

APPLICATION NO.	P17/S1465/FUL
APPLICATION TYPE	FULL APPLICATION
REGISTERED	19.4.2017
PARISH	ROTHERFIELD PEPPARD
WARD MEMBERS	David Nimmo-Smith Charles Bailey
APPLICANT	Mr & Mrs Aidan Bristow
SITE	The White House, Stoke Row Road, Kingwood, RG9 5NG
PROPOSAL	Proposed detached house (new build) on plot adjacent to The White House (as amended by revised site plan received 16th June 2017)
OFFICER	Simon Kitson

1.0 **INTRODUCTION**

1.1 This application has been referred to the Planning Committee as the officer's recommendation of approval conflicts with the views of Rotherfield Peppard Parish Council.

1.2 The application site (which is shown on the OS extract **attached** as Appendix A) is an area measuring approximately 400 sq.m on garden land currently associated with The White House, in Kingwood Common. The site benefits from an existing access onto Stoke Row Road and an existing garage/ workshop. There is residential development to the east, west and south of the site which mostly comprises two-storey detached dwellings of varying proportions. There is some architectural variety in terms of forms, external finishes and boundary treatments.

1.3 The site falls within the Chilterns Area of Outstanding Natural Beauty (AONB).

2.0 **PROPOSAL**

2.1 As detailed in the application submission, this proposal seeks full planning permission for the erection of a detached two-storey dwelling, infilling the existing gap along the frontage of Stoke Row Road. The existing garden at White House would be subdivided in order to provide private amenity spaces for both the existing and proposed dwelling.

2.2 The proposed site plans, elevations and floor plans are **attached** as Appendix B. All associated documents and consultation responses can be viewed on the council's website: www.southoxon.gov.uk

3.0 **SUMMARY OF CONSULTATIONS & REPRESENTATIONS**

3.1 Rotherfield Peppard Parish Council – Objection

- Overdevelopment of the plot. Adverse impact upon the street scene and poor relationship with surrounding development
- Inadequate parking provision
- Inadequate private amenity space
- Highway safety impacts associated with use of existing site access to the south

Forestry Officer (South Oxfordshire District Council) - No strong views

Highways Liaison Officer (Oxfordshire County Council) - No strong views, subject to condition

SGN Plant Protection Team - No strong views

Neighbour Approve (Berrywood)

- No objection to any aspect of the proposed design, parking or neighbouring amenity

Neighbour No Strong Views (The Filberts)

- No objection, provided that adequate drainage is provided

No neighbour objections to the scheme were received.

4.0 **RELEVANT PLANNING HISTORY**

4.1 [P14/S0808/HH](#) - Approved (07/05/2014)

Single storey rear extension.

[P04/E0684](#) - Approved (26/07/2004)

Erection of detached garage.

[P03/E0775](#) - Approved (18/12/2003)

Two storey extension to front elevation to include dormer window. Single storey extension to rear and new double garage.

[P97/S0255](#) - Approved (07/10/1997)

Erection of 7 detached, 4 mews and 2 semi-detached dwellings (as amended by drawing nos. 9633/13A, 014 and 015 accompanying letter from Coleman Hicks dated 12 June 1997 and by drawing no.9633/004A received on 23 May 1997).

5.0 **POLICY & GUIDANCE**

5.1 South Oxfordshire Core Strategy (SOCS) Policies;

CSEN1 - Landscape protection

CSR1 - Housing in villages

CSQ3 - Design

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

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 Supplementary Planning Guidance/Documents

South Oxfordshire Design Guide 2016 (SODG 2016)

Chilterns Buildings Design Guide

5.4 National Planning Policy Framework (NPPF)

National Planning Policy Framework Planning Practice Guidance (NPPG)

6.0 **PLANNING CONSIDERATIONS**

6.1 The main considerations in relation to this application are:

- the principle of the development
- the impact of the design, height, scale and materials upon the character of the site, the street scene and the wider area;
- the landscape impact;
- 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 Kingwood Common is classed as a ‘Smaller Village’ under Appendix 4 to the South Oxfordshire Core Strategy (SOCS). Policy CSR1 allows for infill development within this type of settlement on sites up to 0.2ha. ‘Infill development’ is defined by the SOCS 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 other buildings’.

6.3 Officers accept that the site falls within a line of residential development within the built-up limits of the settlement. As such, the principle of housing in this location is acceptable in principle.

Scale and Design

6.4 The proposal provides private amenity spaces in excess of 100 sq.m in area for both the existing and proposed dwellings. The garden would also exceed 10m in depth. This would accord with the recommended standards set out within Section 7 of the SODG.

6.5 Although this document and Policy D3 of the SOLP also require all development proposals to respond to the surrounding pattern of development, it is noted that this part of the settlement has a relatively irregular housing grain and there is some variety in terms of plot sizes, layouts and positions relative to the highway. In this context, the level of plot coverage and layout is acceptable. Officers consider that the spacing between the properties is not at variance with the overall character of the area.

6.6 In terms of the impact upon the street scene, it is noted that there is some architectural variety within the area and the proposed design takes some cues from the local vernacular. Although it is noted that the dwelling is more than 2m higher than the adjacent property to the north-west, Berrywood, the two properties are separated by a generous distance of more than 7m. The proposed dwelling would be located closer to The White House, to the south-east, but a separating distance in excess of 5m would still be maintained. The ridgeline of the proposed dwelling would be visibly lower than this neighbouring property and there would also be a setback from the highway of more than 15m. Officers consider that the dwelling would not have an excessively bulky or incongruous appearance within the street.

Landscape Impact

6.7 This is a comparatively built-up area within the context of the wider AONB and officers consider that the proposal would broadly accord with the character of the surrounding housing development. The proposed design broadly accords with the local vernacular and advice within the Chilterns Buildings Design Guide. Officers are satisfied that there would not be an adverse impact upon the special landscape character of the area.

Arboricultural Impact

- 6.8 The site does not fall within a conservation area and there are no Tree Preservation Orders (TPOs) within or adjacent to the site. The proposed development will require the removal of a holly and a cherry tree. These trees are of insufficient quality to be considered a constraint to the proposed development and they are to be replaced by 2 cherry trees as shown on the site plan. There are no objections from the council's Forestry Team.

Neighbouring amenity

- 6.9 No neighbour objections were received and the distances to the nearest residential properties accord with the standards set out under Section 7 of the SODG 2016. Having regard to the location of the proposed development and the orientation of the site, officers are satisfied that there would not be a harmful loss of daylight or sunlight with respect to the neighbouring properties. Although a number of first floor rooflights are proposed at the rear and side elevations, the submitted section demonstrates that the cill heights would be approximately 1.7m from floor level. Officers are therefore satisfied that there would not be an adverse impact upon the privacy of the neighbouring properties.

Highway Impact

- 6.10 The existing site benefits from two access points, at the north-east and south-east boundaries. The access to the north-east would serve the new dwelling and the south-east access would serve the existing dwelling at the White House. Whilst the Local Highways Authority (LHA) initially objected to the substandard visibility available from Dove Lane, this access point already benefits from planning permission (P98/S0120). The LHA's objection was subsequently withdrawn.
- 6.11 Officers accept that there is an existing vehicular access onto Dove Lane and vehicular speeds are likely to be very low due to the characteristics of the private road to the south and its low speed limit. As the use of this access is likely to intensify if the north-east access serves the new dwelling, officers consider that it is appropriate to require the provision of improved pedestrian awareness splays at the south-east access prior to the commencement of any works on site.

Community Infrastructure Levy (CIL)

- 6.12 The council's CIL charging schedule was adopted on 1 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 development because the proposal involves the creation of new dwellings. The CIL charge applied to new residential development in this case is £150 per square metre of additional floorspace.

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 the addition of the proposed dwelling within the existing line of residential development would not cause material harm to the character and appearance of the street scene. Having regard to the context of the site and the modest scale and traditional form of the dwelling, there would not be a harmful impact upon the special landscape character of the wider AONB. The proposal is also

acceptable in terms of its impact upon the amenities of neighbouring occupiers and it would not be prejudicial to highway safety.

8.0 **RECOMMENDATION**

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

1. **Commencement of development within three years – full planning permission.**
2. **The development must be implemented in accordance with the approved plans.**
3. **A schedule all external materials must be approved in writing by the Local Planning Authority prior to the commencement of the development.**
4. **All parking and manouvering areas must be provided and retained in accordance with the approved site plan.**
5. **Prior to the commencement of the works on site, the pedestrian awareness splays at the existing access shall be provided in accordance with the approved site plan. The splays shall not be obstructed by any object or planting above 0.6m from ground level.**

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