

APPLICATION NO.	P13/S3202/FUL
APPLICATION TYPE	FULL APPLICATION
REGISTERED	14.10.2013
PARISH	CHINNOR
WARD MEMBERS	Ms Lynn Lloyd Dr Christopher Hood
APPLICANT	Vanquin Construction
SITE	Kings Head, 61 Station Road, Chinnor, OX39 4EX
PROPOSAL	Demolition of The Kings Head and erection of 4 dwellings (as amended by drawings LSD85/02 A; LSD85/SK/T1/01 and LSD85/SK/T1/02)
AMENDMENTS	As above
GRID REFERENCE	475592/200777
OFFICER	Mr T Wyatt

1.0 INTRODUCTION

1.1 This application is referred to Planning Committee as the Officers' recommendation conflicts with the views of the Parish Council.

1.2 The application site (which is shown on the OS extract **attached** as Appendix A) is currently occupied by a vacant public house and its associated garden and parking area. The pub has been closed for a number of months. The site is accessed off Station Road between existing residential properties. The main body of the existing building is set behind the adjacent residential properties and the pub garden and parking areas extend behind and close to the rear elevations of the adjacent properties. The parking area for the adjacent village hall lies to the rear of the application site. The site is not within any designated area.

2.0 PROPOSAL

2.1 The application seeks planning permission for the demolition of the existing pub and the redevelopment of the site to provide four dwellings. The dwellings would comprise two detached two bed properties with the first floor largely contained within the roof space and two more substantial semi-detached three bed properties. The existing access would remain and six external off-street parking spaces would be provided along with an integral garage for each of the semi-detached dwellings. Private rear gardens would be provided for each dwelling.

2.2 During the course of the application amended plans have been submitted in response to concerns regarding the parking provision and impact on the amenity of neighbouring occupiers. A copy of the 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.

3.0 SUMMARY OF CONSULTATIONS & REPRESENTATIONS

3.1 Chinnor Parish Council – Objects due to lack of parking and overdevelopment. There should be one parking space per bedroom.

Highways Liaison Officer (Oxfordshire County Council) - No objections

County Archaeological Services - No objections

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Countryside Officer(South Oxfordshire & Vale of White Horse) - No objections

Drainage Engineer (South Oxfordshire - MONSON) – Details of surface water drainage should be secured by condition.

Neighbours – 17 letters of objection have been received, 9 of which relate to the amended plans. The following concerns have been raised:

- lack of parking on site
- overdevelopment of the site
- loss of historic building and commercial use
- design not in keeping with the character of the area
- impact on the amenity of neighbouring occupiers through loss of privacy and light
- lack of local infrastructure

4.0 RELEVANT PLANNING HISTORY

- 4.1 [P08/E0502](#) - Approved (17/06/2008)
Single storey lean to shelter to rear elevation

5.0 POLICY & GUIDANCE

- 5.1 South Oxfordshire Core Strategy (SOCS) policies
- CS1 - Presumption in favour of sustainable development
 - CSH2 - Housing density
 - CSH3 - Affordable housing
 - CSH4 - Meeting housing needs
 - CSQ2 - Sustainable design and construction
 - CSQ3 - Design
 - CSR1 - Housing in villages
 - CSS1 - The Overall Strategy
- 5.2 South Oxfordshire Local Plan 2011 (SOLP) policies;
- C8 - Adverse affect on protected species
 - CF1 - Protection of recreational or essential community facilities
 - D1 - Principles of good design
 - D10 - Waste Management
 - D2 - Safe and secure parking for vehicles and cycles
 - D3 - Outdoor amenity area
 - D4 - Reasonable level of privacy for occupiers
 - D6 - Community safety
 - 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

South Oxfordshire Design Guide 2008

5.3 National Planning Policy Framework

National Planning Policy Framework Planning Practice Guidance

6.0 PLANNING CONSIDERATIONS

- 6.1 The main planning issues in relation to this application are:
1. The principle of the development
 2. The impact on the character and appearance of the site and surrounding area

3. The impact on the amenity of neighbouring occupiers
4. Highway considerations
5. Other material considerations

The Principle of the Development

- 6.2 The site lies within the built up area of Chinnor where the principle of additional infill housing development is acceptable having regard to Policy CSR1 of the SOCS. The site is surrounded by existing development and partially fronts Station Road, and as such the proposal falls within the definition of infill as outlined within Policy CSR1.
- 6.3 Policy CF1 of the SOLP seeks to resist the loss of an essential community facility, which can include public houses. The policy advises that a community facility or service may be essential either because it is one of a limited number of that nature in a settlement or area or is fundamental to the quality and convenience of everyday life in a settlement. There is an existing pub (The Crown) very close to the application site and there are other public houses in the village. As such Officers do not consider that this pub can be regarded as being essential to the local community.

The Impact on the Character and Appearance of the Site and its Surroundings

- 6.4 Policy H4 of the SOLP relates to new housing proposals and seeks to ensure that the design, height, scale and materials of the development are in keeping with the surroundings and that the character of the area is not adversely affected.
- 6.5 The site is occupied by the existing substantial building, which although having some historic merit has been extended and altered significantly from its original form. The building has no protection and is not within a designated area, and its demolition is not considered to be objectionable. The proposed development would utilise the spacious size of the plot, particularly in terms of its width by providing a linear form of development behind the main building line of the adjacent housing development which fronts directly onto Station Road.
- 6.6 The proposed development would be set considerably further back into the site than the existing building and consequently the development would not be visually prominent in views from Station Road. The proposed dwellings, particularly in relation to those proposed on Plots 1 and 4 would be well screened in views from Station Road by the existing two storey dwellings fronting Station Road to either side of the access. Whilst there would be views of the semi-detached dwellings from Station Road these views would largely be restricted to the gap between the adjacent dwellings. Public views from the north west and south east would also be restricted by the existing built form. There would be clear views of the rear of the development from the adjacent village hall car park to the north east. However, these views are from enclosed land and in such views the development would be seen in context with the surrounding development along Station Road.
- 6.7 There is considerable variety to the type, size and age of housing in the vicinity of the site. The housing adjacent to the entrance to the site is of some historic and architectural merit, however, beyond this small cluster of dwellings and on the opposite side of Station Road the housing is more modern 1960s housing of typical design and scale for this era. Also the building lines of the housing fronting Station Road further to the south east (from 69 onwards) are further back with No. 69 being on a similar building line in respect of Station Road to the proposed dwellings. As such the discrepancy between the building lines of the more modern development on Station Road and the more historic properties is already established. Indeed, the set back of

the more modern properties ensures that the more attractive historic properties remain the more visually dominant element of the street scene in this part of Station Road.

- 6.8 The scale and height of the proposed dwellings would not be excessive and reasonable gaps would be retained between the proposed dwellings and the boundaries of the site. The design of the dwellings is relatively functional and due to the variety of house types in the surrounding area, Officers consider that there is little justification to be prescriptive about the design approach for the development. Concern has been expressed through the consultation process that the proposal would represent an overdevelopment of the site. However, the plot is substantial in width and is capable of accommodating four dwellings with a similar density to much of the housing in the surrounding area. Overall Officers consider that the site is a suitable site for new housing development and that the scale, design and density of the development are appropriate having regard to the surrounding built form.

The Impact on the Amenity of Neighbouring Occupiers

- 6.9 Policy D4 of the SOLP seeks to ensure that new housing does not harm neighbouring amenity through loss of privacy, daylight or sunlight. The site has an unusual relationship with the adjacent housing due to extending immediately behind the rear of these properties such that they have no rear gardens of any note between the house and the application site. As such there would be very little buffer between the proposed dwellings and the rear elevations of the adjacent housing.
- 6.10 Plots 1 and 4 have been designed to avoid any front facing first floor windows, and the height of these dwellings is also relatively modest at 6.5 metres. As such these dwellings would not give rise to any loss of privacy to the rear facing windows of the existing dwellings. Plot 1 would be sited immediately behind the rear elevation of 59 Station Road at a relatively short distance of only 10 metres. The occupiers of No. 59 currently have a relatively open outlook from the first floor rear facing windows over the pub car park. Whilst this outlook would change, given the proximity of the existing pub car park and the pub itself to the rear elevation of No. 59, Officers do not consider that there would be significant harm to the outlook from No. 59. Loss of natural sunlight would not be a concern due to the development lying to the north east of No. 59.
- 6.11 No. 63 Station Road lies to the south east of the application site. Again, due to the design, height, and orientation of the proposed dwelling on Plot 4 Officers do not consider that there would be a significant impact on the amenity of this property from overlooking or loss of light or outlook. The two storey side elevation of the existing pub lies close to the side and rear elevation of No. 63 and there are several windows looking directly towards No. 63. The loss of the pub will therefore have some positive benefits to the adjacent occupiers.
- 6.12 Plots 2 and 3 as proposed are larger two storey dwellings. They would be sited centrally within the site but would still be prominent in the outlook from the rear of the adjacent properties. Nevertheless, the impact of these properties would be reduced due to their orientation, siting and type of window openings proposed. The only clear glazed windows at first floor on the front elevation of Plots 2 and 3 would be the centrally positioned bedroom windows above the garaging. Views from these windows towards the rear of the adjacent properties would be largely screened by the front gable projections of the proposed dwelling and the acute angle between the windows and the windows of the adjacent dwellings.
- 6.13 Plot 1 would sit alongside the offset rear garden area of No. 59 Station Road. The relatively modest height of the dwelling as well as the gap between the side elevation of

the dwelling and the adjacent garden boundary would ensure that the dwelling would not cause significant harm to the enjoyment of the adjacent garden area. Plot 4 would sit alongside the garden area of 67 Station Road, however, again due to the height and siting of the proposed dwelling Officers do not consider that there would be an oppressive impact on the neighbouring garden or outlook from the rear of the property.

- 6.14 It is unusual for housing development to be sited so close to each other, however, in this case Officers consider that the development has been sufficiently designed to avoid any significant harm being caused to neighbouring amenity. The impact of the existing building on neighbouring amenity has also been taken into account as well as the use of the site. As a popular facility the pub could generate significant levels of traffic and noise and whilst the location of the access and parking areas would cause some disturbance to the adjoining residents this is likely to be less than with the continuing use of the site as a pub.

Highway Considerations

- 6.15 The amended plans show that eight parking spaces would be provided for the development equating to two spaces per dwelling. Two of these spaces would be within integral garaging. The size of the garaging is below the standard of 3 x 6m but not so below standard that vehicles could not be accommodated within them. In light of this the Highway Liaison Officer considers that the garages can be included as parking spaces for the development. The proposed parking meets parking standards and should be sufficient for the development without there being a significant likelihood of on-street parking on Station Road taking place.

Other Material Considerations

- 6.16 Policy CSH4 of the SOCS seeks that a mix of dwelling types and sizes is provided on all new residential developments. The proposal provides a policy compliant mix of two 2 bed and two 3 bed dwellings.
- 6.17 Policy CSH3 of the SOCS seeks that affordable housing provision of 40% is sought on all sites where there is a net gain of three or more dwellings. Taking into account the existing accommodation within the pub, this proposal would represent a net gain of three units. The site is brownfield land with a relatively high existing use land value. Officers consider that affordable housing provision in respect of the site would undermine the viability of the development considerably and on this basis affordable housing provision has not been requested.
- 6.18 Having regard to Policy CSQ2 of the SOCS the dwellings should attain Code Level 4 of the Code for Sustainable Homes, and a condition is recommended to secure this.

7.0 CONCLUSION

- 7.1 The application proposal is broadly in accordance with the relevant development plan policies and national planning policy as, subject to conditions, the development would largely respect the character and appearance of the site and the surrounding area and would not cause any significant harm to the amenities of neighbouring occupiers. In addition the proposal would not be prejudicial to highway safety and convenience.

8.0 RECOMMENDATION

8.1 To grant planning permission subject to the following conditions:

- 1 : Commencement 3 years - full planning permission**
- 2 : Approved plans**
- 3 : Levels to be agreed prior to the commencement of development**
- 4 : Sample materials required (walls and roof) to be agreed prior to the commencement of development**
- 5 : Code Level 4 to be attained**
- 6 : Landscaping scheme including fencing and hardsurfacing to be agreed prior to the commencement of development**
- 7 : Details of surface water drainage to be agreed**
- 8 : Parking and turning areas to be provided and retained**
- 9 : No conversion of garages and garages to remain for parking only**
- 10 : Obscure glazing to first floor windows as indicated**
- 11 : No additional windows in front elevations at first floor level**
- 12 : Permitted development removed for extensions and alterations**

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