

East Area Planning Committee

3rd September 2014

Application Number: 14/00641/FUL

Decision Due by: 1st May 2014

Proposal: Conversion of existing garage into 1 x 1-bed dwelling (Use Class C3). Erection of a single storey rear extension

Site Address: 6 Trafford Road Headington Oxford OX3 8BE

Ward: Quarry And Risinghurst Ward

Agent: Mr Robert Tomlinson

Applicant: Ms Hiroko Koyama

Application Called in – by Councillors – Sinclair, Fry, Coulter and Clarkson for the following reasons – overdevelopment, impact on parking in an area of CPZ adjacent to housing land with existing parking problems

Recommendation:

APPLICATION BE APPROVED

For the following reasons:

- 1 The Council considers that the proposal accords with the policies of the development plan as summarised below. It has taken into consideration all other material matters, including matters raised in response to consultation and publicity. Any material harm that the development would otherwise give rise to can be offset by the conditions imposed.
- 2 Officers have considered carefully all objections to these proposals. Officers have come to the view, for the detailed reasons set out in the officers report, that the objections do not amount, individually or cumulatively, to a reason for refusal and that all the issues that have been raised have been adequately addressed and the relevant bodies consulted.

subject to the following conditions, which have been imposed for the reasons stated:-

- 1 Development begun within time limit
- 2 Develop in accordance with approved plans
- 3 Materials - matching

- 4 Variation of Road Traffic Order
- 5 Vision splays
- 6 SUDS
- 7 Cycle parking details required

Main Local Plan Policies:

Oxford Local Plan 2001-2016

CP1 - Development Proposals
CP6 - Efficient Use of Land & Density
CP8 - Design Developmt to Relate to its Context
CP10 - Siting Developmnt to Meet Functionl Needs
CP11 - Landscape Design

Core Strategy

CS18_ - Urb design, town character, historic env

West End Area Action Plan

Barton AAP – Submission Document

Sites and Housing Plan

HP2_ - Accessible and Adaptable Homes
HP9_ - Design, Character and Context
HP11_ - Low Carbon Homes
HP12_ - Indoor Space
HP13_ - Outdoor Space
HP14_ - Privacy and Daylight
HP15_ - Residential cycle parking
HP16_ - Residential car parking

Other Material Considerations:

National Planning Policy Framework
Parking Standards, Transport Assessments and Travel Plans Supplementary
Planning Document Feb 2007
Balance of Dwellings Supplementary Planning Document Jan 2008
Technical Advice Note 1: Accessible Homes

Relevant Site History:

65/16008/A_H - The Laurels London Road - 1shop, 156 flats and 43 dwelling houses and garages for private cars. PER 9th February 1965.

66/17427/AA_H - The Laurels London Road - Erection of dwelling houses with garages for private cars. PER 25th October 1966.

66/17427/A_H - The Laurels London Road - Estate layout for dwelling houses, flats and shops. PER 26th April 1966.

68/20161/A_H - The Laurels London Road - Outline application for residential development including shops and garages with roads and footpaths, and the closure to vehicular traffic of the junction of Pitts Road and London Road. PER 28th May 1968.

70/22402/A_H - Erection of four detached dwelling houses with garages for private cars. PER 13th January 1970.

Representations Received:

2 Trafford Road: proposed development would substantially damage the character and ambiance of the group of houses by overcrowding a modestly sized site; cars, bikes and bins on the frontage is excessive;

4 Trafford Road: lack of space on the frontage for cars, bikes, bins and planting; lack of visibility for cars; noise and disturbance; lack of access to rear garden for existing property; where will building materials, vehicles etc. park?

8 Trafford Road: contrary to policy; one of four link detached properties which add to the housing mix; target group for this proposal already catered for in the area; detrimental impact on No. 8 due to site running along the boundary; cars would overhang the footpath; not a level approach to the dwelling; lack of discussion regarding Party Wall; lack of amenity space;

12 Weyland Road (Cllr Smith): detrimental effect on neighbouring homes; possibility of an increase in noise disturbance to the adjacent home; extra vehicle movements and concerns over the visibility splay from the proposed shared driveway.

Statutory and Internal Consultees:

Highways Authority: no objections subject to conditions

Community Infrastructure Levy

The Community Infrastructure Levy (CIL) is a standard charge on new development. The amount of CIL payable is calculated on the basis of the amount of floor space created by a development. CIL applies to developments of 100 square meters or more, or to new dwellings of any size. The reason that CIL has been introduced is to help fund the provision of infrastructure to support the growth of the city, for example transport improvements, additional school places and new or improved sports and leisure facilities. CIL is being brought in by councils across the country, although each local council has the ability to set the actual charges according to local circumstances. CIL is non-negotiable and payable on commencement.

This application is liable to CIL.

Issues:

Principle
Design
Residential Amenity
Lifetime Homes
Highway Issues
Cycle Parking
Sustainability

Officers Assessment:

Site Description

1. The application site lies on the southern side of Trafford Road and comprises a link detached residential dwelling.

Proposal

2. The application is seeking permission to convert the existing single garage into a one bed dwelling along with a single storey extension to the rear of the garage and part of the original dwelling. All alterations are to be in materials to match the existing dwelling

Assessment

Principle

3. The NPPF encourages the effective use of land by reusing land that has been previously developed. CS2 of the OCS also seeks to focus new development on previously developed land.
4. There will be no net loss of a family dwelling in accordance with policy HP1 and the Balance of Dwelling SPD, where a family dwelling is defined as a self-contained house (or bungalow) of 2 or more bedrooms, or a self-contained flat either with 3 or more bedrooms or otherwise deemed likely to encourage occupation by a family including children. The new dwelling is a one bed which would add to the mix within the area.

Design

5. Policy CS18 of the OCS states planning permission will only be granted for development that demonstrates high quality urban design. This is reiterated in policies CP1, CP8 and Cp10 of the OLP and HP9 of the SHP. Policy CP1 states that planning permission will only be granted for development that respects the character and appearance of the area and which uses materials of a quality appropriate to the nature of the development, the site and its surroundings. CP8 states all new and extended buildings should relate to

their setting to strengthen, enhance and protect local character and CP10 states planning permission will only be granted where proposed developments are sited to ensure that street frontage and streetscape are maintained or enhanced or created. HP9 states planning permission will only be granted for residential development that responds to the overall character of the area, including its built and natural features.

6. The existing garage door is to be removed and replaced with a window and a door which will serve as the main entrance to the new dwelling. The scale and proportions of the proposed door and window are in keeping with the main dwelling and therefore the street scene. The extension to the rear is flat roofed as is the garage so it will not look out of character or context.
7. Both the alterations to the garage and the erection of the modest single storey rear extension are unobjectionable. It is also worth noting that both elements could be carried out under permitted development were the proposal not to include the creation of a new dwelling.
8. Although the new dwelling will be flat roofed this is because it comes as a result of the conversion of the existing flat roofed garage and on this basis it is not considered reasonable to insist on any form of pitched roof.
9. The proposal is therefore considered acceptable in terms of policy CS18 of the Core Strategy 2026, CP1 and CP6 of the Oxford Local Plan 2001-2016 and HP9 of the Sites and Housing Plan 2011-2026 in that respects the character and appearance of the area and creates an appropriate visual relationship with the form, grain, scale, and details of the site and the surrounding area.

Residential Amenity

10. Policy HP12 of the SHP requires good quality internal living accommodation, with the policy stipulating that any single dwelling that provides less than 39m² of floor space (measured internally) will not be granted permission. The proposed unit is over this requirement at 46m². It also stipulates each dwelling has its own lockable entrance, its own kitchen and at least one bathroom; the space provided within each room allows for reasonable furnishing, circulation and use of household facilities in each part of the home, including for desk-based home working; and each dwelling provides adequate storage space, taking account of the occupation intended. The proposed new dwelling also meets these criteria.
11. Policy HP13 of the SHP requires amenity space of adequate size and proportions for the size of house proposed. The existing garden serving 6 Trafford Road is to be subdivided to create two separate gardens for each dwelling. The size of the resultant spaces is considered acceptable for the type of dwellings they will serve.
12. Policy HP14 of the SHP require the siting of new development to protect the privacy of the proposed or existing neighbouring, residential properties and proposals will be assessed in terms of potential for overlooking into habitable

rooms or private open space. It also sets out guidelines for assessing development in terms of whether it will allow adequate sunlight and daylight to reach the habitable rooms of neighbouring dwellings and whether a proposal will create a sense of enclosure or being of an overbearing nature.

13. The proposal does not give rise to any issues of overlooking; it allows for adequate sunlight and daylight to reach the habitable rooms of neighbouring dwellings i.e. it does not breach the 45/25 degree rule and it does not create a sense of enclosure nor is it overbearing on the neighbouring properties.
14. The proposal is therefore considered acceptable in terms of policy HP12, HP13 and HP14 in that it provides adequate internal and external environments for future occupiers and will not impact on the adjoining properties in a detrimental way.

Lifetime Homes

15. Policy HP2 of the SHP states planning permission will only be granted for new dwellings where all the proposed new dwellings meet the Lifetime Homes standard. This is to ensure that the spaces and features in new homes can readily meet the needs of most people, including those with reduced mobility. The standards include level entry to the home, minimum doorway widths, adequate wheelchair manoeuvring space, provision for future installation of internal lifts, and appropriate window heights. Given the need to promote social inclusion, the City Council considers it appropriate that all new homes should be built to Lifetime Homes standard.
16. It has been demonstrated that the proposed new dwelling can meet Lifetime Homes requirements if necessary.

Highway Issues

17. The proposal seeks the alteration of an existing garage into a 1 bedroom dwelling. 1 car parking space has been allocated to the proposal which meets the standards, however it has been recommended that the proposal be excluded from the Controlled Parking Zone (CPZ).
18. After investigation and reviewing the supplied documents, the Highway Authority has no objection subject to the above condition being applied to any permission which may be granted on the basis of highway safety.
19. Currently 2m x 2m pedestrian vision splays for proposal are likely not to meet standards, however with alterations to the access arrangements it is likely this can be overcome. A condition has been suggested by the Highway Authority requesting vision splays (vision splays measuring 2m by 2m shall be provided to each side of the access. This vision splays shall not be obstructed by any object, structure, planting or other material with a height exceeding or growing above 0.6 metres as measured from carriageway level).

Cycle Parking

20. Policy CS13 of the OCS states that planning permission will only be granted for development that prioritises access by walking, cycling and public transport. A fundamental part of encouraging cycling is the provision of secure cycle storage within people's homes. This is reiterated in the Parking Standards Supplementary Planning Document which says secure, and preferably sheltered, cycle parking should be integrated in the design of residential developments and again in policy HP15 of the SHP which states all residential cycle storage must be secure, undercover, preferably enclosed, and provide level, unobstructed external access to the street. Policy HP15 also requires houses and flats of up to 2 bedrooms to have at least 2 spaces per dwelling.
21. Two spaces for the proposed dwelling are shown to the front along with bin storage. Also shown is cycle storage for the existing dwelling; all of which is considered acceptable. However there are no details of the enclosures. A condition can be added to seek these details.

Sustainability

22. Policy CS9 of the OCS sets out a commitment to optimising energy efficiency through a series of measures including the utilisation of technologies that achieve Zero Carbon developments. A key strategic objective in the Core Strategy seeks to maximise Oxford's contribution to tackling the causes of climate change and minimise the use of non-renewable resources.
23. Energy use in new development can be further reduced by appropriate siting, design, landscaping and energy efficiencies within the building. New developments, including conversions and refurbishments, will be expected to achieve high environmental standards.
24. The Council will require an assessment of energy demand from all proposals for residential development and student accommodation. This assessment must demonstrate that energy efficiencies, including renewable or low carbon technologies, have been incorporated into the proposals. This is reiterated via policy HP11 of the SHP which states all development proposals must submit an energy statement to show how energy efficiencies have been incorporated into the development.
25. With a garage conversion there is some scope but not a great deal for sustainability measures. There is a section in the design and access statement which deals with sustainability. The key points gained from this are the new dwelling will meet current building regulation standards, the contractor will be encouraged to responsibly source, local materials and use energy efficient lighting. He will also be advised to show a commitment to employ the best practice, site management principles, the existing shrubs that are on the site in the back garden are to be retained with additional planting used, lower heating bills due to additional insulation wherever possible, and a Green Guide for Housing Specification rating of 'A' will be strived for in all building elements.

Conclusion:

26. Members are recommended to approve the proposal.

Human Rights Act 1998

Officers have considered the Human Rights Act 1998 in reaching a recommendation to grant planning permission, subject to conditions. Officers have considered the potential interference with the rights of the owners/occupiers of surrounding properties under Article 8 and/or Article 1 of the First Protocol of the Act and consider that it is proportionate.

Officers have also considered the interference with the human rights of the applicant under Article 8 and/or Article 1 of the First Protocol caused by imposing conditions. Officers consider that the conditions are necessary to protect the rights and freedoms of others and to control the use of property in accordance with the general interest. The interference is therefore justifiable and proportionate.

Section 17 of the Crime and Disorder Act 1998

Officers have considered, with due regard, the likely effect of the proposal on the need to reduce crime and disorder as part of the determination of this application, in accordance with section 17 of the Crime and Disorder Act 1998. In reaching a recommendation to grant planning permission, officers consider that the proposal will not undermine crime prevention or the promotion of community safety.

Background Papers:

Contact Officer: Lisa Green

Extension: 2614

Date: 20th Aug 2014

Appendix 1

14/00641/FUL - 6 Trafford Road



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Ordnance Survey 100019348

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