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<b>APPLICATION NO.</b>	P10/E0739
<b>APPLICATION TYPE</b>	Full
<b>REGISTERED</b>	1 June 2010
<b>PARISH</b>	Thame
<b>WARD MEMBER(S)</b>	David Dodds and Ann Midwinter
<b>APPLICANT</b>	Mr C Henry
<b>SITE</b>	24 Garden City, Chinnor Road, Thame
<b>PROPOSAL</b>	Erection of a two storey four bedroom attached dwelling incorporating access and parking.
<b>AMENDMENTS</b>	None.
<b>OFFICER</b>	Paul Lucas

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**1.0 INTRODUCTION**

1.1 This application is reported to the Planning Committee as a result of a conflict between the Officers' recommendation and the views of Thame 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 semi-detached two storey late 1900's property fronting onto a main roundabout towards the edge, but within the built-up area of Thame. No.24 is constructed of red brick and cream render and concrete roof tiles. The dwelling forms one half of three pairs of semi-detached houses and the immediate surroundings comprise residential development on the northern side of Chinnor Road and industrial development on the southern side of Chinnor Road. There is vehicular access from Chinnor Road leading to a garage at the side of No.24. The south-eastern side boundary of No.24 lies adjacent to a strip of highway verge of maximum 7 metres width running alongside Howland Road, which forms part of the Thame perimeter road. The boundary consists of a Beech hedge. The rear north-eastern boundary backs onto a public footpath leading from Howland Road to other dwellings at the rear of the site. There are no special designations on the site.

**2.0 PROPOSAL**

2.1 The application seeks full planning permission for the erection of a two-storey three bedroom dwelling attached to the eastern side wall of No.24. The dwelling would measure 5.3 metres wide by 8.3 metres deep at first floor level. It would have a 1.1 metre setback from the front of No.24. The ridge would be 8.2 metres high, in line with the ridge of the terrace. It would be set in by 1 metre from the boundary with Howland Road. The projection beyond No.24 at the rear would be 1.1 metres. The lean-to element at the front would be 1.4 metres forward of the main front wall of the dwelling. The design would reflect the adjoining terrace, with a similar form and design and matching materials. The dwelling would share the existing vehicular access with No.24. There would be two parking spaces in the front garden for both properties, with a shared turning area within the site.

2.2 The applications were accompanied by a Design and Access Statement and a Sustainability Statement. These can be viewed on the Council's website [www.southoxon.gov.uk](http://www.southoxon.gov.uk). The plans of the proposed development are **attached** as Appendix 2.

**3.0 CONSULTATIONS & REPRESENTATIONS**

**3.1 Thame Town Council** – The application should be refused due to:

- Overdevelopment
- Out of keeping with the character of the area

**3.2 OCC Highways** – No objection.

**3.3 Forestry Officer** – No objection.

**3.4 County Archaeologist** – No comments

**3.5 Neighbours** – One representation of objection received, relating to property values, which is not a planning matter.

**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  
PPS23 – Planning and Pollution Control

**6.0 PLANNING CONSIDERATIONS**

**6.1** The application site is in a location within the built-up limits of Thame and consequently the proposal falls to be assessed against the criteria of Policy H4 of the SOLP 2011, which sets out a presumption in favour of residential development, subject to several impact-based criteria. The planning issues that are relevant to this application are whether the 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 four decades. It is surrounded by residential properties and there is no evidence that it has any particular ecological value. Whilst it is visible in public views, these are all against the backdrop of adjoining dwellings from the late 1900's era. 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 dwelling would leave two thirds of its plot undeveloped, which would be in keeping with many dwellings in the locality. The design of the proposed dwelling is of a similar form and scale to the existing semi-detached house to which it would be attached. The spacing between the dwelling and the boundary, would accord with the 1 metre standard and the verge would retain the openness along Howland Road. The loss of the front garden to provide parking and turning areas would be regrettable, but not harmful due to the retention of boundary screening. Some of the Beech hedge would be lost along the side boundary, however, the Forestry Officer has commented that this is a poor quality specimen. 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 separation between the rear of the house and the dwelling at the rear would be adequate to prevent loss of light and outlook and the neighbour would have a blank wall facing the site, so there would be no overlooking issue. The rear gardens of the proposed dwelling and No.24 would be about 85 square metres, which would be below the recommended standard of 100 square metres for three/four bedroom dwellings. However, the shortfall would not be significant, having regard to the sustainable location of the site. 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. The Highway Liaison Officer has commented that although the location is not an ideal one for the location of the proposed new dwelling, being located on a roundabout, the access is an existing one and under the proposals a turning head would be introduced. Therefore, the situation regarding egress is considered not to be worsened under the proposals, despite the intensification of the use of the access. 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. Section 3 of the SODG 2008 recommends that single dwellings reach at least Level 3 of the Code for Sustainable Homes. 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 prior to commencement**
3. **Removal of Permitted Development Rights for extensions, porch, outbuildings**
4. **Sustainable measures implemented as set out prior to commencement**
5. **Details of refuse, recycling and composting facilities prior to commencement**
6. **Parking and turning to be provided prior to occupation and retained as such**
7. **Details of cycle parking facilities**
8. **Details of hard and soft landscaping prior to commencement**
9. **Details of contamination investigation and mitigation as necessary prior to commencement**

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