

APPLICATION NO.	P14/V2624/FUL
APPLICATION TYPE	FULL APPLICATION
REGISTERED	18.11.2014
PARISH	APPLEFORD
WARD MEMBER(S)	Gervase Duffield
APPLICANT	Mr. Paul Whittington
SITE	The Croft, Barnards Close, Appleford, Abingdon OX14 4NS
PROPOSAL	Erection of a 5-bed dwelling and garage.
AMENDMENTS	None
GRID REFERENCE	452627/193695
OFFICER	Holly Bates

SUMMARY

The application is referred to committee as Appleford Parish Council object.

The proposal is for one five bed detached dwelling and detached double garage on garden land forming part of The Croft, a detached residential property in Appleford.

The main issues are:

- The impact of the proposal on the character and appearance of the area;
- The impact of the proposal on the amenities of neighbouring properties; and
- The impact of the proposal on highway safety.

The recommendation is to approve the application subject to conditions.

1.0 INTRODUCTION

1.1 The application site is located within the settlement of Appleford towards the northern side of the village. The site currently forms part of the side garden area to the south of The Croft which is a detached dwelling set in large grounds accessed via a driveway leading from Main Road (B4016) to the south. The site is located within the Lowland Vale local landscape designation. A location plan is **attached** at Appendix 1.

1.2 The application is referred to committee as Appleford Parish Council object.

2.0 PROPOSAL

2.1 The application seeks planning permission for the erection of a single detached five bedroom dwelling with associated amenity space, detached double garage and new vehicular access via Main Road to the south. The proposed dwelling would have a footprint of approximately 121 square metres and would have an overall ridge height of 8.5m. It would be positioned to the south of The Croft, with the principal elevation facing east and an enclosed rear amenity space to the west. The new highway access point would be located along the south boundary of the property and a driveway to the north-east of the site would lead to the proposed single storey double garage which would have a footprint of approximately 33 square metres and a ridge height of 4.1m. Copies of the plans are **attached** at Appendix 2.

2.2 Planning permission has previously been granted for a single dwelling on the site twice before, the most recent of which was by application P12/V1816/FUL in December 2012.

3.0 SUMMARY OF CONSULTATIONS & REPRESENTATIONS

- 3.1 **Appleford Parish Council** – Object. “The Parish Council consider that the access to the proposed property is very dangerous especially considering the increasing traffic levels following the new developments in Didcot.”
- 3.2 **County Highway Officer** – No objections subject to conditions.
- 3.3 **County Archaeologist** – No objections, subject to conditions.
- 3.4 **Thames Water** – No objections.
- 3.5 No **neighbour representations** have been received.

4.0 RELEVANT PLANNING HISTORY

- 4.1 [P12/V1816/FUL](#) - Approved (20/12/2012)
Erection of a 5-bed dwelling and garage.
- 4.2 [P00/V1572/FUL](#) – Approved (17/03/2001)
Erection of a 5-bed dwelling and garage.

5.0 POLICY & GUIDANCE

5.1 Adopted Vale of White Horse Local Plan 2011 policies;

DC1 - Design
DC5 - Access
DC9 - The Impact of Development on Neighbouring Uses
H12 - Development in the Smaller Villages
NE9 – The Lowland Vale

5.2 Draft Vale of White Horse Local Plan 2031 Part 1

The draft Local Plan Part 1 is not currently adopted policy and this emerging policy and its supporting text has limited weight as per paragraph 216 of the NPPF. Greater regard therefore is to be given to the NPPF in line with paragraph 14 and where relevant, the saved policies (listed above) within the existing Local Plan.

5.3 National Planning Policy Framework 2012

5.4 National Planning Practice Guidance 2014

5.5 Residential Design Guide (SPD adopted 2009)

6.0 PLANNING CONSIDERATIONS

- 6.1 The main issues in determining this application are: i) the principle of additional residential development in this location, ii) the impact of the proposal on the character of the area; iii) the impact of the proposal on the amenity of neighbouring properties, and vi) parking and highway issues.

6.2 Principle

Appleford falls under policy H12 of the local plan: Development in the Smaller Villages. However, due to the council’s current lack of a five year housing supply this policy is not fully consistent with the NPPF. Therefore, in accordance with paragraph 48 of the

NPPF, the policy has little weight and new housing applications should be considered in the context of the presumption in favour of sustainable development. Sustainable development is made up of three strands – economic, social and environmental.

- 6.3 The application site is located within the main built up area of Appleford. Appleford is one of the Vale's smaller settlements, which is supported by some services and facilities including a village hall, public house and recreation area and has relatively good access to public transport, including a railway station within the village which connects directly to Didcot and other areas beyond. Consequently, it is considered the proposal is sustainable in terms of its economic and social aspects.
- 6.4 The environmental aspect of the proposal also needs to be assessed, which includes an assessment of the impact of the proposal on the character of the area, neighbouring properties and highway safety.
- 6.5 The principle of erecting a single detached dwelling on the site has also been established by the previous planning permissions granted on the application site, one of which is currently still extant and therefore could be implemented.
- 6.6 **Visual amenity and character**
The proposed dwelling is of the same size and scale as previously approved under application P12/V1816/FUL. The scale, proportions and design of the dwelling are consistent with the local vernacular and it is proposed to utilise materials that match surrounding properties, the details of which can be secured via condition. The main amendment proposed here is the re-positioning of the dwelling on the site further to the west and the re-location of the proposed detached garage to the north-west of the site.
- 6.7 The prevailing character of the dwellings in the area on the north side of Main Road can be identified as large detached dwellings in linear formations within spacious broadly rectangular plots, retaining visual gaps between them. The proposed site layout still maintains this overall prevailing layout and respects the character of the area.
- 6.8 The site is also well screened from view from Main Road by tall mature trees and vegetation. An opening would be formed along the southern boundary for the proposed access but it is not considered that the proposed dwelling or garage would appear dominant within the street scene given their positioning on the plot and conformity with the overall character of the area.
- 6.9 As such the proposal is considered to comply with the requirements of local plan policies DC1, NE9 and H12 and the provisions of the NPPF, NPPG and Residential Design Guide.
- 6.10 **Neighbour Amenity**
The proposed dwelling would be located approximately 30m from the boundary of the neighbouring dwelling to the east, which is a sufficient distance to ensure that no harmful overlooking, over-shadowing or dominance would occur. The dwellings located to the south are on the other side of Main Road and are also positioned over 21m away which is an acceptable separation distance as set out in the Residential Design Guide. The proposed dwelling has also been positioned to respect the amenity of the existing dwelling on the plot, The Croft, and would not block outlook or light to any habitable room windows or appear dominating.
- 6.11 As such the proposal is considered to comply with the requirements of local plan policy DC9, and the provisions of the NPPF, NPPG and Residential Design Guide.

6.12 **Highway safety**

A new vehicular access is proposed off of Main Road to the south to serve the proposed dwelling and is to be constructed from permeable block paving. Concerns have been raised over the safety of this access onto the highway. However, the local highway authority has been consulted on the proposal and has raised no objections to the new vehicular access subject to conditions. It is considered that the development would not have any severe residual cumulative impacts and as such could not be refused on transport grounds, in line with the NPPF.

6.13 A vehicular access in this location has also been previously approved under extant planning permission P12/V1816/FUL and could therefore be implemented. In addition, the vehicular access (in the same location onto Main Road) was approved in 2000 when application P00/V01572/FUL was determined at committee, following an assessment by an independent highways engineer who concluded that it would be unreasonable to refuse the application on highway safety grounds.

6.14 While the proposed double garage is slightly shorter in depth than the recommended county standards of 6m, it still provides sufficient space to park two vehicles (each bay would be 3m x 5m), but without any additional internal storage space. Therefore the garage space, together with the large hard-standing area to be provided within the site, is considered to provide sufficient off-street parking and turning space for the dwelling. It is however considered reasonable and necessary to condition the garage to be retained as parking provision only to ensure that sufficient parking and turning space is retained in perpetuity within the site for the five bed dwelling.

6.15 As such the proposal is considered to comply with the requirements of local plan policy DC5, and the provisions of the NPPF, NPPG and Residential Design Guide.

6.16 **Archaeology**

The proposed development lies in an area of considerable archaeological potential, and as such the applicant should be responsible for ensuring the implementation of an archaeological monitoring and recording action (watching brief) to be maintained during the period of construction. This can be ensured through the attachment of a suitable negative condition which the county archaeologist has provided the wording for.

6.17 As such the proposal is considered to comply with the requirements of local plan policy HE9, and the provisions of the NPPF and NPPG.

7.0 **CONCLUSION**

7.1 The application is recommended for approval as the development would comply with the relevant development plan policies and the National Planning Policy Framework. The principle of the proposed development is considered acceptable, it would not harm the visual amenity and character of the area or the amenities of neighbouring properties, and there is adequate and safe access and parking provision for the site. The proposal, therefore, complies with the provisions of the development plan, in particular policies DC1, DC5, DC9, H12 and NE9. The development is also considered to comply with the provisions of the National Planning Policy Framework.

8.0 **RECOMMENDATION**

8.1 **That planning permission is granted, subject to the following conditions:**

- 8.2
1. **Commencement of development within three years.**
 2. **Approved plan list.**
 3. **Details of external materials to be submitted for approval.**
 4. **Details of boundary treatments to be submitted for approval.**
 5. **Written Scheme of Investigation (submission).**

6. **Archaeological watching brief (implementation).**
7. **Full details of new vehicular access including visibility splays (2.4m by 45m both directions) to be submitted for approval.**
8. **Parking area to be laid out in accordance with details on submitted plan 1107-Site, and to be constructed to ensure no drainage or loose material onto highway.**
9. **Garage accommodation to be retained for parking purposes only.**

Informative

1. **Permission to create a vehicular access also requires local highway authority consent.**
2. **Thames Water informative regarding minimum pressure.**

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