

DESIGN AND ACCESS STATEMENT

Householder Planning Application by Mr & Mrs Waithman

**8b Harberton Mead
Oxford
OX3 0DB**

Proposed oak frame car port



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1. Background

- 1.1 This proposal relates to a simple householder planning application to erect an open-sided oak frame car port within the grounds of 8b Harberton Mead, Oxford.
- 1.2 The car port would be located to the front/side of the existing property.



Image 1: Aerial view of 8b Harberton Mead, Oxford OX3 0DB (not to scale)

2. Planning Policy and History

- 2.1 The National Planning Policy Framework (2019) is relevant and sets out the over arching framework against which planning applications should be assessed.
- 2.2 The Council's Local Plan 2036 and Headington Neighbourhood Plan 2017-2032 are also relevant.
- 2.3 Planning history
 - 97/1545/NFH (Approved) – Erection of 5 bed detached house
 - 23/00969/FUL (Approved) – Alterations to front porch, enlargement of side elevation lean-to and alterations to fenestration

3. Design and Access Statement

Response to Context

- 3.1 Harberton Mead is a private residential development between Jack Straw Lane (to the east) and Marston Road (to the west). The properties are generally large individual detached dwellings on large plots. The application property is a modern detached property constructed circa 20 years ago.
- 3.2 The existing dwelling is constructed of red facing brick and plain tile and is set back from the highway with vehicle parking to the front and private garden to the rear.
- 3.3 Residential development surrounds the site on all sides and other examples of outbuildings and garages have been approved within Harberton Mead. Harberton Mead lies within the Headington Hill Conservation Area.
- 3.4 In accordance with the Environmental Agency Flood Map for Planning, the property is within Flood Zone 1 (low probability of flooding) therefore, a Flood Risk Assessment is not required.



Image 2: Existing view looking west of proposed car port location



Image 3: Extract from Dwg J1017/CPPP/204 showing proposed car port in context

Use

- 3.5 The use of the property as a single family dwelling will not change as part of this proposal

Amount, layout and scale

- 3.6 The proposal is of a modest nature (circa 5 x 5.7 metres) and would not increase the GIA of the existing property. The car port would be constructed on oak posts with mini pile foundations and would retain open sides.
- 3.7 The car port would be located adjacent to the dwelling in an area already used for vehicle parking. The car port would simply provide covered parking for the owners vehicles.
- 3.8 The scale of the proposal is domestic in character, would be similar to other examples seen in the locality and would remain subservient to the main dwelling.

Landscaping

- 3.9 No landscaping would be affected.



Image 4: Existing view looking north of proposed car port location

Appearance

- 3.10 The proposed car port would be an oak frame design (oak posts, beams, braces) with plain clay tiles to reflect the detailing of the existing dwelling.
- 3.11 The roof of the car port will cat slide to the rear to reduce the ridge height to circa 3.75 metres. A standard apex car port would have a ridge in the region of 5 metres.
- 3.12 The design uses high quality materials to reflect the conservation area location.

Access and parking

3.13 The proposal will not affect the current access and parking arrangements.

4. Sustainability considerations

4.1 The proposed car port would be constructed from sustainably sourced timber and natural clay play tiles.

5. Conclusion

5.1 In conclusion, the proposal simply seeks householder planning permission to erect a modest oak frame car port of high quality design and materials.

5.2 It is contended, the proposal will enhance the aesthetics of the property and contributes to the conservation area setting.