

<b>APPLICATION NO.</b>	<a href="#">P14/V1967/HH</a>
<b>APPLICATION TYPE</b>	HOUSEHOLDER
<b>REGISTERED</b>	8.9.2014
<b>PARISH</b>	ABINGDON
<b>WARD MEMBER(S)</b>	Jeanette Halliday; Jim Halliday
<b>APPLICANT</b>	Mr Rob Coomber
<b>SITE</b>	1 Larkhill Road Abingdon, OX14 1BN
<b>PROPOSAL</b>	Demolition of existing garage, carport and conservatory. Erection of new single storey rear extension and first floor side extension.
<b>AMENDMENTS</b>	None
<b>GRID REFERENCE</b>	449017/198057
<b>OFFICER</b>	Hanna Zembrzycka-Kisiel

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## SUMMARY

This application is referred to committee as Abingdon-on-Thames Town Council objects to the proposal.

It is proposed to erect a two storey side extension on the north elevation, with the first floor element placed above under-croft parking area. It is also proposed to erect a single storey rear extension.

The main issue is:

- Off-street parking provision;

The recommendation is for delegated approval subject to conditions.

## 1.0 INTRODUCTION

1.1 No.1 Larkhill Road is a semi-detached dwelling located on a residential housing estate in Abingdon. The neighbouring property no.3 Larkhill Road is located to the south. The property faces Larkhill Road to the west from where vehicular access is also obtained. A copy of the site plan is **attached** at Appendix 1.

## 2.0 PROPOSAL

2.1 It is proposed to demolish existing car port and detached garage situated to the north-east of the property and construct a two storey side extension on the north elevation with the first floor element located above the proposed under-croft parking area. It is also proposed to erect a single storey rear extension. The proposed single storey rear extension will provide a new kitchen and dining area and the proposed two storey side extension will provide an off-street parking space on the ground level and a new bedroom with an en-suite on the first floor. A copy of the application plans is **attached** at Appendix 2.

### 3.0 SUMMARY OF CONSULTATIONS & REPRESENTATIONS

#### 3.1 Abingdon-on-Thames Town Council-

“The proposed development did not allow for adequate provision for parking of vehicles, in contravention of retained policy DC5 (Access) of the VWHDC Local Plan 2011”

#### 3.2 Highways Liaison Officer (Oxfordshire County Council)- No objections, subject to conditions

### 4.0 RELEVANT PLANNING HISTORY

#### 4.1 None

### 5.0 POLICY & GUIDANCE

#### **National Planning Policy Framework**

#### 5.1 The NPPF replaces all previous PPG’s and PPS’s and also indicates the weight to be given to existing local plan policies. 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.

#### **Planning Practice Guidance (March 2014)**

#### 5.2 This document provides supplementary guidance to the NPPF.

#### **Vale of White Horse Local Plan 2011 (adopted July 2006)**

#### 5.3 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.

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

#### 5.5 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.

#### 5.6 **Supplementary Planning Document:**

Residential design guide (adopted December 2009)

### 6.0 PLANNING CONSIDERATIONS

#### 6.1 Impact on visual amenity

It is proposed to demolish the existing car port placed on the side (north) elevation of the property and replace it with a new two storey side extension. The proposed two storey side extension will consist of the ground floor element (which will provide an off-street parking space) and the first floor element which will be placed above, and will provide a new bedroom with an en-suite.

#### 6.2 The proposed two storey side extension will project 3.0 metres from the side (north) elevation. The maximum height of the proposed two storey side extension will measure 7.5 metres. The ridge line of the proposed two storey side extension is to be placed 0.3 metres below the existing ridge line which helps the proposed extension to appear as a subservient addition to the existing property. The proposed two storey side extension is to be set back 0.7 metres from the principal elevation which helps to avoid a terracing

effect and helps the proposal to appear as a coherent and sympathetic addition to the existing property. It is considered that the overall scale and massing of the proposal complements the scale and design of the existing property. It is not considered that the proposal will appear prominent within the street scene as there are similar extensions on the street.

- 6.3 It is also proposed to erect a single storey rear elevation which will serve a new kitchen and dining area, and will provide an additional opening to the rear garden. The proposal will be situated on the east elevation of the property with the maximum projection beyond the rear elevation of 4.2 metres and a length of 6.7 metres. The proposed single storey rear extension will have a flat roof which will incorporate one roof lantern measuring 0.4 metres in height. The proposed single storey rear extension will measure 2.8 metres in height, measured from the highest point of ground level.
- 6.4 Matching materials are proposed to be used throughout in order to be in keeping with those of the existing property and with its surroundings. Therefore, officers consider the proposed two storey side extension and a single storey rear extension are to be acceptable in terms of the scale, massing and the proposed design.
- 6.5 Impact on neighbours  
It is proposed to insert a first floor window on the side (north) elevation. The proposed first floor window is to be a high level, and will be fixed shut therefore, the proposal is not considered as harmful in terms of potential overlooking.
- 6.6 Given the position and orientation of neighbouring properties it is not considered that the amenities of these dwellings would be harmed by the proposal in terms of overshadowing or over dominance.
- 6.7 Impact on highway safety  
The County Highways Liaison Officer has been consulted on this case and has no objections to the proposal in principle, subject to conditions. The existing arrangement has a car port to the side and a garage at the rear of the property. At present egress from the garage is considered to be difficult and not practicable.
- 6.8 The proposal will reconfigure the internal layout within the property and will provide a new bedroom, which will increase the total number of bedrooms for the dwelling from two to three. To accord with off-street car parking standards 2 spaces, each 2.5x5.0m are required for dwellings which benefit from three bedrooms.
- 6.9 The proposal provides 2 off-street car parking spaces, in tandem, which is considered more practical. Whilst these do not meet current dimensional standards, they are to the previous (2.4x4.8m each space) standard, in light of this and in this case only the County Highways Liaison Officer considers the proposed car parking provision to be acceptable. As such it is not considered that the proposal will generate any additional traffic implications. To retain adequate on-site parking provision, in the interest of highway safety, the proposed parking spaces will be conditioned to be retained and kept permanently free of any obstruction to such use. In addition the proposed garage accommodation forming part of the development will be conditioned to be retained for parking motor vehicles at all times and will not be adapted to be used for any other purpose.
- 7.0 Access to the site is gained from the west and remains unchanged.
- 8.0 **CONCLUSION**

8.1 The development does not harm the visual amenity of the area or the amenities of neighbouring properties, and there is adequate off-street parking within the site. The development, 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.

9.0 **RECOMMENDATION**

**To grant planning permission, subject to the following conditions:**

9.1 **1 : Approved plans \***

**2 : HY7[I] - Car Parking (Full)**

**3 : MC3 - Materials in Accordance with Application (Full)**

**4 : RE11 - Garage Accommodation (Full)**

**5 : TL1 - Time limit - Full Application (Full)**

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