

<b>APPLICATION NO.</b>	<a href="#">P16/S3516/FUL</a>
<b>APPLICATION TYPE</b>	FULL APPLICATION
<b>REGISTERED</b>	20.10.2016
<b>PARISH</b>	Horspath
<b>WARD MEMBER(S)</b>	Elizabeth Gillespie
<b>APPLICANT</b>	Ms Pamela Wyles
<b>SITE</b>	7 Gidley Way, Horspath, OX33 1RQ
<b>PROPOSAL</b>	New 2 bedroom attached house and associated works, including new entrance porch to adjoining property (7 Gidley Way) and vehicle access.
<b>AMENDMENTS</b>	As amended by plan ref P01 B which reduced the height of the boundary brick wall to Gidley Way to 0.6m.
<b>GRID REFERENCE</b>	457402 / 204665
<b>OFFICER</b>	Kim Gould

**1.0 INTRODUCTION**

1.1 This application is referred to Planning Committee because the recommendation is contrary to the views of Horspath Parish Council.

1.2 No 7 Gidley Way is a two storey semi-detached dwelling located at the south end of Gidley Way. It is rendered with red plain tiles. It has a large rear garden and parking and garden at the front. The site lies within the Oxford green belt but outside a conservation area or any other area or restraint.

1.3 There is a variety of house types in this part of Horspath predominantly detached and semi-detached properties with a varied pallet of materials used including, brick and render.

1.4 A copy of an OS extract showing the location of the site is **attached** as Appendix 1.

**2.0 PROPOSAL**

2.1 This application seeks full planning permission for the erection of an attached 2 storey, 2 bed dwelling. This application follows the submission of a pre application advice request ref P15/S1306/PEO and the withdrawal of a full planning application for an attached 3 bed dwelling earlier this year under ref P16/S1471/FUL.

2.2 The proposed new dwelling would have red plain tiles to match the existing with a mixture of rendered walls with cedar cladding and aluminium powder coated windows.

2.3 A copy of some of the submitted plans is **attached** as Appendix 2. A full copy of the plans together with supporting information can be viewed on the council's website at [www.southoxon.gov.uk](http://www.southoxon.gov.uk).

**3.0 SUMMARY OF CONSULTATIONS & REPRESENTATIONS**

3.1 Horspath Parish Council      Object. Councillors consider that this application should be refused on the grounds that it is an over-development of the land that is meant for one house and it is un-neighbourly.

OCC (Highways) Original access/parking plan -**Holding Objection**

The Highway Authority recommends a Holding Objection until the following has been addressed:

- A scaled parking plan (1:200) showing the provision for two practical parking spaces for the existing and the proposal in accordance with current dimensional standards
- Visibility splays will need to be demonstrated for consideration
- Refuse storage and collection details will need to be demonstrated for consideration

Revised access/ parking plan – **No objection**

Revised plans have been submitted showing the walling either side of the access reduced to 0.6m in height. After investigation and reviewing the supplied documents, the Highway Authority has no objection subject to condition relating to parking spaces.

Neighbours No comments received.

4.0 **RELEVANT PLANNING HISTORY**

4.1 [P16/S1471/FUL](#) - Withdrawn (13/07/2016)

New 3 bedroom attached house and associated works, including new entrance porch to adjoining property (7 Gidley Way) and vehicle access (as amended by plan ref P01/A site plan and plan ref P02 elevations received on 7 June 2016). (As updated by elevation plan received 14 June 2016 from agent ref P02 A)

[P15/S1306/PEO](#) – Response (22/05/2015)

To build a house attached to 7 Gidley Way. Alternatively, to build a house towards the end of the garden.

5.0 **POLICY & GUIDANCE**

5.1 South Oxfordshire Core Strategy policies

CS1 - Presumption in favour of sustainable development  
CSEN2 - Green Belt protection  
CSQ3 - Design  
CSR1 - Housing in villages  
CSS1 - The Overall Strategy

5.2 South Oxfordshire Local Plan 2011 policies;

D1 - Principles of good design  
D10 - Waste Management  
D3 - Outdoor amenity area  
D4 - Reasonable level of privacy for occupiers  
G2 - Protect district from adverse development  
GB4 - Openness of Green Belt maintained  
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

South Oxfordshire Design Guide 2016

5.3 National Planning Policy Framework

National Planning Policy Framework Planning Practice Guidance

- 5.4 Neighbourhood Plan. Paragraph 216 of the NPPF allows for weight to be given to relevant policies in emerging plans, unless other material considerations indicate otherwise, and only subject to the stage of preparation of the plan, the extent of unresolved objections and the degree of consistency of the relevant emerging policies with the NPPF.

Horspath Parish Council are working towards the adoption of a neighbourhood plan and the area has been designated. The neighbourhood plan has limited weight at this stage.

6.0 **PLANNING CONSIDERATIONS**

- 6.1 In assessing this planning application for a new dwelling the main planning considerations would be:

- Whether the principle of a new dwelling is acceptable in this location
- Impact on the openness and visual amenity of the Oxford green belt
- Policy H4 criteria of the South Oxfordshire Local Plan
- Garden sizes
- Community Infrastructure Levy (CIL)

6.2 **Principle**

Policy CSR1 of the SOCS allows for infill development within the larger villages of the District such as Horspath. Infill development is defined as the filling of a small gap in an otherwise built up frontage or on sites within settlements where the site is closely surrounded by buildings. This site is within the built up limits of Horspath in a continual row of residential development. As such, it is your officers' opinion that the principle of residential development on this site is acceptable.

- 6.3 Notwithstanding the above, the council cannot currently demonstrate a five year supply of deliverable housing land. Paragraph 49 of the NPPF makes it clear that relevant policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a five year supply of deliverable housing land and the 'presumption in favour of sustainable development' should be applied. The mechanism for applying that presumption is set out in paragraph 14 of the NPPF. This advises that where relevant policies are out-of-date (unless material considerations indicate otherwise) then permission should be granted, unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies in the NPPF taken as a whole or where specific policies in the NPPF indicate development should be restricted.

6.4 **Impact on the openness and visual amenity of the green belt**

The site lies within the Oxford green belt where there is a presumption against inappropriate development which is, by definition, harmful to the openness and visual amenity of the green belt. The fundamental aim of the green belt policy is to prevent urban sprawl by keeping land permanently open. The first step in assessing the impact on the green belt is to consider whether the proposal constitutes inappropriate development or not. If it is established that the development is not inappropriate then the next step is to consider whether development harms the openness of the green belt.

- 6.5 The NPPF advises that where villages are included within the green belt, it has to be because they too contribute to its openness. The site is considered as an infill plot as it is a small gap in an otherwise built up frontage and is closely surrounded by buildings

in a village where the principle of infill is acceptable. CSR1 considers that if a site meets the definition of infill, then it will be part of a built up area and there would be harm to the openness but that it would be limited. In this case, it is your officers' view that in the context of the wider visual impact and amenity of the green belt, the siting of the new dwelling in a line of existing development would not harm the wider openness of the green belt.

6.6 **Policy H4 criteria**

Where the principle of residential development is acceptable, the development must also comply with the following criteria of Policy H4 of the SOLP.

- i. **An important open space of public, environmental or ecological value is not lost nor an important public view spoilt.** The site is currently the side and part rear garden of no 7 Gidley Way. As such, it is not an important open space of public interest.
- ii. **The design, height and scale and materials of the proposed development are in keeping with its surroundings.** The proposed dwelling would be attached to no 7 Gidley Way. It is designed to appear as a subservient extension with a lower ridge height than the host dwelling and is set well back from the front elevation of no 7. The proposed materials for the new dwelling are red plain tiles with render and clad elevations. Given the variety of materials used in the vicinity of the site and the fact that no 7 Gidley Way is a semi-detached dwelling, the new development would be in keeping with its surroundings in your officers' opinion.
- iii. **The character of the area is not adversely affected.** The character of the area is an established residential area consisting predominantly of detached and semi-detached dwellings. Given the subservient design of the proposed dwelling, the erection of a single dwelling on this plot would continue an existing row of dwellings along the northern side of Gidley Way and would not adversely affect the established character of the area.
- iv. **There are no overriding environmental or highway objections.**

**Highway issues** – The County Highway Authority raised a holding objection initially, the details of which are set out in paragraph 3.1 of this report. Revised drawings have been submitted and there are now no objections to the development subject to conditions relating to parking and turning. They are satisfied that sufficient space has been provided to allow for adequate parking and turning areas for both no 7 Gidley Way and the new dwelling.

**Neighbour impact** – The proposed dwelling would sit in-between numbers 5 and 7 Gidley Way. No 5 has a totally blank wall facing the new dwelling which would project beyond the new dwelling at the rear. As such, there would be no adverse impact on light or amenity of the occupiers of that property. The new dwelling would be attached to no 7. It would be set back some 5.6m from the front elevation of no 7 and would project some 2.5m beyond the rear elevation of no 7 at the rear. This relationship is no different to an extension or a terraced dwelling with a rear extension and would not, in your officers' opinion adversely affect the amenity of the occupiers of no 7.

- v. **If the proposal constitutes backland development it would not create problems of privacy and access and would not extend the built up limits of the settlement.** The proposed dwelling fronts the road so would not constitute backland development.

6.7 **Garden sizes**

Policy D3 of the SOLP requires that a private outdoor garden or outdoor amenity space should be provided for all new dwellings. The amount of land to be used for the garden or amenity space will be determined by the size of dwelling proposed. This policy and the SODG seek to ensure that reasonable standards of private amenity space are provided in new developments. The SODG contains guidelines in respect of the maximum area of a plot that should be developed for different types of dwellings and the recommended minimum size of garden that should be provided, with the size relating to the number of bedrooms in the proposed dwelling. The new dwelling is a 2 bedroom dwelling. The SODG advises that such size properties should have a private amenity space of some 50sqm. In this case the size of the rear garden is some 58 sqm which meets the council's standards. The host dwelling no 7 has 4 bedrooms and should have a rear garden of some 100sqm to accord with Design Guide advice. The retained rear garden would be over some 587sqm which well exceeds the council's guidelines. As such both dwellings have garden sizes which accord with council's standards and therefore any argument suggesting over development would be difficult to sustain in your officers' opinion.

6.8 **Community Infrastructure Levy (CIL).** The council's CIL charging schedule was adopted in April 2016. 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. In this case CIL is liable for the whole building because the proposal involves the creation of a new dwelling. The CIL charge applied to new residential development in this case is £150 per square metre of additional floorspace (zone1). 15% of the CIL will go directly to Horspath Parish Council (in the absence of an adopted Neighbourhood Plan) for spending towards local projects.

7.0 **CONCLUSION**

Your officers recommend that planning permission is granted because the development constitutes infill development as it lies within the built up limits of Horspath, is a small gap in an otherwise frontage and is closely surrounded by buildings. The proposal does not materially harm the wider openness or visual amenity of the green belt. The proposal affords for adequate amenity space and parking for both dwellings and does not result in a materially harmful unneighbourly impact on the adjacent dwellings. As such there are no technical reasons to refuse this application. With the recommended conditions, the development accords with the relevant Development Plan policies.

8.0 **RECOMMENDATION**

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

1. **Commencement three years - full planning permission.**
2. **Approved plans.**
3. **Withdrawal of permitted development (Part 1 Class A) - no extensions etc.**
4. **Withdrawal of permitted development (Part 1 Class E) - no buildings etc.**
5. **Parking provision for four cars to be provided.**

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