

<b>APPLICATION NO.</b>	<a href="#">P18/S2139/FUL</a>
<b>APPLICATION TYPE</b>	FULL APPLICATION
<b>REGISTERED</b>	25.6.2018
<b>PARISH</b>	TOWERSEY
<b>WARD MEMBERS</b>	Lynn Lloyd & Ian White
<b>APPLICANT</b>	Mr S & Mrs J Horne
<b>SITE</b>	Land to the west of Chinnor Road, Towersey, OX9 3QY
<b>PROPOSAL</b>	Erection of stable building and tractor store.
<b>OFFICER</b>	Marc Pullen

1.0 **INTRODUCTION**

1.1 This application is referred to planning committee as the officers' recommendation conflicts with the view of Towersey Parish Council.

1.2 The application site (which is shown on the OS extract **attached** as Appendix A) is currently grazing land and is sited off Chinnor Road and lies immediately south-west of the main built up area of the village.

2.0 **PROPOSAL**

2.1 This application seeks planning permission for the erection of a stable building and tractor store. Access to these would be off Chinnor Road by using an access approved by application [P17/S3127/FUL](#).

2.2 A copy of all the current plans accompanying the application is **attached** as Appendix B. Other documentation associated with the application 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 **Towersey Parish Council – Object**

- TPC fail to identify a need for this.
- The applicant has a share in ownership of similar local facilities which we understand are currently empty and under used.
- TPC cannot see the need for this permanent structure to be sited in this location as other options are available.
- TPC feel the design is not in keeping and generally wrong – a much smaller tractor store would be more favourable – this current design we object too.

**Highways Liaison Officer** (Oxfordshire County Council) - No strong views

**Neighbours** - Object (4)

- This is an attempt to obtain further permission for more houses
- The applicants have no reason to build a tractor store or stables
- There is ample stabling available very close at hand, part-owned by the applicants
- Need for a tractor on the land concerned is minimal
- The height of the proposed buildings is too great for stated purpose

4.0 **RELEVANT PLANNING HISTORY**

4.1 [P17/S3127/FUL](#) - Approved (30/01/2018)

Proposed erection of four two storey dwellings (2 x 4 bed and 2 x 3 bed), private amenity space and landscaping. Creation of new access points from Chinnor Road.

(As amended by plans accompanying email from Agent dated 8 November 2017 and by plan received 20 December 2017 to increase parking provision).

[P16/S2212/O](#) - Refused (21/10/2016) - Appeal allowed (07/04/2017)

Erection of 4 dwellings and the provision of a new access to the paddock land to the west.

[P13/S2125/FUL](#) - Approved (30/08/2013)

Erection of stabling and tack room.

**5.0 POLICY & GUIDANCE**

**5.1 National Planning Policy Framework & National Planning Practice Guidance**

**5.2 South Oxfordshire Core Strategy 2012 policies;**

CS1 - Presumption in favour of sustainable development

CSB1 - Conservation and improvement of biodiversity

CSEN1 - Landscape protection

CSQ3 - Design

CSS1 - The Overall Strategy

**5.3 South Oxfordshire Local Plan 2011 policies;**

A1 - Erection of agricultural building

C4 - Landscape setting of settlements

C8 - Adverse affect on protected species

C9 - Loss of landscape features

D1 - Principles of good design

G2 - Protect district from adverse development

R10 - Proposals involving the keeping of horses

T1 - Safe, convenient and adequate highway network for all users

T2 - Unloading, turning and parking for all highway users

**5.4 South Oxfordshire Design Guide 2016**

**6.0 PLANNING CONSIDERATIONS**

- 6.1
- Impact on character and appearance
  - Impact on neighbour amenity
  - Impact on highway
  - Other matters

6.2 The proposed development consists of the provision of a detached new tractor store building and a detached stable building to serve the use of the land for the grazing of horses.

6.3 Policy R10 of the South Oxfordshire Local Plan (SOLP) is relevant to proposals involving or concerning the keeping of horses. This policy dictates that development proposals for horses should be permitted provided that the development would not be visually intrusive or damage the appearance and character of the area and the landscape; would not conflict with the overriding objective in the Green Belt to maintain the open nature and rural character of the land; and would not damage the amenities of the area in terms of traffic, excessive bridleway use, noise, smell or other disturbance.

### **Impact on character and appearance**

- 6.4 The proposed development consists of two new buildings and an existing access track off Chinnor Road. The site would lie behind a site which has previously been granted planning permission for four new dwellings (ref. P17/S3127/FUL).
- 6.5 The proposed tractor store and stable building would be finished in natural slate and stained feather edge weather boarding. The use of materials would be typical of the rural character of the site and its surroundings. The stable building would measure a maximum height of four and a half metres and the tractor store measures a maximum height of four metres. These buildings would be sited along the south-western edge of the site with the access curving behind the approved housing site. In officers' view the proposed buildings would be modest in scale and simple in design. The proposed buildings are focused to the south-west of the site and as such the land would remain largely open.
- 6.6 The design, scale and siting of the proposed buildings are considered to be appropriate given the rural context of the site and edge of settlement location. As such, officers are satisfied that the development would not adversely harm the landscape character of the village or the appearance of the site and surrounding area.

### **Impact on neighbour amenity**

- 6.7 The proposed development would be sited away from neighbours and would avoid any adverse harm to neighbours by virtue of impacting their privacy, outlook or access to daylight.

### **Impact on highway**

- 6.8 The council has consulted Oxfordshire County Council on the proposed development. In the view of the highway liaison officer the proposal is unlikely to have a significant adverse impact on the highway network. After investigation and reviewing the supplied documents, the Highway Authority has no objection subject to conditions being applied to any permission which may be granted on the basis of highway safety.

### **Other matters**

- 6.9 Officers appreciate concerns raised locally regarding the need for this development and the possibility that this development may result in 'a foot in the door' to enable further residential development in this part of the village due to the planning history on the adjacent land. However, this application must be assessed on its own merits and the council cannot consider what might happen to the site in the future.

### **7.0 CONCLUSION**

- 7.1 Planning permission should be granted. The principle of development is considered acceptable and, subject to the attached conditions, the proposal would not be harmful to the character and appearance of the site and surrounding area, the amenity of neighbouring occupiers, the local highway or site-specific constraints.

### **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 implemented in accordance with approved plans.**

3. **Materials to be used in the construction of the development to be as identified on the plan.**
4. **Details of landscaping to be submitted for approval (including details of hardsurfacing and boundary treatment).**
5. **New vehicular access to be formed and laid out in accordance with local highway authority specifications.**
6. **Vision splays measuring 2.4 metres by 43 metres to be provided to each side of the access and not obstructed.**
7. **The development hereby permitted shall only be used for private equestrian purposes or for the purpose as a livery business, and shall not be used for any other commercial use.**

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