

**GFA/12807/10 & GFA/12807/11-LB - Mr Hugh Pakeman
Amendment to applications GFA/12807/8 and GFA/12807/9-LB to create two additional self-contained one bedroom flats. Demolition of existing lean-to extension. Erection of new extension to rear of courtyard, and provision of cycle storage
Portwell House, 27 Market Place, Faringdon, SN7 7HU.**

1.0 The Proposal

- 1.1 The applications are for a further two additional self-contained units in addition to the 3 already approved by a previous permission. The proposal would involve the demolition of a small extension, and the provision of a single storey extension to partly contain one of the units. Cycle storage is also proposed adjacent to the new extension. The dormer window in the front elevation was permitted as part of the previous permission.
- 1.2 Extracts from the application plans are at **Appendix 1**.
- 1.3 The applications come to Committee as the Town Council objects.

2.0 Planning History

- 2.1 GFA/12807 - Change of use from bed and breakfast, snack bar, restaurant, Cancer Charity shop, to residential accommodation for elderly, physically handicapped and mentally ill, with ground floor restaurant. Refused and dismissed at appeal in September 1993 due to the harmful impact of the proposal on the vitality of the town centre.
- 2.1 GFA/12807/8 - Change of use and alterations to existing hotel to provide three residential flats together with alterations to existing restaurant and rebuilding collapsed portion of existing boundary wall. Permitted in September 2006
- 2.2 GFA/12807/9-LB - Change of use and alterations to existing hotel to provide three residential flats together with alterations to existing restaurant and rebuilding collapsed portion of existing boundary wall. Permitted in September 2006.

3.0 Planning Policies

- 3.1 Policy DC1 of the adopted Local Plan requires development to be of a high design quality in terms of layout, scale, mass, height, detailing, materials to be used, and its relationship with adjoining buildings, and to take into account local distinctiveness. Policy DC5 requires safe and convenient access and parking.
- 3.2 Policy DC9 of the adopted Local Plan seeks to ensure development that will not unacceptably harm the amenities of neighbouring properties and the wider environment.
- 3.3 Policy H10 of the adopted Local Plan allows for housing within the five main settlements providing it would not result in the loss of facilities important to the local community, that

the proposal would make efficient use of land, and would be of an acceptable layout and design.

3.4 Policy HE1 of the adopted Local Plan seeks to ensure proposals that would preserve or enhance the Conservation Area. Policy HE5 resists proposals that would be unsympathetic to a building's special architectural or historic interest.

3.5 PPG15: Planning and the Historic Environment

4.0 **Consultations**

4.1 Faringdon Town Council objects "on the basis of under provision for car parking."

4.2 County Engineer – "In terms of the justification for the lack of parking provision within the site there is still no evidence to suggest that parking associated with the development would not add to existing on-street parking pressure or be of detriment to the safety of other users. That being said, the Highway Authority is satisfied that the applicant is now providing secure, covered cycle parking within the site which demonstrates that consideration is being given to modes other than the car, and that consent has previously been granted for development on the site without any parking provision. Should the Local Planning Authority grant consent for the development the Highway Authority would request a contribution of £1500 towards improving the existing sustainable transport network, particularly the Route 66 bus service between Oxford and Swindon via Faringdon. This contribution should be secured via a unilateral undertaking."

4.3 English Heritage - "This application should be determined in accordance with national and local policy guidance, and on the basis of your special conservation advice."

4.4 Conservation Officer – "I would prefer to see a gable roof on the new elevation to match more closely with the existing building. The District Planning Authority should agree details of all new windows including the dormer and rooflight, external materials, and the cycle and bin store."

5.0 **Officer Comments**

5.1 These applications are further to a previous permission which allowed for the re-configuration of the internal layout to provide 3 self-contained units. This proposal largely re-works the previous space (plus the provision of a single storey extension) to provide an additional 2 self-contained units. The Conservation Officer has raised no objection to the proposed internal alterations. It appears much of the internal work will involve the removal of more modern partitions, and where this is not the case, the alterations are not dissimilar to the previous permission granted. Some concerns have been raised regarding the design of the single storey rear extension, however as the extension would be set back towards the rear of the plot and would be subservient when compared to the existing building, it is not considered to have a harmful impact on the Conservation Area or the Listed Building. Furthermore, it is considered that by

pitching the roof away from the neighbouring property this would mitigate any harmful impact on the existing window facing the proposal. In this regard it should be noted that the window has a sill level of approximately 2 metres, and the property is at a higher ground level when compared to the application site. The dormer window in the front elevation was permitted as part of the previous scheme, and the proposed rooflights would be located within the existing roof valley, and would therefore not be very visible.

- 5.2 The main issue of concern of the Town Council is due to the lack of parking provision. In this regard it should be noted that permission was granted for the provision of 3 units in 2006 with no parking provision. This was justified by the central location of the permitted units; close to the town centre, and local bus services. Whilst a further 2 units are now proposed, the applicant now proposes to provide an enclosed cycle store for approximately 7 cycles. Furthermore the applicants have submitted a supporting statement highlighting the sustainable location of the site. In this regard PPS3: Housing states planning authorities should deliver 'housing developments in suitable locations, which offer a good range of community facilities and with good access to jobs, key services and infrastructure.' Whilst the concerns raised with regard to the lack of parking are noted it is not considered to be reasonable to refuse permission on these grounds, due to the relatively sustainable location of the site, the provision of secure cycle storage, and the contribution being made to help improve the local bus service. Given the lack of parking for the site it is considered reasonable mitigation in this instance to secure the contribution towards improving the local bus service.

6.0 **Recommendation**

- 6.1 *It is recommended that the decision to grant planning permission be delegated to the Deputy Director (Planning and Community Strategy) in consultation with the Committee subject to the completion of a Unilateral Agreement for highway contributions, and the following conditions.*

1. *TL1 Time limit*
2. *MC1 Submission of materials*
3. *Full details of the cycle store and bin store to be submitted and approved*
4. *MC20 Amended plan (relating to the provision of the cycle store)*

- 6.2 *It is recommended that the decision to grant planning permission be delegated to the Deputy Director (Planning and Community Strategy) in consultation with the Committee subject to the completion of a Unilateral Agreement for highway contributions, and the following conditions.*

1. *TL4 Time limit*
2. *MC7 Submission of window details, and all facing material details/samples*
3. *Full details of the cycle store and bin store to be submitted and approved*
4. *MC20 Amended plan (relating to the provision of the cycle store)*