
APPLICATION NO.	P09/E0769
APPLICATION TYPE	Full
REGISTERED	7 August 2009
PARISH	Henley
WARD MEMBER(S)	Joan Bland and Lorraine Hillier
APPLICANT	Mr B Eighteen
SITE	Land adjacent to 24 Periam Close, Henley
PROPOSAL	Erection of two storey two bedroom end of terrace dwelling and erection of garage attached to existing garage block.
AMENDMENTS	One – additional information about parking and land ownership.
GRID REFERENCE	475146/181868
OFFICER	Paul Lucas

1.0 **INTRODUCTION**

1.1 This application is reported to the Planning Committee as a result of a conflict between the Planning Manager’s recommendation and the views of Henley Town Council.

1.2 The application site is shown on the OS extract **attached** as Appendix 1. The application site consists of a plot occupied by a detached two storey end-terrace late 1900’s property in a residential close off King James Way within the built-up area of Henley. No.24 is constructed of red brick and concrete roof tiles. The dwelling belongs to a row of four houses and the immediate surroundings contain two similar blocks of houses of similar age and appearance. There are two garage blocks located to the south of the site, which face each other with an area of handstanding in between. No.24 lies on the western side of the development and has a side garden adjacent to the grounds of Chilterns End, an old peoples’ home. No.24 owns the garage at the western end of the block and has the right to park a single vehicle in front. There is a tree preservation order that covers a line of Scots Pines to the rear of the site.

2.0 **PROPOSAL**

2.1 The application seeks full planning permission for the erection of a two-storey two bedroom dwelling attached to the western side wall of No.24 and a garage attached to the western side wall of the existing garage block. The dwelling would measure 3.6 metres wide by 10.6 metres deep at ground floor level and 8.3 metres deep at first floor level. The ridge would be 7.2 metres high, with a 0.1 metre set-down from the ridge of the terrace and a 0.5 metre setback from the front of No.24. It would be set in by 0.9 metre from the boundary with Chilterns End. The projection beyond No.24 at the rear would be 0.7 metre at first floor level and 1.7 metres at ground floor level. The design would reflect the adjoining terrace, with matching materials, a lean-to and a hanging bay at the front. The garage would measure 2.7 metres wide by 5.5 metres deep, set in by 0.4 metre from the boundary and continuing the 4 metre high ridge of the existing block with matching red bricks and concrete tiles.

2.2 The applications were accompanied by a Design and Access Statement and Schedule of Construction, which can be viewed on the Council’s website www.southoxon.gov.uk. The plans of the proposed development are **attached** as Appendix 2.

3.0 **CONSULTATIONS & REPRESENTATIONS**

3.1 **Henley Town Council** – The application should be refused for the following reasons:

- Unneighbourly
- Overintensive
- Area already overcrowded and there is poor access for vehicles

3.2 **Henley Society** – No objections.

3.3 **OCC Highways** – No objection.

3.4 **Environmental Services – (Contamination)** – No objection subject to the imposition of a standard condition requiring investigation and mitigation as necessary.

3.5 **Forestry Officer** – No objection.

3.6 **Neighbours** – Two representations of objection received raising the following points:

- Difficult to access new garage due to existing congestion
- Damage to hardstanding during new building work
- Fire safety
- Garage only suitable for a new car
- Extra traffic from deliveries and visitors will add to problems

4.0 **RELEVANT PLANNING HISTORY**

4.1 None relevant.

5.0 **POLICY & GUIDANCE**

5.1 Adopted South Oxfordshire Local Plan 2011 Policies:

G2 – Protection of the Environment
G5 – Making the Best Use of Land
G6 – Promoting Good Design
C9 – Landscape Features
EP8 – Contaminated Land
D1 – Good Design and Local Distinctiveness
D2 – Vehicle and Bicycle Parking
D3 – Plot Coverage and Garden Areas
D4 – Privacy and Daylight
D8 – Energy, Water and Materials Efficient Design
D10 – Waste Management
H4 – Towns and Larger Villages Outside the Green Belt
T1 – Transport Requirements for New Developments
T2 – Transport Requirements for New Developments

5.2 Supplementary Planning Guidance: South Oxfordshire Design Guide 2008 – Sections 3, 4 and 5.

5.3 Government Guidance: PPS1 – Delivering Sustainable Development PPS3 – Housing PPG13 – Transport

6.0 **PLANNING CONSIDERATIONS**

6.1 The proposed dwelling would be located within the built-up area of Henley and consequently the proposal falls to be assessed against the criteria of Policy H4. The planning issues that are relevant to this application are whether the proposed development would:

- result in the loss of an open space or view of public, environmental or ecological value;
- be in keeping with the character and appearance of the surrounding area;
- compromise the living conditions of neighbouring residential occupiers and would provide suitable living conditions for future occupiers;
- result in an unacceptable deficiency of off-street parking spaces for the resultant dwellings or other conditions prejudicial to highway safety; and
- incorporate sufficient sustainability and waste management measures.

Loss of Open Space

6.2 Criterion (i) of Policy H4 of the SOLP 2011 requires that an important open space of public, environmental or ecological value is not lost, nor an important public view spoilt. The site has formed a residential plot containing an existing dwelling for almost three decades and as such constitutes previously developed land. It is surrounded by residential properties and there is no evidence that it has any particular ecological value and is only visible in public views from Periam Close. This criterion would therefore be satisfied.

Character and Appearance

6.3 Criteria (ii) and (iii) of Policy H4 of the SOLP 2011 explain that the design, height, scale and materials of the proposed development are in keeping with its surroundings and the character of the area is not adversely affected. The design of the proposed dwelling, albeit slightly narrower and slightly deeper, is of a similar form and scale to the existing terrace to which it is attached. Therefore it is difficult to argue that the dwelling would have any harmful visual impact on the locality. Equally, the garage would be a continuation of the existing garaging and would not stand out. The spacing between the dwellings and the garage to the boundary, would be slightly less than the 1 metre standard, however there is about a 20 metre gap to the nearest building at Chilterns End, so the area would retain its openness. The alterations to the boundary would not result in a significant change to the visual relationship between Chilterns End and the properties on Periam Close. In light of this assessment, the proposed development would comply with the above criteria.

Living Conditions

6.4 Criterion (iv) of Policy H4 of the SOLP 2011 requires that there are no overriding amenity objections. The proposed house would have a limited projection beyond the rear of No.24, which would not cause any undue loss of light or outlook to the occupiers' rear facing rooms or rear garden. The dwelling and garage would be adjacent to the north-east of some communal gardens belonging to Chilterns End and would not unduly enclose or overshadow this area. The ground floor side window would not lead to any significant overlooking of the old people's home. The internal and external space would provide satisfactory living conditions for future occupiers. On the basis of this assessment, the proposed development would meet the above criterion.

Highways and Parking

6.5 Criterion (iv) of Policy H4 of the adopted SOLP 2011 also requires that there are no overriding highway objections. Although local residents are concerned that the proposal would worsen existing parking congestion in and around the garaging, the Highway

Authority is satisfied that the proposed access and parking arrangements would be acceptable for a two-bedroom dwelling, subject to standard conditions. Although it is accepted that the internal dimensions of the proposed garage (5.2m x 2.5m) would be below the adopted standards (6m x 3m), the parking space would meet adopted dimensions (4.8m x 2.4m). Appendix 5 of the SOLP 2011 requires two-bedroom dwellings to provide a maximum of two off-street parking spaces. Officers consider it unreasonable to require the garage to be enlarged; because it is the same size as all the other garages and the dwelling it would serve would provide similar living accommodation. Also, an enlarged garage would appear out of keeping with the block and would lead to the loss of the gap to the boundary with Chilterns End and may also require the reduction of the size of the parking space, or its relocation further back into the communal hardstanding, reducing the manoeuvring space. Additional information submitted reveals that the owners of the northern garage block have a right to park in front of their garages, whereas the owners of the southern garage block have allocated spaces to the east of the garages. Obstruction by commercial vehicles and damage to the communal areas from development could be controlled via enforcement of the terms of the existing covenant on the site, which is a private matter between the relevant occupiers. The proposed development would therefore satisfy the above criterion.

Sustainability Measures

- 6.6 Policy D8 of the adopted SOLP 2011 requires proposals to incorporate sustainability measures in terms of energy, water and materials efficient design. A sustainability template was submitted with the application that refers to some measures that are likely to be incorporated. A planning condition is recommended requiring the measures set out to be implemented prior to occupation. An appropriate location for refuse, recycling and composting storage and collection facilities can also be secured via a planning condition in accordance with Policy D10.

7.0 **CONCLUSION**

- 7.1 The application proposal would comply with the relevant Development Plan Policies, Supplementary Planning Guidance and Government Guidance and it is considered that, subject to the attached conditions, the proposed development would not materially harm the living conditions of nearby residents or the character and appearance of the area or result in conditions prejudicial to highway safety.

8.0 **RECOMMENDATION**

8.1 **Grant Planning Permission subject to the following conditions:**

1. **Standard 3 year time limit**
2. **Samples of materials dwelling and garage prior to commencement**
3. **Removal of Permitted Development Rights for extensions, porch, outbuildings**
4. **Sustainable measures implemented as set out**
5. **Details of refuse, recycling and composting facilities prior to commencement**
6. **Garage and parking to be provided prior to occupation and retained as such**
7. **Details of hard and soft landscaping prior to commencement**
8. **Details of contamination investigation and mitigation as necessary prior to commencement**

Author: Paul Lucas
Contact No: 01491 823434
Email: Planning.east@southoxon.gov.uk