

WEST OXFORDSHIRE DISTRICT COUNCIL

LOWLANDS AREA PLANNING SUB-COMMITTEE

Date: 2nd April 2024

REPORT OF THE BUSINESS MANAGER-DEVELOPMENT MANAGEMENT



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 Business Manager. 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.

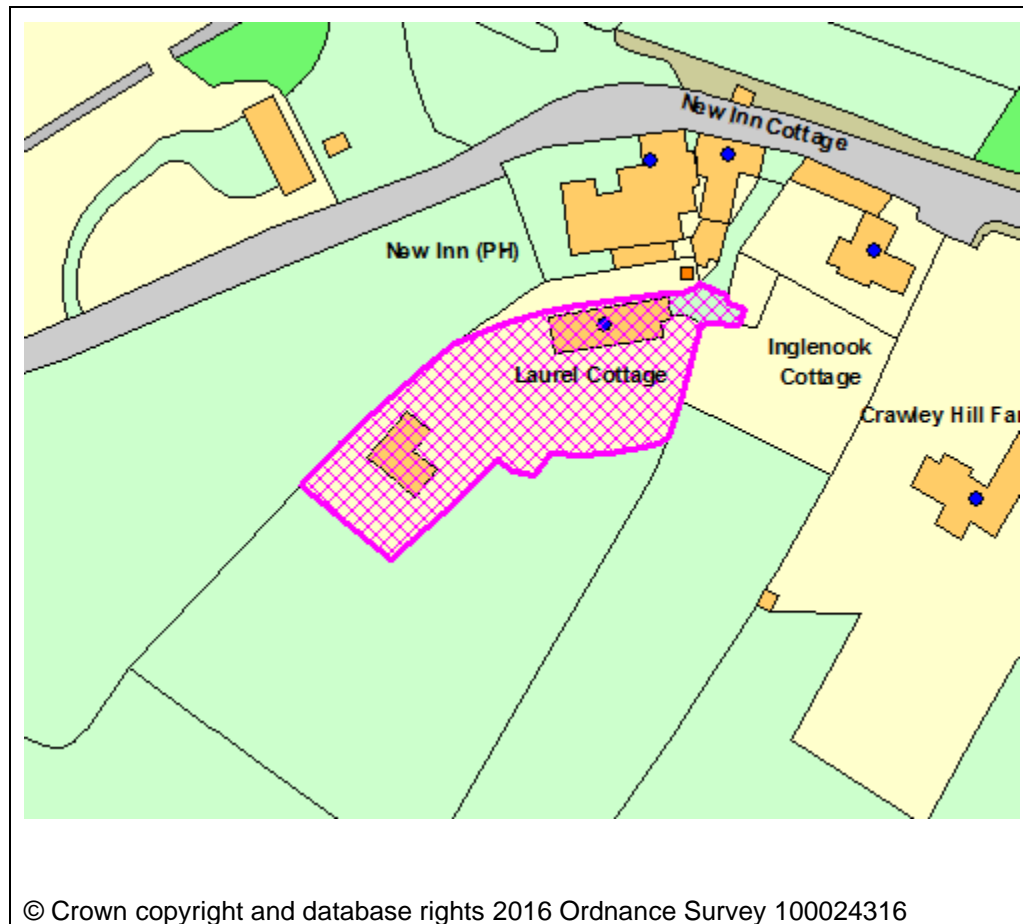
Please note that:

1. 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

Item	Application Number	Address	Officer
15-18	23/02825/HHD	Laurel Cottage Foxburrow Lane	Clare Anscombe
19-31	23/031111/FUL	Plot 4 Viscount Industrial Estate	Joan Desmond
32-37	24/00175/HHD	Olde Well Cottage 109 Station Road	Elloise Street
38-41	24/00285/LBC	Olde Well Cottage 109 Station Road	Elloise Street

Application Number	23/02825/HHD
Site Address	Laurel Cottage Foxburrow Lane Crawley Witney Oxfordshire OX29 9TS
Date	19th March 2024
Officer	Clare Anscombe
Officer Recommendations	Approve
Parish	Crawley Parish Council
Grid Reference	434314 E 212066 N
Committee Date	2nd April 2024

Location Map



Application Details:

Existing pair of flat roofed dormers replaced with single dormer, proposed additional dormer

- Siting, Design and Form; and
- Impact on amenity.

Principle

5.4 Your officers consider that the principle of the proposed development is acceptable as the new dormers fall within the curtilage of an existing dwelling. Policy H6 requires alterations to existing dwellings to respect the character of the surrounding area and not unacceptably affect the environment of people living in or visiting that area. Therefore, the proposed development is considered to be acceptable subject to design, character and amenity considerations.

Siting, Design and Form

5.5 The proposed dormers consist of render and timber with a tile and felt roof and white UPVC windows to match the existing dormers on the south elevation. As the height, materials and windows of the proposed dormers reflect that of the existing approved dormers on the southern elevation, it is considered that the proposal would form a logical complement to the existing scale and character of the existing dwelling and so is acceptable in terms of design, scale and form.

5.6 In terms of visual amenity, the proposed dormers would not be conspicuous in the street scene and so Officers consider that the proposal would conserve the visual amenity of the area.

Residential Amenities

5.7 The Crawley Inn lies to the north and New Inn Cottage is to the north-east. The Lowlands Planning Sub-Committee resolved to grant planning approval for the conversion of the pub to dwellings in January 2024, subject to a legal agreement (ref. 23/00539/FUL). Due to the close proximity of the location of the proposed dormers to the adjoining properties and given that the existing trees along the boundary with The Crawley Inn do not appear to fall within the ownership of the applicant so their retention could not be secured through condition, to protect privacy in adjoining properties, it is considered to be necessary to impose a condition requiring all new windows on the north elevation to be fitted with obscure glazing prior to the first occupation of the development. There are other windows on the southern elevation of the property which are not obscure glazed and which Officers consider would allow sufficient daylight into the principal rooms where the new dormers are located.

Conclusion

5.8 Taking all of the above issues into consideration, Officers consider that the proposal complies with policies OS2, OS4 and H6 of the West Oxfordshire Local Plan (2018) and is therefore recommended for approval, subject to conditions.

6 CONDITIONS

- I. 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. The development shall be constructed with the materials specified in the application.

REASON: To ensure that the development is in keeping with the locality and for the avoidance of doubt as to what is permitted.

4. Before first occupation of the development hereby permitted the new windows along the northern elevation shall be fitted with obscure glazing and shall be retained in that condition thereafter.

REASON: To safeguard privacy in the adjacent properties.

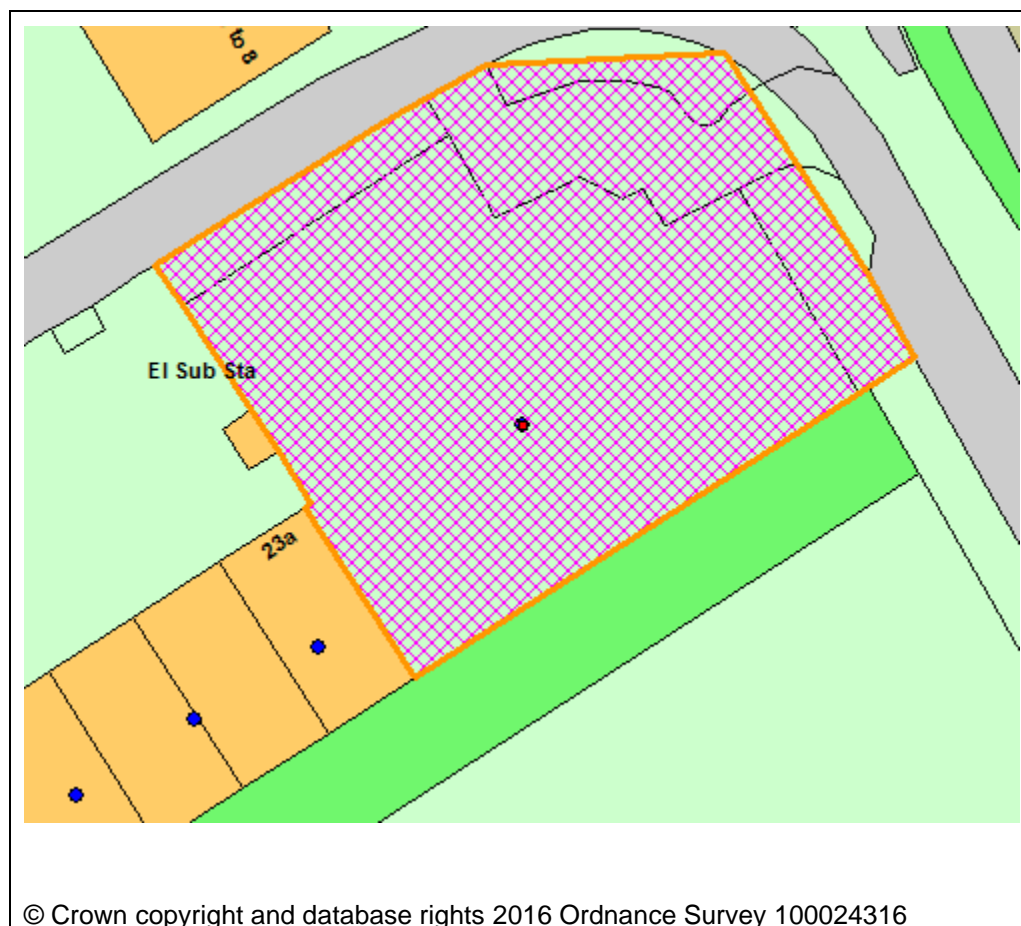
Contact Officer: Clare Anscombe

Telephone Number:

Date: 19th March 2024

Application Number	23/03111/FUL
Site Address	Plot 4 Viscount Industrial Estate Station Road Brize Norton Oxfordshire
Date	19th March 2024
Officer	Joan Desmond
Officer Recommendations	Refuse
Parish	Brize Norton Parish Council
Grid Reference	430587 E 205971 N
Committee Date	2nd April 2024

Location Map



Application Details:

Erection of four industrial units and associated works

Applicant Details:

Mr Aniket Chhipa
30 Dalston Gardens
Stanmore
HA7 1BH

I CONSULTATIONS

Env Health Contamination

The consultant has developed a conceptual site model for the site based on the findings of a desk study and site walk over. The consultant recommends that a site investigation is required to further refine the conceptual site model.

In general the findings and conclusions of the report are supported, although the use of the neighbouring site as military land has not been considered in the conceptual site model.

Given that further investigation is required a site investigation condition is recommended.

District Ecologist

Insufficient information has been submitted with regards to demonstrating a measurable biodiversity net gain. Therefore, the proposal does not comply with the requirements of the Local Plan policy EH3 and paragraphs 174, 179 and 180 of the National Planning Policy Framework.

Insufficient information has been submitted to enable the Local Planning Authority to fully assess the extent to which great crested newts, that are protected under the Wildlife and Countryside Act 1981 (as amended), and the Conservation of Habitats and Species Regulations 2017 (as amended) may be affected by the proposed development. The Local Planning Authority is therefore unable to fully assess the development in respect of the requirements of the National Planning Policy Framework, The Planning Practice Guidance, West Oxfordshire District's Local Plan Policy EH3, and ODPM Circular 06/2005. Furthermore, the Local Planning Authority is also unable to fully assess the proposals in the light of the three derogation tests, as described in the ODPM Circular 06/2005 and The Conservation of Habitats and Species Regulations 2017 (as amended), preventing the Local Planning Authority from discharging its statutory duty with regards to European protected species.

Thames Water

Thames Water would advise that with regard to WASTE WATER NETWORK and SEWAGE TREATMENT WORKS infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.

With regard to SURFACE WATER drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection.

Thames Water would recommend that petrol / oil interceptors be

fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.

On the basis of information provided, Thames Water would advise that with regard to water network and water treatment infrastructure capacity, we would not have any objection to the above planning application.

Parish Council

Although In principle, Brize Norton Parish Council does not oppose the construction of these four industrial units, we do have concerns about two items, namely foul water drainage and traffic.

Foul Water Drainage.

Contrary to the information provided by Infrastructure C.S Limited in section 9.0 and their drawing number 0200/PO1, due to the location of Viscount Court, which is south of the old railway bridge and RAF Brize Norton runway, the existing foul water system for the whole site does not discharge into a sewerage pumping station (SPS) as it has nowhere to pump to. Viscount Court actually has its own sewerage treatment works (STW) and from there, treated foul water discharges into the adjacent stream.

This is also contrary to Thames Water 'standard letter' response as Viscount Court is not connected to the public sewer network.

With this in mind, the Parish Council wishes to raise the following questions:

Is the current foul water system adequate for the total number of proposed units on site because the workforce has grown considerably since the system was first installed? Will the treated water being discharged into the adjacent stream meet all the health and safety regulations to sufficiently avoid pollution incidents?

Is the Environment Agency (EA) aware of this additional discharge into the adjacent stream?

Traffic.

Referring to the document produced by 'Origin' sections 2.9 and 2.11 are incorrect and misleading.

Referring to Google Maps, it can be clearly seen that Station Road is only classified as the A4095 from Bampton up to the junction where it changes direction and runs in a northeast direction towards Witney. (The A4095 actually connects Bampton to Witney). Station Road continues northwards from this junction and is unclassified. It runs past Viscount Court, through the village of Brize Norton and up to the mini roundabout at the church. At this point, the road becomes Manor Road, continues northwards onto Minster Road, and then joins the B4477 and onto the A40.

Contrary to section 2.11, Station Road does not provide a connection to the A420. As detailed above it only goes southwards to Bampton. There are two roads running southwards from Bampton to the A420, one is Buckland Road and the other is the continuation of the

A4095 to Clanfield and Radcot.

Neither of these roads are suitable for HGV's due to the narrow bridges across the River Thames at Buckland and Radcot.

Referring to Table 2, Brize Norton parish council is extremely concerned there will be an extra 131 vehicle movements during the day and 'Origin' have not provided any estimate of how many of these will pass northwards through the village of Brize Norton to gain access to Carterton or the A40. Station Road is unclassified and where it passes through the village, it is very narrow in places, has on street parking, and only has footpaths on the east side of the road through the majority of the village, some of which are only 800mm wide in several locations. These narrow footpaths on the east side of Station Road are not only used by pedestrians walking through the village, but also by parents and children attending the pre-school, primary school and the members of the community attending the village café and sports pavilion, all of which are on the west side of Station Road and there is no pedestrian crossing.

The volume of traffic passing through the village of Brize Norton is of great concern to the community and is evidenced in Brize Norton's Neighbourhood Plan Regulation 14 consultation Document Section 5. Brize Norton Neighbourhood Plan - Brize Norton, Oxfordshire (brizenortonplan.org.uk) Station Road is already suffering with the accumulative effect of the large housing development known as Brize Meadow, of which the predicted traffic flow was reached 9 years ahead of schedule (Brize Norton Neighbourhood Plan Evidence Appendix 06, Document D, Section 2). Appendices - Brize Norton Neighbourhood Plan (brizenortonplan.org.uk) Brize Meadow consists of 700 homes (now 799) and is part of the Local Plan commitment to provide 2,680 homes in the Carterton sub-area during the 2011 - 2031 Local Plan period which itself, is currently under review. The Parish Council would question if the applicant has taken into account this accumulative effect of the 2031 Local Plan because Station Road is used as a 'rat run' for people travelling to and from South Oxfordshire and Carterton including its surrounding areas.

OCC have also provided evidence that Station Road, despite being unclassified, was carrying as much traffic as many of the 'A' classed roads in Oxfordshire as far back as 2018. (Brize Norton Neighbourhood Plan Evidence Appendix 06, Document D, Section 4). Appendices - Brize Norton Neighbourhood Plan (brizenortonplan.org.uk)

As further evidence to support the concerns of our community, an image is attached with this response which shows an HGV tanker overhanging the edge of the footpath whilst on its way to the fuel suppliers based on Viscount Court. This can only be classed as an extremely hazardous situation which will be exacerbated if more HGV's are permitted to pass through the village. (This image also

appears in the Regulation 14 Consultation Document).

Brize Norton Parish Council therefore considers that an additional 131 traffic movements will have a major impact on the safety and operation of the local highway network and a further impact assessment should be carried out because these additional vehicle movements cannot be safely accommodated on the road network. It should be noted that although OCC has a traffic monitoring station at the southern entrance to the village, due to the fact that the majority of residents and tradespeople visiting the builders merchants, travel to and from the north end of the village, the volume of traffic passing through the centre of the village, including the school, is actually 18% higher than the OCC traffic volume figure (Brize Norton Neighbourhood Plan Evidence Appendix 06, Document D, Section 2). Appendices - Brize Norton Neighbourhood Plan (brizenortonplan.org.uk)

The Parish Council wishes to comment that this application does not comply with Policy T3 - Public Transport, Walking and Cycling as there is no safe provision for cycling on Station Road. The nearest bus stop is in the centre of the village at the church and there is no footpath between the southern edge of the settlement area and Viscount Court which is south of the runway. Therefore, the only means of accessing Viscount Court is by use of a motorised vehicle.

On a final note, the Parish Council would question item 5.5 which states that the criteria used in the 'Origin' analysis uses the parameter "Sites in urban areas and edge of town locations". Viscount Court is actually in a rural area on the edge of a Parish boundary.

With the above in mind, Brize Norton Parish Council is extremely concerned that should the end user of one of these units be, for example, a courier company or a company using HGV's, this traffic could potentially pass northwards through the village of Brize Norton. The Council therefore requests that if such an end user occupies one of these units, then a condition is put in place requiring their vehicles to travel the short distance southwards to the A4095 and then travel northeast towards the A40. The Parish Council would bring to your attention that Bloor Homes Ltd and RAF Brize Norton/MOD require their HGV's not to pass through the village. Likewise, Thames Water have now instructed their tankers, whenever possible, not to drive through the village but to access their SPS in the south of the village by way of the A4095.

If such a condition outside the remit of the planning officer, then the Parish Council respectfully requests a S106 fund of £45,000.00 to provide a pedestrian crossing along with associated paving works so that adults and children can cross Station Road in a much safer manner. (A precedent has been set by Bloor Homes Ltd as they provided three build-outs in the village to contribute towards

road safety).

Taking the above into account, unfortunately the Parish Council cannot agree to this planning application until the above questions and concerns are resolved.

(Please note, although the Brize Norton Neighbourhood Plan has not been adopted yet, the evidence referred to in our response has been read and accepted by both WODC and OCC as part of their statutory response to the Neighbourhood Plan Regulation 14 Consultation)

Major Planning Applications Team

The TDM team are not able to support the above application as it currently stands.

Env Health Noise And Amenity

No objection to this application. I would however ask for an hours of working condition to be attached to any consent granted.

MOD MOD (Brize Norton)

No Comment Received.

Major Planning Applications Team

OCC Transport raise an objection to the application as further clarification/information is required on transport matters. The Highways Agreements Team has also requested an assessment which tracks the existing site access.

LLFA - No objection subject to conditions.

Archaeology - The proposals outlined would not appear to have an invasive impact upon any known archaeological sites or features. As such there are no archaeological constraints to this scheme.

2 REPRESENTATIONS

- 2.1 A letter has been received from The Viscount Management Committee objecting to the application on the grounds of the proposed foul water drainage and advise that they have not been consulted and the pumping station does not have sufficient capacity for the buildings proposed in the application.
- 2.2 One objection letter on behalf of the village preschool raising concerns relating to traffic and child safety in the village.

3 APPLICANT'S CASE

- 3.1 This site is within an established industrial estate with its own private access road. The access to the front is generous with two wide entrances/exits and a large, unobstructed open forecourt measuring 15.1m by 39.7m (excluding parking areas). Vehicle parking has been provided in line with OCC's latest guidance and both cycle parking and EV charging provision exceed the required standards. It is therefore hoped that the amended site plan be acceptable.

4 PLANNING POLICIES

OS1NEW Presumption in favour of sustainable development

OS2NEW Locating development in the right places

OS3NEW Prudent use of natural resources

OS4NEW High quality design

OS5NEW Supporting infrastructure

E1NEW Land for employment

T1NEW Sustainable transport

T2NEW Highway improvement schemes

T3NEW Public transport, walking and cycling

T4NEW Parking provision

EH2 Landscape character

EH3 Biodiversity and Geodiversity

EH4 Public realm and green infrastructure

EH7 Flood risk

EH8 Environmental protection

CA5 Carterton sub-area strategy

NPPF 2023

NATDES National Design Guide

DESGUI West Oxfordshire Design Guide

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

5 Planning Assessment

Background Information

5.1 This application site comprises an existing industrial site located at Viscount Industrial Estate situated on the west side of Station Road near Brize Norton Airfield.

5.2 The application is reported to Committee at the request of Cllr Pearson on the grounds that scale, transport, foul water drainage, and ecology all seem to be problematic areas.

5.3 In terms of relevant planning history, permission was granted for the erection of three industrial units, one portakabin and two storage containers, associated parking, access, landscaping and service road (08/1559/P/FP) in 2010. This permission has been partly implemented and as such is still extant. This permission was however, granted to enable existing companies currently operating on the site to expand. As such a Condition (11) was attached to that permission which specified as follows:
The additional area of land hereby authorised shall only be used by those companies specified on plan 150:S:BN:2007 unless written consent is first given by the Local Planning Authority to any other occupier.
REASON: It is only the use of the extended site by existing companies that renders the proposal acceptable in policy terms. (Policy E8 of the West Oxfordshire Local Plan 2011)

5.4 Plan 150:S:BN:2007 specifies that Plot 1 (this application site) is to be occupied by R Griffiths Woodwear Ltd. The information submitted with this application clearly states that the type of businesses that will occupy the proposed units is not known and as such is unrelated to the extant permission which restricts the use of the site to R Griffiths Woodwear Ltd. As such it is Officer opinion that the extant permission is not a realistic 'fall-back' position and as such can be given only limited, if any, weight.

5.5 In addition, the extant permission for Plot 1 relates to a smaller building and the 2010 permission also included a communal car parking area/lorry parking for all 5 Plots. The agent advises that the extant consent for Plot 1 is for a unit of 675 sq m with 22 parking bays.

5.6 Pre-application advice was sought in 2020 (20/02150/PREAPP) to update the design and layout of an existing approval (08/1559/P/FP) for plots 1-5. The pre-app advice related to this site (Incorrectly referred to as Plot 4 as it is in fact Plot 1).

5.7 In 2013, planning permission was granted for the erection of five industrial units with associated parking and access on Plot 2 (13/0457/P/FP). This permission has been implemented.

The Development

5.8 This application seeks permission for the erection of four industrial units and associated works. Taking into account planning policy, other material considerations and the representations of interested parties, officers are of the opinion that the key considerations of the application are:

- Principle of Development;
- Design/Layout/Visual Impact
- Highways;
- Flood Risk/Drainage
- Residential Amenity;
- Trees/Ecology; and
- Other Matters

Principle of Development

5.9 In October 2023 the Levelling-Up and Regeneration Bill ("LURB") received royal assent. The LURB replaces Section 38(6) of the Planning and Compulsory Purchase Act 2004 in favour of new Section 38(5A) - (5C) which states:

(5A) For the purposes of any area in England, subsections (5B) and (5C) apply if, for the purposes of any determination to be made under the planning Acts, regard is to be had to—

- a) the development plan, and
- b) any national development management policies.

(5B) Subject to subsections (5) and (5C), the determination must be made in accordance with the development plan and any national development management policies, unless material considerations strongly indicate otherwise.

(5C) If to any extent the development plan conflicts with a national development management policy, the conflict must be resolved in favour of the national development management policy.

5.10 At this time, no national development management policies have been adopted and as such, the application should be determined in accordance with the West Oxfordshire Local Plan 2031 unless material considerations strongly indicate otherwise.

5.11 While the proposed development site is not expressly included as an allocation within the Local Plan, Policy EI states "proposals to improve the effectiveness of employment operations on existing employment sites will be supported where commensurate with the scale of the town or village and

the character of the area. This site forms part of the Viscount Industrial site and as outlined above was part of a planning consent for industrial development in 2010. As such, the development can be supported in principle, subject to compliance with other local plan policies.

Design/Layout/Visual Impact

- 5.12 Policy OS2 states that all development should be of a proportionate and appropriate scale to its context having regard to the potential cumulative impact of development in the locality; form a logical complement to the existing scale and pattern of development and/or the character of the area; and be compatible with adjoining uses and not have a harmful impact on the amenity of existing occupants.
- 5.13 Policy OS4 requires new development to respect and where possible enhance the character and quality of the surroundings and contribute to local distinctiveness.
- 5.14 Policy EI requires development to be commensurate with the scale of the town or village and the character of the area.
- 5.15 Policy EH2 of the Local Plan states that "new development should conserve and, where possible, enhance the intrinsic character, quality and distinctive natural and man-made features of the local landscape... Proposed development should avoid causing pollution, especially noise and light, which has an adverse impact upon landscape character and should incorporate measures to maintain or improve the existing level of tranquillity and dark-sky quality, reversing existing pollution where possible.
- 5.16 This proposal is for a building containing 4 units, 3 of approximately 290 sq m and one of approximately 470 sq m. The bulk of the floor area is at ground floor level, with each unit having a mezzanine area covering approximately 25% of the ground floor in the case of units 3-4, and 33% for unit 1. The proposed building has a total footprint of 1,155 sq m and a ridge height of 8.45m. The total plot area is 2,630 sq m. Externally, the building is to be clad in reconstituted coursed stone at the lower level of the front elevation, and in two types of profiled metal cladding, one with large vertical corrugations and one with small horizontal corrugations. The submitted Design and Access Statement advises that this will help to achieve a variety of textures on the large front elevation. The scale and design of the proposed building is considered to be acceptable and will relate well with the existing industrial buildings.
- 5.17 Following concerns raised by the Landscape Officer in terms of encroachment into a planted buffer zone along the southern boundary which was an important aspect when allowing the expansion of the industrial estate, revised plans have been submitted to relocate the building further forward on the plot and further away from the southern boundary. This will ensure that the planted buffer zone is retained and protected.

Highways

- 5.18 Access to Viscount Industrial Estate is via a private industrial access road off Station Road. Access to the proposed development on Plot 4 will be via 2 entrances from the Industrial Access Road towards the west. The existing eastern access on the outside of the bend in the access road will be closed off and a new entrance is proposed to the west of the second access. The submitted Transport Statement concludes that access to the Viscount Industrial Estate is via an industrial access road off Station Road. The access was considered as part of the application for Phase 2 on the

industrial estate and found to be acceptable from a highway safety point of view. The visibility splays meet MfS standards for an access onto a 60mph road. It is therefore considered that this access is capable, in safety terms, of accommodating the additional movements associated with this development. The net trip impact results show that the proposed development will generate a total of 5 additional two-way movements in the AM peak hour and a total of 6 additional two-way movements in the PM peak hour compared to the consented trips for Plot 4. These additional movements would have an immaterial impact on the safety and operation of the local highway network.

5.19 Following an objection and queries raised by OCC Transport, the agent responded with a revised layout drawing and written statement that advised as follows:

This site is within an established industrial estate with its own private access road. The access to the front is generous with two wide entrances/exits and a large, unobstructed open forecourt measuring 15.1m by 39.7m (excluding parking areas). Vehicle parking has been provided in line with OCC's latest guidance and both cycle parking and EV charging provision exceed the required standards.'

5.20 OCC Transport maintain their objection however and comment that the proposed development results in a requirement of a maximum of 14 car parking spaces and a minimum of 12 cycle parking spaces (7 staff and 5 visitor). In terms of cycle parking provision (18 spaces) the development complies with OCC's parking standards but the proposed 16 vehicle parking spaces fails to comply with OCC's parking standards. Requested information has also still not been submitted including the frequency / trip generation and size of vehicles for servicing / operational / delivery needs. OCC Transport advise that safe visibility splays should be maintained and free from obstruction for both the site access and the private road junction with Station Road. In relation to the private road junction with Station Road (60mph posted speed limit), it should be demonstrated that safe visibility splays can be accommodated. The OCC Highways Agreements team state that 'the assessment should track the existing site access as it appears that the proposal is to use larger vehicles than currently access the site. We would need assurance that they are able to do so safely.' Swept path analysis of the largest anticipated vehicles should be undertaken at the site access with Station Road in order to demonstrate safe two-way operation.

Flood Risk/Drainage

5.21 The development site falls entirely within Flood Zone 1, which is classified as low probability of flooding. A Flood Risk and Drainage Strategy submitted with the application advises that the development proposals together with the site layout have been assessed in relation to the provision of SuDS drainage associated with the works. The report has assessed the feasibility of implementing the SuDS hierarchal approach and has confirmed that this development is likely to be able to install suitable drainage measures into the design proposals. Flood risk to the site has been assessed, and where risks have been deemed above low, mitigation measures have been proposed to reduce the risk to the site. The report concludes that having assessed the other forms of flood risk to and from the development site, the site is not considered at high risk from any other sources of flooding. The LLFA has raised no objection to the application, subject to drainage conditions.

5.22 In terms of foul drainage, the report advises that the development proposals will seek to discharge foul water via gravity from the development site into the existing foul water pumping station to the north the east of the site which serves the estate. The pumping station was designed with connection for this plot in mind so has been confirmed with the owner that it has sufficient capacity for the additional flows. The Viscourt Management Committee has advised however that they have not been consulted and the pumping station does not have sufficient capacity for the buildings proposed

in the application. The agent however, disputes this view and advises that discussions were held with the vice-chair of the management committee.

5.23 Thames Water (TW) recognises that this catchment is subject to high infiltration flows during certain groundwater conditions. TW consider that the scale of the proposed development doesn't materially affect the sewer network and as such has no objection, however advises that care needs to be taken when designing new networks to ensure they don't surcharge and cause flooding. In the longer term TW, along with other partners, are working on a strategy to reduce groundwater entering the sewer networks.

5.24 In summary, TW has not raised an objection on waste water and sewerage treatment works infrastructure capacity grounds and this issue could be addressed by the imposition of an appropriately worded condition.

Residential Amenities

5.25 The site adjoins an existing airbase and industrial estate. There are however residential properties located opposite the main entrance to the estate and previous applications have contained conditions seeking to secure residential amenity. The EHO is again recommending conditions be imposed to protect the amenity of the neighbourhood.

Ecology

5.26 Policy EH3 states that development should protect and enhance biodiversity to achieve an overall net gain in biodiversity.

5.27 This application is accompanied by a Preliminary Ecological Appraisal (PEA) which details the results as follows:

- Within the site there are habitats of hard-standing, bare ground with sparse vegetation, introduced shrub, scattered trees and a native hedgerow along the southern boundary.
- Other than the hedgerow, habitats are considered to be of negligible or low ecological value.
- All trees within the site are assessed as having 'none' potential for roosting bats (Collins, 2023).
- Suitable shelter habitat for hedgehogs is limited to the southern boundary hedgerow.
- Proposals will result in the loss of hard-standing, bare ground, introduced shrub and some scattered trees.
- There are no foreseeable impacts on roosting bats, commuting or foraging bats, amphibians, reptiles, invertebrates or other protected/notable species.
- Badgers and hedgehogs passing through the site during the construction phase of development are at risk of injury and trapping due to inadvertent pitfall hazards.
- If nesting birds are present within the woody habitats at the time of clearance works, there is the potential for the destruction of active birds' nests and the killing/injury of eggs/young.
- New external lighting has the potential to affect bat behaviour
- Recommendations are made with native landscape planting as well as species-specific enhancement including bird/bat boxes. Careful work practices are recommended to protect birds, badgers and hedgehogs

5.28 The Council's Ecology Consultant has raised an objection to the application on the following grounds:

Insufficient information has been submitted with regards to demonstrating a measurable biodiversity net gain. Therefore, the proposal does not comply with the requirements of the Local Plan policy EH3 and paragraphs 174, 179 and 180 of the National Planning Policy Framework.

Insufficient information has been submitted to enable the Local Planning Authority to fully assess the extent to which great crested newts, that are protected under the Wildlife and Countryside Act 1981 (as amended), and the Conservation of Habitats and Species Regulations 2017 (as amended) may be affected by the proposed development. The Local Planning Authority is therefore unable to fully assess the development in respect of the requirements of the National Planning Policy Framework, The Planning Practice Guidance, West Oxfordshire District's Local Plan Policy EH3, and ODPM Circular 06/2005. Furthermore, the Local Planning Authority is also unable to fully assess the proposals in the light of the three derogation tests, as described in the ODPM Circular 06/2005 and The Conservation of Habitats and Species Regulations 2017 (as amended), preventing the Local Planning Authority from discharging its statutory duty with regards to European protected species.

- 5.29 Discussions have been on-going in relation to the possible provision of off-site BNG specifying the delivery of the required biodiversity units but this issue and the lack of sufficient information to fully assess the potential impact on Great Crested Newts remains unresolved.

Other Matters

Archaeology

- 5.30 The proposals outlined would not appear to have an invasive impact upon any known archaeological sites or features. As such there are no archaeological constraints to this scheme.

Energy/Sustainability

- 5.31 The roof has been designed to accommodate a balance between roof lights (to reduce the need for day time lighting) and photovoltaic arrays to provide on site energy generation. No gas or oil boilers will be used for heating or hot water, electric and heat pump technology will be used throughout.

Conclusion

- 5.32 Whilst the principle of industrial development on this site may be acceptable the objections raised by OCC Transport and the Biodiversity Officer remain unresolved. The application is therefore recommended for refusal.

6 REASONS FOR REFUSAL

1. The proposed 16 vehicle parking spaces fail to comply with OCC's parking standards and insufficient information has been submitted relating to the frequency / trip generation and size of vehicles for servicing / operational / delivery needs of the proposed industrial use and no swept path analysis has been undertaken of the largest anticipated vehicles at the site access with Station Road to demonstrate safe two-way operation. In addition, the proposal fails to demonstrate that safe visibility splays can be accommodated. As such, the proposed development fails to accord with Policies T1, T2, T3 and T4 of the West Oxfordshire Local Plan 2031 and advice in the NPPF.

2. Insufficient information has been submitted with regards to demonstrating a measurable biodiversity net gain and to enable the Local Planning Authority to fully assess the extent to which great crested newts, that are protected under the Wildlife and Countryside Act 1981 (as amended), and the Conservation of Habitats and Species Regulations 2017 (as amended) may be affected by the proposed development. The Local Planning Authority is therefore unable to fully assess the development in respect of the requirements of the National Planning Policy Framework, The Planning Practice Guidance, West Oxfordshire District's Local Plan Policy EH3, and ODPM Circular 06/2005. Furthermore, the Local Planning Authority is also unable to fully assess the proposals in the light of the three derogation tests, as described in the ODPM Circular 06/2005 and The Conservation of Habitats and Species Regulations 2017 (as amended), preventing the Local Planning Authority from discharging its statutory duty with regards to European protected species.

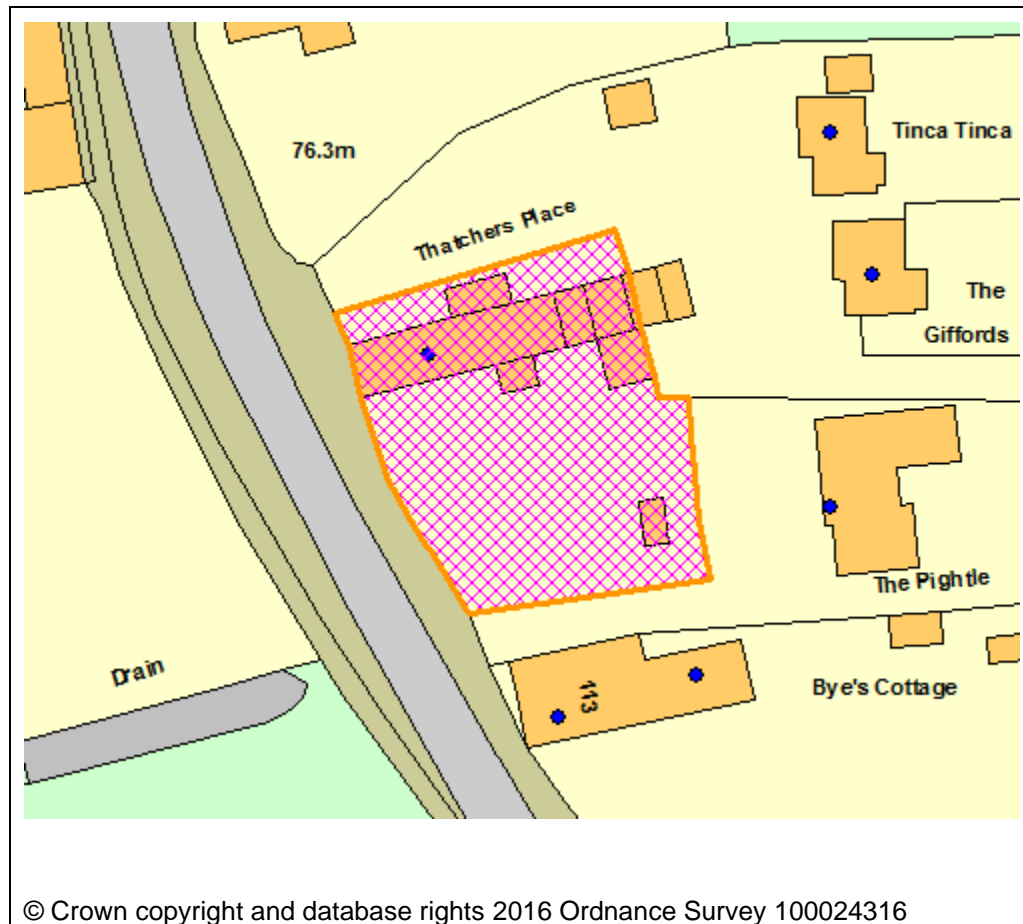
Contact Officer: Joan Desmond

Telephone Number: 01993 861655

Date: 19th March 2024

Application Number	24/00175/HHD
Site Address	Olde Well Cottage 109 Station Road Brize Norton Carterton Oxfordshire OX18 3PT
Date	19th March 2024
Officer	Elloise Street
Officer Recommendations	Refuse
Parish	Brize Norton Parish Council
Grid Reference	430267 E 206872 N
Committee Date	2nd April 2024

Location Map



Application Details:

Erection of a single storey extension with attached garage and wood store

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 Visual Impact
- Impact on Listed Building
- Impact on Neighbouring amenity
- Flood Risk
- Other Matters

Relevant Planning History

5.6 W81/0258- Alterations to existing structure to provide new garage

W90/1561 - Re-roofing stonesfield slates to front artificial stone slates to the rear.

W93/1031 - Demolition of existing lean to & erect new single storey extension conversion of garage to playroom relay existing slate roof form velux rooflight.

W93/1032 - Demolition of existing lean to & erect new single storey extension convert garage to playroom relay existing slate roof & form new velux rooflight.

W99/0433 - Alterations and erection of single storey extension to form new garage.

W99/0434 - Internal and external alterations to include erection of single storey extension to form garage, enlarge playroom and installation of two new windows.

W2003/1124 - Change of use of playroom to self-contained bed-sit (retrospective), provision of two additional parking spaces to the rear.

W2003/1125 - Internal alterations to change existing playroom into self-contained bed-sit (retrospective) and parking for two vehicles to the rear.

Siting, Design and Visual Impact

5.7 The proposed single storey extension is to be adjoined to the existing bedsit on the ground floor and provide an additional 2 bedrooms to the property overall. The extension is to be 12m in length and 5m in width, with an eaves height of 2.4m and an overall ridge height of 4m. In addition to the extension is a single storey oak framed garage which is to be 5.77m in length and 5m in width and 3.5m in overall height. There is also a small wood store at 1.5m in width and 2.2m in height. The proposed materials to be used are Farmington stone for the walls and black framed uPVC windows and slate to match the lower roof line.

5.8 Policies OS2 and OS4 are relevant to be considered for the proposed application. Policy OS2 focuses on development being located in the right places and states that "all development should form a logical complement to the existing scale and pattern of development and/or the character of the area". Similarly Policy OS4 states that "new development should respect the historic, architectural and landscape character of the locality, contribute to local distinctiveness and where possible enhance the character and quality of the surroundings. This also links with Section 12 Paragraph 130 b which states policies and decisions should ensure that developments are visually attractive as a result of good architecture, layout and appropriate and effective landscaping. The NPPF also makes reference to local planning authorities preparing design guides and therefore it is important to also take regard of the West Oxfordshire Design Guide as a supplementary planning document. The design guide states "As an overarching principle, the scale, form and character of the original property should be sympathetically reflected in any proposed changes" it also states "New buildings and extensions should be well designed in themselves, and in sympathy with the character of the area. They should respect the form, siting, scale and massing of the surrounding buildings"

- 5.9 Officers consider that the proposed extensions are an overdevelopment of the existing dwellinghouse. The existing dwellinghouse measures at approximately 31m in length however this is with multiple additions and extensions as detailed in the relevant planning history. The 1875 maps infer that the dwellinghouse would have been approximately 21m in length. The proposed extensions would modify the linear nature of the existing dwellinghouse and form an L shape plan form. Officers consider that this would be transformative to the dwellinghouse and would detract from the character of the original property. Whilst the extension is stepped down and set low, the overall scale at 18m overall would be transformative and over half the length of the existing dwellinghouse. The West Oxfordshire Design Guide states: "Extensions or alterations that are of an inappropriate scale, or likely to obscure or significantly alter the form or character of the original property, are unlikely to be supported; as are extensions or alterations likely to fill a garden area, to provide substandard living conditions, or to result in a loss of amenity for neighbouring properties (through overlooking or overshadowing, for example)". In this instance, Officers consider that the proposed extensions are not a logical complement to the existing dwellinghouse and negatively affect the character of its simple linear form and are not a sympathetic addition. The extension would also not respect the historic character of the dwellinghouse. Officers have considered that the proposed as a whole does not represent high quality design and would therefore conflict with Policies in the Local Plan, The West Oxfordshire Design Guide and the NPPF.
- 5.10 The proposed single storey extension and attached garage, would be visible on the street scene and Officers consider that the proposal would be an incongruous addition and whilst is set back from the street scene, with the proposed porch on the front elevation of the extension, it gives an appearance of a primary building and detracts from the appearance that it should be secondary subservient. As a result, Officers consider it would have a negative appearance on the street scene.

Impact on Listed Building

- 5.11 Officers are required to take account of section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended which states that in considering whether to grant planning permission for any works the local planning authority shall have special regard to the desirability of preserving the building, its setting and any features of special architectural or historic interest which it possesses.
- 5.12 Policy EH11 also states proposals for additions or alterations to, or change of use of a Listed Building will be permitted where it can be shown to: conserve or enhance the special architectural or historic interest of the buildings fabric, detailed features, appearance or character and setting. It is also important for Officers to take regard to the section 7 of the West Oxfordshire Design Guide which also emphasises that the character, fabric and history of the building should be understood as fully as possible.
- 5.13 Therefore, with regard to the impact on the Grade II listed building, the proposed works are considered to obscure the historical architecture of the existing listed building. The harm that has been caused has been considered to be less than substantial and therefore the balancing exercised of paragraph 208 of the NPPF has to be engaged. Officers have considered that the harm is to the lower end of less than substantial and that there will be some short-term public benefit of employment during the construction phase of the extension. However there has been no evidence to show any other public benefit of the scheme to the wider community and the extensions are for the private benefit of the owners.

5.14 It is also noted that the optimum viable use of a dwellinghouse is in place and there is no evidence to suggest this is at risk. The existing dwellinghouse has already been significantly extended and the newly proposed extension will have some harm on the simple linear nature of the dwellinghouse.

5.15 The proposed development would not respect the special qualities and historic context of the listed building and would not maintain the appearance of the heritage asset given the nature of what is proposed and its location. The proposed development would not conform to policies EH9 and EH11 of the Local Plan.

Impact on Neighbouring Amenity

5.16 Given the nature of the new building, Officers are of the opinion that the proposed works would not give rise to any adverse impacts in regard to neighbouring amenity.

5.17 Section 12 of the NPPF states to create places that are safe, inclusive and accessible and which promote health and wellbeing, with a high standard of amenity for existing and future users. Officers have carefully considered the residential amenity concerns that may arise from a development and have concluded that there are minimal concerns and considered acceptable in terms of residential amenity.

Flood Risk

5.18 Local Plan Policy EH7 states 'all sources of flooding (including sewer flooding and surface water flooding) will need to be addressed and measures to manage or reduce their impacts, onsite and elsewhere, incorporated into the development proposal'. The NPPF 2023 (paragraph 173) states 'When determining any planning applications, local planning authorities should ensure that flood risk is not increased elsewhere'.

5.19 OCC Drainage Engineers have been consulted on the application due to the dwellinghouse being sited within Flood Zone 2 and with the additional built form being proposed it was appropriate to seek their comments on the proposal.

5.20 The site lies within flood zone 2 and as part of the proposed development the drainage mitigation proposed will be soakaways and the floor levels will be as the existing dwellinghouse and walls will be rendered and set internally and all electrical sockets/switches will be placed as high as is practical. The site is flat and there is a medium risk to surface water susceptibility.

5.21 Based on the information provided, it has been suggested that a full surface water drainage scheme shall be submitted to prior to the commencement of development to ensure that flooding is not exacerbated in the locality in which Officers consider acceptable in this location.

5.22 As a result, the proposed development is not seen to exacerbate flooding in this location and as a result would not be contrary to Policy H7 of the West Oxfordshire Local Plan 2031.

Conclusion

5.23 By reason of its siting and scale, the development would be transformative to the dwellinghouse and would detract from the character of the original property and would have a negative appearance on the street scene. The proposed development would result in an incongruous overdevelopment which would have an adverse impact on the historic nature of this Grade 2 Listed Building. The

proposal would result in less than substantial harm to this heritage asset, which would fail to be outweighed by the public benefits of the proposed development as per paragraph 208 of the NPPF. Consequently, the proposal would fail to comply with Policies OS2, OS4, H6, EH9 and EH11 of the West Oxfordshire Local Plan 2031, the West Oxfordshire Design Guide and advice in the NPPF.

6 REASONS FOR REFUSAL

- I. By reason of its siting and scale, the development would be transformative to the dwellinghouse and would detract from the character of the original property and would have a negative appearance on the street scene. The proposed development would result in an incongruous overdevelopment which would have an adverse impact on the historic nature of this Grade 2 Listed Building. The proposal would result in less than substantial harm to this heritage asset, which would fail to be outweighed by the public benefits of the proposed development as per paragraph 208 of the NPPF. Consequently, the proposal would fail to comply with Policies OS2, OS4, H6, EH9 and EH11 of the West Oxfordshire Local Plan 2031, the West Oxfordshire Design Guide and advice in the NPPF.

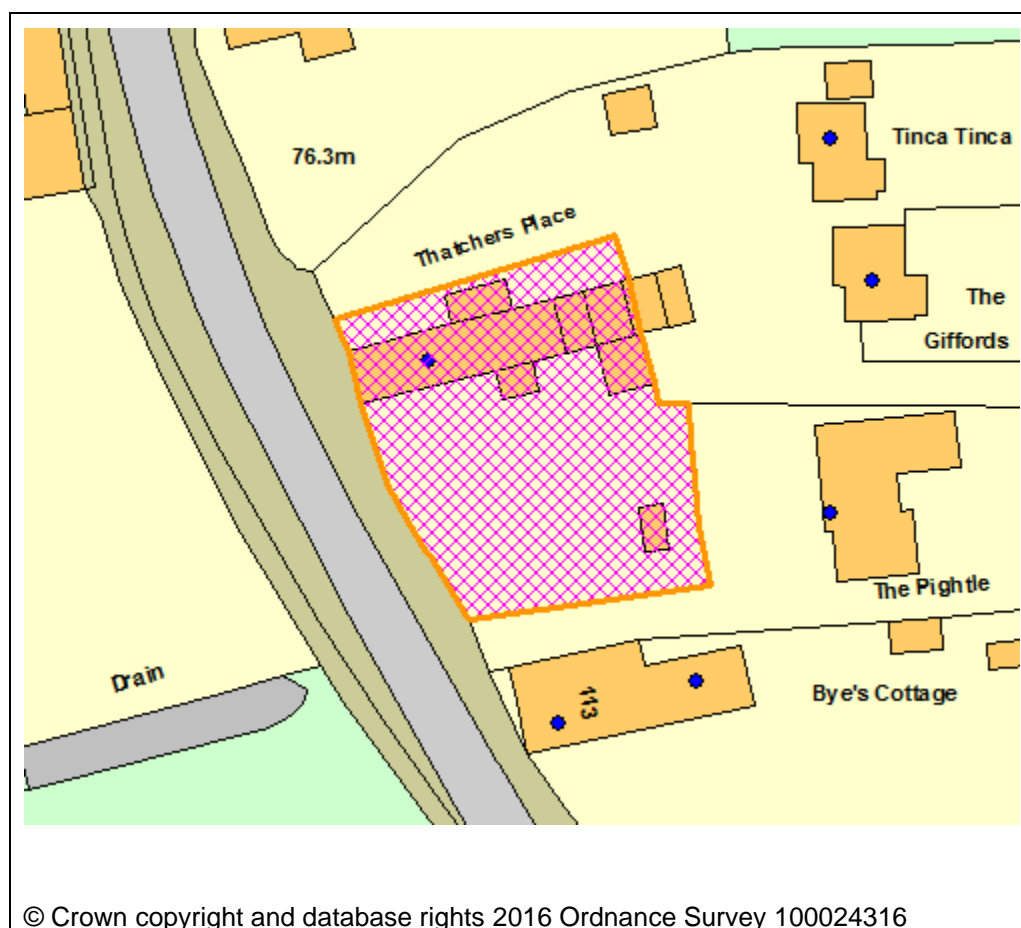
Contact Officer: Eloise Street

Telephone Number:

Date: 19th March 2024

Application Number	24/00285/LBC
Site Address	Olde Well Cottage 109 Station Road Brize Norton Carterton Oxfordshire OX18 3PT
Date	19th March 2024
Officer	Elloise Street
Officer Recommendations	Refuse
Parish	Brize Norton Parish Council
Grid Reference	430267 E 206872 N
Committee Date	2nd April 2024

Location Map



Application Details:

Internal and external alterations to include erection of a single storey extension with attached garage and wood store.

Applicant Details:

Mrs Fiona Gove
Olde Well Cottage
109 Station Road
Brize Norton
Carterton
Oxfordshire
OX18 3PT

1 CONSULTATIONS

Conservation And Design Officer Borderline acceptable

Parish Council BNPC support the application.

2 REPRESENTATIONS

2.1 No third party consultee comments received to date.

3 APPLICANT'S CASE

3.1 A design and access statement has been submitted as part of this application and can viewed in full on our website.

4 PLANNING POLICIES

NPPF 2023

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

5 PLANNING ASSESSMENT**Background Information**

5.1 This application seeks listed building consent for the erection of a single storey extension with attached garage and wood store at Olde Well Cottage, Brize Norton.

5.2 The application is brought before Members of the Lowlands Area Sub Planning Committee as Brize Norton Parish Council have commented in support of the Listed Building application and as per the scheme of delegation, the Listed Building Consent is required to be determined by the Committee should Officers views be contrary to the Parish Council.

5.3 The application site relates to an existing Grade II Listed Building.

5.4 The site does not fall within any Conservation Area and is located within Flood Zone 2. There are no other constraints to consider as part of this application.

Planning History

5.5 W81/0258- Alterations to existing structure to provide new garage.

W90/1561 - Re-roofing stonesfield slates to front artificial stone slates to the rear.
W93/1031 - Demolition of existing lean to & erect new single storey extension conversion of garage to playroom relay existing slate roof form velux rooflight.
W93/1032 - Demolition of existing lean to & erect new single storey extension convert garage to playroom relay existing slate roof & form new velux rooflight.
W99/0433 - Alterations and erection of single storey extension to form new garage.
W99/0434 - Internal and external alterations to include erection of single storey extension to form garage, enlarge playroom and installation of two new windows.
W2003/1124 - Change of use of playroom to self-contained bed-sit (retrospective), provision of two additional parking spaces to the rear.
W2003/1125 - Internal alterations to change existing playroom into self-contained bed-sit (retrospective) and parking for two vehicles to the rear.

Impact upon the Listed Building

- 5.6 The proposed single storey extension is to be adjoined to the existing bedsit on the ground floor and provide an additional 2 bedrooms to the property overall. The extension is to be 12m in length and 5m in width. With an eaves height of 2.4m and an overall ridge height of 4m. In addition to the extension is a single storey oak framed garage which is to be 5.77m in length and 5m in width and 3.5m in overall height. There is also to be a small wood store at 1.5m in width and 2.2m in height. The proposed materials to be used are Farmington stone for the walls and black framed uPVC windows and slate to match the lower roof line.
- 5.7 Listed Building applications are not subject to section 38(6) of the Planning and Compulsory Purchase Act 2004. Accordingly, the application does not need to be determined in accordance with the development plan. Rather, applications must be determined in accordance with section 16(2) of the Planning (Listed Buildings and Conservation Areas) Act 1990 (the Act). Given the relevance of Local Plan Policies OS4, EH9 and EH11 to this proposal, these policies and the supplementary guidance contained in the West Oxfordshire Design Guide 2016 (an adopted SPD) are material considerations in this assessment, as is the NPPF 2023.
- 5.8 Section 16 of the National Planning Policy Framework (NPPF) states that in determining applications, local planning authorities should take account of the desirability of sustaining or enhancing the significance of heritage assets. Paragraph 200 requires the applicant to describe the significance of affected heritage assets. Paragraph 205 states that when considering the impact of a proposed development on the significance of a designated heritage asset, such as a Listed Building, or Conservation Area, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification (paragraph 206). Paragraph 208 states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, where appropriate, securing its optimal viable use.
- 5.9 The proposed extensions will result in a substantial increase to the building's scale in terms of its footprint. Its existing linear plan form is also to be changed and the character of the building will be largely lost due to the new extension proposed which is to be 18m in length whereby the original dwellinghouse is no more than 31m. There is no clear and convincing justification that outweighs the harm of the proposed extension, alteration and works to listed building.

5.10 There are no discernible (or substantive evidence of any) public benefits relating to this current proposal to outweigh the less than substantial harm caused by the proposed extensions and alterations.

5.11 Officers consider that the proposed development would cause some less than substantial harm to the Grade 2 listed building and the public benefits of the scheme do not outweigh the harm to the listed building. The proposed development would not respect the special qualities and historic context of the listed building and would not maintain the appearance of the heritage asset given the nature of what is proposed and its location. The proposed development would not conform to policies EH9 and EH11 of the Local Plan.

Conclusion

5.12 For the reasons outlined above, the scheme would fail to preserve the Grade II listed building, its features and significance and is considered to have no public benefit that would outweigh the less than substantial harm caused. The proposal is therefore judged to be contrary to the duty of set out in Section 16 of the NPPF and Section 16(2) of the Planning (Listed Building and Conservation Areas) Act 1990 and Policies EH9 and EH11 of the West Oxfordshire Local Plan 2031, the West Oxfordshire Design Guide 2016 and the NPPF.

6 REASONS FOR REFUSAL

- I. The scheme would fail to preserve the Grade II listed building, its features and significance and it is considered there is very minimal public benefit that would not outweigh the less than substantial harm caused by the proposed extensions. The proposal is therefore judged to be contrary to Section 16(2) of the Planning (Listed Building and Conservation Areas) Act 1990, Policies EH9 and EH11 of the West Oxfordshire Local Plan 2031 and advice in the NPPF.

Contact Officer: Eloise Street

Telephone Number:

Date: 19th March 2024