

<b>APPLICATION NO.</b>	<a href="#">P16/S2222/FUL</a>
<b>APPLICATION TYPE</b>	FULL APPLICATION
<b>REGISTERED</b>	24.8.2016
<b>PARISH</b>	THAME
<b>WARD MEMBERS</b>	Jeannette Matelot, Nigel Champken-Woods, David Dodds
<b>APPLICANT</b>	Mr Terry Guest
<b>SITE</b>	48 Park Street Thame, OX9 3HR
<b>PROPOSAL</b>	Conversion of existing garage into a 1 bedroom bungalow.
<b>AMENDMENTS</b>	None
<b>GRID REFERENCE</b>	471177/205477
<b>OFFICER</b>	Marc Pullen

**1.0 INTRODUCTION**

1.1 The application is referred to Planning Committee due to an objection from Thame Town Council.

1.2 The site (which is shown on the OS extract **attached** as Appendix A) lies within the curtilage to the rear of 48 Park Street. The site falls within the Thame Conservation Area and is accessed off Victoria Mead.

**2.0 PROPOSAL**

2.1 This application seeks full planning permission to convert and alter/extend the existing garage building to create a single bed-dwelling.

2.2 A copy of all the current plans accompanying the application is **attached** as Appendix B. Other documentation associated with the application can be viewed on the council's website, [www.southoxon.gov.uk](http://www.southoxon.gov.uk).

**3.0 SUMMARY OF CONSULTATIONS & REPRESENTATIONS**

**3.1 Thame Town Council – Object**

- Loss of garage to serve existing property
- Impact on character of Conservation Area and wider neighbourhood
- Backland development

**Thame Conservation Area Advisory Committee. – Object**

- Over-development on this site. This would further increase traffic levels on the area which is already very congested

**Highways Liaison Officer** (Oxfordshire County Council) - No strong views, subject to attaching conditions

**Neighbours – 4 letters of objection**

- Victoria Mead Residents Association own land to side of site, applicant would need to be granted permission to cross this land and to cut down any vegetation or remove any fencing
- Concerns with level of parking available – cars would likely park on Victoria Mead
- Property is not in keeping with the existing character of the street, where properties are set back from the road

**4.0 RELEVANT PLANNING HISTORY**

4.1 N/A.

5.0 **POLICY & GUIDANCE**

5.1 **National Planning Policy Framework & National Planning Practice Guidance**

5.2 **South Oxfordshire Core Strategy 2012 policies;**

CS1 - Presumption in favour of sustainable development

CSEN3 - Historic environment

CSQ3 - Design

CSS1 - The Overall Strategy

5.3 **South Oxfordshire Local Plan 2011 policies;**

CON7 – Conservation areas

D1 - Principles of good design

D2 - Safe and secure parking for vehicles and cycles

D3 - Outdoor amenity area

D4 - Reasonable level of privacy for occupiers

D10 - Waste Management

G2 - Protect district from adverse development

H4 - Housing sites in towns and larger villages outside Green Belt

T1 - Safe, convenient and adequate highway network for all users

T2 - Unloading, turning and parking for all highway users

5.4 **Thame Neighbourhood Plan policies:**

H5 – Integrate windfall sites

H6 – Design new development to be of high quality

ESDQ11 – Incorporate sustainable urban drainage

ESDQ16 – Development must relate well to its site and surroundings

ESDQ18 – Sense of place

ESDQ28 – Provide good quality outdoor space

ESDQ29 – Design car parking to fit in with character of the proposed development

5.5 **South Oxfordshire Design Guide**

6.0 **PLANNING CONSIDERATIONS**

- 6.1
- Principle of residential use
  - Impact on character and surrounding area
  - Impact on neighbours
  - Impact on highways / parking provision
  - Other matters

**Principle of housing development**

- 6.2 The site is part of the town of Thame and in this location the principle of residential development is largely governed by Policy CSTHA1 of the South Oxfordshire Core Strategy (SOCS), which seeks to provide additional dwellings in the settlement through Neighbourhood Plan allocations and allow housing on suitable infill and redevelopment sites, elsewhere. The definition of infill is identified within the SOCS as ‘the filling of a small gap in an otherwise built-up frontage or on other sites within settlements where the site is closely surrounded by buildings’. Policy H5 of the Thame Neighbourhood Plan (TNP) supports the delivery of new dwellings through windfall (infill) sites, subject to good design.
- 6.3 Officers consider that this site constitutes an acceptable infill proposal as it lies within close proximity to other buildings. Therefore this application complies with CSTHA1 of

the SOCS and partially with Policy H5 of the TNP.

### **Impact on character and surrounding area**

- 6.4 The NPPF confirms a presumption in favour of sustainable residential development, but also confirms a requirement for good design. The National Planning Practice Guidance 2014 elaborates on the NPPF, stating that: “New development should look to respond appropriately to the existing layout of buildings, streets and spaces...there may be an existing prevailing layout that development should respond to and potentially improve” (Para 24).
- 6.5 Criteria (ii) and (iii) of policy H4 of the South Oxfordshire Local Plan (SOLP) seek to ensure that all new residential development is of a design, height, scale and appearance that is in keeping with its surroundings and that the character of an area is not adversely affected by the proposal. In addition policy CSQ3 of the SOCS seeks to ensure that all new development is of a high quality design which responds positively to and respects the character of the site and its surroundings, enhancing local distinctiveness and ensuring that new development is of a scale, type and density appropriate to the site and its setting. These aims are echoed within saved policies D1 and G2 of the SOLP. Further to this there are a number of policies set out within the TNP covering issues of design, provision of quality outside amenity space and car parking.
- 6.6 The site falls within the Thame Conservation Area and as such any development must be held against Policy CSEN3 of the SOCS and CON7 of the SOLP. These policies seek to enhance and conserve the historic interests of the district’s conservation areas.
- 6.7 The immediate area is largely residential with some commercial use in close proximity to the south-east. Within Victoria Mead the properties display a typical and reoccurring design with a number of two storey semi-detached dwellings with private amenity spaces to the rear and parking to the front. This site is not typical of the plots within Victoria Mead area owing to the fact that it currently contains a building to the rear of the linear pattern of built form along Park Street. Park Street is linear in form and displays a number of semi-detached and terraced properties. Properties do vary in height but are predominantly two-storeys.
- 6.8 This site is backland to 48 and 49 Park Street but is accessed off Victoria Mead. The existing garage building is brick built with a slate roof and is relatively well spaced between nearby built form with an opportunity to syphon off some of the existing private amenity area to 49 Park Street to provide for private amenity space for the new dwelling. The pattern of development within the immediate area is not typical of the prevailing character of the Thame Conservation Area, with neighbouring Cresswell setting a precedent of backland development. The parking area would remain the same and be utilised to be shared by this development and neighbouring Cresswell.
- 6.9 The development seeks to re-orientate the property, keep to the same footprint and increase the height by 2.2 metres and provide an active frontage along Victoria Mead – an attempt to be in keeping with the facade of this cul-de-sac. The division of the amenity space would have very minimal visual impact upon the area whilst allowing for sufficient amenity space to serve the new dwelling and 49 Park Street. Within the immediate area, and more importantly the Conservation Area, private gardens vary in size and depth, with many larger and linear in pattern. Whilst this development fails to secure a garden as large as most neighbours, it would still nonetheless be acceptable having regard to the South Oxfordshire Design Guide minimum standards and would contribute to the varying character and size of gardens within the Thame Conservation

Area. It is officer's opinion that the plan form and layout of this development would not be detrimental to the character or appearance of the area.

- 6.10 The design of the proposed dwelling, whilst one and a half storey in height, would, in officers' opinion, continue to display a number of typical architectural characteristics including the use of slate roofing material, rendered brickwork and conservation style rooflights. Any permission would be conditioned to ensure that the most appropriate materials are used on the dwelling to respect the local vernacular.
- 6.11 Officers consider that the design of the development would not cause any adverse harm to the surrounding area and where possible it has sought to respect the historic characteristics of the Conservation Area.

#### **Impact on neighbours**

- 6.12 Council policies seek to ensure all new dwellings should be designed and laid out so as to secure a reasonable degree of privacy for the existing and new occupiers. Officers are satisfied that the proposed development would not be harmful to the amenity of neighbours. The proposed first floor windows would either be obscure glazed or designed as to avoid any direct views towards neighbouring properties. Officers are also satisfied that the scale and siting of the proposed dwelling would not result in any overbearing or oppressive impact on neighbouring dwellings or private amenity areas.

#### **Impact on highway**

- 6.13 The Council's policies and guidance seek to ensure that in determining planning applications, the Council should, in consultation with the local highway authority, ensure that new developments are designed to a standard that ensures a safe and attractive environment and does not result in an unacceptable level of traffic on the local highway network or have a detrimental impact on the amenities and environment of the area. Further to policy H4, policies T1 and T2 of the SOLP seek to ensure among other things that all developments make provision for safe and convenient access to the highway network and be served by an adequate road network. Development should provide for sufficient parking and access arrangements in accordance with the Council's parking standards.
- 6.14 The local highway authority raise no objection to the development. In the views of the local highway authority the proposal is unlikely to have a significant adverse impact on the highway network. After investigation and reviewing the supplied documents, the local highway authority has no objection subject to conditions being applied to any permission which may be granted on the basis of highway safety. As such officers are satisfied that the development would not amount to any adverse pressures on the local highway network and would provide for adequate parking to serve the new dwelling. In addition it is worth noting that this site is very sustainable in location terms, with close proximity to the main Town centre, access to bus services and employment and school opportunities. In the event of any undersupply of parking spaces it is not considered reasonable to refuse this development due to the sustainability of this location.

#### **Planning balance**

- 6.15 Without any clear or adverse visual impact, loss of historic character, highway impact or neighbour impact officers consider that the impact of the development is relatively low and coupled with the benefit of providing an additional dwelling, the development would not conflict with the Development Plan policies or the provisions of the NPPF.

## Legal issues

- 6.16 It is noted that the Victoria Mead Residents Association (VMRA) own the grassed area of land to the south, adjacent to the site. Without permission from the VMRA the property would not be able to be accessed directly off Victoria Mead and neither would the development be able to remove the fencing/vegetation to accommodate for the development; including the appropriate visibility splays. Officers appreciate that this can in itself prevent the development from occurring but the legal matters are not considered to be material planning considerations in the determination of this application.

## Community Infrastructure Levy (CIL)

- 6.17 The council's CIL charging schedule has recently been adopted and has applied to relevant proposals since 1 April 2016. CIL is a planning charge that local authorities can implement to help deliver infrastructure and to support the development of their area, and is primarily calculated on the increase in footprint created as a result of the development. In this case CIL would be liable for the development as there would be a net gain of new residential use. The CIL charge applied to new residential development in this case is £150 per square metre of floorspace (Zone 1). Of that, 25% of the payment should go directly to Thame Town Council (as they have a made Neighbourhood Plan) for spending towards local projects. In this instance, only the additional floor space created to accommodate the dwelling is liable to pay CIL.

## 7.0 CONCLUSION

- 7.1 The principle of residential development/conversion is considered acceptable on this site. Subject to the attached conditions the proposal would not be harmful to the character and appearance of the site and surrounding area, the historic interest of the conservation area or the amenity of neighbouring occupiers and would not result in any adverse or severe harm to the users of the highway.

## 8.0 RECOMMENDATION

- 8.1 **To grant planning permission subject to the following conditions:**

1. **Commencement of development – three years from permission.**
2. **Development to be carried out in accordance with supporting plans.**
3. **Schedule of materials required, to be submitted to the local planning authority, for all external materials.**
4. **No new openings along NE and NW elevations without first obtaining permission from the local planning authority.**
5. **Visibility splays to be improved/provided along Victoria Mead for two metres.**
6. **Parking and manoeuvring areas to be implemented and retained in accordance with the block plan.**
7. **Details of boundary walls or fences proposed to be submitted for consideration by the local planning authority.**

**Author:** Marc Pullen  
**Contact No:** 01235 422600  
**Email:** [planning@southoxon.gov.uk](mailto:planning@southoxon.gov.uk)

This page is intentionally left blank