

APPLICATION NO.	P17/V1418/FUL
SITE	8 Elms Road Botley OXFORD, OX2 9JZ
PARISH	NORTH HINKSEY
PROPOSAL	Demolition of an existing two storey house and the creation of a two storey apartment block to accommodate seven 2 bedroom and one 1 bedroom apartments. (As amended by plans received 30 June 2017_changes include bin stores, cycle stores, design amendments) (As clarified by plans received 20 July 2017_bin and cycle store details)
WARD MEMBER(S)	Debby Hallett Emily Smith
APPLICANT OFFICER	Box Clever Development Sarah Green

RECOMMENDATION

That authority to grant planning permission be delegated to the head of planning subject to:

1. The completion of a Section 106 legal agreement to secure an amendment to the Traffic Regulation Order to remove eligibility for resident parking permits, and
2. The following conditions:
 - Standard
 1. Commencement three years - full planning permission.
 2. Approved plans.
 - Pre-commencement submission
 3. Details of materials.
 4. Foul and surface water drainage details.
 5. Communal cycle store details.
 6. Tree protection and wall/fence foundation details.
 7. Landscaping scheme and boundary details.
 8. Construction/demolition delivery times.
 - Prior to occupation
 9. Access and parking in accordance with plan. Visitor space to be marked.
 10. Implementation of landscaping scheme and boundary details.
 11. Refuse storage provided.

12. Cycle stores provided.

1.0 INTRODUCTION AND PROPOSAL

1.1 This application is referred to planning committee at the request of Councillor Debby Hallett.

1.2 The site lies within Botley, and is towards the northern end of Elms Road as shown on the plan below:



1.3 The existing house sits at right angles to the road frontage and shares an access with the neighbouring property no.6. To the rear and side of the site is Botley Primary School and the medical centre. The opposite side of the road is characterised by two storey residential properties being terrace, semi-detached and detached in nature.

1.4 The proposal is to demolish the existing house and erect 8 flats on the site. The flats would be contained within one building of two storeys designed to look like a series of terrace properties from the front. The site would be accessed via the existing shared accessed with parking to the rear of the site.

1.5 The scheme has been amended slightly to address consultee comments. The amendments include minor changes to the bin storage, cycle storage, parking and fenestration. Extracts of the plans are **attached** at Appendix 1.

2.0 SUMMARY OF CONSULTATIONS & REPRESENTATIONS

North Hinksey Parish Council	Objection <ul style="list-style-type: none"> • Overdevelopment • Parking arrangements • Lack of amenity space • Privacy of properties opposite • Design
Neighbours - 3 neighbours object	<ul style="list-style-type: none"> • Highway safety problems • Scale and size

	<ul style="list-style-type: none"> • Design and siting • Disruption during construction • Removal of trees • Loss of privacy • Overdevelopment • Traffic • Misleading • Restriction of shared access
Vale - Highways Liaison Officer (Oxfordshire County Council)	No objection subject to condition
Drainage Engineer (Vale of White Horse District Council)	No objection subject to conditions
Health & Housing - Env. Protection Team	No objection
Waste Management Officer (District Council)	No objection
Health & Housing - Air Quality	No objection
Countryside Officer(South Oxfordshire & Vale of White Horse)	No objection

3.0 **RELEVANT PLANNING HISTORY**

3.1 [P92/V1090](#) - Approved (11/03/1993)

New pitched roof over existing garage. 8 Elms Road, Botley, Oxford. BR No. 83/93

[P92/V1089](#) - Approved (17/12/1992)

Two storey extension to east elevation to provide larger hall, utility room and study.

[P80/V1235](#) - Approved (07/01/1981)

First floor extension to form two bedrooms.

[P79/V1383/RM](#) - Approved (21/11/1979)

Erection of a two bedroom bungalow. Site area 0.1 acre. Plot adjoining no. 8 Elms Road, Botley.

[P77/V1188/O](#) - Refused (17/10/1977)

Erection of a bungalow. (Site area 0.027 hectares). Land adjoining no. 8 Elms Road, Botley. Planning Application History

3.2 **Pre-application History**

P17/V0518/PEM – (05/04/2017)

Request for further Pre-Application advice for the demolition of an existing two storey house and the creation of a two storey apartment block to accommodate seven 2 bedroom and one 1 bedroom apartments.

- Advice on design, amenity, bin storage and parking provided.

P16/V2079/PEJ - (21/12/2016)

Demolition and creation of ten new apartments

- Advice on design, amenity, bin storage and parking provided. Likely overdevelopment of plot and design not in keeping

4.0 **ENVIRONMENTAL IMPACT ASSESSMENT**

4.1 The site area is less than 5ha, fewer than 150 dwellings are proposed and the site is not in a 'sensitive area'. The proposal is not therefore, EIA development.

5.0 **MAIN ISSUES**

5.1 The relevant planning issues are the following:

- Principle
- Design and layout
- Residential amenity
- Traffic, parking and highway safety
- Flood risk and drainage

5.2 **Principle**

Botley is one of the local service centres defined in the Local Plan 2031 Part 1 where new housing development will be supported by policy CP4. Therefore, in principle, residential development on the site would be supported.

5.3 **Design and Layout**

There is a mix of buildings along Elms Road, from terraces towards West Way to semi-detached and detached nearer the site. However the buildings are fairly consistent in terms of fronting the road, being quite close together and being traditional two storey pitched buildings. The east side of the road, which includes the site, is more open due to the primary school entrance. Low walls and hedges dominate the boundaries to the road.

5.4 The proposal is designed as a terrace of three two-storey properties that face the street, with a right angle element to the rear. The 'terrace' would be stepped in height and traditional in form and general proportions. The ridge heights would be approximately 7.7 metres in height. The element to the rear has a lower ridge height. The building would front the road and would be closer to it than the existing. Officers consider this is acceptable and would be similar to the other residential properties along the road.

5.5 The existing hedge along the front would be removed and replaced with a low boundary wall and railings with a hedge, which would be in keeping with other boundary treatments along the street. Parking would be in a court to the rear, which would mitigate its visual impact on the street.

5.6 Some of the proposed bin storage has been incorporated behind the brick piers to reduce visual impact on the street with the rest being within gardens or as part of the communal internal store. A cycle store would be incorporated towards the front and screened with a wall to continue the same boundary treatment along the street. There are trees close to the boundary with the cycle store, and an existing close boarded fence. The forestry officer is satisfied it will

be possible to construct a wall without harming the trees if an appropriate foundation design is used. Details of this can be required by condition.

- 5.7 Overall the proposed design is considered to be a particularly suitable and well considered response to the local character of the street.

5.8 **Residential Amenity**

The adjacent residential property, no.6, is a bungalow which is set back from the road and has a carport to the side. There is an existing fence between the two sites and a new fence and planting along this boundary is proposed. This property's outlook is currently towards the fence and across the existing parking area. The overall outlook from this property will be similar. Although the new building will be closer to the neighbour than the existing it will still be over 8.5 metres away from the neighbour. There will be no windows on the gable end. The south-facing windows above the car port of the proposed building will be over 23 metres away from the neighbour's dwelling, which is a greater distance than exists between windows in the current house and the neighbour. Whilst officers acknowledge the overall impact upon this neighbour will change as a result of the proposal, the change is not considered to be great enough to justify refusing the application.

- 5.9 With regard to neighbours opposite it is true that the proposed building is sited close to the road, and fronts it, which follows good design principles of providing an active frontage and overlooking to the street. However Elms Road is a public road and levels of privacy for front windows have to be assessed in this context. The proposed building is considered to be far enough away from neighbours opposite so as not to harm the outlook from these properties.

- 5.10 The flats themselves will be provided with a small terrace, balcony or garden area. The site has relatively good accessibility to facilities in the local area and lies outside the Botley Air Quality Management Area. The environmental health officer notes that it is close to the A34 and, although air quality in the area reflects the proximity to this road, it does not exceed the air quality objective. He considers the additional air quality impacts from the small number of vehicles associated with the proposed development is not likely to be significant.

5.11 **Traffic, parking and highway safety**

The site is within a sustainable and accessible location close to the local centre. Elms Road is subject to an Oxfordshire County Council traffic regulation order (TRO) which requires permits for on street parking during the daytime.

- 5.12 The plans have been amended to address the county highways officer comments. Pedestrian vision splays are shown for the access. The access location will be the same as it is now. The neighbour at no.6 has a right of access over the application site and this will not change as a result of this proposal. This has been confirmed and clarified by the agent in response to comments from the neighbour.

- 5.13 The parking spaces have been adjusted slightly to address the highways officer's comments. Swept paths were submitted to show that the spaces can be accessed. The highways officer has requested that the visitor space is marked so that it is clear. This can be ensured by condition. Cycle parking has been provided on site. Officers have confirmed with the highways officer that the correct number of stands have been provided and the plans adjusted so they are all accessible.
- 5.14 The highways officer has requested that the proposed dwellings are removed from the TRO controlling eligibility for resident parking permits. This will prevent additional pressure for on street parking along Elms Road. The applicant has agreed to this. In terms of management of construction traffic, given the scale of the proposal combined with the facts that the site is on a cul-de-sac and has a primary school adjacent, officers consider it reasonable to require details of construction traffic delivery times to mitigate potential conflict with peak school times. However members will be aware that planning conditions cannot be used to prevent parking on a public highway.
- 5.15 The bin storage on site has been amended such that three of the flats would have their own storage and the rest would have communal storage. Further details have been provided to demonstrate that the large bins can be opened within the store to address the comments of the waste officer.
- 5.16 **Flood Risk and drainage**
The site is not within a flood zone. The council's drainage engineer has not raised an objection to the scheme. Details of drainage can be required by condition. In relation to the reference to a well by third parties, the agent has confirmed there is one, but it is a groundwater-fed well only and there is no underground watercourse. The well will be addressed structurally as part of the construction process.

6.0 **CONCLUSION**

- 6.1 Sustainable development has three strands – social, economic and environmental. The site is within a sustainable and highly accessible location. The proposal would have social benefits in terms of providing additional housing and economic benefits in terms of construction and investment in the local and wider economy. There would be a change to the environment however officers consider that this change would not be significantly harmful to outweigh the balance. The application is therefore recommended for approval.

The following planning policies have been taken into account:

VALE OF WHITE HORSE LOCAL PLAN 2031 PART1;

- CP01 - Presumption in Favour of Sustainable Development
- CP03 - Settlement Hierarchy
- CP04 - Meeting Our Housing Needs
- CP35 - Promoting Public Transport, Cycling and Walking
- CP37 - Design and Local Distinctiveness
- CP42 - Flood Risk
- CP44 - Landscape

VALE OF WHITE HORSE LOCAL PLAN 2011;

DC5 - Access

DC6 - Landscaping

DC7 - Waste Collection and Recycling

NATIONAL PLANNING POLICY FRAMEWORK 2012

VALE OF WHITE HORSE DESIGN GUIDE 2015

EQUALITIES ACT 2010

The proposal has been assessed as part of the public sector equality duty under Section 149 of the Equalities Act, No recognised groups should suffer discrimination as a result of the proposal.

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