

CUM/19444 – Cardinal Homes

Demolition of 109 Eynsham Road and erection of eight dwellings. Land to rear of 101 – 109 Eynsham Road, Botley (Cumnor Parish).

1.0 The Proposal

- 1.1 This application seeks full planning permission for the demolition of 109 Eynsham Road and the erection of eight houses (three detached – 1x4 bed 1x3 bed & 1 x 2 bed, two semi-detached – 2x3 bed and three terraced – 3x2 bed) on land to the rear.
- 1.2 The main part of the site is currently part of the rear garden area of No. 109. It is rectangular in shape and lies behind the gardens of Nos 101 – 107. A narrower strip of garden is proposed to connect that rectangular part of the site to No 109 and will be used to provide vehicular access with the demolition of No 109 providing access to Eynsham Road. The access will therefore be situated between the existing dwellings of Nos. 107 and 111.
- 1.3 The dwellings will be set in reasonably sized plots orientated around a parking and turning area, providing 12 spaces. Their location on site takes account of existing tree planting on the south and east boundaries. The detached dwellings are located on the east part of the site, to the rear of Nos 101 – 105, and the semi-detached / terraced units are located parallel with the south boundary, adjoining the rear gardens of properties in Nobles Close. The materials proposed for all units are brick with tiled roofs.
- 1.4 A copy of the plans showing the location of the proposal, the siting of the dwellings, their design and the applicants' supporting statement are attached at **Appendix 1**.
- 1.5 The application comes to Committee because several letters of objection have been received.

2.0 Planning History

- 2.1 There is no relevant planning history on this site.

3.0 Planning Policies

- 3.1 Policy H4 of the adopted Vale of White Horse Local Plan allows for new housing within the built-up area of Botley, which includes the application site.
- 3.2 Policy H16 enables backland development provided: a safe means of access with turning and adequate on site parking can be achieved; there is no adverse impact on the amenities of any existing dwelling on or around the site; and the proposed dwellings and their landscaping blend with the overall character and appearance of the area.
- 3.3 Policies D1, D2, and D3 seek to ensure that all new development is of a high standard of design, does not cause harm to the amenity of neighbours, and is acceptable in terms of highway safety.
- 3.4 Similar policies to those above have been included in the Second Deposit Draft Local Plan 2011. The corresponding policies are GS6, H9, DC1, DC5, and DC9.
- 3.5 Policy H14 also requires the density of new housing development in this area to be at least 40 dwellings per hectare, subject to caveats, including that no harm would be caused to the character of the area or to the amenity of adjoining properties.

4.0 Consultations

- 4.1 Cumnor Parish Council – do not object, but request several matters are taken into account. Their comments are attached at **Appendix 2**.

- 4.2 County Engineer – No response received at the time of writing. Any comments received will be reported orally to the meeting.
- 4.3 Drainage Engineer – No objections.
- 4.4 Environmental Health – no objections.
- 4.5 Four letters of objection have been received and are summarised below:
- The development is not in keeping with the area.
 - The development will lead to a loss of security to the rear of existing properties.
 - It will be unneighbourly, causing a loss of privacy and overlooking.
 - It will overload the existing sewerage system.
 - Access onto the Eynsham Road (Service Road) will be dangerous.
 - The demolition and construction will be disruptive and unneighbourly.
 - Six dwellings would be nearer the site maximum for redevelopment.
 - 12 parking spaces are inadequate for eight dwellings. There is also no provision for visitor parking. This will lead to on street parking.
 - The boundaries between the site and Nos 107 & 111 should be a 2m high brick wall.
 - Access is too narrow for pedestrian access, and the provision of utility services / lighting etc.
 - The gates will cause vehicles to stop outside Nos 107 & 111 and will be detrimental late at night. If allowed, they should be electronic.
 - If allowed, this scheme will open up other land to the rear for more houses, to the detriment of existing residents.
 - There is a covenant on the land preventing building. (This is not a material planning consideration).

5.0 **Officer Comments**

- 5.1 The main issues in this case are considered to be
- 1) The principle of the proposed development and the mix of development.
 - 2) The impact of the proposal on the character and appearance of the area.
 - 3) The impact of the proposal on neighbouring properties.
 - 4) The safety of the access / parking arrangements.
- 5.2 On the first issue, Eynsham Road is identified in the Local Plan as an area that can accommodate new housing development providing the layout, mass and design of the proposal would not harm the character of the area. PPG 3 “Housing” also makes it a priority to use previously developed land for new housing, particularly within urban areas. Previously developed land includes the curtilage of an existing dwelling. Therefore, the principle of the proposed development is considered acceptable in this location.
- 5.3 Regarding the second issue, the development in the form proposed is not considered to be out of keeping with the locality. The proposed dwellings will be to the rear of Nos. 101 - 111 Eynsham Road and Nos. 28 -32 Nobles Close which will largely screen any views of the development obtained from the public realm (i.e. from Eynsham Road and Nobles Close). Consequently, Officers consider the visual impact of the proposal to be acceptable.
- 5.4 In terms of design, the dwellings incorporate the vernacular style found within the neighbouring area, and it is proposed to use similar materials.
- 5.5 In terms of density, the site is surrounded by medium density residential development of around 25 dwellings per hectare. The proposed development density is approximately 36 dwellings per hectare. Whilst below the target of 40 per hectare as defined by Policy H14, it is

considered that the proposal is acceptable as it reflects the medium density of surrounding housing which is an essential part of the established character of the area.

- 5.6 Turning to the third issue, the impact upon neighbouring properties, it is considered that no harm is caused to those properties located in Nobles Road and Pinnocks Way which lie some 48 metres and 37 metres respectively from the proposed dwellings. The new dwellings are also sited approximately 42 metres from the rear of those properties in Eynsham Road and are orientated to respect the amenity and privacy of all adjoining dwellings (both existing and proposed).
- 5.7 However, it is considered that some degree of harm is likely to arise from noise and general disturbance from the vehicular use of the access drive between the Nos. 107 and 111.
- 5.8 Whilst it is acknowledged that the proposed access drive is likely to result in some noise and disturbance to rooms at the rear of both adjacent properties, as well as their rear gardens, it is felt that, with additional boundary treatment (i.e. close boarded fencing / walling) mitigation of the harm caused by vehicle movements can be achieved. It must also be borne in mind that any harm caused must be weighed against the consideration to make the most efficient use of previously developed land. In this respect, your Officers consider, on balance, that planning permission should not be withheld. Issues of boundary treatments and drainage are covered by conditions. There is considered to be no additional risk to security of property.
- 5.9 On the final issue, the parking and access arrangements proposed appear acceptable in highway safety terms, and adequate visibility appears to be available at the new access to ensure pedestrian safety and that of existing road users. However, the comments of the County Engineer have yet to be received at the time of writing to formally confirm this. The parking provision shown provides spaces for each unit at a ratio of 1.5 spaces. Given the accessible location of the site and very regular bus services into Oxford in the immediate vicinity, this is considered acceptable.

6.0 **Recommendation**

- 6.1 *That subject to no objections from the County Engineer, authority to grant planning permission subject to the following conditions be delegated to the Chief Executive in consultation with the Chair or Vice Chair of Development Control Committee.*

- 1 *TL1 – Time Limit*
- 2 *MC2 – Submission of sample materials*
- 3 *RE2 – Restriction on extensions / alterations to dwellings (PD rights removed)*
- 4 *RE8 – Submission of drainage details*
- 5 *RE7 – Submission of boundary details*
- 6 *Submission of details for electronic gates.*
- 7 *Access in accordance with specified plan*
- 8 *Turning space in accordance with specified plan*
- 9 *Car parking layout in accordance with specified plan*
- 10 *LS1 – Submission of landscaping scheme*
- 11 *Submission of surface material details for access road.*

12 *LS12 – Layout / Maintenance of open space.*

13 *MC23 – Removal of specified buildings to be demolished.*