
APPLICATION NO.	P17/V1106/FUL
SITE	131 Pinnocks Way OXFORD, OX2 9DF
PARISH	CUMNOR
PROPOSAL	Partial demolish and reconfiguration for the existing house and new construction for conversion into four number 2 bedroom 4 person flats over ground floor, first floor and attic loft, together with four parking bays, bicycle stores, refuse and recycle stores, hard and soft landscaping and associated site works. (Additional Information received 31 July 2017_parking survey) (Amended plans received 9 August_bin store)
WARD MEMBER(S)	Dudley Hoddinott Judy Roberts
APPLICANT OFFICER	Darren Feldon Sarah Green

RECOMMENDATION

Planning Permission be granted subject to the following conditions:
Standard

1. Commencement 3 yrs - Full Planning Permission
2. Approved plans

Prior to commencement

3. Boundary and landscaping details to be submitted
4. Surface water drainage, including parking area, to be submitted

Prior to occupation

5. Cycle store to be implemented in accordance with plans
6. Bin store to be implemented in accordance with plans
7. Access, visibility splays and parking in accordance with plans
8. Boundary and landscaping to be implemented

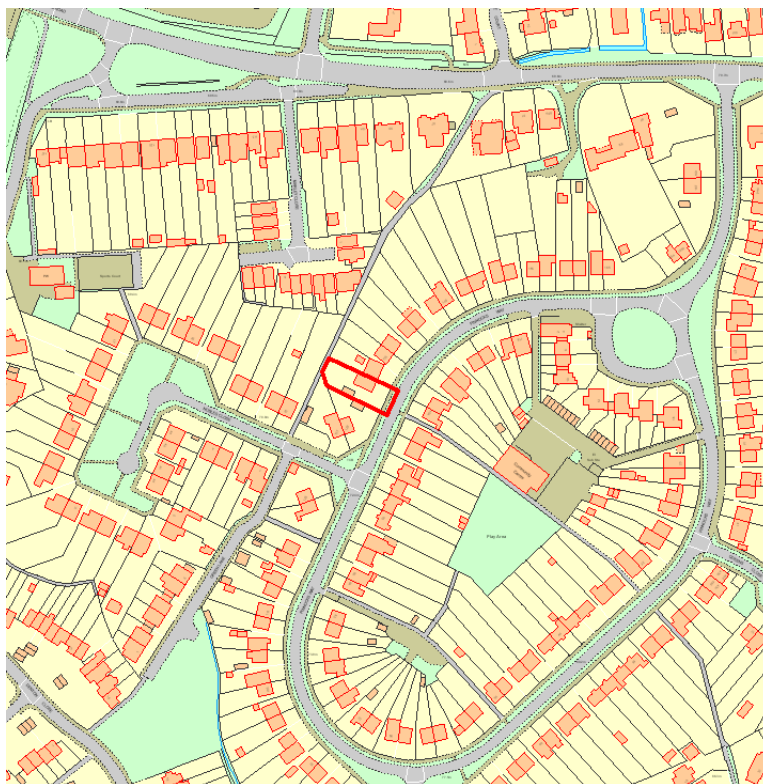
Compliance

9. Materials to match existing

1.0 INTRODUCTION AND PROPOSAL

- 1.1 This application is referred to planning committee at the request of Councillor Judy Roberts on the grounds of overdevelopment, loss of light and insufficient parking.

- 1.2 The site is shown on the location plan below. It is currently a three bedroom semi-detached house. It has parking to the front and side.



- 1.3 The proposal is to extend the property to the side and rear and convert it into 4x two bedroom flats. Each flat would have parking space to the front of the property and share a communal amenity space to the rear. Storage for bins and cycles is being provided on plot. Extracts of the plans are **attached** at Appendix 1.

2.0 **SUMMARY OF CONSULTATIONS & REPRESENTATIONS**

- 2.1 A summary of the responses received to the current proposal is below. A full copy of all the comments made can be seen online at www.whitehorsedc.gov.uk

Cumnor Parish Council	Objection <ul style="list-style-type: none">• Overdevelopment• Loss of light to No 133• Insufficient parking spaces
Local Ward Member Councillor Judy Roberts	Objection <ul style="list-style-type: none">• Overdevelopment• Loss of light to amenity space at No 133• Lack of parking, opposite pedestrian entrance to play park
Neighbour Object (2)	<ul style="list-style-type: none">• Loss of light• Loss of privacy• Lack of parking, on street parking

	<ul style="list-style-type: none"> Noise disturbance Impact of building work Loss of family homes Traffic survey does consider family occasions or student traffic
Neighbour – no objection but comments	Do not want entrance being blocked by visitors Want fence to replace gap when garage removed
Waste Management Officer (District Council) -	Bin store must be big enough
Vale - Highways Liaison Officer	No objection subject to conditions
Drainage Engineer	No objection subject to condition

3.0 **RELEVANT PLANNING HISTORY**

3.1 [P72/V5024](#) - Approved (18/07/1972)
Garage and conservatory

3.2 **Pre-application History**

There has been no pre-application enquiries for this site

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 considerations are the following:

- **Principle**
- **Design and scale**
- **Amenity**
- **Parking**
- **Other**

5.2 **Principle**

The site lies within Botley, where policies CP3 and CP4 of the Local Plan 2031 Part1 support residential development in the built up area. Therefore, in principle, residential development on the site would be acceptable.

5.3 **Design and scale**

The proposed extensions would increase the volume of the existing property. They have been designed to reflect and appear as extensions to the existing property.

5.4 The design guide advises that side extensions should generally be set back from the front of the house and set down to prevent the extension appearing

overwhelming on existing house. The side element of the proposal does this. It is set back by 0.6m and set down by 0.4m. It is also 0.9m narrower in width than the existing house, thereby it would appear as a subservient extension when viewed from the street.

- 5.5 The rear element extends from the existing property and the proposed side element. This will be part two storey and part single storey. The two storey element will be set off the side boundaries and will be set down in ridge height from the existing property and the proposed side element. The design guide advises that as a general rule any two storey element should not encroach beyond a 40-degree line taken from the edge of the nearest ground floor or first floor window of a habitable room of a neighbouring property, to avoid feeling overbearing on the neighbouring property. Although the plans show this measured from the centre of the neighbour's window, when it is taken from the edge of the neighbours window the two storey part of the extension would still not encroach such a line.
- 5.6 A large flat roof dormer is proposed to the rear. Officers accept that in design terms this is the weakest part of the scheme. However officers are mindful that such dormers are possible under permitted development rights for dwellings and as such have been deemed acceptable by the Government in design terms. From the street the majority of the dormer will be hidden from view by the two storey extension, with just the very top visible. Officers therefore consider that it would be difficult to justify a refusal on this element only.
- 5.7 In terms of the scale of the building in relation to the plot officers consider it would be difficult to justify that it is an overdevelopment. The property would still retain a rear access to the side, can accommodate bin and cycles and a communal amenity space of over 130sqm.
- 5.8 **Amenity**
The single storey extension would project along the boundary with No133 for 2m, before stepping back by 2.1m and projecting out another 2.5m. The application property already has a rear conservatory along this boundary projecting 2.7m. Officers consider the proposed new extension along the boundary, 2m deep, would not be harmful to the amenity of the neighbour, as similar extensions of at least 3m in depth can be constructed under permitted development rights.
- 5.9 The two storey element of the extension would be 3.3m from the boundary and, as highlighted above, when a 40-degree line is taken from the edge of the neighbour's windows as set out in the design guide, (not as shown on the plan) it would not cross this line. Therefore it would be difficult to argue that this extension would cause harm to the neighbouring property through dominance. There are no side windows in the extension that would face towards the neighbour so there would be no direct overlooking. Although there would be views from the rear windows obliquely across the lower garden this would not be dissimilar to the existing situation and to normal relationships found in residential environments. It is appreciated that the view from the neighbour will change. However there is no right to a view in planning.

- 5.10 To the other side, No 129 is orientated at an angle to the application property. The extension would be approximately 8.9m at the closest point to this property. This neighbour also has an existing garage along the boundary. There will be no first floor windows in the side elevation facing this neighbour. Officers therefore consider that the proposal would not result in a harmful impact. The neighbour has raised concern over the boundary treatment once the garage been removed. A condition is suggested for details of the boundary and landscaping to be submitted and approved.

5.11 **Parking**

The Design Guide advises that parking should be provided for both residents and visitors at an adequate level in response to the location of the site. For example lower parking levels may be acceptable in more urban locations or where there is convenient access to public transport. In this proposal one parking space per flat has been provided. It is recognised that the site is within Botley and therefore has very good access to services and facilities and public transport. Pinnocks Way is also part of the route 4 bus route. Evidence in the form of a parking survey was requested by the highways officer to demonstrate that the proposal would not have a detrimental impact through on-street parking. This has been carried out by the applicants in accordance with the methodology provided by the highways officer. This survey has shown that the surrounding areas have capacity to accommodate on-street parking if necessary. The highways officer has reviewed this and no longer has a holding objection to the proposal.

- 5.12 Visibility splays have also been included with the parking technical note to address the highway officer's earlier comments. Cycle parking is being provided on site and the submitted plan shows it would be in accordance with the highway officer's comments. This can be conditioned to ensure it provided. Therefore, in light of no technical objection from the highways authority, there is no basis for officers to recommend refusal of the application on highway grounds.

5.13 **Other**

The bin store to the rear has been amended such that it will be able to accommodate the required number of bins. Each flat will have its own bins and will responsible for moving them to the front on collection days. An area has been shown on the plans where they could be placed on collection days.

- 5.14 In terms of noise insulation for the flats, this will be controlled via building regulations.

6.0 **CONCLUSION**

- 6.1 The proposal would provide dwellings in a sustainable location in accordance with the local plan policies. It is considered that it would not result in harm to the neighbouring occupiers and there is no technical objection from the highway authority. It is therefore recommended for approval.

The following planning policies have been taken into account:

Vale of White Horse Local Plan 2031 Part1 policies;

CP01 - Presumption in Favour of Sustainable Development
CP04 - Meeting Our Housing Needs
CP05 - Housing Supply Ring-Fence
CP33 - Promoting Sustainable Transport and Accessibility
CP35 - Promoting Public Transport, Cycling and Walking
CP37 - Design and Local Distinctiveness
CP42 - Flood Risk

Vale of White Horse Local Plan 2011 policies;

DC5 - Access
DC6 - Landscaping
DC7 - Waste Collection and Recycling
DC9 - The Impact of Development on Neighbouring Uses

National Planning Policy Framework 2012

Vale of White Horse Design Guide 2015

Equalities Act 2010

The application has been assessed in accordance with section 149 of the Equalities Act. It is considered that no recognised group will suffer discrimination as a result of the proposal.

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