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<b>APPLICATION NO.</b>	<a href="#">P17/S0043/FUL</a>
<b>APPLICATION TYPE</b>	FULL APPLICATION
<b>REGISTERED</b>	19.1.2017
<b>PARISH</b>	CHOLSEY
<b>WARD MEMBER(S)</b>	Jane Murphy Pat Dawe
<b>APPLICANT</b>	Stephanie Ratcliffe
<b>SITE</b>	6 Kentwood Close, Cholsey, OX10 9NQ
<b>PROPOSAL</b>	Erection of a three-bedroom detached dwelling.
<b>AMENDMENTS</b>	As supported by additional block plan received on 27 February 2017.
<b>GRID REFERENCE</b>	458619/186138
<b>OFFICER</b>	Gabriella Brown

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**1.0 INTRODUCTION**

- 1.1 The application has been referred to the Planning Committee because the officer recommendation conflicts with that of the Parish Council.
- 1.2 The application site is shown on the OS extract attached at Appendix 1 and it measures some 0.045 hectares. No. 6 is a two storey semi-detached dwelling and it is located within the built-up limits of Cholsey at the head of Kentwood Close. The exterior of the property is finished in facing brickwork and the pitched, hipped roof is clad in concrete tiles. There is a driveway at the front of the property and a further parking area within the garden which is accessed via a gate.

**2.0 PROPOSAL**

- 2.1 It is proposed to erect a two storey, three bedroom house within the plot with its own separate parking area and private garden. The existing, two bedroom dwelling would retain a private amenity area and a car parking space.
- 2.2 The plans of the proposed development are attached at Appendix 2. Full details of the application and the consultation responses 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 **Cholsey Parish Council** – Object. The Council consider this proposal to be overdevelopment. The proposal will also reduce the parking for the existing 3 bedroom house to one space on a road where on street parking is already a problem.

**County Archaeological Services** - The proposals outlined would not appear to have an invasive impact upon any known archaeological sites or features. As such there are no archaeological constraints to this scheme.

**Highways Liaison Officer (Oxfordshire County Council)** - No objection subject to recommended conditions.

**Neighbour Representation (1)** - The proposed plan would make traffic in the close worse than it currently is and there would be no room for the cars at the proposed property to turn so they will have to reverse on to the main road. Also the new building would take all the sunlight from our front. It would also be an invasion of privacy.

**4.0 RELEVANT PLANNING HISTORY**

[P00/W0066](#) - Approved (08/05/2000)

Two-storey extension to existing house side and single storey extension to rear. (As amended by revised drawings received on 21 March 2000).

**5.0 POLICY & GUIDANCE**

5.1 South Oxfordshire Core Strategy policies;

CS1 - Presumption in favour of sustainable development

CSH1 - Amount and distribution of housing

CSR1 - Housing in villages

CSS1 - The Overall Strategy

5.2 South Oxfordshire Local Plan 2011 policies;

D1 - Principles of good design

D2 - Safe and secure parking for vehicles and cycles

D3 - Outdoor amenity area

D4 - Reasonable level of privacy for occupiers

G2 - Protect district from adverse development

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

5.3 National Planning Policy Framework

National Planning Policy Framework Planning Practice Guidance

South Oxfordshire Design Guide 2016

Cholsey Neighbourhood Plan – The Plan Area was designated on 4 August 2016 and the Parish are currently in the early stages of preparing their plan. It therefore holds limited weight at this time.

**6.0 PLANNING CONSIDERATIONS**

6.1 The main considerations in the determination of the application are:

- The principle of the proposed development and the council's current housing land supply position
- Whether it would be detrimental to an important open space of public, environmental or ecological value
- Whether the design, height, scale and materials of the proposed development are acceptable
- Whether the character of the area would be adversely affected
- Whether there are any overriding amenity, environmental or highway objections
- Whether the proposal constitutes backland development
- Parking and amenity provision
- Community Infrastructure Levy (CIL)

6.2 **The principle of the proposed development and the council's current housing land supply position.** Section 38 (6) of the Planning and Compulsory Purchase Act 2004 requires applications for planning permission be determined in accordance with the Development Plan unless material considerations indicate otherwise. Section 70 (2)

of the Town and Country Planning Act 1990 provides that the local planning authority shall have regard to the provisions of the Development Plan, so far as material to the application, and to any other material considerations. In the case of this application, the most relevant parts of the Development Plan are the Core Strategy which was adopted in December 2012 and the saved policies of the South Oxfordshire Local Plan 2011.

- 6.3 The National Planning Policy Framework advises that there is a presumption in favour of sustainable development. For decision-taking this means *approving development proposals that accord with the development plan without delay; and where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless: – any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or – specific policies in this Framework indicate development should be restricted.*"
- 6.4 This is echoed within policy CS1 of the South Oxfordshire Core Strategy. Policy CSS1 of the approved Core Strategy sets out the overall development strategy for the District and advises that proposals should be consistent with the overall strategy of focusing major new development in Didcot; supporting the roles of Henley, Thame and Wallingford by regenerating town centres and providing new housing, services & infrastructure; supporting the 12 larger villages of the District as local service centres; supporting the other villages by allowing for limited amounts of housing; and outside of the above areas, any changes will need to relate to very specific needs.
- 6.5 The Council do not currently have a 5 year housing land supply and therefore, the presumption in favour of sustainable development, set out in Paragraph 14 of the NPPF, applies. This means that our core strategy housing policies, including SOCS Policy CSR1 relating to housing in villages, are out of date and are given less weight in our decision making. Sustainable development should now be permitted unless there is planning harm that outweighs the benefit of providing new housing.
- 6.6 We will address our current housing supply position by working with neighbourhood planning groups, town and parish councils and rapidly progress the review of our Local Plan 2031. We will also strongly resist applications which do not represent sustainable development.
- 6.7 **Sustainability of the site.** The 'network of settlements' under policy CSS1 remains a good basis for determining where within the district 'sustainable locations' for development are. Cholsey is categorised at Appendix 4 of the SOCS as a larger village. Policy CSR1 of the SOCS permits infill development within the built up limits of the larger villages and infill is defined in the supporting text to the policy as "the filling of a small gap in an otherwise built-up frontage or on other sites within settlements where the site is closely surrounded by buildings". Allocations of sites on the edge of the village are also envisaged to accommodate planned growth.
- 6.8 6 Kentwood Close is located within the built-up limits of the settlement and it is surrounded on all four sides by other dwellings. The site is situated at a distance of a few hundred metres from the village centre. Cholsey benefits from a number of facilities including a primary school, a church, two public houses, several local shops including a pharmacy and Tesco Metro, and a pavilion containing a community run café and library. The village also benefits from a railway station offering connections to London, Didcot, Reading and Oxford. The village is located approximately 3 miles from Wallingford, the local market town and a new footpath along Reading Road allows for pedestrian access between the two settlements. Facilities are therefore within short walking and

cycling distance and the site adjoins existing residential development with good connections to local services and facilities.

- 6.9 Your officers therefore consider that the site does constitute an infill plot in a sustainable location and that the principle of the proposed residential development is acceptable.
- 6.10 The development must also comply with the criteria of saved Policy H4 of the SOLP which are explored below:
- 7.0 **(i) Whether it would be detrimental to an important open space of public, environmental or ecological value.** The plot currently comprises part of the private garden belonging to No. 6 Kentwood and it contains a garage and a further outbuilding at the rear of the site. The plot is contained by a high close boarded fence and it is surrounded on all sides by residential development. No locally important views are gained across the site and there is no record of any protected species on the site itself or in the surrounding area. Your officers do not therefore consider that the erection of a new dwelling on the plot would result in the loss of an important open space of public, environmental or ecological value.
- 7.1 **(ii) Whether the design, height, scale and materials of the proposed development are acceptable.**
- 7.2 **Design & materials.** The surrounding area is largely made up of 1950's housing. They are generally semi-detached and terraced properties which front the highway and have generous rear gardens. Most of the properties are finished in facing brickwork whilst pitched and hipped roofs are clad in concrete tiles.
- 7.3 The design of the proposed dwelling picks up on features from the surrounding dwellings including the hipped roof, detail free elevations and simple casement windows. It is to be finished in facing brickwork and concrete tiles which is wholly in keeping with the local vernacular. There are few detached dwellings in the immediate area, one has recently been built at the site next door. The proposed dwelling would not be readily seen in public views due to its location at the head of the close and position behind the host property. The site does not lie within a specially designated area and your officers do not consider that the development would detract from the character of the locality. The erection of a detached property would also provide variety to the type of housing within this part of the village.
- 7.4 **Height and Scale.** The site sits in a slightly elevated position above the road but the plot itself is generally flat and it is surrounded on all sides by residential development. The surrounding properties are largely two storey in height and the properties on Kentwood Close measure some 4.9 metres high to the eaves and between 7.0 and 7.8 metres high to the ridge. The eaves height of the proposed dwelling is 4.7 metres and the ridge height is 7.284 metres. Officers therefore consider that the height of the proposed dwelling would not be inappropriate.
- 7.5 The plot at 6 Kentwood Close is one of the widest on the road and both the host property and the new dwelling would be afforded amenity areas that well exceed the council's standards. The proposal is for just one additional dwelling on the plot and having regard to the location of the site within the built-up limits of one of the larger villages in the district, officers do not consider that the scale of the proposal would be detrimental to the established character of the area in terms of development density.
- 8.0 **Whether the character of the area would be adversely affected.** The property would be set back from the head of Kentwood Close. It would be glimpsed in views from

Papist Way and Station Road, however, it would be read in conjunction with the surrounding development and as already discussed, the design and scale of the proposed development is considered to be acceptable and appropriate given the established character of the area.

**9.0 Whether there are any overriding amenity, environmental or highway objections.**

**9.1 Amenity considerations**

Policies D4 and H4 of the SOLP seek to resist development that would be harmful to the amenities of occupants of nearby properties or that would not provide a sufficient level of amenity for occupiers of the new dwelling.

- 9.2 The proposed dwelling would be located at a distance of 8.7 metres from the rear boundary of the site which also forms the rear boundary of No's 7a and 9 Papist Way. Those dwellings have gardens measuring some 19 m deep such that the overall back-to-back distance between habitable rooms in the proposed dwelling and the adjacent properties on Papist Way would be over 27 metres. This exceeds the council's required minimum standard of 25 metres as set out at Section 7 of the South Oxfordshire Design Guide 2016 (p.42). Having regard to this considerable distance as well as to the fact that this relationship is not dissimilar to the one that already exists between the host property and the two neighbouring dwellings, your officers do not consider that the development would have an overbearing or oppressive impact on the amenity of the occupants of the neighbouring property or detract from their privacy.
- 9.3 The proposed dwelling would be located wholly to the front of the new detached property to the west, 7a Kentwood Close. The distance between the two properties would be some 5.7 metres and the rear facing upper floor master bedroom window would permit only obscure views of the blank side elevation of the neighbouring property due to the position of the dwellings relative to one another. No upper floor openings are proposed within the west facing side elevation of the new dwelling and any windows added at a later date would need to comply with permitted development conditions which seek to protect neighbouring amenity.
- 9.4 Whilst the dwelling is likely to have some impact on the amount of light reaching the front of No.7a and its driveway this would only be during morning hours when the sun is in the east and would not affect its south facing garden. In addition, the approved plans for No.7a show that the closest window to the application site serves the sitting room which forms part of an open plan kitchen/dining and living area that is served by a number of openings within the rear (south facing) elevation of the dwelling. Your officers consider therefore that the proposed development would not have a materially adverse impact on the amenity of the occupants of No.7A Kentwood Close by reason of reducing light to that property.
- 9.5 In terms of its relationship with the host property, the proposed dwelling would sit to the side and wholly to the rear of 6 Kentwood Close. It would be located at a minimum distance of 1.5 metres from the shared boundary whilst the rear two storey element would be set away from the shared boundary by just over 5 metres. There is only a small window and a solid timber back door (with a small glazed light) in the rear of No.6 with a centrally located bedroom window above and the submitted block plan shows that the proposed dwelling would not cross a 45 degree line drawn from the centre point of the host property's closest (and only) ground and first floor openings. Having regard to this and to the south facing orientation of the rear elevation of No.6, the proposed development is unlikely to have a significant impact on the neighbours light. The property also has a long garden that extends beyond the proposed dwelling so the occupants of the host property would still benefit from some afternoon/evening sun in the southernmost part of their garden. Furthermore, the property is currently owned by

the applicant but if it were to be put up for sale any prospective purchaser would be fully aware of the relationship with the new dwelling.

- 9.6 Again, no upper floor openings are proposed within the side facing elevation of the new dwelling and any windows added at a later date would need to comply with permitted development conditions which seek to protect neighbouring amenity.
- 9.7 The proposed dwelling would be located at a minimum distance of 10 metres from the side elevation of 7 Kentwood Close which features just one ground floor window such that the proposed development would have no material impact on the residential amenity of the occupants of No.7
- 9.8 No representation has been received from the occupant of No.5 Kentwood Close and you officers consider that the distance between that dwelling and the proposed house is such that the development would not adversely affect the amenity of the neighbouring residents.
- 9.9 No other properties would be directly affected by the proposed development.

**9.10 Environmental considerations**

As the proposal involves the loss of a small proportion of a suburban garden and does not result in the demolition of any structures that would be suitable for roosting bats there are no objections on environmental grounds.

**9.11 Highway considerations**

The highway liaison officer has considered the merits of the proposed development and having regard to the low level of intensification that would arise as a result of the erection of only one additional dwelling, he is satisfied that the proposed development would not have a significant adverse impact on the highway network or on pedestrian safety.

- 11.0 **Whether the proposal constitutes backland development.** The proposed dwelling would have a road frontage and the proposal does not constitute backland development

**12.0 Parking and amenity provision**

**12.1 Parking**

As a result of the proposed development there would be the existing two bedroom dwelling on the site as well as the new three bedroom property. The Council's maximum parking requirement for these dwellings is four spaces. The submitted plans show that No.6 would be left with just one parking space on the frontage whilst the new dwelling would have two off-road parking spaces.

- 12.2 The application is accompanied by a Transport Note which advises that parking beat surveys have been undertaken on the adjacent local network on three separate days last autumn to cover early morning and afternoon periods when most people would be home as per the advice of the OCC Highway Officer. The results of the surveys show that even when the parking stress is greatest, i.e. with 78% of potential legal spaces occupied, Kentwood Close has capacity to accommodate a further two vehicles. Having regard to the fact that only one additional parking space is required for the host property in order to allow the council's **maximum** parking standard to be met and to the sustainable location of the site close to the village centre and public transport links, the OCC highway officer has concluded that the proposed development will not have a severe transport impact (as per para. 32 of the NPPF) and is acceptable in transport terms. As such, the technical expert has no objection to the proposal on highway safety

grounds.

**12.3 Amenity Provision**

The garden area for the existing dwelling would measure 171 sq. metres which exceeds the Council's amenity requirement for a two bedroom property of 50 sq. metres and the proposed dwelling would have a garden area measuring 276 sq. metres which, again, is considerably larger than the Council's requirement of 100 sq. metres.

- 13.0 Community Infrastructure Levy.** The Council adopted the Community Infrastructure Levy in April 2016. In Cholsey the CIL rate for residential development is £156 per sq. m. Monies will be levied on gross internal floorspace (in accordance with the CIL Regulations 2010 as amended). The applicant has provided the required CIL forms which demonstrate that the floor area of the new property is some 87.8 sq. m. The applicant has also provided the CIL liability form and the self-build form seeking an exemption on the levy as it is their intention to occupy the property.

**14.0 CONCLUSION**

- 14.1** The principle of infill development is acceptable within the built-up limits of Cholsey and the village is a sustainable location with access to shops, services and facilities and public transport links to local towns and Oxford City. The design and scale of the proposal is in keeping with the established character of the area and the detached dwelling would add to the choice of housing stock in the locality. The Highway Officer is satisfied that the proposal would not have an adverse impact on highway safety and the relationship of the dwelling with neighbouring properties is acceptable. The relevant parking and amenity standards can be met and the proposal is otherwise in accordance with Development Plan Policies. Your officers' therefore recommend that planning permission is granted.

**15.0 RECOMMENDATION**

- 15.1 To grant planning permission subject to the following conditions:**

1. Commencement three years - full planning permission.
2. Approved plans.
3. Schedule of materials to be submitted for approval.
4. Existing vehicular access to be improved.
5. Parking and manoeuvring areas retained unobstructed except for the parking of vehicles associated with the development at all times.
6. The parking/manoeuvring area shall be kept free of obstructions at all times and used only for the specified purpose

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