

Planning

Head of Service: Adrian Duffield



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27th July 2021

REF. P21/V1414/HH

Dear Mr Crick and Abingdon-on-Thames Town Council

Regarding the objections of Abingdon-on-Thames Town Council to the proposed development at 45 Kysbie Close, OX14 1XY

Thank you for your consultation correspondence regarding the proposed development at 45 Kysbie Close, OX14 1XY (application ref. P21/V1414/HH). I understand that Abingdon-on-Thames Town Council object to the above application for a loft conversion (inclusive of an increased roof ridge height and rear dormer) for the following reasons;

- a) Inappropriate Size and Scale of Development**
- b) Harm to Neighbouring Residential Amenity**
- c) Insufficient Provision of Car Parking**

Prior to the granting of permission for the above proposal, I write to explain the Council's rationale behind the decision regarding this matter. The application has been assessed against the policies outlined in the delegated report. A copy of this report will be available to view on the Vale of White Horse District Council website [here](#). I have sought to address your objections under the relevant headings below;

a) Inappropriate Size and Scale of Development

The proposed development is to facilitate the creation of two additional bedrooms and a bathroom in the roof space. As part of the conversion, the roof ridges of the original dwelling, and the existing two-storey side extension are to be increased by 90cm and 80cm respectively. A flat-roofed dormer is proposed to the rear elevation, spanning 7.63 metres in width, with four rooflights proposed to the principal elevation. No further enlargement by extension is proposed. It was understood from your comments that the size and extent of the works as proposed were deemed an overdevelopment of the site.

As you have highlighted, generally proposals which significantly alter the existing roof ridge, or roof profile are unlikely to be supported. However, each case must be assessed on its individual merits. In this instance, the immediate streetscene sees a row of staggered detached dwellings which, through time and ownership, are no longer completely uniform in design.

Following a visit to site, I did not consider that an increase of less than a metre in the roof ridge height of this building would have an unacceptable impact upon the visual amenity of the streetscene. From the streetscene, the chosen design would maintain the traditional gable-ended roof form, albeit with a steeper pitch, with the chosen materials seeking to match those of the existing dwelling.

Views of the proposed dormer to the rear will be afforded from the pedestrian and cycle way located to the north of the site. However, given the positioning of the dormer to the rear of the property, the visual impact of the development upon the main public streetscene of Kysbie Close will be largely mitigated. On balance, I do not consider that the proposed extensions will unacceptably detract from the visual amenity of the streetscene.

b) Harm to Neighbouring Residential Amenity

It is understood that you host concerns regarding the rear-facing dormer windows and the views those windows would have over adjacent neighbouring amenity space. I consider the outlook of the existing first-floor windows and proposed second-floor windows to form part of an expected residential relationship. As part of this, I do not consider that any significantly harmful impact will be caused to existing levels of privacy experienced by the northern and southern neighbouring dwellings.

Further, the positioning of the dormer window will see just over an 11 metre distance maintained to the rear boundary fence and the side elevation of N^o 11 Langley Road. This remains in line with current principles within the VOWH Design Guide (2015). I do not consider that the oblique views that may be afforded of N^o 11 Langley Road's rear private amenity space to warrant a refusal of this application. Further taking into consideration that no objecting representations have been received from neighbouring properties, on balance I do not consider that the proposed development will cause unacceptable harm to adjacent private residential amenity space through overlooking.

c) Insufficient Provision of Car Parking

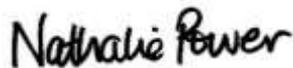
The proposal sees the addition of two bedrooms on site, resulting in 5 bedrooms and an office. From a visit to site, I found there to be an existing car parking area to the front of the dwelling which could host two vehicles. A third space could be accommodated. The applicants have submitted a scaled parking plan demonstrating 3 spaces to the front of the dwelling. At a scale of 1:500, the parking area shown measures a minimum of 5 metres by 9 metres and would be sufficient to incorporate 3 standard car parking spaces (measuring 2.5 metres by 5.0 metres each).

Given the existence of the used car parking area already on site and taking into consideration the observations of the OCC Highways Officer – I consider that the demonstrated three car parking spaces would be sufficient parking for this proposed 5 bedroom dwelling, in this location on the outer edge of this town.

This is subject to the relocation of the streetlight situated to the front of the property to ensure that all three spaces are practical and accessible. This will be applied to any decision issued as a pre-commencement requirement, which has been agreed with the applicant. Subject to the discharge of the pre-commencement condition, it is considered that the proposed development would see sufficient parking on site for the dwelling and would not have a significantly adverse impact upon highway safety.

I understand that this outcome is not what was desired by Abingdon-on-Thames Town Council. However, I hope you find the above comments helpful and can appreciate that the proposal has been assessed against Core Policies within our Local Plan 2031, Part 1, Development Policies within our Local Plan 2031, Part 2, principles within our Design Guide 2015 and additionally against the provisions of the National Planning Policy Framework 2021. For the reasons outlined above and within the delegated report, the proposed development is on balance considered acceptable.

Yours sincerely,



Nathalie Power

Assistant Planning Officer

Vale of White Horse District Council