

<b>APPLICATION NO.</b>	<a href="#">P20/V0175/HH</a>
<b>SITE</b>	10A Katchside Sutton Courtenay Abingdon, OX14 4BH
<b>PARISH</b>	SUTTON COURTENAY
<b>PROPOSAL</b>	Erection of single storey side extension and front extension, and extension to existing garage (Corrected plans received 9 March 2020. Description correction agreed by agent on 9 March 2020)
<b>WARD MEMBER(S)</b>	Richard Webber
<b>APPLICANT</b>	Tanya Pierpoint
<b>OFFICER</b>	Sally Appleyard

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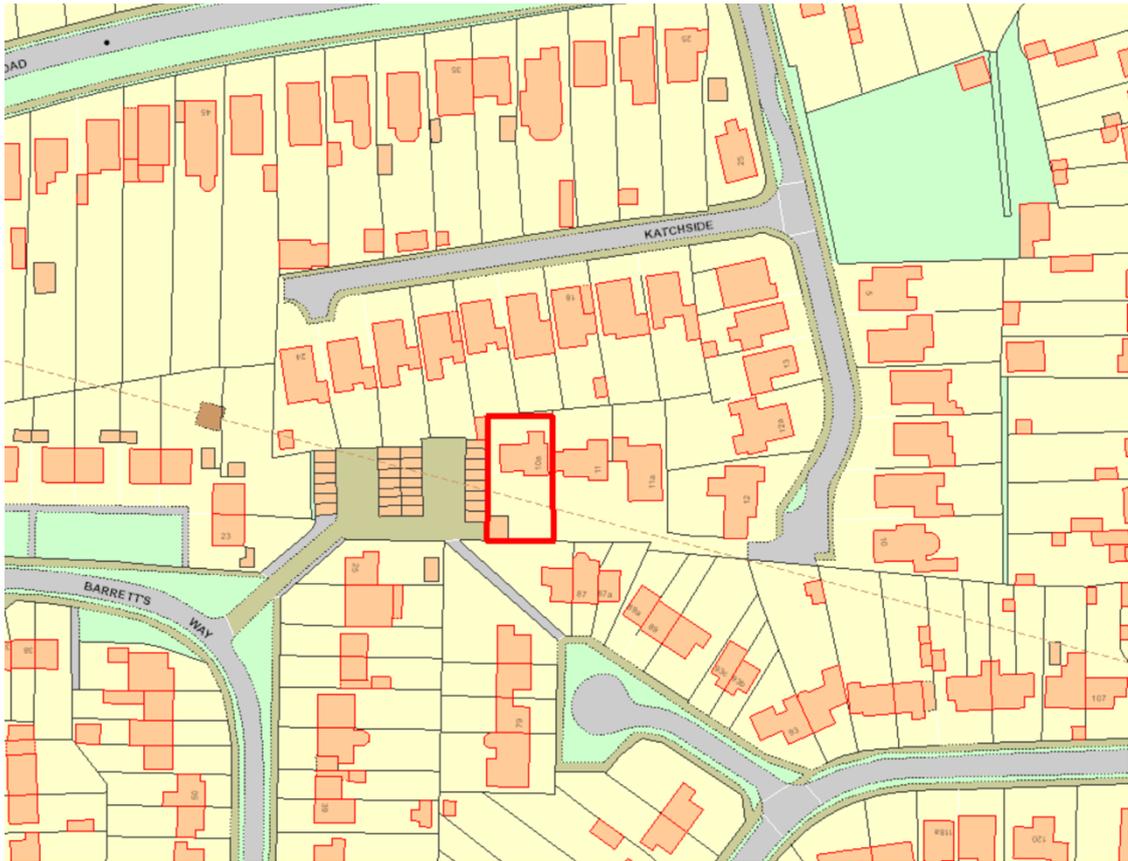
## **RECOMMENDATION**

It is recommended that planning permission is approved, subject to the following conditions:

- 1. Commencement of development within three years**
- 2. Development in accordance with approved plans**
- 3. Materials in Accordance with submitted details**

### **1.0 INTRODUCTION AND PROPOSAL**

- 1.1** The application is referred to planning committee as the officer's recommendation represents a significant departure from the views of a technical statutory consultee (the County Highway Authority).
- 1.2** 10A Katchside is a detached bungalow located within the main built up area of Sutton Courtenay. Neighbouring properties are located to the north, east and south of the site, with a block of private garages located to the west. Access to the site is obtained from a private drive to the southeast.
- 1.3** A site location plan is provided below:



1.2 The application seeks full planning permission for the erection of a single storey side extension and single storey front extension to the main bungalow, and a single storey extension to the detached garage. The application plans are **attached** at Appendix 1.

2.0 **SUMMARY OF CONSULTATIONS & REPRESENTATIONS**

2.1 This is a summary of the final responses received from consultees and third parties to the application. The full responses can be viewed on the council website: [www.whitehorsedc.gov.uk](http://www.whitehorsedc.gov.uk)

<p><b>Sutton Courtenay Parish Council</b></p>	<p><b>No objections</b>, however raised the following concerns:</p> <ul style="list-style-type: none"> <li>- A condition be considered to prevent the garage being used for residential purposes</li> <li>- That the District Council is consistent in relation to the County Council's current position on any development which may cause an increase in traffic through the local area</li> </ul>
<p><b>Oxfordshire County Council Single Response</b></p>	<p><b>Objection.</b> The proposed development would potentially generate new vehicular trips through a sensitive part of the highway network. The Local Highway Authority considers the traffic impact of this development would be unacceptable and</p>

	would meet the NPPF criteria of 'severe harm', so as to justify the refusal of planning permission.
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### 3.0 **RELEVANT PLANNING HISTORY**

#### 3.1 [P82/V0876](#) - Approved (14/07/1982)

three detached bungalows with garages and access (Plots 21, 22 and 23)  
Katchside, Milton Road, Sutton Courtenay

#### [P80/V1186/O](#) - Approved (23/06/1980)

Extension of layout for 6 buildings plots with estate road and services together with the erection of 6 bungalows and garages. [plots 3, 16, 17, 18, 20 & 21]  
BR Nos. 259/81 & 259/81/1

#### [P80/V0999](#) - Approved (23/06/1980)

Extension of layout for 6 building plots with estate road and services together with the erection of 6 bungalows and garages (plots 3, 16, 17, 18, 20 and 21)  
Katchside, off Milton Road, Sutton Courtenay

#### [P76/V0677/O](#) - Approved (02/09/1976)

16 bungalows and garages land adj. 21 and 23 Milton Road, and rear of properties in Milton Road, Sutton Courtenay Planning Application History

### 3.2 **Pre-application History**

None

### 3.3 **Screening Opinion requests**

None

## 4.0 **ENVIRONMENTAL IMPACT ASSESSMENT**

4.1 The proposal does not fall within a category of development that would be subject to EIA.

## 5.0 **MAIN ISSUES**

5.1 **The relevant planning considerations are the following:**

- **Design and character**
- **Access and Parking**
- **Residential amenity**

### 5.2 **Design and Layout**

Core Policy 37 of the adopted Local Plan 2031 part 1 requires new development to be of a high-quality design that is visually attractive and the scale, height, massing and details are appropriate for the site and surrounding area. The Council's Design Guide provides a further guidance on how to achieve high quality, well-designed homes such as identifying the context of the site and how this should inform the development.

5.3 The proposed side extension projects from the west elevation by approximately 2.3 metres. This will be set off the western boundary by approximately 1.0 metre. The extension will have the same eaves level and ridge height of the

main dwelling at approximately 2.25 metres and 3.3 metres respectively and will be constructed of materials that match the main dwelling. The side extension is considered to be subordinate in scale, and acceptable in design terms.

- 5.4 The proposed front extension is a small infill extension and will project from the front elevation by approximately 0.9 metres. However, it will not extend beyond the frontage of the gable projection. The proposed front extension is also to be constructed of matching materials. The front extension is considered to be subordinate in scale and acceptable in design terms.
- 5.5 The proposed extension to the garage will project from the northern elevation by approximately 3.3 metres and is to provide additional storage space. The height of the extension will be lower than the height of the existing garage building at approximately 2.5 metres, and will have the same inclined roof form. The garage extension will be constructed of materials to match the existing garage. Overall the garage extension is considered to be subordinate in scale and acceptable in design terms.
- 5.6 Combined, the proposed extensions would be in-keeping with the appearance of the existing dwelling and would not harm the character of the area.

5.7 **Access and Parking**

Core Policies 35 and 37 of the adopted Local Plan 2031 part 1 requires development to be well connected to provide safe and convenient ease of movement by all users, and that adequate car parking is provided in accordance with OCC standards on all new developments.

- 5.8 Paragraph 108 of the NPPF states that development should ensure appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location; safe and suitable access to the site can be achieved for all users; and any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree. Paragraph 109 of the NPPF states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- 5.9 The proposed side extension to the main dwelling will result in an increase in the number of bedrooms from 2 to 3. The local highways authority objects to the proposal on the grounds that the increase in the number of bedrooms would potentially generate new vehicular trips through a sensitive part of the highway network. It is recognised that the proposed development would result in a relatively small increase in trips in comparison to the network baseflows, however the existing levels of congestion are such that no further traffic is tolerable. The Local Highway Authority considers the traffic impact of this development would be unacceptable and would meet the NPPF criteria of ‘severe harm’, so as to justify the refusal of planning permission.

- 5.10 This position is fully acknowledged. However, consideration must be given to what could be achieved without planning permission under permitted development rights. As the proposed extension does not exceed 4.0 metres in height, is single storey, and does not have a greater than half the width of the original dwelling, the proposed side extension would comply with Class A of Part 1 of the Town and Country Planning (General Permitted Development) Order 2015 as amended. This is a material planning consideration and is afforded significant weight. Given that planning permission is not required for the proposed side extension, which enables the increase in number of bedrooms, it is not considered reasonable or necessary to refuse the application on highway grounds in this particular case.
- 5.11 In accordance with parking standards, two parking spaces are required for a 3-bed property. The garage provides one space, and there is sufficient space within the frontage of the site for the second space. It is noted that the parish council have requested a condition for the garage to be retained for parking. However, given that planning permission is not required for the side extension which increases the number of bedrooms, it is not considered reasonable and necessary to retain the garage for parking only.
- 5.12 **Residential amenity**  
Development Policy 23 of the adopted Local Plan 2031 part 1 sets out measures to minimise the impact of development on neighbouring amenity, in terms of loss or privacy, overshadowing or dominance.
- 5.13 Due to the relatively low height of the proposed extensions to the dwelling and garage, and the distance to neighbouring properties, it is not considered that the proposal would harm the amenities of neighbouring properties in terms of dominance, overshadowing or loss of privacy.
- 5.14 **Community Infrastructure Levy**  
As the proposed development involves less than 100 square metres of additional floor space, the proposal is not liable for CIL.
- 5.15 **Pre-commencement conditions**  
In accordance with S100ZA(6) of the Town and Country Planning Act 1990 (a), any pre-commencement conditions need to be agreed with the applicant. There are no pre-commencement conditions imposed.

## 6.0 CONCLUSION

- 6.1 The proposed extensions are considered acceptable in design terms and will not harm the character and appearance of the area, and there is no material harm to the amenities of neighbouring properties. Whilst it is acknowledged that the local highways authority have objected to the proposal due to the generation of new vehicular trips from the additional bedroom proposed, consideration has been given to the fact that the proposed side extension could be constructed without the need for planning permission under permitted development rights, and this is afforded significant weight. As such, it is not considered reasonable to justify refusal of the application in highway grounds. Overall, the proposal is

considered to comply with the relevant development plan policies and the provisions of the NPPF.

The following planning policies have been taken into account:

**Vale of White Horse Local Plan 2031 Part 1 (LPP1) Policies:**

- CP35 - Promoting Public Transport, Cycling and Walking
- CP37 - Design and Local Distinctiveness

**Vale of White Horse Local Plan 2031 Part 2 (LPP2) Policies:**

- DP16 - Access
- DP23 - Impact of Development on Amenity

**Sutton Courtenay Neighbourhood Plan**

Sutton Courtenay Parish Council are currently working preparing a neighbourhood plan and have had an area designated. Given its current stage, only limited weight can be afforded to this.

**Supplementary Planning Documents (SPD)**

Design Guide – March 2015

**Other material documents/considerations**

- National Planning Policy Framework 2019 (NPPF)
- Planning Practice Guidance (PPG)

**Other Relevant Legislation**

- Community & Infrastructure Levy Legislation
- Human Rights Act 1998
- Section 149 of the Equality Act 2010
- Section 17 of the Crime and Disorder Act 1998
- Town and Country Planning (Development Management Procedure) (England) Order 2015 (amended)

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