

APPLICATION NO.	P16/S0099/FUL
APPLICATION TYPE	FULL APPLICATION
REGISTERED	12.1.2016
PARISH	HORSPATH
WARD MEMBER(S)	Elizabeth Gillespie
APPLICANT	Mr Trevor Puttock
SITE	2 Gidley Way, Horspath, Oxfordshire, OX33 1RQ
PROPOSAL	Erection of a detached two storey house and associated works including revised access, parking and turning area for 2 Gidley Way.
AMENDMENTS	(As amended by plan refs VL.2015/44/03, 44/05, 44/04 and 44/01 received on 7 March 2016 which reduce the depth of the proposed dwelling).
GRID REFERENCE	457452/204691
OFFICER	Kim Gould

1.0 **INTRODUCTION**

- 1.1 This planning application is before Planning Committee as the officers' recommendation differs from the Parish Council's views.
- 1.2 No 2 Gidley Way is a detached, two storey dwelling which faces onto Gidley Way. It is finished in red brick with a plain tiled roof. Parking is at the front of the property. It has recently been extended and refurbished which has included the demolition of a garage and outbuildings.
- 1.3 The site lies towards the bottom of Gidley Way on the east of the road. Horspath lies within the Oxford green belt.
- 1.4 There is a variety of house types in this part of Horspath predominantly detached and semi-detached properties with a varied pallet of materials used including, brick and render. To the north of the site is a driveway serving commercial units which runs between nos 2 and 6 Gidley Way. Planning permission was granted earlier this year to erect a timber clad tiled roof building with accommodation in the roof space to create a single dwelling in the commercial area to the rear.
- 1.5 An OS extract showing the location of the site is **attached**.

2.0 **PROPOSAL**

- 2.1 The application seeks full planning permission to construct a two storey detached, 3 bed dwelling with vehicular access, parking and turning facilities.
- 2.2 The land falls north-east (high) to south-west (low). The proposed dwelling reflects this by having its floor level some 0.6m below that of the host property.
- 2.3 Both the existing and proposed dwellings have car parking and turning areas at the front of the site.
- 2.4 A copy of some of the application plans are **attached**. The full submission including the design and access statement can be seen on the council's website at www.southoxon.gov.uk.

3.0 **SUMMARY OF CONSULTATIONS & REPRESENTATIONS**

3.1 Horspath Parish Council – Object to both **original** and **amended** plans. The site is too small for the proposed development.

(OCC) Highways – **Original plans** – Holding objection - further information required in relation to parking and turning arrangements.

Amended plans – No objection subject to conditions relating to parking and turning.

Waste Management Officer - No strong views

Neighbour Object (5) to both **original** and **amended** plans. Overlooking, loss of views, out of character, insufficient space for vehicles to turn within the site, insufficient parking space, inappropriate building materials.

4.0 **RELEVANT PLANNING HISTORY**

4.1 [P12/S2788/HH](#) - Approved (11/01/2013)

Removal of structures, construction of extension to dwelling, new roof construction, sundry remodelling works.

[P12/S2400/PEM](#) - Other Outcome (05/11/2012)

Construction of one detached dwelling to the side of existing property.

[P11/W1570](#) - Approved (30/11/2011)

Demolish existing single storey garage extension and single storey rear extension. Construct 2 storey side and rear extensions. Construct single storey side and front garage extension.

5.0 **POLICY & GUIDANCE**

5.1 South Oxfordshire Core Strategy policies

CS1 - Presumption in favour of sustainable development

CSEN2 - Green Belt protection

CSH4 - Meeting housing needs

CSR1 - Housing in villages

CSS1 - The Overall Strategy

5.2 South Oxfordshire Local Plan 2011 policies;

G2 – Protection and enhancement of the environment

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

D3 - Outdoor amenity area

GB4 - Openness of Green Belt maintained

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 issues to be considered in the determination of this planning application are:

- Whether the principle of a new dwelling is acceptable in this location.
- Impact on the openness and visual amenity of the Oxford green belt.
- Policy H4 criteria of the South Oxfordshire Local Plan
- Other issues.

6.2 **Principle**

Policy CSR1 of the SOCS allows for infill development within the larger villages of the District such as Horspath. Infill development is defined as the filling of a small gap in an otherwise built-up frontage or on sites within settlements where the site is closely surrounded by buildings. This site lies within the built up limits of Horspath in a continual row of residential development and is closely surrounded by buildings. As such, it is your officers' opinion that the principle of residential development on this site is acceptable.

6.3 **Impact on the green belt**

The site lies within the Oxford green belt where there is a presumption against inappropriate development which is, by definition, harmful to the openness and visual amenity of the green belt. The fundamental aim of green belt policy is to prevent urban sprawl by keeping land permanently open. The first step in assessing the impact on the green belt is to consider whether the proposal constitutes inappropriate development or not. If it is established that the development is not inappropriate then the next step is to consider whether development harms the openness of the green belt.

6.4 The NPPF advises that where villages are included within the green belt, it has to be because they too contribute to its openness. The site is considered an infill plot as it is a small gap within an otherwise built up frontage and is closely surrounded by buildings in a village where infill is acceptable in principle. CSR1 considers that if a site meets the definition of infill, then it will be part of a built up area and there would be harm to the openness but that it would be limited. In this case, it is your officers' view that in the context of the wider visual impact and amenity of the green belt, the siting of the new dwelling in a line of existing development would not harm the wider openness of the green belt.

6.5 **Policy H4 criteria**

Where the principle of residential development is acceptable, the development must also comply with the criteria of Policy H4:

- i. **An important open space of public, environmental or ecological value is not lost nor an important public view spoilt.** The site is currently the side and part rear garden of no 2 Gidley Way. As such, it is not an important open space of public interest.
- ii. **The design, height and scale and materials of the proposed development are in keeping with its surrounding.** The proposed dwelling would be detached and would have a lower ridge height than no 2 Gidley Way, given the lay of the land. In its amended form, the side elevation has been broken up into 3 sections which reduces the bulk of the eastern elevation. The proposed materials for the new dwelling are concrete plain tiles, brick elevations with quoins, plinth and arches over openings in contrasting brick. Given the variety of materials used in the vicinity of the site and the fact that no 2 Gidley Way is also a detached dwelling, the new

development will be in keeping with its surroundings in your officers' opinion.

- iii. **The character of the area is not adversely affected.** The character of the area is an established residential area of predominantly detached and semi-detached properties. The erection of a dwelling on this plot would continue a row of dwellings along the southern side of Gidley Way and would not adversely affect the established character of the area.
- iv. **There are no overriding environmental or highway objections.**
Highway issues. In its amended form, the County Highway Authority has raised no objection to the proposed development subject to conditions relating to parking and turning. They are satisfied that sufficient space has been provided to allow for adequate parking and turning areas for both no 2 Gidley Way and the new property.

Garden provision. No 2 Gidley Way is a 4 bed dwelling and the proposed new dwelling would have 3 bedrooms. The council's recommended garden sizes for 3 and 4 bedroom houses, as set out in the SODG is 100sqm. In this case, the host dwelling would be left with a dwelling of some 82sqm whilst the new dwelling would have a rear garden of some 50sqm. Whilst these garden sizes fall short of the council's suggested standards, the size of a garden is not a reason to refuse planning permission if the proposal fulfils all other criteria in your officers' opinion. Indeed, the council has generally not been successful on appeal in cases where the gardens to new dwellings has not met the council's standard garden sizes. Appeal inspectors have generally taken the view that any purchaser of the property would be aware of the garden size prior to purchasing the property. Also, in this case, there is open space and a recreation ground within walking distance of the site.

Neighbour impact. The new dwelling has been designed to reduce overlooking. In the southern elevation which faces Cuddesdon Road, there is only a single first floor window which would serve a bathroom. A condition has been recommended which would require the window to be fixed shut except for an opening top window and to be obscure glazed. As such any overlooking from this property towards the rear gardens of Cuddesdon Road would be minimal. These properties have long gardens and the window to window distances would be in the region of some 38 metres, at such a distance overlooking from the obscure glazed window would be minimal. At the rear, there is a first floor bedroom window which would look towards 4 Gidley Way and the new building recently granted under planning ref P15/S3822/FUL. This relationship is no different to that which exists already from no 2 Gidley Way. In addition, the new building to the rear of no 2 Gidley Way is orientated to face northward so there are no principal windows in the western elevation.

- v. **If the proposal constitutes backland development it would create problems of privacy and access and would not extend the built up limits of the settlement.** The proposed dwelling fronts the road so would not constitute backland development.

- 6.6 **Community Infrastructure Levy (CIL).** The council's CIL charging schedule has recently been adopted and will apply to relevant proposals from 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 whole building because the proposal involves the creation of a new dwelling. The CIL charge applied to new residential development in this case is £150 per square metre of additional floorspace (Zone 1). 15% of the CIL payment will go directly to Horspath Parish Council (in the absence of an adopted Neighbourhood Plan) for spending towards local projects.

7.0 CONCLUSION

7.1 Your officers recommend that planning permission is granted because the development constitutes infill development as it lies within the built up limits of Horspath, is a small gap in an otherwise built up frontage and is closely surrounded by buildings. The proposal does not materially harm the wider openness or visual amenity of the green belt. The site affords for adequate amenity space and parking and does not result in a materially harmful neighbourly impact to adjoining properties. With the recommended conditions, the development accords with the relevant Development Plan policies.

8.0 RECOMMENDATION

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

1. Commencement three years - full planning permission.
2. Approved plans.
3. Sample materials required (walls and roof).
4. Withdrawal of permitted development rights (part 1 class A) - no extensions etc.
5. Withdrawal of permitted development rights (part 1 class E) - no buildings etc.
6. Existing vehicular access.
7. Turning area and car parking.
8. Parking area constructed sustainable drainage system compliant.
9. No surface water drainage to highway.
10. First floor bedroom window in south elevation to be obscure glazed and fixed shut.

Author: Kim Gould
E-mail : kim.gould@southandvale.gov.uk
Contact No: 01235 540546

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