

APPLICATION NO.	P13/V2597/FUL
APPLICATION TYPE	FULL APPLICATION
REGISTERED	3.12.2013
PARISH	GREAT FARINGDON
WARD MEMBER(S)	Roger Cox Mohinder Kainth Alison Thomson
APPLICANT	Mr. William Jones
SITE	40 Westland Road Faringdon, SN7 7EY
PROPOSAL	To demolish existing garage and utility room, proposed subdivision of existing house to create additional dwelling
AMENDMENTS	None
GRID REFERENCE	428081/194724
OFFICER	Holly Bates

1.0 INTRODUCTION

1.1 40 Westland Road is a semi-detached dwelling situated on a rectangular plot that runs north to south. Located towards the south-west side of Faringdon within an established residential area, vehicular access to the site is obtained from Westland Road to the north. A copy of the site plan is **attached** at appendix 1.

1.2 The application comes to committee as Faringdon Town Council objects.

2.0 PROPOSAL

2.1 The application seeks planning permission to extend the existing property and then sub-divide it to create two new dwellings, creating a terrace of three properties. The development involves the demolition of the existing attached garage and utility room to the west elevation of the dwelling, and the erection of a new two storey side extension in their place to form the additional dwelling.

2.2 The proposed extension has a width of 3.6 metres, and runs the entire width of the property, extending about 1.5m beyond the rear elevation with a gabled projection. The proposed extension is set down in height from the existing property by about 0.8m and has a matching eaves height. In addition, the upper floor element of the proposed extension is also set back from the front elevation of the existing dwelling by about 2 metres. It is proposed to use materials that match the existing property in the construction of the extension, and the proposed side extension will form the new one bedroom unit, with the existing dwelling remaining as a three bed dwelling. Parking provision for both dwellings would be to the front elevation, providing two spaces for the three bed dwelling and one space for the new one bed dwelling.

2.3 A copy of the application drawings is **attached** at appendix 2.

3.0 SUMMARY OF CONSULTATIONS & REPRESENTATIONS

3.1 **Faringdon Town Council** objects for the following reasons:

- Overdevelopment of the site;
- Inadequate parking;
- Out of keeping with the area.

County Highways Liaison Officer raises no objections subject to conditions as: “This [parking] provision meets Vale parking standards, and the layout raises no highway safety concerns in this location.”

One **neighbour** representation has been received, objecting to the application and making the following comments:

- The proposed alteration changes a row of semi-detached houses into a row of terrace housing;
- Note should be taken of the three parking spaces on the plot; some vehicles from that area already park on the road, hindering access;
- Concern that a long time could be taken over the building process, as other properties nearby have done.

4.0 **RELEVANT PLANNING HISTORY**

4.1 None.

5.0 **POLICY & GUIDANCE**

5.1 **National Planning Policy Framework**

The NPPF replaces all previous PPG's and PPS's and also indicates the weight to be given to existing local plan policies. The adopted Vale of White Horse Local Plan was not adopted in accordance with the Planning and Compulsory Purchase Act 2004, so paragraph 215 of the NPPF applies. The local plan policies that are relevant to this application are considered to have a high degree of consistency with the NPPF and should therefore be given appropriate weight.

5.2 At the heart of the NPPF is a presumption in favour of sustainable development (paras. 14 and 49). Paragraphs 34 and 37 encourage minimised journey lengths to work, shopping, leisure and education, and paragraphs 56 – 66 seek to promote good design and local distinctiveness and integrate development into the natural, built and historic environment.

5.3 Paragraphs 47 – 49 require local planning authorities to identify a five year supply of housing land. Where this cannot be demonstrated, relevant local plan policies for the development of new housing should not be considered up-to-date until the shortfall is rectified.

5.4 **Vale of White Horse Local Plan (adopted July 2006)**

Policy DC1 refers to the design of new development, and seeks to ensure that development is of a high quality design and takes into account local distinctiveness and character.

5.5 Policy DC5 seeks to ensure that a safe and convenient access can be provided to and from the highway network.

5.6 Policy DC9 refers to the impact of new development on the amenities of neighbouring properties and the wider environment in terms of, among other things, loss of privacy, daylight or sunlight, and dominance or visual intrusion.

6.0 **PLANNING CONSIDERATIONS**

6.1 The main issues in determining this application are: (i) whether the principle of development is acceptable; (ii) the impact on the visual amenity of the area; (iii) the impact on the amenities of neighbouring properties and (iv) whether adequate parking is available for the existing and proposed dwellings.

Principle of development

- 6.2 The principle of creating a new dwelling within the built-up area of Faringdon is considered acceptable, as it accords with policy. Faringdon is one of the main large settlements within the Vale, and is considered to be a sustainable location for development.

Impact on visual amenity

- 6.3 The proposed extensions and alterations to the dwelling will be seen within the context of the existing property and will not appear out of place within the street scene. The additional proposed unit takes the appearance of a subordinate extension to the existing dwelling, with a lower ridge height and upper floor set back from the front elevation which ensures that no harmful terracing effect will occur within the street scene. This complies with the advice contained within the council's residential design guide.
- 6.4 The proposal would create a terrace of three dwellings, rather than a pair of semi-detached properties. However, other dwellings in the vicinity have incorporated two storey side extensions or upper floor side extensions, including one other property that has also been sub-divided in a similar manner to that proposed. The proposed sub-division, which takes the form of a subordinate side extension to the dwelling is considered to be in-keeping with the scale, design and proportions of the existing property and it is not considered that the over riding character of the street would be compromised.
- 6.5 The creation of an additional access and parking spaces, which could be undertaken under the provisions of permitted development, will not appear out of place within the street scene. Some planting is to be retained along the front of the dwellings, and there remains some separation between the two spaces for number 40 and the one additional space for the new unit. In addition, other dwellings within the vicinity also have substantially covered the front of their curtilage for parking provision.
- 6.6 As such, it is not considered that the proposal would harm the character of the locality.

Impact on neighbours

- 6.7 The proposed side extension projects up to the boundary with the neighbouring property to the west, number 38. However, it remains set back from the side elevation of no.38 due to the existing single storey flat roof garage within the curtilage of no.38. While one upper floor window is contained within the side (east) elevation of no.38, this appears to serve a non-habitable room, as does the existing upper floor side facing window that is currently within the west elevation of no.40. This window within no.40 is to be removed, and no openings are proposed for the west elevation of the proposed extension. The proposed extension projects beyond the rear elevation of the existing dwelling by about 1.5m; it does not project beyond a 40 degree line taken from the closest upper floor rear windows within the adjacent properties and as such complies with the advice contained within the council's residential design guide. The proposed extension to form the new unit would incorporate a rear window to serve the new bedroom which would overlook the newly created garden curtilage directly to the south. The new window and the existing upper floor rearward facing windows within no.40 and the adjacent properties would result in some mutual overlooking of each others gardens. The relationship is, however, not uncommon in a residential area, and it is not considered that the application could reasonably or justifiably be refused on this basis. The concerns of the neighbour relating to the time taken to complete other developments in the area are acknowledged; however this is not relevant to this specific application and should significant concerns be raised relating to other sites,

these should be directed to the council's enforcement team.

- 6.8 As such, it is not considered that the amenities of the neighbouring dwellings would be harmed by the proposal in terms of overshadowing or dominance.

Impact on highway safety

- 6.9 The county highway officer raises no objection to the application, and advises that two parking spaces for the existing three bed dwelling and one parking space for the proposed dwelling is considered to be an appropriate level in this location. In order to ensure the access and parking shown on the plans is provided and maintained it is considered reasonable and necessary to condition it. An informative is required to ensure the applicant is made aware that contact must be made with Oxfordshire County Council to carry out works within the highway, for the proposed extension to the dropped kerb.

7.0 CONCLUSION

- 7.1 The principle of the proposed development is considered acceptable, it will not harm the visual amenity of the area or the amenities of neighbouring properties, and there is adequate car parking on the site. The proposal, therefore, complies with the provisions of the development plan, in particular policies DC1, DC5 and DC9 of the adopted Vale of White Horse Local Plan. The development is also considered to comply with the provisions of the National Planning Policy Framework.

8.0 RECOMMENDATION

It is recommended that planning permission be granted subject to the following conditions:

1 : TL1 - Time limit - Full Application

2 : List of approved plans

3 : RE1 - Matching Materials

4 : Prior to the use or occupation of the new development, the vehicular access and visibility splays hereby approved and shown on approved drawing number 2 shall be provided. Thereafter, the visibility splays shall be permanently maintained free from obstruction to vision.

5 : Prior to the use or occupation of the new development, the car parking spaces shown on approved drawing number 2 shall be constructed, surfaced and marked out. The parking spaces shall be constructed to prevent surface water discharging onto the highway. Thereafter, the parking spaces shall be kept permanently free of any obstruction to such use.

Informative

If works are required to be carried out within the public highway, the applicant is advised not to commence such work before formal approval has been granted by Oxfordshire County Council by way of either:

- i. - a Section 184 Notice under the Highways Act 1980, or
- ii. - a legal agreement between the applicant and Oxfordshire County Council

Author / Officer: Holly Bates – Planning Officer
Contact number: 01235 547664
Email address: holly.bates@southandvale.gov.uk