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<b>APPLICATION NO.</b>	<a href="#">P17/S2423/FUL</a>
<b>APPLICATION TYPE</b>	FULL APPLICATION
<b>REGISTERED</b>	3.7.2017
<b>PARISH</b>	HENLEY-ON-THAMES
<b>WARD MEMBERS</b>	Joan Bland Lorraine Hillier Stefan Gawrysiak
<b>APPLICANT</b>	Bentier Homes Ltd
<b>SITE</b>	267 Greys Road, Henley-on-Thames, RG9 1QS
<b>PROPOSAL</b>	Demolition of existing dwelling and erection of two detached dwellings (Amended plan received 11 September 2017 showing neighbouring properties in relation to the application site in the street scene elevation).
<b>OFFICER</b>	Davina Sarac

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1.0 **INTRODUCTION**

1.1 This application is referred to the Planning Committee because the officer's recommendation conflicts with the views of Henley-on-Thames Town Council.

1.2 The application site (which is shown on the OS extract **attached** at Appendix A) is located within a residential area of Henley-on-Thames. The site falls wholly within the built-up confines of Henley and the surrounding land uses are all residential, with the nearest shops located approximately 250m to the north-east. The site is the residential curtilage of 267 Greys Road which has a total site area of 0.17 hectares. 267 Greys Road is a bungalow with accommodation within the roof and it is constructed in red brick and plain tiled roof. The site has two existing vehicle access points onto Greys Road.

1.3 The site does not fall within a designated area, such as a Conservation Area or Area of Outstanding Natural Beauty. None of the trees within or adjacent to the site are covered by a Tree Preservation Order (TPO).

2.0 **PROPOSAL**

2.1 This application seeks planning permission for the demolition of the existing dwelling and the subdivision of the plot to allow for the erection of two detached dwellings. The proposed dwellings would be two-storey with accommodation within the roof space and would include an integral garage. The dwellings would be finished in facing brickwork with some render. The roofs would be tiled in plain clay tiles. The dwellings would have standard windows and bi-fold doors on the rear elevation. No new access onto Greys Road is proposed as the dwellings will utilise the existing access points.

2.2 A copy of the plans accompanying the application is **attached** as Appendix B. Other documentation associated with the application, including the Design and Access Statement and visibility splay plan, can be viewed on the council's website, [www.southoxon.gov.uk](http://www.southoxon.gov.uk)

3.0 **SUMMARY OF CONSULTATIONS & REPRESENTATIONS**

3.1 Henley-on-Thames Town Council – Object on the grounds of:

- overlooking; loss of privacy and unneighbourliness
- over-development;

- height of the roof; and
  - highways safety and vision splays for the site access.
- 3.2 SGN Plant Protection Team - No strong views.
- 3.3 Countryside Officer(South Oxfordshire & Vale of White Horse) - No objections.
- 3.4 Highways Liaison Officer (Oxfordshire County Council) - No objections subject to recommended conditions.
- 3.5 Forestry Officer (South Oxfordshire District Council) - No objections subject to recommended conditions.
- 3.6 Neighbour representations: 3 letters received in total raising the following concerns:
- No objection to development of plot but object to bland design of houses;
  - Object to roof height, 5<sup>th</sup> bedroom in roof and roof lights will overlook;
  - Loss of privacy to 269 Greys Road (front and rear of dwelling);
  - Scale, bulk and height of dwellings;
  - Boundary garden hedges and trees should be retained.
- 4.0 **RELEVANT PLANNING HISTORY**
- 4.1 P17/S1312/PEM - Demolition of existing dwelling, erection of 2 detached dwelling with integral single garages. Pre-App Response on 07/06/2017.
- 5.0 **POLICY & GUIDANCE**
- 5.1 **National Planning Policy Framework (NPPF)**  
National Planning Policy Framework Planning Practice Guidance (NPPG)
- 5.2 **South Oxfordshire Core Strategy (SOCS) Policies**  
CS1 - Presumption in favour of sustainable development  
CSHEN1 - The Strategy for Henley-on-Thames  
CSS1 - The Overall Strategy  
CSQ3 - Design  
CSQ2 - Sustainable design and construction
- 5.3 **South Oxfordshire Local Plan 2011 (SOLP 2011) saved 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  
C9 - Loss of landscape features  
D10 - Waste Management  
EP6 - Sustainable drainage
- 5.4 **The Joint Henley and Harpsden Neighbourhood Development Plan (JHHNDP) policies**  
H4 - Infill and self build dwellings  
DQS1 - Local character
- 5.5 **South Oxfordshire Design Guide 2016 (SODG 2016)**

6.0 **PLANNING CONSIDERATIONS**

6.1 The main issues to be considered are:

1. The principle of new housing development;
2. Whether the development would result in the loss of an open space or view of public, environmental or ecological value;
3. Whether the design, height, scale and materials of the development would be in keeping with the character and appearance of the surrounding area;
4. Whether the development would result in harmful impact to neighbouring residential amenity;
5. Whether the development would result in an unacceptable harm to highway safety;
6. Other material considerations

**Principle of development**

6.2 As the proposal falls within the built-up limits of Henley, the principle of this type of redevelopment is established by SOCS Policy CSHEN1 and policy H4 of the JHHNP. The SOCS allows for housing on 'suitable infill and redevelopment sites', subject to compliance with other Development Plan policies; and the JHHNDP emphasises, as a primary housing objective, the importance of intensifying existing land uses within sustainable locations.

6.3 Officers are satisfied that the proposed development complies with the requisite criteria. The scheme would intensify an existing land use within the built-up confines of Henley, it is closely surrounded by other residential dwellings and therefore is considered to be infill as defined by the SOCS. The site is in a sustainable location, being within walking distance of shops and in relatively close proximity to other key services and facilities within the town centre. Officers are therefore satisfied that this proposal would comprise sustainable development as envisaged by both the NPPF and the Local Development Plan.

**Loss of Open Space**

6.4 Criterion (i) of saved Policy H4 of the SOLP requires that an important open space of public, environmental or ecological value is not lost, nor an important public view spoilt. The application site does not constitute an important open space of public, environmental or ecological value, nor an area from which there is an important public view. This criterion would therefore be satisfied.

**Impact on character and appearance**

6.5 Criteria (ii) and (iii) of Policy H4 of the SOLP seek to ensure that the design, height, scale and materials of the proposed development are in keeping with its surroundings and the character of the area is not adversely affected. Policy DQS1 of the JHHNP also requires that new development be sensitive and make a positive contribution to the character of the area.

6.6 The new dwellings would front Greys Road. Greys Road is a long road and contains a variety of house designs and plot sizes which tend to get smaller the closer to the centre. At this stretch of the road, the dwellings are mostly large detached, and set back from the road with a good size front garden and even larger rear gardens. The dwellings typically have low front boundary walls or fences with front boundary hedges being a common feature, providing an attractive suburban character. The size of the rectangular building plots would adequately accommodate the dwellings proposed in keeping with the prevailing spacing and density of housing in this area. The dwelling on plot 2 would come forward of the existing building line, but generally the dwellings would remain in the established building line.

- 6.7 The hipped roof and front-facing gables would be in keeping with the character of other dwellings along Greys Road. The eaves height of the proposed new dwellings would match the eaves height of 269 Greys Road. The roof heights, however, would be marginally higher than 265 and 269 Greys Road. 265 Greys Road is approximately 8.66 metres tall and 269 Greys Road has a maximum height of 8.9 metres. The new dwellings would be 9.0 metres at the ridgeline. The height is not considered to be out of character when viewed within the context of the varied street scene and would not appear that much taller than the immediate neighbouring properties.
- 6.8 The footprint and mass of the dwellings would also reflect other properties in the surrounding area. The design of the dwellings is considered to be in keeping with the area. The use of brickwork and render for the external elevations and plain clay tiles for the roof would be in keeping with the character of the local area. The plans show the large conifers at the front to be replaced with a post and rail fencing and native hedge planting. However, these changes would not harm the appearance of the street scene. It is considered that the house to plot ratio would reflect the overall grain of development in this area and not make the proposal appear cramped. For the reasons explained, I consider that the proposed development would not harm the character and appearance the site, the street scene or the surrounding area. Consequently, the proposal would meet the design aims of SOCS policies CSHEN1 and CSQ3, SOLP policies D1, G2 and H4 and JHHNDP policies H4 and DQS1.

**Impact upon neighbouring properties**

- 6.9 Criterion (iv) of Policy H4 of the SOLP requires that there are no overriding amenity objections. Concerns have been raised by the occupiers of neighbouring properties that the proposed dwellings would affect the privacy of neighbouring properties. No. 20 Makins Road is concerned the roof lights would overlook their property. The SODG contains guidance for acceptable distances for windows. The new dwellings would be located approximately 59 metres away from the rear elevation of 20 Makins Road. There are also existing trees and vegetation along the rear boundary fence that is to be retained. It is considered, whilst the new dwelling would have some high positioned roof lights, the level of overlooking would be acceptable and would not result in a loss of privacy to 20 Makins Road to warrant refusal.
- 6.10 The occupiers of no. 269 Greys Road have also raised concerns with regard to potential overlooking and loss of privacy to their decking area and part of the grassed area of their garden. They have also raised concerns that their outlook will be adversely harmed. The dwelling on plot 2 will be closer to no. 269 than the current dwelling but there will still be a gap of 3.18 metres at the narrowest part between the new dwelling and 269. It is considered that this gap is reasonable and that in itself would not result in harm. The property at 269 has two side facing windows that would look onto the new dwelling on plot 2. The first floor level window is to an en-suite bathroom and the ground floor window is to a store room. Neither of these rooms are habitable rooms and therefore, despite the dwelling moving closer to the boundary of 269 there would be minimal impact in terms of loss of light and outlook from these windows. Both new dwellings have been carefully designed and positioned to comply with the 45 degree lines and officers are satisfied that the position of the dwellings will not result in substantial loss of sunlight and daylight to warrant refusal.
- 6.11 There will be some overlooking from the first floor bedroom windows of the new dwellings towards the gardens of 265 and 269. However, given the angle of views into the neighbouring gardens together with the existing boundary vegetation, it is considered that the level of overlooking would not be materially different to that which already exists from the bedrooms of 269 looking towards the garden of 267. Officers

consider the patio area of 269 will mostly retain its privacy and will not be overlooked sufficiently to warrant refusal. The flat roof of the rear single storey elements on the new dwellings would be 3.0 metres high and whilst they may be marginally visible above the boundary fencing and hedging, that it can be seen from a neighbouring garden is not a reason to refuse the proposal. The boundary hedging on the side and rear boundaries in the rear gardens will be retained. The plans show the bathrooms and en-suites to be fitted with obscure glazing and a condition is recommended requiring the obscure glass to be retained. A condition is also recommended to ensure that the flat roof of the rear single storey part of the dwellings is not used as a terrace in the future.

**Impact on the highway**

- 6.12 Criterion (iv) of Policy H4 of the SOLP also requires that there are no overriding highway objections. The Highways Officer has assessed the proposal and determined that the vehicle movements associated with the proposal do not present severe harm as required in the recent Government guidelines within the National Planning Policy Framework to warrant a recommendation for refusal. The site layout plan shows that the existing site access entrance points will be used and the existing parking forecourt will be split and reconfigured to accommodate additional parking and manoeuvring areas to ensure that there is adequate parking available for two properties of this size on the site. The front conifers will be removed and replaced with a post and rail fence and new hedge planting in order to allow for better visibility onto Greys Road due to the curve of the road. On the basis of this assessment, the proposed development would meet the above criteria.

**Other material considerations**

- 6.13 Policy D10 requires the provision of waste collection facilities and space for refuse and recycling collection for the new dwelling. This has been demonstrated on submitted plan no. 17038-PP0010-A.
- 6.14 The application was accompanied by a Bat Survey which found no evidence of bats and very little potential for undetected roosting sites.
- 6.15 **Community Infrastructure Levy**  
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.

**7.0 CONCLUSION**

- 7.1 The proposal represents an appropriate infill development within a settlement where the principle of additional residential development is acceptable. The proposed dwellings would be of an appropriate design and would be of a scale suitable to the size of the plot. The development would not detract from the character and appearance of the site, would not be unneighbourly and would not result in conditions prejudicial to highway safety. As such, and subject to the recommended conditions, the application complies with the relevant Development Plan policies.

**8.0 RECOMMENDATION**

- 8.1 **To grant planning permission 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. **Obscure glazing to side first floor windows.**

5. Restriction of use of roofs as terrace or balcony.
6. Vision splays to be carried out in accordance with approved plans.
7. Turning area and car parking to be carried out in accordance with the approved plans.
8. The garage shall not be converted into living accommodation.
9. A landscaping scheme for all planting of trees and shrubs shall be submitted and agreed prior to the commencement of development.
10. Tree protection details shall be submitted and agreed prior to the commencement of development.

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