completion Certificate.
- With the introduction of the 4 roof lights and the 2.5m wide bifold door, access is possible to all spaces to permit drying and cleaning.
- The 2.5m wide bifold door at rear allow water out of building after flooding.
- Good quality materials with low permeability as well as flood resilient materials and fittings will be used for the construction. Such as stainless steel wall ties and good quality facing bricks. NO MDF boards will be used but solid timber kiing to be provided throughout the ground floor and will be sealed on all faces with an approved oil based paint.
- All kiing and architraves to be screw-fixed to enable removal in the event of flooding to allow walls to dry out.
- Non-return valves to be installed within the main drains on the premises to prevent backflow of any sewage entering the building.
- Rain water butts will be used to collect and store rain water run-off that could be used for irrigation of the grounds.

## 6.07 FLOOD RISK ASSESSMENT - 22 MERLIN ROAD, OXFORD, OX4 6EP

In addition to the aforementioned mitigation measures, and should this Flood Risk Assessment not be deemed sufficient, the applicant is amenable to a condition being imposed on the decision notice which reads as follows:

### Example 1:

*“The proposed development will increase the size of the hard areas and must therefore be drained using Sustainable Urban Drainage measures (SuDS), including porous pavements to decrease the run off and volumes to public surface water sewers and thus reduce flooding. Before provision of the SuDS measures, the applicant shall carry out soakage tests to prove the effectiveness of soakaways or filter trenches.*

*Where this is not feasible surface water shall be attenuated on site and discharged at a controlled discharge rate no greater than prior to development using appropriate SuDS Techniques. The resultant SuDS measure shall be provided in full before first occupation and thereafter retained and maintained in perpetuity.*

### Example 2:

*“Prior to the commencement of development, plans, calculations and drainage details to show how surface water will be dealt with on-site through the use of sustainable drainage methods (SuDS) shall be submitted to and approved in writing by the Local Planning Authority. The plans, calculations and drainage details will be required to be completed by a suitably qualified and experienced person in the field of hydrology and hydraulics.*

*The plans, calculations and drainage details submitted shall demonstrate that;*

*I. The drainage system is designed to control surface water runoff for all rainfall up to a 1 in 100 year storm event.*

*II. The rate at which surface water is discharged from the site may vary with the severity of the storm event but must not exceed the current runoff rate and be aimed at reducing runoff to greenfield runoff rate for a given storm event.*

*III. Excess surface water runoff must be stored on site and released to receiving system at as close to greenfield rates as possible.*

*Any proposal which utilises infiltration via a soak away is to be based on onsite geotechnical testing. Infiltration/soak away testing is to be in accordance with BRE 365 or British Standards, and submitted for approval.*

*Prior to the occupation of the development the drainage infrastructure shall be constructed in accordance with the approved details and thereafter retained and maintained.”*

*Reason: To avoid increasing surface water run-off and volumes to prevent an increase in flood risk in accordance with policy CS11 of the Oxford Core Strategy 2011-2026.”*

## 7.0 SUMMARY

### Design:

From the streetscene the proposed side extension is designed as a subservient addition to the main dwellinghouse extends just over half the width of the existing dwelling house and is set back from the principal elevation in addition to being “stepped-down” at roof level to conform to the existing ridge height of the neighbours.

This is a similar proposal to others which have taken place in the area, including at No. 12,16,18,20,24 Merlin Road.

Therefore the development relates to the grain of development in the surrounding area. The part single storey, part two storey extension to the existing dwelling sits comfortably on the rear of the property. The two storey element forms a rear facing gable with the new dwelling occupysing half of this gable.

The design also responds well to the local context by using materials to match the existing dwellinghouse and the wider surrounding area, in the form of brickwork and render.

The proposal is therefore considered to comply with Policies CP1, CP6 and CP8 of the Local Plan, CS18 of the Core Strategy and HP9 and HP10 of the Sites and Housing Plan.

### Residential Amenity:

The proposed side extension to form a new dwelling mimics the scheme for the neighbouring property at 24a and provides a modest “1.2m” gap between the boundary and the main gable end volume. This is not considered to have an impact on the neighbours in terms of a detrimental loss of light, overbearing impact or loss of outlook. The proposed fenestration faces the rear garden and the street only, thus creating an acceptable level of overlooking of neighbouring properties.

The proposed rear extensions to the existing dwelling are also considered to be acceptable and infill the space adequately. The single storey element is kept to a depth of just over 3 metres along the boundary with No. 20, thus matching the existing extension of the neighbour. The extension then extends to a depth of just over 4 metres for the two storey element which is pulled back from the boundaries of the site in order to avoid an overbearing impact or loss of light and complies with 45 degree guidelines under policy HP14.

The proposal is therefore considered to comply with policies CP10 of the Local Plan and HP14 of the Sites and Housing Plan.

### Indoor and Outdoor Space:

The new dwelling has its own entrance, kitchen and bathroom and is considered to provide adequate internal space for a two bedroom dwelling in line with national spaces standards as requested by the Oxford city council space standards technical advice note. (Refer to page: 3) The new dwelling also benefits from adequate light and outlook over the proposed garden space.

The development provides an adequately sized private garden space whilst retaining a good sized garden for the original property which is a family home. (Refer to page: 12) The site also accommodates bin storage for both properties to the front.

The proposal therefore complies with policies **HP12** and **HP13** of the **Sites and Housing Plan 2016-2026** and **HP16** of the **OLP 2036**

### Highways/Parking:

The application includes the provision of new vehicle access with car parking, private amenity space and bin and cycle store. A part single, part two storey rear extension to existing dwelling is also included.

Policy M3 and the county council's Design Guide (**Parking for new developments - Residential Car Parking Standards for Oxford City**) confirms that for 1 or 2-bedroom dwellings which would comply with "car-free" criteria, the optimum number of off-street parking spaces to be provided is 1 per dwelling within the development site. The proposal is for 1 space per dwelling, therefore in line with the Policy.

To accommodate the new parking area a dropped kerb will need to be provided. This will require separate permission from the Local Highway Authority (Oxfordshire County Council). 4 cycle parking spaces are proposed, 2 for each dwelling. The sites and housing plan policy HP15 states for new two bedroom dwellings a minimum of 2 spaces is required.

The cycle storage for the new dwelling is provided in line with this. Cycle parking should be secure and covered and ideally located with level access to the highway.

Whilst the cycle storage is located in the rear garden as there is no capacity to the front of the site, this is considered acceptable in this case as all other aspects of the scheme comply with policy and it would be unreasonable to refuse the scheme on this ground alone. A condition is recommended that this is provided prior to the occupation of the dwelling and retained thereafter.

The proposal is therefore considered to comply with policy **CP1** of the Local Plan and policies **HP15** and **HP16** of the Sites and Housing Plan. and **M5** of the **OLP2036**.

## 7.01 Conclusion

### Principle of development

The acceptability of the principle of development is dependent on multiple factors, such as the provision of adequate internal room sizes, acceptable amenity space, and meeting several criteria as set out in the aforementioned policies in relation to parking spaces and demand for housing.

Given (1) the details of the application and (2) the siting of the dwelling in a sustainable area, the principle of development would be acceptable subject to an adequate carrying out of the remaining constructions works to a modern standard and the implementation of conditions which are usually imposed on the creation of new dwellings. Such as the provision of energy statements water calculations and other reports which may be requested.

In addition to this, the development would constitute an efficient use of land and contribute to meeting a demand for mixed types of dwellings within the area along with contributing to carbon reductions and the fulfilling of the Local Authorities ambitions to regulate vehicular congestion in the future.

## 8.0 Relevant Planning Policy

### Oxford Local Plan 2036

CP1 - Development Proposals  
H1 - The scale of new housing provision  
H2 - Delivering affordable homes  
H4 - Mix of dwelling sizes  
H14 - Privacy, daylight and sunlight  
H15 - Internal Space standards  
H16 - Outdoor amenity space standards  
M1 - Prioritising walking, cycling, and public transport  
M3 - Motor vehicle parking  
M5 - Bicycle Parking  
RE1 - Sustainable Design and construction  
RE2 - Efficient use of land  
AOC3 - Blackbird Leys Area of Change  
SP4 - Blackbird Leys Central Area

### Oxford Local Plan 2016-2016

CP1 - Development Proposals \*  
CP6 - Efficient Use of Land & Density \*  
CP10 - Siting Development to Meet Functional Needs \*

### Core Strategy 2026

CS18\_ - Urb design, town character, historic env

### Sites and Housing Plan 2001-2016

HP13\_ - Outdoor Space \*  
HP15\_ - Residential cycle parking \*  
HP16\_ - Residential car parking \*  
MP1 - Model Policy

### Other Material Planning Considerations

- National Planning Policy Framework (NPPF)
- Planning Practice Guidance (PPG)

\*. Document may have been superseded by the more recent iteration

Continued...

## 8.01 Analysis of Planning Policy and its relevance to the proposal

The following extracts from the OLP 2036 have been highlighted, and a relevant commentary added in “orange”

The Local Plan 2036 denotes the following: (p33)

### “1 - Setting a capacity-based housing requirement

#### Point 3.8

*The need for new homes for Oxford over the plan period to meet affordable housing need and the commitments of the growth deal is much higher than the city can realistically accommodate within its administrative boundaries.*

*.... This provides for a minimum housing requirement of 10,884 new homes to be delivered by 2036 . This reflects the capacity and availability of land/sites in the city, the need to provide for a mix of homes to support the growth of sustainable communities....*

*Ad ditionally,*

#### **Policy H1: The scale of new housing provision**

*Provision will be made for at least 10,884 new homes to be built in Oxford over the plan period 2016-2036 . To reflect anticipated delivery over the plan period the housing requirement per annum reflects a stepped trajectory, as follows:*

- 2016/17 to 2020/21: 475 dpa
- 2021/22 to 2035/36: 567 dpa

*This will be achieved by:*

*a) making site allocations in this Plan (see Chapter 9 site allocations); and*

*b) promoting the efficient use and development of land/sites, including higher densities and building heights in appropriate locations(see Chapter 6 on Heritage and Design); and*

*c) ensuring that all new housing developments contribute to the creation and/or maintenance of mixed and balanced communities .*

Continued...



## 2.07a Analysis of Planning Policy and its relevance to the proposal

The Local Plan 2036 denotes the following: (p41)

“V- Development involving loss of dwellings

Point 3.26

*“Given the scale of the objectively assessed housing need in Oxford it will be important to ensure that the existing stock of homes is protected, particularly those that are best suited for family living; otherwise the benefits of building new housing would be undermined.”*

Point 3.27

*“The policy approach is to resist any net loss of any dwelling, but with some flexibility to allow a loss where there are exceptional justifications....*

The aforementioned references to the OLP2036 clearly demonstrate a need to provide additional housing within Oxford, and our proposal would provide this in a sustainable manner without incurring a net loss of dwellings within the city. On the contrary, providing a much needed increase and variety within the existing site. Therefore our proposal is in direct alignment with the council’s ambitions and points b). and c) and would constitute good practice in terms of providing sustainable development which would also have to meet the more stringent energy regulations and as a whole, provide an upgrade to the existing housing market.

### **Policy H15: Internal space standards**

*Planning permission will only be granted for new dwellings that provide good quality living accommodation for the intended use . All proposals for new build market and affordable homes (across all tenures) must comply with the MHCLG’s Technical Housing Standards*

*–Nationally Described Space Standard Level 1\*12*

As stated by Policy H15, only compliant dwellings will be granted permission. Refer to the aforementioned schedule of accommodation which confirms that each flat has been designed to comply with the Nationally Described Space Standards throughout.

Continued...

**Policy H16: Outdoor amenity space standards**

*Planning permission will only be granted for dwellings that have direct and convenient access to an area of private open space (in addition to bin or bike storage space), to meet the following specifications:*

*a) 1 or 2 bedroom flats and maisonettes should provide either a private balcony or terrace of usable level space, or direct access to a private or shared garden;*

*b) N/A*

*c) houses of 1 or more bedrooms should provide a private garden, of adequate size and proportions for the size of house proposed, which will be considered to be at least equivalent in size to the original building footprint . Where a directly accessible private outside area is provided, the remaining requirement for outdoor amenity space could be met by provision of shared private amenity space . The private outdoor areas should allow space for outside dining and/ or clothes drying, with reasonable circulation, which will require a minimum dimension of 1.5 metres deep by 3 metres long .*

*d) the following factors will be material in assessing whether adequate space has been provided:*

*i . the location and context of the development, in relation to the layout of existing residential plots, and proximity to public open space;*

.....

The proposal provides private garden areas for both the existing house and the new dwelling. These amount to 60m<sup>2</sup> & 67m<sup>2</sup> respectively. This is of an adequate size and exceeds all comparable schemes along Merlin road.

(Refer to appraisal of private garden areas on page:12)

Additionally, the site is highly sustainable, having several bus stops within close proximity and large open spaces a mere 100 -150m walking distance from the development.

(Refer to the site appraisal on page 14 for further clarifications)

Continued...