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<b>APPLICATION NO.</b>	<a href="#">P20/V0404/FUL</a>
<b>SITE</b>	2 Tennyson Drive, Abingdon, OX14 5PD
<b>PARISH</b>	ABINGDON
<b>PROPOSAL</b>	Extension and conversion of existing house into four new dwellings, 2x2 bed flats and 2x1 bed flats with associated parking (Removal of one bedroom and reduction in mass as shown on P11G)
<b>WARD MEMBER(S)</b>	Eric de la Harpe Robert Maddison
<b>APPLICANT OFFICER</b>	Mrs Lee Kelsey Lewis Dixey

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## **RECOMMENDATION**

### **Planning Permission**

#### **Standard Conditions:**

- 1. TL1 - Time limit - Full Application (Full)**
- 2. Approved plans \***

#### **Pre-commencement Conditions:**

- 3. MC25 - Drainage Details (Surface Water)(Full)**
- 4. MC26 - Drainage Details (Foul Water) (Full)**

#### **Pre-occupation condition:**

- 5. HY5[I] - Specified Visibility Splays (Full)**
- 6. HY7[I] - Car Parking (Full)**
- 7. HY20[I] - Bicycle Parking (Full)**

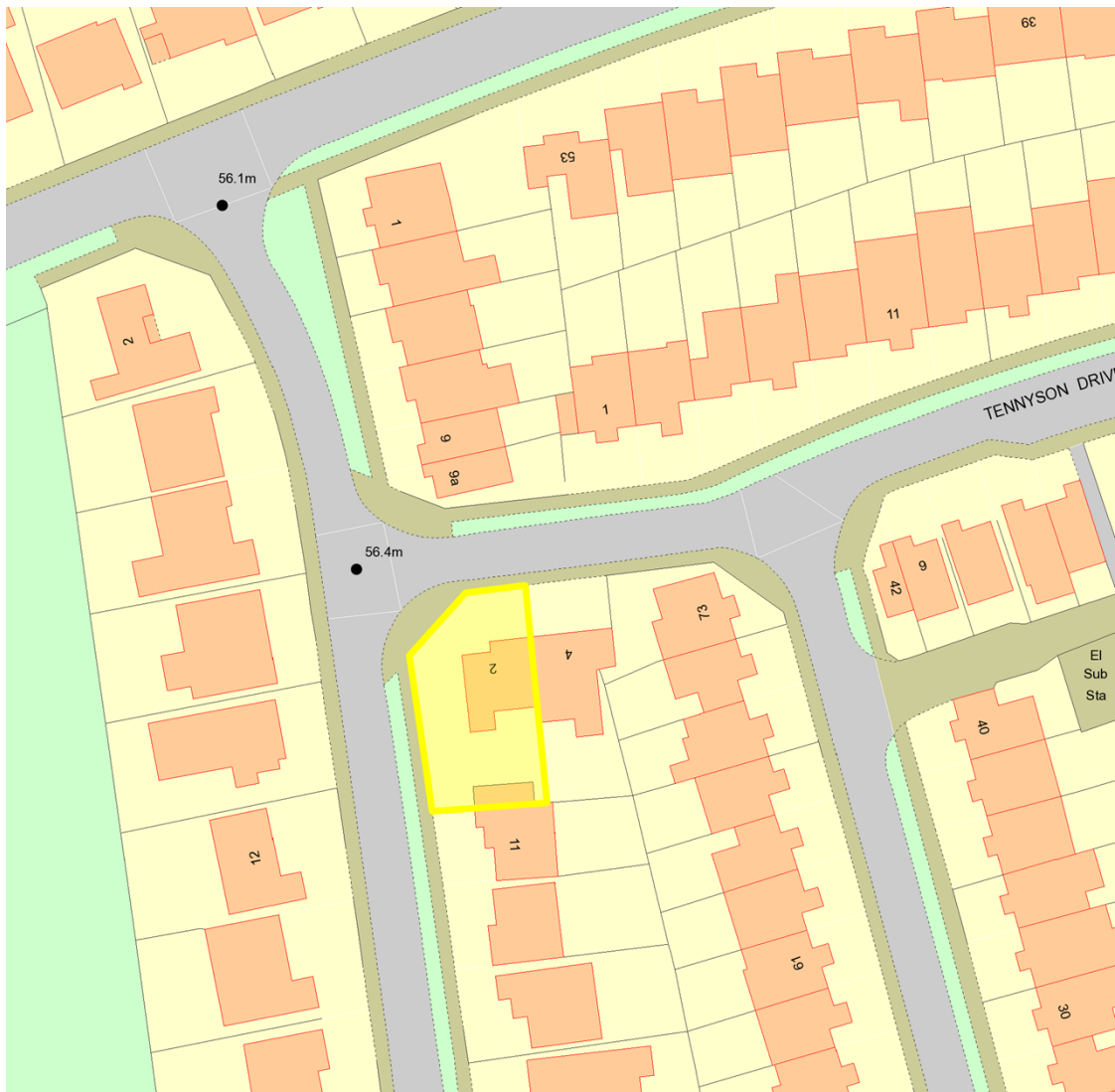
#### **Compliance Conditions:**

- 8. MC3 - Materials in Accordance with App.(Full)**

## **1.0 INTRODUCTION AND PROPOSAL**

- 1.1** The application comes to committee having been called in by one of the local ward members, Eric de la Harpe. Abingdon Town Council and a number of neighbouring residents also object to the proposal.
- 1.2** The property is a link-detached dwelling located on a corner plot adjacent the junction of Tennyson Drive and Masfield Crescent. Its walls are a mixture of brick and cladding to the front, and brick to the side and rear, with a tiled, gabled roof. Neighbouring dwellings are located to the east, no.4 Tennyson Drive, and to the south, 11 Masfield Crescent. Highway access is obtained onto Tennyson Drive at the front of the property, serving a single garage. The site is currently bounded by a 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. Two of the flats would be 2-bedroom, and two would be 1-bedroom. All external materials to be used would match the existing dwelling.
- 1.4 Four parking spaces would be provided. The existing vehicular access onto Tennyson Drive would serve two parking spaces, and a new vehicular access onto Masefield Crescent would serve two other parking spaces created at the side of the building. The existing garage would be demolished. A bin store and cycle stores are also proposed.
- 1.5 The application has been amended to reduce the size of the proposed extension and number of bedrooms.
- 1.6 A site location plan is provided below and the plans are **attached** at Appendix 1.



## 2.0 SUMMARY OF CONSULTATIONS & REPRESENTATIONS

### 2.1

<b>Abingdon Town Council</b>	<b>Objection</b> On the grounds of being out of character, in-sufficient parking and impact on neighbours
<b>Local Ward Member Eric de la Harpe</b>	<b>Objection</b> On the grounds of lack of sufficient parking, harm to highway safety and overdevelopment of the site.
<b>Highways Liaison Officer</b>	<b>No objection</b> Subject to conditions
<b>Waste Management Officer</b>	<b>No objection</b>
<b>Drainage</b>	<b>No objection</b> Subject to surface and foul drainage conditions
<b>Neighbours</b>	<b>Objections from 30 local households</b> <b>For the following reasons:</b> <ul style="list-style-type: none"> <li>• Out of character</li> <li>• Lack of parking</li> <li>• Highway safety</li> <li>• Impact on amenity</li> <li>• Overdevelopment</li> </ul>

## 3.0 RELEVANT PLANNING HISTORY

### 3.1 [P68/V0034](#) - Approved (09/12/1968)

Erection of 114 houses and garages. (Amended Layout).Planning Application History

## 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 of development**

The site is within Abingdon which is classified as a Market Town within the Local Plan 2031 Part 1. Market Towns have the greatest long-term potential for development to provide the jobs and homes to help sustain, and where appropriate, enhance their services and facilities to support viable and sustainable communities in a proportionate manner. The redevelopment of the site to provide flats is therefore acceptable in principle, subject to the details of the development. These will be considered below

**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 20 August 2020 reducing the height of the extended side 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 town council and neighbours raise concerns over potential overdevelopment of the site. The proposal will provide areas of communal amenity space to the 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 The low eaves of the extended side section are reflective of the properties directly to the west, along Masefield Crescent, and the existing hedge will be retained at the front of the site to soften the visual impact. The junction of Masefield Crescent and Tennyson Drive is relatively wide and there is a generous verge along Masefield Crescent, the side to which the property will extend. At the closest point, the new flats will project within 1.6 metres of the western boundary of the plot.

5.6 Officers are aware that the property directly opposite has been extended towards the boundary with Tennyson Drive to provide two flats. Officers are also mindful of national policy supporting mixed and inclusive communities, and consider that, in consequence, a development of flats cannot be refused in principle. Overall, officers consider the impact of the design and appearance of the amended proposal will not cause harm to the character or appearance of the area. Therefore, the proposal 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 adjacent dwelling meets the adopted 40-degree rule. Side facing windows are approximately 21m from the opposite properties, in line with the council's design guidance on protecting privacy.

- 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 town 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 Tennyson Drive and two off Masefield Crescent, along with covered cycle storage.

- 5.10 Local objections raise concern over the potential of the proposal to add to parking congestion within the area, and of being a risk to highway safety. Members will be aware that the NPPF sets an impact threshold of “severe” for the effect of a new development on a local highway network in order to refuse a proposal.

- 5.11 The highways officer has made a careful assessment of the application and is satisfied that the proposed four spaces are satisfactory. This is in line with the Oxfordshire Parking Standards; it should be noted that these standards are maximum rather than minimum. Timed and dated evidence submitted by the Applicant, together with the officers own site visit, indicates that there is minimal street parking in the vicinity. Furthermore, as Tennyson Drive is a residential no through road, on balance, any additional displacement parking (visitor) associated with this particular application site, would not be considered to be detrimental to the local highway network and therefore acceptable. The full statement from the county highways officer is **attached** at Appendix 2

- 5.12 It is concluded that no “severe” harm to the local network can be substantiated. Taking into account the professional opinion of the county highways officer, and without clear evidence to suggest otherwise, officers consider it would not be reasonable to refuse the application on these grounds.

5.13 **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**

- 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

**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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