

APPLICATION NO.	P18/S2504/FUL
APPLICATION TYPE	FULL APPLICATION
REGISTERED	21.8.2018
PARISH	GORING HEATH
WARD MEMBER	Robert Simister
APPLICANT	Mr & Mrs Paul Arrowsmith
SITE	15 Hocketts Close Whitchurch Hill, RG8 7PZ
PROPOSAL	Division of existing residence into 2 separate dwellings.
OFFICER	Marc Pullen

1.0 **INTRODUCTION**

- 1.1 This application is referred to the Planning Committee because the officers' recommendation conflicts with the view of the parish Council.
- 1.2 The application site (which is shown on the OS extract **attached** as Appendix A) contains a single storey building which forms part of the curtilage of 15 Hocketts Close. The building was previously used exclusively as garage accommodation in association with 15 Hocketts Close.

2.0 **PROPOSAL**

- 2.1 This application seeks planning permission to convert the building into a separate dwelling. The development would separate the building and garden to the rear of it to form a separate planning unit. Parking would be provided to the front of the building for at least two cars.
- 2.2 The application site has been subject to a number of previous applications and planning permissions to convert the building into an annex with carer's accommodation have recently been permitted. The relevant planning history is outlined below.
- 2.3 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.

3.0 **SUMMARY OF CONSULTATIONS & REPRESENTATIONS**

- 3.1 **Goring Heath Parish Council - Object**
- Adverse impact on the amenities of neighbouring properties, and results in inadequate parking.
 - Parking spaces have been provided without planning consent, resulting in the appearance of a more congested urban development.
 - This building has been the subject of a number of planning applications to increase its size, and its use is now as an annex to be occupied by a dependent person of the main house. It now appears to be let commercially.
 - Previous consent repeated conditions which this application now seeks to cancel. These conditions are still valid and should be applied and enforced.
 - The application fails to meet Policies G2 , H4, H11 and H13 of the SODC Local Plan

Highways Liaison Officer (Oxfordshire County Council) - No objections subject to conditions

Neighbours – Two representations of objection:

- Major traffic congestion at this end of Hocketts Close (Nos. 10,11,12 & 15) continues to be a real threat in a short, private road of varying width & no pavement
- I note that if Planning Permission is granted for this application it will be in direct contradiction of Condition 4 of the Planning Permission granted under Application No: P15/S1879/HH in July 2015
- Will change the appearance of the private drive, which is clearly not large enough for further parking spaces

4.0 RELEVANT PLANNING HISTORY

4.1 [SE18/158](#) - (Ongoing)

Alleged breach of condition 5 of P16/S0811/HH - use of accommodation as separate dwelling.

[P16/S0811/HH](#) - Approved (28/05/2016)

Formation of overnight carers room. (As supplemented by car parking plan BLO-001).

[P15/S1879/HH](#) - Approved (23/07/2015)

Formation of granny flat with retention of car park space in garage.

[P14/S2340/HH](#) - Approved (16/09/2014)

Alterations to existing hobby room to form granny flat.

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

CSEN1 - Landscape protection

CSQ3 - Design

CSR1 - Housing in villages

5.3 South Oxfordshire Local Plan 2011 policies;

D1 - Principles of good design

D2 - Safe and secure parking

D3 - Outdoor amenity area

D4 - Reasonable level of privacy

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 South Oxfordshire Design Guide 2016

6.0 PLANNING CONSIDERATIONS

- 6.1**
- Principle of development
 - Impact on character and appearance
 - Impact on neighbour amenity
 - Parking and access
 - Other matters

Principle of development

- 6.2 The application site lies within Whitchurch Hill. Proposals for new housing in Whitchurch Hill are largely governed by policies H4 of the South Oxfordshire Local Plan (SOLP) and CSR1 of the South Oxfordshire Core Strategy (SOCS). Policy CSR1 of the SOCS allows for new housing in Whitchurch Hill on suitable infill sites. The definition of infill is set out within the SOCS as the filling of a small gap in an otherwise built-up frontage or on other sites where the site is closely surrounded by other buildings.
- 6.3 The site meets the definition of infill and the principle of the development is considered acceptable, subject to an assessment of the impact of the development. It therefore follows that Policy H4 (SOLP) is engaged in order to assess the appropriateness of the residential development.

Impact on character and appearance

- 6.4 The National Planning Policy Framework (NPPF) confirms a presumption in favour of sustainable development, and states that good design is a key aspect of sustainable development. The National Planning Practice Guidance (NPPG) elaborates on the NPPF, stating that development should seek to promote character and landscape by responding to and reinforcing locally distinctive patterns of development. New development should look to respond appropriately to the existing layout of buildings, streets and spaces. It is important to establish appropriate layouts, forms, massing and scales of new buildings in respect of their surroundings.
- 6.5 Policy CSQ3 (SOCS) and Policy D1 and G2 (SOLP) seek 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. Policy H4 (SOLP) seeks 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.
- 6.6 The dwelling has evolved from a previous double garage with extensions to form a larger unit which is now used as a single-bedroom, independent, dwellinghouse. The form and appearance of the building is as previously agreed for an ancillary building. Whilst it is accepted that the use now departs from the approved ancillary function, the physical implications of this change are minimal. The housing estate would be increased in density as a result of this dwelling, but the physical implications of this would not diminish the character or appearance of the estate. The parking of vehicles can be accommodated without compromising the established character and the provision of private amenity space would be adequate given the advice (35sqm for one-bedroom dwelling) set out within the South Oxfordshire Design Guide (SODG).

Parking and access

- 6.7 The local highway authority raises no objection to the proposed development on highway grounds. However, they do request that a condition is attached to retain parking and manoeuvring as per the plans provided and to ensure that the garage is not converted into living accommodation without first obtaining planning permission.
- 6.8 Officers note that there are two parking spaces on site which are not shown on the application plans. The applicant has explained that these are only temporary. Since these spaces are not causing any highway difficulties and they do not require planning

permission to be in place, I do not consider it necessary to request these are removed and the land is restored back to its former state.

Other matters

6.9 Community Infrastructure Levy (CIL) - The council's CIL charging schedule has been adopted and has applied to relevant proposals. The council's 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.

7.0 **CONCLUSION**

7.1 Planning permission should be granted. The proposed development is considered to acceptable in principle and subject to the attached conditions would not result in any harm to the character and appearance of the area, the amenity of neighbours or the access arrangement into the Close or the safety of the highway network.

8.0 **RECOMMENDATION**

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

1. **Development to be in place in accordance with the approved plans.**
2. **Withdrawal of permitted development rights to extend the property (Part 1 Class A).**
3. **Withdrawal of permitted development rights for outbuildings (Part 1 Class E).**
4. **The parking & manoeuvring areas as shown on plan to be retained as such and not obstructed other than the parking of a private vehicle.**
5. **The garage accommodation shall not be converted into living accommodation without first obtaining prior permission from the Local Planning Authority.**

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