

**Planning Committee**  
**1 February 2017**

**Addendum Report**

## **Item 8 – P16/V2704/FUL – Land of Field Close, Kingston Bagpuize with Southmoor**

### Additional Representations

**Parish Council** – maintain their objection. The objections expressed largely repeat those already summarised in the report with the exception of one new comment. This relates to the need for an acoustic barrier should permission be granted.

**The occupants of 55 Storksbill Lane** have written to express concerns which may be summarised as follows:

- Seven car parking spaces in close proximity to neighbouring bedrooms could result in noise disturbance.
- This parking area is poorly designed and has not fully taken in to consideration the Design Guide and in particular DG49
- The affordable housing is clustered and not ‘pepper potted’ throughout the site and it should be identical to private housing. The current design appears contrary to DG65 of the Design Guide
- Question whether the hedge beside the bridleway is retained

**The Health and Housing Team (air quality)** has no objection. Their advice may be summarised as follows:

- Potential dust impacts have been assessed as medium and proposed mitigation measures have been included within the report which would reduce the impacts to insignificant.
- The modelling indicates that predicted impacts of emissions from the A420, across the development site, will be well below the air quality objective levels and the site as proposed should be suitable for residential development.
- Impacts from generated traffic emissions could be offset by use of electric vehicles.

Recommends two conditions:

1. The developer to adhere to the dust control principles outlined in the air quality assessment
2. Electric charging points for dwellings with garages

**Applicant** - in response to the Health and Housing Team (air quality) comments they refer to dust suppression measures to be utilised on site. In response to the request for electric vehicle charging points for each dwelling with a garage the applicant considers these would be costly and suitable locations would need to be provided accessible to the car parking spaces. It is also considered a very niche market at present. It is unlikely that they will be used as this does not actually encourage people to go out a purchase an electric vehicle and at present, there is only a very small majority of people who would purchase an electric car.

### Officer Response

The Parish Council concerns are addressed in the report. Condition 5 requires the provision of an acoustic fence.

The seven parking spaces associated with plots 74, 75, 77 and 78 is a relatively small area of parking. The spaces are broken by planting into a group of three spaces and four spaces (two of these spaces are beside a dwelling). The parking area and access are overlooked by proposed dwellings. It is considered this part of the scheme accords with Design Guide principle 49.

These parking spaces are separated from 55 Storksbill Lane by some 10m at the closest point, the hedge beside the bridleway (to be retained) and proposed landscaping. The movement of vehicles into and out of the spaces are likely to be occasional but have some potential to cause disturbance. Bearing in mind movements are unlikely to be constant, and the separation from existing dwellings, the impact is not deemed unreasonable.

The four affordable dwellings are located in a small cluster at the southern end of this site. Viewed in context against the wider housing development to the west this small cluster is reasonably located. The design of the dwellings being two flats and two semi-detached dwellings are different to the detached nature of market dwellings. Their appearances use features and materials consistent with the detached dwellings and other dwellings elsewhere on the wider Field Close site including semi-detached market houses. In this context the dwelling designs are acceptable.

Condition 10 will require the developer to adhere to the dust control principles outlined in the air quality assessment.

Criterion vi of core policy 33 of the adopted Local Plan 2031 Part 1 expects development to *“promote and support improvements to the transport network that increase safety, improve air quality and/or make our towns and villages more attractive”*. It lends some support to providing electric vehicle charging points to improve air quality. The site is not in an air quality improvement area. I note predicted emissions will be well below the air quality objective levels. Consequently I do not consider a condition requiring electric charging points is necessary to make the application acceptable.

## **Item 9 – P16/V1493/FUL – 2 Arnolds Way, Cumnor hill, Oxford**

### Additional Information

The application is referred to committee at the discretion of the Planning Development Manager.

The applicant has submitted an illustration showing the building in its context. This is attached at Appendix 1 below.

### Correction

Paragraph 5.15: the height of the three storey element will be approximately 1.9 metres higher than the neighbours (No4) garage, not 1.5 metres, as stated.

## **Item 10 – P16/V1092/HH – 9 Turnpike Road, Cumnor Hill, Oxford**

No updates

## **Item 11 – P16/V2798/HH – 124 Cumnor Hill, Oxford**

### Update

The plans show two floor area measurements for the proposed garage. For clarity the external measurement is 9.6m x 7.6m and the internal measurement is 9.0m x 7.0m.

It is recommended that condition no.5 specified in the report, the retention of the garage for parking, is removed, as there is ample space for sufficient parking without the garage. It is also recommended that a replacement condition no.5 is added as follows:-

“Prior to the commencement of development a method statement to ensure the protection of the existing hedgerow on the roadside boundary of the site during construction shall be submitted to and approved in writing by the Local Planning Authority. No works shall be carried out on site before the method statement has been approved. The method statement shall include details of the location, materials and means of construction of temporary protective fencing and/or ground protection measures. All works shall be carried out in accordance with the approved method statement.”

Appendix 1: Illustration of proposal



View from Cumnor Hill