

WAN/19489/1 – Bellwood Homes
Erection of one dwelling
Land adjoining 1-12 Naldertown, Wantage

1.0 The Proposal

- 1.1 This application seeks permission for an additional dwelling in addition to the 8 already approved under a previous application (ref: WAN/19489-X). The previous scheme consisted of a terrace of 5 townhouses and a smaller terrace of 3 units. This current application proposes an additional unit in a terrace of 4 to make a total of 9 dwellings.
- 1.2 The proposed terrace is two storeys with 2 bedrooms and there is parking proposed within the site. The proposal would be accessed via the previously approved access from Naldertown.
- 1.3 Extracts from the application plans are at **Appendix 1**.
- 1.4 The application comes to Committee as the Town Council objects.

2.0 Planning History

- 2.1 Outline planning permission was granted in May 2006 for 5 x 3 bedroom dwellings and 3 x 2 bedroom dwellings (ref: WAN/19489-X). This outline application included details of siting, design, external appearance and access with only landscaping remaining to be dealt with as a reserved matter.
- 2.2 The reserved matters application in relation to landscaping has been received and is currently under consideration (WAN/19489/2-D).

3.0 Planning Policy

- 3.1 Policy H10 of the adopted Vale of White Horse Local Plan (2011) states that new development within the development boundary of Wantage will be permitted providing it is not on a site which contributes positively to the character of the area, would not result in the loss of a community facility, makes efficient use of the land, and the layout mass and design would not have a harmful impact on the character of the area.
- 3.2 Policies DC1, DC5 and DC9 of the adopted Local Plan refer to the general design of development, the impact on neighbouring properties, and whether there is adequate access, parking and turning provision.

4.0 Consultations

- 4.1 Wantage Town Council strongly objects to the application. Their full comments are attached at **Appendix 2**.
- 4.2 12 letters of objection have been received from local residents raising the following concerns:
- The additional unit will result in over development of the site.
 - There is not sufficient parking for the new units and existing houses.
 - The development will put additional strain on the drainage system.
 - The original developers were proposing allocated parking for each of the existing houses. This is not now proposed to be the case.
 - The additional dwelling will be closer to the houses in Hamcroft and will result in a loss of light to the rear of these properties.
 - Parking spaces in front of the existing houses will have a harmful impact on their residential amenity.

5.0 **Officer Comments**

- 5.1 As stated planning permission has already been granted for 8 houses on the site, therefore the principle of residential development in this location has been established.
- 5.2 The main issues to consider in determining this application are therefore; i) the impact of an additional unit on the character of the area; ii) the impact of this additional unit on the amenities of neighbouring properties; iii) whether parking and access provision is acceptable in terms of highway safety.
- 5.3 Whilst the addition of a single dwelling to the existing scheme of 8 would result in an increase in the amount of built development on the site and the density, your Officers consider that, bearing in mind the size of the additional unit and the proposed layout of the development, refusal could not be justified in terms of over development. The scheme includes sufficient amenity and parking space for all the units, together with areas of landscaping within the development.
- 5.4 The proposed additional dwelling would be located adjoining the east side of an approved terrace of 3. This is some distance from nos 1 to 12 Naldertown but would be adjacent to the eastern site boundary to the rear of nos 1 and 2 Hamcroft. The Council's design guidance recommends a minimum distance of 12 metres between the main rear windows of one property and the flank wall of another, in order to avoid overshadowing and over dominance. The proposed additional unit would be approximately 21.5 metres from the first floor windows of 1 and 2 Hamcroft, and 18 metres from the ground floor windows. The rear gardens of these properties are also separated from the development by a rear service road. A condition is recommended preventing any additional windows in the east elevation of this unit. Officers therefore, consider that refusal could not be justified on neighbour amenity grounds.
- 5.5 Concern has been raised over the impact of parking to the front of the existing dwellings in terms of disturbance. However, this formed part of the approved scheme.
- 5.6 The access to the proposed development is as approved under the previous application. However, the current scheme shows a reduction in parking provision within the site to make way for the additional unit. A revised survey carried out by the applicants revealed that the depth of the site was greater than previously thought, making room for an additional space in front of the terrace of 5. However, although overall there has been a reduction in spaces, ample provision is still being made.
- 5.7 The approved scheme included a total of 26 spaces, designed to serve both the existing houses and those proposed, although no restrictions were applied under the planning permission allocating the spaces to certain properties. A planning condition can only be applied to ensure sufficient provision for the new houses (12 spaces at the minimum requirement of 1.5 spaces per dwelling for the scheme of 8). Any provision above this was seen as a benefit to the area as a whole but could not be made a requirement of the permission. The current proposal includes a total provision of 23 spaces. This is more than enough to serve the revised scheme of 9 units which would only require 14 to meet current County Highways requirements. This leaves an additional 9 spaces for visitors and current residents of 1-12 Naldertown.
- 5.8 Your Officer's consider that, although this does not provide enough for 1 space for each of the existing dwellings, this still represents an improvement on the current situation where there is no off street parking. On this basis, refusal on highway safety grounds could not be justified. The County Engineer has not objected but has asked for revised plans clarifying tracking for larger vehicles within the site. This has been received but the County Engineer's comments are still awaited. These will be reported at the Meeting.

6.0 **Recommendation**

6.1 *Subject to the comments of the County Engineer it is recommended that planning permission is granted subject to the following conditions:*

1. *TL1 – Time Limit*
2. *MC2 – Material Samples*
3. *RE2 – Restriction on extensions and alterations*
4. *RE7 – Submission of Boundary Details*
5. *RE8 – Submission of Drainage Details (foul and surface)*
6. *Prior to the commencement of the development hereby approved, details of the proposed surface treatment of the parking, access, turning areas, and footways shall be submitted to and approved in writing by the District Planning Authority. The development shall only be carried out using the approved surface materials.*
7. *RE22 – Floor/Slab Levels*
8. *HY10 – Visibility (access)*
9. *Prior to the occupation or use of the development hereby permitted, the vehicle access including the narrowing of the road, shall be constructed in accordance with the details hereby approved and shown on the deposited plan reference 50 Rev A, and to the specification of the Oxfordshire County Council's for such works. The visibility splays thereafter shall be permanently maintained free from obstruction to vision.*
10. *HY29 – No surface water drainage to highway*
11. *Prior to the first occupation of any dwelling, the car parking area to serve the proposed dwelling shown on the approved plan reference MDL-1003-PL03 shall be constructed, drained, laid and marked out in accordance with the specification of the Oxfordshire County Council for such works. Thereafter the area shall kept permanently free from obstruction to such use.*