

<b>APPLICATION NO.</b>	<a href="#">P13/V2207/FUL</a>
<b>APPLICATION TYPE</b>	FULL APPLICATION
<b>REGISTERED</b>	7.10.2013
<b>PARISH</b>	ABINGDON
<b>WARD MEMBER(S)</b>	Jason Fiddaman Aidan Melville
<b>APPLICANT</b>	Mr Alan Bertram
<b>SITE</b>	Land rear of 74, 76 and 76a Gainsborough Green Abingdon
<b>PROPOSAL</b>	Erection of a detached dwelling.
<b>AMENDMENTS</b>	None
<b>GRID REFERENCE</b>	449045/196183
<b>OFFICER</b>	Martin Deans

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## 1.0 INTRODUCTION

1.1 This application was presented to planning committee on 15 January 2014 when it was deferred to ensure that a neighbouring dwelling, no 78A Gainsborough Green, was consulted. This has now been carried out.

1.2 The application site is located to the rear of no.74, no.76 and no.76a Gainsborough Green in south Abingdon, on garden land associated with these dwellings. The site lies at the junction of Gainsborough Green and Cotman Close. Cotman Close runs along the east side of the application site and then turns through a right-angle and changes its character to become a rear service road to other houses to the south-east. The section of Cotman Close alongside the application site is 4.5 metres wide and has a 1.8 metre-wide pavement on either side. Immediately to the south of the site lies the grounds of Thameside Primary School. To the east, on the other side of Cotman Close from the application site, lies no.78 and no 78A Gainsborough Green. A site location plan can be seen **attached** at appendix 1.

1.3 This application comes before planning committee as Abingdon Town Council has objected to the proposed scheme.

## 2.0 PROPOSAL

2.1 This application seeks planning permission for a two storey, two-bedroom dwelling with access from the service road. The proposal includes two parking spaces to serve the dwelling. Submitted plans can be seen **attached** at appendix 2

## 3.0 SUMMARY OF CONSULTATIONS & REPRESENTATIONS

3.1 **Abingdon Town Council** – Object – recommend refusal. “The committee noted that parking is already a problem with cars having to park on the road and that should the development proceed members considered that additional on street parking would mean that access to the site would be neither safe nor convenient, in contravention of saved policy DC5 (Access) of the Local Plan”

3.2 **Neighbours** Three letters of objection have been submitted. Any further letters submitted between the writing of the report and the time of the committee meeting will be reported to committee. The grounds for objection are as follows:-

- Loss of privacy and amenity
- It will set a precedent
- There is already congested parking and access in Cotman Close and further

- parking and access problems will arise
- The road not in a fit state to serve another property
- Positioning of property in relation to others
- The proposal is motivated by greed (this is not a material consideration)

3.3 **Highways Liaison Officer (Oxfordshire County Council)** – no objection subject to conditions

3.4 **Drainage Engineer (Vale of White Horse District Council)** – no objection subject to conditions

3.5 **Waste Management Officer (District Council)** – no objections

#### 4.0 **RELEVANT PLANNING HISTORY**

4.1 [P13/V0411/FUL](#) - Approved (03/05/2013)  
Division of the existing dwelling at no.76 to create a new one-bedroom dwelling

#### 5.0 **POLICY & GUIDANCE**

5.1 Vale of White Horse Local Plan 2011 policies;  
DC1 - Design  
DC5 - Access  
DC9 - The Impact of Development on Neighbouring Uses

National Planning Policy Framework (NPPF)

#### 6.0 **PLANNING CONSIDERATIONS**

6.1 The main considerations in the determination of this application is

- The principle of development
- Impact upon site and surrounding locality
- Impact upon neighbouring amenity
- Impact upon Highways
- Other Issues

#### 6.2 **Principle of development**

The site lies within the main built limits of the settlement of Abingdon within an established residential housing estate. The house at no.76 has already been subdivided to provide an additional one-bedroom dwelling known as no.76a under planning permission P13/V0411/FUL. Given its context there is no objection in principle to the proposed dwelling.

#### 6.3 **Impact upon the site and surrounding locality**

The site is surrounded by a modern housing estate comprised principally of terraced houses with some semi-detached houses. The proposed dwelling would have two storeys and a pitched roof. In this regard it is similar in height and design to the existing houses in the vicinity. Unlike surrounding houses it would be a detached house, but, in light of the support for creating mixed and inclusive communities in the NPPF, this factor is not considered to be harmful in itself.

6.4 The proposed house would front onto the existing road, from which there would be vehicular access. The front wall of the new house will lie close to the pavement. This layout differs slightly from that seen in the locality, where houses are set back behind small front gardens or parking areas. However, the proposal does introduce an active frontage to this part of the existing road, which is beneficial in terms of urban design.

- 6.5 With regard to space within and around the development, the distance between the closest gable end wall of the proposed house and the existing houses at no.76 and no.76a would be 19 metres. The nearest house to the south-west would be at least 15 metres away. These distances are both in excess of the council's minimum adopted standard of 12 metres for these relationships. There will be no upper floor windows in either of the proposed gable end walls. The garden to be created to the rear of the proposed house measures approximately 14 metres by 6.5 metres, which is an area of approximately 100 sq. metres. This is considered to be ample for a two-bedroom house. The proposal will reduce the size of the rear gardens of the houses at no.74 and no.76. However these would still be approximately 90 and 85 sq. metres in area respectively, which is acceptable for terraced family houses
- 6.6 Overall the design and scale of the proposal, and the space around it, are considered to be acceptable within its context, and do not cause harm to the character or appearance of the area.
- 6.7 **Impact on neighbouring amenity**  
The new house has been carefully designed to minimise the impact on neighbours. Upper floor bedroom windows are restricted to the front elevation, which, although facing towards the end of the rear garden of no.78 and no 78A Gainsborough Green, are separated from the garden by the road and two pavements, a distance of approximately 10 metres. Given this distance, and the fact that it is the end of the garden that is closest to the proposed house, there will be no harm from overlooking from these windows,
- 6.8 Upper floor windows on the rear elevation of the new house will face towards the rear garden of no.72 Gainsborough Green. However, these will serve the stairwell and the bathroom. Due to the design of the staircase, the window to the stairwell will be high level, while the bathroom rooflight will be obscure glazed. Consequently, there will be no harmful overlooking from these windows. There will be no windows facing north towards no.74, no.76 or no.76a.
- 6.9 Regarding potential loss of light and dominance, the new house has also been carefully designed to incorporate a narrow main span of only 4.5 metres, and a catslide roof over the rear projecting element. In light of these features, combined with the distance of the new house to its nearest neighbours, there will be no harm from loss of light or from over-dominance.
- 6.10 **Impact upon Highways**  
The proposal includes a new vehicular access onto Cotman Close and off-street parking for two cars. Although this part of Cotman Close provides rear service access for the houses to the south-east, the section of the road running from Gainsborough Green to the right-angle turn just to the south of the site is of normal minor estate road standard. The carriageway is wide enough for two cars to pass each other and it has a standard-width pavement on each side. The road is used to access Thameside School and is used by schoolchildren. However, the new access can be provided to meet accepted safety standards, which means drivers and pedestrians will have the required awareness of cars entering and leaving the site. As these standards can be achieved, the county engineer has no objections.
- 6.11 Two off-street parking spaces can be provided. This meets the adopted standard for a two-bedroom house in a relatively sustainable location like Abingdon. It is acknowledged that on-street parking does occur in the locality. However, as the adopted standard can be met the county engineer has no objections on this issue.

6.12 **Other Issues**

Objections have been made concerning precedent. Committee will be aware that precedent is not normally a material consideration unless other similar opportunities for the development proposed can be identified. There is the potential for other corner plots to be developed elsewhere on the estate. However, these opportunities are relatively few in number and, were they to come forward as planning applications, would each be assessed on their individual merits, as this proposal has been. Consequently this issue is not considered to pose concerns that are sufficient to warrant the refusal of this application.

6.13 The council's drainage engineer is satisfied that the necessary surface water and sewage drainage can be dealt with by condition and would not be seen as a constraint to development.

7.0 **CONCLUSION**

7.1 The proposed single dwelling does not cause harm to the prevailing character or appearance of the area. Given its careful design, it will not lead to harm from overlooking, loss of light, or over-dominance. The new vehicular access can be provided in accordance with normal safety standards and off-street parking meets the council's adopted standard. Thus the proposal accords with relevant policies of the adopted Vale of White Horse Local Plan 2011, particularly policies DC1, DC5 and DC9.

8.0 **RECOMMENDATION**

8.1 **Planning permission is granted subject to the following conditions:**

- 1 : Commencement 3 yrs - Full Planning Permission
- 2 : Approved plans \*
- 3 : Materials as on plan
- 4 : HY3 - Visibility Splays (Access) (Full)
- 5 : HY7[1] - Car Parking (Full)
- 6 : HY17 - Closure of Existing Access (Full)
- 7 : HY19 - No Drainage to Highway (Full)
- 8 : MC24 - Drainage Details (Surface and Foul) (Full)

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