

<b>APPLICATION NO.</b>	<a href="#">P17/S0401/FUL</a>
<b>APPLICATION TYPE</b>	FULL APPLICATION
<b>REGISTERED</b>	22.2.2017
<b>PARISH</b>	DIDCOT
<b>WARD MEMBER(S)</b>	Anthony Dearlove Mocky Khan Anthony Nash
<b>APPLICANT</b>	Mr Mark Witney
<b>SITE</b>	14 Abbott Road, Didcot, Oxon OX11 8HU
<b>PROPOSAL</b>	One bedroom annexe in rear garden.(As amended by plans received on 5 May 2017 which move the annex closer to the house and provide parking within the curtilage of the property).
<b>OFFICER</b>	Kim Gould

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**1.0 INTRODUCTION**

- 1.1 This planning application has been referred to Planning Committee because the recommendation differs from the Town Council view.
- 1.2 No 14 Abbott Road is a mid-terraced property located within the built up limits of Didcot. It is located in a cul de sac with access to St Birinus School located at the end of the cul de sac.
- 1.3 An access along the side of no 10 Abbot Road leads to the rear of the terrace and to a parking and turning area. The site lies outside any area of restraint. An OS extract plan is **attached** as Appendix 1

**2.0 PROPOSAL**

- 2.1 In its amended form, the application seeks full planning permission to erect a one bedroom annexe within the rear garden of no 14 Abbott Road. A parking space is provided for this annexe at the rear of the property, within the residential curtilage. 2 parking spaces remain at the front of the property.
- 2.2 The building would have a lounge, bedroom and bathroom so would depend on the main dwelling for a kitchen. A copy of the proposed plans are **attached** as Appendix 2.

**3.0 SUMMARY OF CONSULTATIONS & REPRESENTATIONS**

- 3.1 Didcot Town Council - Objection to original plans. A risk of increased reversing movements in close proximity to the school.

Objection to amended plans - on the grounds of highway safety and a risk of increased reversing manoeuvres in close proximity to a school.

Highways Liaison Officer (Oxfordshire County Council) - Objection to original plans. No parking plan has been demonstrated for the existing dwelling, to the required dimensional standards. In addition a clear footway will need to be provided from the footway to the dwelling. The parking allocation to the rear is not within the 'red-line' and the applicant's ownership; it appears this would be on 3rd party land. The 'red line' area does not extend from the rear parking area to the highway boundary. No refuse storage area has been demonstrated for consideration and this is likely to affect the parking arrangement

No objection to amended plans subject to conditions relating to visibility and parking.

**4.0 RELEVANT PLANNING HISTORY**

**4.1** [P09/W1079](#) - Approved (04/01/2010)

Conversion of 14 Abbott Road into 2 x one bedroom flats.

**5.0 POLICY & GUIDANCE**

**5.1** South Oxfordshire Core Strategy (SOCS) Policies

CS1 - Presumption in favour of sustainable development

CSDID3 - New housing at Didcot

CSQ3 - Design

CSS1 - The Overall Strategy

**5.2** South Oxfordshire Local Plan 2011 (SOLP 2011) policies;

D3 - Outdoor amenity area

G2 - Protect district from adverse development

H13 - Extension to dwelling

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

T2 - Unloading, turning and parking for all highway users

**5.3** South Oxfordshire Design Guide 2016 (SODG 2016)

**5.4** National Planning Policy Framework (NPPF)

**5.5** National Planning Policy Framework Planning Practice Guidance (NPPG)

**6.0 PLANNING CONSIDERATIONS**

**6.1** The main issues to be considered in the determination of this planning application are:

- Whether the principle of an annexe building is acceptable in this location
- Impact on the character of the area
- Impact on neighbours
- Highways
- Use
- Permitted Development fall-back position
- CIL
- Other issues

**6.2 Principle**

The proposed building is an ancillary residential structure which will have some dependency on the main dwelling for kitchen facilities. As such it will not be self-contained. Policy H13 of the SOLP permits the erection of ancillary buildings within the curtilage of a dwelling provided they are

- of a scale and design which is in keeping with the character of the dwelling and the site,
- do not adversely affect the amenity of occupants of nearby properties,
- would not be tantamount to the creation of a separate dwelling and
- would have adequate and satisfactory parking and amenity areas for the host dwelling.

As such, it is my view that the principle of erecting an annexe in this location is acceptable. The various criteria have now to be considered.

**6.3 Character of the area**

The site is located in an area which is predominantly residential in character. The boys' senior school is located to the north east. The proposed annexe is single storey in nature and relatively modest so would be of the same scale as a garden room or home office. It would not be readily discernible from any public view point and as such would not adversely affect the established character of the area in my view.

**6.4 Highways**

There was initially an objection from the County Highway Authority for the reasons which are sets out in 3.1 above. Amended plans have been submitted which have addressed these concerns and the Highway Authority no longer have objections to this proposal on highway safety grounds. Conditions relating to visibility and parking have been recommended. The Town Council have objected to this proposal on highway safety grounds. There are no technical reasons to refuse this application. Planning permission would not be required to park a car at the rear of the property within the curtilage of the main dwelling.

**6.5 Use**

The proposed use of this building is ancillary residential use as an annexe for an elderly relative. A condition restricting its use as such has been recommended. If it was to be sold or let off separately, full planning permission would be required and the proposal would have to be considered in the context of the housing policies of the Development Plan.

**6.6 Permitted Development Fall-back position**

Class E of the Town and Country Planning (General Permitted Development)(England) Order 2015 covers the provision of outbuilding and other development which can be built within the curtilage of a dwelling without requiring planning permission. The erection of an outbuilding which is not self-contained would not require planning permission if

- The outbuilding is not sited forward of the principal elevation of the original house
- Outbuildings and other additions do not exceed 50% of the total of land around the original house
- The building is not self –contained living accommodation.
- The eaves height do not exceed 2.5metres and the overall height does not exceed 4metres.

In this particular case, the only reason this building requires planning permission is because the ridge height is 4.7metres and therefore exceeds the 4metre threshold. This permitted fall-back position is an important material planning consideration in the assessment of this application.

**6.7 Community Infrastructure Levy**

CIL is not payable on this proposal as the additional floorspace created by this proposal is less than 100sqm.

**7.0 CONCLUSION**

- 7.1** Planning permission is recommended because the principle of the development is acceptable. It would not be unneighbourly or adversely affect the established character of the area. It would not result in issued of highway safety and accords with Development Plan policies.

**8.0 RECOMMENDATION**

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

- 1 : Commencement within three years - full planning permission.**
- 2 : Approved plans.**
- 3 : Ancillary occupation and use only.**
- 4 : Vision splay dimensions.**
- 5 : Plan of car parking provision (unspecified number of spaces).**

**Standard Informative: Full planning permission required if building is ever sold or let separately.**

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