

NHI/18957/4 – David Max

Amendment to previous application to demolish existing garage, alter existing house and add an extension to form four dwellings with parking. (Part retrospective).

44 Montagu Road, Botley, OX2 9AQ (North Hinksey Parish)

1.0 The Proposal

- 1.1 This application seeks part retrospective planning permission for the erection of a two storey extension on the south western side of 44 Montagu Road, in order to convert the resulting development into four flats (3x1 bed and 1x2 bed) with four parking spaces to the front.
- 1.2 Work has commenced on site pursuant to an earlier approved scheme for 4x1 bed units. However, due to on site construction difficulties in connecting the new extension to the existing building, the roof profile has been changed from that approved. The applicant has also added an additional room in the roof of unit 2.
- 1.3 44 Montagu Road is a semi-detached dwelling located in a well established residential area of Botley. The property is on a corner plot and bounded by similar styled dwellings on both sides, with no 48 on the western side being at an angle to the site (there is no number 46). A copy of the plans showing the location of the property and its design as built are attached at **Appendix 1**. A copy of the previously approved scheme is attached at **Appendix 2**.
- 1.4 The applicant sought permission to regularise the works in July 2007. However, that application was refused on highway grounds in September 2007. The applicant has since been in discussion with the Highway Authority to address their concerns and has resubmitted a revised parking layout for consideration. The previously refused parking layout is attached at **Appendix 3**.
- 1.5 The application comes to Committee because the views of North Hinksey Parish Council differ from the recommendation.

2.0 Planning History

- March 2005 – application to extend and convert this property to form four flats was withdrawn.
- August 2005 – planning permission approved for a revised scheme to create 4 x 1 bed units with parking.
- April 2006 – a further revised scheme for 4 x 1 bed flats was approved.
- September 2007 – planning permission refused for development ‘as built’ due to highway issues.

3.0 Planning Policies

3.1 *Vale of White Horse Local Plan 2011*

Policy GS5 (making efficient use of land and buildings) seeks to promote the efficient re-use of previously developed / unused land and buildings within settlements (provided there is no conflict with other policies in the Local Plan).

- 3.2 Policy H10 (development in the five main settlements) enables new housing development within the built-up areas of North Hinksey, provided it makes efficient use of land; the layout, mass and design of the dwellings would not harm the character of the area, and it does not involve the loss of facilities important to the local community (i.e. informal public open space).
- 3.3 Policy H14 (the sub-division of dwellings) confirms that the conversion or sub-division of properties into additional dwellings will be permitted provided the proposed units would be self contained, would have adequate amenity / living space and car parking provision and would not harm the character or appearance of the area or the amenity of neighbouring properties.
- 3.4 Policy H15 (housing densities) seeks net residential densities of at least 40 dwellings per hectare in the five main settlements, provided there would be no harm to the character of the surrounding area or the amenities of adjoining properties.
- 3.5 Policies DC1, DC5, DC6, and DC9 (quality of new development) are relevant and seek to ensure that all new development is of a high standard of design / landscaping, does not cause harm to the amenity of neighbours, and is acceptable in terms of highway safety.
- 3.6 PPS3, "Housing", is also relevant and reiterates the key objective of developing previously developed sites within urban areas, where suitable, ahead of green field sites and making the most effective and efficient use of land.

4.0 **Consultations**

- 4.1 North Hinksey Parish Council objects to the application stating:

"The planning committee oppose the application on the grounds that the revised parking arrangements were still inadequate due to their close proximity to the road junction and would result in highway safety issues."

- 4.2 County Engineer – Discussions have resulted in a revised parking layout within the curtilage that provides an additional off street space and the relocation of cycle parking / refuse bins / access to the building. The design and access statement indicates that plan MD.44MRB 105 has been approved with respect to the above discussions. Therefore no objection subject to vehicle and cycle parking as specified on plan MD.44MRB 105.

5.0 **Officer Comments**

- 5.1 The main issues in this case are considered to be 1) the impact of the proposal on the character and appearance of the area, including its design, and 2) the safety of the access and parking arrangements.
- 5.2 On the first issue, the character of the area is entirely suburban being an established residential area that largely comprises semi-detached dwellings in medium sized plots. The provision of residential units in the form proposed is not considered to be out of

keeping with this suburban locality. The revised roof form is considered acceptable and the overall design retains a subordinate appearance, being set down and back in relation to the existing building. When viewed from the public highway (both Montagu Road and Finmore Road), it is not considered to be out of keeping with other properties in the street scene. As a result, Officers do not consider the proposal is visually harmful. Furthermore there is considered to be no adverse impact in relation to residential amenity from the insertion of the additional room in unit 2.

5.3 Regarding the second issue, the parking provision of 1 space per 1 bedroom unit for the original proposal was considered to be acceptable in this location. However, the additional room in unit 2 equates to an additional parking space being required. Whilst the application that was refused provided an additional parking space, due to its location and angle to the road, it was considered to be difficult to access and egress. However, the parking layout has now been amended to address the refusal reason and provides 5 spaces parallel to Montagu Road. The County Engineer raises no objection to this revised parking arrangement and in the absence of such an objection, your Officers do not consider permission could reasonably be withheld.

6.0 **Recommendation**

6.1 *That planning permission be granted subject to the following conditions:*

1. *Access, car and cycle parking and bin storage in accordance with specified plan*
2. *Implementation of boundary treatments and landscaping scheme on specified plan*