

<b>APPLICATION NO.</b>	<a href="#">P18/S2131/HH</a>
<b>APPLICATION TYPE</b>	HOUSEHOLDER
<b>REGISTERED</b>	21.6.2018
<b>PARISH</b>	DIDCOT
<b>WARD MEMBER(S)</b>	Anthony Nash Anthony Dearlove Mocky Khan
<b>APPLICANT</b>	Mr Mark Hewer
<b>SITE</b>	24 Collingwood Avenue, Didcot, Oxon, OX11 0AL
<b>PROPOSAL</b>	Extension within existing garage for downstairs toilet, wash basin and shower.
<b>OFFICER</b>	Roseanne Lillywhite

**1.0 INTRODUCTION**

- 1.1 This application has been referred to the Planning Committee because the applicant is a current Council employee.
- 1.2 24 Collingwood Avenue in Didcot, which is shown on the OS extract **attached** at Appendix 1, is a two storey semi-detached property. The property is brick-built with an attached garage to the side and a driveway to the front.
- 1.3 A restrictive condition was placed on the garage when planning permission was granted in 1995, to ensure it was retained and not converted to living accommodation. This application is necessary because of this restriction.

**2.0 PROPOSAL**

- 2.1 The proposal involves mainly internal works to convert the attached part of the garage to living accommodation.
- 2.2 The plans accompanying the application are **attached** at Appendix 2. Full copies of all the supporting documentation and consultation responses are available for inspection on the Council's website at [www.southoxon.gov.uk](http://www.southoxon.gov.uk)

**3.0 SUMMARY OF CONSULTATIONS & REPRESENTATIONS**

- 3.1 Didcot Town Council - No strong views

**4.0 RELEVANT PLANNING HISTORY**

- 4.1 [P95/W0250](#) - Approved (05/06/1995)  
Single-storey domestic garage. (As amplified by letter from applicant dated 24.5.95).

**5.0 POLICY & GUIDANCE**

- 5.1 South Oxfordshire Core Strategy (SOCS) policies;  
CSQ3 - Design
- 5.2 South Oxfordshire Local Plan 2011 (SOLP 2011) policies;  
H13 - Extension to dwelling  
T2 - Unloading, turning and parking for all highway users
- 5.3 Supplementary Planning Guidance/Documents  
  
South Oxfordshire Design Guide 2016 (SODG 2016)

5.4 National Planning Policy Framework (NPPF)

National Planning Policy Framework Planning Practice Guidance (NPPG)

6.0 **PLANNING CONSIDERATIONS**

6.1 Saved policy H13 of SOLP allows for extensions and alterations to dwellings subject to a number of criteria. The main considerations in the determination of this application are;

- **Scale and Design: the impact of the proposal upon the character of the dwelling and the street scene**
- **Parking provision**
- **Impact of the proposal upon the amenities of neighbouring occupants**

6.2 **Scale and Design: the impact of the proposal upon the character of the dwelling and the street scene**

The proposed conversion relates to internal works only and the current garage door will be retained. Therefore, the appearance from the front of the site will remain unchanged. The conversion is considered acceptable in terms of its impact upon the character of the site and the overall street scene.

6.3 **Parking provision**

Parking standards as set out under Appendix 5 of the SOLP state that there must be a maximum of 2 off-street parking spaces provided. A site visit to the property confirmed that there is a driveway to the front and a hard-standing area to the side of the driveway, which can accommodate 2 cars side-by-side. It is also noted that the property is located within Didcot which is considered a sustainable location, due to its links to public transport. Therefore, I am of the opinion that the garage conversion will not cause an adverse effect to the parking situation at the site or this stretch of Collingwood Avenue. The proposal accords with SOLP Policy T2.

6.4 **Impact of the proposal upon the amenities of neighbouring occupants**

Due to the proposed works relating to internal works only, it is not considered to have any impact upon the amenities of neighbouring occupants.

6.5 **Community Infrastructure Levy (CIL)**

The council's CIL charging schedule applies to relevant proposals from 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 is not liable as the proposed development would not result in an increase of floor space to the property.

7.0 **CONCLUSION**

7.1 It is recommended that planning permission is granted because the proposal is of such a minor scale it does not harm the character of the dwelling or the overall street scene. There is adequate off-street parking provision at the site for at least 2 cars, and the site is located within a sustainable location. In conjunction with the attached conditions the proposal accords with development plan policies.

8.0 **RECOMMENDATION**

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

- 1 : Commencement three years - full planning permission.**
- 2 : Approved plans.**

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