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<b>APPLICATION NO.</b>	<a href="#">P17/S1407/FUL</a>
<b>APPLICATION TYPE</b>	FULL APPLICATION
<b>REGISTERED</b>	25.4.2017
<b>PARISH</b>	HENLEY-ON-THAMES
<b>WARD MEMBERS</b>	Joan Bland Lorraine Hillier Stefan Gawrysiak
<b>APPLICANT</b>	Mr S Myers
<b>SITE</b>	11 Cromwell Road, Henley-on-Thames Oxon RG9 1JH
<b>PROPOSAL</b>	Single replacement dwelling (as amended by plan received 12 May 2017 in response to Highways Comments, and plans received 15 June 2017 to reduce height of dwelling, change roof design and alter external materials).
<b>OFFICER</b>	Edward Church

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**1.0 INTRODUCTION**

1.1 This application is referred to the Planning Committee as the Officers' recommendation is in conflict with the recommendation made by Henley-on-Thames Town Council. Officers recommend this application for approval.

1.2 The application site resides within a primarily residential area in the south of Henley-on-Thames (shown on the OS extract **attached** in Appendix A). The application site contains an existing chalet-style bungalow. The topography of the site is pronounced, with the levels falling to the east.

**2.0 PROPOSAL**

2.1 This application seeks planning permission for the erection of a replacement 2.5 storey, 5 bedroom dwelling with access onto Cromwell Road.

2.2 A copy of the application plans are **attached** in Appendix B. All documentation associated with this application can be accessed on our website, [www.southoxon.gov.uk](http://www.southoxon.gov.uk).

**3.0 SUMMARY OF CONSULTATIONS & REPRESENTATIONS**

3.1 **Henley-on-Thames Town Council** – Object; overdevelopment, character, scale and bulk

**Highways Liaison Officer (Oxfordshire County Council)** – Approve, subject to highway conditions

**Neighbours** – 10 letters of objection have been received raising concerns regarding:

- Size and bulk
- Impact on character of the street
- Loss of light
- Overdevelopment
- Parking
- Projection past rear building line
- Need for smaller dwellings
- Loss of outlook
- Loss of privacy

**4.0 RELEVANT PLANNING HISTORY**

4.1 None relevant.

**5.0 POLICY & GUIDANCE**

5.1 South Oxfordshire Core Strategy (SOCS) Policies:

- CS1 - Presumption in favour of sustainable development
- CSHEN1 - The Strategy for Henley-on-Thames
- CSQ3 - Design
- CSS1 - The Overall Strategy

5.2 South Oxfordshire Local Plan 2011 (SOLP 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
- 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

5.3 Joint Henley and Harpsden Neighbourhood Plan (JHHNP):

- H5 - Infill and Self-Build Dwellings
- DSQ1 - Design

5.4 Supplementary Planning Guidance/Documents

South Oxfordshire Design Guide 2016 (SODG 2016)

5.5 National Planning Policy Framework (NPPF)

National Planning Policy Framework Planning Practice Guidance (NPPG)

**6.0 PLANNING CONSIDERATIONS**

6.1 The main considerations when making a determination on this application are:

- Whether the principle of development is acceptable;
- Whether the scale and design of the proposed replacement dwelling would be in keeping with the character of the site and surrounding area;
- Whether the proposed replacement dwelling would have a material impact on neighbouring amenity;
- Whether the proposed replacement dwelling would have an adverse impact on the local highway network.

**6.2 Principle of Development**

The principle of erecting a replacement dwelling in this location is acceptable as the development can be classed as infill within the built-up limits of Henley-on-Thames. Policies CSHEN1 (SOCS), H4 (SOLP) and H5 (JHHNP) permit this type of development, subject to other considerations.

**6.3 Scale and Design Considerations**

The application site does not reside within a designated Conservation Area or Area of Outstanding Natural Beauty. Cromwell Road is a typical residential street in the south of Henley-on-Thames. The site is not an important public space nor does it provide an important public view. There are no overriding ecological or environmental considerations which act as a constraint to this proposal. In the immediate locality of the application site, there is a variety of dwellings and plot sizes, architectural designs and external materials. There is not considered to be a particular vernacular or style along Cromwell Road.

- 6.4 This proposal would see the existing modest dwelling replaced by a larger dwelling, with an increase in footprint of 30 square metres. Officers consider that the proposed increase in footprint is not excessive when taking into account the size of the plot. The proposed dwelling would benefit from 218 square metres of rear private amenity space and have a rear garden depth of 16 metres. These figures are in excess of the minimum requirements outlined in section 7.8 of the SODG.

- 6.5 The design of the proposed dwelling, as perceived from the public realm, is traditional with Georgian features. The hipped roof is in keeping with that of the neighbouring dwellings on both sides. The principle elevation of the proposed dwelling is characterised by the sash-style windows and rectangular front projection. Due to the sloping topography of the site, the placement of pillars on either side of the main entrance would not be visually prominent features in the streetscape. Due to the architectural variety present along Cromwell Road, the overall design and use of Georgian features is not considered to be visually harmful.

- 6.6 Concerns have been raised regarding the size and bulk of the proposed dwelling. The ridge height and eaves height of the proposed dwelling are very similar to that of the neighbouring properties on either side. Whilst it is understood that the application site sits at the lowest point along Cromwell Road, the height of the proposed dwelling would not be incongruous with the variable roofscape of the street. Although the proposed dwelling is larger than the existing, the bulk of the proposed dwelling is not considered to be visually harmful – especially when viewing the application site in the context of the developments approved at 15 and 17 Cromwell Road, under applications P04/E0829 and P10/SE1245, which reside on higher ground and are visually prominent.

- 6.7 Overall, Officers consider that the proposed dwelling is of an acceptable size, design and form, not incongruent with the built environment which surrounds the site. The character of the site and surrounding area would not be adversely impacted. As such, the proposal is judged to accord with Policies D1, D3, G2 and H4 of the SOLP, Policy CSQ3 of the SOCS, and Policies H5 and DSQ1 of the JHHNP.

**6.8 Neighbouring Amenity Considerations**

Concerns have been raised regarding the impact of the proposed development on the amenity of neighbouring properties. I will address each property concerned separately. Overall, Officers consider that the proposed development would not have a material impact on the amenity of neighbouring properties, in terms of access to direct sunlight and ambient daylight, privacy or outlook.

**6.9 9 Cromwell Road**

9 Cromwell Road is located directly to the north of the application site. With regards to light, there are two main areas which were assessed during the site visit – the open-plan kitchen area to the rear of the dwelling, and the two bedrooms which are served by roof lights in the southern roof elevation. Due to the hipped roof design and low eaves level, the impact on the roof lights in the southern roof elevation of 9 Cromwell Road is

considered to be acceptable. Two bedrooms are served by these roof lights, acting as secondary openings, with each room benefitting from one other larger window. The impact on the light levels of these rooms is not considered to be material. Furthermore, the single storey aspect of the proposed dwelling, closest to the rear elevation of 9 Cromwell Road, serves to mitigate against any direct overshadowing. Loss of ambient light to the open-plan kitchen area would be immaterial due to the glass construction of the rear elevation and open-plan interior. The rear projection of the proposed dwelling does not breach a 45 degree angle, in both the horizontal and vertical planes, when measuring from the utility room window of 9 Cromwell Road – closest to the application site. As such, Officers consider that there will not be a material impact on the light or outlook of 9 Cromwell Road. It is recommended that a condition be applied to ensure that the north facing roof light and first floor windows be obscure glazed and fixed shut to ensure that the privacy of 9 Cromwell Road is maintained.

**6.10 13 Cromwell Road**

Due to the siting of the proposed dwelling to the north of 13 Cromwell Road, and relative proximity, the proposed development will not result in the material loss of direct sunlight or ambient daylight currently enjoyed by the occupants. It is recommended that first floor side facing windows and side facing roof lights be obscure glazed to ensure that privacy of 13 Cromwell Road is maintained.

**6.11 22 and 24 Cromwell Road**

22 and 24 Cromwell Road is located to the west and south west of the front elevation of the proposed dwelling – separated by 30 and 28 metres respectively. Section 7.14 of the SODG outlines the minimum distance between habitable rooms on front elevations as 10 metres. The height of the proposed dwelling and distance to 22 Cromwell Road is not considered to have a material impact on either direct sunlight or amenity daylight. This is also considered to be the situation at 26 Cromwell Road.

**6.12 22, 24 and 26a Western Road**

Section 7.14 of the SODG outlines the minimum distance that should be preserved between two rear elevations which are parallel, at 25 metres. The rear elevation of 24 Western Road would be located 25 metres away from the rear elevation of the proposed dwelling, at an oblique angle. The proposed dwelling would be directly to the west of 26 Western Road, with rear gardens abutting. There would be 33 metres between the rear elevation of the proposed dwelling and the rear elevation of 26a Western Road. The rear elevation of 22 Western Road would be located 35 metres away from the rear elevation of the proposed dwelling, at a severely oblique angle. Due to the distance and geographic orientation between 22, 24 and 26a Western Road, Officers consider that the proposed dwelling would not have a material impact on light or privacy.

- 6.13 Overall, Officers consider that the neighbouring amenity impacts of the proposed development are not material, in accordance with Policies D4 and H4 of the SOLP, and do not justify refusal of planning permission.

**6.14 Parking and Highway Considerations**

2 parking spaces have been allocated on site. This parking provision is in accordance with the minimum standards outlined in Appendix 5 of the SOLP. The Highways Liaison Officer has reviewed the application proposal and is satisfied, subject to conditions, that the proposed dwelling has adequate parking and would not have an adverse impact on the local highway network. As such, Officers consider that the application proposal is in accordance with Policies T1 and T2 of the SOLP.

**6.15 Other Matters**

Adequate waste and recycling bin storage have been demonstrated. Officers consider that the proposed development is in accordance with Policy D10 of the SOLP.

**6.16 Community Infrastructure Levy (CIL)**

The proposed development is CIL liable. The applicant has accepted liability but is claiming self-build exemption from paying the CIL amount.

**7.0 CONCLUSION**

7.1 The application proposal is in accordance with relevant development plan policies and national planning policy, as it is considered that, subject to conditions, the proposal would be in keeping with the character and appearance of the site and surrounding area, would not harm neighbouring amenity and would not have an adverse impact on the local highway network.

**8.0 RECOMMENDATION**

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

- 1 : Commencement of development within three years.**
- 2 : Development to be carried out in accordance with the approved plans .**
- 3 : Schedule of materials to be agreed prior to the commencement of development.**
- 4 : Ground and finished floor levels to be agreed prior to commencement of Development.**
- 5 : Obscure glazing to upper floor windows in the side elevations of the dwelling.**
- 6 : New vehicular access on to Cromwell Road to be formed to Highway Authority's specifications.**
- 7 : Stopping up of existing access onto Cromwell Road.**
- 8 : Vision splays to be provided to each side of the access.**
- 9 : Parking and turning areas to be provided in accordance with the approved plans.**

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