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APPENDIX 1

VALE OF WHITE HORSE
DISTRICT COUNCIL
REC'D 03 DEC 2007
CORPORATE POSTAL
SERVICES - 2

- 1:20 = 1.2m
- 1:50 = 3m
- 1:100 = 6m
- 1:200 = 12m
- 1:500 = 30m
- 1:1250 = 75m
- 1:2500 = 150m



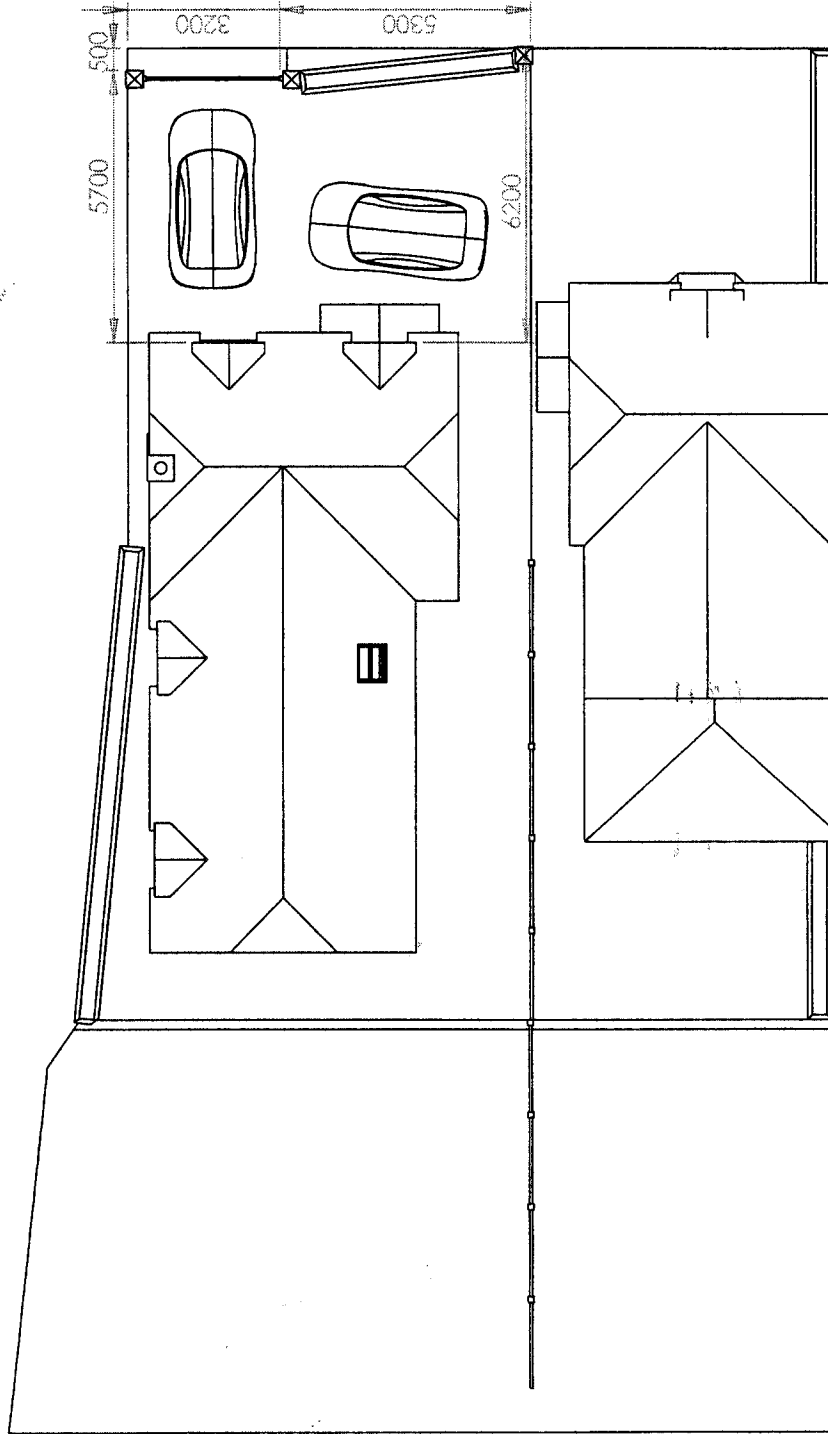
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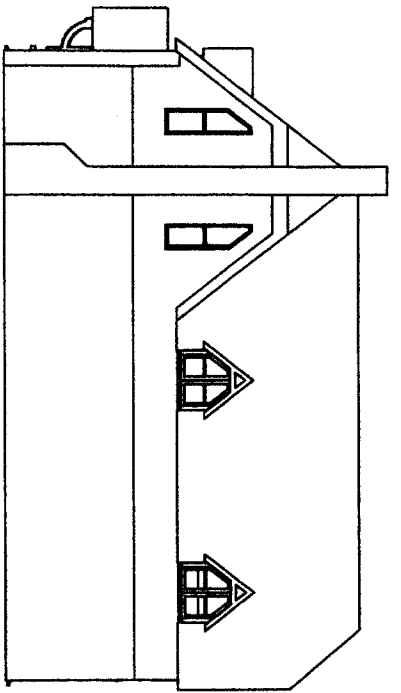
APPENDIX 1

Parking for two cars - **Space 1:** 5.7m x 3.2m, **Space 2:** 5.3m x 5.7m min to 6.2m max

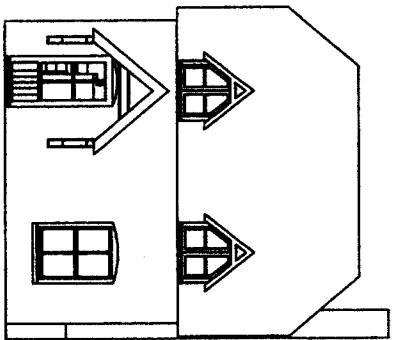


Proposed parking land Main St, Chi

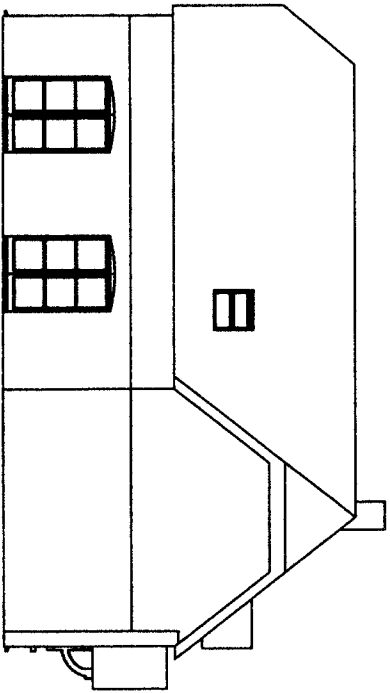
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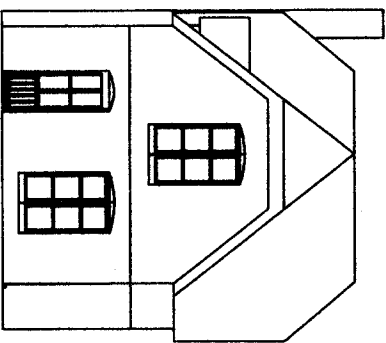
NORTH EAST ELEVATION



SOUTH EAST ELEVATION



SOUTH WEST ELEVATION



NORTH WEST ELEVATION

APPENDIX 1

CHI/17951/2

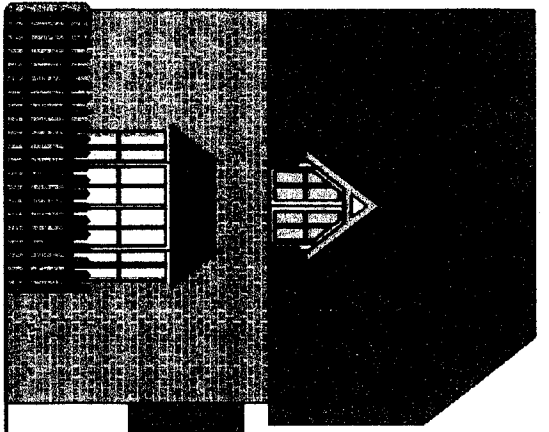
VALE OF WHITE HORSE
DISTRICT COUNCIL
REC'D 03 DEC 2007
CORPORATE POSTAL
SERVICES - 2

SITE / PROJECT
**PROPOSED DETACHED HOUSE, ADJACENT TO
EASTCOURT HOUSE, MAIN STREET, CHILTON**
PLANS AND ELEVATIONS
APPLICANT
MR AND MRS R WEBB

SCALE: 1:150
SHEET 1 OF 1
NOV 2007
A4

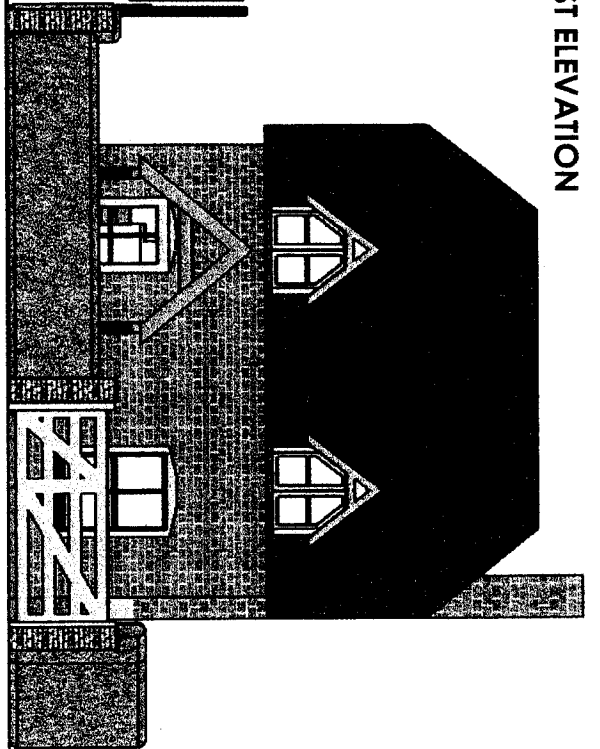
APPENDIX 1

SOUTH EAST ELEVATION



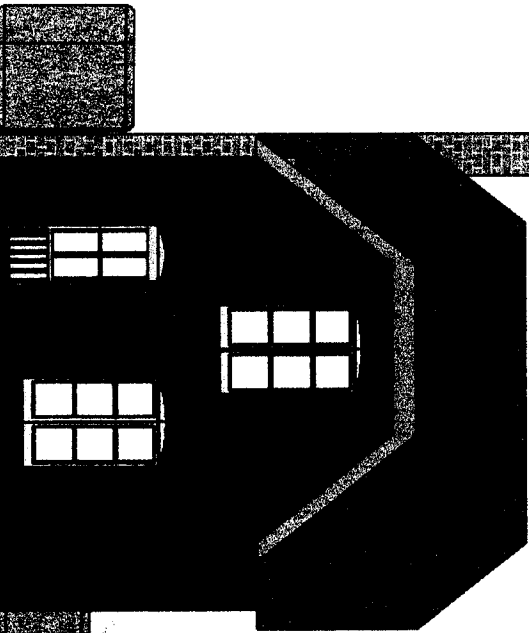
EASTCOURT HOUSE

PROPOSED HOUSE

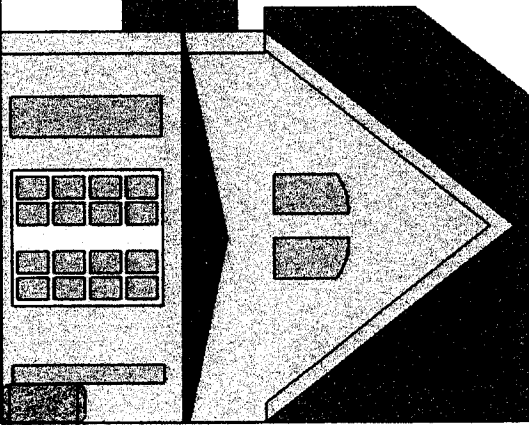


NORTH WEST ELEVATION

PROPOSED HOUSE



PROPOSED HOUSE



EASTCOURT HOUSE

MATERIALS:

House front wall: Reproduction bricks - 2 to match with Eastcourt House.

Other walls: Dark wood cladding preferred (as illustrated), although render or brick are suggested alternatives.

Roof: Reproduction clay tiles to match with Eastcourt House.

Windows: Wooden, painted with Heritage Colours and with double glazed units.

Landscaping: To all boundaries - hedges, wooden fences and hard paving to driveway with gravel for soakaway.

Gate: 5 bar wooden or metal.

Entrance: 3 metre wide, hedge & fence behind visibility splays.

N.B Eastcourt House is entirely brick.

VALE OF WAITEHOR
DISTRICT COUNCIL
RECD 03 DEC 2007
CORPORATE POSTAL
BRICKS - 2

CHI/17951/2

SITE / PROJECT

PROPOSED DETACHED HOUSE, ADJACENT TO EASTCOURT HOUSE, MAIN STREET, CHILTON

PLANS AND ELEVATIONS

APPLICANT

MR AND MRS R WEBB

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NOV 2007

SCALE: 1:100

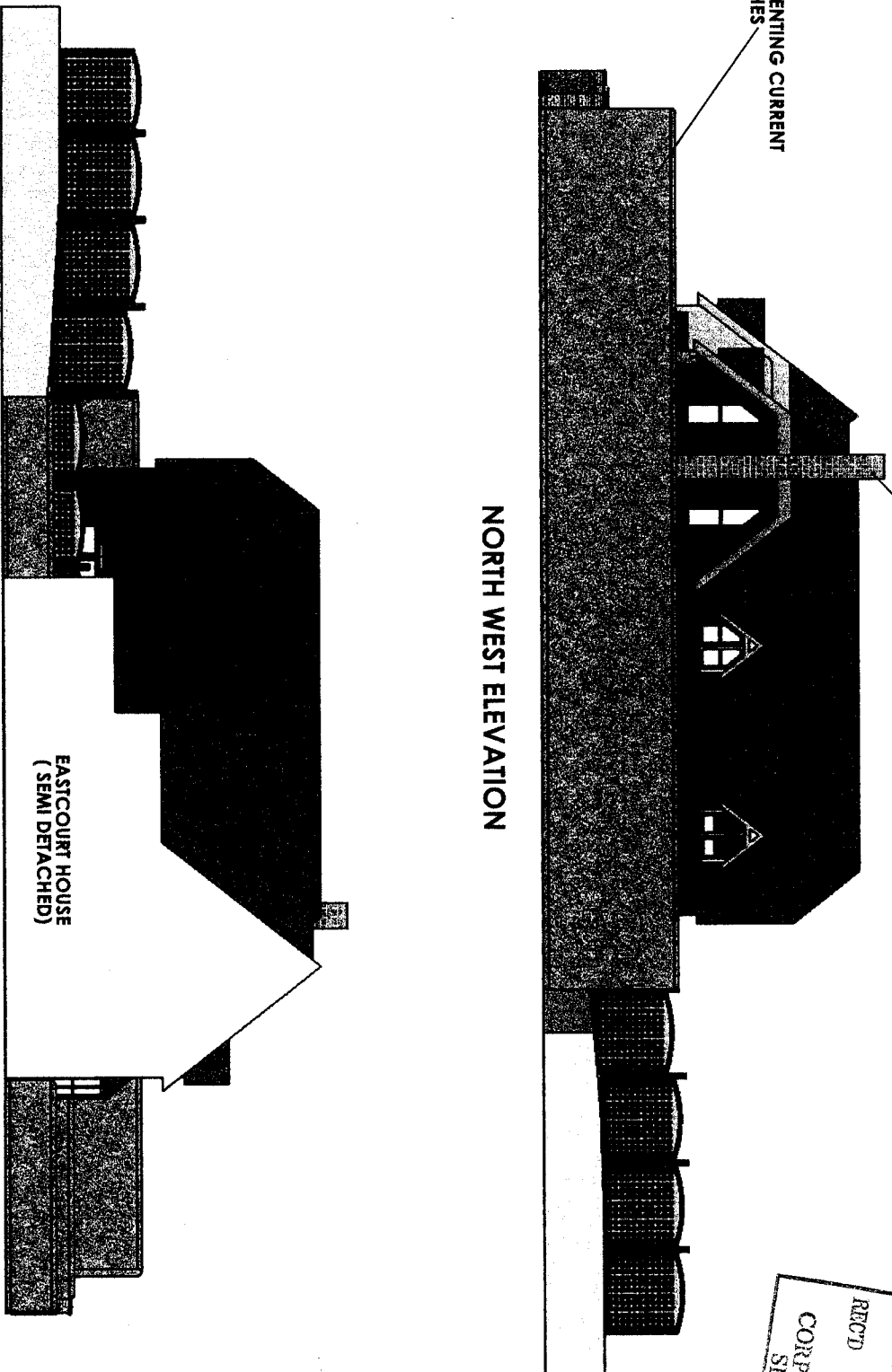
SHEET 1 OF 1

APPENDIX 1

HEDGE : REPRESENTING CURRENT TREES AND BUSHES

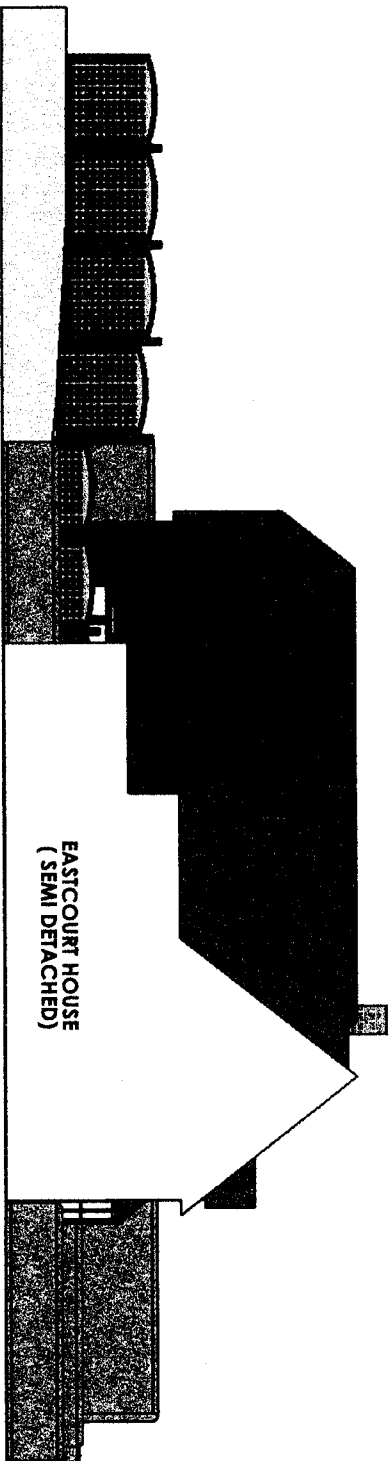
BRICK BUILT CHIMNEY: HEIGHT AND COWLING IN ACCORDANCE WITH CURRENT BUILDING REGULATIONS

NORTH WEST ELEVATION



VALE OF WHITE HORSE
DISTRICT COUNCIL
REC'D 03 DEC 2007
CORPORATE POSTAL
SERVICES - 2

SOUTH WEST ELEVATION



SITE / PROJECT
PROPOSED DETACHED HOUSE, ADJACENT TO EASTCOURT HOUSE, MAIN STREET, CHILTON
PLANS AND ELEVATIONS

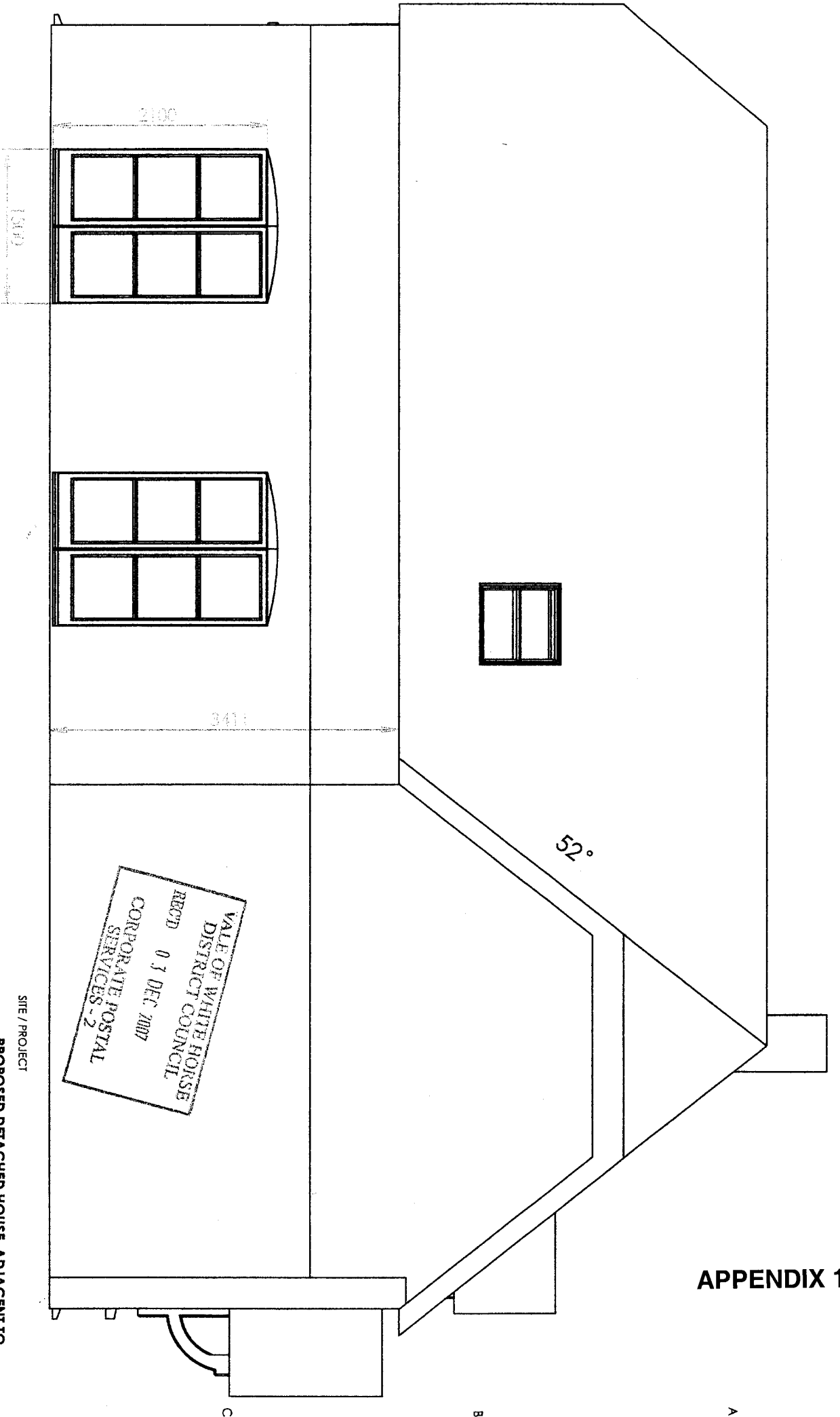
APPLICANT
MR AND MRS R WEBB

SCALE: 1:50 SHEET 1 OF 1

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NOV 2007

CH: 17951/2

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SOUTH WEST ELEVATION

VALE OF WHITE HORSE
 DISTRICT COUNCIL
 RECD 03 DEC 2007
 CORPORATE POSTAL
 SERVICES - 2

SITE / PROJECT
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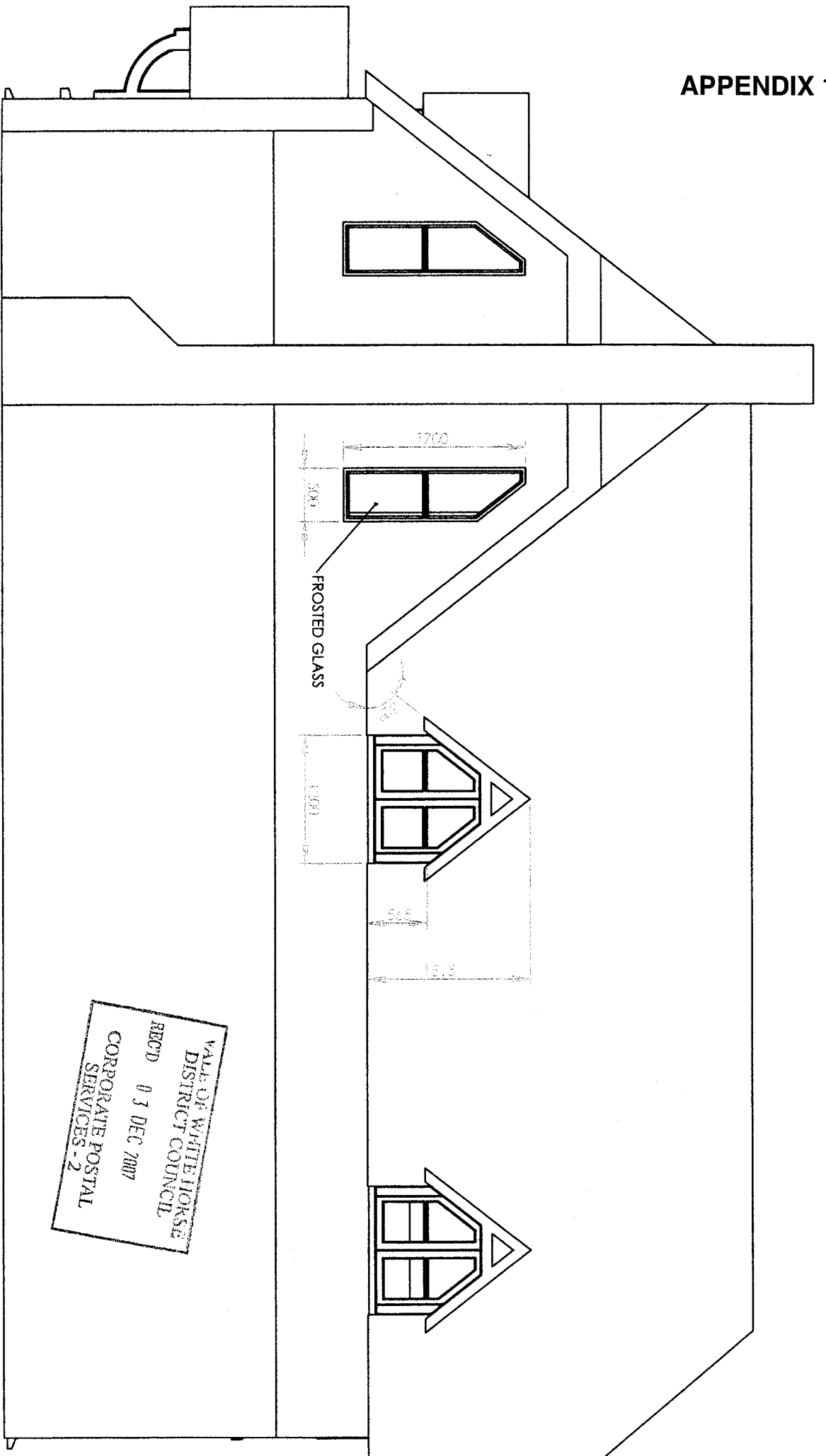
NOV 2007

SCALE: 1:100

SHEET 1 OF 1

APPENDIX 1

CH/17951/2



NORTH EAST ELEVATION

VALLE OF WHITE HORSE
 DISTRICT COUNCIL
 RECD 03 DEC 2007
 CORPORATE POSTAL
 SERVICES - 2

SITE / PROJECT

**PROPOSED DETACHED HOUSE, ADJACENT TO
EASTCOURT HOUSE, MAIN STREET, CHILTON**

PLANS AND ELEVATIONS

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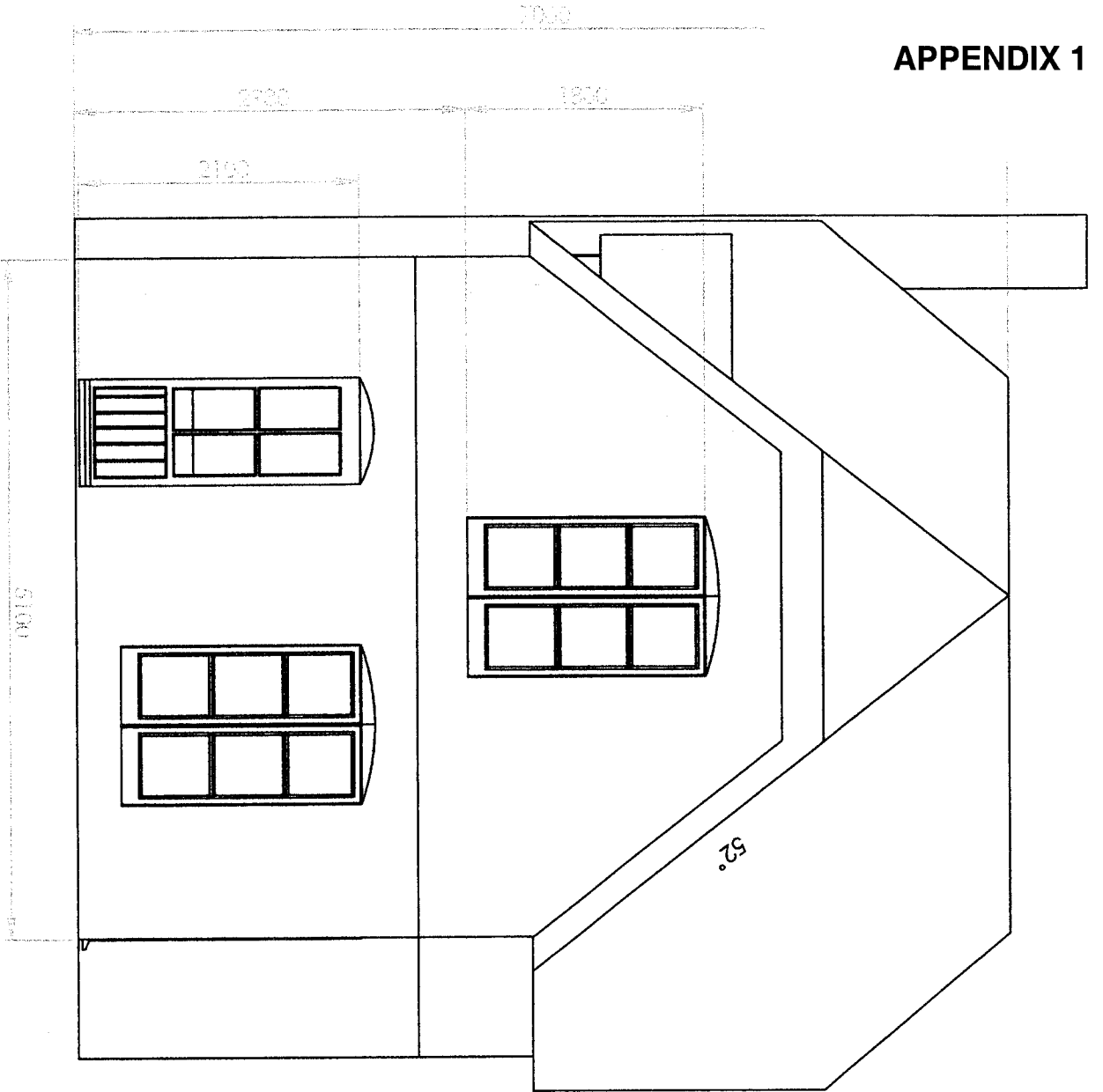
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SHEET 1 OF 1

NOV 2007

CHI/17951/2



NORTH WEST ELEVATION

VALE OF WHITE HORSE
 DISTRICT COUNCIL
 REC'D 03 DEC 2007
 CORPORATE POSTAL
 SERVICES - 2

SITE / PROJECT
**PROPOSED DETACHED HOUSE, ADJACENT TO
 EASTCOURT HOUSE, MAIN STREET, CHILTON**
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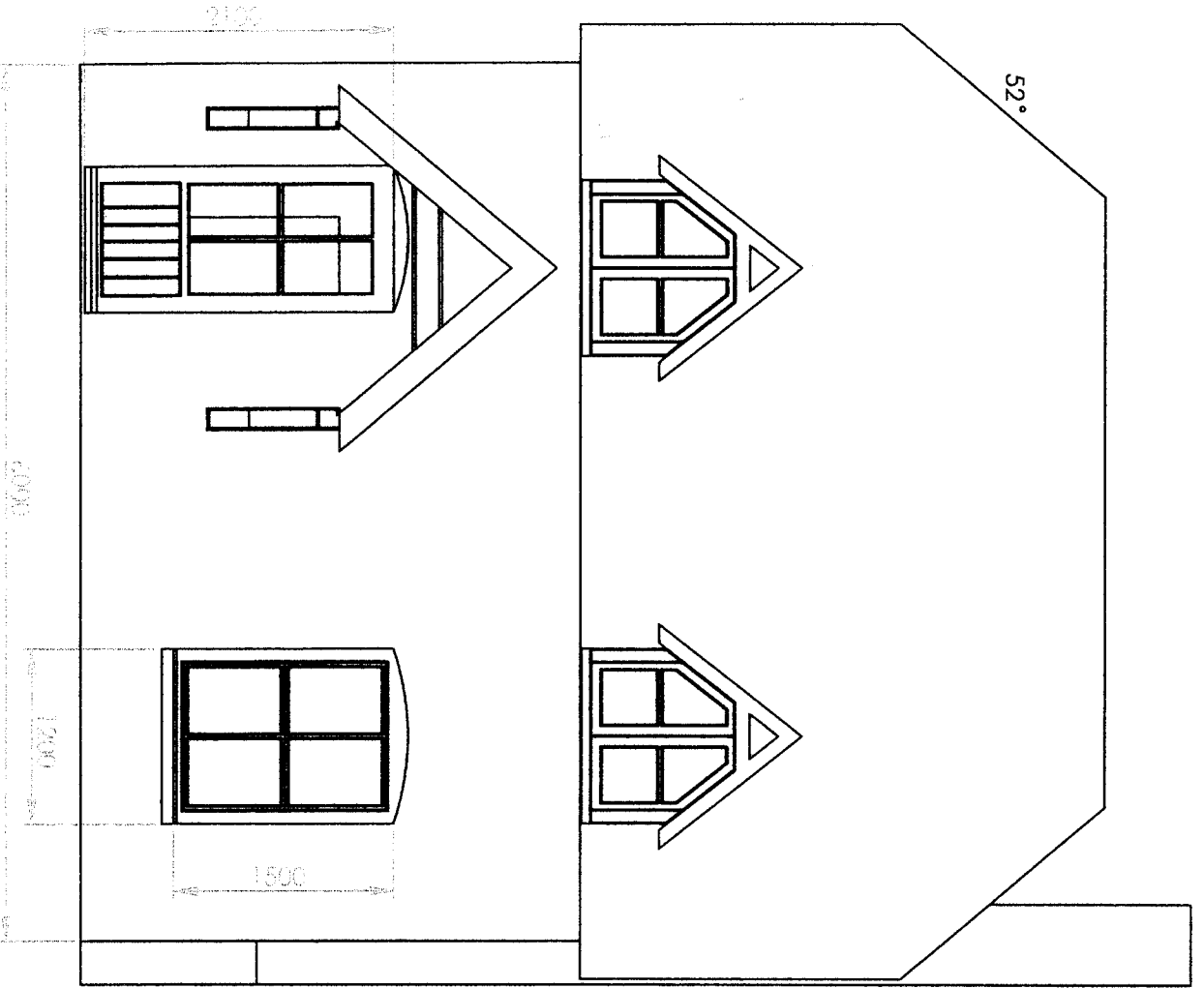
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NOV 2007

SCALE: 1:100

SHEET 1 OF 1

CH1/17951/2



SOUTH EAST ELEVATION

VALE OF WHITE HORSE
 DISTRICT COUNCIL
 RECD 03 DEC 2007
 CORPORATE POSTAL
 SERVICES - 2

SITE / PROJECT

PROPOSED DETACHED HOUSE, ADJACENT TO EASTCOURT HOUSE, MAIN STREET, CHILTON

PLANS AND ELEVATIONS

APPLICANT

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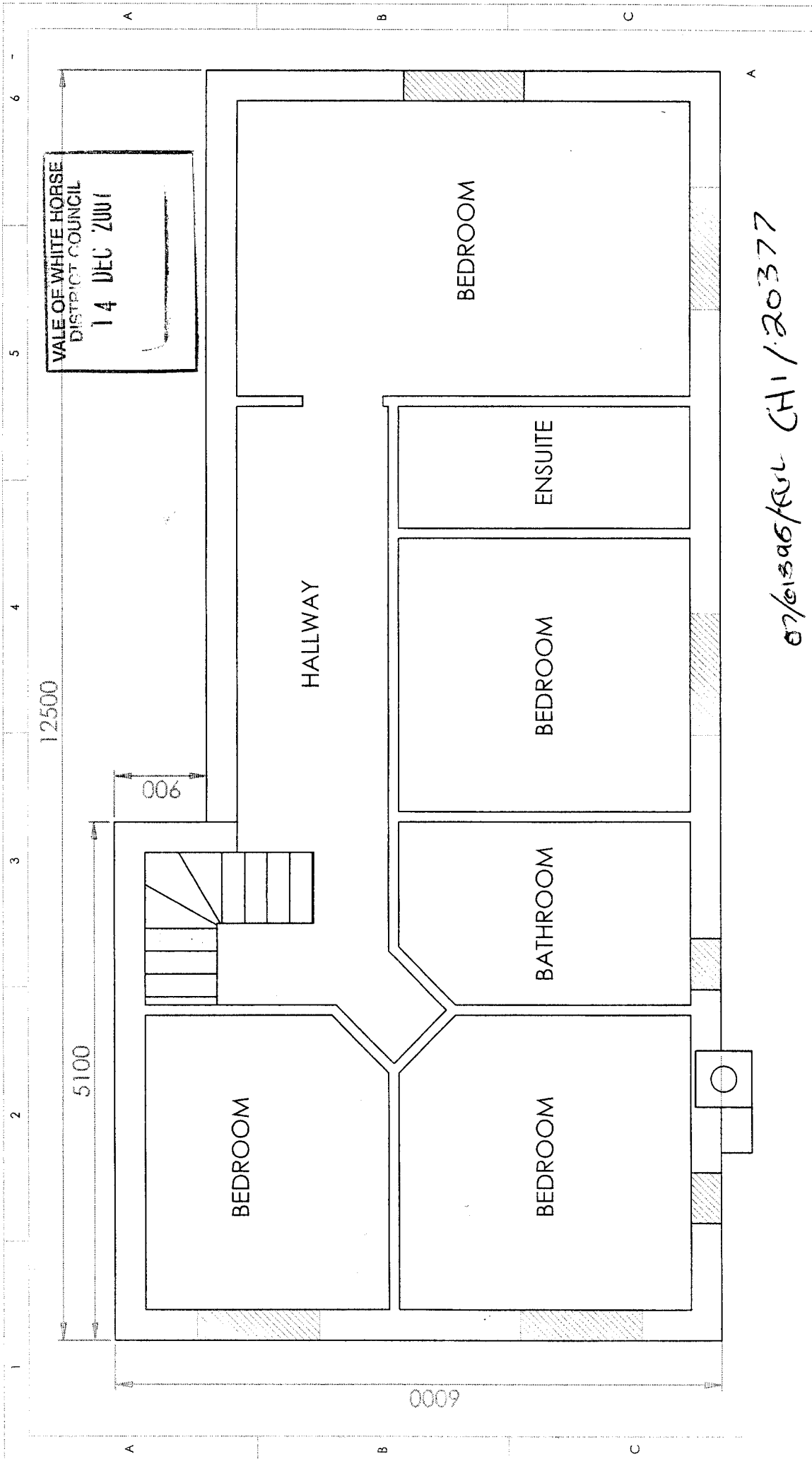
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SHEET 1 OF 1

NOV 2007

CHI/17951/2



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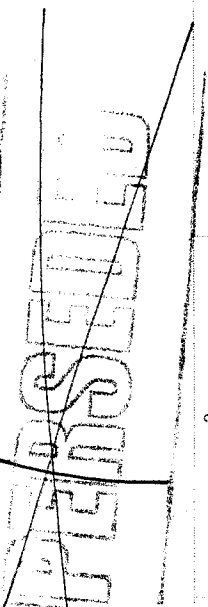
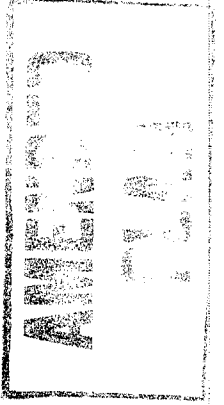
~~APPROVED~~
FIRST FLOOR LAYOUT

TITLE:	PROPOSED DETACHED HOUSE, ADJACENT TO EASCOURT HOUSE, MAIN STREET, CHILTON
DWG NO.	FLOOR PLAN
SCALE: 1:100	MR & MRS R WEBB
SHEET 1 OF 1	A4



CH1/20377

GROUND FLOOR LAYOUT



TITLE
PROPOSED DETACHED HOUSE, ADJACENT TO
EASCOURT HOUSE, MAIN STREET, CHILTON
FLOOR PLAN

DWG NO.

MR & MRS R WEBB

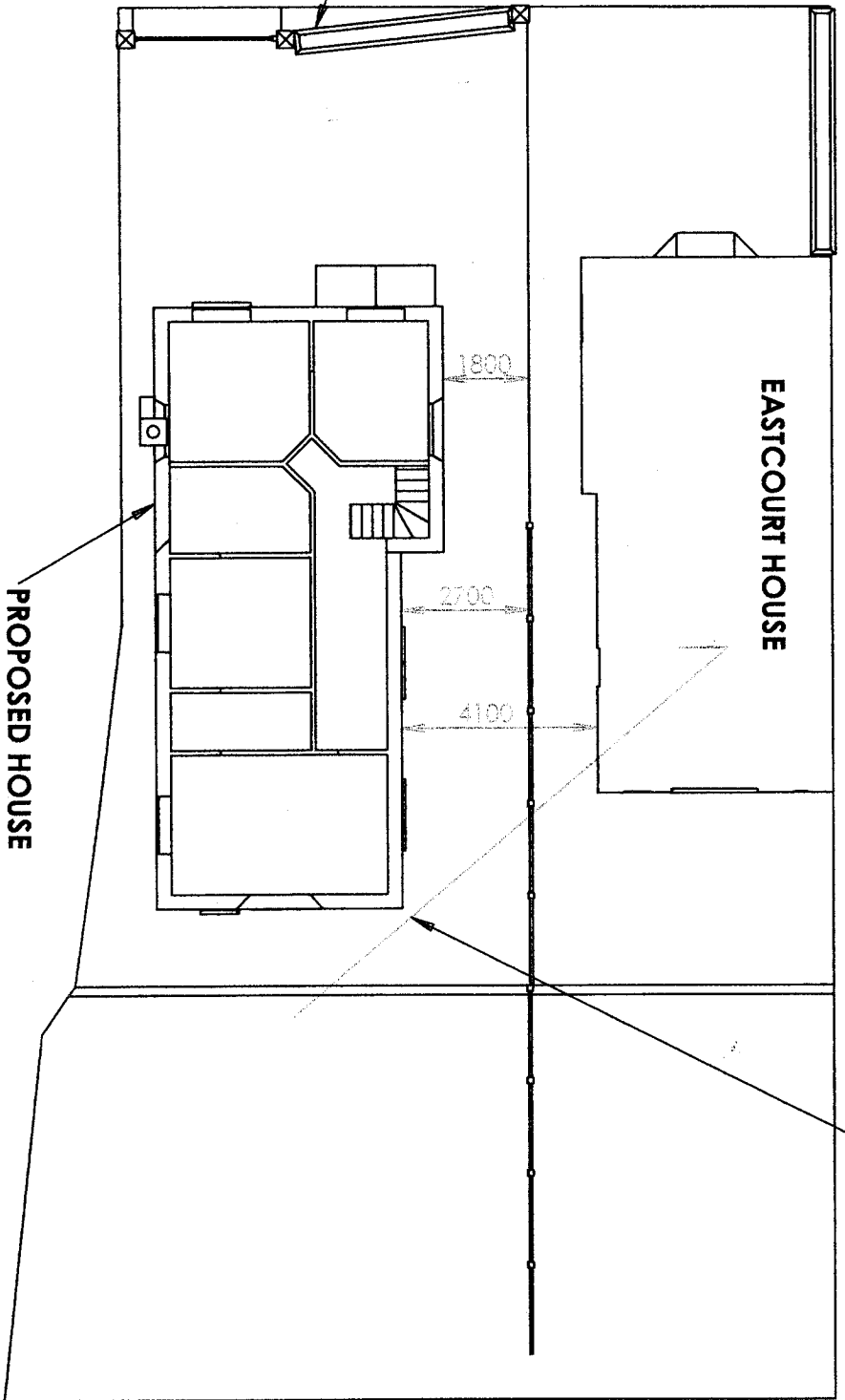
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SCALE: 1:100

SHEET 1 OF 1

APPENDIX 1

CH1/20377



OVERHEAD VIEW

PROPOSED HOUSE

EASTCOURT HOUSE

40° LINE OF SIGHT FROM FIRST FLOOR HABITABLE ROOM

SITE / PROJECT
PROPOSED DETACHED HOUSE ADJACENT TO EASTCOURT HOUSE, MAIN STREET, CHILTON
 PLANS AND ELEVATIONS

APPLICANT
MR AND MRS R WEBB

SCALE: 1:150

SHEET 1 OF 1

A4
 NOV 2007

VALE OF WHITE POST
 DISTRICT COUNCIL
 RECD 03/11/07 And
 CORPORATE POSTAL
 SERVICES 2

CH1/17951/2



Appeal Decision

Site visit made on 27 July 2006

by **Sue Glover BA (HONS) MCD MRTPI**

an Inspector appointed by the Secretary of State for
Communities and Local Government

The Planning Inspectorate
4/11 Eagle Wing
Temple Quay House
2 The Square
Temple Quay
Bristol BS1 6PN
☎ 0117 372 6372
e-mail: enquiries@planning-
inspectorate.gsi.gov.uk

Date: 10 August 2006

Appeal Ref: APP/V3120/A/06/2013038

Plot to the side of Eastcourt House, Main Street, Chilton, Oxfordshire, OX11 0RZ

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant outline planning permission.
- The appeal is made by Richard and Gloria Webb against the decision of the Vale of White Horse District Council.
- The application, Ref CHI/17951/1-X, dated 7 January 2005, was refused by notice dated 3 January 2006.
- The development proposed is a detached house for residential use.

Decision

1. I dismiss the appeal.

Introduction

2. Although the application to the Council indicates that all matters are reserved except for siting, the evidence submitted indicates that siting is also a reserved matter.

Reasons

3. Main Street serves primarily local traffic as it forms part of a loop around the village of Chilton connecting it to the A4185. I observed the traffic on Main Street during the peak morning period, albeit during the school holidays, when there was very little traffic, at low speeds. Whilst outside the holiday period traffic flows would be likely to be greater, the amount of traffic is unlikely to be substantial given the size of the village and the position of the appeal site on the loop.
 4. However, notwithstanding the amount and speed of traffic on Main Street, the appeal site is a constrained site of limited width. From the evidence provided, I am unconvinced that 2 vehicles would be able to park and turn within the site with ease. It is likely that vehicles would choose the easier, but less safe option, of reversing from or into the street. I observed a vehicle turning within the street and reversing into a driveway nearby.
 5. Moreover, visibility is obstructed to the south by Clematis Cottage, which is situated close to the lane on a slight bend. Visibility was further constrained in this direction by a parked vehicle on this side of the lane. Whilst vehicles travelling from the south must move into the centre of the street to overtake parked vehicles on this side, I consider that visibility to the south of the appeal site is poor. Vehicles reversing from or into the highway would create a hazard for moving vehicles and cyclists.
 6. Whilst visibility is satisfactory to the north, the tree stump now having been removed, I consider that, given the substandard visibility to the south, the manoeuvring of vehicles
-

within the highway would interfere with the safe and free flow of cyclist and vehicular traffic contrary to Policy D3 of the *Vale of White Horse Local Plan*.

7. The Highway Authority has indicated that a shared access with Eastcourt House would improve the safety of the access for the existing property by providing the opportunity to turn within the site and enter the highway in a forward gear. However, Eastcourt House is no longer within the ownership of the appellants and I am informed that this option is no longer available. Even though visibility is poor from accesses to existing dwellings nearby, this matter does not justify the creation of a substandard access at the appeal site. Reference is made to a planning permission for an extension to Eastcourt House. However, I note that access was intended to serve the existing dwelling and not a new dwelling.
8. I conclude that the proposal would harm highway safety. For the reasons given above and having regard to all other matters raised including the loss of open space, I conclude that the proposal is unacceptable.

Sue Glover

INSPECTOR

APPENDIX 3

Chilton Parish Council

Application to erect a detached dwelling on land adjacent to Eastcourt Main Street Chilton
CHI/17951/2

Comments

This new application for redevelopment of the little garden of the cottage of Eastcourt House has been carefully put together to try to overcome the objections raised by both this Council and the County Highways Dept to a further residential development on this site. The resultant design is sympathetic to the general Main Street location and to its proximity to Eastcourt House on one side and the garden of Chalk Hill on the other. Nevertheless there are fundamental problems with the proposed scale of this development, in this location:

(1) the proposal for a 4-bedroom home in a village poorly served by public transport links implies that substantial parking area provision should be provided. This is not the case, as the combination of hardstanding area, front hedge provision and gate location could only permit the convenient parking of 2 cars off street. Any further vehicles would end up on the street, as the front of house area also needs to accommodate the proposed waste bin storage area and rainwater butts to cope with roof runoff (substantial with such a large roof and tiny back garden).

(2) the proposed front parking arrangements have been dictated by the sensitive location of this plot, which as the Inspector in her 2003 judgement pointed out was on a bend at a constriction in Main Street. It was the difficulty in providing safe entry and exit to vehicles which (quite rightly) brought the Inspector down against the appeal by the applicants in 2003. Despite the legal technicality that the applicants have alighted upon, the actual problem with vehicles access, egress and parking at this spot remains unchanged and needs to be addressed.

(3) the proposed design is overdevelopment, Policy H12 of the District Local Plan applies to this site. A 2-bedroom cottage of the proposed design on this site would be more appropriate because the suggested access and parking provision could then cope.

On other points raised in the D&A statement, the Council would prefer matching brick all round; the eulogy to wood cladding is all about cost (it goes on breeze block base) and little to do with local architectural aesthetic.

Also, the site may well be in an area of groundwater flooding, being along the axis of the bourne (seasonally-flowing chalk valley) that Main Street originally was, and there is no provision in the statement for mitigating measures to counteract the effects of land development and associated surface impermeabilisation on adjacent and downstream properties. It is a verifiable fact that properties along this part of Main Street are already flood-prone (witness the flooding in 2000-2001) and redevelopment of this presently open land at the proposed scale will not improve the situation.

In summary the Parish Council objects to this application on grounds of overdevelopment, the proposed scale being well beyond that which the site by virtue of its location can accommodate.



INVESTOR IN PEOPLE



**OXFORDSHIRE
COUNTY COUNCIL**

ENVIRONMENT & ECONOMY

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OX1 1NE

APPENDIX 4

Tel: 01865 815700
Fax: 01865 815085

10th January 2008

Direct line: 01865 816042

robert.rossiter@oxfordshire.gov.uk

Ref. 07/01896/FUL

Please ask for: Robert Rossiter

Dear Emma,

**Re. Land to the side of Eastcourt House, Main Street, Chilton, Oxon, OX11 0RZ
Proposed erection of dwelling with associated access and parking**

I have been requested to deal with this application, as Principal Engineer/Transport Planner for Oxfordshire County Council, due to the significant and material change of recommendation from similar applications previously determined at the above address. Although we fully support previous recommendations made, the current application has been determined against recently adopted highway design guidance and thus the parameters for decision making have changed.

In May 2007 Central Government adopted Manual for Streets (MfS) as guidance for highway engineers designing new roads schemes and also for dealing with applications along highway that may be determined as a street. Through determination of the application recently submitted, it was considered that Main Street, Chilton, does not singularly perform the function of facilitating vehicular movement. In accordance with MfS the design, alignment, width and use of this highway contributes to the local distinctiveness and visual attractiveness of the surrounding environment. This highway also accommodates localised on-street parking and direct access for residential premises; these facets of design and use alone constitute Main Street as a street and not a road whose prime function is to facilitate vehicular movement.

Through the determination of Main Street as a Street and not a Road, the vehicular visibility requirements are significantly reduced from that considered within previous guidance. Places Streets and Movement (PS&M), which preceded MfS, would require 2m x 70m visibility in both directions for the proposed access; MfS now requires 2m x 39m north-eastwards and

**Richard Dudding
Director for Environment & Economy**

**Steve Howell
Head of Transport**

2m x 41m south-westwards, as determined by the submitted vehicular speeds recorded adjacent to the site. (The measuring of visibility splays will be dealt with later on).

Although a significant reduction in requirement, the visibility parameters within PS&M should be considered in context of how they relate to highway use. It has long been believed, without written evidence however, that 2m x 70m represents a visibility that enables a vehicle to sight on-coming traffic, enter the highway and accelerate to speed, without on-coming vehicles having to make any adjustment to alignment or speed; i.e. vehicle manoeuvring is prioritised. MfS further considers the determination of the distance 70m (*used in context of this application*) and concludes that it is based upon driver reaction times of 2 seconds and braking deceleration of 2.45m/s²; the Highway Code considers values of 0.67 seconds and 6.57m/s² respectively, as appropriate representation of the average driver. From these comparisons, it can be concluded that PS&M massively under-values the ability of the average driver. Notwithstanding this, it would be inappropriate to only accommodate visibility splays that ensure that a full emergency stop is required at every potential conflict and thus MfS use values of 1.5 seconds for reaction time and 4.41m/s² for deceleration. As an aside, the values used within PS&M are taken from Design Manual for Roads and Bridges which is used by the Highway Agency to design trunk roads which far exceed the use, capacity and design of Main Street.

Visibility splay guidance given within PS&M, are now considered too cautious and likely to increase vehicle dominance resulting in a hazard to other highway users.

Upon determining any access arrangement, the Highway Authority needs to be mindful of anticipated conflict and thus access onto heavily trafficked and congested priority roads will be dealt with differently from access onto rural lanes and residential streets. The application submission for the above development incorporated a vehicular count for Main Street, which confirmed an average daily two way flow of only 316 vehicles. Assuming that 70% of vehicles travel during the 2 peak hours per day (an over-exaggeration), and that the distribution along Main Street in either direction is 60%-40%, the development site would experience less than 66 vehicles in either peak hour travelling on the nearside carriageway; just over 1 per minute. This level of traffic flow is considered materially insignificant and thus the expectation of conflict is considered slight.

The lack of likely conflict further supports the use of MfS and its associated reduced visibility guidelines. Upon measuring visibility splays on site, consideration has been made for the actual tracking of vehicles along Main Street which is affected and determined by the presence of on-street parking and proximity of boundary fences, hedges and walls directly bounding the highway. With these considerations taken into account, the visibility splays, when measured from and along the vehicle track, accord to the requirements within MfS.

Finally, it has also been noted that previous assessments of the proposed development wrongly determined Main Street, in the near locality, as a classified highway; this has subsequently been shown to not be the case. Although this has limited bearing on the highway recommendation, there are potential implications for Permitted Development Rights, (i.e. the permitted creation of an access with a hard standing) and thus whether a material intensification of access use, can ultimately be determined. Notwithstanding this, whether classified or not, the highway recommendation does not alter from that given within this letter.

In summary, the Highway Authority have re-evaluated the proposed development against recently adopted guidance and found the proposal satisfactory. Therefore, the Highway Authority recommends that the above application be submitted subject to the following condition:

Notwithstanding the submitted details, the proposed development shall not be commenced until revised access and parking details have been submitted to and approved in writing by the LPA. The proposed dwelling shall not be occupied until the access and parking facilities have been constructed in accordance with the approved plans, including material specification, which shall be maintained for the use hereby conditioned in perpetuity.

Reason: To ensure satisfactory access and parking facilities are provided in the interests of highway safety.

Should you wish to discuss any of the matters considered above, please do not hesitate to contact me.

Yours,

APPENDIX 4

Robert Rossiter
Principal Transport Planner