

**East Area Planning Committee**

-4th January 2012

**Application Number:** 11/02755/FUL

**Decision Due by:** 21st December 2011

**Proposal:** Conversion of car port into dining room.

**Site Address:** 83 Edgeway Road Oxford (Site plan: **Appendix 1**)

**Ward:** Marston Ward

**Agent:** Michael J Vaughton

**Applicant:** Mr Sebastian Johnson

**The proposal has been submitted by an Oxford City Council Employee and so must be determined at Committee.**

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## **Recommendation:**

APPLICATION BE APPROVED

For the following reasons:

- 1 The proposal is acceptable in terms of its visual appearance and the loss of the off-street car parking space is compensated by the gain of an on-street car parking space. No objections were received and the proposal is considered to comply with policies CP1, CP6, CP8, CP10, TR3 and TR13 of the Oxford Local Plan 2001-2016 and policy CS18 of the Core Strategy 2026.
- 2 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.

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 Re-instate kerb

**Main Local Plan Policies:  
Oxford Local Plan 2001-2016**

**CP1 - Development Proposals**

**CP6** - Efficient Use of Land & Density  
**CP8** - Design Development to Relate to its Context  
**CP10** - Siting Development to Meet Functional Needs  
**HS19** - Privacy & Amenity  
**TR3** - Car Parking Standards  
**TR13** - Controlled Parking Zones

**Core Strategy**

**CS18\_** - Urban design, town character, historic environment

**Other Material Considerations:**

**PPS1** – Delivering sustainable Development

**Relevant Site History:**

84/01040/NF - Two storey 3-bedroom detached dwelling-house, parking space, vehicular access and ancillary works. Approved February 1985.

**Representations Received:**

36 Edgeway Road – will improve appearance of house; sufficient on-street parking exists

38 Edgeway Road – support application

40 Edgeway Road – capacity exists for on-street parking; will improve the appearance of the house

85 Edgeway Road – support application; ample space to park

**Statutory and Internal Consultees:**

Oxfordshire County Council Highways Authority – objected to parallel parking on frontage, but do not object to proposal subject to the kerb being re-instated and road markings removed (see more detailed comments in body of report).

**Issues:**

Design

Parking

**Sustainability:**

This proposal aims to make the best use of urban land and recognises one of the aims of sustainable development in that it will create extended accommodation on a brownfield site, within an existing residential area.

**Officers Assessment:**

Site

The application site comprises a two-storey detached house located on the south-western side of Edgeway Road in Marston. The dwelling has an integral car port.

Proposal

Planning permission is sought to convert the car port to a habitable room. Consent is required as condition 8 of planning permission 84/01040/NF states that the car port shall not be enclosed and shall be used only as a car parking

space.

### Design

Policies CP1 and CP8 of the OLP state 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. Policy CS18 of the Core Strategy emphasises the importance of demonstrating good urban design.

Matching brickwork and fenestration would be used to enclose the car port to ensure it does not appear out of character with the existing house and conditions are attached that will achieve this. The proposal is minor in nature and officers consider that the alteration would be an improvement on the existing front elevation, and would appear more in keeping with the street as a whole.

### Parking

The proposal involves the loss of an off-street car parking space. The applicant proposed to retain an off-street parking space by providing a parallel parking bay on the frontage. The Highways Authority objected to this for the following reasons:

*The proposed parking in a parallel relationship to the highway would lead to excessive manoeuvring over the footway to access the space this would lead to an increase in risk to pedestrian and vehicle safety.*

*Ease of visibility along the highway whilst manoeuvring would be compromised as the driver would require constant changing between looking in the forward direction and looking over their shoulder increasing the risk to pedestrian safety.*

*The proposed parking space does not seem to meet the current standards for a parallel space (6.0m in length and 2.5m in width).*

*Future occupiers of the property may own an average/larger vehicle, which may not fit parallel to the Highway while still keeping pedestrian footway access to the property and without obstructing the footway.*

Edgeway Road is within a Controlled Parking Zone and evidence supplied by the applicant illustrates that there is ample capacity in Edgeway Road for on-street parking. The Highways Authority has no objection to the application subject to the drop kerbed in front the application site being re-instated and the access protection marking removed. This would prevent parallel parking on the property frontage and would result in the creation of an additional on-street parking space to compensate for the loss of an off-street parking space. A 'Grampian' style condition can be applied to secure this.

### **Conclusion:**

The alterations to the front elevation are considered to be an improvement and although an off-street parking space would be lost, an additional on-street space would be created. Edgeway Road does not suffer from parking pressures and the Highway Authority has no objection to the proposal, subject to a condition

requiring the dropped kerb to be re-instated.

### **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 approve, officers consider that the proposal will not undermine crime prevention or the promotion of community safety.

**Background Papers:** 11/02755/FUL

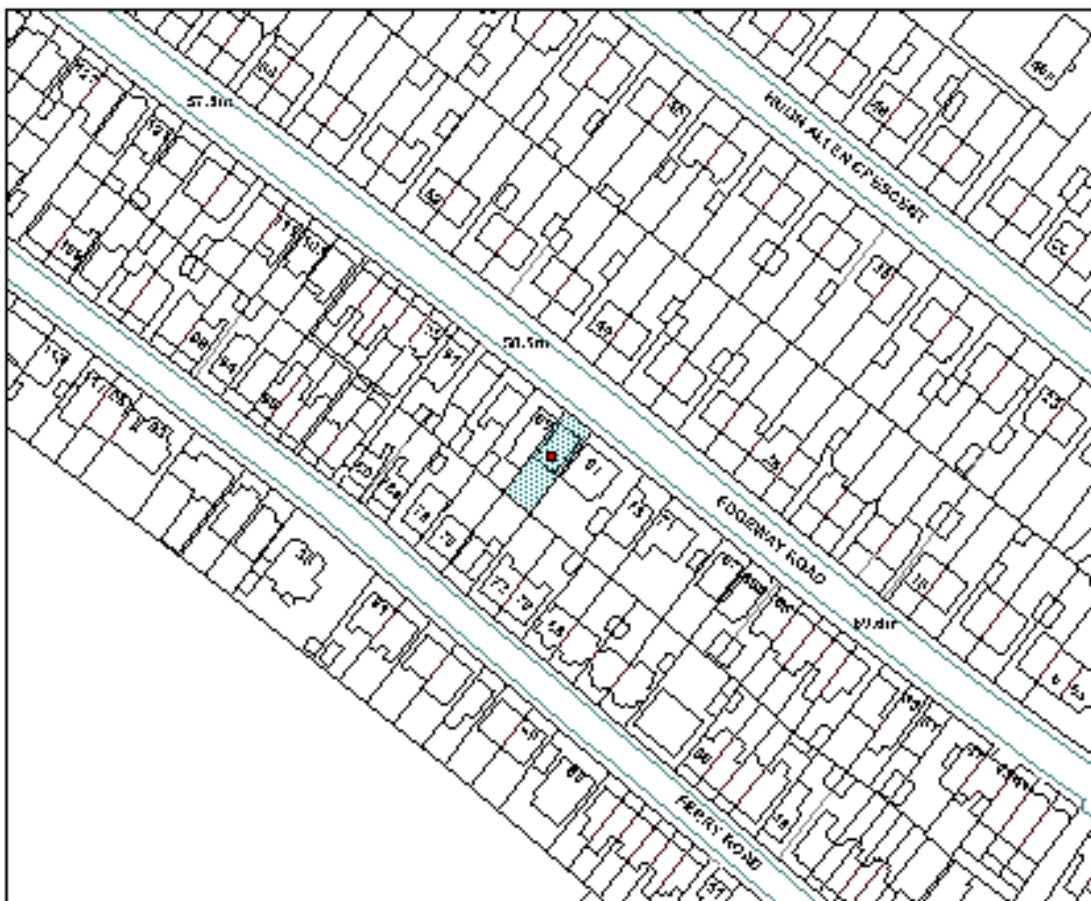
**Contact Officer:** Rona Gregory

**Extension:** 2157

**Date:** 13th December 2011

# Appendix 1

## 83 Edgeway Road



**Legend**



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Organisation	Not Set
Department	Not Set
Comments	11/02755/PUL
Date	15 December 2011
SLA Number	Not Set

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