



DEMARCATION

ARCHITECTURAL & PLANNING
CONSULTANTS

Full Planning Application Package

Incorporating:

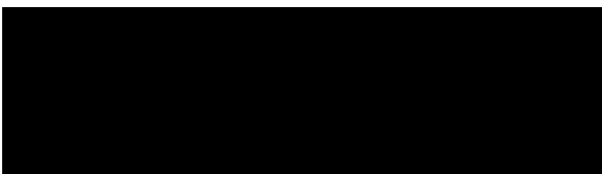
Planning, Design & Access Statement

Demolition of existing dwelling and erection of a two and a half storey building to provide two no 4-bedroom dwellings and one no 3-bedroom dwelling, with private amenity space, bin and cycle storage and provision of 4-off street parking spaces accessed via relocated highway access.

197 Headley Way, Headington, Oxford, OX3 7SU

Jan 2024

Demarcation
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1. INTRODUCTION

- 1.1. This Planning, Design and Access Statement has been produced by Demarcation Design on behalf of Mr & Mrs Sarwar to accompany a detailed planning application to Oxford City Council. The application seeks the demolition of the existing two storey dwelling and subsequent erection of a two and a half storey building to provide 2 x 4-bedroom and 1 x 3-bedroom dwellings with private gardens and associated, enclosed cycle and bin stores.
- 1.2. This Planning, Design and Access Statement comprises an analysis of the site and surroundings; an overview of the prevailing planning policy; and an assessment of the planning issues raised by the proposal. It sets out a reasoned justification why the proposal is entirely acceptable on its planning merits, accords with the Development Plan and would not be harmful to interests of acknowledged importance.
- 1.3. This Planning, Design and Access Statement should be read in conjunction with the accompanying drawings, also produced by Demarcation.

2. SITE DESCRIPTION, CONTEXT & PLANNING HISTORY

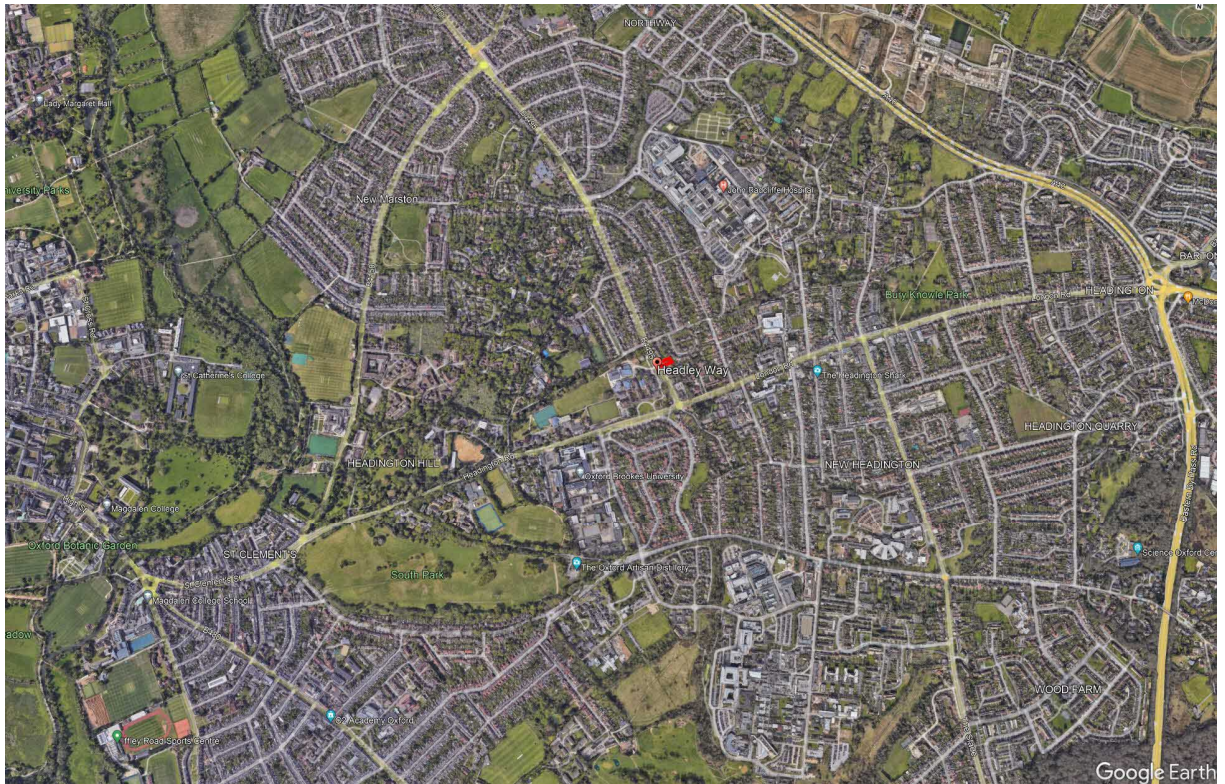
- 2.1. The area surrounding the application site is characterised by a variety of building sizes and styles, with a varied character in terms of built form with bungalows, two storey dwellings, as well as a two storey block of flats. There is no consistency of materials or detailed design; the only consistency and prevailing character is that all of the buildings are wide detached dwellings, which sit back from the road and benefit from generous plots.
- 2.2. The application site lies on the eastern side of Headley Way, itself one of the larger residential roads in Headington to the northeast of the city. It is rectangular in shape and measures approximately 43m deep x 16m wide and occupies a site area of approximately 630m². Access to the site is taken from Headley Way (to the

southwest) with an established pedestrian and vehicular access. The site is an established residential curtilage.

- 2.3. The existing site presents a plot of flat land, fronting the highway, currently occupied by a single detached two storey dwelling of generous proportion.
- 2.4. The site is open to the highway and is accessed regularly for the use outlined above.
- 2.5. Aerial photographs showing the location of the site in the context of the built-up area of Headley Way and in the context of immediately adjoining sites / uses are attached below for ease of reference.



Existing curtilage of application site.



Existing location of application site.



Street view of application site.

- 2.6. The site is not within a Conservation Area, Area of Outstanding Natural Beauty or other protected landscape. The site is also not within close proximity to any listed buildings. The information available from the Environment Agency's web site shows that the site lies outside of an area at risk to flooding. (see appendix 01).
- 2.7. The application site is in a sustainable location. Headley Way is situated adjacent to the main arterial London Road along which the suburb of Headington was built, approximately 2.6 km from the City centre and 1.7 km west of the A40 dual carriageway Oxford ring road. This provides the application site with convenient access onto the Oxford ring road and also to Junction 8 of the M40 motorway in an easterly direction, and the wider motorway network beyond. The application site is within close proximity to the amenities and services contained within the District Shopping Centres of Headington and Headley Way, which are respectively approximately 0.7 km and 1.2 km distant from the application site in an easterly direction and northerly direction, again respectively; and are readily accessible by foot, or short cycle journey.
- 2.8. A Site Location Plan is attached as part of the drawing package.

PLANNING HISTORY

- 2.9. The most relevant aspects of planning history relating to this site would be the preceding planning application LPA Ref; 23/00749/FUL which was refused on 3rd July 2023. Following this refusal, extensive discussions and a number of redesigns were undertaken with the planning case officer in order to overcome the concerns with the original scheme, culminating in the present proposal.
- 2.10. Prior to this, Pre-App negotiations were held. Pre-App response issued on 22/12/2022 from Planning Officer 'Nia George' of Oxford City Council, which has served to inform this application.

PRE-APPLICATION ADVICE

- 2.11. A Pre-Application site meeting was carried out in December 2022 with Oxford City Council Planning Officer Nia George to ascertain the likelihood of officer support for the demolition of the existing dwelling and erection of three new dwellings.
- 2.12. In short, the advice received was that “The proposed demolition of the dwelling to create three dwellings would make efficient use of the site and would be acceptable in principle; subject to the design and other material considerations.
- 2.13. It was tabled that three dwellings on the plot, would fail to respect the prevailing pattern of development in the area of wide detached buildings and that a flatted development might prove preferable. However, we believe that the design approach of the current proposal manages to overcome this concern. This will be described further later in this document.

3. PROPOSAL

- 3.1. As previously stated, the existing site presents an existing brownfield site within an established residential frontage with historical residential use. The site currently houses a detached two storey C3 dwellinghouse.
- 3.2. This application proposes to demolish the existing dwelling and replace it with three dwellings housed within a single building block similar in width to surrounding dwellinghouses.
- 3.3. The proposed new dwellings will propose an internal floor area of 132m², 14m² & 125m² respectively which, when related to the LPAs adopted national space standards exceed the requirements for 4 bed 6 person units. It has been determined that while Oxford indeed has a generous number of HMOs, flats and student units, mid-sized family units dwellings are still needed.
- 3.4. The layout of the proposed new dwellings is intended to disguise the appearance of three dwellings, by presenting the appearance

of one large family dwelling, while still providing each dwelling with a private access and front door.

- 3.5. Externally, the proposed new dwellings presents a simple traditional form of structure with a mixture of materials and variation in plane acting to minimise the visual mass of the building when viewed from the public domain.
- 3.6. Each dwelling is provided with a private rear garden providing private amenity space of circa 85m² by way of an enclosing fence to provide privacy and security. These rear gardens are proposed for the new dwellings providing a garden depth of circa 16m. This amenity space is intended to further provide space for the secure cycle store to Units 1 & 3, while unit 2s cycle store is located within the frontal parking area.
- 3.7. In conclusion, it can be seen that the proposal provides generous and well considered spaces for the occupiers, while maximising the potential of the currently underused plot.

4. LAYOUT

- 4.1. The proposed dwelling is located relatively centrally upon the plot, its relation to the highway following that of the existing dwelling. In order to enable the provision of a private 'buffer zone' to public domain retaining the existing parking area, albeit with relocated highway access, also providing space to locate the enclosed bin stores to the highway frontage, while also providing for an enclosed rear garden.
- 4.2. Access is provided to each dwelling via private and individual front doors, two being to the flank walls with the third located upon the main front elevation, reinforcing the illusion of a singular dwelling, while the rear gardens are accessed via the private footways to the flank boundaries of the plot, while windows to habitable areas are located fully upon the front and rear elevations, thereby preventing the perception of overlooking by any neighbouring properties.

4.3. The windows to the adjacent dwellings at 195 and 199 Headley Way are all of secondary nature, and only located on the ground floor directly addressing existing high fences.

5. SCALE

5.1 The proposed scheme seeks to replace the existing residential dwelling with three two and a half storey four bed roomed dwellings of modest traditional design, with a collective footprint commensurate with the size of the plot.

5.2 The proposed building presents a two storey structure of modest proportion, providing 2 No 4 bed units and a single 3 bed dwelling, providing 132m², 14m² & 125m² internal residential respectively. accommodation, which can be seen as a far more efficient use of that land than the current dwelling on the site

6. APPEARANCE

6.1 The architectural style adopted for this proposal is one of a modest reflection on the style of the surrounding buildings, replicating the gable façade of dwellings in the vicinity. Render, brick and cedar cladding is proposed for this public façade, reflecting the finish of the dwellings in the surrounding area. Brick and render construction is proposed to the side and rear elevations, reflecting many of the surrounding dwellings lower floors.

6.2 The overall design of the proposed dwelling is intended to give the development a modest identity, while appearing as an unobtrusive addition to the streetscape, proposing three modest scale high quality homes, while presenting the appearance of a single larger dwelling not uncommon in the vicinity.

6.2 The principle material palette will be brick to match surrounding properties with off-white acrylic thru' colour render to the upper storeys, while the windows are proposed as anthracite grey coloured slim profile units.

7. SUSTAINABILITY

In line with the Oxford Local Plan 2036 policy RE1 requirement, this design and access statement is supported by a standalone Energy & Sustainability Statement prepared by Blewburton Ltd, dedicated BREEAM, Home Quality Mark, Code for Sustainable Homes and energy assessors.

In addition to the guidance provided in the attached document, the following few lines outline the basic principles incorporated into the design in order to minimise the environmental impact of the proposal.

Design.

7.1 The design has been developed to create three replacement high-quality dwellings within the community by making more efficient use of this site, with strict attention paid to maximising the usable accommodation within the building envelope.

7.2 Where practicable, materials used will be derived from sustainable sources and sourced locally wherever possible, while traditional construction techniques allied with high quality design and workmanship will guarantee that only locally based building trades will be required.

7.3 The design and use of glazing in the proposed dwellings, have been carefully considered to provide natural light into the core of the building envelope, providing additional passive heat gain. Both these factors having a material impact upon reducing energy bills.

Energy

7.4 Our emphasis is towards a 'Fabric First' approach, improving the fabric of the buildings through considered design and workmanship to reduce thermal loss, and as a consequence reduce the energy requirement for heating. In addition to the required improvements in 'U' values, accredited details will be adopted that ensure a

continuity of insulation, especially around window and door opening. Air leakage from the building will also be minimised by the adoptions of good detailing and responsible workmanship. By the adoption of these principles, heating demand and consequently the size of the heat source will be minimised.

7.5 The detailed design of energy efficiency measures falls within the remit of other legislation, however it is generally accepted that there is a continuing drive towards greater energy efficiency and to this end the relevant regulations are under constant review.

7.6 Energy consumption will be minimised by employing all or in part the following measures:

- High performance double glazing;
- Full consideration of utilising renewable energy sources;
- High levels of insulation to floors, walls and roofs;
- Passive solar gain via orientation and layout;
- High level of natural lighting and ventilation;
- Grade 'A' appliances where supplied;
- Integrated energy management controls;
- User information, highlighting energy efficiency.

Water

7.7 Besides the desire to reduce energy consumption there is also a necessity to reduce both the consumption and waste of water. The following measures will be adopted that will assist in achieving this;

- Flow restrictors fitted to all taps
- Dual flush cisterns
- Baths with smaller profiles, requiring less water to fill
- Water butts installed for rainwater collection, for garden and plant watering rather than hoses.

Location

- 7.8 The application site is in utterly sustainable location. Headley Way is situated adjacent to the main arterial London Road along which the suburb of Headington was built, approximately 2.6 km from the City centre and 1.7 km west of the A40 dual carriageway Oxford ring road. This provides the application site with convenient access onto the Oxford ring road and also to Junction 8 of the M40 motorway in an easterly direction, and the wider motorway network beyond. The application site is within close proximity to the amenities and services contained within the District Shopping Centres of Headington and Headley Way, which are respectively approximately 0.7 km and 1.2 km distant from the application site in an easterly direction and northerly direction, again respectively; and are readily accessible by foot, or short cycle journey.
- 7.9 In addition to the amenities listed above, future occupants will also enjoy ready access to open countryside surrounding the area with recreation grounds located only a few dozen metres away to the east and southwest.

8. ACCESS

- 8.1 Access into the new dwellings is gained via individual private entrance doors on the front and side elevations of the building, accessed directly from the existing car parking area to the highway frontage.
- 8.2 Access to the proposed dwelling will be in accordance with Part M of the Building Regulations.
- 8.3 Access for waste and recycling collection and emergency vehicles will be directly from Headley Way.

9. HIGHWAYS MATTERS

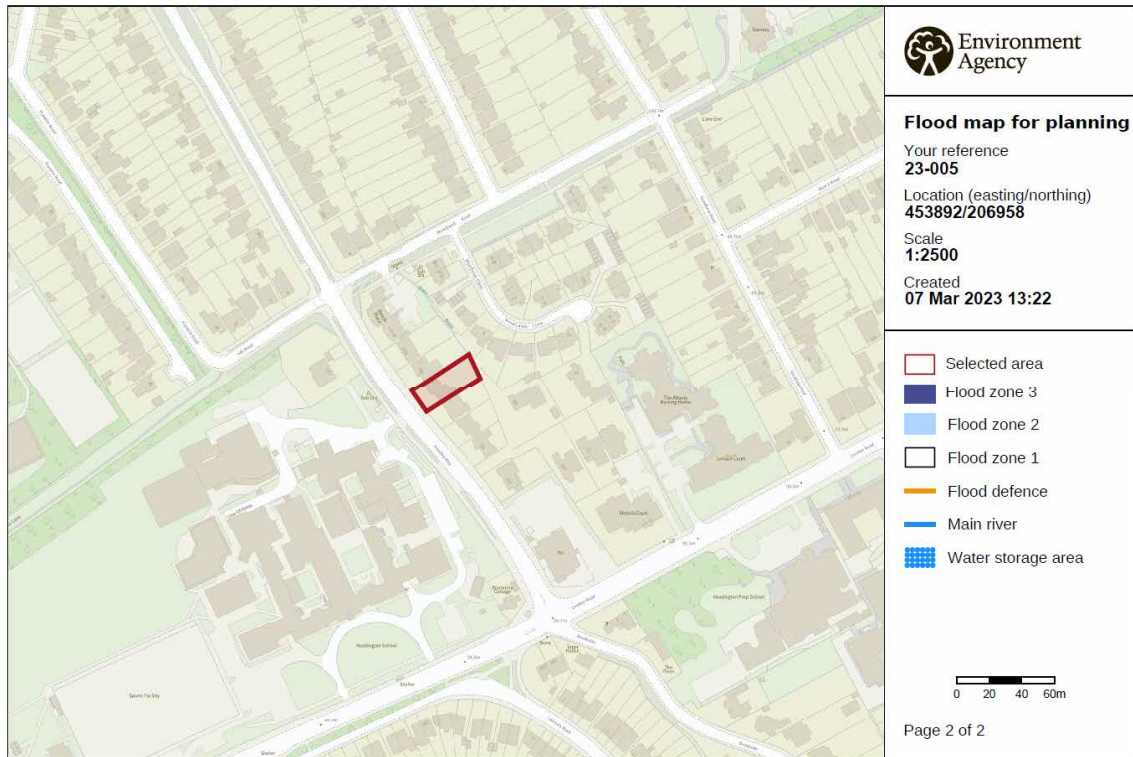
- 9.1 during the Pre-App consultation, the matter of parking was considered, with the outcome being stated that “No net increase in parking will be allowed when compared to the existing situation.

As such, it is not proposed to increase upon the existing parking provision.

10. SUMMARY

- 10.1 This project provides an opportunity to provide a high-quality development commensurate with the size of the site, but to a scale and style which is respectful of its immediate neighbours and wider surroundings, while also providing for much needed family accommodation in a highly sustainable location.
- 10.2 The development is highly sustainable being located within a settlement that has essential facilities, and by adopting sustainable locally resourced materials and utilising low carbon technology.
- 10.3 In light of all of the foregoing, it is clear that the application scheme is in accordance with the Development Plan, and therefore under Paragraph 14 of the NPPF planning permission should be granted without delay.

APPENDIX 1



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EA Flood Map info for the site.