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| APPLICATION NO. | P19/V0538/FUL |
| SITE | 75 Laburnum Road Botley Oxford, OX2 9EN |
| PARISH | NORTH HINKSEY |
| PROPOSAL | Partial demolish and internal alterations for the existing house and new construction into four number 2 bedroom (4 person) flats over ground floor, first floor and loft, together with 4 parking positions, bicycle stores, refuse and recycle stores, hard and soft landscaping and associated site works (Amendment to extension width as shown on drawing 38118-09 Rev B) |
| WARD MEMBER(S) | Debby Hallett Emily Smith |
| APPLICANT OFFICER | Mr H Moghaddam Lewis Dixey |

RECOMMENDATION

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

Standard Conditions:

1. TL1 - Time limit - Full Application
2. Approved plans

Pre-commencement Conditions:

3. Protection for boundary hedge

Pre-occupation condition:

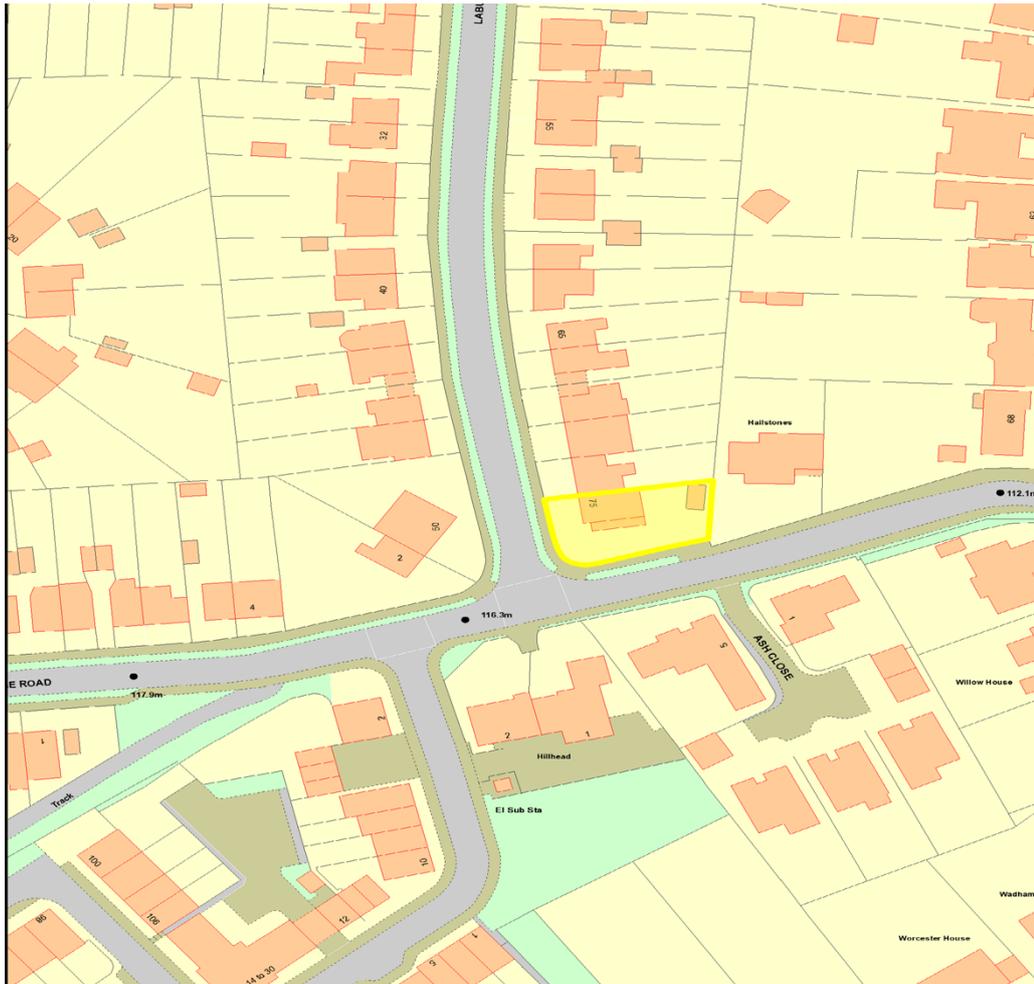
4. MC24 - Drainage Details (Surface and Foul
5. HY6 – Access and parking in accordance with plan.
6. HY20 - Bicycle Parking
7. RE29 - Refuse Storage

Compliance Conditions:

8. Retain boundary hedge at 2m high
9. MC3 - Materials in Accordance with Application

1.0 **INTRODUCTION AND PROPOSAL**

- 1.1 The application comes to committee having been called in by one of the local ward member, Debby Hallett. North Hinksey Parish Council and a number of neighbouring residents also object to the proposal.
- 1.2 The property is a semi-detached dwelling located on a corner plot adjacent the junction of Laburnum Road and Lime Road. Its walls are a mixture of render and brick to the front, and brick to the side and rear, with a tiled, hipped roof. Neighbouring dwellings are located to the north, no.73 Laburnum Road, and to the east, Hailstones, a detached dwelling. Highway access is obtained onto Lime Road at the side of the property, serving a single garage. The site is currently bounded by a low brick wall, supplemented by a mixture of hedgerow, trees and shrubs.
- 1.3 The application seeks planning permission to erect a two-storey side and two-storey rear extension, and to convert the resulting, extended building into four flats. Three of the flats would be 2-bedroom, and one would be 1-bedroom. All external materials to be used would match the existing dwelling. The rear extension has been designed to comply with the 40-degree rule
- 1.4 Four parking spaces would be provided. The existing vehicular access onto Lime Road would serve two parking spaces, and a new vehicular access onto Laburnum Road would serve two other parking spaces created in front of the building. The existing garage would be demolished. A bin store and cycle stores are also proposed. The application has been amended to reduce the size of the proposed extensions, and to address concerns about the bin store and roadside boundary treatment.
- 1.5 A site location plan is provided below and the plans are **attached** at Appendix 1.



2.0 **SUMMARY OF CONSULTATIONS & REPRESENTATIONS**

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| <p>North Hinksey Parish Council</p> | <p>Object On the grounds of in-sufficient parking</p> |
| <p>Local Ward Member Debby Hallett</p> | <p>Objects On the grounds of lack of sufficient parking, harm to highway safety and overdevelopment of the site.</p> |
| <p>Local Ward Member Emily Smith</p> | <p>Objects On the grounds of lack of sufficient parking, harm to highway safety and overdevelopment of the site.</p> |
| <p>Neighbours</p> | <p>Objections from two local households for the following reasons:</p> <ul style="list-style-type: none"> • The proposal has inadequate parking and will worsen existing on-street |

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|--|---|
| | <p>congestion caused by commuter and residents' parking</p> <ul style="list-style-type: none"> • On-site amenity space is inadequate for the number of units |
| Highways Liaison Officer | No objection |
| Drainage Officer | No objection Subject to surface and foul drainage conditions |
| Waste Management Officer | No objection |
| SGN Gas Utility Company | No objections Information on the local gas network has been provided for the applicant |
| EPS Electricity Utility Company | No objections |

3.0 **RELEVANT PLANNING HISTORY**

3.1 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**

5.1 The main relevant planning considerations are the following:

- Principle of development
- Character and appearance
- Residential amenity
- Access and parking
- Drainage

5.2 **Principle**

The site is within Botley which is classified as a Local Service Centre within the Local Plan Part 1 2031. The Local Plan supports sustainable development within the existing built area of Botley. The redevelopment of the site to provide flats is acceptable in principle, subject to the detail of the development.

5.3 **Character and appearance**

The proposed two storey extensions to accommodate the additional flats are considered to be subordinate additions that would be read as extensions to the existing dwelling, being set down and set back from the original building. Amended plans were received on 11 September 2019 reducing the width and height of the

extended element to below that of the original property. Matching external materials will be used and this will help to integrate the proposal successfully into the area.

- 5.4 The parish council and neighbours raise concerns over potential overdevelopment of the site. The proposal will provide more than 130 square metres of communal amenity space to the side and rear of the property including small patio areas for the ground floor accommodation. This accords with the recommended guidelines for flats in line with principle DG72 of the Design Guide SPD. For this reason, officers consider that a refusal based on the argument of lack of amenity space is unreasonable
- 5.5 One of the distinctive, positive features of the locality is the roadside boundary treatment, which is generally a low brick wall supplemented by planting. The applicant has confirmed that the existing wall and planting will be retained, and this can be secured through conditions. The planting will provide screening for the proposed bin store, which has been moved back into the site, to allow the hedge to be retained, and has been improved in visual quality through the use of brick walls rather than timber.
- 5.6 In view of the above, the design and appearance of the proposed development is in compliance with the advice contained within the NPPF, the Design Guide SPD and CP37 of the Vale of White Horse Local Plan 2031 Part 1.
- 5.7 **Residential Amenity**
The rear projecting gable is not considered to be overly dominant and its relationship to the adjoining dwelling meets the 40-degree rule. No windows are proposed that would be considered to cause harm in terms of direct overlooking.
- 5.8 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.
- 5.9 **Traffic, parking and highway safety**
The main objections to the application from neighbouring residents, the parish council and local members relate to the proposed parking provision, and the impact on highway safety. The proposal will provide four off-street parking spaces, two off Lime Road and two off Laburnum Road. The application is supported by a parking survey undertaken on two nights in July 2019, which shows on-street parking capacity within the vicinity of the site.
- 5.10 Local objectors mention on-street parking congestion caused by commuter parking for persons catching the bus and either working in Oxford or connected with Oxford Brookes Harcourt Hill campus. Officers are aware of this parking congestion. Oxfordshire County Council are considering a Road Traffic Order to prohibit on-street parking along Lime Road and on the corners of Laburnum Road.
- 5.11 As the outcome of this process is not known at this time, officers consider it cannot be given significant weight. However, it is aimed at dealing with day-time commuter parking. Day-time visits to the site by officers show that, although there is congestion in Lime Road, this does not seem to affect Laburnum Road. Officers have also visited the site on several evenings and have not detected parking congestion in Laburnum Road at these times either.

- 5.12 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. The site lies on a regular bus route into and out of Oxford, with services throughout the day, seven days a week. The nearest bus stop on Lime Road is only 70 metres from the site. Cycling opportunities are also relatively good and the proposal includes covered cycle storage. Within the Vale as a whole, the county council 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.
- 5.13 The highways officer has made a careful assessment of the application. The submitted parking survey shows local on-street capacity at night, and officers have not detected parking congestion either. In light of available alternatives for non-car transport, the highways officer considers that any likely demand for on-street parking will be limited and evidence shows it can be met. Therefore, he has concluded that four on-site parking spaces are acceptable in this location.
- 5.14 He has also confirmed that the proposed access, with the new dropped kerb and visibility splays demonstrated, is also acceptable.
- 5.15 **Drainage**
The drainage engineer has raised no objections to the proposal. Conditions have been imposed to request full surface and foul drainage details.

6.0 **CONCLUSION AND PLANNING BALANCE**

- 6.1 Paragraph 8 of the NPPF confirms that, to achieve sustainable development, the planning system has three interdependent objectives, economic, social and environmental. The proposal has economic benefits in the employment that will be provided for those involved in the construction, and in terms of additional support residents will provide for local businesses. It has social benefits in terms of providing additional support for local services and facilities. It also has environmental benefits in terms of allowing a net additional three households to live in a location with realistic access to good quality, alternative modes of transport, in terms of making more effective use of land, and in terms of an acceptable design that does not cause harm to the area or to neighbours' amenities. Officers consider these benefits all attract significant weight. The main local objection relates to traffic and parking congestion. The evidence obtained suggests that the proposal will neither cause harm to highway safety, nor lead to a severe cumulative impact on the road network. These are the tests specified in paragraph 109 of the NPPF.
- 6.2 In the absence of any negative weight that can be attached to the proposal, in the form of identified harm from any material consideration, officers consider the outcome of the planning balance is that the proposal complies with the provisions of the development plan, in particular policy CP37, DP16 and DP23 of the adopted Vale of White Horse Plan 2031. The proposal is also 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 2031 Part 1 policies;

CP01 - Presumption in Favour of Sustainable Development

CP03 - Settlement Hierarchy
CP04 - Meeting Our Housing Needs
CP33 - Promoting Sustainable Transport and Accessibility
CP35 - Promoting Public Transport, Cycling and Walking
CP37 - Design and Local Distinctiveness

Vale of White Horse Local Plan 2031, Part 2 policies;

DP02 - Space Standards
DP16 - Access
DP23 - Impact of Development on Amenity
DP28 - Waste Collection and Recycling

Neighbourhood Plan

North Hinksey Parish Neighbourhood Plan has been to examination and the examiner has recommended modifications to some policies. North Hinksey Parish Council has responded, suggesting some further modifications to address the examiner's concerns. In light of this, it is considered that the neighbourhood plan should be given little weight at this time, at least until agreement has been reached on the relevant policies and the plan can proceed to referendum.

National Planning Policy Framework 2019

National Planning Practice Guidance 2014 - 2019

Vale of White Horse Design Guide SPD 2015

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

Human Rights Act, 1998

The application has been assessed against Schedule 1, Part 1, Article 8, and against Schedule 1, Part 2, Article 1 of the Human Rights Act, 1998. The harm to individuals has been balanced against the public interest and the officer recommendation is considered to be proportionate.

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