

<b>APPLICATION NO.</b>	<a href="#">P18/V1198/FUL</a>
<b>SITE</b>	27 Ormond Road Wantage, OX12 8DZ
<b>PARISH</b>	WANTAGE
<b>PROPOSAL</b>	Erection of a single storey rear extension and detached outbuilding, with subdivision to form four self-contained residential units
<b>WARD MEMBER(S)</b>	Charlotte Dickson St John Dickson
<b>APPLICANT OFFICER</b>	Mr M Castle Martin Deans

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## **RECOMMENDATION**

It is recommended that authority to grant or refuse planning permission is delegated to the Head of Planning subject to the completion of a section 106 obligation to satisfactorily provide and safeguard four parking spaces with pedestrian access on the land to the south of the application site; and also then subject to the following conditions:

### **Standard:**

1. Commencement in three years.
2. Approved plans.

### **Prior to commencement:**

3. Details of tree protection and an arboricultural method statement for construction.

### **Prior to occupation:**

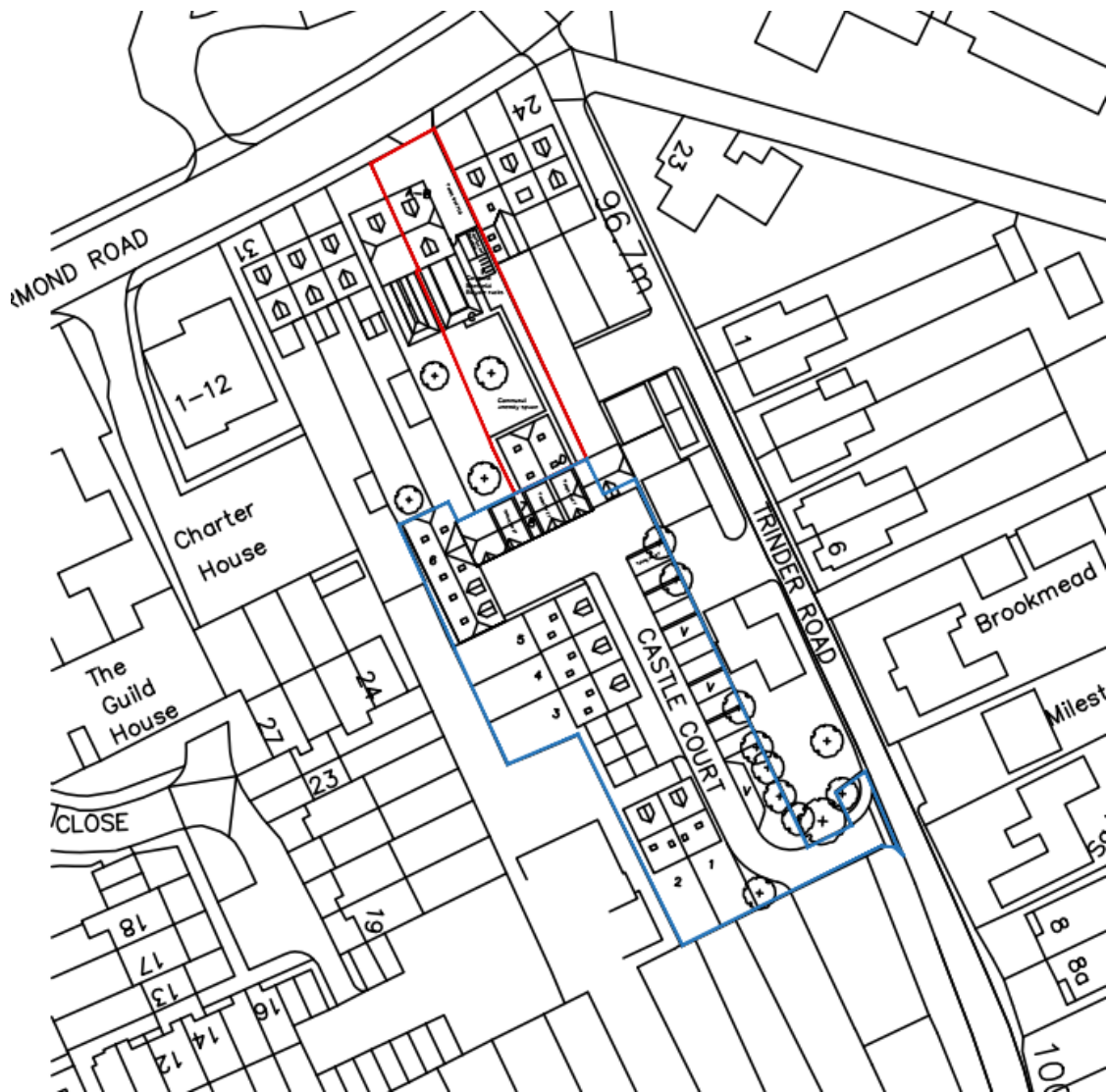
4. Materials in accordance with approved details.
5. Cycle and bin stores provided.
6. Visitor parking space provided.
7. Surface water drainage in accordance with approved details.

## **1.0 INTRODUCTION AND PROPOSAL**

- 1.1 This application comes to committee at the request of one of the ward councillors, St John Dickson. The site is a semi-detached, 3-bedroom house on Ormond Road in a residential part of Wantage. Planning permission was granted in 2017 for the construction of a single storey extension to the house and the construction of a double garage at the end of the rear garden (ref P16/V2861/HH).
- 1.2 In February 2018 a planning application was made to convert the house, with its permitted but unimplemented extension and garage, to four 1-bedroom flats (ref P18/V0517/FUL). The proposal included the provision of four parking spaces for the flats on the site immediately to the south, which is also owned by the applicant and has separate planning permission to be re-developed to provide five houses and three flats with 21 parking spaces with access from Trinder Road (ref P16/V2394/FUL). A pedestrian route from the site to the

south into 27 Ormond Road was shown. The application was refused in April 2018 for the reason of lack of on-site parking due to the absence of a suitable mechanism to ensure that the four parking spaces on the site to the south could be provided and safeguarded.

- 1.3 The new application is for the same proposal but with the option that a section 106 obligation is used to provide and secure the four parking spaces on the site to the south. As in the previous application, the house will be converted to two flats, the approved single storey extension to one flat, and the approved double garage to one flat. A covered bin and cycle store will be built to the east side of the house and a garden of approximately 110 sq.m will be laid out. One on-site parking space for visitors will be provided, and four parking spaces on the site to the south with a pedestrian link. A site location plan is below, and the application drawings are attached at **appendix 1**, including the approved block plan for the site to the south.



## 2.0 SUMMARY OF CONSULTATIONS & REPRESENTATIONS

2.1	Wantage Town Council	Object due to worsening traffic pressure on the narrow Trinder Road
	Neighbours	2 households have written with objections on the following grounds: <ul style="list-style-type: none"> <li>• It will increase traffic problems on Trinder Road</li> <li>• Loss of privacy</li> <li>• Noise and fumes from vehicles</li> <li>• Potential overdevelopment</li> </ul>
	County Highways Officer	No objection subject to section 106 obligation to provide parking
	Drainage Officer	No objections
	Waste Officer	No objection subject to bin store being provided as shown
	Forestry Officer	No objection subject to conditions to protect mature birch tree beyond the western boundary of the site

## 3.0 RELEVANT PLANNING HISTORY

### 3.1 [P18/V0517/FUL](#) - Refused (01/05/2018)

Erection of a single storey rear extension and detached outbuilding, with subdivision to form four self-contained residential units.(as amended by drawings received 28 March 2018).

### [P17/V1968/PEM](#) - Other Outcome (04/10/2017)

Remodel of 27 Ormond Road to form 6 apartments.

### [P17/V1676/NM](#) - Approved (29/06/2017)

Non material amendment to application ref. P16/V2861/HH - garden landscaping, fenestration and internal layout

Single storey rear extension and double garage (additional information received on 9 December 20116; parking and turning details).

### [P17/V1397/NM](#) - Approved (05/06/2017)

Non material amendment to application ref. P16/V2861/HH - amendment to fenestration and internal layout wholly contained within approved footprint and structure.

Single storey rear extension and double garage

### [P16/V2861/HH](#) - Approved (03/01/2017)

Single story rear extension and double garage (additional informaiton received on 9 december 20116; parking and turning details).

[P16/V2324/PD](#) - Other Outcome (27/09/2016)

Extension (single storey) and garage

#### 4.0 **ENVIRONMENTAL IMPACT ASSESSMENT**

4.1 The proposal is too small in scale to require and EIA.

#### 5.0 **MAIN ISSUES**

5.1 The main issues are considered to be:

- The principle of the proposal
- The impact on the character and appearance of the area
- The impact on neighbours
- The impact on traffic and highway safety
- The Community Infrastructure Levy

#### 5.2 **The Principle of the Proposal**

The site lies within the built limits of Wantage, one of the largest settlements in the Vale. Therefore, the principle of increasing the number of residential units on the site is acceptable under policies CP3 and CP4 of the adopted Local Plan 2031 Part 1.

#### 5.3 **The Impact on the Character and Appearance of the Area**

The built form of the single storey extension and the double garage has been approved. In consequence the impact of these structures on the character and appearance of the area is considered to be acceptable.

5.4 Government planning policy supports the creation of mixed and inclusive communities, with mixed types of dwelling and tenure. In this context officers consider the change from one house to four 1-bedroom flats is not objectionable in itself, unless there is evidence of a lack of amenity area or parking, or of an unreasonable impact on neighbours. The proposal includes a garden area that is adequate for four 1-bedroom flats and a mechanism to secure parking which will be examined further below. The likely impact on neighbours will also be examined below.

#### 5.5 **The Impact on Neighbours**

As the built form has already been approved, officers consider the physical impact of the proposal on neighbours is acceptable. In terms of the intended use of the site, the flats are likely to appeal to single persons or couples. Officers are mindful that the government allow, through permitted development rights, a house to be used for occupation by up to 6 individual and unrelated persons without the need for planning permission. Viewed in this context, officers consider that the scale of the proposal is unlikely to lead to an effect on local residential amenity from noise and other forms of disturbance that would lead to planning harm. Overall, therefore, it is considered the proposal accords with policy DC9 of the adopted Local Plan 2011.

#### 5.6 **The Impact on Traffic and Highway Safety**

The main change from the previous application is the proposal to use a section

106 obligation to secure four parking spaces on the site to the south to serve the proposed flats. One parking space for each flat would meet adopted standards for one-bedroom flats. The site to the south has planning permission to be developed for five 3-bedroom houses and three 1-bedroom flats, with 21 parking spaces. The level of development would require two parking spaces for each house and one parking space for each flat, making a total of 13 spaces. If four of the remaining eight spaces were allocated to 27 Ormond Road (one space per flat), this would leave four spaces to serve for visitor parking for the eight dwellings permitted on the site to the south.

5.7 The county highways officer is well aware of the parking and congestion problems on the adjacent Trinder Road and, during all the planning applications on the site to the south, has sought a parking ratio to enable visitor parking over and above the standards for on-site parking. He also has to be mindful of the relative sustainability of Wantage as a settlement, and national advice in the NPPF that development should only be refused on the grounds of network capacity if the resultant impact is “severe”. In this light he considers that four visitor spaces to serve the site to the south is acceptable to avoid a severe impact on Trinder Road. This means that four of the spaces can be allocated to the application proposal on 27 Ormond Road, subject to a satisfactory mechanism to ensure this parking is secured and subject to a direct pedestrian link from the site to 27 Ormond Road.

5.8 The council’s solicitor has confirmed that a section 106 obligation can be used to secure the four parking spaces on the site to the south during its own re-development. A direct pedestrian link can also be secured. On this basis, officers are content that the parking for 27 Ormond Road can be provided on the site to the south. There will also be one visitor parking space on the site of 27 Ormond Road. In conclusion, therefore, the proposal is now considered to be acceptable in terms of traffic, parking and highway safety.

#### 5.9 **Community Infrastructure Levy**

In accordance with the council’s adopted CIL charging schedule, CIL does not apply to the sub-division of a dwelling to create two or more dwellings, provided there is no increase in floorspace. In this case there will be no increase on the floorspace for the dwelling and garage which was permitted in January 2017 and which pre-dates the introduction of CIL in November 2017. Therefore, the proposal does not attract a CIL charge.

#### 6.0 **CONCLUSION**

6.1 The proposal is considered to be acceptable in terms of its impact on the character and appearance of the area and its impact on neighbours. With the proposed section 106 obligation it is considered that parking for the proposal can be secured. In consequence the proposal is considered to accord with relevant policies of the development plan and with the NPPF.

The following planning policies and national guidance have been taken into account:

**Vale of White Horse Local Plan 2031 Part 1, policies:**

CP3, CP4, CP37

**Vale of White Horse Local Plan 2011, saved policies:**

DC5, DC7, DC9

**Draft Vale of White Horse Local Plan 2031 Part 2, policies:**

DP16, DP23, DP28

(Little weight can be attached to these policies at this time due to the relatively early stage the plan has reached so far in the adoption process)

**Design Guide, 2015**

**National Planning Policy Framework, 2018**

**Planning Practise Guidance, 2014**

**Equalities Act 2010**

The application has been assessed in relation to section 149 of the Equalities Act 2010. Officers consider no identified group will suffer discrimination as a result of the proposal.

**Human Rights Act 1998**

The application has been assessed against Articles 1 and 8 of the Human Rights Convention. The impact on individuals has been balanced against the public interest and officers consider the recommendation to be proportionate.

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