

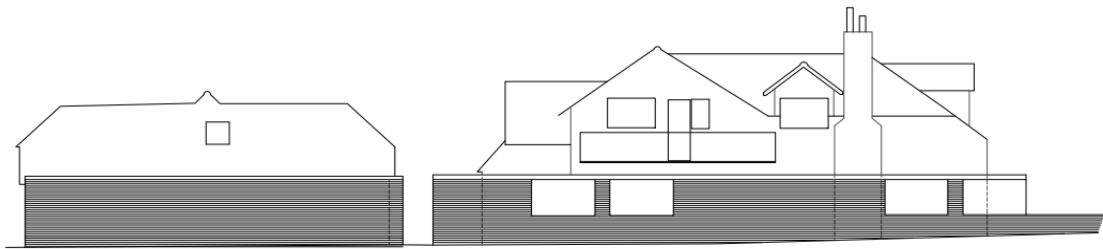
APPLICATION NO.	P17/S3024/FUL
APPLICATION TYPE	FULL APPLICATION
REGISTERED	18.12.2017
PARISH	SHIPLAKE
WARD MEMBERS	Will Hall & Paul Harrison
APPLICANT	The Cottage Shiplake Ltd
SITE	Christmas Cottage, Crowsley Road, Lower Shiplake
PROPOSAL	Erection of a detached 4-bedroom dwelling with detached garage and a detached 5-bedroom dwelling with integral garage, following the demolition of the existing dwelling and coach house (application form, position and appearance of dwellings and details of driveway alterations revised as shown on amended plans and supporting documents received 18th December 2017 and amended arboricultural information related to the proposed driveway works received 6th February 2018 and 28th February 2018).
OFFICER	Paul Lucas

1.0 INTRODUCTION

- 1.1 The application is referred to the planning committee due to the difference in views between officers' recommendation and Shiplake Parish Council. It was deferred at the planning committee on 11 April 2018 to allow a site visit to take place. Officers recommend that planning permission is granted. This report explains how officers have reached this conclusion.
- 1.2 The application site is a residential plot of around 0.15 hectares located within the built up confines of the village of Lower Shiplake. It contains a detached one and a half storey dwelling and a detached coach house, used as an annexe, also including first floor accommodation. The site lies within a backland location, surrounded by other residential properties. It is accessed from Crowsley Road to the west by a long private driveway about 150 metres long. The driveway runs alongside the boundary with eight other dwellings to the north and three other dwellings to the south. The boundary is denoted by a mixture of close boarded fencing and hedging. There is a mature Oak and Sycamore located on the southern boundary of the driveway. There are several mature and semi-mature trees located within the site. None of these trees have any statutory protection and there are no other special designations on this site.

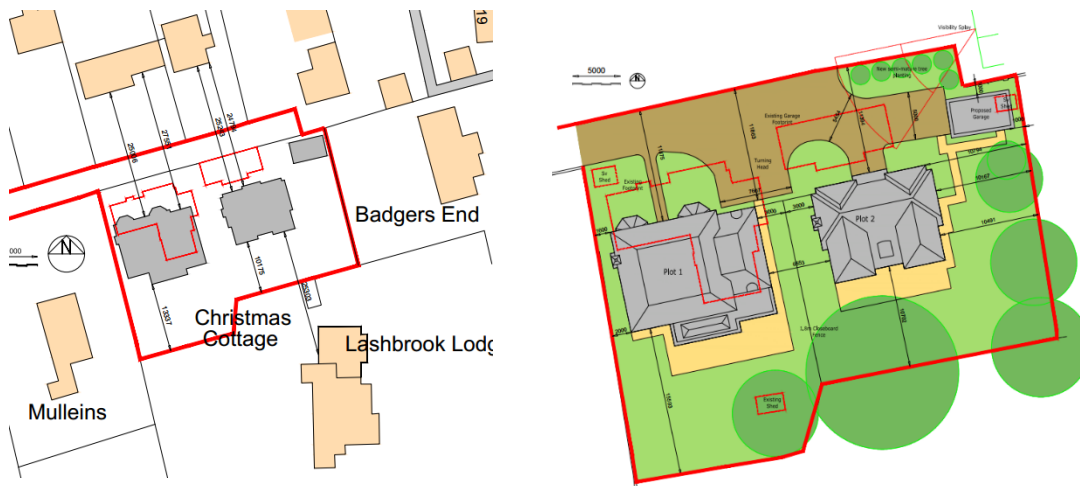


Existing street view



2.0 **PROPOSAL**

2.1 The application seeks full planning permission for the demolition of the existing buildings and the erection of a detached 4-bedroom dwelling with a detached single garage (Plot 2) and a detached 5-bedroom dwelling with an integral garage (Plot 1). The proposal also includes driveway alterations. The current plans were revised to reduce the size of the dwellings and alter their footprint. The driveway proposals have also been revised to take account of the boundary trees.



Proposed street view



2.2 A full set of the current plans can be found on the Council's [website](#).

3.0 **SUMMARY OF CONSULTATIONS & REPRESENTATIONS**

3.1 **Shiplake Parish Council** – The application should be refused: Unanimously opposed to the scale and bulk of the proposed development and the impact on neighbouring properties.

Drainage Engineer (South Oxfordshire - MONSON) - No objection subject to foul and surface water drainage pre-commencement conditions

Countryside Officer (South Oxfordshire & Vale of White Horse) - No objection subject to bat licence condition

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

Forestry Officer (South Oxfordshire District Council) - No objection subject to landscaping and tree protection implementation conditions

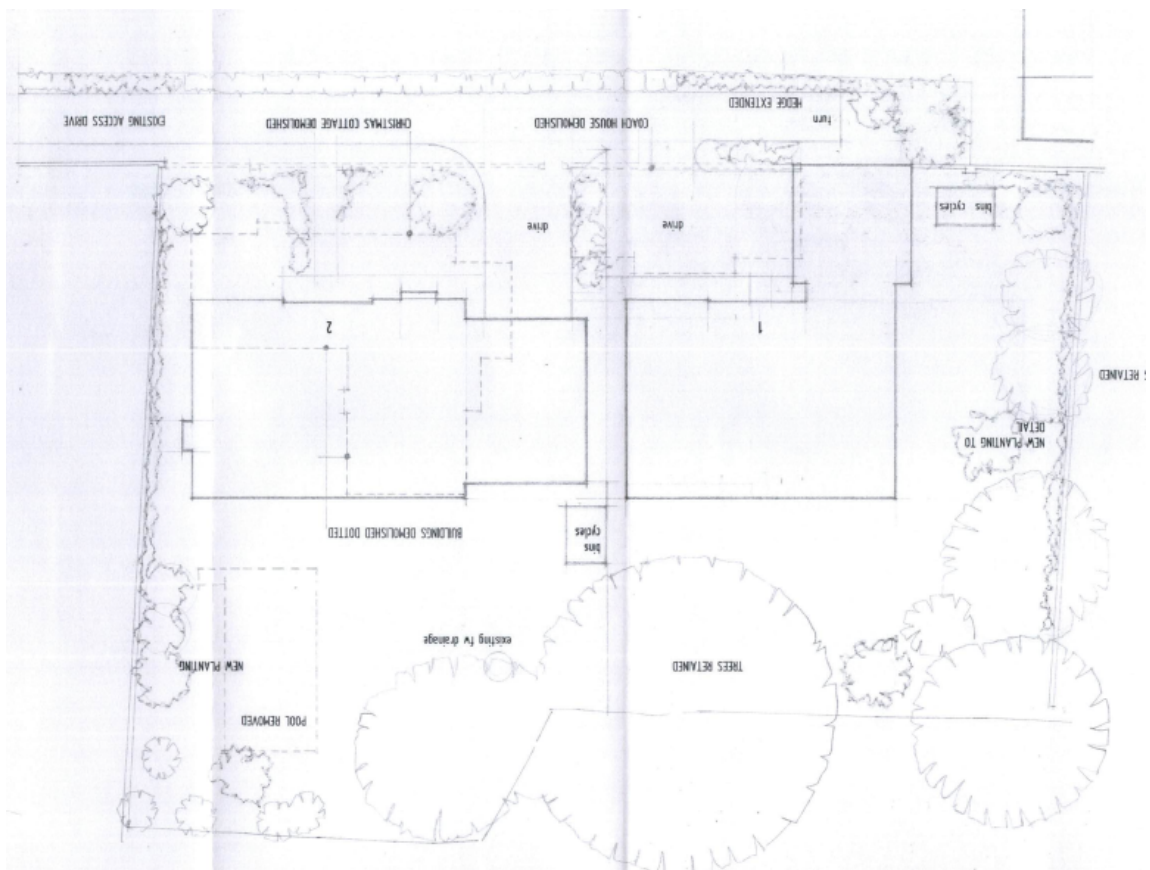
Neighbours - ten representations of objection and concern to the original plans, six representations of objection and concern to the current plans, summarised as follows:

- Overdevelopment
- Invasion of privacy to 23 Badgers Walk and Lashbrook Lodge
- Insufficient driveway width resulting in vehicles unable to pass and reversing onto Crowsley Road
- Inadequate turning space within site
- Noise nuisance from loose gravel surface
- Loss or damage to trees and boundary hedge
- Concern about sewerage arrangements
- Use of detached garage should be restricted
- Landscaping should be maintained to provide screening
- Solar panels not provided
- Position of driveway boundary disputed [private matter]

4.0 RELEVANT PLANNING HISTORY

4.1 [P17/S0077/FUL](#) - Demolition of Christmas Cottage and Coach House and erection of two two-storey 5-bedroom dwellings (additional elevation from access driveway received 18th January 2017 and improvements to site access as shown on amended plan received 31st January 2017).

Withdrawn (15/03/2017) following officers' concerns about the scale and bulk of the proposed dwellings and the relationship with adjoining dwellings, see some of the key plans below:





5.0 POLICY & GUIDANCE

5.1 South Oxfordshire Core Strategy (SOCS) Policies

CS1 - Presumption in favour of sustainable development

CSB1 - Conservation and improvement of biodiversity

CSEN1 - Landscape protection

CSM1 - Transport

CSQ2 - Sustainable design and construction

CSQ3 - Design

CSR1 - Housing in villages

CSS1 - The Overall Strategy

5.2 South Oxfordshire Local Plan 2011 (SOLP 2011) policies;

C8 - Adverse affect on protected species

C9 - Loss of landscape features

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

EP6 - Sustainable drainage

EP7 - Impact on ground water resources

G2 - Protect district from adverse development

G5 - Best use of land/buildings in built up areas

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 Shiplake Neighbourhood Plan - we have formally designated the neighbourhood plan area and Shiplake Parish Council is now working on the draft version of the neighbourhood plan.

5.4 Supplementary Planning Guidance/Documents

South Oxfordshire Design Guide 2016 (SODG 2016) – Section 7 – Plots & Buildings

5.5 National Planning Policy Framework (NPPF)

National Planning Policy Framework Planning Practice Guidance (NPPG)

The policies within the SOCS and the SOLP 2011 of relevance to this application are considered to be in general conformity with the provisions of the NPPF and NPPG therefore this application can be determined against the relevant policies above.

6.0 **PLANNING CONSIDERATIONS**

6.1 The planning issues that are relevant to this application are whether the development would:

- be in accordance with the Council's Housing Strategy;
- result in the loss of open space or views of public, environmental or ecological value;
- be in keeping with the character and appearance of the surrounding area;
- safeguard the residential amenity of neighbouring occupiers and would provide suitable living conditions for future occupiers;
- demonstrate safe and convenient access and adequate off-street parking provision for the development; and
- give rise to any other material planning considerations.

6.2 Principle of Development

The site is located within the built-up confines of the settlement of Lower Shiplake. The SOCS Policy relevant to this proposal is CSR1. The SOCS classifies Lower Shiplake as a "smaller village". Under Policy CSR1, residential development on infill sites of up to 0.2 hectares is acceptable in principle in "smaller villages". The supporting text for Policy CSR1 states, "Infill development is defined 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." Policy CSR1 also states that "redevelopment proposals in all categories of settlement may be acceptable, but will be considered on a case by case basis through the development management process in line with other policies in the Development Plan." The site area is 0.15 hectares, which would be within the site area limit. The site is closely surrounded by other residential properties on all sides, therefore Plot 2 would be regarded as an acceptable form of infill development and the replacement of the existing dwelling with Plot 1 would fall within the redevelopment definition. Officers are therefore satisfied the principle of this development is acceptable under the SOCS. Consequently, the proposal falls to be assessed primarily against the criteria of Policy H4 of the SOLP 2011 for new dwellings which are addressed below.

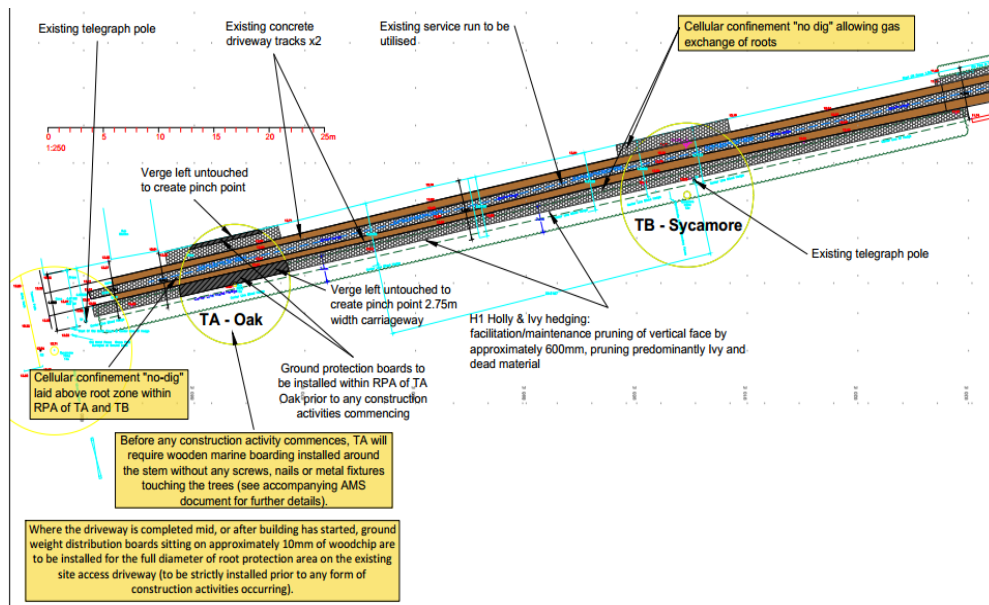
6.3 Loss of Open Space

Criterion (i) of Policy H4 of the SOLP 2011 requires that an important open space of public, environmental or ecological value is not lost, nor an important public view spoilt. The site presently contains a dwelling and annexe. The Countryside Officer has recommended a condition to address any potential impact on protected bats. The site is well screened from Crowsley Road due to the distance involved and being positioned at a lower level. The intervening buildings also screen the site from public vantage points. This criterion would therefore be satisfied.

6.4 Visual Impact

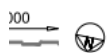
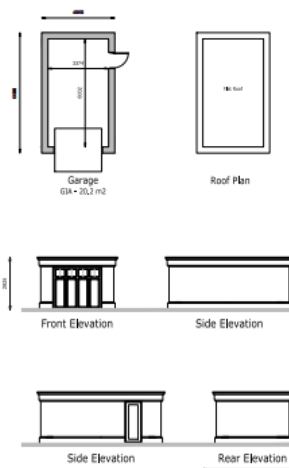
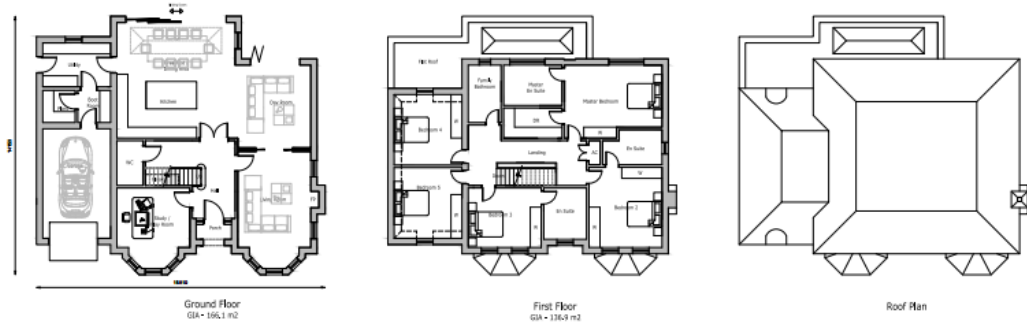
Criterion (ii) of Policy H4 of the SOLP 2011 requires that the design, height, scale and materials of the proposed development are in keeping with its surroundings and criterion (iii) requires that the character of the area is not adversely affected. Policies CSQ3 of the SOCS and D1 of the SOLP 2011 expand on this requirement in respect of ensuring good design and maintaining local distinctiveness. Nearby residents are concerned that the proposed development would increase the amount of built form on the site and therefore would constitute an overdevelopment of the site. Although the built form would increase, the density of the development would be lower than existing dwellings on Badgers Walk. The height of the dwellings would be 8.4 to 8.5 metres, which is typical of the village and there would be reasonable gaps between the two dwellings and the site boundaries. The appearance of dwellings in the vicinity is mixed and the proposed dwellings would add to this variety. The proposed development would have no discernible impact in public views.

- 6.5 The Council's Forestry Officer is satisfied that the proposed tree protection and landscaping proposals would ensure that important trees are retained and that new planting could be secured to soften the appearance of the development. A no-dig driveway construction would be employed within the root protection areas of the Oak and Sycamore on the southern boundary of the driveway. In the light of the above assessment, the proposal would accord with the above policies.



6.6 Residential Amenity Impact

Criterion (iv) of Policy H4 of the SOLP 2011 requires that there are no overriding amenity objections. Policy D4 of the SOLP 2011 requires that all new dwellings should be designed and laid out to secure a reasonable degree of privacy for the occupiers. Nearby residents are concerned about loss of privacy to their properties. The proposed layout shows that the distances between first floor habitable rooms in the north and south elevations of the proposed dwellings and the adjoining dwellings would accord with the 25 metres minimum window to window distance set out in Section 7 of the SODG 2016. It is acknowledged that the distance to the closest window at Lashbrook Lodge to the south and the approved ground floor patio windows of 23 Badgers Walk to the north would be less than 25 metres. However, the relationship to Lashbrook Lodge would be an oblique one where the windows would not directly face each other. The first floor to ground floor window relationship to No.23 would be such that privacy would be maintained by the 2.5-metre-high boundary. The distance from these proposed windows to the boundaries with No.23 and Lashbrook Lodge would be at least 10 metres, also in accordance with the guidance. This would be sufficient separation to prevent any significant loss of privacy to the closest residential occupiers from occurring. The windows in the side elevations of the dwellings would serve en-suites and could be subject to an obscure glazing condition to prevent overlooking. The distances would also be sufficient to prevent any discernible loss of light or outlook to those occupiers. Third parties are also concerned about noise nuisance from a loose gravel driveway surface and from reversing manoeuvres. However, officers believe that the level of activity associated with two dwellings compared with the existing situation would not result in excessive noise nuisance to warrant refusal of planning permission. Given the Highway Liaison Officer's assessment below, any reversing manoeuvres would be likely to occur infrequently. In any event, officers are satisfied that any noise issues arising could continue to be investigated under the 'statutory nuisance' provisions under the Environmental Protection Act 1990. Based on the above assessment, the proposal would comply with the above policies.



Plot 2



6.7 Access and Parking

Criterion (iv) of Policy H4 of the SOLP 2011 also requires that there are no overriding highway objections. Policy T1 of the SOLP 2011 seeks to ensure that all new development would provide a safe and convenient access for all users of the highway. Many residents are concerned that the driveway would be of insufficient width to enable vehicles to pass one another. However, the Highway Liaison Officer (HLO) has measured the private access drive for its entire length and found that whilst there may be localised narrowing to 4.1m other sections increase to 4.4m. The HLO is satisfied that the current driveway proposals, where the hedge has been trimmed back to the boundary, would provide a minimum distance of 4.1 metres width along most the driveway. The HLO considers that a private drive width of minimum 4.1m, serving two dwellings would be acceptable since two cars can pass each other slowly. Figure 7.1 within the document 'Manual for Streets' indicates what various carriageway widths can accommodate.

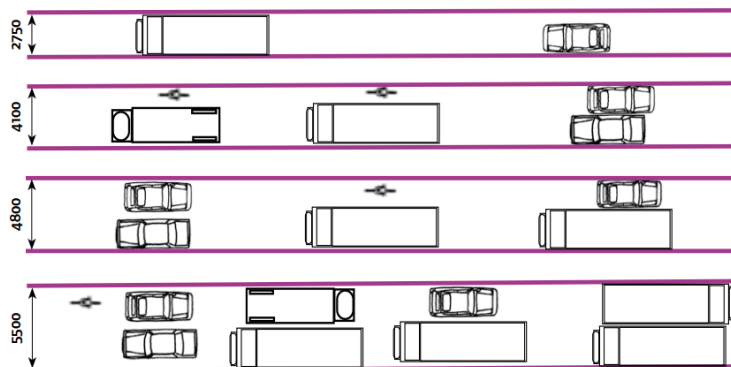
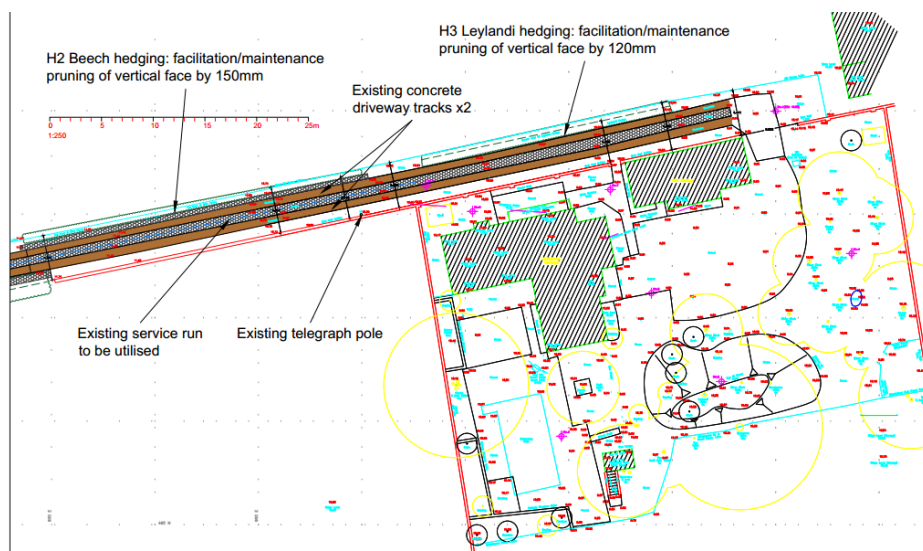


Figure 7.1 Illustrates what various carriageway widths can accommodate. They are not necessarily recommendations.

Manual for Streets

6.8 A typical car width is 4 metres from wing mirror to wing mirror. A 4.1m width shows two cars can pass each other even at the narrowest point of the driveway. Whilst this does not allow for a large HGV and a car to pass, any delivery to the properties are likely to be outside of the peak traffic times, in addition within the vicinity vehicular traffic and speeds are relatively low. The HLO requires a pre-occupation planning condition to be imposed to revise the frontage layout to enable any conflict between turning and parked vehicles to be overcome. A planning condition is also required to secure the proposed driveway surfacing improvement works. Waste collection would continue to occur from the driveway entrance on Crowsley Road. In the light of this assessment, the proposal would accord with the above policies.



6.9 Other Material Planning Considerations

Matters relating to drainage could be dealt with by pre-commencement planning conditions. Matters related to retention of landscaping and garaging for parking could also be dealt with through planning conditions. It is also considered necessary to impose a planning condition to remove certain permitted development rights to ensure that the Council can exercise control over future householder development that might otherwise result in visual or neighbour harm or conflict with important trees. Sustainable measures are governed through building control and there is no planning requirement to install solar panels. These could be installed by future occupiers under householder permitted development rights. Issues relating to boundary ownership is a private matter and can be covered by an informative attached to the decision notice.

6.10 Community Infrastructure Levy

The proposed dwelling is liable for the Community Infrastructure Levy (CIL). The CIL charge applied to new residential development in this case is £150 per square metre (index linked). 15% of the CIL payment would go Shiplake Parish Council in the absence of an adopted Neighbourhood Plan.

7.0 **CONCLUSION**

7.1 The application proposal would comply with the relevant Development Plan Policies and it is considered that, subject to the attached conditions, the proposed development would be acceptable in principle, would not materially harm the character and appearance of the area, including important trees, or the residential amenity of nearby residents. The development would provide acceptable living conditions for future occupiers of the proposed dwellings and would not result in conditions prejudicial to highway safety.

8.0 **RECOMMENDATION**

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

1. **Commencement within three years.**
2. **In accordance with approved plans.**
3. **Demolish existing buildings prior to commencement.**
4. **Levels to be agreed prior to commencement of development.**
5. **Schedule of materials to be agreed prior to commencement of development.**
6. **Obscure glazing to first floor side windows.**
7. **Withdrawal of permitted development rights for extensions, outbuildings, hardstandings.**
8. **Turning area and car parking to be provided prior to commencement of development.**
9. **No garage conversion into accommodation.**
10. **Off-site highway works implementation as approved.**
11. **Landscaping implementation as approved.**
12. **Tree protection implementation as approved.**
13. **Bat licence to be provided prior to commencement of development.**
14. **Surface water drainage works to be agreed prior to commencement of development.**
15. **Foul drainage works to be agreed prior to commencement of development.**

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