

WEST OXFORDSHIRE DISTRICT COUNCIL

UPLANDS AREA PLANNING SUB-COMMITTEE

Date: 11 December 2023

Report of Additional Representations



**WEST OXFORDSHIRE
DISTRICT COUNCIL**

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23/01569/FUL	Land And Building (E) 439518 (N) 226211, Enstone Airfield North, Banbury Road, Enstone, Oxfordshire	X
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Report of Additional Representations

Application Number	23/01569/FUL
Site Address	Land And Building (E) 439518 (N) 226211 Enstone Airfield North Banbury Road Enstone Oxfordshire
Date	8 December 2023
Officer	James Nelson
Officer Recommendations	Approve
Parish	Enstone Parish Council
Grid Reference	439518 E 226212 N
Committee Date	11 December 2023

Application Details:

Erection of detached, single and two storey viewing/instruction facility, including associated offices for staff and flying school users, WC facilities and garage for fire and rescue vehicle (amended plans and description).

Applicant Details:

Mr Tom Gilbert
Land And Building (E) 439518 (N) 226211
Enstone Airfield North
Banbury Road
Enstone
Oxfordshire

Additional Representations

Additional representations have been received on behalf the Great Tew Estate, who have previously comment on the scheme with regard to landownership. The representation states:

“We write further to previous correspondence on the above and confirm this firm continues to acts for the Great Tew Estate (“the Estate”).

1. On 22 August 2023, we wrote advising that the plans forming part of the Planning Application showed the applicant’s land encroaching on to land owned by the Estate (Land Registry title numbers ON287299 and ON235848) and this was without the consent or agreement of the Estate.
2. At the Planning Committee Meeting on 13 November 2023, consideration of the Planning Application was deferred until the December meeting.

3. We have since received a revised plan that we understand may form part of the Planning Application (copy attached).
4. We have marked the extent of the applicant's Land Registry title (ON128033) on the plan in a thick red line and you will see that the proposed scheme still extends beyond it and onto the adjoining land of the Estate (see orange shading).
5. We wish to confirm that the applicant has:
 - (i) not sought our client's consent to make the Planning Application so far as it affects land owned by the Estate;
 - (ii) no agreement with our client to acquire this land;
 - (iii) no agreement with our client to exercise rights of access over land owned by the Estate.
6. Further, by including this land shaded orange and the proposed right of access thereover, there is an overlap with the Mullin Automotive Museum Scheme consented on 6 September 2023 under reference 22/03415/FUL.
7. In addition, the proposed development the subject of the Planning Application relies on access through the site of the Mullin Automotive Museum Scheme on an entirely unrestricted basis in terms of the number of traffic movements. This will conflict with the terms of the Section 106 Agreement for the Mullin Automotive Museum Scheme which strictly controls the number of traffic movements that are permitted."

Officers confirm that the red-line area of the application site has not been amended as referenced in this representation.

A further representation has also been received from Mr. Edward Markham, alleging that entrance to the site has been widened without to infringe upon his land.

One additional supporting comment has been received from Mr Joseph McCloone stating:

"The design and layout will greatly improve, and complement, the retained existing buildings with no visual effects (adverse or positive) beyond the airfield perimeter. Both government STEM policies, and the principle of providing decent working conditions for existing engineering and Take Flight flying school staff, strongly indicate the need for improved on site welfare conditions. I have part ownership of an aircraft at Enstone based on the Northside grass and regularly fly from there during the week. The facilities at Oxfordshire Sportflying are very often closed during the week - particularly in the winter. That means that my final pre-flight preparation is conducted in an unheated hangar, or on particularly cold days in my car. The reliable provision of a warm indoor admin area for pilots would be a safety improvement for me which I would welcome."

Application Numbers	23/02619/HHD & 23/02620/LBC
Site Address	19 Park Lane Woodstock Oxfordshire OX20 1UD
Date	8 December 2023
Officer	Sarah Hegerty
Officer Recommendations	Approve
Parish	Woodstock Parish Council
Grid Reference	444490 E 216628 N
Committee Date	11 December 2023

Application Details:

23/02619/HHD - Erection of two storey and single storey rear extension, raise height of eastern boundary wall and construction of replacement garage together with associated landscaping works.

23/02620/LBC - Internal and external works to include erection of two storey and single storey rear extension with amended fenestration and changes to internal layout. Raise height of Eastern boundary wall and construction of replacement garage together with associated landscaping works.

Applicant Details:

Dr Michael Mckie
19 Park Lane
Woodstock
Oxfordshire
OX20 1UD

Additional Representations

1. The Town Council made an error when submitting their comments. The correct comments are as follow:

The Town objects to this application due to the following reasons: The Town Council feels that the application lacks sensitivity for the area and would create over development of the site which would be excessive compared to neighboring properties. The Town Council also believes there is no justification for the raising of the height of the boundary wall.

2. The applicant has submitted an Applicants Case.

“Overall Vision

We have owned the dwelling for 23 years and our aim is to sensitively improve the home and make it more suitable and attractive to allow us to more fully enjoy our retirement at Woodstock. Like many others in the town and local area, we love Woodstock and its historic architecture. Our aim in proposing this plan is to bring

our house up-to-date in a way that complements local heritage and enhances the listed building status; in particular, so that the mis-matched rear of the house is in keeping with that of the other period houses in our row in Park Lane. We have not gone for the maximum development of the plot, but for the most modest, workable proposal we could find, based on architectural and heritage guidance

Pre Application Advice

We followed good practice by positively engaging with Council planners and Conservation Officers by submitting our initial scheme proposals and discussing these on site with Council officers and our Cotswold based architects. We actively listened to the views of the Council planners and Conservation Officers and amended aspects of the scheme, for example the rear facing bay window that projects beyond the main two storey rear extension wing. Indeed, the conclusion of the pre application advice was that the Council was 'satisfied that the principal of the proposal is supportable from a conservation point of view – subject to full design'.

Proposed improvements to the rear as benefits heritage objectives and heritage planning policies.

In drawing up our plan, we wish to remove the ugly, disjointed 1950's and 1980's appearance at the rear. This does not marry with the original, elegant 18th Century elevation to the front of the building. Instead, we wish to replace these jarring, later additions at the rear, which include several out-of-keeping flat-roofs, with an attractive rear elevation, designed in accord with the house's heritage. Our heritage expert, the Council's planning case officer and the Council's Conservation Officer all agree that the proposed works predominantly replace the deleterious and disjointed C20th rear extensions and enhance the character and appearance of the listed building. We see this improvement as a benefit to this ancient part of Woodstock and to the designated Conservation Area.

Rear extension wings are characteristic of our row in Park Lane

Our proposal reinstates the western rear extension wing, which was one of two former rear wings evident in a 1929 photograph but sadly pulled down in the 1960's remodelling of the rear of the house. The rear extension wing is well designed and proportionate to the existing scale of the dwelling. The Council's case officer and Conservation Officer support the reinstatement of this wing which is characteristic of the rear of other dwellings in Park Lane.

Character and Impact on Neighbours

We wanted to ensure that the changes to the rear were in scale with the existing dwelling and were not going to lead to unhelpful or adverse impacts on the amenities of local neighbours. It is minimal in extent, designed to be just sufficient to afford reasonably proportioned accommodation at first-floor level (at present there is only one properly-sized bedroom). The sympathetic design will update the house for life in this century. The rear extension is largely restricted to the existing footprint with only the single storey rear bay window projecting beyond the existing building line. The increase is 1m. The rear extension wing is set to the west of the building and located a good distance away from the common boundary with its eastern neighbour at 17 Park Lane. The siting and orientation of the rear wing means it will not have an adverse impact on the neighbour's property.

The proposal is not 'over development', insensitive to the local area or unneighbourly as it will have no direct impact on the current amenities enjoyed by local neighbours in terms of visual, noise or any form of environmental harm. Our plot is also larger than many others in Park Lane.

It is important to note that as 19 Park Lane is on a slight bend plus the irregularities/discrepancies with OS mapping in the way they depict other rear extensions in Park Lane, means it is wrong to argue that the proposed built form projects unreasonably beyond the current irregular and informal rear building line. It is also noted that the Council's planning officer and Conservation Officer support the slightly enlarged footprint at 19 Park Lane in any event.

Proposal to slightly raise the stone side-boundary wall

To explain, the aim of slightly increasing the height of this wall by .35 m is to conceal the new, proposed garage of modern construction from view from the side, just as the existing garage is concealed. The wall by the garage is 2.35m high and would be increased to 2.7m; the wall opposite is 2.95m high. There are other walls nearby which are higher than 2.35m. The existing, 1950's garage requires urgent modernisation: it is not fit for purpose, it is unattractive, in poor condition with an ugly asbestos-cement roof which is hard to repair.

Slightly raising the stone wall at the top with a capping will bring it into line with the building adjoining it, the former Old Ambulance Station, and the height of the wall will be similar to that of other high stone walls in the vicinity. As a further benefit, during the proposed works the unsightly redbrick areas of this wall will be replaced with appropriate stone to match the rest of the wall. We note that these proposals for the wall and garage have been welcomed by the Conservation Officer and the Heritage Expert in their reports.

Unreasonable late intervention in planning process

The anomalies in the Town Council observations to West Oxfordshire are a little concerning. These were presumably submitted before the Committee Report became available which show that subject area experts are supportive of the proposals and that the development is not unneighbourly or out of keeping. The two neighbour objections are not justified in planning terms and are unsustainable as the development would not lead to any adverse harm to the amenities of neighbours.

Planning Policies

We have sought to ensure that our proposals meet both national and local planning guidance as exemplified in NPPF and Historic England guidance plus more locally based policies such as Section 4 Overall Strategy and Section 7 Environmental and Heritage Assets in the adopted West Oxfordshire Local Plan 2011-2031. Decisions have to be taken in accordance with the Development Plan unless material considerations determine otherwise. There are no sustainable objections to the proposal."