

APPLICATION NO.	P14/V0538/FUL
APPLICATION TYPE	FULL APPLICATION
REGISTERED	20.3.2014
PARISH	NORTH HINKSEY
WARD MEMBER(S)	Eric Batts, Debby Hallett
APPLICANT	Mrs Bridget Eley
SITE	Corner of Lime Road and Laburnum Road Oxford (In the parish of North Hinksey), OX2 9EG
PROPOSAL	Demolition of existing pair of semi-detached dwellings; Erection of a two and a half storey building containing seven flats (6 x 2 bed and 1 x 1 bed); improved access from Laburnum Road to provide 8 car parking spaces, cycle storage and an enclosed bin store, and associated landscaping (as amended by revised plans P01B, P02C, P03D, P06 and P07 and agents email received 3 June 2014, further revised plans P01D, P02D, P03E and agents email received 15 August 2014, further revised plans P01E, P02E and P03E and agents email received 2 October 2014, and final amended plans P01F, P02F and P03F and accompanying email from agent dated 27 October 2014).
AMENDMENTS	As above
GRID REFERENCE	448747/205228
OFFICER	Lisa Kamali

SUMMARY

This application comes to committee as North Hinksey Parish Council objects

The proposal is to replace an existing pair of semi-detached houses with a development of seven flats in one building on a corner plot. The main issues are:-

- The impact of the proposal on the character and appearance of the area
- The quality of the scheme for future occupiers
- The impact on neighbours
- Access and parking
- Drainage

The proposal is in a location that is relatively well served by alternative means of transport and is relatively close to local services and facilities. The proposal is considered to have an acceptable impact on the area, on neighbours, and on highway safety.

The recommendation is to delegate authority to grant planning permission to the head of planning in consultation with the chairman subject to a section 106 agreement to secure a financial contribution for double yellow lines in the vicinity of the site.

1.0 INTRODUCTION

- 1.1 The site is roughly square in shape, has an area of approximately 0.10 hectare and is located on the corner of Laburnum Road and Lime Road in Botley, within the parish of

North Hinksey. The site slopes down by about 1.5 metres from west to east along Lime Road. The site also slopes down from south to north along Laburnum Road. A site location plan is **attached** at Appendix 1.

- 1.2 The site currently contains a pair of semi-detached dwellings which sit diagonally across the south-east corner. The adjoining sites to the west along Lime Road and to the north along Laburnum Road also contain semi-detached dwellings. The existing dwellings on the site and those on the neighbouring sites are two storeys in height and constructed of red brick to the ground floor and pebble dash render to the first floor with tiled hipped roofs.
- 1.3 The surrounding area is suburban residential in character. Opposite the site to the south is a large site (now named 'Harcourt Place') where 136 dwellings are currently being completed (Outline approval Ref. P06/V1269/O, Reserved Matters approval Ref. P13/V0497/RM).
- 1.4 The site has no special designations under the adopted local plan (2011), however Lime Road and Laburnum Road are identified as an existing cycleway route (policy TR5). The site does not contain any large trees.
- 1.5 This application comes to Committee due to the objections of North Hinksey Parish Council and 17 neighbour objections.

2.0 PROPOSAL

- 2.1 The application seeks full planning permission to demolish the existing pair of semi-detached dwellings and construct a part two-, part two-and-a-half storey pitched roof building containing seven flats (6 x 2-bed units and 1 x 1-bed units). The building would be finished in buff brickwork and render.
- 2.2 The development provides for eight car parking spaces and 15 cycle parking spaces, which would be accessed from Laburnum Road via an improved existing vehicle crossing. A bin store is provided in the southwest corner of the site. Landscaping is shown around the proposed building. The current application drawings are **attached** at Appendix 2.
- 2.3 It is noted that this proposal has been amended four times since it was originally submitted. For clarity these amendments are outlined below.
 - 3 June 2014: amended by Drawing Nos. P01B, P02C, P03D, P06 and P07 and accompanying agent's email. Reduction in number of flats from nine to seven, reduction in building scale and other design amendments, amended car parking, cycle parking and bin store, removal of wall and insertion of planting on boundary with No. 4 Lime Road, further detail regarding materials and dormer windows.
 - 15 August 2014: amended by Drawing Nos. P01D, P02D, P03E and accompanying agent's email. Amendment to parking layout.
 - 2 October 2014: amended by Drawing Nos. P01E, P02E and P03E and accompanying agent's email. Removal of two parking spaces accessed from Lime Road (leaving eight parking spaces accessed from Laburnum Road).
 - 27 October (Current scheme): amended by P01F, P02F and P03F and accompanying agent's email. Inclusion of French doors to the bay windows of ground floor units 1, 2 & 3, provision of a gated footway from the French window

of each ground floor unit to the footpath fronting the street, provision of a small patio sitting out area for units 1, 2 & 3 adjoining the footway, tracking details to prove the obvious i.e. that cars can turn around and leave in a forward direction, and an increase in width of the recently introduced gable onto Lime Road to include the bed 2 windows whilst retaining the bay at its present width.

- 2.4 All consultees have been re-consulted on the amendments of 3 June, 15 August and 27 October. Due to an administrative error, letters of consultation were not sent out in respect of the 2 October amendment (which deleted two parking spaces to be accessed from Lime Road which were controversial with neighbours and not supported by the county highways officer. However the 27 October amendment supersedes all previous amendments and consultation on this amendment has been carried out in full.

3.0 SUMMARY OF CONSULTATIONS & REPRESENTATIONS

3.1 North Hinksey Parish Council

Submitted three letters of objection to the scheme raising particular concern around height, size and mass of the building, poor design, excessive plot coverage, excessive density, building too close to the corner, inaccuracies on the submitted plans, road safety implications, damage to neighbouring properties and general disturbance during construction. The objections are **attached** at Appendix 3.

Neighbours

At the time of writing this report, 27 letters of objection have been received from 17 neighbours. The expiry date for consultations on the application (as amended on 27 October) is 12 November, and any additional consultations received following publication of the committee agenda will be reported to committee in an addendum report.

The key issues raised in the letters of objection are summarised as follows:-

- Too many flats for the site.
- Increased traffic congestion.
- Inadequate parking on busy junction that is used by buses. Inconsiderate parking already causes problems for bus access.
- No provision for disabled parking.
- Loss of family homes.
- Increase of flats in the area is changing its character and putting pressure on local services.
- Could affect houses on Sycamore Road due to overlooking, noise and light pollution.
- Inadequate consultation.
- Three storeys would be out of character with local two storey development. Paragraph 60 of the NPPF provides that it is proper to promote or reinforce the local distinctiveness of an area.
- Overlooking of existing properties contrary to Policy GS5.
- Inadequate provision for amenity space.
- Loss of privacy for 48 Laburnum road due to the replacement of two houses with nine flats. As site is at a higher level, the second floor kitchen/living room would have a view over the garden and adjacent gardens.
- Residential Design guide advises that wherever possible windows should be positioned to prevent overlooking.
- Impact of refuse bins upon the streetscene.
- Noise and pollution from parking adjoining residential boundary.

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- Concern about surface water drainage from parking area
- Changes that have been made are minor and do not address concerns. Scale still too large.
- The buildings will not be similar in height to those on Lime Road or Laburnum Road, there are no 2.5 storey buildings in the vicinity. 2.5 storey houses in the Bloor development were pushed away from the Lime Road boundary.
- 2.5 storey will over-dominate as indicated on the street scene which shows it higher than 75 Laburnum Road.
- Development would appear urban rather than suburban.
- Loss of privacy contrary to Policy DC9 and H10.
- Lack of visibility for the Lime Road parking due to proximity of the junction and the lie of the land.
- Noise and exhaust fumes for adjacent dwellings from the proposed parking spaces.
- Lack of surveillance for the cycle store.
- Proposals for yellow lines recommended by the highway officer would exacerbate speeding issues.
- No information on how the development would be constructed.

A petition signed by 19 local residents was also received. The reasons for objection are summarised as follows:-

- Nine flats is too many for the plot.
- Insufficient parking would result in parking on the road where there is a dangerous junction and a bus route.
- The vehicular access will be a danger for pedestrians and other road users.

An unsigned petition referring to 29 addresses in the locality has also been received. The reasons for objection are summarised as follows:-

- Impact of additional traffic.
- Traffic safety.
- Loss of two family homes.

A further unsigned petition referring to 18 addresses in the locality. The reasons for objection are summarised as follows:-

- Impact of additional traffic.
- Potential hazards with extra dwellings being built across Lime Road.

Councillor Debby Hallett

Councillor Hallett, who is a neighbour, has submitted three letters of objection. She is particularly concerned regarding increased traffic, parking pressure, traffic safety, fumes from parking area, construction nuisance, light pollution into gardens, the scale of proposed building, and accessibility of the development for disabled people.

County Highways Liaison Officer

Three responses have been received in relation to the original application and subsequent amendments. Comments in the application as currently presented are as follows:-

"I understand the original application commented on by Ben East was for a higher number of residential units with a reduced number of units, subsequently commented on by Chris Nichols.

The reduced number of units required the number of off-street parking spaces to be amended. In this adjustment account was taken of the relatively sustainable location with West Way Shopping Precinct within walking/cycling guidelines and good public

transport opportunity adjacent.

My telephone discussion with the agent, Peter Uzzell, centred around the existing access for two car parking spaces on Lime Road egressing in a reverse gear manoeuvre (opposite a new access junction for a permitted residential development) or egressing in first gear from the parking provision proposed off Laburnum Road. My preference was for all the parking to be located off Laburnum Road and closure of the Lime Road access.

In this discussion I also indicated that the Local Highway Authority (LHA) may be able to reduce the original £5k contribution for the No Waiting at Any Time (double yellow lines) Traffic Regulation Order (TRO) junction protection to £3.5k.

Finally, this application has been considered on its merits and in light of other permitted developments in the vicinity. Therefore, in summary the LHA propose no objection subject to a legal agreement and conditions as follows:

- *A contribution of £3.5k, via a Unilateral Undertaking (UU) for Traffic Management measures in the vicinity.*
- *Permanent closure of the existing vehicular access on Lime Road, to full face kerb and verge, to Oxfordshire County Council (OCC) standards. A separate Consent will be required from LicensingandStreetworksAdmin@oxfordshire.gov.uk.*
- *The proposed revised vehicular access arrangements from Laburnum Road to be to OCC standards. A separate Consent will be required.*
- *Car parking provision, unallocated, as approved plan. Car parking provision to be SUDS compliant drained. Some form of lighting*
- *A SUDS compliant Drainage Strategy for the whole site, before implementation.*
- *INF17 – Works in the Highway.*
- *Cycle parking provision, covered and secure, as approved plan – ‘Sheffield’ type stands at 0.9m minimum spacing for practical use.*
- *Given the bus route adjacent and school nearby a Construction Traffic Management Plan (CTMP), before implementation. Guidance note attached.*
- *Boundary treatment/planting must not obstruct the vehicle access pedestrian awareness vision splays (2.0x2.0m) either side of the access. Same for car parking blocks.*
- *Lighting for the car parking/turning area should be considered (pedestrians/manoeuvring vehicles).”*

Architects’ Panel

Provided comments on the nine-unit scheme originally submitted and requested details of materials, further information on landscaping and more detail regarding dormer windows, along with detail as to how public and private space is to be defined at the entrance to the parking area. The panel questioned whether the building could be set back further into the site.

Waste Team

No objections following amendments to bin store.

Countryside Access

No strong views

Council's Drainage Engineer

No objection to the application as amended subject to conditions regarding the route of the public foul sewer and regarding the permeability of the ground and its ability to deal with increased surface water runoff from the development.

4.0 RELEVANT PLANNING HISTORY

4.1 P13/V2529/PEM - Other Outcome (23/12/2013)

Demolition of existing dwellings and erection of two 1-bed and seven 2-bed flats with 12 car parking spaces, cycle and refuse storage

An office meeting was held, and this was followed by a letter dated 23 December 2013, which raised no issue with the principle of a residential development on the site, but raised several concerns which are summarised below:

- The height and bulk of the proposed building is excessive and would harm the character of the area, suggesting that any revised scheme should not exceed 2.5 storeys.
- No particular design issues, however the three-paned dormer windows appear cramped.
- Concern regarding scale of parking area, which would appear as a sea of hard standing in a suburban area.
- Difficult to ascertain impact on neighbours amenity from plans provided, but flats will need to be arranged to prevent direct overlooking.

P08/V0388 - Approved (09/05/2008)

Demolition of existing utility room. Erection of single storey side and rear extension to incorporate a garage and new kitchen.

P75/V0787 - Approved (06/06/1975)

Extension. 50 Laburnum Road, Botley.

5.0 POLICY & GUIDANCE

5.1 *Adopted Vale of White Horse Local Plan 2011*

The current Local Plan was adopted in July 2006. The following relevant policies have been considered to be saved by the Secretary of State's decision of 1 July 2009 whilst the new local plan is being produced:

DC1 - Design – requires new development to be high design quality in terms of layout, scale, mass, height, detailing, and materials to be used.

DC3 - Design against crime – New development should reflect published guidance such as “eyes on the street” to reduce opportunities for crime by using natural surveillance, urban design etc.

DC5 - Access - Seeks to ensure that vehicular movements both within and into sites do not cause safety, congestion or environmental problems. Parking standards and cycling provision should also be adequate. Reference is also made to the need to secure sufficient off-site highway improvements to mitigate the impact of the development.

DC6 - Landscaping - requires hard and soft landscaping to protect and enhance the visual amenities of the site and surroundings and to maximise nature conservation and wildlife habitat creation.

DC7 - Waste Collection and Recycling provision .

DC8 - Provision of infrastructure and services – secured via a legal agreement for local and district wide services.

DC9 - Impact of development on neighbouring uses – There should be no harmful impact on neighbours from, amongst other matters, overlooking, overshadowing or over dominance.

DC14 - Flood Risk and surface water drainage - The assessment of sites and the use of SUDS schemes.

H10 - Development in the Five Main Settlements - New housing development will be permitted provided it would not result in the loss of community facilities and provided it makes efficient use of land and would not harm the character of the area.

H15 - Residential density

5.2 *National Planning Policy Framework (NPPF) March 2012*

The National Planning Policy Framework (NPPF) replaced most of the existing national planning guidance in March 2012. It states that there is a presumption in favour of sustainable development, and that sustainable development has three dimensions, economic, social and environmental. The weight to be attached to local plan policies depends on the degree to which they accord with policies in the NPPF. The NPPF supports the creation of mixed and inclusive communities.

The following paragraphs of the NPPF are particularly relevant:

- Paragraphs 14 and 49 – presumption in favour of sustainable development.
- Paragraph 50 – create sustainable inclusive and mixed communities.
- Paragraphs 57, 60 and 61 – promote local distinctiveness and integrate development into the natural, built and historic environment.
- Paragraph 109 – contribute to and enhance the natural and local environment.

The NPPF gives guidance on how much weight to attach to local plan policies. The policies listed above are considered to be consistent with the NPPF, and therefore to have significant weight, apart from policy H10 which, as a housing supply policy, has little weight due to the current five year housing supply shortfall.

5.3 *Planning Practise Guidance, March 2014*

This provides supplementary guidance for the NPPF

5.4 *Supplementary Planning Documents*

Vale of White Horse Residential Design Guide SPD (December 2009)

6.0 **PLANNING CONSIDERATIONS**

6.1 The main issues to be considered are:

- The principle of the development.
- Design quality and the impact of the proposal on the character and appearance of the area.
- Residential quality
- The impact of the proposal on neighbours.
- Parking and highway safety.

6.2 **Principle of the development**

The proposal involves the re-development of a site which is already used for residential

purposes, and it will provide for smaller one and two bed dwellings which would likely appeal to first time buyers and young professionals. In addition, the location of the site is one that is relatively close to local services and has relatively easy access to employment opportunities. Given this the principle of a residential development on this site is fully supported.

6.3 Design Quality and the impact of the proposal on the character and appearance of the area.

The NPPF is explicit in seeking a high quality outcome for good design in terms of layout and building form as a key aspect of sustainable development. The council's residential design guide SPD (2009) states that the *"size of a dwelling should be appropriate to the size of the site and should carefully take into account its impact on the character of the area and the amenities of neighbouring properties"*.

6.4 There has been substantial local objection to the application, and concern has been raised regarding the scale and massing of the building. Objectors consider that the design of the scheme is out of context with the character of the area.

6.5 Paragraph 60 of the NPPF warns against imposing architectural styles or particular tastes. Whilst the design of the proposed building is modern and different to the existing housing found in this area, this in itself does not make the proposal harmful, and officers consider the contemporary design to be acceptable. The hipped roof reflects the style and pitch of the roofs of other buildings in the locality, so whilst modern, the proposal does have regard to the existing built form of the area. A condition for external materials is recommended to ensure these are of a high quality and complement the architecture.

6.6 The ridgeline of the proposed building varies in height from eight to 9.5 metres. The taller 9.5 metre section of the building is located on the corner of Lime Road and Laburnum Road. Officers consider the modest additional height on the corner to be acceptable given it an accepted design principle that additional height can be often accommodated on corner sites. It is not considered that the building would be over-dominant in the street scene or in relation to no. 75 Laburnum Road to the east of the site given it is 2.5 storeys in total and the top floor is recessed within the roof slope. The building then steps down to address the neighbouring properties at no. 4 Lime Road, and no. 48 Laburnum Road, and the height of this part of the building is also comparable to that of the neighbour.

6.7 The proposed building has a footprint of approximately 242 sq.m, which equates to a site coverage of about 24.2%. This is comparable to the site coverage of the existing pair of semi-detached dwellings on the site. While it is appreciated that the proposed building would be taller and bulkier than what is on the site now, it is noted that this is a large site when compared with existing plot sizes in the locality, and officers consider that the site is capable of accommodating a larger building.

6.8 The proposed building as amended is considered to have a positive relationship with the street, as ground floor units 1, 2 and 3 will have French doors opening out to the street along with a gated footway to the footpath fronting the street. This will allow give the development a suburban feel and will allow for passive overlooking of the street.

6.9 The architects' panel provided comments on the nine-unit scheme originally submitted and requested details of materials, further information on landscaping and more detail regarding dormer windows, along with detail as to how public and private space is to be defined at the entrance to the parking area. They also questioned whether the building could be set back further into the site. Conditions requiring details of materials and

landscaping are recommended to address the first three comments. With regards to the position of the building, it is noted that the application has been amended to bring parts of the building slightly further into the site to respect the line of houses along Lime Road, and officers consider that the position of the proposed building is adequate in terms of its relationship with existing building lines and streetscape.

- 6.10 Overall, the design, scale and mass of the proposed building, as amended, is acceptable. The building is considered to fit comfortably on the site and the proposal is not considered to be harmful to the character and appearance of the locality, in accordance with the council's residential design guide SPD and the NPPF.
- 6.11 **Residential quality**
The proposed two bedroom flats would have an internal area of between approximately 62.45 and 63.5 square metres, and the one bedroom flat would have an internal area of approximately 48 square metres. The internal space provided for the flats is considered satisfactory, and the flats are considered to have a good internal layout, with like for like uses stacked above and below each other. Generally the orientation of the proposed flats is considered to be good. There is some concern that two of the flats are north facing, however given these are triple aspect they are considered to be acceptable.
- 6.12 The council's residential design guide SPD requires that, for flats, at least 15 sq.m. of private amenity space is provided for each bedroom. There is no objection in principle to the provision of communal amenity space rather than private space for each dwelling, and the application provides for a total of 378 square metres of communal amenity space, which equates to 29 sq.m per bedroom, comfortably exceeding the adopted standard.
- 6.13 **Impact on Neighbours**
The council's residential design guide SPD (2009) stipulates that facing habitable rooms on upper floors should normally be at least 21 metres apart. The northernmost proposed first floor kitchen window overlooks two windows of the neighbouring property at no. 48 Laburnum Road, and the separation distance is 14 metres. However it is noted that the affected windows are not to habitable rooms, and the relationship is therefore considered to be satisfactory.
- 6.14 It is accepted that the development will result in some overlooking of the rear gardens of the adjoining sites. However, the distances are such that it is not considered the development will result in demonstrable harm to the amenities of the neighbours' rear gardens. New planting can help to reduce the impact of new buildings, and this planting will be secured through the imposition of a landscaping condition to ensure that the trees shown on the proposed site layout are provided and maintained.
- 6.15 Loss of light and outlook is not considered to be an issue in this case, as the proposed building is well set back from neighbouring buildings, and habitable windows in these buildings are not orientated towards the subject site.
- 6.16 A number of neighbours have raised concerns regarding noise and fumes from the proposed car parking area. Whilst it is appreciated that there will be some additional impact compared with the present situation, it is not considered that the harm associated with the use of eight parking spaces would be so great to warrant a refusal of the scheme.
- 6.17 Neighbours have also raised concerns regarding light spillage into surrounding gardens. Undue light spillage can be avoided through the imposition of a condition

requiring full lighting details to be submitted and approved prior to commencement, if the application were to be approved.

- 6.18 A number of neighbours have raised concerns regarding the impact of this development during the construction phase. It is noted that temporary construction impacts are not a material planning consideration and are controlled by other legislation.
- 6.19 While it is appreciated that the development will intensify the residential use of the site, it is considered that no undue harm would be caused to properties adjoining the site (particularly those immediately adjacent at no. 48 Laburnum Road and no. 4 Lime Road) in terms of light, outlook and privacy. The proposal has been carefully sited and designed to respect the amenity and privacy of adjacent dwellings, and is considered to comply with local plan policy DC9, which seeks to protect neighbouring uses from conflict with one another.
- 6.20 **Parking and Highway Safety**
The proposal, as amended, provides for eight car parking spaces which would be accessed via an improved access from Laburnum Road. The site is in a location with relatively good access to public transport (a bus route runs past the site) and where cycling is a viable alternative to use of the car, and for this reason the county highways officer considers the eight car parking spaces to be adequate for the seven flats proposed. Parking and turning arrangements within the site as shown on the layout plan are acceptable.
- 6.21 The county highways officer has carefully considered the application and its impact in light of other permitted developments around the site, and has no objection to the proposal subject to a financial contribution for a traffic regulation order for the installation of double yellow lines at the junction of Lime Road and Laburnum Road, to protect visibility at this point. The applicant has offered a contribution of £3,500 to this end. The county highways officer has also recommended conditions regarding closure of the vehicle crossing from Lime Road, vehicular access to be to county council standards, car parking to be unallocated, a SUDS compliant drainage strategy, cycle parking specifications, a construction traffic management plan, a boundary treatment that does not obstruct the vehicle access, and lighting to the parking area. These would all be attached to the decision notice if the application is approved.
- 6.22 Overall, whilst it is appreciated that the proposal will generate a greater traffic impact than the existing dwellings, it is considered that this impact is not so great as to result in undue harm to parking conditions and traffic safety in the area, subject to the legal agreement and conditions recommended by the county highways officer. It is important to note that other recent planning permissions and developments in the surrounding area have been taken into account in arriving at this conclusion, as well as the latest government guidance in the NPPF which requires that traffic impacts have to be "severe" in order for new housing to be considered unacceptable. The proposal therefore complies with local plan policy DC5, which seeks to ensure that vehicular movements both within and into sites do not cause safety, congestion or environmental problems, as well as the NPPF.
- 6.23 **Drainage**
The council's drainage engineer requested confirmation of the route of the public foul sewer given close proximity to building, and also required information regarding the permeability of the ground and its ability to deal with increased surface water runoff from the development. The applicant confirmed that the route of the public foul sewer is correct, and also confirmed that the parking area will be constructed of permeable

pavers. The council's drainage engineer has subsequently confirmed no objections subject to conditions pertaining to these matters.

6.24 Section 106 agreement

The proposal generates a need for a financial contribution for a traffic regulation order for the installation of double yellow lines at the junction of Lime Road and Laburnum Road to protect visibility at this point. This contribution will need to be captured via a section 106 agreement with Oxfordshire County Council. Should members agree to support the application, authority to grant planning permission will need to be delegated to allow for the legal agreement to be prepared in advance of issuing a decision notice.

6.25 Other matters

A complaint has been received, raising several issues, which are summarised and addressed below.

1. The location plan is inaccurate, and fails to correctly identify the housing site on the opposite side of Lime Road, (Harcourt Place) where 136 dwellings are under construction following planning approval P06/V1269/O.

Response: The 'red line' location plan is required to correctly identify the boundaries of the subject site. These ordinance survey plans are sometimes out of date, however this is not a reason to invalidate an application or require a revised plan. Recently completed schemes and those under construction or with planning permission are known to officers and members when assessing new applications.

2. Highways may have no idea of the traffic levels because of the failure of the location plan to correctly identify the Harcourt Place developemnt.

Response: The county highways offier comments do take into account other developments in the area including the Harcourt Place development.

3. The Lime Road bus stop is missing from the location plan, and there are already problems for buses in the area.

Response: It is not a validation requirement that bus stops are shown on the location plan. It is not considered that the development will impact adversely on the existing bus service, and the double yellow lines proposed should improve the current situation with respect to cars parked on the street.

4. It is not clear how many units the application is for, and whether there are two planning applications, one for seven flats and one for nine flats.

Response: The application as originally submitted proposed nine flats, however the scheme was amended to reduce that number to seven. The previous nine unit proposals are marked as 'superseded' on the council's website. There are not two planning applications.

5. Other details missing: sewer line shown as approximate, photo-voltaic panel details and parking details.

Response: The applicant has confirmed that the sewer line is shown in the correct position, and a condition is proposed to ensure the applicant demonstrates this. A condition is required for details of photo-voltaic panels to be submitted and approved prior to commencement. The details of parking are shown on the current site plan.

7.0 CONCLUSION

7.1 The proposal to demolish the existing dwelling and erect a building containing seven flats is considered to be acceptable. The development will not detract from the character of the area, and will not harm residential amenity or highway safety. The

development will provide for additional housing in an area with good access to local services and employment opportunities. It is therefore considered that the proposal amounts to sustainable development, in conformity with the NPPF and relevant development plan policies.

8.0 RECOMMENDATION

It is recommended that authority to grant planning permission is delegated to the head of planning in consultation with the chairman, subject to:-

i) a section 106 agreement with Oxfordshire County Council to secure a financial contribution to provide double yellow lines at the junction of Lime Road and Laburnum Road, and:

ii) Conditions as follows-

1 : Commencement Three Years

2 : Approved plans

3 : Samples of all materials to be agreed

4 : Panel of walling materials to be agreed. Boundary treatment/planting must not obstruct the vehicle access

5 : Slab and ridge heights to be agreed

6 : Landscaping Scheme and lighting details to be agreed

7 : Implementation of landscaping scheme to be agreed

8 : Surface and Foul Water Drainage Strategy to be agreed

9 : Sustainable Drainage Scheme to be agreed

10 : Details of solar panels to be agreed

11 : Construction Traffic Management Plan to be agreed

12 : Pedestrian Visibility Splays to be provided

13 : Access, Parking & Turning as approved

14 : Car Parking Spaces to be unallocated

15 : Refuse Storage as approved

16 : Bicycle Parking as approved, with 'Sheffield' type stands at 0.9m minimum spacing for practical use.

17: No Drainage to Highway

18: Sewer line position to be confirmed

19: Permanent closure of the existing vehicular access on Lime Road, to full face kerb and verge, to Oxfordshire County Council (OCC) standards.

20: Vehicular access arrangements from Laburnum Road to be to OCC standards.

Informative

1: INF17 - Works in the Highway.

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