

WEST AREA PLANNING COMMITTEE

Application Number: 17/03400/FUL

Decision Due by: 15th February 2018

Extension of Time: To be arranged

Proposal: Erection of 2 x 4-bed dwellinghouse (Use Class C3).
Provision of car parking, bin and bike storage.

Site Address: Land At The Rear Of 478 And 480 Banbury Road, Oxford,
Oxfordshire

Ward: Wolvercote Ward

Case Officer Tobias Fett

Agent: Mrs Sarah Man **Applicant:** C Bright

Reason at Committee: Called in by Cllrs Goddard, Wilkinson, Goff and Fooks on behalf of concerned residents on the grounds of potential overdevelopment, overlooking, adverse effect on neighbouring properties, and parking concerns.

1. RECOMMENDATION

1.1. West Area Planning Committee is recommended to:

(a) Approve the application for the reasons given in the report and subject to the required planning conditions set out in section 12 of this report and grant planning permission.

(b) Agree to delegate authority to the Head of Planning, Sustainable Development and Regulatory Services to:

1. Finalise the recommended conditions as set out in this report including such refinements, amendments, additions and/or deletions as the Head of Planning, Sustainable Development and Regulatory Services considers reasonably necessary;

2. EXECUTIVE SUMMARY

2.1. This report considers the erection of two four bed semi-detached houses on former garden land with two car parking spaces each, generous rear gardens and provision for cycle and waste storage. The proposal is considered acceptable on balance and meets requirements of local and national planning policies.

2.2. The key matters for assessment set out in this report include the following:

- i. Principle of development;
- ii. Design;
- iii. Living Conditions
- iv. Transport
- v. Land Quality
- vi. Drainage
- vii. Trees

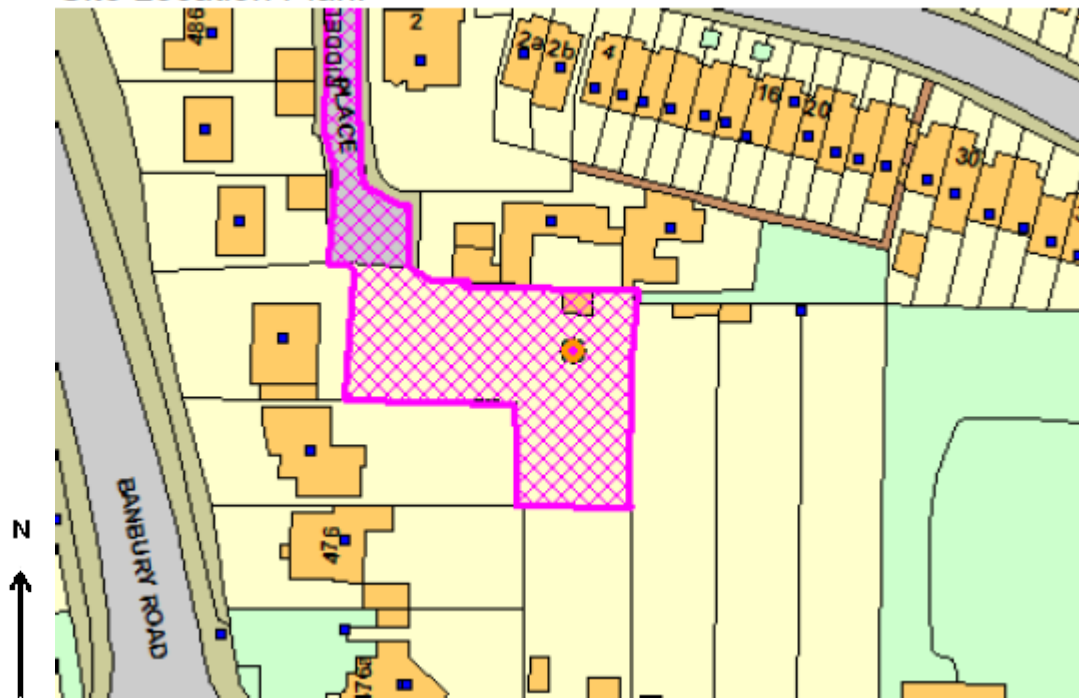
3. COMMUNITY INFRASTRUCTURE LEVY (CIL)

3.1. The proposal is liable for CIL at an amount of £37,984.58.

4. SITE AND SURROUNDINGS

- 4.1. The application site is located within a wider residential area of Cutteslowe, to the rear of Banbury Road and north of the ring road. The application site is accessed from Riddell Place, off of Harefields.
- 4.2. Riddell Place is a cul-de-sac, containing two bungalows and providing access to the rear of three dwellings that front Banbury Road.
- 4.3. The wider area displays a diverse mix of housing types, architectural styles, plot sizes and shapes. The larger homes on the Banbury Road frontage have a suburban character and are sited within generous plots and large gardens. The narrower town houses in Harefields have smaller gardens and a greater uniformity of materials. Riddell Place itself has two bungalows sited in smaller plots and the building materials are red brick and plain tiles as is very common in the area.
- 4.4. The most prominent feature of Riddell Place is the timber fencing used as the boundary treatment of the Banbury Road houses, including the exposed boundary fence of the application site across the complete southern end of the close and 2 Harefields. On first entering Riddell place no dwellings are visible, and only once past 2 Harefields do the two small bungalows become visible by a small paved entrance area and two small garages.
- 4.5. The application site is a large area of garden land, without any noticeable level changes. There is some mature tree and shrub planting to the rear of the site near its border with 476 Banbury Road and towards 1 and 2 Riddell Place. There is currently a small brick outbuilding at the boundary with 1 Riddell Place.

4.6. Site Location Plan:



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Ordnance Survey 100019348

5. PROPOSAL

- 5.1. The application proposes the erection of two four-bedroom semi-detached dwellings, including provision for bin and cycle storage as well as car parking and amenity space. The dwellings would be slightly angled and sited to the front of the application site adjacent the existing garages of 1 & 2 Riddell Place. The proposed dwellings would not line up with any other properties in Riddell Place as there are only two existing bungalows very well set back from the road.
- 5.2. The proposal includes two car parking spaces for each new dwelling, that would be forward of the proposed dwellings with access to Riddell Place; there would be some front garden space for potential landscaping. The front elevation would also allow for two side entrances to the rear gardens, with some space for covered cycle storage and dedicated waste and recycling storage to the side. The proposed new dwellings would benefit from generous private rear gardens.

6. RELEVANT PLANNING HISTORY

- 6.1. The table below sets out the relevant planning history for the application site:

94/00861/NO - Outline application (seeking approval for siting, design and means of access) for the erection of single storey dwelling with rooms in roof space (amended plans). ALW 4th November 1996.

14/00429/FUL - Demolition of existing houses at 3 to 9 Elsfeld Way. Erection of 4 x 1-bed and 18 x 2-bed flats to frontage with 6 x 4-bed houses to rear.

Provision of 40 car parking spaces, amenity space together with bin and cycle stores. New vehicular access and slip roads from Elsfield Way (A40). (Amended plans) (Amended description). REF 1st July 2014.

17/02444/FUL - Erection of 2 x 5-bed dwellinghouse (Use Class C3). Provision of bin storage.. WDN 2nd November 2017.

17/03400/FUL - Erection of 2 x 4-bed dwellinghouse (Use Class C3). Provision of car parking, bin and bike storage.. PDE .

7. RELEVANT PLANNING POLICY

7.1. The following policies are relevant to the application:

Topic	National Planning Policy Framework (NPPF)	Local Plan	Core Strategy	Sites and Housing Plan	Other Planning Documents
Design	7	CP8,	CS18_,	HP9_,	
Conservation/ Heritage	12				
Housing	6	CP1, CP6,		HP12_, HP13_,	
Commercial	1, 2				
Natural Environment	9, 11, 13	CP11, NE15, NE16	CS11_,		
Social and community	8			HP10_, HP14_,	
Transport	4		CS13	HP15_, HP16_,	Parking Standards SPD
Environmental	10			HP11_,	Energy Statement TAN
Misc	5	CP.13, CP.24,		MP1	Telecommunications SPD,

		CP.25			External Wall Insulation TAN,
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8. CONSULTATION RESPONSES

- 8.1. Site notices were displayed around the application site on 4th January 2018 in Riddell Place, on Harefields at the entrance to Riddell Place, and to the front of 478/480 Banbury Road.

Statutory and Non-Statutory Consultees

Oxfordshire County Council (Highways)

- 8.2. The county council has no objection, but requests two conditions ensuring appropriate drainage and details for cycle storage.

Public representations

- 8.3. 6 local people commented on this application from addresses in Riddell Place, Banbury Road and Portland Road.

The Oxford Civic Society also commented.

In summary, the main points of objection (6 residents and the Civic Society) were:

- Cramped overdevelopment
- Size, height and scale
- Overbearing and privacy to adjoining properties
- Noise increase
- Traffic and parking
- Ownership and maintenance issues for Riddell Place

Officer Response

Noise increase

- 8.4. The traffic activity for the two additional dwellings is considered acceptable for this existing cul-de-sac and has been considered by the County Council who have not raised concerns about the highway safety impact of the development.

Ownership and maintenance issues for Riddell Place

- 8.5. This is not a material planning consideration, and any clarifications should be sought through civil or legal advice.

9. PLANNING MATERIAL CONSIDERATIONS

- 9.1. Officers consider the determining issues to be:

- i. Principle of development;
- ii. Design;
- iii. Living Conditions;
- iv. Transport;
- v. Land Quality;
- vi. Drainage;
- vii. Trees.

i. Principle of Development

- 9.2. The application site has been previously used as part of residential gardens to the back of 478 and 480 Banbury Road. As the application site is former garden land it is not considered to be previously developed land for the purposes of the National Planning Policy Framework (NPPF). Policy CS2 of the Core Strategy and Paragraph 17 of the NPPF require that the majority of new development should be located on previously developed land. However, there is scope within local policy to allow for some appropriate development on residential garden land where it meets criteria relating to design, context and impact on amenity as set out in Policy HP10 of the Sites and Housing Plan (2013). A further assessment of the proposals in relation to this policy is set out in more detail below.
- 9.3. Policy HP10 requires that residential garden land sites are only acceptable where the proposals respond to the character and appearance of the area. As already set out above, the application site is in area with a predominantly suburban character and a mix of architectural styles, property types and sizes. The proposals would form a backland addition to the rear of Banbury Road but there is already some backland development present (the bungalows in Riddell Place). On this basis the context of the site means that the proposed development would, principle, have an acceptable impact on the character and appearance of the area.
- 9.4. It is also a requirement of Policy HP10 that the size of the plot to be developed is of an appropriate size and shape to accommodate the proposal having had regard to the scale, layout and spacing of the surrounding properties. In a similar regard to the points raised above there is no overriding plot size or shape which are characteristic of the immediate context of the site. However, the application site is 880 sqm and therefore represents a fairly large expanse of area and the residual garden land that would remain for existing properties (as well as the gardens to serve the new dwellings) would not represent a cramped or unacceptably constrained form of development.
- 9.5. Further to the above it is considered that having had regard to the amount of garden land and its accessibility and use by the existing property at 480 Banbury Road it could be argued that there is surplus garden land that means there is scope for additional development in this location. This approach is supported in principle by Policy CP6 of the Oxford Local Plan 2001-2016 that seeks to ensure that there is more efficient use of land subject to design and site specific constraints. The context of the site in terms of its characteristics and that of surrounding properties means that the development would also be considered

acceptable in terms of Policy HP9 of the Sites and Housing Plan (2013) and Policy CP8 of the Oxford Local Plan 2001-2016.

- 9.6. Finally in relation to Policy HP10 there is a requirement relating to the biodiversity impact of the proposals. Whilst there is no ecology survey submitted with the application it is not considered that the application site would likely be a habitat for protected species and there would be residual garden land that would form an acceptable area of land for wildlife.
- 9.7. The application site is in a sustainable location being located in close walking distance to bus stops on Banbury Road where there are frequent services to Summertown, the City Centre and Kidlington. The application site is also just over one mile from Oxford Parkway Railway Station. It is considered that the site therefore represents an opportunity to provide additional housing in a site that benefits from good public transport connections and is supported in principle by the requirements of Paragraph 17 of the NPPF, Policy CS13 of the Core Strategy (2011) and Policy CP1 of the Oxford Local Plan 2001-2016.
- 9.8. On the basis of the above, officers recommend that the development would be acceptable in terms of the principle of development.

ii. Design and Impact on Character of Surrounding Area

- 9.9. The application site is surrounded by a mix of dwelling types, architectural styles and plot sizes from different time periods. The proposed new dwellings fit in with this mix of styles and types.
- 9.10. The shape of the large plot is somewhat awkward which results in a less than ideal opportunity to orientate the development in line with other surrounding properties. However, the proposals have been carefully considered in terms of maximising the opportunity to provide car parking at the front, reasonable garden lengths at the rear and to minimise impact on neighbours by facing side elevations towards the nearest residential gardens.
- 9.11. The awkward relationship of this plot means that any additional extensions to the houses, roofs of the houses or porches should be the subject of new applications and therefore some permitted development rights for the dwellings are recommended to be removed on that basis.
- 9.12. The buildings would read as two storeys with a pitched roof and a dormer window to house a master bed room in the roof, each as well as a single storey flat green roofed element to minimise the scale and massing.
- 9.13. To the front the main feature would be a protruding two storey bay element with a small gable roof, and a small roof porch over the entrance.
- 9.14. The rear elevations main features would be the small dormer windows (1.5m x2.5M) which is set back 1m from the eaves and set down 0.7m from the ridge and a roof light and the single storey elements, which would have some French door glazing.

- 9.15. The side elevations would show discreet small bathroom windows, which would be required to be obscure glazed by condition.
- 9.16. The overall design of the appearance borrows from traditional building types found within the area. The proposed main materials are red facing bricks, with some elements rendered massing with plain tiles for the roof, matching with surrounding properties. Windows will be double glazed powder coated aluminium.
- 9.17. The proposed dwellings would be sited toward the front of their respected plots, with off-street parking and very generous rear gardens of more than 170 sqm and 240 sqm respectively, which fits in with the surrounding dwellings.
- 9.18. The proposal would provide a more attractive active frontage that can be seen from Riddell Place entrance and thus would transform the area into a visibly residentially inhabited small close as opposed to mainly fencing and access.
- 9.19. The proposed design meets requirements of local and national planning policies and is therefore acceptable.

iii. Living Conditions

Internal Spaces

- 9.20. Policy HP12 of the Sites and Housing Plan requires the provision of good quality internal accommodation. The proposed accommodation would be generous and meet national space standards, with the exception of the small rear facing bedrooms, which are just 0.5 sqm below standards at 7sqm. The quantity of the overall accommodation provision exceeds the national space standard for a four bed – seven person, three storey dwelling of 121 sqm by over 30 sqm and therefore on balance the proposal is acceptable.
- 9.21. The quality of internal space provided is of a rational size and practical layout, with access to light and privacy to allow the reasonable enjoyment of the proposed dwellings
- 9.22. On the basis of the above, officers recommend that the development would provide an acceptable amount and quality of internal space to meet the requirements of Policy HP12 of the Sites and Housing Plan (2013).

Accessibility

- 9.23. Both proposed dwellings would have level access and single level living potential, with ground floor kitchen and living, adaptable toilet facilities and additional room that could be adapted to a bedroom.
- 9.24. The proposal would meet the needs of users with disabilities in accordance with Policy CP13 of the adopted Oxford Local Plan and HP2 of the Sites and Housing

Plan.

External Spaces

- 9.25. The proposals include generous private garden spaces of at least 12 m x 12m at the shortest distances, with direct access. There is separate discreet bin provision proposed as well as secure and covered cycle storage space which would be ensured by condition.
- 9.26. The proposed gardens would be surrounded by 1.8 meter high timber fence, as currently in place around the whole site, which would preserve the visual status quo for all neighbouring properties.
- 9.27. The proposal meets requirements of HP13 of the Sites and Housing Plan and is therefore acceptable.

Privacy and Impact on daylight/sunlight

- 9.28. The development has been sited and oriented in a way to minimise impact on neighbours. Due to the shape and size of the plot, the dwellings have been sited towards the western end; close the rear if 480 Banbury Road and 1 Riddell Place.
- 9.29. Officers have assessed the proposals in terms of their impact on daylight for neighbouring properties. The proposed dwelling would be located approximately 3m from nearest neighbour at 1 Riddell Place; that property lies north east of the proposed dwellings. Having assessed the impact on that property and other surrounding dwellings it is considered that the proposed development would not give rise to a materially harmful impact on daylight and sunlight conditions. When carrying out this assessment, officers have applied the requirements of the 45/25 degree code set out in Policy HP14 of the Sites and Housing Plan (2013).
- 9.30. The proposed development is offset in such a way as to not directly face the rear of 480 Banbury Road. The angle would still allow for some overlooking between the front elevation of the proposed dwellings and the rear aspect of 480 Banbury Road and its rear garden. The distance of 15m for the nearest proposed dwelling is considered less than ideal, but the harm is considered acceptable due to the relatively large distance and the oblique angle between the buildings. Moreover 480 Banbury Road has a much reduced rear garden that would have potential to be slightly overlooked, but also has a large front garden and this offers some opportunities to create private outdoor space in that location to compensate for loss of privacy at the rear.
- 9.31. The proposed development has only two bathroom windows on each side elevation on the upper floors, which would be conditioned to be obscure glazed, and therefore no overlooking of 478 Banbury or 1 Riddell Place would cause unacceptable harm.
- 9.32. The rear of the proposed development would allow for a degree of overlooking to

and from 1 Riddell Place at certain angles due to the orientation of the existing and proposed properties. However there is some existing vegetation along this boundary which would protect the privacy occupiers and it is considered on balance to be acceptable in privacy terms.

- 9.33. 482 Banbury Road would be 28 metres from the top level front window of the northern of the two proposed dwellinghouses. This is sufficient distance to protect the amenity of occupiers and not lead to a harmful impact on occupiers.
- 9.34. Both 478 Banbury Road (to the South-West of the application site) and 2 Riddell Place (to the North-East of the application site) have approximately a distance of 16 metres between them and the proposed development (at the closest point) but no unacceptable overlooking is considered due to the orientation and no direct views from front or rear windows.
- 9.35. The proposal has been considered with regards to the Policy HP14 of the Sites and Housing Plan and Policy CP1 of the Oxford Local Plan 2001-2016.

Overbearing

- 9.36. The proposal would be clearly visible from all adjacent properties, however it is sited and oriented in a way to minimise the impact of its scale and massing. It is smaller in size than the nearby Harefields houses and smaller in scale than the large detached Banbury Road dwellings.
- 9.37. The biggest visual change would be for residents of 1 Riddell Place. The proposal has been oriented away from the bungalow, and the area closest to the private garden would not be impacted by the building. The existing outbuilding would be removed, and the impact in fact is lessened in that regard. There is mature planting at 1 Riddell Place that would further screen the development. Direct southern sunlight could still be enjoyed for most of the day.
- 9.38. The proposed development would not lead to a materially harmful impact in terms of an overbearing presence and meets the requirements of Policy HP14 of the Sites and Housing Plan (2013).

iv. Transport

Access

- 9.39. The application site would be accessed directly from Riddell Place which is a private road and cul-de-sac off of Harefields. The existing area in front of the application site is a larger part of Riddell Place and forms a turning area for properties that currently benefit from access into the road. The additional traffic generated from these proposals would not compromise highway safety in this location or have a detrimental impact on the infrastructure of the locality. There are no objections from the Highway Authority about the highway safety of the proposals.

Car Parking

- 9.40. The proposals include the provision of two car parking spaces for each dwelling. A pavement would border the parking area and provide pedestrian access to the front doors (forming an extension of the existing pavement in Riddell Place). The provision of two car parking spaces for each of the four bedroom dwellings would be acceptable in the context of Policy HP16 of the Sites and Housing Plan (2013). Officers have also considered the accessibility of the site by non-car modes of transport and conclude that the provision of a total of four car parking spaces in total for the site would be appropriate. The manoeuvring space that would be provided for four cars is acceptable and although it would create a fairly constrained arrangement if four vehicles were parked it would be detrimental to highway safety and would be appropriate having had regard to the low vehicle speeds. The dimension of the parking spaces would also be in line with the county council's Design Guide.
- 9.41. The Banbury Road properties have sufficient parking within their plots, accessed from Banbury Road and do not have to rely on parking availability in Riddell Place. The proposed development would not give rise to an adverse impact on parking stress in the immediate context of the site.

Cycle Parking

- 9.42. The proposed development would provide a secure bicycle store for each dwelling with a capacity that would be appropriate for the number of occupiers. These cycle stores would be located to the side of each dwelling and easily accessible via the side gates. Confirmation that each cycle parking store would be covered is recommended to be provided by condition.

Access, Car and Cycle Parking Conclusions

- 9.43. The proposed development would be acceptable in relation to its impact on access, parking and cycle parking provision. Any requirements that are not already specified within the application can be mitigated by appropriate conditions. As a result, the proposals would meet the requirements set out by Policies HP15 and HP16 of the Sites and Housing Plan, NPPF sections 4, 6 and 8 and Policy CP10 of the Oxford Local Plan 2001-2016.

v. Land Quality

- 9.44. The development involves the creation of residential dwellings. Residential dwellings are considered to be sensitive uses. The risk of any significant contamination being present on the site is low. However, it is the developer's responsibility to ensure that the site is suitable for the proposed use. This can be addressed by adding an informative note to that effect to the decisions and this is included as part of the officer recommendation.

vi. Flooding/Drainage

- 9.45. The proposal represents an increase in impermeable area of approximately

400m².

- 9.46. The proposed development is located within Flood Zone 1 according to the Environment Agency's Flood Maps. Furthermore the Environment Agency's Surface Flood Mapping does not indicate the development as being in an area subject to significant surface water flooding.
- 9.47. No details of the proposed drainage system for the dwellings have been submitted for assessment. However, it is considered that given that the site is a low flood risk that a surface water drainage scheme can be secured by condition and this is included in the officer recommendation.
- 9.48. The proposal therefore meets requirements of local and national planning policies including Policy CS11 of the Core Strategy (2011) and Paragraph 103 of the NPPF.

vii. Trees and Landscaping

- 9.49. An existing tree group at the rear (south) of the garden is shown to be retained. It is not indicated in the application but it is clear that two small trees, a cherry and a maple that stand by the site entrance would be lost to the proposed new access. However these trees are of moderate/low quality and are not prominent landscape features with significance to public amenity. The proposal would therefore be acceptable in terms of its impact on trees.

10. CONCLUSION

- 10.1. The proposed erection of a set of semi-detached four-bed dwellings on this former garden land plot is considered acceptable on balance. Some acceptable harm to neighbours has been identified, which is outweighed by the provision of two good quality new dwellings that address their surroundings adequately.
- 10.2. It is recommended that the Committee resolve to grant planning permission for the development proposed subject to conditions set out below.

11. CONDITIONS

- 1 The development to which this permission relates must be begun not later than the expiration of three years from the date of this permission.

Reason: In accordance with Section 91(1) of the Town and Country Planning Act 1990 as amended by the Planning Compulsory Purchase Act 2004.

- 2 The development permitted shall be constructed in complete accordance with the specifications in the application and approved plans listed below, unless otherwise agreed in writing by the local planning authority.

Reason: To avoid doubt and to ensure an acceptable development as indicated on the submitted drawings in accordance with policy CP1 of the Oxford Local Plan 2001-2016.

- 3 Except where indicated otherwise on the drawings hereby approved, all external works and finishes all materials shall be as stated in the application form, and there shall be no change unless otherwise agreed in writing by the Local planning Authority.

Reason: To ensure a satisfactory appearance in accordance with policies CP1, CP8 and CP10 of the Adopted Oxford Local Plan 2001-2016 and policy CS18 of the Oxford Core Strategy 2026 and HP9 of the Oxford Sites and Housing Plan.

- 4 Before the development permitted is commenced details of the cycle parking areas, including dimensions and means of enclosure, shall be submitted to, and approved in writing by, the Local Planning Authority. The development shall not be brought into use until the cycle parking areas and means of enclosure have been provided within the site in accordance with the approved details and thereafter the areas shall be retained solely for the purpose of the parking of cycles.

Reason: To encourage the use of sustainable modes of transport in line with policy HP15.

- 5 All developments which increase the size of the hard areas must be drained using SUDs methods, including porous pavements to decrease the run off to public surface water sewers and thus reduce flooding. Soakage tests should be carried out to prove the effectiveness of soakaways or filter trenches.

Reason: To prevent flooding affecting the highway

- 6 Prior to commencement of development, details of the proposed drainage scheme shall be submitted to the LPA for their approval. The drainage scheme is to be designed by a suitable qualified and experienced civil engineer. All parts of the developments which increase the size of the hard areas must be drained using Sustainable Drainage measures, including porous pavements, and are to be designed to decrease the run off to greenfield rates from the 1 in 1 year storm event up to and including the 1 in 100 year storm event plus climate change. Soakage tests are to be submitted to prove the effectiveness of soakaways or filter trenches. Where infiltration is not feasible (as determined by a soakage test) surface water should be attenuated on site and discharged at a controlled discharge rate no greater than prior to the development using appropriate Sustainable Drainage (SuDs) measures. Plans, soakage tests, calculations, and details demonstrating the surface water run off can be adequately reduced to greenfield/pre-developed runoff rates shall be submitted to the LPA for approval.

Reason: To avoid increasing surface water run-off and volumes to prevent an increase in flood risk and to implement SuDS in accordance with policies CS11 of the Oxford Core Strategy 2011-2026.

- 7 Prior to the occupation of the development the drainage infrastructure shall be constructed in accordance with the approved details and thereafter retained and maintained.

Reason: To ensure compliance with Policy CS11 of the Oxford Core Strategy 2011-2026.

- 8 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking or enacting that Order) no additional windows shall be placed in the side elevation(s) without the prior written consent of the Local Planning Authority.

Reason: To safeguard the amenities of the adjoining occupiers in accordance with policies CP1, CP10 and HS19 of the Adopted Oxford Local Plan 2001-2016.

- 9 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking or enacting that Order) no structure including additions to the dwellinghouses as defined in Classes A, B and D of Schedule 2, Part 1 of the Order shall be erected or undertaken without the prior written consent of the Local Planning Authority.

Reason: The Local Planning Authority considers that even minor changes in the design or enlargement of the development should be subject of further consideration to safeguard the appearance of the area in accordance with policies CP1 and CP8 of the Adopted Oxford Local Plan 2001-2016.

- 10 The dwelling(s) shall not be occupied until the Building Regulations Part M access to and use of building, Category 2 accessible and adaptable dwellings, Optional requirement M4(2) has been complied with.

Reason: To ensure that new housing meets the needs of all members of the community and to comply with the Development Plan, in particular Local Plan policies CP1, CP13, Core Strategy Policy CS23 and Sites and Housing Plan Policy HP2.

- 11 Prior to the first occupation of the approved dwellinghouses the approved car parking area shall be installed and completed in accordance with the approved plans. The parking area shall be constructed from a permeable material or drain onto a permeable surface within the application site. The approved parking area shall be retained for the sole use of the occupiers of the approved dwellinghouses with two car parking spaces allocated to each dwellinghouse.

Reason: To ensure that there is adequate car parking for the site that meets the requirements of Policies CP1 and CP10 of the Oxford Local Plan 2001-2016, Policy CS11 of the Core Strategy (2011) and Policy HP16 of the Sites and Housing Plan (2013).

12. APPENDICES

Appendix 1 – Site Location Plan

13. HUMAN RIGHTS ACT 1998

- 13.1. Officers have considered the implications of the Human Rights Act 1998 in reaching a recommendation to approve this application. They consider that the interference with the human rights of the applicant under Article 8/Article 1 of Protocol 1 is justifiable and proportionate for the protection of the rights and freedom of others or the control of his/her property in this way is in accordance

with the general interest.

14. SECTION 17 OF THE CRIME AND DISORDER ACT 1998

- 14.1. 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 approve planning permission, officers consider that the proposal will not undermine crime prevention or the promotion of community.

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