

<b>APPLICATION NO.</b>	<a href="#">P24/V1839/FUL</a>
<b>SITE</b>	28 & 30 Lime Road Oxford, OX2 9EG
<b>PROPOSAL</b>	Change of use for two dwellings from dwellinghouse (class C3) to one 9 person HMO and one 7 person HMO, plus provision of bin and bike stores for each. With internal reconfiguration on one property and a part two storey side, part two storey rear, part single storey rear extension on the other.
<b>AMENDMENTS</b>	None
<b>APPLICANT</b>	Co-Living Capital Ltd
<b>APPLICATION TYPE</b>	FULL APPLICATION
<b>REGISTERED</b>	7.10.2024
<b>TARGET DECISION DATE</b>	24.1.2025
<b>PARISH</b>	NORTH HINKSEY
<b>WARD MEMBER(S)</b>	Debby Hallett Emily Smith
<b>OFFICER</b>	Katherine Canavan

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## 1.0 INTRODUCTION

- 1.1 The application is referred to Planning Committee at the request of Councillor Debby Hallett.
- 1.2 The application site is located on the southern edge of Botley within an established residential area. Services and facilities within the immediate area include Matthew Arnold Secondary School, North Hinksey Primary School and Louie Memorial Playing Fields. Services at West Way are within a 15 minute walk of the site. Oxford can be easily accessed by bike, or public transport routes from Yarnells Hill and Cumnor Hill, and the bus service 4A runs along Lime Road and stops close to the site.
- 1.3 Nos 30 and 28 front onto Lime Road, and sit within a row of 1950s semi-detached dwellings. Sycamore Road (cul-de-sac) runs along the side of 30, providing access to 3 parking spaces for no 30. The northern portion of nos 30 and 28 has been redeveloped as 1 dwelling, no 33 Sycamore Road. Both properties have relatively shallow gardens to the rear, with an interconnecting gate.



2.0 **PROPOSAL**

2.1 The applicant seeks permission for the change of use of nos. 30 and 28 Lime Road from dwellings to houses in multiple occupation (HMO). No. 30 (currently a 4-bed dwelling, plus upstairs study) is proposed to become a 9-bed HMO; no. 28 (currently a 3-bed dwelling) is proposed to be extended to become a 7-bed HMO. Each room is to be single occupancy, with an en-suite shower room. Each HMO has shared communal space in the form of a kitchen diner. The outdoor space (measuring 150sqm) would be shared across the 16 individuals.

2.2 No 30 currently has 3 parking spaces accessed off Sycamore Road, and a small front garden; No 28 has one parking space on the front and a small front garden, but there is space along the side to park 2 vehicles in tandem / to use the garage to the rear. It is proposed to create a new access and dropped kerb to the front of no. 30 and provide 3 parking spaces, and to widen the access to no. 28 to provide 2 spaces in total on the front (with the 2-storey extension being located to the side, adjacent to no 26).

2.3 Copies of the plans accompanying the application are **attached** at **Appendix 2**.

3.0 **SUMMARY OF CONSULTATIONS & REPRESENTATIONS**

A summary of the consultation responses received is below. Full comments can be viewed online at: [www.whitehorsedc.gov.uk](http://www.whitehorsedc.gov.uk).

3.1 **Publicity**

The application was publicised in accordance with the relevant procedures for the type of application.

3.2 **Statutory Consultee responses**

<b>North Hinksey Parish Council</b>	<b>Objection</b> <ul style="list-style-type: none"><li>• Overdevelopment of the plot</li><li>• Negative impact on housing mix by removing much-needed family housing</li><li>• Contrary to the Local Plan and Policy HS5 of the Neighbourhood Plan</li><li>• Out of character with the BNHPC Character Assessment</li><li>• Significant reduction in amenity space to an unacceptable level</li><li>• Serious concerns over parking, access and egress. Issues already exist in terms of large vehicles often struggling to manoeuvre round cars because of the high level of on-street parking. This would exacerbate the problem.</li><li>• Impact on utilities and drainage.</li></ul>
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<p><b>Highways Liaison Officer (Oxfordshire County Council)</b></p>	<p><b>No objection</b>                  The development represents an intensification of activity but is unlikely to have a significant adverse impact on traffic or highway safety.                  Parking provision meets highway standards                  Out of hours visits were carried out – severe on-street parking stress was not observed.                  Recommend condition limiting occupation numbers.</p>
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### 3.3 Councillor Responses

2 responses were received from the ward councillors, including the request to call the application to planning committee, raising the following concerns:

- Loss of two family-sized homes
- Previous subdivision of the plot has already resulted in intensification of the plot, which is out of character for the area
- Insufficient amount of parking proposed
- Concern over the number of dwellings in the local area becoming HMOs and AirBnBs, which has led to an increase in traffic and on-street parking. This has resulted in blockages to the bus route and making the area unsafe for pedestrians and cyclists, including local school children.
- Experience of HMOs has shown that parking ends up being a big problem, parking on pavements and verges being churned up, even when the required level of parking was shown on plans.
- Although policies support active travel, in practice overdevelopment results in congestion, delayed buses and a hostile environment for pedestrians and cyclists.
- There are a large number of HMOs, flats and AirBnBs in Botley but a high demand for 2- and 3-bed homes to meet the needs of families, and within walking distance of the schools. There is a growing imbalance in this area of Botley.
- The NDP says replacement of a single house by one or more flats – increasing density of housing on some sites – should be discouraged. While it may be acceptable along West Way, areas such as Elms Rise are recognised as having front gardens that contribute to the green and spacious character of the area. The proposed development would result in the loss of green space, impacting negatively on the character of the area.
- The response reflects concerns raised by a number of residents.

### 3.4 Public responses

25 representations were received objecting to the proposals:

<p>Out of keeping with character of the neighbourhood</p>	<p>The intensification of use at the site from a standard semi-detached pair of family homes to a 16 bed HMO would cause significant and demonstrable harm to the overall character of the area.                  Lime Road is characterised mainly by its space, peace and quiet, and cramming such a large number</p>
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	<p>of individuals into a relatively small space will adversely change the character of the area. High density housing is not in keeping with the established character of the area and would be detrimental to the neighbourhood.</p> <p>Lime Road is a predominantly residential area, primarily occupied by families, young children and elderly residents. Converting family homes into HMOs, which are generally associated with transient tenants and higher turnover rates, risks disrupting the existing social fabric. It could lead to a sense of alienation for long-term residents who value stability and community ties, undermining the family-orientated atmosphere that has defined this neighbourhood for many years.</p> <p>Extension of parking to the front, not in keeping with other frontages</p>
<p>Residential amenity, noise and disturbance</p>	<p>HMOs typically accommodate adults who may have varied schedules and social patterns, often resulting in increased noise levels that can disrupt the peace of nearby family homes.</p> <p>Noise, disturbance and risk of anti-social behaviour as a result of a large number of individuals residing together.</p> <p>Concern that the rooms may become double occupancy over time.</p> <p>Overcrowding, putting strain on local services and lowering the quality of life for long-term residents.</p> <p>Insufficient outdoor amenity space for 16 individuals.</p> <p>The extension will obscure views and block out light to neighbouring properties, and result in loss of privacy.</p> <p>Adverse impact on nearby occupants from increased waste and odour, particularly if mismanaged.</p>
<p>Highway / pedestrian safety and parking pressure</p>	<p>Under provision of parking spaces, putting pressure on on-street parking and increase in damage to the grass verge</p> <p>The route is used by large vehicles and buses, and also as a busy walking route for school children.</p> <p>Traffic frequently results in congestion; on-street parking is already limited and difficult for residents.</p> <p>Increase in traffic.</p> <p>Risk to pedestrians with vehicles from the development parking on the corner of the cul-de-sac.</p> <p>The congestion is especially hazardous for the large number of schoolchildren who cycle along Lime Road to/from Matthew Arnold school</p>
<p>Unsuitable location</p>	<p>The site is not within walking distance of amenities and there is a lack of public transport routes, thereby increasing reliance on private vehicles for future occupants.</p>

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	<p>This is a quiet residential family suburb area not suitable for city centre style living.</p> <p>A large number of single person and student flats have already been built in the Westway Development, which is a more suitable location, rather than removing family homes.</p>
<p>Providing suitable accommodation / retaining family accommodation</p>	<p>Responding to the housing supply issue in the district, housing should be increased or retained, not converted to HMOs.</p> <p>Housing mix - there are a large number of HMOs, flats and AirBnBs in this part of Botley but high demand for two and three bed homes for families to rent and buy within walking distance of the three schools. There is a growing imbalance, moving away from the housing need.</p> <p>What was a neighbourhood of family homes is now becoming a series of multi occupants housing for students or professional single people that is seriously fragmenting the coherency of the existing neighbourhood community that needs to be protected and preserved for future generations.</p> <p>Converting existing homes into cramped, overburdened properties is not a solution to the housing crisis. The Neighbourhood Plan does not support replacing a single house with a high density of housing in this area, and recognises this may result in inappropriate design being out of character, over-densification / overdevelopment of the site. This type of development should be discouraged.</p>
<p>Infrastructure / drainage</p>	<p>The development would add a significant further burden to the water and sewage system, exacerbating flooding problems in the area.</p> <p>A development of this type is too large for the infrastructure available.</p>
<p>Ecology and local wildlife</p>	<p>The proposed construction work could harm local wildlife and the development would reduce garden space, with a knock-on negative impact on wildlife corridors, biodiversity and other conservation issues.</p>
<p>Other matters</p>	<p>No renewable technology, charging points or environmental offsetting proposed.</p> <p>Unclear whether size of bedrooms meet internal spaces standards.</p> <p>Noise disturbance during construction</p> <p>Concern that the properties will not be maintained properly or to safety standards.</p> <p>Risk of high turnover, short-stay rentals and Airbnb use of site.</p> <p>Poor standard of living accommodation.</p>

4.0 **RELEVANT PLANNING HISTORY**

Application Number	Description of development	Decision and date
<a href="#">P19/V1884/FUL</a>	Proposed dwelling on land adjacent to Numbers 28 and 30 Lime Road Oxford	Approved (25/11/2019)
<a href="#">P03/V0095</a>	First floor extension.	Approved (18/02/2003)

5.0 **ENVIRONMENTAL IMPACT ASSESSMENT**

5.1 This proposal does not fall within one of the identified classes of development in Schedule 2 of the EIA regulations. Given the scale and type of the development it is considered that an EIA is not required.

6.0 **POLICY & GUIDANCE**

6.1 **National Planning Policy Framework and Planning Practice Guidance**

6.2 **Development Plan Policies**

Vale of White Horse Local Plan 2031 Part 1 (LPP1) Policies:

CP01 - Presumption in Favour of Sustainable Development

CP03 - Settlement Hierarchy

CP04 - Meeting Our Housing Needs

CP08 - Spatial Strategy for Abingdon-on-Thames and Oxford Fringe Sub-Area

CP22 - Housing Mix

CP35 - Promoting Public Transport, Cycling and Walking

CP37 - Design and Local Distinctiveness

A Regulation 10A review (five-year review) for Local Plan Part 1 (LPP1) has been completed. The review shows that five years on, LPP1 (together with LPP2) continues to provide a suitable framework for development in the Vale of White Horse that is in overall conformity with government policy.

Vale of White Horse Local Plan 2031 Part 2 (LPP2) Policies:

DP16 - Access

DP23 - Impact of Development on Amenity

DP25 - Noise Pollution

DP28 - Waste Collection and Recycling

Emerging Joint Local Plan 2041

The Council has prepared a Joint Local Plan (JLP) for South Oxfordshire and Vale of White Horse, which, once adopted, will replace the existing local plans. The JLP was submitted to the Secretary of State on Monday 9 December 2024 for independent examination. In line with paragraph 49 of the National Planning Policy Framework (NPPF), decision-makers may give weight to relevant policies in emerging plans depending on several factors: the stage of preparation, the extent of unresolved objections, and the degree of consistency with the NPPF.

The starting point for decision taking remains with the policies in the current adopted plan(/s). The JLP is at an advanced stage of preparation and carries

some weight. Where unresolved objections have been received on policies, limited weight should be applied, but where there are no unresolved objections, moderate weight can be applied. Full weight should only be applied, where relevant, following the outcome of the independent examination and adoption of the JLP.

**6.3 Neighbourhood Plan**

The North Hinksey Neighbourhood Plan was made as part of the district council's development plan on 18 May 2021.

Policy HS1 - Characteristics of New Housing

Policy HS3 - Housing Density

Policy HS4 - Flexibility, Future-Proofing, and Sustainable Design

Policy HS5 - Balancing of Housing Types

Policy TR1 - Cyclists, Pedestrians & Public Transport Policy

Policy TR2 - Parking, Access and Electric Vehicle Charging Policy

**6.4 Supplementary Planning Guidance/Documents**

South Oxfordshire and Vale of White Horse Joint Design Guide 2022

Parking Standards for New Developments, supplementary document for the Local Transport and Connectivity Plan (LTCP), adopted July 2022.

The Housing Act 2004: Part 2 – Space standards for HMOs

**7.0 PLANNING CONSIDERATIONS**

**7.1 The relevant planning considerations are the following:**

- **Principle of development**
- **Design and character**
- **Residential amenity**
- **Access and parking**

**7.2 Principle of development**

Section 38 (6) of the Planning and Compulsory Purchase Act 2004 requires that all planning applications are determined in accordance with the development plan unless material considerations indicate otherwise.

7.3 The Council's Local Plan 2031 Part 1 (adopted 2016) (LPP1) sets out the spatial strategy and strategic policies across the Council area to deliver sustainable development, including the provision to be made for housing.

7.4 Policy CP3 of the LPP1 devises a settlement hierarchy approach, steering new development to sustainable locations. Policy CP4 of the LPP1 goes on to set out how the housing needs will be met. There is a presumption in favour of sustainable development within the existing built area of Market Towns, Local Service Centres and Larger Villages in accordance with CP1.

7.5 Policy CP22 seeks a general mix of housing types and sizes within the district, and policy HS5 in the neighbourhood plan seeks a balance of housing types.

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- 7.6 The proposal is for a more intensive residential use of the site. There are no policies in the Local Plan that relate specifically to an application for a HMO, but policies CP3 and CP4 of LPP1 classify Botley as a Local Neighbourhood Centre which is highly sustainable and where new housing within the limits of the settlement is acceptable. An HMO can be seen as particular type of accommodation which meets the housing needs of certain households/individuals, and therefore responds appropriately to policy CP22 of the LPP1 and policy HS5 of the NDP.
- 7.7 It should also be noted that Schedule 2, Part 3, Class L of the Town & Country Planning (General Permitted Development) (England) Order 2015 allows for the change of use from Use Class C3 (dwelling house) to Use Class C4 (an HMO with up to 6 residents) without the need for planning permission.
- 7.8 Within this context, two HMOs providing a total of 12 rooms (single occupancy) could be provided using permitted development rights across the two plots. The proposal for accommodation for 9 individuals at no. 30, and 7 individuals at no. 28, (a total of 16 single occupancy rooms) would increase this by four individuals. In terms of plot no. 28, 7 individuals would not significantly intensify the use of the site over and above the scale of HMO that could be achieved using permitted development rights (i.e. two 6-bed HMOs). In terms of plot no. 30, this would result in an increase of three individuals over the fallback position, which has potential to impact parking pressure and change to character of the area.
- 7.9 Considered in greater detail within the report, 5 parking spaces are provided to specifically serve no 30, which meets County Council Highway Authority standards. In assessing the impact of parking along the frontage, the addition of 2 spaces to the front could be carried out for the current dwelling under permitted development rights. Three of the parking spaces to serve the development already exist off Sycamore Road, so this would have no greater impact on the street scene. 150sqm of outdoor private amenity space is retained, which is appropriate for the proposed scale of HMO, and also taking into account that the space would be shared by the 16 occupants.
- 7.10 On balance, and taking into account that the rooms will be single occupancy for both nos. 30 and 28, and that a proposal for 12 rooms could be achieved using permitted development rights, the change of use is acceptable. A condition is recommended ensuring the use is restricted to 9 individuals at no. 30 and 7 individuals at no. 28 only, and that the development is not used as double occupancy.
- 7.11 **Design and character**  
Policy CP37 of LPP1 requires development to be of high quality, visually attractive design that responds positively to the site and its surroundings with appropriate scale, height, details and materials. Policy HS1 of the neighbourhood plan seeks development to respect and enhance the character of the area.



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- 7.12 During the consultation process concerns have been raised that the development is out of character as it conflicts with the BNHPC Character Assessment, which describes the Elms Rise area where it is located as *“highly consistent in the style and scale of building, character of spaces and landscape creating a classic mid- 20th century suburban character of two storey, pyramid roofed semi-detached houses set back with green front gardens and roads with narrow footpaths separated from carriageway by narrow grassed verges”*.
- 7.13 It is recognised that HMOs have the potential to adversely affect the character of an area and street scene through poor / intense design of parking areas and poorly located waste storage areas. In this case additional parking to the front is proposed as 2 and 3 additional spaces respectively, and a dropped kerb, similar to what could be achieved to the front of a dwelling using permitted development rights. In contrast, a parking court or rows of parking (as with an apartment block) has much greater potential to introduce a frontage and parking area at odds with the residential character. The change from a front garden to a driveway is seen elsewhere in the vicinity, and permitted development rights allow for this to take place for dwellings. The parking arrangement would not significantly harm the character of the immediate area.
- 7.14 There is sufficient space to the rear of the buildings to accommodate waste storage, thereby not being visible within the street scene or being prominent on the frontage. Limited details have been provided, and in order to confirm that the waste storage meets capacity requirements for 16 individuals, a condition is recommended to secure this detail.
- 7.15 The design and scale of the proposed two storey extension is consistent with other similar extensions in the local area, and would not noticeably alter the character and appearance of the building. In all other respects the external appearance of the two buildings would remain comparable to other dwellings within the street.
- 7.16 The Local plan does not have a specific policy on the proximity or density of HMOs within a particular street or area, as covered by the Oxford Local Plan in relation to HMOs centrally within Oxford. While the concerns over change to character of the area are recognised, the Vale of White Horse Local Plan supports a mix of housing in neighbourhoods, and there is an identified need for accommodation for individuals and young professionals, particularly in locations within reach of employment and services. In assessing the application, officers have had regard to case law relating to HMOs. Cases which have been dismissed at appeal are generally identified as not meeting parking policy or conflicting with an HMO density policy. This is not the case here, and with the established permitted development position, officers conclude that there are insufficient grounds to recommend refusal in the context of impact on character or housing type.
- 7.17 **Residential amenity**  
Policy DP23 of the LPP2 considers the impact of development on amenity, and requires development to take into account loss of privacy, daylight or sunlight, dominance or visual intrusion, and noise.

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- 7.18 Section 4.11 of the Joint Design Guide clarifies the requirement for private amenity space.
- 7.19 *Existing neighbours*  
Part of the proposal is to extend no. 28 by providing a two-storey side and rear extension, with a single storey section to the rear where it would connect to no. 30. The two-storey element would almost sit on the boundary and extend 2.15m further from the existing rear elevation. A separation distance of 2.45m would be retained to the side elevation of no 26, on neighbouring garden land. Although the two-storey element would be close to the side elevation of no. 26 along the boundary, the proposal would be acceptable in terms of its relationship with habitable rooms at no. 26.
- 7.20 Concerns have also been raised during the consultation process over risk of noise and disturbance from the change of use to HMOs and intensification of use. It has already been established that an HMO for two groups of 6 individuals could be carried out on site using permitted development rights. Officers do not consider four additional individuals (over the two groups of 6) would introduce a level of noise or disturbance, or additional impact, over and above the fallback position, or that would justify a refusal on amenity grounds.
- 7.21 *Intended occupiers*  
Internal space standards for HMOs are managed under separate legislation to planning legislation. Part 2 of the Housing Act 2004 specifies the floor area of any room used as sleeping accommodation:
- Not less than 6.51 square metres by one person aged over 10 years old
  - Not less than 10.22 square metres by two people aged over 10 years old
- 7.22 Bedroom sizes range from 8.7m – 15.6m and will be for single occupancy only, with occupancy numbers being specified in the description of development and restricted by condition. The internal space meets the HMO licensing requirements and officers conclude that the internal bedroom space of the development is therefore acceptable in terms of residential amenity.
- 7.23 A combined garden area of 150sqm is proposed to be retained for use by the 16 residents. This strikes an appropriate balance between providing a suitable amount of space for use by residents (to enjoy outdoor amenity space; for drying washing; waste and recycling storage; and cycle storage) without being too large that maintenance of the area risks becoming an issue over time.
- 7.24 For the reasons set out above, the impact of the development on residential amenity is acceptable and would not conflict with policy.
- 7.25 **Access and parking**  
Policies CP33, CP35 and CP37 of LPP1, and policy DP16 of LPP2 require development to provide safe and convenient access, sufficient car and cycle parking in line with Oxfordshire County Council standards and adequate provision for loading, unloading, circulation, servicing and vehicle turning.

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- 7.26 Neighbourhood plan policies TR1 and TR2 also require development to comply with the parking standards, and provide electric vehicle charging, secure cycle storage and safe access to the highway.
- 7.27 The development proposals represent an intensification of activity at the development site with its conversion from two separate dwellings to HMOs providing 16 separate rooms between them, restricted to 16 individuals. The Highway Officer has advised that the change in use is unlikely to have a significant adverse traffic and safety impact on the local highway network.
- 7.28 Plans show five car parking spaces proposed for no. 30 Lime Road and three car parking spaces proposed for no. 28 Lime Road. This is in accordance with the County Council Highway Authority parking standards of 0.5 spaces per bedroom for an HMO and are acceptable.
- 7.29 Concerns have been raised by Botley and North Hinksey Parish Council and by numerous residents of adjacent and nearby properties over pressure on on-street parking, as this is considered to be an existing problem in the area which could be exacerbated by the proposed development.
- 7.30 In recognition of this, a day-time site visit was carried out by the planning officer, and site visits were carried out by the County Highway Officer at times of most likely parking stress in the area: on Friday 22 November at 2100hrs and Sunday 24 November at 0715hrs. The site visits did reveal some on-street parking. However, severe on-street parking stress was not observed. Officers have had regard to the development in relation to its sustainable location, proximity to a bus stop, and walking / cycling routes to shops and facilities (700m / 15 mins on foot). This, in connection with the proposals meeting the County's off-street parking standards, has led to the conclusion that the development proposals are acceptable in terms of impact on parking in the area.
- 7.31 In order to ensure this does not change over time, a condition is recommended limiting occupation of the HMOs to only one occupant per room, as well as a condition securing the off-street parking spaces.
- 7.32 A limited amount of detail is provided on cycle provision and electric vehicle charging points. There is sufficient space available on site to provide secure, covered cycle storage and charging points, and a condition is recommended to secure this detail.
- 7.33 **Community Infrastructure Levy**  
The development would result in new residential floorspace, measuring 47sqm and is therefore liable for a Community Infrastructure Levy (CIL) charge, as set out in the Vale of White Horse CIL Charging Schedule (November 2021). The CIL contribution amounts to £18,763.30.
- 7.34 **Biodiversity Net Gain**  
Biodiversity Net Gain is a legislative framework for the creation and improvement of biodiversity, which requires development to have a positive

impact ('net gain') on biodiversity. Development which would affect less than 5 metres of on-site linear habitat (such as hedgerows) or less than 25 square metres (5m by 5m) of on-site habitat is exempt from BNG. The extension to no. 28 is entirely on hardstanding within the domestic back garden and is therefore exempt from the BNG requirement.

**7.35 Pre-commencement conditions**

No pre-commencement conditions are required; the proposed conditions for this development are either 'prior to occupation' or 'compliance' only.

**8.0 Other Relevant Legislation**

**8.1 Human Rights Act 1998**

The provisions of the Human Rights Act 1998 have been taken into account in the processing of the application and the preparation of this report.

**8.2 Equality Act 2010**

In determining this planning application, the Council has regard to its equalities obligations including its obligations under Section 149 of the Equality Act 2010.

**8.3 Crime and Disorder Act 1998**

In considering this application, due regard has been given to the likely effect of the proposal on the need to reduce crime and disorder in accordance with Section 17 of the Crime and Disorder Act 1998. In reaching a recommendation, officers consider that the proposal will/will not undermine crime prevention or the promotion of community safety.

**9.0 PLANNING BALANCE AND CONCLUSION**

**9.1** The principle of residential development as HMO accommodation for a maximum of 16 individuals is acceptable in this location and complies with the spatial strategy. The design and scale of the development is appropriate for its residential setting and would not adversely affect the amenity of nearby occupants, or the character of the residential area. Suitable access improvements and parking provision can be secured by condition. The development has suitable space to accommodate the required cycle parking, and waste and recycling storage.

The development accords with the policies of the development plan, including the Neighbourhood Development Plan, and the National Planning Policy Framework.

**9.2** Abbreviated versions of the recommended conditions are listed below and shown in full at **Appendix 1**.

**10.0 RECOMMENDATION**

**Grant planning permission subject to conditions:**

- 1. Work to commence within 3 years**
- 2. In accordance with plans**

***Prior to occupation***

- 3. Details of works to entrance and kerb, and visibility splays**

4. Provision of car parking spaces
5. Electric vehicle charging points
6. Cycle parking provision and store
7. Details of waste / cycle stores, and route to highway
8. Details of boundary treatment

***Compliance***

9. Materials as shown on plans
10. HMO – restricted occupation: No 30 to 9 individuals only and no 28 to 7 individuals only

***Advisory notes***

11. HMO licence
12. Dropped kerb works – licensing works
13. Obstruction to the highway

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**Tel:** 01235 422600

Appendix 1

Recommended Conditions (full text):

Sequence	Description	Details
1	Work to commence within 3 years	<p>The development to which this permission relates must be begun not later than the expiration of three years beginning with the date of this permission.</p> <p>Reason: By virtue of Sections 91 to 95 of the Town and Country Planning Act 1990 as amended by section 51 of the Planning and Compulsory Purchase Act 2004.</p>
2	In accordance with approved plans	<p>That the development hereby approved shall be carried out in accordance with the details shown on the following approved plans:</p> <p>Location Plan and Block Plan Existing drwgno OXL-27-24-09 Rev B                      Location Plan and Block Plan Proposed drwgno OXL-27-24-10 Rev B</p> <p>Elevations Existing 28 Lime Road drwgno OXL-27-24-02                      Elevations Existing 30 Lime Road drwgno OXL-27-24-06                      Elevations Proposed 28 Lime Road drwgno OXL-27-24-04 Rev A                      Elevations Proposed 30 Lime Road drwgno OXL-27-24-08 Rev A</p> <p>Floor Plans and Roof Plan Existing 28 Lime Road drwgno OXL-27-24-01                      Floor Plans and Roof Plan Existing 30 Lime Road drwgno OXL-27-24-05                      Floor Plans and Roof Plan Proposed 28 Lime Road drwgno OXL-27-24-03                      Floor Plans and Roof Plan Proposed 30 Lime Road drwgno OXL-27-24-07                      Parking &amp; Bin Store Proposed drwgno OXL-27-24-12 Rev B</p> <p>except as controlled or modified by conditions of this permission.</p> <p>Reason: To secure the proper planning of the area in accordance with Development Plan policies.</p>

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<i>Prior to occupation</i>		
3	Details of works to entrance and kerb, and visibility splays	<p>Prior to the occupation of the new development, construction details for the works to the vehicular access(es) to the site shall be submitted to and approved in writing by the Local Planning Authority. Such details shall include visibility splays and kerb details in both directions.</p> <p>The access(es) and visibility splays, and works to the dropped kerb, shall be provided prior to the occupation of the new development and, thereafter, the visibility splays shall be permanently maintained free from obstruction to vision.</p> <p>Reason: To provide safe access and egress to the site, and to ensure clear visibility of pedestrians, cyclists and other road users (Policy CP37 of the adopted Local Plan 2031 Part 1 and Policy DP16 of the adopted Local Plan 2031 Part 2).</p>
4	Provision of car parking spaces	<p>Prior to the occupation of the new development, eight car parking spaces shall be provided in accordance with the details shown on approved drawing numbers OXL-27-24-12 Rev B and OXL-27-24-10 Rev B.</p> <p>The parking spaces shall be constructed, laid out, surfaced, drained and completed to be compliant with sustainable drainage (SuDS) principles, and shall be retained unobstructed except for the parking and manoeuvring of motor vehicles at all times.</p> <p>Reason: To minimise displacement of parking onto the highway and to encourage the use of sustainable modes of transport (Policies CP33, CP35 and CP37 of the adopted Local Plan 2031 Part 1 and Policy DP16 of the adopted Local Plan 2031 Part 2).</p>
5	Electric Vehicle Charging Points	<p>Prior to the first occupation of the development hereby approved, a scheme to provide a minimum of four Electric Vehicle Charging Points shall be submitted to and approved in writing by the Local Planning Authority. Each Electric Vehicle Charging Point shall be implemented prior to the occupation of the development, and thereafter retained in accordance with the approved details.</p> <p>Reason: To encourage the use of non-carbon modes of transport (Policy TR2 of the North</p>

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		Hinksey Parish Neighbourhood Plan 2031, and paragraph 112(e) of the NPPF).
6	Cycle Parking Provision and Store	<p>Prior to the occupation of the new development, a minimum of 9 covered bicycle spaces shall be provided on site in accordance with the details which shall first be submitted to and approved in writing by the local planning authority. Details shall include the hardstanding base(s) for the cycle store(s), as well as details of the route to the highway.</p> <p>The cycle parking and associated hardstanding base(s) shall be implemented prior to first use of the development and thereafter retained in accordance with the approved details.</p> <p>Reason: To encourage the use of sustainable modes of transport (Policies CP33, CP35 and CP37 of the adopted Local Plan 2031 Part 1).</p>
7	Details of waste / recycling stores and route to highway	<p>Prior to the occupation of the new development, details of the hardstanding base(s) to serve the waste and recycling store(s), as well as details of the route to the highway, shall be submitted to and approved in writing by the Local Planning Authority.</p> <p>Thereafter, the waste and recycling store(s), and associated hardstanding base(s), shall be implemented prior to the occupation of the development and shall be kept permanently free of any obstruction to such use.</p> <p>Reason: In the interest of securing an effective waste collection strategy (Policy CP37 of the adopted Local Plan 2031 Part 1 and Policy DP28 of the adopted Local Plan 2031 Part 2).</p>
8	Boundary treatment	<p>Notwithstanding any details shown on the approved drawings, the site's internal and external boundaries shall be enclosed in accordance with a detailed scheme and programme of implementation which shall first have been submitted to and approved in writing by the Local Planning Authority. The approved boundary treatments shall be completed prior to the occupation of the development.</p> <p>Reason: In the interests of visual amenity and residential amenity (Policy CP37 of the adopted Local Plan 2031 Part 1 and Policy DP23 of the adopted Local Plan 2031 Part 2).</p>



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<i>Compliance</i>		
9	Materials as shown on plans	<p>The development shall be built using only the external materials specified on the forms and/or shown on the approved drawings the subject of this planning permission, unless otherwise agreed in writing by the Local Planning Authority.</p> <p>Reason: In the interest of visual amenity (Policy CP37 of the adopted Local Plan 2031 Part 1).</p>
10	HMO - restricted occupation / single occupancy only	<p>Each bedroom within the development hereby permitted shall be let to one person only, totalling a maximum of 9 individuals accommodated at no 30 Lime Road, and a maximum of 7 individuals accommodated at no 28 Lime Road, and there shall be no double occupancy.</p> <p>Reason: In the interests of neighbour amenity, highway safety and to ensure there is sufficient parking to serve the development (Policies CP33, CP35 and CP37 of the adopted Local Plan 2031 Part 1 and Policies DP16 and DP23 of the Vale of White Horse Local Plan 2013 Part 2).</p>

**Advisory notes**

1	HMO licence	<p>The applicant is reminded that the use of the building(s) as a large HMO requires a licence from the council under the provision of the Housing Act 2004 (as amended). Failure to obtain the requisite notice could leave the applicant liable to prosecution.</p>
2	Dropped kerb works - licensing works	<p>The applicant must obtain permission from the County's Licensing Team to undertake the dropped kerb works. Contact: <a href="mailto:licensingteam@oxfordshire.gov.uk">licensingteam@oxfordshire.gov.uk</a>. It is the Licensing Team that will determine whether the proposed works are acceptable.</p>
3	Obstruction to the highway	<p>It should be noted that under Section 137 of the Highways Act 1980 it is illegal to wilfully block the highway. Care should be taken in how construction and contractor vehicles park while carrying out work on the development, and future residents should also be mindful of this in terms of on-street parking.</p>