

WEST OXFORDSHIRE DISTRICT COUNCIL

UPLANDS AREA PLANNING SUB-COMMITTEE

Date: 3rd June 2019

**REPORT OF THE HEAD OF PLANNING
AND STRATEGIC PLANNING**



**WEST OXFORDSHIRE
DISTRICT COUNCIL**

Purpose:

To consider applications for development details of which are set out in the following pages.

Recommendations:

To determine the applications in accordance with the recommendations of the Strategic Director. The recommendations contained in the following pages are all subject to amendments in the light of observations received between the preparation of the reports etc and the date of the meeting.

List of Background Papers

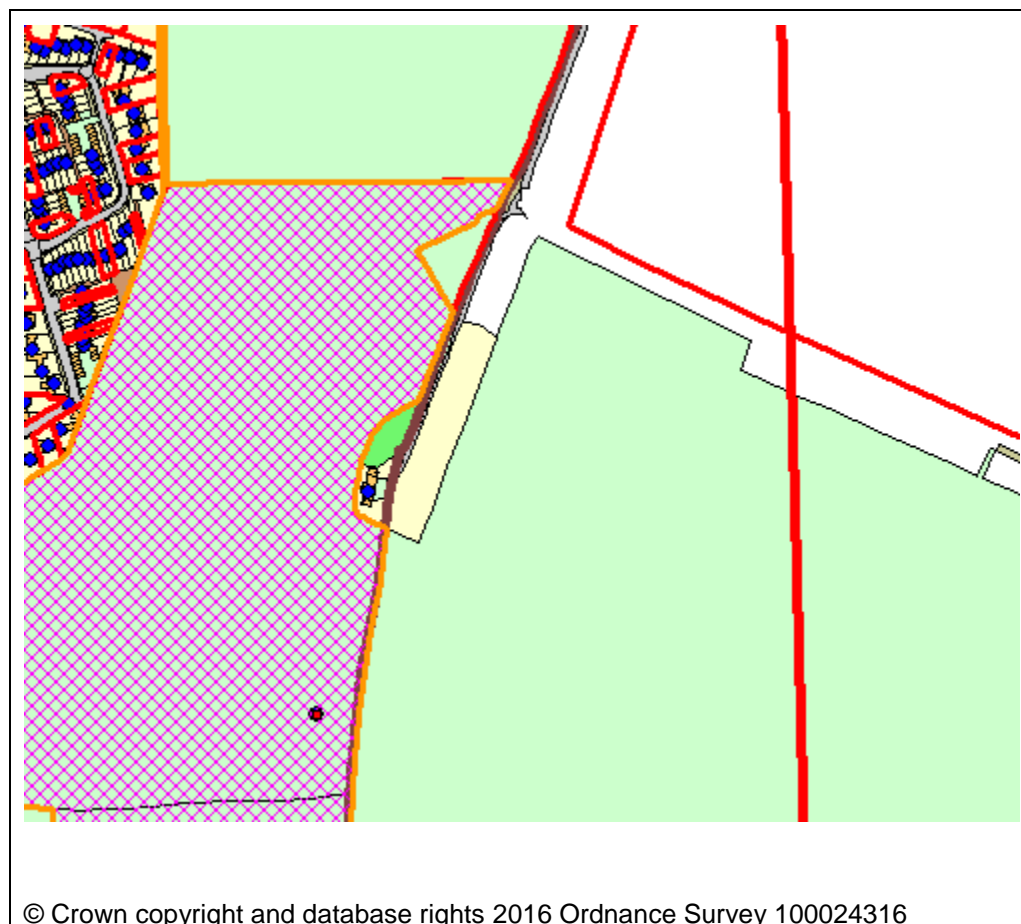
All documents, including forms, plans, consultations and representations on each application, but excluding any document, which in the opinion of the 'proper officer' discloses exempt information as defined in Section 1001 of the Local Government Act 1972.

Please note that observations received after the reports in this schedule were prepared will be summarised in a document which will be published late on the last working day before the meeting and available at the meeting or from www.westoxon.gov.uk/meetings

Application Number	Address	Page
18/02574/RES	<u>Land East of Woodstock, Oxford Road, Woodstock</u>	3
19/00603/FUL	<u>Land South of 19 Fox Lane, Middle Barton</u>	22
19/00660/FUL	<u>Land and Garage South of Hunts Barn, High Street, Great Rollright</u>	27

Application Number	18/02574/RES
Site Address	Land East of Woodstock Oxford Road Woodstock Oxfordshire
Date	22nd May 2019
Officer	Joan Desmond
Officer Recommendations	Approve
Parish	Woodstock Town Council
Grid Reference	445519 E 216334 N
Committee Date	3rd June 2019

Location Map



Application Details:

Reserved Matters application for landscaping, appearance, scale, access and layout for the construction of 254 dwellings together with 884sqm (GIA) of class uses A1, A2, B1 and D1 floorspace and associated infrastructure, engineering and ancillary works including provision of public open space and formation of accesses. (Amended plans).

Applicant Details:

Trustees Of The Vanbrugh Unit Trust And J A Pye (Oxford) Ltd, C/o Agent.

I CONSULTATIONS

- I.1 Adjacent Parish Council No Comment Received.
- I.2 Town Council No Comment Received.
- I.3 Adjacent Parish Council No Comment Received.
- I.4 Major Planning Applications Team
Highways: No objection
This application has seen some improvements and/or clarifications in a bid to address issues that OCC raised in the previous consultation. Notable concerns regarding accessibility for pedestrians/cyclists have been addressed, where possible showing safeguarded links with possible upgrading in the event that the adjacent land comes forward for development.
It is noted that the primary street from A44 at the south to Shipton Road at the north of the site is 6.75m wide. This includes the section of road that runs in the east-west direction, from the spine road to the eastern boundary which will presumably form a vehicular link into the adjacent site should the site. These roads have been tracked for access of a 14-metre coach. With this, I am confident that this corridor is suitable for larger vehicles including refuse wagons and buses.
Further tracking has been presented that demonstrates the ability of refuse vehicles to safely cover sections of the development. The submitted refuse tracking exercise is deemed satisfactory. Also, there was noted concern over the suitability of certain parking bays, questioning whether they can be safely accessed or agressed from. Again, in some cases, minor changes have been made to allow for safe access and in others it has been demonstrated with tracking how safe access to the respective spaces is achievable. Although some of the flagged parking spaces are accessible, it is not without duress and hardship and this could in the end discourage use of these spaces. This would eventually lead to vehicles to be parked in areas not planned or demarcated for this purpose. A point in case is illustrated in vehicle manoeuvre plan (Drwg no. 007.I Rev P1) in inset shown by Manoeuvre Location 1, where drivers are likely to find it inconveniencing to park their vehicles.
It is also noted that parking provision and allocation has been reviewed in light of the comments raised in the previous response. I am pleased to see this and I agree that the level of provision will ensure that there is sufficient parking in consideration of the sites sustainable location.
OCC's request for further details on cycle parking, particularly for communal flats has been addressed. Adequate provision is now demonstrated.

Planning Conditions:

In the event that permission is to be given, the following planning conditions should be attached:

1. Access Roads and Drive Details

No dwelling shall be occupied until all the roads, driveways and footpaths serving the development have been drained, constructed and surfaced in accordance with plans and specifications that have been first submitted to and approved in writing by the Local Planning Authority.

REASON: In the interests of road safety.

2. Parking Area Details

No dwelling shall be occupied until space has been laid out within the site for cars to be parked and such spaces shall be retained solely for parking purposes thereafter.

REASON: To ensure that adequate provision is made for off-street parking.

Informative:

Prior to the commencement of development, a separate consent must be obtained from Oxfordshire County Council Road Agreements Team for the proposed access works under S278 of the Highway Act. For guidance and information please contact the County Council's Road Agreements Team on 01865815700 or email Road.Agreements@oxfordshire.gov.uk

Archaeology: No objection

All archaeological investigations have been undertaken in line with the agreed written scheme of investigation and conditions 15 and 16 of consent 16/01364/OUT have been discharged.

As such we would not wish to comment further for this current reserved matters application.

Waste - no objection - We expect the developer to address increased domestic waste arising through the design of the development in accordance with policies in West Oxfordshire District Council's waste planning guidance.

Enabling the residents of new dwellings to fully participate in district council waste and recycling collections, for example through providing sufficient and convenient storage space for bins both inside properties and externally, will allow high recycling rates to be maintained and minimise an increase in residual waste.

I.5	WODC Landscape And Forestry Officer	No Comment Received.
I.6	WODC Housing Enabler	No Comment Received.
I.7	Biodiversity Officer	No Comment Received.

- 1.8 Town Council No Comment Received.
- 1.9 Town Council Woodstock Town Council agreed with the following valid points that were submitted by a resident, as shown below:-
 The papers include many references to landscaping and incorporating green areas into the street scene. The one area where there is no attempt whatsoever to landscape is the only area where the development is up against existing buildings:
 Hedge End (where I live), Flemings Road and Plane Tree Way. This adds insult to injury.
 My back garden extends about 11 metres to the development site. My neighbours on both sides will be significantly closer to the development (I am not sure that the plans include the extensions that have taken place at number 13). The back gardens in Hedge End diminish in depth as the houses get closer to Flemings Way.
 The garages - or I think that is what they are - of the houses planned over our garden hedges are relatively close to our land - more or less as close as any houses overlooking elsewhere on the plans.
 The back gardens in Hedge End face south. Light, particularly in winter, seems threatened by the new dwellings. Whilst, I have been told that the impact of the development can be mitigated by landscaping, extensive 'landscaping' is not what a south facing garden, the enjoyment of which includes its sunny aspect even in winter, needs.
 We are going to have great difficulty making Woodstock East a part of the community of Woodstock. It is essentially an excrescence attached to Woodstock and with the main link via a very busy main road. Whilst there are some footpaths into the Hensington Estate they do not provide very direct ways into Woodstock and it is difficult to know how much they will appeal as ways into town. There is a green area for play etc. next to the School playing fields. A green area between the houses of Hedge End etc. might encourage both sides (Hensington Estate and Woodstock East dwellers) to exercise their dogs and allow children to play and encourage social interaction between the two estates. It could also provide homes for the hedgehogs, frogs, partridges, pheasants, barn owls, muntjacs and stoat (?weasel) which make occasional visits to Hedge End gardens, as well as encouraging bird life and butterflies.
 Looking at the plans there are a number of dwellings (Plots 10, 22, 24/25, 31/32, /45/46) where nose-to-tail parking outside a house is necessary to create two car spaces. Planning for this sort of parking for three-bedroom houses where two car households seem likely, is not good. Cars are likely to have reverse out into the road and idle around whilst the other car is reversed out if it needs to go out first. This will be at a time when the neighbours may be carrying out the same manoeuvres and when there will other cars being driven to work on these shared areas.
 Do we really need three storey commercial buildings in the middle of the estate?
 (Not a planning matter). Although the papers endlessly comment on

the 'unattractive' approach to Woodstock created by the Hensington Estate, I find this inappropriate and slightly offensive. Hensington Estate was the result of the style of its time and, in the course of time, the Woodstock East estate may come to be seen as an unattractive edge to the town. 'Unobtrusive' would be a better description of the view of the Hensington estate as you can barely see the development across the fields unless you are on the top of a double decker bus (when of course no matter of screening is likely to hide the fact for future tourists that they are entering Woodstock suburbia as they approach The World Heritage Site

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|------|----------------------------------|--|
| I.10 | Major Planning Applications Team | No Comment Received. |
| I.11 | Conservation Officer | No Comment Received. |
| I.12 | Environment Agency | <p>Due to increased workload prioritisation we are unable to provide comments on this application.</p> <p>We are not a statutory consultee for reserved matters applications. Please take account of any conditions, informatives or advice that we provided in our response to the outline application when making your determination of this reserved matters application.</p> <p>We will of course still provide our comments for any conditions that we requested and were applied by you on the outline planning permission. Please continue to consult us with these conditions as usual.</p> <p>Other Consents</p> <p>As you are aware we also have a regulatory role in issuing legally required consents, permits or licences for various activities. We have not assessed whether consent will be required under our regulatory role and therefore this letter does not indicate that permission will be given by the Environment Agency as a regulatory body.</p> <p>The applicant should contact 03708 506 506 or consult our website to establish if consent will be required for the works they are proposing. Please see https://www.gov.uk/topic/environmental-management/environmental-permits.</p> <p>An environmental permit or exemption may also be required for any proposed works or structures, in, under, over or within 8 metres of the top of the bank of designated 'main rivers'. Until recently this was called Flood Defence Consent. Some activities are also now excluded or exempt. Further details and guidance are available on the GOV.UK website: https://www.gov.uk/guidance/flood-risk-activities-environmental-permits.</p> <p>An environmental permit is in addition to and a separate process from obtaining planning permission.</p> |
| I.13 | Biodiversity Officer | Advice has been given about recommended amendments to the Landscape and Ecological Management Plan and these have now been carried out. |

- I.14 Historic England Thank you for your letter of 3 September 2018 regarding the above application for planning permission. On the basis of the information available to date, we do not wish to offer any comments. We suggest that you seek the views of your specialist conservation and archaeological advisers, as relevant.
It is not necessary for us to be consulted on this application again, unless there are material changes to the proposals. However, if you would like detailed advice from us, please contact us to explain your request.
- I.15 ERS Air Quality No Comment Received.
- I.16 ERS Env. Consultation Sites I note the reserved matters details but do not believe that they should need me to revise my previous comments and so I will not be commenting further at this stage.
- I.17 WODC Env Health - Uplands I have re-read the applicants noise related submissions and consider the technical details relating to noise mitigation will provide satisfactory living conditions with regard to noise.

And complying with the requirements of Condition 18 of permission reference 16/01364/OUT and in support of the current Reserved Matters application where relevant to all noise matters and related conditions.
- I.18 WODC Housing Enabler No Comment Received.
- I.19 WODC Landscape And Forestry Officer No Comment Received.
- I.20 Natural England Natural England has previously commented on this proposal [16/01364/OUT] and made comments to the authority in our letter dated 17 May 2016 (enclosed FYI).

The advice provided in our previous response applies equally to these Reserved Matters although we made no objection to the original proposal (subject to conditions).

The proposed amendments to the original application are unlikely to have significantly different impacts on the natural environment than the original proposal.

Should the proposal be amended in a way which significantly affects its impact on the natural environment then, in accordance with Section 4 of the Natural Environment and Rural Communities Act 2006, Natural England should be consulted again. Before sending us the amended consultation, please assess whether the changes proposed will materially affect any of the advice we have previously offered. If they are unlikely to do so, please do not re-consult us.

I.21	Oxford London Airport	No Comment Received.
I.22	Thames Water	No Comment Received.
I.23	WODC Env Services - Waste Officer	<p>Waste Comments</p> <p>The application indicates that surface waters will NOT be discharged to the public network and as such Thames Water has no objection, however approval should be sought from the Lead Local Flood Authority.</p> <p>Should the applicant subsequently seek a connection to discharge surface water into the public network in the future then we would consider this to be a material change to the proposal, which would require an amendment to the application at which point we would need to review our position.</p> <p>Thames Water would advise that with regard to Foul Water sewage network infrastructure capacity, we would not have any objection to the above planning application, based on the information provided</p> <p>Supplementary Comments</p> <p>Thames Water request that the developer continue to work with Thames Water to confirm the most appropriate connection point for the proposed rising main into our wastewater sewer system.</p>
I.24	Cherwell District Council	No Comment Received.
I.25	WODC Planning Policy Manager	<p>The application site lies immediately to the west of land allocated for development in the Cherwell Local Plan 2011-2031 (Part 1) Submission Plan known as Land South East of Woodstock ("PR10"). One of the key delivery requirements of the proposed development of PR10 is to ensure public vehicular, cycle and pedestrian connectivity to Woodstock, including with the site to its west (the application site).</p> <p>Development that fully integrates with the application site is a fundamental place-shaping principle of the proposed allocation to ensure that the development is integrated with the expanding town. Cherwell District Council would therefore wish to see a road capable of accommodating public transport connecting up to the boundary with the PR10 site allocation, allowing a vehicular (including bus) route to be provided from the application site access through PR10 in future. The applicants may wish to consider whether the proposed point of access onto the A44 is capable of accommodating the traffic generated by both sites at this early stage (i.e 'future-proofing' the proposed access point).</p> <p>The approved outline parameter plans for the development showed the provision of two pedestrian connection points up to the boundary with PR10 in phase 1 and two within the remainder of the site. The submitted site layout plans however appear only to show a single</p>

connection point beyond phase 1.

In the interests of securing connectivity between the sites for the benefit of all future residents, Cherwell District Council would like to see the provision of two connection points in accordance with the parameter plan.

Ideally, the Council would like at least one of the two connections to be hardsurfaced up to the eastern site boundary (not least to facilitate wheelchair access between the sites). The Council would also ideally like to see at least one of the connections being able to provide a cycle connection up to the site boundary. The extension of the spine road up to the site boundary as mentioned above may address some of these points.

1.26 Adjacent Parish Council Bladon Parish

1. We have no particular comment on the designs of the individual dwellings or on the landscaping proposed.

2. The provision for affordable housing strikes us as inadequate given the disparity between local open market house prices and average earnings, particularly given the accepted definition of "affordable" and would like to see greater actual affordability through eg reduced rent/shared ownership schemes, as well as a higher percentage proportion out of the whole development. We are concerned that those who can afford to buy the new houses will be those working in London earning higher wages, creating greater strain on our road networks as they commute via Oxford Parkway or Long Hanborough stations, quite apart from failing to help the local community itself if actual discounted prices are still too high relative to average local earnings.

3. We note the non-residential uses or services fail to extend to any provision whatsoever for a new, larger GP surgery, which is desperately needed already. The existing surgery at Woodstock serves Bladon as well. There are too few doctors for the case load they are expected to carry, the surgery itself is too small to accommodate further staff, and not fit for purpose. Another 300 families will only place additional strain on it with knock on effects on our residents too. We are very disappointed and concerned that no provision has been made for this critical service.

4. The volume of traffic through Woodstock, Bladon and the surrounding approach roads is already too high for the narrow two-lane roads and with the addition of 300 further homes, each of which may realistically own an average of 2 cars, will become seriously problematic. The Bladon roundabout already becomes grid-locked when the frequent major events (including at nearby Blenheim Estate) are held in the local area, during construction of ongoing smaller property developments and improvements, in unusually heavy traffic, accidents or road works, and during rush hour; resultant traffic jams stretch back through the centre of Bladon. At other times traffic races through the entrances/exits in the village.

It is already too heavy to allow pedestrians to cross safely on foot

anywhere other than at the one set of pedestrian traffic lights opposite the White House Pub; at the Bladon roundabout end it is well-nigh impossible to cross at all, and the elderly, disabled, and children in particular are extremely vulnerable. We note provision has been planned for a pedestrian crossing over the A44, and for the widening of the cycle path from the roundabout to the Bladon Chains; we doubt anyone will be able to cross the A4095 from the path to or from the Chains however, as matters stand. We would ask for the additional provision of a traffic light pedestrian controlled crossing at that end of Bladon. This remains our position even if the speed limit there is reduced to 40mph as indicated. As is very well known, the adverse outcomes for a child in particular being hit at speeds in excess of 30mph become exponentially more serious and can result in catastrophic injury or death. Facilities should be aimed at protecting the most vulnerable residents, not just the most able. Such a crossing would help to mitigate some of the worst impact of the increased traffic.

This would also give safer pedestrian and cycle access from the new estate not only to Bladon (and vice-versa) but also to Long Hanborough. Although the proposals seem to envisage new residents only wanting to get to Oxford Technical Park or Begbroke Science Park, it is not unrealistic to anticipate they may also work in one of the small business sites outside Hanborough, or in Reading, requiring safe and easy cycle routes to the station. Perhaps consideration could be also be given to linking the new estate's cycle paths to Long Hanborough? Again, this would help to offset the impact of the increased traffic through Bladon; it would be hoped that other residents of Woodstock may also benefit from safer cycling access to Hanborough.

5. Encouraging commuting by cycling rather than car would further help in respect of the inevitably higher emissions from which Bladon residents and school children will suffer from increased traffic. This is made worse by virtue of the topography of the village where the majority of houses and the primary school sit alongside but slightly above the road, and is a genuine source of great concern to our residents.

6. The development will result in increased traffic volumes on the A44. If not already envisaged, we would also wish to see formal four-way traffic light management installed at Bladon roundabout. This would ameliorate the rush hour traffic jams around the junction of the A44 and A4095. The A4095 through Bladon is also the main route to the Witney area used by the ambulance services based at Langford Lane; quite apart from the irritation experienced by commuters, protracted jams give rise to dangerous delays given the practical difficulties for ambulances trying to get past other vehicles in many stretches of the road, with no alternative route available. Similar considerations apply to fire engines. We would suggest funding by the developers for both this and the above mentioned traffic light pedestrian controlled crossing. Alternatively, at the very least, we ask that consideration is given to a practical use of yellow box hatching so

that traffic heading from the M40 to events at Blenheim, does not block the route from Bladon wishing to travel south or east.

7. We have additional concerns as to the adequacy of the national grid to support sufficient electrical requirements of the site during and after construction, and

likewise as to the water pressure and plans for the proper disposal of sewage on which we would require to be properly satisfied.

1.27 Adjacent Parish Council No Comment Received.

2 REPRESENTATIONS

2.1 County Councillor for Woodstock Cllr Hudspeth has made the following comments:

On reading OCC's response I can't see if there is any provision for charging points for vehicles also will there be ducting direct to the houses to allow upgrading of broadband provision, I think all new developments should have fibre to the premises as a minimum however provision of ducting would allow for future improvements.

2.2 Stagecoach have made the following comments:

We note that these two applications have been submitted in parallel in respect of this important site, now allocated very recently in the Local Plan. As you will be aware we have supported the release of this land to meet the objectively assessed needs for housing in the District, and owing to its location directly on frequent bus routes to the City and other employment to the south around Begbroke and the Langford Lane area, we believe that it makes a significant short term contribution to meeting needs arising within the City housing market that cannot be met within the City's boundary, though clearly this is not the basis of the allocation in your Council's Plan.

These arguments do nevertheless evidently apply at least as much to the adjacent land to the East within Cherwell District, and the applicants have as you know been promoting this as a part of an holistic vision for the area as far as the A4095 south of Shipston Road. The suitability, achievability and deliverability of this adjacent land is at this time accepted to warrant allocation by CDC officers, and the land forms a significant proposed allocation within the Cherwell Local Plan Part 2, to meet unmet requirements arising from the City. This is subject to independent Examination and this is imminent. Whilst the allocation is of course yet to be confirmed as sound by the Planning Inspectorate, it is certainly quite reasonable to state that at some stage in the foreseeable future, the adjoining land is a credible one to be brought forward for development.

While to date we have not felt comfortable committing to penetrating this or the wider possible site with our trunk S3 route, we currently have services 233 and 7 serving Woodstock. Our longer-term pattern of services in this area is far from "set in stone" and there is now considered to be a stronger likelihood one or more of our commercial services would indeed look to route through both this site, and potentially any land that were to to be released in Cherwell District to the east.

Accordingly we are of the strong view that at the very least, passive provision needs to be made to allow a bus route to penetrate the site, not only along the link between the Oxford Road

access and Shipton Road, but also to facilitate a connection able to facilitate a bus route into land to the east at any point in future that it might be required.

Our own advice on the specification and alignment of residential streets to serve this purpose is set out within the document found at the following link:

<https://www.stagecoach.com/~//media/Files/S/Stagecoach-Group/Attachments/pdf/bus-servicesand-new-residential-dev.pdf>

This advice is referred to in the latest CIHT Guidance, and is entirely compatible with the standards sought by the vast majority of County Highways Authorities in England.

Notwithstanding this, we positively note that the applicant is proposing a 6.75m wide spine road, and we confirm that the alignment and tracking of the north south link proposed between Oxford Road and Shipton Road would be quite sufficient to accommodate a bus route in both directions if required, subject to parking on-street being limited in the central and southern parts of the development. We note that on the northern portion of this link off-street bays seem to be being proposed, which we especially welcome. Elsewhere, relatively low density development, open space, and the use of double garages and double-width drives ought to mitigate pressure to park on the street.

However we are quite concerned about the overall front-front distances in the central core of the site south of the main square, where frontages sit within 500mm of the back of the footway, and within 3.5m of the kerbline. Whilst we recognise that this is similar to dimensions found within many historic contexts in the UK, it means that buses pass exceptionally close to habitable windows. This is seen as a problem with double deck operations in particular. Typically this kind of built form would occur within town centres, where it would be generally the case that the use of first floors for residential accommodation would be just one of a number of possible uses, and usually not the dominant one. On-street parking would also probably need to be controlled along this stretch were a bus route to operate satisfactorily and efficiently, though some on-street bays on one side would certainly be acceptable.

We also would stress that suitable locations for bus stops need to be identified and provided, if only passively, by the applicant. We would advise strongly that a pair is provide at and opposite the Nursery in the north; at the Central Square, and a third and final pair to the south near the entrance, especially if stops are not being proposed on the Oxford Road in this location. I forget what was agreed with the original outline. In this case, the obvious positions would be southbound adjoining the flank wall of plot 27, and northbound adjoining the POS opposite the apartment block plots 16-21. I am somewhat concerned that southbound at the central square, we are likely to potentially have buses stopped outside and in very close proximity to habitable windows. It's possible that some minor amendments might be considered to fenestration to that block (is a "dummy window" possible, in a position that then would drive the exact location of the stop?)

We note a link towards the eastern boundary is indicated near plot 123. We see that there is scope to provide a 6.5m or 6.75m width street, extended to the eastern boundary to "future-proof" for bus service access to adjacent land. We would also advise that the junction corner radii on both north and south sides of the junction of this with the main street is a minimum of 6m, to ensure that buses can safely and appropriately make turning movements, and also to assist in legibility of the layout in future. I recognise that this is likely to need apartment block plots 106-110 to be somehow adjusted to accommodate this, and by extension, some of the

other plots nearby might need to be eased slightly, depending on how far the apartment block is a bespoke building that might be able to suffer some adjustment within its current footprint. We do not take this for granted but we think its sufficiently important an issue to urge for it strongly.

We are aware of the response of County Council officers and this response supports and adds added detail to their observations made on 18th September. I trust that you can therefore consider that the County is acting far from speculatively in making the points it does.

I trust that the foregoing assists you and the Council as you consider the two applications to allow the developments to progress in a satisfactory manner, at the earliest reasonable point.

3 APPLICANT'S CASE

3.1 There are many supporting documents submitted in support of the application. The Planning Statement is summarised as follows:

The development proposed is in accordance with the Design Code and parameters established through the hybrid permission for the site. In line with this permission that establishes the principle of development on the site, there would be less than substantial harm to the Blenheim Palace WHS, Blenheim Villa Scheduled Ancient Monument and Cowyards Listed Buildings, and limited harm to the Bladon and Woodstock Conservation Areas. The development now proposed would be consistent with this and would not result in different effects so as to cause additional harm or impact. However, as determined through the hybrid permission, there would be significant planning benefits arising from the development which would outweigh any harm and the development accords with the aims of NPPF chapter 16, WOLP policies BE5, BE8, BE11, BE12, BE13 and EWOLP 2031 policies EH7, EW1.

4 PLANNING POLICIES

DESGUI West Oxfordshire Design Guide
E6NEW Town centres
EH10 Conservation Areas
EH11 Listed Buildings
EH13 Historic landscape character
EH14 Registered historic parks and gardens
EH15 Scheduled ancient monuments
EH16 Non designated heritage assets
EH2 Landscape character
EH3 Biodiversity and Geodiversity
EH4 Public realm and green infrastructure
EH5 Sport, recreation and childrens play
EH7 Flood risk
EW3 Land east of Woodstock
EW10 Eynsham- Woodstock sub area
EW9 Blenheim World Heritage Site
H1NEW Amount and distribution of housing
H2NEW Delivery of new homes
H3NEW Affordable Housing
H4NEW Type and mix of new homes

OS1NEW Presumption in favour of sustainable development
OS2NEW Locating development in the right places
OS4NEW High quality design
OS5NEW Supporting infrastructure
T1NEW Sustainable transport
T3NEW Public transport, walking and cycling
T4NEW Parking provision
The National Planning Policy framework (NPPF) is also a material planning consideration.

5 PLANNING ASSESSMENT

- 5.1 The proposal is a reserved matters submission pursuant to application 18/02484/S73. Members are requested to note that this is the recently approved application which sought to vary permission 16/01364/OUT. The description has therefore been amended since the application was received to substitute reference to 18/02484/S73 instead of 16/01364/OUT. The application deals with the layout, scale, design and landscaping of the 254 dwellings granted outline consent under the previous application, together with up to 1100sqm of A1/A2/B1/D1 floorspace; associated infrastructure, engineering and ancillary works; and provision of public open space.
- 5.2 The site as a whole is approximately 16.67ha in size. It is agricultural land under arable production and lies between the eastern edge of the existing settlement of Woodstock and a mature hedgerow boundary running in a north-south alignment between Shipton Road and the A44. This hedgerow marks the boundary with Cherwell District. The site is divided by a hedgerow running east-west, splitting the site into two field parcels.
- 5.3 The application site is not within the AONB, or Green Belt, and is outside the Woodstock and Bladon Conservation Areas. It is not currently covered by any landscape or nature conservation designation. However, there is a Scheduled Ancient Monument (SAM) on the adjoining land to the east which is below ground remains of a Roman villa. The site is located close to the Blenheim Palace World Heritage Site.
- 5.4 All matters of principle, including consideration of the means of access and various constraints have been considered under 18/02484/S73. The advice in this report will therefore address the detailed matters only, namely layout, appearance, scale and landscaping of the remaining development not already approved under Phase 1.

Background

- 5.5 Taking into account planning policy, other material considerations and the representations of interested parties your officers are of the opinion that the key considerations of the application are:

Siting, design and form
Residential amenity
Landscaping
Heritage
Highways/Transport

Siting, design and form

- 5.6 Phase I already has full consent and this is the 46 dwellings to the south of the site, closest to the A44. This is most visible part of the site for most people visiting Woodstock and sets the tone for the whole scheme in terms of the quality of design, landscaping and use of space. This phase incorporates a strong main street with balanced form announcing the entrance to the development. The southernmost buildings will be arranged in a loose form behind a wide landscape belt. Most plots are two storey, with the exception being an apartment building at 3 storey, albeit that the upper storey is in the roof space.
- 5.7 The remaining phases continue the design approach and principles with built form reflecting vernacular precedents and a suitable palette of locally appropriate materials being employed.
- 5.8 The layout shows a range of house types of mixed design and character to add interest and character to the streets. Towards the centre of the site there would be a square with buildings in mixed commercial and residential use arranged around it.
- 5.9 The arrangement achieves an acceptable balance between built form, private gardens and landscaping.
- 5.10 The streets are, for the most part, arranged so as to have buildings directly addressing frontages in the manner of the historic streets in the town. This avoids the potential dominance of frontage parking and creates a closer grain to the environment. The consequence of this is that there are a number of parking courts required to the rear of buildings. Whilst this scenario is not ideal in general terms, it is a conscious design decision to prioritise the quality of the public realm, particularly along the main spine road where distinctiveness of place is a key consideration. On-street parking is provided by way of parallel laybys in certain locations.
- 5.11 Around the outside edge of the development, i.e. the south and east, a looser arrangement creates a spacious feel where the site interacts with the countryside beyond.
- 5.12 The original outline permission, as amended by the S73 application, requires that the development should provide 50% affordable housing unless a lower percentage is agreed following a review of its viability after the completion of Phase I. An illustrative plan shows the potential to deliver 50% affordable housing (150 units) demonstrating that this is achievable. Nevertheless the actual level of affordable housing and the specific location of the affordable housing to be provided on site would be identified and secured through the submission and agreement of the Affordable Housing Scheme pursuant to the S106 agreement, according to development viability as established through condition 32 attached to the approved S73 application.
- 5.13 The Conservation Officer made some detailed observations about the design and in this regard some amendments have been made which seek to address these concerns. Improvements have been made to the proposed treatment of the open space areas by incorporating additional planting and the detailed design of the houses has been improved. The revised scheme is now considered to be acceptable.

Residential amenity

- 5.14 Across the site the layout achieves an appropriate relationship between buildings in terms of privacy and amenity, noting a tighter grain in particular areas of the site, most notably along the spine road. As referred to above, there are design decisions that inform the layout and some closer relationships between buildings and smaller garden areas are accepted.
- 5.15 Where the site interfaces with the public right of way to the western edge, properties are set back beyond a landscaped context for the path. They are therefore set away from the boundary with properties at Long Close and Churchill Gate.
- 5.16 The existing properties at Nos.7 to 19 in Hedge End would have a back to back relationship with new dwellings, the garden areas to both creating acceptable interface between buildings. At Nos.1 to 5 Hedge End there would be a narrow landscape strip beyond which is parking to apartments. Whilst there is the potential for some disturbance associated with vehicle movements here, it is considered that this wouldn't be unacceptably adverse.
- 5.17 The properties at Nos.33 to 43 Flemings Road are at an oblique angle to the new dwellings to their rear and an appropriate back to back garden arrangement is achieved. The parking areas at the north west corner of the site are set away from the dwellings at Flemings Road and Plane Tree Way and would be unlikely to lead to unacceptable impacts on amenity.

Landscaping

- 5.18 The plans show significant buffering to the retained hedges on the eastern edge of the site and across the middle of the site. Tree planting in these areas will soften the edges of the development. Street trees, frontage planting, and suitable boundaries, such as walling and railings, will create attractive streets within the development.
- 5.19 It is considered that the proposals appropriately provide for landscaping and greening of the public realm.
- 5.20 The treatment to the particularly sensitive southern edge of the development has been addressed with the detailed Phase I submission under reference 18/02484/S73.

Heritage

- 5.21 The effect on heritage assets was taken into account under application 18/02484/S73, where Phase I provided details of the development at the southern end of the site, and also considered the potential implications on heritage interests of the remainder of the scheme (shown indicatively). The assessment considered: Blenheim Palace (Grade I listed building, Grade I registered park and garden, and World Heritage Site), Woodstock Conservation Area, Bladon Conservation Area, The Cowyards, Scheduled Ancient Monument (Blenheim Villa), unlisted Pest House, and "Heh Straet" (medieval ridgeway).
- 5.22 Local Plan Policy EH9 requires that all development proposals should conserve or enhance the special character and distinctiveness of West Oxfordshire's historic environment, and preserve or enhance the District's heritage assets, and their significance and settings. It is noted that harm to heritage assets will only be accepted where there is clear and convincing justification in relation to public benefits arising from a scheme. It is further highlighted that considerable

weight and importance will be given to the conservation of the universal value of the Blenheim WHS. Policy EH10 deals with Conservation Areas, EH11 deals with Listed Buildings, EH14 addresses historic parks and gardens, and EH15 Scheduled Ancient Monuments. Policy EW9 deals specifically with the Blenheim World Heritage Site.

Section 16 of the NPPF deals with the conservation and enhancement of the historic environment.

Section 66 of the Listed Buildings and Conservation Areas Act deals with the setting of listed buildings.

- 5.23 All the heritage assets lie outside the red line site area. Therefore the impacts are not considered to be direct, but are rather concerned with setting, visual impact, perception and experience. In terms of the scheme as a whole, there would be less than substantial harm to the WHS/Listed Park and Garden, the Villa Scheduled Ancient Monument, and Cowyards. There is limited harm to the Conservation Areas of Bladon and Woodstock. This harm, under paragraph 196 of the NPPF, would need to be outweighed by public benefits. Whilst there remains a question mark about the eventual level of affordable housing provision, the provision of market and affordable housing on an allocated site to meet housing strategic delivery requirements is a significant benefit of the scheme. In addition, a Deed of Covenant has been completed to ensure that proceeds of the development are put towards the conservation and restoration of the WHS. These factors are considered to outweigh the less than substantial harm.
- 5.24 The only key question that remained unanswered on the outline permission was the potential effect on the Pest House as an undesignated asset. The proposed layout shows that this building will remain somewhat separate from the adjacent development with landscaping around. It will therefore retain its identity and no material harm arises.
- 5.25 The limited harm identified above is outweighed by public benefits and the proposal therefore complies with national and local policy on heritage matters.

Highways and Transport

- 5.26 The means of access from the A44 and Shipton Road, arrangements for off-site highway works, and trip generation were assessed and approved previously. The application does not propose to re-open consideration of the access arrangements to the existing network.
- 5.27 In relation to the internal arrangement of streets, drives and parking, OCC have commented on revised details.
- 5.28 Concerns regarding accessibility for pedestrians/cyclists have been addressed, where possible showing safeguarded links with possible upgrading in the event that the adjacent land to the east comes forward for development. Links to the existing settlement edge are shown on the plans and provide for convenient access and permeability.
- 5.29 It is noted that the primary street from A44 at the south to Shipton Road at the north of the site is 6.75m wide. This includes the section of road that runs in the east-west direction, from the spine road to the eastern boundary which will presumably form a vehicular link into the adjacent site should the site come forward. These roads have been tracked for access of a 14-

metre coach. With this, OCC is confident that this corridor is suitable for larger vehicles including refuse wagons and buses.

- 5.30 Further tracking has been presented that demonstrates the ability of refuse vehicles to safely cover sections of the development. The submitted refuse tracking exercise is deemed satisfactory.
- 5.31 Also, there was noted concern over the suitability of certain parking bays, questioning whether they can be safely accessed or egressed from. Again, in some cases, minor changes have been made to allow for safe access and in others it has been demonstrated with tracking how safe access to the respective spaces is achievable.
- 5.32 It is also noted that parking provision and allocation has been reviewed in light of the comments raised in the previous response. The level of provision as now shown will ensure that there is sufficient parking in consideration of the site's sustainable location.
- 5.33 Adequate cycle parking is now is now demonstrated.
- 5.34 Therefore no objection is raised on highways matters.

Conclusion

- 5.35 Outline planning permission has been granted for the development under consent 18/02484/S73. Therefore the principle has been established as well as full consent for Phase I. The current application considers the details of the remainder of the development not in Phase I.
- 5.36 The new points of access to the highway, provision of pedestrian and cycle linkages, ability to access public transport, and predicted vehicle movements remain acceptable and no objection on these matters is raised by OCC Highways in connection with the plans provided. A S278 agreement will be required to secure the highways works and improvements that are necessary to facilitate the scheme. In addition, S106 financial contributions have previously been secured to off-set or mitigate the highways impacts of the development and improve public transport. A number of conditions have also been imposed to address highways matters. Subject to compliance with such agreements and conditions the proposal, insofar as those elements listed, would comply with adopted and emerging policy.
- 5.37 The landscaping in terms of planting, means of enclosure and surfacing is acceptable. Existing trees and hedgerows would be retained for the most part.
- 5.38 There would be no unacceptable impact on the residential amenity of neighbouring properties as regards privacy, loss of light, and general amenity. The internal arrangement is also acceptable.
- 5.39 As regards impacts on heritage assets, there would be less than substantial harm to the WHS/Listed Park and Garden, the Villa Scheduled Ancient Monument, and Cowyards. There is limited harm to the Conservation Areas of Bladon and Woodstock. This harm, under paragraph 196 of the NPPF, would need to be outweighed by public benefits. Whilst there remains a question mark about the eventual level of affordable housing provision, the provision of market and affordable housing on an allocated site to meet housing strategic delivery requirements is a significant benefit of the scheme. In addition, a Deed of Covenant has been completed to ensure

that proceeds of the development are put towards the conservation and restoration of the WHS. These factors are considered to outweigh the less than substantial harm.

- 5.40 Given the subject matter of the application and the extant consent for Phase 1, the proposal is acceptable in principle when assessed against the Local Plan as a whole. The overall layout and design of the scheme has been improved and the revised scheme is considered to be acceptable.

6 CONDITIONS

- 1 The development shall be carried out in accordance with the following:
Adam Architecture drawing register dated 10.05.2019 and Fabrik drawing issue sheet dated 14.05.2019
REASON: For the avoidance of doubt as to what is permitted.
- 2 No dwelling shall be occupied until all the roads, driveways and footpaths serving that dwelling have been drained, constructed and surfaced in accordance with plans and specifications that have been first submitted to and approved in writing by the Local Planning Authority.
REASON: In the interests of road safety.
- 3 No dwelling shall be occupied until space has been laid out within the site for cars to be parked in association with that dwelling and such spaces shall be retained solely for parking purposes thereafter.
REASON: To ensure that adequate provision is made for off-street parking.
- 4 The landscaping of the site shall be carried out in accordance with the drawings approved under condition 2 above. All trees so planted, and retained trees, shall be protected in accordance with a scheme complying with BS 5837:2012: 'Trees in Relation to design, demolition and construction', which shall have first been submitted to, and approved in writing by, the Local Planning Authority. The approved measures shall be kept in place during the entire course of development. No work, including the excavation of service trenches, or the storage of any materials, or the lighting of bonfires shall be carried out within any tree protection areas. All approved planting shall have been completed by the end of the first planting season following the completion of the development. In the event of any of the trees or shrubs so planted dying or being seriously damaged or destroyed within 5 years of the completion of the development, a new tree or shrub of equivalent number and species, shall be planted as a replacement and thereafter maintained.
REASON: To safeguard the character and landscape of the area during and post development.
- 5 The development shall be carried out in accordance with the materials (condition 25) and details (condition 27) of permission 18/02484/S73 as approved under conditions compliance application 18/02335/CND unless otherwise agreed in writing by the Local Planning Authority.
REASON: To ensure the appearance and architectural detailing of the development is appropriate in the interests of maintaining the character of the area.

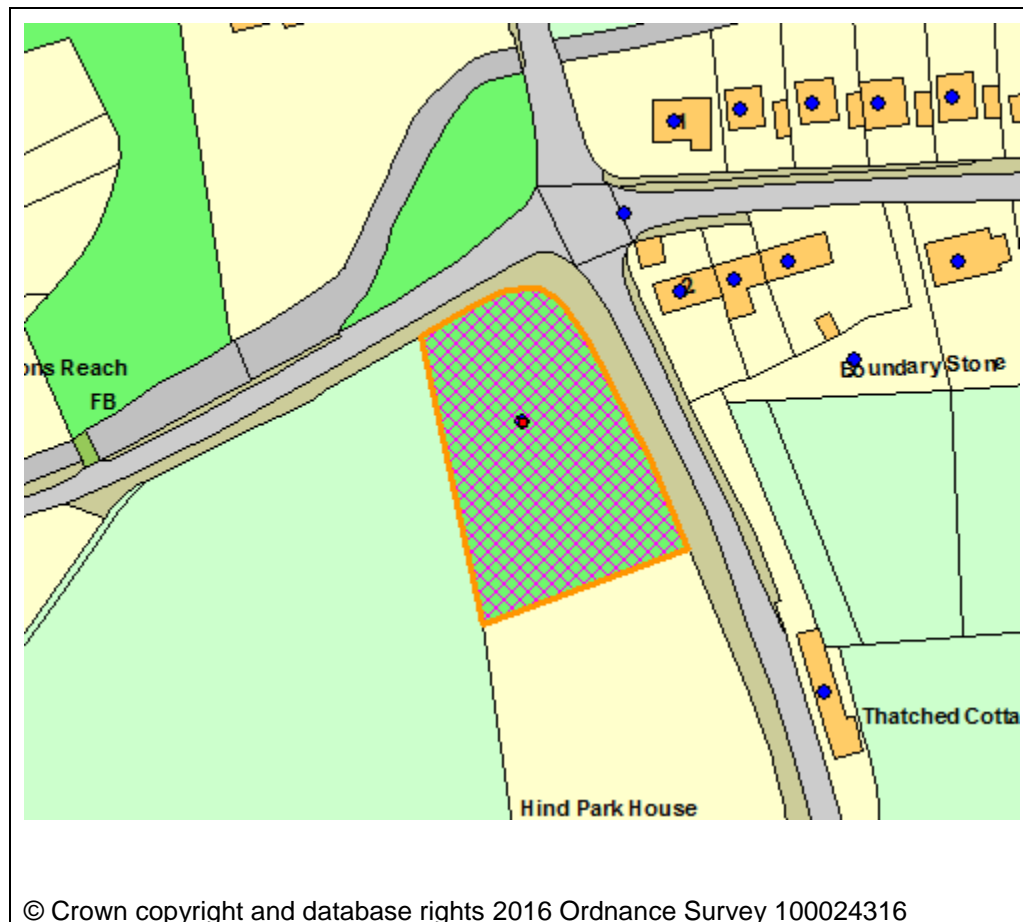
NOTES TO APPLICANT

- 1 Prior to the commencement of development, a separate consent must be obtained from Oxfordshire County Council Road Agreements Team for the proposed access works under S278 of the Highway Act. For guidance and information please contact the County Council's Road Agreements Team on 01865815700 or email Road.Agreements@oxfordshire.gov.uk

- 2 For the purposes of compliance with the originating consent 18/02484/S73 please refer to 18/02335/CND and any other conditions compliance applications that may be approved subsequently.

Application Number	19/00603/FUL
Site Address	Land South of 19 Fox Lane Middle Barton Oxfordshire
Date	22nd May 2019
Officer	Sarah Hegerty
Officer Recommendations	Approve
Parish	Westcot Barton Parish Council
Grid Reference	443493 E 225544 N
Committee Date	3rd June 2019

Location Map



Application Details:

Construction of new vehicle access.

Applicant Details:

Mr Deon Lotter, 1 Boulters Close, The Green, Kingham, Chipping Norton, Oxfordshire, OX7 6YD

I CONSULTATIONS

- I.1 OCC Highways I would not object, subject to conditions, the construction of an access to serve the existing agricultural use on the site in the vicinity of the area indicated on your plan.
- I.2 Parish Council I am writing as Chair of Westcote Barton Parish Meeting, having received feedback from members of the Parish, to formally OBJECT to the above proposal on the following grounds.

Firstly, from a technical perspective:

The plans that have been produced have been hand drawn and do not accurately demonstrate the details of the design. We are especially concerned that the gradient and scale of the development is underestimated. The entrance is narrow and no turning circle or sight line information has been provided.

The Application form has not been completed correctly:

- The land is referred to as 'vacant' whilst it has always been 'agricultural' land previously used for arable crops and more recently for grazing of goats.
- Section 9 has not been completed in regard to the materials to be used and the final finish
- Section 10 has not been completed and therefore there are no details as to why this access is required.
- Section 12 makes no reference to the treatment of surface water from the development.
- Section 14 states that the site is VACANT whereas it is currently used to graze goats. Previously the land was in Agricultural use, not Vacant.
- The application refers to the existing steps, these are a temporary access that has been created by the current user to access and tend to their goats. These steps do not currently have planning consent and therefore should not be seen as supporting the development.

Secondly, from the views of members of the Parish expressed to the Parish Meeting. This section of Westcote Barton is particularly rural with agricultural land bordering a narrow and poorly surfaced lane leading to the Ford. The access does not appear wide enough to support agricultural machinery and thus there is significant concern that this is merely an example of 'creeping urbanisation' in a conservation area and that once complete it will be used to support an application for future change of use to housing. As a green field /

agricultural site housing development on this land would currently be declined due to the status of Westcote Barton and the local development plan.

There is concern that the sight lines from the access would be insufficient to provide good visibility along the lane giving rise to increased risk to pedestrians and horse riders, there is no footpath in Fox Lane and it is widely used by school children.

We understand that a previous application for a similar access from Fox Lane was rejected by the Planning Officer on the grounds of further urbanisation to 'leafy Fox lane'.

Finally, it is believed that the applicant does not own all of the land covered within the proposal. We believe that there is a strip of land between the boundary of the property and the Road that falls under the jurisdiction of Oxfordshire County Council. There is no evidence in the proposal about permission having been sought from the County Council for either the use of the land or for installation of the proposed dropped curb.

We would therefore **OBJECT** to the granting of planning consent for this development and ask that the proposal is declined.

2 REPRESENTATIONS

None received.

3 APPLICANT'S CASE

No supporting statement was required with this application.

4 PLANNING POLICIES

EH10 Conservation Areas

T4NEW Parking provision

The National Planning Policy framework (NPPF) is also a material planning consideration.

5 PLANNING ASSESSMENT

Background Information

- 5.1 The application seeks planning permission for the construction of a new access to serve an existing parcel of land to the South of 19 Fox Lane. The site is located in Middle Barton where it is adjacent to the Middle Barton Conservation Area and is within close proximity to a public right of way.
- 5.2 The application site forms part of an agricultural field which is bounded by a stone wall. The field is currently occupied by goats.

- 5.3 The application has been brought before Members of the Uplands Sub-Committee for consideration as the Parish Council have objected to the application.
- 5.4 Taking into account planning policy, other material considerations and the representations of interested parties your officers are of the opinion that the key considerations of the application are:

Principle
Siting, design and form
Impact on the character of the area
Highways
Residential Amenity
Other Matters

Principle

- 5.5 The proposed location of the access benefits from an existing gate opening which serves the field. Given that there is some form of access already in existence (albeit it serves the field) the principle of considering an alternative safer located access is acceptable in planning terms subject to compliance with the other policies of the plan.

Siting, Design and Form

- 5.6 The proposed access would be 2.2m wide and would stretch 9.5m from the existing highway, Fox Lane into the site. Along Fox Lane, the new access would be in a relatively prominent location however, given that there are a number of houses along the street that are served by various vehicular accesses, the proposal would not detract from the street scene as the proposed off street parking space would be well positioned.
- 5.7 The field to which the application seeks access to sits at a higher ground level in comparison to that of the road. In order to create a suitable access for vehicular movements, the proposed new access seeks to lower the ground levels from the road to the field to create a slope with a 10 degree incline. This access would be constructed using hard-core and would extend 9.5 metres from the existing Highway to the field. The Grass verges either side of the proposed access, including the hedgerow is sought to be retained.

Impact on the Character of the area

- 5.8 As the site is adjacent to the Bartons Conservation Area, Officers are required to take account of section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended which states that, with respect to buildings or other land in a conservation area, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area. Further the paragraphs of section 16 'Conserving and enhancing the historic environment ' of the NPPF are relevant to consideration of the application.
- 5.9 In this regard, in light of the above assessment regarding the limited visual impact on the wider street scene, the proposed alterations would respect the special qualities and historic context of the Conservation Area and would maintain the appearance of the heritage asset given the nature of what is proposed and its location. The proposals are therefore considered to respect the local area and the development would comply with the relevant policies.

Highways

- 5.10 Previous consultations have been made between the applicant and OCC Highways prior to the submission of the application. A copy of the correspondence can be found on the WODC website. OCC Highways consider that an access in this location would be acceptable in terms of access to and from the highway and would not be a danger to other highway users or pedestrians.

Residential Amenities

- 5.11 Due to the proximity of the access from neighbouring properties, the creation of the access is not considered to have an adverse impact on neighbouring amenity.

Other Matters

- 5.12 Westcote Barton Parish has raised concerns about possible future applications for dwellings on the land if this access is approved. For the avoidance of doubt, this application is for an access to serve an agricultural land use. Any future applications for developments requiring planning permission will be considered on their own merits as should this application for an access.
- 5.13 Officers note the parish comments regarding ownership however this is not a planning matter and therefore cannot be considered as part of the assessment of the development.

Conclusion

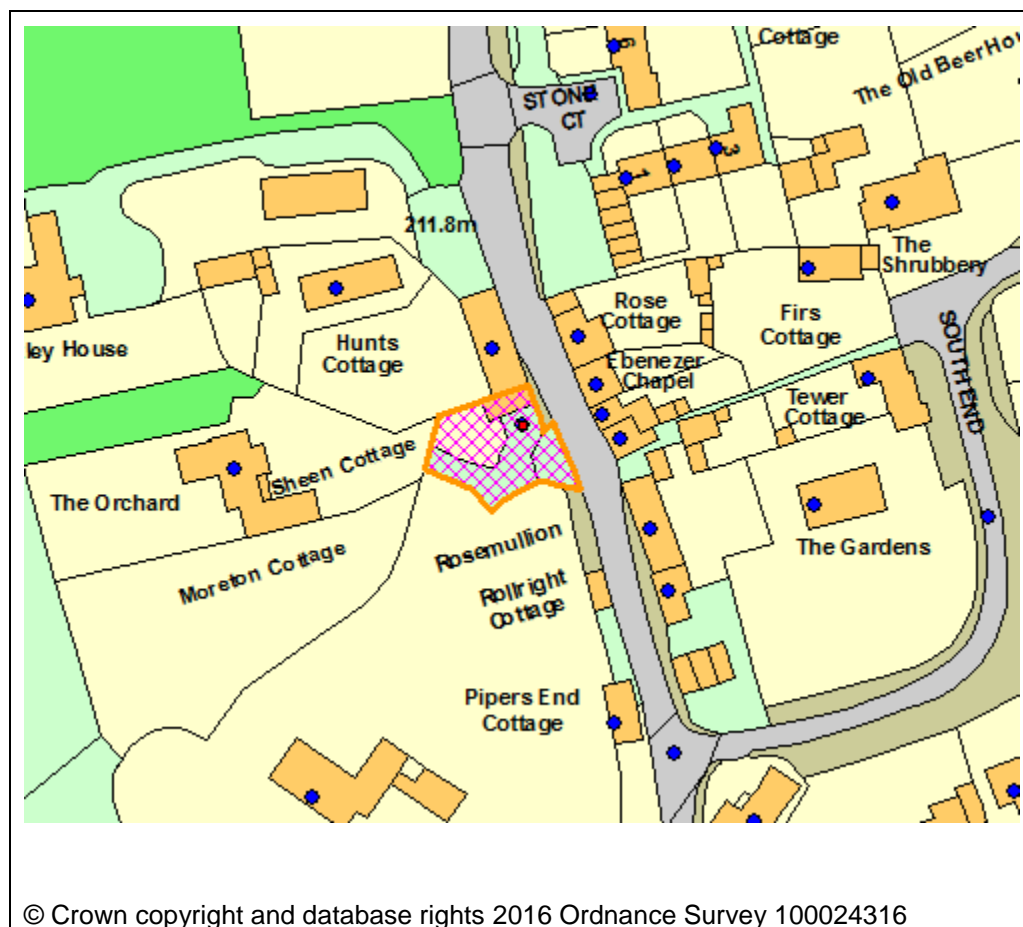
- 5.14 In light of the above observations, the proposed construction of a new vehicular access to land south of 19 Fox Lane is considered acceptable as it complies with policies OS4, T4 and EH10 of the West Oxfordshire Local Plan 2031, the relevant paragraphs of the NPPF and the relevant paragraphs of the West Oxfordshire Design Guide 2016.

6 CONDITIONS

- 1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
REASON: To comply with the requirements of Section 91 of the Town & Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act, 2004.
- 2 That the development be carried out in accordance with the approved plans listed below.
REASON: For the avoidance of doubt as to what is permitted.
- 3 Prior to the commencement of the development hereby approved, full specification details of the vehicular access to serve the site, which shall include construction, layout, surfacing and drainage, shall be submitted to and approved in writing by the Local Planning Authority. Thereafter and prior to the first occupation of any part of the development, the access shall be constructed in accordance with the approved details.
REASON: In the interests of highway safety and to comply with Government guidance contained within the National Planning Policy Framework.

Application Number	19/00660/FUL
Site Address	Land and Garage South of Hunts Barn High Street Great Rollright Oxfordshire
Date	22nd May 2019
Officer	Sarah Hegerty
Officer Recommendations	Approve
Parish	Rollright Parish Council
Grid Reference	432253 E 231036 N
Committee Date	3rd June 2019

Location Map



Application Details:

Alterations and extension to garage (amended plans)

Applicant Details:

Mrs L Micklethwait, 17 Imray Place, Wallingford, OX109FW

I CONSULTATIONS

- I.1 Conservation Officer No Comment Received.
- I.2 OCC Highways Oxfordshire County Council, as the Local Highways Authority, hereby notify the District Planning Authority that they do not object to the granting of planning permission
- I.3 Parish Council Rollright Parish Council has strong objections to the above-referenced application.
The planning application is inaccurate in as much as the garage is attached to Hunts Barn not Hunts Cottage. They are two separate dwellings.
The garage was not included in the house sale so why is the garage important to the owners now? It is believed that the ultimate intention will be to convert it into a house.
It is not suitable to have a pitched roof and the design is out of character
- I.4 WODC Drainage Engineers
Flood Risk:

A public comment has raised concerns for the potential increase of flood risk to the neighbouring property and road as a result of this development and the associated drainage. However, there is no evidence to suggest that the site or its surroundings are susceptible fluvial or pluvial flooding.

Surface Water Drainage:

The planning application form proposes the use of soakaways to manage surface water however, no further information has been submitted.

- We require clarification of the increase in impermeable area and the existing drainage system serving the garage.
It is accepted that the proposed soakaway/s are likely to be viable on site, given the geology of the postcode. However, this must first be proven by soakage tests in accordance with BRE 365. If there is evidence of good infiltration and acceptable groundwater levels, soakaways must be designed in accordance with the new Version 2.1 of Oxfordshire County Council's SUDs Design Guide (August 2013).

We would like to see the use of permeable construction on access routes and hardstandings.

We would also welcome water butts or rainwater harvesting being incorporated into the proposed surface water drainage system.

2 REPRESENTATIONS

2.1 General Comment - Summarised as follows:

- The revised plans will now more of a size that is proportionate to such a small plot.
- Materials proposed are unclear and need confirmation
- Highways concerns due to increased traffic from the development and disagrees with the Highways officer
- It is hoped that there is an intention to improve its poor visual impact by landscaping the area.
- Clarification is needed whether it is proposed to retain in its entirety the dry stone wall which borders the road (and which is currently the only feature of this property that is in good order).

2.2 General Comment - Summarised as follows:

- Revised plans appear to be more reasonable in scale
- Maintenance of the space between the garage and the barn not specified
- Roof Materials of the flat roof area not specified
- Effects the setting of the locally listed adjoining barn
- No Soak away details supplied
- Not within the ownership or linked to a residence within the village

2.3 Other comments were received however the amended drawings have superseded these.

3 APPLICANT'S CASE

No supporting statement was required with this application.

4 PLANNING POLICIES

OS2NEW Locating development in the right places

OS4NEW High quality design

H6NEW Existing housing

EH1 Cotswolds AONB

EH9 Historic environment

EH10 Conservation Areas

EH11 Listed Buildings

NPPF 2019

DESGUI West Oxfordshire Design Guide

The National Planning Policy framework (NPPF) is also a material planning consideration.

5 PLANNING ASSESSMENT

5.1 The application seeks permission for alterations and extension to a garage.

Background Information

5.2 The site is located within the Cotswold Area of Outstanding Natural Beauty, the Great Rollright Conservation Area and in the setting of a Listed and Locally Listed Buildings.

- 5.3 The Council must have regard to section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 in respect of any development proposal either preserving or enhancing the character of Conservation Area. Further to this the paragraphs of section 16 'Conserving and enhancing the historic environment ' of the NPPF are relevant to consideration of the application. In this regard the proposed alterations are not considered to have a detrimental impact on the character or historic interest of the Conservation Area, given the traditional form of the proposed and its location. As such, the Conservation Area is not materially impacted and is therefore preserved.
- 5.4 The site is located within the Cotswolds AONB wherein great weight should be given to conserving landscape and scenic beauty. The proposal would have no material effect on the character of the landscape given the site's location within the town and its proximity to other modern village development and officers consider this an improvement to the existing structure.
- 5.5 The Council must also refer to section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 in respect of any development proposal which affects a listed building or its setting. Further to this the paragraphs of section 16 'Conserving and enhancing the historic environment ' of the NPPF are relevant to consideration of the application. In this regard the proposed alterations are not considered to have a detrimental impact to the setting of the listed or locally listed building, given the nature of what is proposed and its location. As such, the setting of the listed and locally listed buildings are preserved.
- 5.6 Taking into account planning policy, other material considerations and the representations of interested parties your officers are of the opinion that the key considerations of the application are:

Siting, Design and Form

Impact on the character of the area

Impacting on the setting of a Listed and Locally Listed Buildings

Highways

Residential Amenity

Principle

- 5.7 The existing garage is in poor condition and not suitable for a modern vehicle. It is constructed of wooden cladded exterior walls and corrugated metal roof with an up and over door to the left of the building with access door and window to the right. The boundary of the plot is a curved traditional stone wall and the access is shared with this and the properties to the rear.

Siting, Design and Form

- 5.8 In terms of design, following officer's initial concern the applicant revised the proposal, reducing the scale of the garage, coupled with a change to the orientation of the roof (now gable to gable). It now sits within the outline of Hunts Barn (which is a locally listed building) and therefore appears subservient in height. The pitch of the roof matches that of Hunts Barn behind and found in local vernacular. Officers therefore consider this to be appropriate in scale and form and would not appear out of place within the street scene.

Impact on the character of the area and Listed Building

- 5.9 The materials proposed of stone and slate are considered to be in keeping with the Conservation area and due to the poor state of repair of the current building officers consider that the proposals would be an improvement to the site, the Conservation Area and also the setting of a Listed Buildings.
- 5.10 Details of both the up and over door and access door have not been supplied therefore a condition has been attached to provide this information.
- 5.11 Officers therefore consider that for all of the above the proposal is acceptable.

Highways

- 5.12 Highways have no concerns or objections to this proposal.

Residential Amenities

- 5.13 Further to officer's initial concerns regarding the scale and height of the proposal, the applicant reduced the height and width ensuring that this would not block light to the amenity area of Hunts Barn or feel overbearing. There are no immediate neighbours to the south, east or west. Further to the representation comment the applicant further revised the drawing to allow an access space between the garage and Hunts Barn to allow for maintenance. Therefore officers consider this is acceptable in this regard.

Conclusion

- 5.14 In light of this assessment, taking in consideration the design, neighbouring amenity and layout, this proposal is acceptable in accordance with policies OS2, OS4, H6, EH9, EH10 and EH11 of the adopted Local Plan 2031, Relevant sections from the NPPF and West Oxfordshire Design Guide 2016.

6 CONDITIONS

- 1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
REASON: To comply with the requirements of Section 91 of the Town & Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act, 2004.
- 2 That the development be carried out in accordance with the approved plans listed below.
REASON: For the avoidance of doubt as to what is permitted.
- 3 That, prior to the commencement of development, a full surface water drainage scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of the size, position and construction of the drainage scheme, and results of soakage tests carried out at the site to demonstrate the infiltration rate. Three tests should be carried out for each soakage pit as per BRE 365, with the lowest infiltration rate (expressed in m/s) used for design. The development shall be carried out in accordance with the approved details prior to the first occupation of the development hereby approved.

REASON: To ensure the proper provision for surface water drainage and/ or to ensure flooding is not exacerbated in the locality (National Planning Policy Framework, The West Oxfordshire Strategic Flood Risk Assessment and Planning Practice Guidance). If the surface water design is not agreed before works commence it could result in abortive works being carried out on site or additional works being required to ensure flooding does not result, which may result in changes to the approved site layout being required.

- 4 Before above ground building work commences, a schedule of materials (including samples) to be used in the elevations of the development shall be submitted to and approved in writing by the Local Planning Authority. The development shall be constructed in the approved materials.
REASON: To safeguard the character and appearance of the area.

- 5 Notwithstanding details contained in the application, detailed specifications and drawings of all external doors including details of all materials, finishes and colours shall be submitted to and approved in writing by the Local Planning Authority before that architectural feature is commissioned/erected on site. The development shall be carried out in accordance with the approved details.
REASON: To ensure the architectural detailing of the buildings reflects the established character of the area.