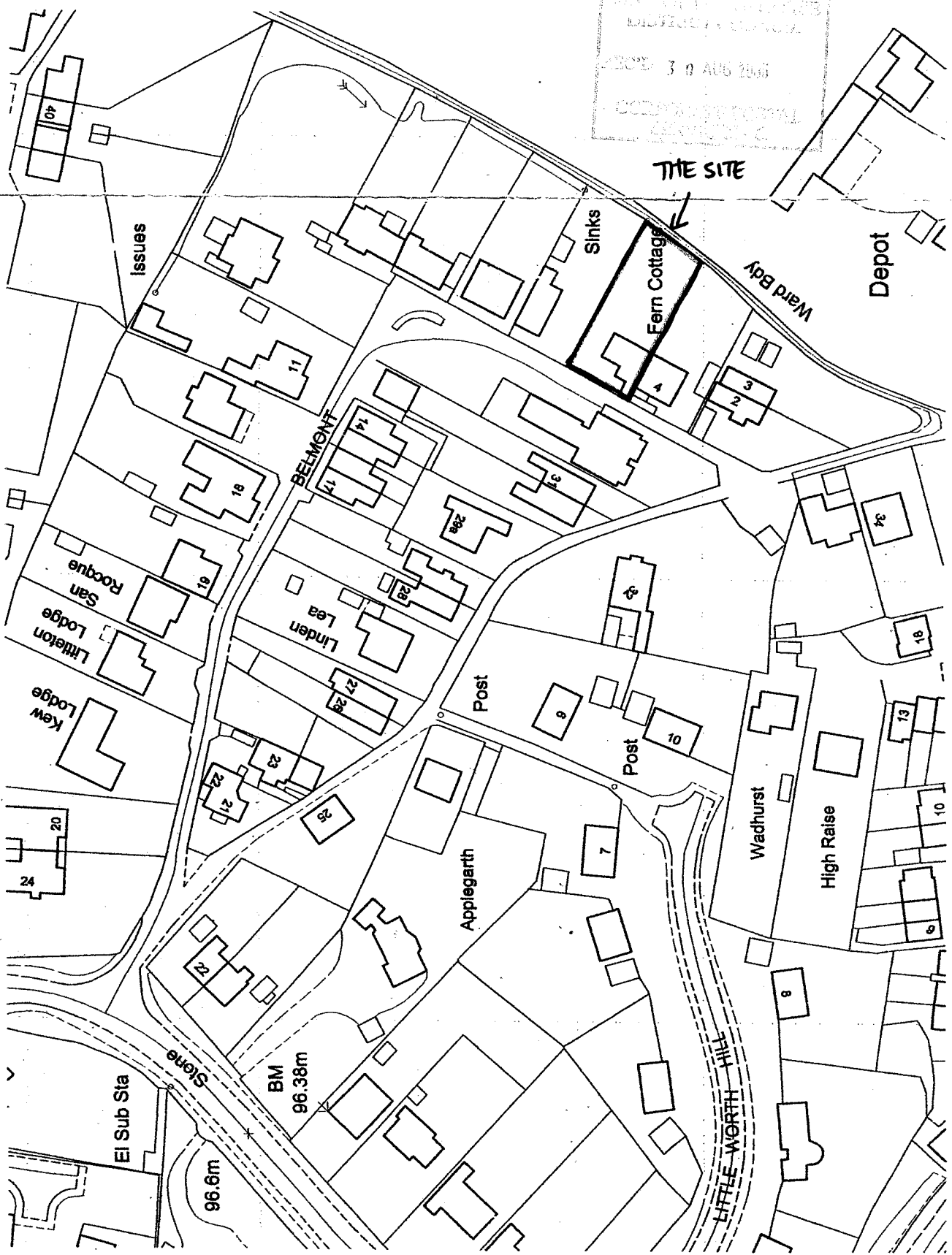


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ECONOMY TOTAL

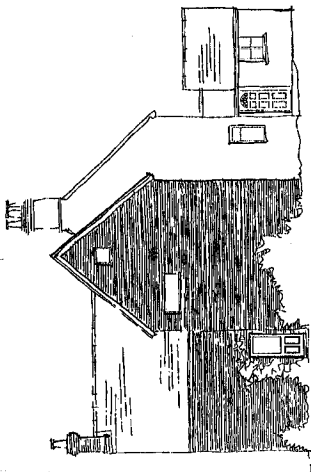


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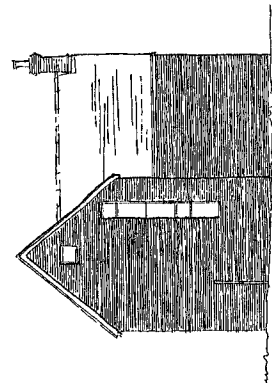
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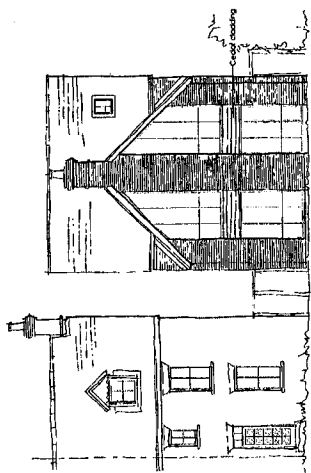
Project:
New House
 Belmont, Wantage
 Mr H. Gibson



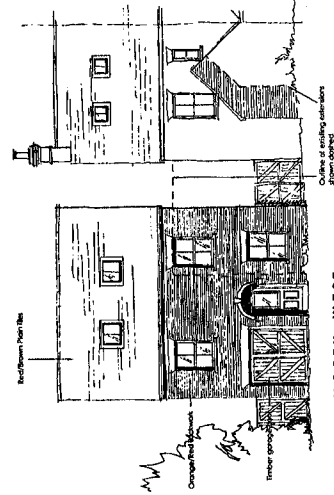
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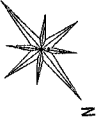


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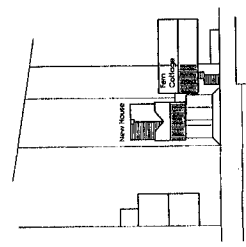
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ELEVATIONS, 1:100



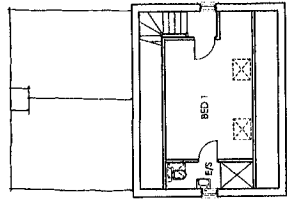
Revisions

Drawing title	
SITE LAYOUT, FLOOR PLANS & ELEVATIONS	
Drawing No.	Revision
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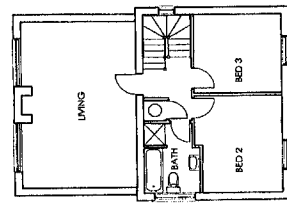


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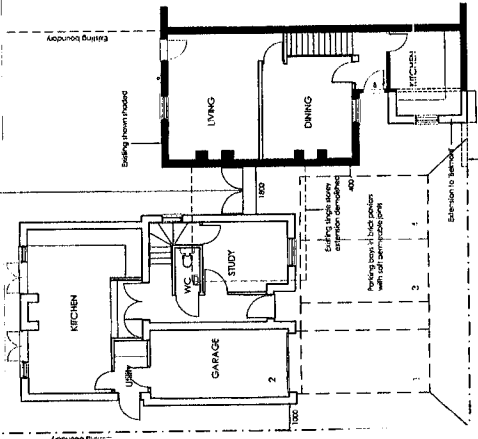
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 BELMONT, WANTAGE



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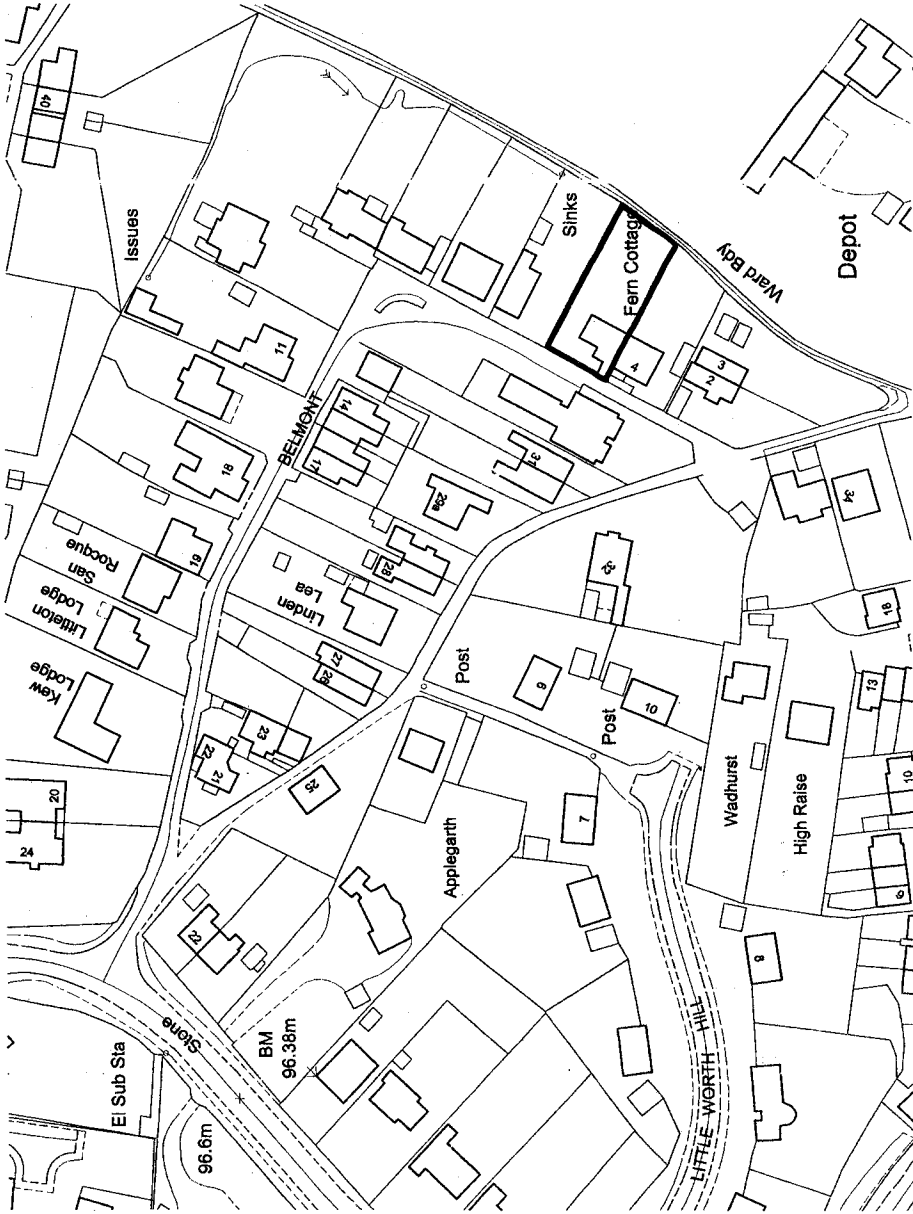


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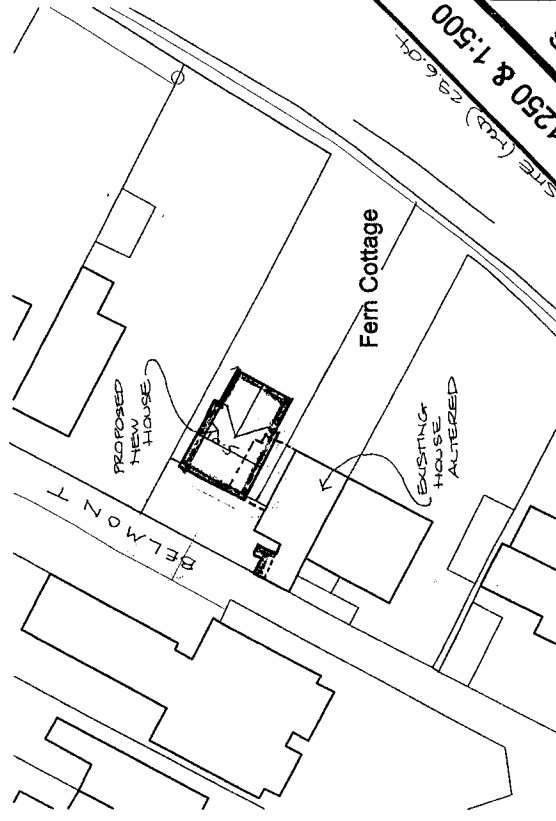
FLOOR PLANS, 1:100

APPENDIX 2

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Location Plan 1:1250



Site Layout 1:500

REV A: NEW DWELLING RELOCATED ON SITE (22) 29.6.07

MATHEWSON WHITTAKER WATERS
Interior designers
1:1250 & 1:500

The Old Surgery, Crowle Road, Lambourn, Berkshire, RG17 8NR
Telephone: (01489) 73131, Facsimile: (01489) 73207
Mobile: 07734 21194, 07734 21195

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December 2003

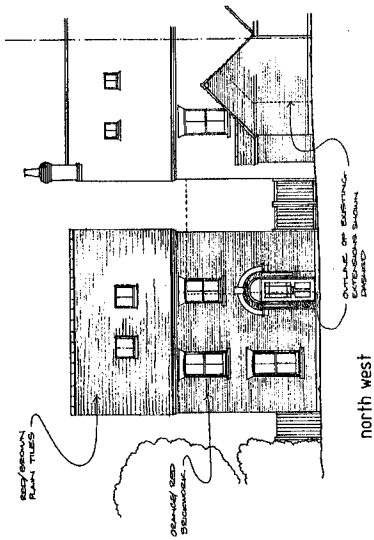
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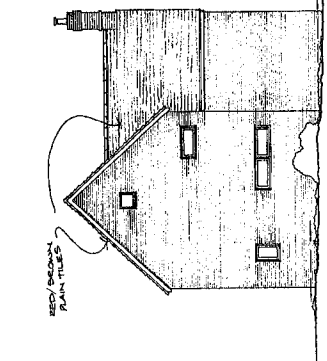
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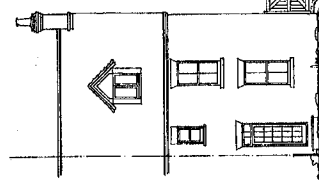
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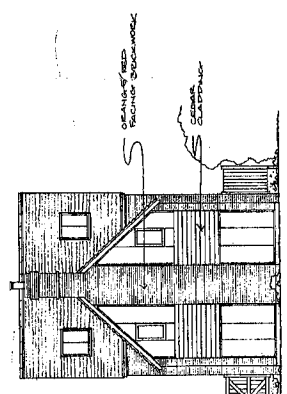
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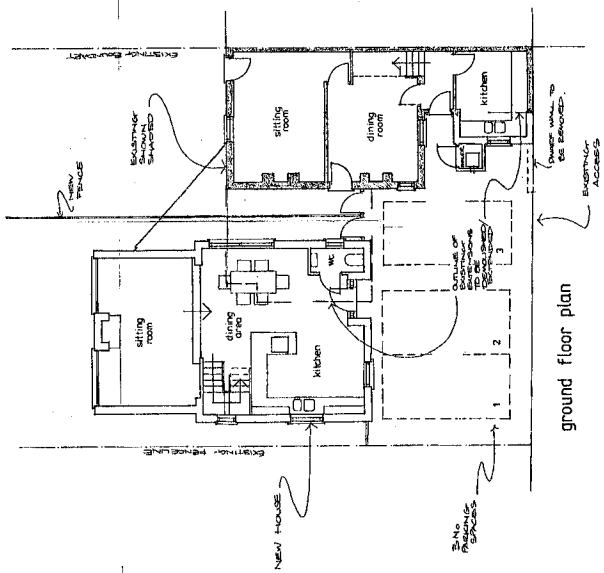
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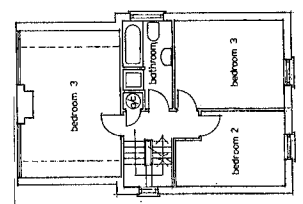
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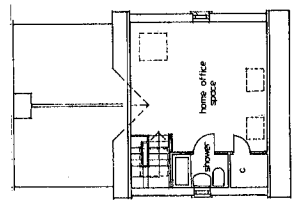
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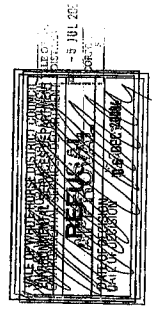
ground floor plan



first floor plan



second floor plan



NEW WALLS
EXISTING WALLS

2305 96
 MATHEMSON WHITTAKER WATERS
 ARCHITECTS
 3D Modelling Interior Designers
 THE OLD STAFFS, CRAVE ROAD, LINDSEY, BELMONT, WANTAGE
 Telephone: (01489 7131) Facsimile: (01489 7307) Email: info@mw.co.uk
 1:100
 Scale: 1:100
 Date: 09.02.04
 Project: NEW HOUSE ADJACENT TO FERN COTTAGE, BELMONT, WANTAGE

WAN/18492/1 – Mr H Gibson

Demolition of single storey extension. Extension and alterations to existing dwelling.
Erection of a new dwelling.

5 Belmont, Wantage, OX12 9AS

1.0 **The Proposal**

1.1 This application proposes the demolition of the side extension to 5 Belmont and the extension of the existing front addition by 1.2m to form a kitchen. The application also proposes the erection of a dwelling to the north of the existing house the frontage of which is similar in design to adjacent houses. The proposed house has 3 bedrooms and the proposal involves the provision of 3 parking spaces to the front for the two properties. The site plan and application drawings are at **Appendix WAN/18492/1 (1)**.

2.0 **Planning History**

2.1 A previous application for a similar scheme was submitted in March 2004 and was later withdrawn and was never formally determined.

3.0 **Planning Policies**

3.1 Policy D2 of the Adopted Vale of White Horse Local Plan and Policy DC9 of the Second Deposit Draft Local Plan state that the council will seek to ensure that new development does not cause demonstrable harm to neighbours in terms of loss of privacy, sunlight and daylight, dominance and visual intrusion.

3.2 Policy D3 of the Adopted Local Plan states that all new development should provide for adequate access, parking, turning area, servicing and parking.

4.0 **Consultations**

4.1 Wantage Town Council fully support the application.

4.2 The County Engineer reiterates comments made during the course of the previous application where it was stated (on receipt of a revised drawing which now forms the basis of the current application) that he had no objection to the parking layout and number of spaces subject to conditions.

4.3 5 neighbour objections have been received which relate to the following:

- The parking area within Belmont is private and there are no access rights to this area
- The area is already congested and there is not adequate turning or parking spaces.
- Problem for emergency vehicles.
- 3 parking spaces for two houses is unrealistic, alternative parking does not exist within Belmont
- The parking area opposite is for residents of Belmont House
- The building has been moved back which creates further overshadow to adjoining neighbours. Bedroom one has been renamed as an office, it might be sold as a four bedroom house which makes the parking area more inadequate. Revised plans do not resolve concerns.
- Belmont is near a conservation area
- Damage to the road may occur due to construction vehicles and will compromise vehicle and pedestrian safety
- Loss of privacy to neighbouring gardens and houses opposite
- Belmont is an area of mainly Victorian and Edwardian houses and the proposed house will adversely affect the area
- The size of the plot gives inadequate garden space

- Indiscriminate in-filling is not always a practicable response to pressures for more building
- Better public transport will not arise from providing inadequate parking

5.0 **Officer Comments**

- 5.1 In this case your officers consider the main issues to be 1) whether the design of the house is appropriate, 2) whether the relationship with the neighbouring properties is acceptable and 3) whether the parking and access arrangements are acceptable.
- 5.2 The design of the new house seeks to reflect features of the traditional houses nearby and in the terms of size, the property is of an appropriate scale for the site. Consequently your officers consider the impact on the character of the area and the street scene to be acceptable.
- 5.3 The proposed dwelling is an acceptable distance away from the adjoining houses. The rear addition would slightly breach the 40° line taken from the nearest window of 5 Belmont however given its orientation to the north of no. 5 your officers do not consider that the impact of this small breach alone is sufficient to warrant refusal.
- 5.4 The County Engineer considers that 3 parking spaces are adequate given the location. The proposed house has been moved back on the plot since the original application which allows for manoeuvring space and ensures the parking spaces are usable; were four spaces to be provided within this area they would be too close together to be usable. Belmont itself is narrow however given the balance of issues your officers consider the highways issue to be acceptable. Legal restrictions and access rights over the land and potential damage to the road are not planning issues.

6.0 **Recommendation**

6.1 *It is recommended that the application be approved subject to the following conditions:*

1. *TL1 Time Limit Full Application*
2. *MC2 Submission of materials (samples)*
3. *RE7 Submission of boundary details*
4. *HY24 Car Park Layout (dwelling)*

APPENDIX 2

- (9) WAN/18492/1 – Demolition of single storey extension. Extension and alterations to existing dwelling. Erection of a new dwelling - 5 Belmont, Wantage

(Councillor Jenny Hannaby had declared a Personal Interest in this item and in accordance with Standing Order 34 she remained in the meeting during its consideration).

The Committee was advised that two further letters of objection had been received, one from the Belmont Residents Association and one from a potential purchaser of a property in the road, raising concerns regarding safety, parking and impact on neighbouring properties.

K M Cordery was due to make a statement at the meeting objecting to the application, but declined to do so.

Ms C Ducroq made a statement objecting to the application, raising concerns relating to matters already covered in the report. Speaking on behalf of Mr King a local resident, she particularly expressed concern regarding highway safety and the adverse impact of the proposal on the living conditions of neighbours. She explained that the road was very narrow and there was little room for vehicle manoeuvring. She expressed concern regarding pedestrian safety, particularly having regard to the increased number of vehicle movements as a result of the proposal. She expressed concern regarding increased traffic advising that the proposal was contrary to Policy DC3 of the Adopted Local Plan. She referred to the proposal having an overbearing visual impact, which would result in loss of light to neighbouring properties, contrary to Policy D2 of the Adopted Local Plan and DC9 of the Second Deposit Draft of the Local Plan. In summary she reiterated concerns regarding the inadequate access; inadequate parking; inadequate turning and access for service vehicles. Finally, she requested that should the Committee be minded to approve the application, permitted development rights should be removed to prevent the insertion of windows above ground level and to prevent any ground floor extensions.

One of the local Members spoke against the application commenting that the proposal amounted to the existing house becoming a four bed property and as such the parking provision was inadequate. She advised that the access was very narrow and that there were already parking difficulties, with parked cars preventing access for service vehicles. She commented that access was extremely difficult and hazardous as in some cases it was necessary to drive over the pavement to avoid

parked vehicles. She commented that there would be further on-street parking as a result of the proposal and she questioned the County Engineer's comments. Finally, she considered that there would be overshadowing of the neighbouring property.

The other local Member referred to consideration of the application by the Town Council commenting that there had been opposition to the proposal. However, she advised that she did not share this view and considered the proposal acceptable, but recognised that the access would be tight. Finally, she questioned whether it would be possible to restrict construction to avoid weekends, but this was not considered reasonable and would be difficult to enforce.

One Member questioned whether it would be possible to restrict the use of the room in the house shown as an office, to that use only. However, the Officers advised that this would not be reasonable and would be impossible to enforce.

One Member commented that due to the positioning of the neighbouring properties and their distance away, there would be no overlooking or loss of light and that it would not be possible to refuse the application on these grounds. He suggested that the application should be approved subject to the conditions set out in the report and further conditions to address slab levels and the removal of permitted development rights.

However, other Members expressed concern regarding the level of parking proposed and considered that 3 spaces between a two-bedroom property and effectively four-bedroom properties were insufficient. One Member referred to the parking and vehicle manoeuvring difficulties in the road and advised that the Council had received many complaints from residents whose rubbish had not been removed due to the inability of the refuse vehicles to access the road. He suggested that this problem would be worsened by the increased on-street parking which was likely as a result of this proposal. He indicated that parking might be displaced to other resident's parking areas causing annoyance and upset to residents of the flats. He commented that it was totally unreasonable of the Planning Authority to approve an application, when it was known that approval would exasperate existing problems for local residents.

Members queried the comments of the County Engineer and suggested that an independent opinion might be helpful. However, Members were advised of the financial consequences of seeking independent opinions and decided to ask the County Engineer to explain his comments in the first instance.

It was proposed by Councillor Tony de Vere, seconded by Councillor Julie Mayhew-Archer and

By 17 votes to nil, it was

RESOLVED

that application WAN/18492/1 be deferred for the following: -

- (i) to allow the Officers to seek clarification from the County Engineer as to his comments, particularly having regard to the existing house having the potential to become a four-bedroom property and to the existing known access difficulties, with the County Engineer being provided with information from the Council's Waste Management Team on the problems experienced by the Council's waste collection service; and*

- (ii) *that the Director of Environmental Services, in consultation with the Chair and/or Vice-Chair and the Opposition Spokesman of the Development Control Committee and the local Members be delegated authority to consider the County Engineer's response and if necessary seek an independent highway opinion.*
-

6 December 2004

8. **WAN/18492/1 – Mr H Gibson**
Demolition of single storey extension. Extension and alterations to existing dwelling.
Erection of new dwelling.
5 Belmont, Wantage, Oxon, OX12 9AS.

1.0 **Introduction**

- 1.1 This application was considered by the Committee on 13th September 2004 when it was recommended for approval. The previous report and the minutes of the meeting are at **Appendix 1**. The Committee resolved to defer the application to allow Officers to seek clarification from the County Engineer as to his comments and that the Director of Environmental Services in consultation with the Chair of the Development Control Committee be delegated authority to consider the County Engineer's response and if necessary seek an independent highway opinion.

2.0 **Officer Comments**

- 2.1 Your Officers have discussed the County Engineers comments with him. He has clarified that the County Council's focus when responding to consultation on highways matters from the District Planning Authority is to consider how proposals will affect their network of adopted roads and the design of new private drives. In rare situations such as Belmont, where an established road is unadopted the County Council as highways authority is less concerned with further development as it has no impact on the adopted road network. This is different from the Planning Authorities' focus which is to ensure all development is adequate in terms of access and parking. Therefore, your Officers asked the County Engineer to provide comments on the basis of general highway safety.. His new comments are at **Appendix 2**. It is clear that the proposal is not considered to be acceptable in terms of highway safety.

- 2.2 Further to the discussion that took place at the September Committee meeting the applicants agents have submitted a report that they commissioned prior to resubmitting the scheme after withdrawing the previous scheme - this is at **Appendix 3**. They have also submitted some comments in response to the County Engineers revised comments - these are at **Appendix 4**.

- 2.3 There seems to be some discussion regarding what level of parking should be provided for the development. An extract of the County Council's parking standards are at **Appendix 5**. According to this there should be 4 spaces for the two houses. Extracts of PPG3 (Housing) and PPG13 (Transport) are at **Appendix 6**. PPG 3 states that on average development with more than 1.5 off street car parking spaces is unlikely to reflect the Government's emphasis on sustainability. However it also states that parking policies should be flexible and should bear in mind that car ownership varies with housing types and locations. PPG 13 goes on to state that Local Authorities should use their discretion in setting parking levels for small developments so as to reflect local circumstances.

- 2.4 Your Officers consider that, given the circumstances within Belmont with very constrained frontages, narrow roads and the fact that there is no scope at all for on street parking, the proposed parking provision included in the scheme is inadequate.

3.0 **Recommendation**

- 3.1 *It is recommended that the application be refused for the following reason:*

In the opinion of the District Planning Authority, given the constrained geometry of Belmont and the lack of scope for on street parking the proposal does not provide adequate parking for the accommodation proposed. The spaces proposed lack pedestrian vision and will be very constrained given the narrowness of the road. As such, the proposal is detrimental to highway safety and is contrary to the Adopted Local Plan in particular policy D3 and the emerging Second Deposit Draft Local Plan in particular policy DC5.



Appeal Decision

Hearing held on 5 April 2006

Site visit made on 5 April 2006

by **Martin Pike BA MA MRTPI**

an Inspector appointed by the First Secretary of State

The Planning Inspectorate
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Temple Quay House
2 The Square
Temple Quay
Bristol BS1 6PN
☎ 0117 372 6372
e-mail: enquiries@planning-
inspectorate.gsi.gov.uk

Date 12 MAY 2006

Appeal Ref: APP/V3120/A/05/1172984

Fern Cottage, 5 Belmont, Wantage, Oxon OX12 9AS

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
- The appeal is made by Mr H Gibson against the decision of Vale of White Horse District Council.
- The application Ref: WAN/18492/1, dated 30 June 2004, was refused by notice dated 6 December 2004.
- The development proposed is demolition of single storey extension, extension and alteration to existing dwelling, and erection of new dwelling.

Summary of Decision: The appeal is dismissed.

Main Issue

1. I consider that the main issue in this appeal is the effect on highway safety of the level of parking provision for the existing and the proposed dwellings.

Planning Policy

2. The development plan includes Regional Planning Guidance for the South East (RPG9 – the Regional Spatial Strategy), the Oxfordshire Structure Plan 2016, and the Vale of White Horse Local Plan. RPG9 policy T3 requires local authorities to adopt maximum parking standards for all new development, and to include more rigorous standards for residential development than those set out in Planning Policy Guidance (PPG) 3: *Housing* where necessary to support urban renaissance. PPG3 seeks car parking standards in urban areas which result, on average, in no more than 1.5 off-street car parking spaces per dwelling.
3. Structure Plan policy T2 reflects national and regional advice by advocating a comprehensive approach to the provision and management of car parking space (which includes maximum standards) so as to promote sustainable travel choices. The associated text recognises that not all locations in the county are equal in their potential to offer alternatives to car travel. Policy T8 seeks to minimise the transport impact of new development by ensuring that adequate access is provided, and that adverse transport impacts are mitigated. Local Plan policy D3 requires new development to be located so as to maximise accessibility to public transport, and to provide for the safe and free flow of pedestrian, cyclist and vehicular traffic in terms of access, turning areas and parking.
4. The Council is currently reviewing the Local Plan, and has received the Inspector's Report into objections to the Vale of White Horse Local Plan 2011 Second Deposit Draft. Policy DC5 of the emerging plan seeks safe and convenient access to and from the highway network, and adequate vehicle circulation, turning and parking. The plan also refers to

maximum county-wide parking standards, which have recently been adopted by the District Council as supplementary planning guidance.

Reasons

5. The appeal site is a semi-detached house fronting a private street within a predominantly residential area of Wantage. The house is positioned close to the street in the corner of a 15m wide and relatively long plot. The existing single-storey extension to the side would be demolished to provide an almost 9m wide plot on which the proposed detached house would be built. The small single-storey element in front of the existing house would be enlarged to provide a new kitchen.
6. The Council does not object to the principle of residential development on this site, nor to the detailed design of either the proposed dwelling or the alterations to the existing house. It argues, however, that the provision of three on-site parking spaces for two houses would be inadequate, given the highly constrained nature of Belmont. This is a cul-de-sac varying in width from 3.0 to 4.1m, with no footways or passing spaces; it serves about 34 dwellings and a veterinary practice. Apart from one central parking area, there is no opportunity for on-street parking without causing a hazard or obstruction to all users of Belmont.
7. Whilst acknowledging the limitations of Belmont, the appellant argues that it adequately serves a large number of dwellings and a surgery, and gives an overall feel of pedestrian-led space where the car is regulated by the constraints of the road and limited parking facilities. In this way it is believed that the cul-de-sac accords with current advice which seeks to move away from an engineering-led approach to design. To some extent this is so, for despite its substandard nature and the limited opportunities for two vehicles to pass, it seems that Belmont generally operates satisfactorily because users respect the constraints it imposes. I note the concern of some residents about problems with refuse collection and other large vehicles, but there is nothing to suggest that such difficulties occur with undue regularity. As to the potential for conflict between vehicles and pedestrians, the shared nature of the surface is sufficiently obvious to ensure that most vehicles are driven with caution. For these reasons I consider that there is no objection to the slight increase in traffic that would be generated by one additional dwelling.
8. However, the lack of on-street parking underlines the importance of adequate provision being made for the parking demand generated by development. The parking standards seek two off-street spaces for a 2-3 bedroom dwelling, with provision being 'on merit' for dwellings of 4 bedrooms or more. The retained semi-detached dwelling has 3 bedrooms, thereby requiring two spaces to accord with the standards. The proposed dwelling would have four potential bedrooms, as the appellant acknowledged. At the hearing the local highway authority argued that the severe shortage of on-street parking spaces along Belmont warranted the provision of three on-site spaces for the proposed house, though the District Council felt that two would suffice. Nevertheless, three spaces for the two houses are the most that could be achieved with the design and layout shown on the application plan. This is at least one space short of the desired provision.
9. The appellant contends that the local parking standards are higher than those advocated in PPGs 3 and 13, and should therefore be given less weight, particularly as the site is reasonably close to the town centre. The PPG3 figure of 1.5 spaces per dwelling relates to an average, authority-wide target, however, and as the adopted parking standards require

lower provision for small dwellings and for locations close to town centres, there is no evidence that, across the District, the PPG3 target would not be met. Moreover, it was stated at the hearing that the local plan Inspector has not recommended any changes to emerging policy DC5 or the parking standards, so in my view they should be given significant weight. Although PPG3 indicates that developers should not be required to provide more parking than they or prospective occupiers might want, the advice goes on to say that parking policies should be framed with good design in mind. In most new housing developments some additional parking capacity is generally available on the street, thereby facilitating a reduction of on-site provision. In the case of Belmont, however, there is no such additional capacity, for on-street parking is not an option. For this reason the achievement of good and safe design necessitates a pragmatic approach to parking provision, in my view, rather than one that is overly reliant on policy.

10. As to public transport accessibility, I acknowledge that the site is within walking distance of the centre of Wantage, where there is a better than hourly bus service to the towns of Abingdon and Didcot and the city of Oxford. But this is not a particularly high frequency, and as these larger centres are quite some distance away, I believe that public transport is not sufficiently frequent or convenient to act as a viable alternative to the car. Whilst some journeys to Wantage centre would be made on foot or by cycle, the town is too small to cater for the everyday needs of most of its residents. Consequently car usage is likely to be high, and it is reasonable to assume that many (if not most) households occupying 3 and 4 bedroom properties will have two cars. In these circumstances, and notwithstanding that the standards set maximum levels of provision, I consider that the Council's requirement of two spaces for both the existing and the proposed dwellings is appropriate. By failing to meet this level of provision, the proposal is contrary to Structure Plan policies T2 and T8, and to emerging Local Plan policy DC5.
11. The appellant contends that, in practice, the required four off-street spaces would be available because he has the right to park on the square adjacent to the site. This was disputed by the Director of the company set up by residents of Belmont to manage both the street and this parking area. It appears that the previous owner of 5 Belmont had a permit to park on this space, but this was not properly conveyed to the appellant when he purchased the property. Until this matter is resolved, I cannot be confident that the appellant does have a right to park in this central space. In any event, there is a heavy demand for the 20 or so parking spaces available. From a quick survey conducted during my site visit I estimate that about 9 Belmont properties have no current off-street provision, and about 6 have one off-street space. Even with some properties that have ample on-site provision, it is difficult to access all the spaces. When the demand from visitors is also taken into account, I see no reason to doubt that this communal space is often full at peak periods such as weekends. The high level of competition for these spaces, and the fact that there is nowhere else to park in Belmont, reinforces my belief that a development which generates additional parking demand should be expected to fully meet its own need.
12. The Council is also concerned that the limited carriageway width would make turning into and out of the proposed parking spaces difficult, causing vehicles to manoeuvre within or reverse along Belmont. The street is 3.5m wide at this point, and even allowing for the parking spaces being set back 0.8m from the carriageway, there is only 4.3m within which a vehicle could turn without encroaching on the parking space in front of Belmont House. Government advice in *Residential Roads and Footpaths* (Design Bulletin 32) indicates that

a forecourt depth of 6m is normally required, though the Council is prepared to accept a minimum of 5m. I attempted this manoeuvre on my visit, and found that the available depth was insufficient to enable the turn to be made in a single sweep without using part of the land belonging to Belmont House. I appreciate that I was driving a reasonably large family car, but there is no reason to suppose that future occupiers of these properties would not be doing the same. The sub-standard nature of the manoeuvring space is contrary to policies T8 and DC5, and adds weight to my conclusion that the proposed parking provision is unacceptable.

13. Visibility for car drivers leaving the proposed parking spaces is limited by the fence and hedge on the boundary with 6 Belmont, and in the absence of footways the Council believes that the proposal would endanger pedestrians using the carriageway. Effectively a 1m by 1m visibility splay would be provided, and although this is below the 2m by 2m sought by Design Bulletin 32, it is better than some other situations along Belmont where drives join the street with little or no such splays. Given that the constrained nature of Belmont necessitates low vehicle speeds, and that pedestrians are naturally cautious when sharing the carriageway with vehicles, I do not consider that this aspect of the proposal would be unduly hazardous to road users.

Other matters

14. The occupiers of 6 Belmont believe that the proposed dwelling would have an overbearing visual impact on their property, causing loss of light and loss of privacy. No 6 is a deep, narrow dwelling which has a main outlook over the side garden as well as to the front and rear. The proposed dwelling would be about 10m from this side elevation, and would take the form of a 9.5m high gable end with a smaller two-storey rear projection. At present there is a row of trees and tall shrubs within the garden of No 6 close to the common boundary, and those that survived the construction process would partially screen and soften the visual impact of the proposed house. Nevertheless the mass of the side elevation would be visible at close range though the canopies of this vegetation, and it would undoubtedly cause some loss of outlook and shading of the garden. Any loss of privacy would be limited because the few upper floor windows on this elevation only serve landings and a bathroom, rather than habitable rooms. Whilst it is debatable whether the visual harm would be sufficient to warrant a rejection of the proposal in its own right, the proximity and height of the dwelling adds weight to my conclusion that the proposal is unacceptable.

Conclusion

15. For the reasons given above, and having regard to all other matters raised, I conclude that the appeal should be dismissed.

Formal Decision

16. I dismiss the appeal.

Martin Pike

INSPECTOR

APPEARANCES

FOR THE APPELLANT:

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Mr H Gibson Appellant, 5 Belmont, Wantage, Oxon OX12 9AS

FOR THE LOCAL PLANNING AUTHORITY:

Miss E Phillips BSc Planning Officer, Vale of White Horse District Council
Mr F Hamid Highways Officer, Oxfordshire County Council

INTERESTED PERSONS:

Mr S Whitfield BA(Hons) DipTP Associate Director, DPDS Consulting, Old Bank House,
MRTPI 5 Devizes Road, Old Town, Swindon, Wilts SN1 4BJ
Mr P Richards Director, Belmont Property Management Ltd,
Arborfield, Belmont, Wantage, Oxon OX12 9AS
Mr P Kings Flat 2, Belmont House, Belmont, Wantage, Oxon OX12
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DOCUMENTS SUBMITTED AT THE HEARING

Document 1 List of persons present at the hearing
Document 2 Extract from Oxfordshire Structure Plan 2016
Document 3 Initial officer report to Committee, application WAN/18492/1
Document 4 Minutes of Development Control Committee, 13 September 2004
Document 5 Parking Statement of Stuart Michael Associates
Document 6 Letter dated 4 November 2004 from Matthew Whittaker Waters
Document 7 Parking Standards (extract from supplementary planning guidance)
Document 8 Details of two-storey extension at 6 Belmont, Wantage

APPENDIX 4

To follow