
SUBJECT **DEVELOPMENT APPLICATION REPORTS**

REPORT OF Head of Planning & Building Control

APPLICATION NO.	P13/S2285/FUL
APPLICATION TYPE	FULL APPLICATION
REGISTERED	19.7.2013
PARISH	HENLEY-ON-THAMES
WARD MEMBER(S)	Ms Elizabeth Hodgkin Ms Joan Bland
APPLICANT	Clamphill Developments
SITE	1 Nicholas Road, Henley-on-Thames, Oxfordshire, RG9 1RB
PROPOSAL	Proposed sub-division of existing dwelling to create an additional dwelling. Erection of first floor side extension to existing dwelling.
AMENDMENTS	None
GRID REFERENCE	474794/181742
OFFICER	Emma Bowerman

1.0 **INTRODUCTION**

- 1.1 This application is referred to the Planning Committee as the Officer's recommendation differs from the views of Henley-on-Thames Town Council.
- 1.2 The application site (which is shown on the OS extract **attached** as Appendix A) contains a detached 1960's brick and tile dwelling within a residential area. The site is a corner plot on the junction of Nicolas Road / Elizabeth Road. There is a recently constructed bungalow to the rear of the application site and this land originally formed part of the rear garden of 1 Nicholas Road. The site does not fall within any areas of special designation.

2.0 **PROPOSAL**

- 2.1 The application seeks full planning permission to divide the existing 4 bedroom dwelling into two 3 bedroom dwellings. This would include the provision of a second access onto Nicolas Road. The proposal would also include a first floor extension in materials to match the existing. A timber shed is proposed in the rear garden of the new property to provide a cycle store.
- 2.2 A copy of the proposed plans is **attached** as Appendix B. The application is accompanied by a design and access assessment, which can be viewed online at www.southoxon.gov.uk.

3.0 **SUMMARY OF CONSULTATIONS & REPRESENTATIONS**

- 3.1 Henley-on-Thames Town Council - Considers the application should be refused due to 'Over development of the site as the garden has already been dramatically reduced by a new build in the garden. A semi-detached house is out of character with a streetscene of detached homes. Highways to consider again the parking and vision splay on this already busy junction.'

- 3.2 Henley Society - No objection or comments
- 3.3 Highways Officer - No objection subject to conditions requiring the new access to be laid out as per the Highway Authority's specification and vision splays to not be obstructed.
- 3.4 Neighbour Representations - 4 letters of objection received. The issues of concern raised are:
- Impact on character of the area - not in keeping with streetscene
 - Over development
 - Impact on highway safety - proximity of new driveway to junction
 - Lack of parking - particular problem during school drop off / pick up
 - Impact on neighbours in terms of overlooking and noise
- 4.0 **RELEVANT PLANNING HISTORY**
- 4.1 [P03/S0131](#) - Approved (19/06/2003)
Erection of a bungalow.
- [P87/S0405](#) - Approved (12/08/1987)
Extension to existing house and garage.
- 5.0 **POLICY & GUIDANCE**
- 5.1 **National Planning Policy Framework (NPPF)**
- 5.2 **South Oxfordshire Core Strategy (SOCS)**
CS1 - Presumption in favour of sustainable development
CSHEN1 - The Strategy for Henley-on-Thames
CSQ2 - Sustainable design and construction
CSQ3 - Design
CSS1 - The Overall Strategy
- 5.3 **South Oxfordshire Local Plan (SOLP) 2011 saved policies**
D1 - Principles of good design
D10 - Waste Management
D2 - Safe and secure parking for vehicles and cycles
D3 - Outdoor amenity area
D4 - Reasonable level of privacy for occupiers
D6 - Community safety
D7 - Access for all
EP6 - Sustainable drainage
EP7 - Impact on ground water resources
EP8 - Contaminated land
G2 - Protect district from adverse development
H11 - Sub-division of dwellings in built up area
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 (SODG) 2008**
Sections 3, 4, 5 and 6

6.0 PLANNING CONSIDERATIONS

6.1 The main issues to be considered are:

1. The principle of the development
2. The impact on the character and appearance of the site and surrounding area
3. The impact on neighbouring properties
4. The impact on parking provision / highway safety

Principle:

6.2 The site is located within the built-up limits of Henley-on-Thames. Policy CSHEN1 of the SOCS allows for housing on suitable redevelopment sites. Policy H11 of the SOLP permits the sub-division of dwellings in built-up areas subject to usual amenity, environmental and highway considerations. The principle of dividing the dwelling into two separate units is therefore acceptable.

Character and appearance:

6.3 The properties immediately surrounding the area are detached dwellings. There are other types of housing in the wider surrounding area, including semi-detached properties and flats. The division of the application property into two separate units would have a limited visual impact, with the main changes including an increased level of hard surfacing at the front and a dwarf wall dividing the front garden. In my opinion these changes would not result in any material harm to the appearance of the area and the proposed sub-division would be in keeping with general character of this residential area.

6.4 There is sufficient space on site to provide two car parking spaces for each dwelling, with additional room at the front for landscaping. The rear gardens of each dwelling would exceed 100 square metres and this would comply with the council's standards in the Design Guide. Both dwellings would have an appropriate internal layout and would provide an acceptable standard of living for future occupiers. On the basis of this assessment, I consider that the proposed sub-division would not result in an over development of the site.

6.5 The proposed first floor side extension would be set down from the ridge and would appear as a subservient addition to the dwelling. The design would generally reflect the design of the existing dwelling and the proposed dormers would be of an appropriate scale. The extension would be set in around 6.5m from the back of the pavement on Elizabeth Road and due to this gap, would not appear prominent in the streetscene. Given the above, I consider that the proposed extension would accord with the council's policies which seek to protect the character of the area and achieve high quality design, including policy CSQ3 of the SOCS and policies G2 and D1 of the SOLP.

Neighbours:

6.6 Given the relationship of the proposed extension with surrounding properties, the proposed extension would not result in any harm to neighbours in terms of light or outlook. With regards to privacy, the proposal would not introduce any new windows that would overlook any neighbouring properties. Dividing the property into two would increase the number of occupants but as the existing windows have an acceptable relationship with neighbouring properties, this would not result in any unacceptable overlooking.

6.7 In terms of noise, the amount of noise generated by one additional dwelling in a residential area would not be significant and would not warrant refusal of the application. Due to the limited scale of the cycle store, this element of the proposal

would also not result in any harm to neighbouring properties. As such, I consider that the development complies with the council's policies which seek to protect the amenity of neighbouring properties, including policies H11 and D4 of the SOLP.

Highways:

- 6.8 The proposed new access would be located close to the junction with Elizabeth Road. The Highways Liaison Officer at the County Council has assessed this new access in terms of highway safety and has taken into consideration the additional cars that use the area during school drop off / pick up. The Highways Officer is satisfied that appropriate vision splays can be achieved and has raised no objection to the new access. The development would include two parking spaces for each property and this would meet the council's parking standards. I therefore consider that the development would have an acceptable impact on the local road network and would comply with policies D2, T1 and T2 of the SOLP.

Other material planning issues:

- 6.9 Policy CSQ2 of the SOCS requires new dwellings to meet Code Level 4 of the Code for Sustainable Homes. The sustainability statement accompanying the application advises that this level would be achieved and this can be secured by condition. Appropriate space for bin storage has been provided in accordance with policy D10 of the SOLP. As the site is already in residential use, it would not be reasonable or necessary to request a contaminated land statement. In order for the council to have control over any future development, I have recommended that permitted development rights are removed for further extensions to the two dwellings.

7.0 **CONCLUSION**

- 7.1 This proposal represents an appropriate sub-division of a property in a residential area. A sufficient level of off-street parking would be provided for the two dwellings and the rear garden areas would be of an appropriate size. The proposed alterations would not result in any harm to the character and appearance of the building, site or surrounding area. The development would also not result in any harm to neighbouring properties or highway safety. As such, the application is recommended for approval.

8.0 **RECOMMENDATION**

- 8.1 **That planning permission is granted for the development contained in planning application P13/S2285/FUL subject to the following conditions-**

1. **Commencement 3 yrs - Full Planning Permission**
2. **Development to be as shown on approved plans**
3. **Materials to be as described on approved plans**
4. **Withdrawal of permitted development rights for extensions**
5. **Dwellings to meet Code Level 4 of Code for Sustainable Homes**
6. **New access to be as per Highway Authority's specification**
7. **Vision splays to remain unobstructed**
8. **No surface water drainage to highway**

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