

APPLICATION NO.	P16/S3682/FUL
APPLICATION TYPE	FULL APPLICATION
REGISTERED	4.11.2016
PARISH	THAME
WARD MEMBERS	Jeannette Matelot David Dodds Nigel Champken-Woods
APPLICANT	Mr G Virtue & Mr S Smith
SITE	Land adjacent to 52 Broadwaters Avenue, Thame, OX9 2DU
PROPOSAL	Construction of a new 1-bed attached dwelling house on land adjacent to 52 Broadwaters Avenue (with a reduction in the scale of the proposal following the submission of revised plans on 26th January 2017)
AMENDMENTS OFFICER	As above Simon Kitson

1.0 **INTRODUCTION**

- 1.1 This application is referred to committee as the officer's recommendation of approval is at odds with the views of Thame Town Council.
- 1.2 No. 52 Broadwaters Avenue (which is shown on the OS extract **attached** as Appendix A) is a semi-detached property set within a plot measuring approximately 404 sq.m in area within the built up confines of Thame. The majority of the development site comprises garden land currently associated with this property.
- 1.3 The site is located approximately 250m from the town centre boundary and it does not fall within a designated area.

2.0 **PROPOSAL**

- 2.1 As detailed in the application submission, consent is sought for the construction of a 1-bedroom dwelling to the side of the existing property, with two parking spaces and a separate garden area.
- 2.2 As amended, the dwelling would measure 4.2m wide by 5.7m deep at first floor level. The first floor would be set back from the front building line by approximately 0.5m and below the main ridge by 0.3m. The ground floor would project to the rear by a further 3.2m, via a lean-to extension.
- 2.3 A copy of the proposed plans is **attached** as Appendix B and other documentation associated with the application can be accessed via the council's website, www.southoxon.gov.uk.

3.0 **SUMMARY OF CONSULTATIONS & REPRESENTATIONS**

- 3.1 Thame Town Council - Objection
 - 1. Overdevelopment
 - 2. Impact on neighbouring amenity
 - 3. Impact on the character of the area
 - 4. Loss of garage at No. 52 for its original purpose
 - 5. Parking and access
 - 6. Traffic generation

Waste Management Officer (District Council) - No strong views

Highways Liaison Officer (Oxfordshire County Council) - No objection, subject to conditions

Neighbour Approve (1)

- No objection to any aspect of proposal (58 Broadwaters Avenue)

Neighbour No Strong Views (1)

- No objection provided that a fence is erected following removal of the existing carport (43 Hampden Avenue)

Neighbour objection

- Loss of privacy to 46 Hampden Avenue
- Additional traffic generation and construction issues

4.0 RELEVANT PLANNING HISTORY

4.1 None

5.0 POLICY & GUIDANCE

5.1 Thame Neighbourhood Plan;

H5 Integrate windfall sites

H6 Design new development to be of high quality

GA6 New development to provide parking on site for occupants and visitors

ESDQ16 Development must relate well to its site and its surroundings

ESDQ17 Development must make a positive contribution towards the distinctive character of the town as a whole

ESDQ18 New development must contribute to local character by creating a sense of place appropriate to its location

ESDQ19 The Design and Access Statement and accompanying drawings must provide sufficient detail for proposals to be properly understood

ESDQ26 Design new buildings to reflect the three-dimensional qualities of traditional buildings

ESDQ27 Design in the 'forgotten' elements from the start of the design process

ESDQ28 Provide good quality private outdoor space

ESDQ29 Design car parking so that it fits in with the character of the proposed development

5.2 South Oxfordshire Core Strategy policies;

CSQ3 - Design

CSTHA1 - The Strategy for Thame

5.3 South Oxfordshire Local Plan 2011 policies;

D1 - Principles of good design

D2 - Safe and secure parking for vehicles and cycles

D4 - Reasonable level of privacy for occupiers

D10 - Waste management

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

South Oxfordshire Design Guide 2016

5.4 National Planning Policy Framework

National Planning Policy Framework Planning Practice Guidance

6.0 **PLANNING CONSIDERATIONS**

6.1 The main areas of consideration for this application are as follows:

- the principle of development
- the impact of the design, height, scale and materials upon the character of the site, the street scene and the wider area;
- the impact upon neighbouring amenity, in terms of light, outlook and privacy
- the impact upon the highway network, in terms of highway safety, access and parking provision.

Principle of Development

6.2 SOCS Policy CSTHA1 allows for housing on 'suitable infill and redevelopment sites'. Policy H5 of the TNP states that permission will be granted for small residential developments on infill and redevelopment sites within the parish, subject to proposals being well designed and meeting relevant requirements set out in other policies in the local development plan. Officers accept that this is an infill scheme as it would develop a site within a built up residential frontage, which is closely surrounded by other buildings. The proposal has been assessed primarily against the council's detailed housing policies and adopted design guidance.

Scale and design

6.3 In terms of the scale of this proposal, officers note that the outdoor amenity areas would accord with Section 7 of the SODG. In accordance with the adopted recommendations for new residential development, the existing 2 bed dwelling would retain a garden area in excess of 50 sq.m and the 1 bed dwelling would have a garden in excess of 35 sq.m. The level of plot coverage would be consistent with the surrounding pattern of development within this part of Thame as required by Policy D3 of the SOLP.

6.4 Notwithstanding the above, officers fully accept that there would be an impact upon the character of the area and the street scene as the proposal would develop part of the garden area of a distinctive and relatively open corner plot. TNP Policy ESDQ16 is particularly relevant here as it requires development proposals to respond to the character of the site and its local surroundings, maintaining or enhancing its strengths and seeking to address its weaknesses. In assessing the level of impact, officers have had regard to the scale of the proposal, the relationship between the existing dwelling and the street scene and the general sustainability of the location.

6.5 The built form along Broadwaters Avenue to the north of the site comprises a mixture of semi-detached and terrace properties, with some variation in the building line, external finishes and frontages. The application plot is disproportionately wide and the existing semi-detached dwelling benefits from a far greater amount of amenity space than any of its neighbours. Officers consider that there is scope for this dwelling to be extended to the side without overly harming the sense of balance within this part of the street. The additional parking and widening of the access are forms of development which rarely require planning permission in this location and the visual impact of the proposed dwelling would be softened by the subservient design. The dwelling would arguably resemble an extension to the existing property, with a set back from first floor building line and the lower ridge.

- 6.6 Although the impact upon Hampden Avenue also needs to be weighed in the balance, officers consider that the existing corner plot is poorly designed as it does not respond particularly well to the relationship between the two highways. Unlike other parts of housing estate, where the corner dwellings are orientated so that they front the junctions between both highways, the existing dwelling is divorced from the neighbouring properties to the south, with a large flank wall and dilapidated carport structure facing onto Hampden Avenue.
- 6.7 Whilst the new dwelling would project closer to Hampden Avenue, the existing property is already nearer to the highway than nos 42-43 to the south. It is also noted that the entrance door to the property would be located at the eastern side, along with several window openings. This would create a more active elevation fronting the highway which would need to be weighed against the partial loss of open space. Officers are also mindful that the proposal would make more efficient use of residential land in a sustainable location close to Thame Town Centre.
- 6.8 This is a relatively unique site within an otherwise rigid pattern of housing and this is also not an area designated as worthy of additional protection on the basis of a special architectural or landscape character. Given the limited width of the dwelling, at just 4.2m, and the reasonable green buffer which would still be retained, officers consider, on balance, that there not would be a sufficiently harmful impact upon the character of the area to warrant a refusal of planning permission.
- 6.9 Given the constraints of the site and the reductions made to the scale of the proposal in order for officers to support the application, it is essential that the council retains control over the future development of the site. Any further extensions to the dwelling, particularly to the elevation fronting Hampden Avenue, could have a significant impact upon the street scene. Should the committee be minded to grant approval, officers further recommend that any permission should be subject to a permitted development (PD) restriction over all forms of extensions, roof extensions or outbuildings.

Neighbouring amenity

- 6.10 The distances to the properties to the north and east would be more than double the 10-12m recommendations within the SODG and officers are satisfied that the dwelling would not have an adverse impact upon the amenities of the nearest dwellings to the south. Although overlooking has been raised as an area of concern, the rear of the dwelling would face the front garden and driveway at no. 43. However, this neighbour's private amenity is to the rear of their property and they raise no objection to the proposal. The proposed dwelling would primarily impact upon areas which are open-fronted and publically visible to all neighbours and traffic along Hampden Avenue. Any overlooking of the neighbouring gardens and accommodation would be very oblique and consistent with this type of built-up urban location.
- 6.11 Officers also consider that there would be an acceptable relationship with the existing property. The first floor bedrooms would be largely unaffected and the ground floor has been extended via a single storey, glazed extension. There would not be an overly harmful impact in terms of loss of light, outlook or privacy.

Highways Impact

- 6.12 The proposal would provide adequate off-street parking to both dwellings in accordance with the council's adopted standards set out under Appendix 5 to the SOLP. Following the submission of amended plans, the Local Highways Authority raise no objection to the proposal on the basis of highway safety. The liaison officer states that vehicular traffic and speeds are likely to be low given the characteristics of the carriageway. On

this basis, officers accept that the proposal is unlikely to have a significant adverse impact on the highway network.

Community Infrastructure Levy (CIL)

6.13 This proposal is CIL liable.

7.0 CONCLUSION

7.1 The proposal is in accordance with the relevant Development Plan policies and national planning policy. The proposed development would make more efficient use of land within a sustainable location and officers consider, on balance, that the proposal would not materially harm to the character and appearance of the site, or the wider area. Officers are also satisfied that there would not be a significantly overbearing or oppressive impact upon neighbouring amenity and the proposal is considered acceptable in terms of its impact upon the local highway network.

8.0 RECOMMENDATION

8.1 **That planning permission is granted subject to the following conditions:**

- 1. Commencement within three years of the date of this permission.**
- 2. The development must be implemented in accordance with the approved plans.**
- 3. A schedule of materials must be submitted to, and approved in writing by, the local planning authority prior to the commencement of development.**
- 4. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015, No development within Part 1 Class A, B, D, E shall be erected within the curtilage of the site without the prior grant of planning permission by the Local Planning Authority.**
- 5. Prior to occupation of the development hereby permitted the proposed means of access onto Broadwaters Avenue is to be formed and laid out and constructed strictly in accordance with the local highway authority's specifications and all ancillary works specified shall be undertaken**
- 6. The vision splays shown on drawing no. 20160911-03, Rev B shall not be obstructed by any object, structure, planting or other material with a height exceeding or growing above 0.6 metres as measured from carriageway level.**
- 7. Prior to the first occupation of the development hereby approved, the parking and turning areas shall be provided in accordance with drawing no. 20160911-03, Rev B and shall be constructed, laid out, surfaced, drained and completed to be compliant with sustainable drainage (SuDS) principles, and shall be retained unobstructed except for the parking of vehicles associated with the development at all times.**

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