

APPLICATION NO.	P18/V2930/HH
SITE	29 Montagu Road Botley Oxford, OX2 9AQ
PARISH	NORTH HINKSEY
PROPOSAL	Demolish rear conservatory and garage, add additional 2nd storey to side extension, add rear single storey extension.
WARD MEMBER(S)	Debby Hallett Emily Smith
APPLICANT OFFICER	Mr Marc Gannon Lewis Dixey

RECOMMENDATION

It is recommended that planning permission is granted subject to the following conditions:

Standard Conditions:

- 1. Commencement within 3 years**
- 2. Development to be completed in accordance with the approved plans**

Pre-occupation condition:

- 3. Car parking plan to be submitted**

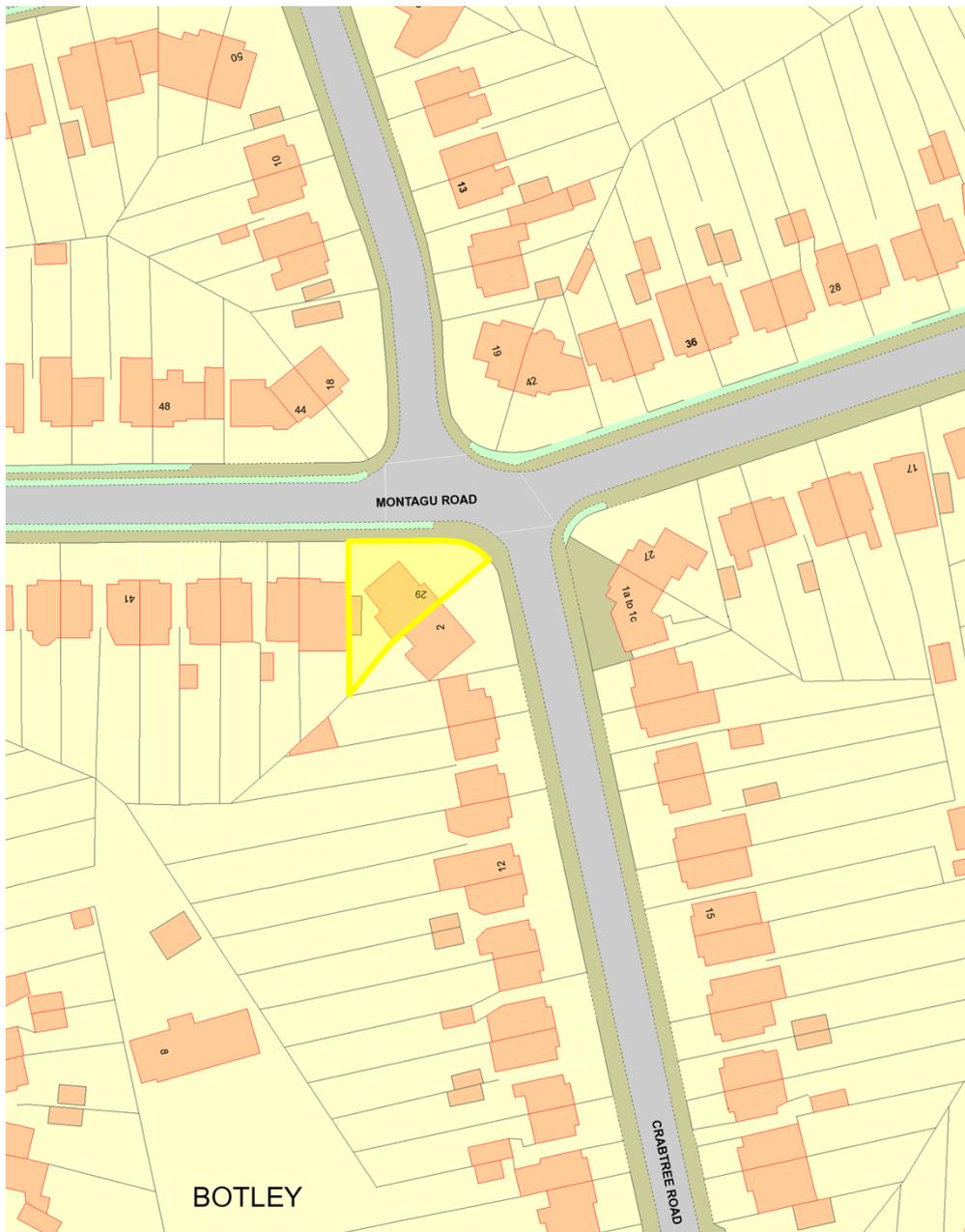
Compliance condition:

- 4. Materials in accordance with the details on the application**

1.0 INTRODUCTION AND PROPOSAL

- 1.1** This application is referred to committee as the agent is an elected member.
- 1.2** The property is a semi-detached dwelling located on a corner plot adjacent to the junction of Montagu Road and Crabtree Road on the Elms Rise estate in Botley.
- 1.3** Neighbouring properties share boundaries to the west (no.31 Montagu Road) and south-east (no.2 Crabtree Road), with highway access obtained at the front of the site.
- 1.4** The application seeks planning permission to demolish the existing rear extension and detached garage and erect single storey rear and first-floor side extensions.

- 1.5 The single storey rear enlargement will project 3 metres from the original rear elevation of the property with a first floor added above the existing side extension off the north-west elevation.
- 1.6 Internal alterations will increase the number of bedrooms from three to six.
- 1.7 All external materials to be used would match the original dwelling.
- 1.8 There are no site constraints present and a site location plan is provided below:



- 1.9 Extracts of the application plans can be found **attached** at Appendix 1.

2.0 **SUMMARY OF CONSULTATIONS & REPRESENTATIONS**

2.1	North Hinksey Parish Council	Objection On the grounds of overdevelopment and lack of sufficient parking.
	Vale - Highways Liaison Officer (Oxfordshire County Council)	No objection Subject to submission of a parking plan prior to occupation
	Neighbours (2)	Objection On the grounds of parking and additional traffic.
	Local Ward Member Emily Smith	Objection Insufficient parking on a junction with poor visibility. The proposal appears to be to enable conversion to a HMO. Off road parking is essential in this location on a bus route and a main route to primary and secondary schools.
	Local Ward Member Debbie Hallett	Objection Insufficient on-site parking provision. The proposal appears to be for a HMO. On-street parking is strictly limited at this corner location on a bus route.

3.0 **RELEVANT PLANNING HISTORY**

3.1 [P87/V1469](#) - Approved (17/06/1987)
Extension to provide kitchen and dining room. Planning Application History

3.2 **Pre-application History**

None

4.0 **ENVIRONMENTAL IMPACT ASSESSMENT**

4.1 Householder development does not fall within the defined scope for potential EIA development.

5.0 **MAIN ISSUES**

The main relevant planning considerations are the following:

- Character and appearance;
- Residential amenity;
- Access and parking
- Potential use of the site as a HMO

5.1 **Character and appearance**

The proposed extensions would appear as subordinate additions to the main dwelling, being set lower than the original roof height and set back from the principal elevation, complying with the principles of the council's design guide. The use of matching materials retains the character of the local area and it is the opinion of officers that the visual amenity of the local area will not be harmed as a result of this development

5.2 **Residential amenity**

Taking into account the orientation of the property and its relationship with the surrounding dwellings, officers do not consider that the proposal would harm the amenities of any of the neighbouring properties in terms of dominance, overshadowing or overlooking.

5.3 The Parish Council raise concerns over potential overdevelopment of the site. Currently the usable rear garden is markedly constrained by the presence of the existing garage which is set behind the house. The proposal involves demolition of the garage, so making the rear garden more usable. The area of the rear garden, taking account of the intended larger rear extension, will be approximately 60 sq.m. Rear gardens of this size are not unusual on corner plots in the vicinity, for example at no.19 Finmore Road and no.42 Montagu Road. Given this, officers conclude that the site would retain sufficient amenity space. In addition, it is considered that the proposed extensions will sit comfortably within the plot and will not appear dominant or out of place within the street scene.

5.4 **Access and parking**

The main objections to the application from neighbouring residents, the parish council and local members relate to the proposed parking provision. The proposal will increase the number of bedrooms in the house from three to six. Oxfordshire County Council highways officer has made an assessment of the application and concluded that two parking spaces are acceptable in this location subject to the condition of a parking plan to be submitted and approved prior to first occupation of the new development.

5.5 Members will be aware of national guidance on parking standards in paragraph 105 of the National Planning Policy Framework. National policy has encouraged a reduction in the use of the car for many years, and the NPPF states that factors such as accessibility of the site, quality and proximity of public transport, and the type of development should be taken into account when assessing car parking requirements. The site lies on a regular bus route into and out of Oxford, with a half-hour service throughout the day, seven days a week. The nearest bus stop on Finmore Road is only 150 metres from the site. Cycling into and out of Oxford is also a highly realistic option. It is known from surveys that car ownership levels in Oxford are relatively low. Within the Vale as a whole, the highways officer considers that, if a meaningful reduction in car usage is to be realistically achieved, then highly sustainable sites like the application site are clear candidates for reduced parking to encourage occupants to use the easily available alternate modes of transport.

5.6 **Potential Use of the Site as a HMO**

Objections have been raised over the potential use of the house as an HMO (a house in multiple occupation) and the impact this would have on parking in the local area. The proposal as described in the application is to use the building as a single dwelling house, not a HMO, and the applicant has re-affirmed this to officers. The application plans show three bedrooms with en-suites on each floor, the ground and first. Although this may lead to an assumption about future use, officers' advice is there is insufficient evidence upon which to base such an assumption. Officers expect that, at appeal, a planning inspector will take the same approach, and a refusal of permission that is not supported by clear evidence can place the council in a vulnerable position at appeal. Officers' advice is that the proposal should be judged on its own merits, as an extension to a single house. The highways officer has made an assessment of the parking provision for the proposal on this basis.

5.7 It should be noted that under the Schedule 2, Part 3, Class L of the Town & Country Planning (General Permitted Development) (England) Order 2015, a change of use from Class C3 (dwellinghouse) to Class C4 (small house in multiple occupation) accommodating up to 6 unrelated individuals is permitted development, and can be achieved without the need to obtain planning permission. This national right applies to all houses, and, as with all permitted development rights, should only be restricted or removed in exceptional circumstances.

6.0 **CONCLUSION**

6.1 The proposal would not harm the character and appearance of the area or the amenities of neighbours and would not impact highway safety. The proposal therefore complies with the provisions of the development plan, in particular policy CP37 of the adopted Vale of White Horse Plan 2031, Part 1 and saved policies DC5 and DC9 of the adopted Vale of White Horse Plan 2011. The works are considered to comply with the provisions of the National Planning Policy Framework and the council's adopted Design Guide SPD 2015.

The following planning policies have been taken into account:
Vale of White Horse Local Plan 2011 policies

Vale of White Horse Local Plan 2031 Part 1 policies
CP37 - Design and Local Distinctiveness

Vale of White Horse Local Plan 2011 saved policies
DC5 - Access
DC9 - The Impact of Development on Neighbouring Uses

National Planning Policy Framework 2018

National Planning Practice Guidance 2014

Vale of White Horse Design Guide SPD 2015

Neighbourhood Plan

North Hinksey Parish Council is working on creating a neighbourhood plan which is currently out to consultation. Given the stage that it is at, the plan currently holds limited weight.

Equalities Act 2010

The proposal has been assessed against section 149 of the Equalities Act. It is considered that no identified group will suffer discrimination as a result of this proposal.

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