

APPLICATION NO.	P19/S1634/FUL
APPLICATION TYPE	FULL APPLICATION
REGISTERED	20.5.2019
PARISH	CHINNOR
WARD MEMBERS	Lynn Lloyd & Ian White
APPLICANT	Mrs B Lambourne
SITE	22 Oakley Lane Chinnor, OX9 3SE
PROPOSAL	Erection of single storey 2-bedroom dwelling (revised access and parking layout and vehicle tracking details as shown on amended plans received 9th August 2019).
OFFICER	Paul Lucas

1.0 **INTRODUCTION**

1.1 Officers recommend that planning permission is granted. This report explains how officers have reached this conclusion. The application is referred to the Planning Committee due to the recommendation conflicting with Chinnor Parish Council's recommendation of refusal.

1.2 The application site is as shown at **Appendix A**. It is a residential plot occupied by a detached two-storey mid-20th century dwelling located on a corner plot within the built-up confines of Chinnor. The property is constructed from brick and concrete tile and has an attached flat-roofed garage on its south-eastern side and a conservatory at the rear and has a long rear garden, backing onto 82 Cowlease to the north-east. No.22 fronts onto Oakley Lane, which forms its south-western boundary and is bordered by Estover Way to the south-east, including the roundabout junction between both roads. There is a public footpath running alongside the boundary, which contains a bus stop next to the site. The north-western site boundary is with No.24 Oakley Lane, which is a similar two-storey detached dwelling. There are no special designations on this site.

2.0 **PROPOSAL**

2.1 The application seeks full planning permission for the erection of a single storey 2-bedroom dwelling and formation of new vehicular access, as shown on the current plans and supporting documentation submitted with the application. The application has been amended to revise the vehicular access and parking layout and to provide vehicle tracking details in response to an initial holding objection from the highway liaison officer.

2.2 The current plans can be found at **Appendix B**. Other documents can be viewed on the Council's [website](#).

3.0 **SUMMARY OF CONSULTATIONS & REPRESENTATIONS**

3.1 **Chinnor Parish Council** - The amendments do not address the concerns expressed previously. As below:

Estover Way was designed as a through route and no entrances / exits to be on the road. The adjacent bus stop is a very busy stop with school buses twice a day with approx. 30 children each time. Plus, the train link bus also using this stop daily. The Independent Safety Review is not accurate in its detail on the above points. CPC feel the application causes a dangerous exit onto a very busy road with a turning into Cowlease very close.

Highway Liaison Officer (Oxfordshire County Council) – Amended plans have overcome holding objection, no objections subject to conditions

Neighbours – representations from 17 households, 12 of support and five with objections, summarised as follows:

- Impact of one dwelling insignificant compared with recent housing in the village
- Bungalow would meet the needs of an aging population
- Revisions to siting have addressed access issues
- Other driveways are closer to the roundabout junction
- Risk to highway and pedestrian safety due to proximity of proposed access to junction and bus stops
- Impact on residential amenity of No.24
- Out of keeping with character and appearance of the locality

The representations can be read in full on the Council's [website](#).

4.0 **RELEVANT PLANNING HISTORY**

4.1 [P18/S4027/FUL](#) - Refused (16/04/2019)

Erection of a single storey 2-bedroom dwelling and formation of new vehicular access.

1. The proposed development, by reason of its position and appearance would result in a cramped layout, out of keeping with the established grain of development in the locality where dwellings front onto the roads. As such, the proposed development would detract from the character and appearance of this part of the settlement and would be in conflict with Policy CSQ3 of the South Oxfordshire Core Strategy, Policies G2, D1 and H4 of the South Oxfordshire Local Plan 2011, Policy CH C1 of the Chinnor Neighbourhood Plan and advice contained within Section 7 of the South Oxfordshire Design Guide 2016.
2. The proposed development, by reason of its size and position in close proximity to the boundary with No.24 Oakley Lane would result in an unacceptably oppressive and overbearing impact on a significant part of the adjacent rear garden of that property, resulting in a loss of sunlight that would be harmful to the living conditions of the adjoining occupiers. As such, the proposal would be contrary to Policies G2, D4 and H4 of the South Oxfordshire Local Plan 2011 and Policy CH H1 of the Chinnor Neighbourhood Plan.
3. The proposed development, by reason of the proposed means of vehicular access onto Estover Way within the vicinity of a bus-stop and a roundabout junction, would be likely to increase the risk to highway and pedestrian safety to an unacceptable degree. Furthermore, the application has failed to demonstrate whether the proposed turning head would be sufficient to allow for a vehicle to turn within the site to egress in a forward gear. As such, the proposal would be in conflict with Policies G2, D2, T1 and T2 of the South Oxfordshire Plan 2011 and advice contained within Paragraph 109 of the NPPF.

A copy of the plans associated with this application are attached at **Appendix C**.

[P18/S1898/HH](#) - Approved (09/11/2018)

Erection of part two storey, part single storey side and rear extension, incorporating attached garage and front porch.

5.0 **POLICY & GUIDANCE**

5.1 South Oxfordshire Core Strategy (SOCS) Policies

CS1 - Presumption in favour of sustainable development

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;
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
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 Chinnor Neighbourhood Plan policies;
CH H1 – Infill Residential Development
CH C1 – Design
- 5.4 Emerging South Oxfordshire Local Plan 2034:
On 10th October 2019 the Secretary of State for Housing Communities and Local Government issued a Holding Direction on the Council in relation to the emerging Local Plan 2034. The holding direction has been made under the provisions of Section 21A of the Planning and Compulsory Purchase Act 2004. This means that the emerging plan has 'no effect whilst the direction is in force', this is set out in section 21A(2) of the Planning and Compulsory Purchase Act 2004
- 5.5 Supplementary Planning Guidance/Documents
South Oxfordshire Design Guide 2016 (SODG 2016)
- 5.6 National Planning Policy Framework (NPPF)
National Planning Policy Framework Planning Practice Guidance (NPPG)
Paragraph 109: Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- 6.0 **PLANNING CONSIDERATIONS**
- 6.1 The planning issues relevant to this application are whether the development would:
- Be in accordance with the Council’s housing distribution strategy;
 - be in keeping with the character and appearance of the surroundings;
 - safeguard the living conditions of neighbouring residential occupiers and provide suitable living conditions for future occupiers;
 - demonstrate safe and convenient access and adequate off-street parking provision for the development and the existing dwelling; and
 - Give rise to any other material planning considerations.
- 6.2 Principle of Development
The SOCS classifies Chinnor as a “larger village”. Under Policy CSR1, residential development on infill sites of unlimited size is acceptable in principle in “larger 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.” In officers’ opinion, the site is surrounded by buildings. CNP Policy CH H1 lends further in principle support to infill development within the existing built-up form of Chinnor Village. Under these circumstances, officers

consider that the principle of housing on the site is currently acceptable. Consequently, the proposal falls to be assessed primarily against the criteria of the SOLP 2011 Policy H4 and the CNP Policy CH H1, which are addressed below.

6.3 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 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. Policy CH C1 explains that development in the Neighbourhood Area should be of a high quality and respect residential amenity and local character.

6.4 The key difference between the previous refused application [P18/S4027/FUL](#) and the current application is that the dwelling has been rotated through 90-degrees. This means that instead of presenting a blank gable to the street behind a close-boarded fence, the aesthetically pleasing front elevation would provide an active frontage facing the street. Although the dwelling would be located close to the footpath, this would be acceptable in this instance due to the dwelling's single storey proportions and because it would be roughly level with the building line of the side elevation of No.22 to the south-west. While the development in the vicinity is characterised by two-storey development typical of the mid to late 20th century, there is variety in how existing dwellings address the surrounding streets. This means that officers consider that the design of the proposed dwelling would provide a high-quality solution, respectful of local character. In officers' opinion, the current application would thereby address the first reason for refusal of application [P18/S4027/FUL](#).

6.5 The Council's Tree Officer has previously commented that the on-site trees do not meet the criteria for a tree preservation order and due to their limited arboricultural value should not be considered a constraint to the proposed development. A landscaping condition could be imposed to ensure that some trees are planted to replace the trees that are shown to be removed and to help screen and soften the proposed development.

6.6 Residential Amenity

Criterion (iv) of Policy H4 of the SOLP 2011 requires that there are no overriding amenity objections. Policy D4 explains that development will not be permitted if it would unacceptably harm the amenities of neighbouring properties through loss of privacy, daylight or sunlight. CNP Policy CH H1 explains that support for infill housing would be dependent on proposals not causing an unacceptable impact on the residential amenities of adjacent residential properties.

6.7 The separation distances between the proposed dwelling and the rear gardens of No.22 and No.82 would be sufficient to avoid any undue loss of light or outlook to these dwellings, given the single storey form of the proposed dwelling. With windows at ground floor level only, there are no concerns about mutual loss of privacy. The proposed garden areas serving the proposed dwelling would provide a combined area of around 100 square metres, which would be well in excess of the 50 square metre minimum standard set out in Section 7 of the SODG 2016 for a dwelling of this size. The re-orientation of the current proposal compared with the refused application [P18/S4027/FUL](#), would lead to an acceptable level of separation between the main roof of the proposed dwelling and the boundary with No.24 Oakley Lane. Although a flat-roof element would be about 1.1 metres from the boundary, it would only be around 1 metre higher than the existing boundary fencing. Officers consider that the current application would have an acceptable impact on the light, outlook and privacy of

adjacent residential properties and would address the second reason for refusal of application [P18/S4027/FUL](#).

6.8 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. The SOLP 2011 Policy T2 aims to secure adequate parking and turning provision for new developments and the SOLP 2011 Policy D2 aims for safe and convenient parking designs.

- 6.9 The proposed development would introduce a new vehicular access onto Estover Way within the vicinity of a bus-stop and a roundabout junction. Following the original consultation response from the Highway Liaison Officer (HLO), revised plans have been supplied in relation to the vehicular tracking for the parking/manoeuvring area along with the provision of pedestrian awareness visibility splays. These demonstrate that there would be adequate space provided within the site for two vehicles to park and enter and egress the site in forward gear. The Highway Authority has consulted its Public Transport Team for a detailed response with regards to the bus-stops within the vicinity of the proposed access:

“Bus routes 275 and 320 currently operate along Estover Way. Route 275 operates 3 journeys in each direction between High Wycombe, Chinnor and Oxford, whilst route 320 operates six morning journeys into Princes Risborough (for the train service to London) in the morning and seven journeys back from Princes Risborough in the afternoon. All these journeys operate on working days only (Mondays to Fridays, except for Public Holidays). The main bus service in Chinnor is route 40, the hourly High Wycombe-Chinnor-Thame service, which operates hourly between approx. 0700 and 1900, Mondays to Saturdays. This service operates along the B4009 Oakley Road, rather than along Estover Way. There are two pairs of bus stops on Estover Way, so it is quite probable that these are used by school buses, presumably to the Lord Williams Secondary School in Thame, at times to coincide with school opening and closing times. Such services are not available to the general public; however, the school’s website shows two routes (Vale Travel 2701, 2702) using Estover Way at 0750 and at 0800 on school days.”

- 6.10 The HLO considers that the issue regarding the location of traffic movements passing the bus-stop is an existing situation in which passing drivers allow for. The application would likely result in an additional vehicular movement in the peak traffic period (7.30 am to 9.30am) onto the Highway network, this is not considered ‘severe’, to warrant a recommendation for refusal. It must be noted that within the Highway Code it is quite clear and states that you should “Drive at a speed that will allow you to stop well within the distance you can see to be clear”. In the HLO’s expert opinion, the proposal is unlikely to have a significant adverse impact on the highway network in the vicinity and would not increase the risk to highway and pedestrian safety to an unacceptable degree. The revised access and parking layout would address the third reason for refusal of application [P18/S4027/FUL](#).

6.11 Community Infrastructure Levy

The proposal is CIL liable, therefore the proposed development would require a payment based on £150/square metre (index-linked), 25% of which would go to Chinnor Parish Council due to the 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 conditions set out below, the proposed development would be acceptable in principle, would not significantly harm the character and appearance of the area, nor the residential amenity of nearby residents. The development would provide acceptable living conditions for future occupiers of the proposed dwelling and would not result in conditions prejudicial to highway safety.

8.0 RECOMMENDATION

8.1 **Grant Planning Permission subject to the following conditions:**

- 1 : Commencement of development within three years - full planning permission**
- 2 : Development to be carried out in accordance with the approved plans**
- 3 : No change in levels**
- 4 : Schedule of Materials to be submitted and agreed prior to foundation level**
- 5 : Withdrawal of Permitted Development rights for extensions, roof extensions and outbuildings**
- 6 : New vehicular access implementation and retention as on plan**
- 7 : Vision splay protection implementation and retention as on plan**
- 8 : Parking and manoeuvring areas implementation and retention as on plan**
- 9 : Landscaping (planting, hard surfacing and boundary treatment) to be submitted and agreed prior to foundation level**
- 10 : Highways Informatives**

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