

---

<b>APPLICATION NO.</b>	<a href="#">P08/W0326</a>
<b>APPLICATION TYPE</b>	FULL
<b>REGISTERED</b>	26.03.2008
<b>PARISH</b>	DIDCOT
<b>WARD MEMBER(S)</b>	Mr Lyndon Elias Mrs Jane Murphy
<b>APPLICANT</b>	Mr G Moreton
<b>SITE</b>	45 High Street Didcot
<b>PROPOSAL</b>	Conversion of existing house into 2 x 1 bed flats. 2 storey side extension to accommodate 2 x 1 bed flats. Creation of new access off High Street.
<b>AMENDMENTS</b>	Drawing numbers 05 rev B and accompanying letter dated 04.05.08
<b>GRID REFERENCE</b>	452958/189653
<b>OFFICER</b>	Mrs E Hamerton (W)

---

## 1.0 INTRODUCTION

- 1.1 This application is referred to Committee as the Officer's recommendation differs with the views of the Town Council.
- 1.2 The application site, which is shown on the OS extract **attached** at Appendix A is located on the corner of High Street and Kynaston Road. It is a 3 bedroom semi-detached house, with existing pedestrian access off the High Street and vehicular access off Kynaston Road. Both these roads are predominately residential streets; however there is a difference between the style and character of the houses along Kynaston Road and the High Street. This part of Kynaston Road comprises semi-detached houses which are staggered back along the road which creates a distinctive building line. The High Street also has some semi-detached properties nearby, but there is also a row of terrace properties, this creates a more varied character to the street.
- 1.3 Being on a corner the application site benefits from a good sized side garden area which wraps around both the front and the rear of the house.

## 2.0 PROPOSAL

- 2.1 The development proposed consists of the conversion of the existing house into 2, one bedroom flats and a two storey side extension to accommodate a further 2, one bedroom flats. A new vehicular access off the High Street is also proposed which will serve a new driveway with two parking spaces. A copy of the plans is **attached** at Appendix B.
- 2.2 Following the submission of amended plans, the proposal now has an entrance door to the flats from both High Street and Kynaston Road, the aim being to address both streets as the building turns this corner. The extension will be constructed from materials that match the existing house.
- 2.3 Accompanying the amended plans was a supporting statement from the applicant. This details the renewable energy features that are proposed which includes solar panels, grey water recycling and improved insulation.

### 3.0 **CONSULTATIONS & REPRESENTATIONS**

#### 3.1 **Oxfordshire County Council Highway Officer** – No objection subject to conditions

- There is adequate parking
- The site is close to local service and shops and is considered sustainable
- The new access onto the High Street is able to achieve sufficient visibility of approaching vehicles, when 2.4m back from the highway/footpath boundary
- Condition recommending that any hedges, bushes or other foliage is cut back in order to achieve maximum visibility, any obstruction to the visibility must not exceed 600mm in height. A new dropped kerb must also be installed at the new access. Pedestrian splays of 2x2m must be achieved.

#### **Building Control Serv.Manager** – Representation

- Escape window at first floor is required

#### **Waste Management Officer**

- The provision shown is workable
- The collection point should be set back into the property, but still easily accessible by the crews
- All containers should be accessible without the need to manoeuvre other bins out of the way
- Provision of a designated collection point is required

#### **Didcot Town Council**

- Refuse – over development, will create further parking problems, not in keeping with the street scene, there are safety issues with regard to the highway.

#### **Neighbours**

- Two letters of objection and one letter of support received
- Concern about the parking provision
- To avoid the parking difficulties 2 x 2 bedroom flats maybe a more feasible option
- The proposed drive access of the High Street is far to close and will be within the hazard warning white road markings to the very busy staggered junction at Kynaston Road – due to the high hedges to other properties there is a potential risk for accidents to be caused due to poor visibility and risk to pedestrians.
- Support for lower market houses and flats in the area
- The development makes the best use of land

### 4.0 **RELEVANT PLANNING HISTORY**

4.1 There is no planning history to this property that is considered relevant to this application.

### 5.0 **POLICY & GUIDANCE**

#### 5.1 Adopted Structure Plan 2016 policies:

G1 – General policies for development

G2 – Improving the quality and design of development

G6 – Energy and resource conservation

T1 – Sustainable travel

T2 – Car parking

H1 – Housing

- 5.2 Adopted South Oxfordshire Local Plan 2011 policies:  
G1 – General restraint and sustainable development  
G2 – Protection and enhancement of the environment  
G6 – Promoting good design  
D2 – Vehicle and bicycle parking  
D3 – Plot coverage and garden areas  
D8 – Energy, water and materials efficient design  
D10 – Waste management  
H4 – Housing in the towns and larger villages outside the green belt  
H7 – Range of dwelling types and size  
H8 – Dwelling densities  
H13 – Extensions to dwellings  
T1 – Transport requirements for new development  
T8 – Cars and on-street parking

6.0 **PLANNING CONSIDERATIONS**

6.1 The planning issues that are relevant to this application are:

1. Principle
2. Impact on the character of the street scene
3. Impact on nearby neighbours
4. Highway safety and convenience
5. Energy efficiency
6. Design / density
7. Housing mix

6.2 Principle

The principle of new housing development in Didcot is acceptable, providing the criteria under Policy H4 are met. Your Officers consider that this proposal complies with the criteria under this policy.

6.3 The impact on the character of the street scene

Didcot Town Council have raised concerns that this proposal is not in keeping with the street scene. Flats are not characteristic of this area, Kynaston Road is predominately semi-detached houses and this part of the High Street is also characterised by semi-detached properties, although to the north the character of the street does change and is varied in terms of the style and types of houses.

As part of this proposal two of the flats will occupy the existing building, the other two will be accommodated in a two storey side extension. The building will read as an extended dwelling rather than flats. Amended plans now include an access from the High Street, through the original front door of the property and an access from the south elevation, therefore as the building turns the corner it addresses both streets, with front door styles that are common to either street. The extension that will accommodate two of the flats is subservient to the main dwelling and therefore will not appear unduly prominent within the street scene. This proposal accords with advice set out in PPS1, PPS3 and policy G6 of the adopted Local Plan and advice set out in the South Oxfordshire Design Guide. For these reasons, the proposal is not harmful to the character of the street scene in your Officer's view.

6.4 Impact on nearby neighbours

Neighbours concerns relate mainly to highway safety and parking. The occupier of the adjoining property has also raised concerns about vehicles at night being able to shine

the headlights directly into their lounge window as they enter and leave the premises and the effects of engine noises directly below their bedroom window. Currently the house has a driveway that is accessed off Kynaston Road. As part of this proposal the current driveway area will be used and will provide 2 parking spaces, in addition to this another parking area alongside the common boundary with number 43 will be created, providing a further 2 parking spaces. This will create a parking area that is close to the neighbouring property and two of the proposed flats, however the manoeuvring from 2 vehicles will not create levels of noise and disturbance that is particularly harmful to the amenity of the occupiers of the neighbouring property or the occupiers of the flats in your officer's view. This is therefore in accordance with criteria (iv) Policy H4 of the adopted Local Plan.

#### 6.5 Highway safety and convenience

The neighbour and the Town Council's concerns in relation to highway safety and parking relate to the parking provision of the proposal which would reduce the space available for parking on the road and that this may lead to existing residents finding it hard to park. There was also concern that the proposed drive off High Street is too close to the junction of Kynaston Road and also manoeuvring out of this driveway could put pedestrians at risk as the visibility is inadequate in their view.

The Highway Officer has not raised any objection to this proposal subject to the suggested conditions. The parking provision complies with the required standards which are one space for one bedroom properties. There is also no objection to the new access onto the High Street which does have sufficient visibility. The Highway Officer also noted that this is a sustainable location and is close to local services and shops. This proposal would not therefore, give rise to any highway safety and convenience issues, and is in accordance with Policy T1 of the adopted Local Plan in your officer's view.

#### 6.6 Energy efficiency

Ensuring that a development proposal is energy, water and materials efficient is an integral part of the overall design. Accompanying the amended plans is a supporting letter from the applicant. This letter details the renewable energy provision and sustainable features that the applicant is intending to install, which includes solar panels, water containers to harvest rain water, improved insulation and cycle parking provision. The applicant has also proposed to use the old concrete drive as hardcore for the base of the extension to reduce waste. These measures are considered to accord with Policy D8 of the adopted Local Plan.

#### 6.7 Design / density

At 117 dwellings per hectare (dph) the proposal would be at the higher end of the scale of densities that local and national guidance expects. Policy H8 of the adopted Local Plan aims to promote sustainable development by promoting the efficient use of land and by aiming to meet the present and projected need for smaller dwellings, particularly where proposed development is situated close to good public transport links. Although the density is much higher than the surrounding area, or what is currently on the site, which is 29 dph, the development does provide above the recommended level of amenity space for flat developments. The amount of built form in comparison to the garden area is appropriate and does not result in this plot appearing over developed in your officer's opinion.

Although most of the dwellings in the area are semi-detached houses, there is sufficient variety in form such that the proposal would not be harmful to the prevailing character of the area. This proposal does exceed the density requirements as set out in Policy

H8, however it does conform to the garden standards and building on plots advice set out in sections BP1 and BP4 of the South Oxfordshire Design Guide. Overall this is not considered as an overdevelopment of the plot and a high density could be provided on this site without being harmful to the character of the area.

#### 6.8 Housing mix

The Oxfordshire Structure Plan and Policy H7 of the adopted Local Plan advocate a mix of housing sizes, both in terms of character and tenure, on new residential developments. The aim is to secure a better social mix in areas that, in turn, can lead to a more sustainable community. As well as securing a mix of housing types, there is also a requirement to make sure that the mix meets the needs of the households in the area. This proposal is for 4 one bed units therefore there is no mix within the development itself, however it will be within an area that is predominately semi-detached houses, therefore this will introduce a mix to the area. This proposal does not comply with Policy H7. However in balance with all the other issues that need to be considered, this alone is not considered to be harmful enough to justify refusing the application as the proposal does aim to provide smaller units and introduce more of a mix of dwelling types into this particular area.

#### 7.0 **CONCLUSION**

7.1 The application proposal is generally in accordance with the relevant development plan policies and national planning guidance. The proposal is not considered to cause any significant harm to the character of the street scene, the amenity of nearby neighbours nor highway safety and convenience. It is therefore recommended that planning permission is granted.

#### 8.0 **RECOMMENDATION**

8.1 **That planning permission be granted subject to the following conditions:**

1. **Commencement within 3 years**
2. **Matching materials walls and roof**
3. **Sustainable methods of construction**  
*(The development hereby permitted shall be designed to incorporate sustainable methods of construction, including the use of passive solar energy and grey water recycling, in accordance with details which shall first have been submitted to and approved in writing by the Local Planning Authority, prior to the commencement of development).*
4. **New vehicular access**
5. **Parking area to be provided in accordance with the submitted plan.**
6. **Vision splay protection**
7. **Dropped kerb to be created to new access**

**Author** Emily Hamerton  
**Contact No.** 01491 823275  
**Email Add.** [planning.west@southoxon.gov.uk](mailto:planning.west@southoxon.gov.uk)