

JR BAUGHAN LIMITED

**Proposed erection of a detached, 2-storey, 3-bed
Infill Dwelling alongside No.4 Marston Road,
Granborough, Bucks, MK18 3NP**

Design & Access Statement

Reference: ABB00017

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1 INTRODUCTION

- 1.1 This Design & Access Statement accompanies a new planning application for a 2-storey, 3-bed infill dwelling within the northern side garden curtilage of No.4 Marston Road, Granborough, which is a Grade II listed building and which lies opposite the Grade II* listed Parish Church of St John the Baptist.
- 1.2 This proposal is a revision in design form from an earlier consent on the site for a slightly smaller dwelling, which was permitted under approval 12/01460/APP, dated 17th September 2012. This submission is also a variation in design (being significantly smaller) than an alternative design that was refused planning permission in March 2013 (AVDC Ref: 13/00961/APP) and was then subsequently dismissed at appeal in February 2014 (PINS Ref: APP/J0405/A/13/2200698).
- 1.3 The purpose of the Design and Access statement is to provide a summary of the rationale for this new planning application in design terms, so that the revised proposals may be clearly and succinctly understood in terms of the principles and concepts that have informed the design process.
- 1.4 The Design and Access statement does not form part of the planning application, as stated in DCLG Circular 01/2006.
- 1.5 The aim of this statement is twofold. Firstly, it is to ensure that decision-making is clearly documented in relation to the site-specific opportunities and constraints affecting the development of the plot; and secondly, is to demonstrate how the final proposal has been informed by a set of principled objectives, which have stemmed from the preceding analysis and appraisal work, including the last refusal decisions.

Purpose of the development

- 1.6 The purpose of the development proposal is to provide a new 3-bed dwelling on the infill plot alongside the listed cottage; that is within the heart of Granborough village. As the proposed infill development would be very slightly larger than the approved dwelling on the plot, it would provide enhanced sales revenue to fund the continuing and previously agreed repairs, restoration and extension works to the retained listed cottage on the adjoining site.

- 1.7 This statement provides information about the development and its setting with details of construction techniques. It sets out the rationale behind the development proposals in terms of use, amount, layout, scale, appearance and access.

National and Local Policy Context

- 1.8 The design principles used in this site are based on National and Local Guidance including:

- Design and Access Statements, how to write, read and use them, CABE, 2006, reprinted 2007;
- DCLG Circular 10/2006 Guidance on changes Design and Access Statements, how to write, read and use them, CABE, 2006, reprinted 2007;
- National Planning Policy Framework (NPPF) guidance, CLG (March 2012);
- Better Places to Live – A Companion Guide to the old PPS3 on Housing, DTLR and CABE (2001);
- Urban Design Compendium, English Partnerships 1 and 2 (August 2000 and September 2007); and
- Aylesbury Vale District Local Plan (2004).

- 1.9 The Development Plan relevant to this application comprises the Aylesbury Vale District Local Plan (2004) and saved relevant policies pertinent to the consideration of this application are Rural Areas policy RA.13 and General Policies GP.8, GP.34-GP.39 and GP.51-GP.52.

- 1.10 The report is structured on the guidance provided by CABE on Design and Access Statements.

2 SITE APPRAISAL

Site Location

- 2.1 No.4 Marston Road covers a total site area of about 989m² (0.0989 hectares or 0.244 acres) with the infill development plot comprising the northern half of the site). The overall site measures about 23m wide and 46m deep. The site is shown on the two Site & Block plans attached at Appendices 1 and 2.
- 2.2 The application site lies immediately southeast of modern detached properties fronting Church Street and No.2 Marston Road. No.4 Marston Road (which is a Sixteenth Century Grade II listed building) lies immediately northwest of semi-detached modern properties (Nos.6 & 8 Marston Road), which all front onto the west side of Marston Road. Opposite the site, some 16m to the northeast is the Twelfth Century Grade II* listed St John the Baptist's Church.
- 2.3 The Marston Road application site and the surrounding streets of Green End, Church Lane and Winslow Road, which are immediately to the north, lie in the heart of Granborough village, opposite the Parish Church. With the exception of the Church and Village Hall, all the rest of the neighbouring properties are residential. The Church, Nos.2 and 4 Marston Road and Nos. 3 and 5 opposite, plus No.1 Green End are all listed buildings.
- 2.4 The Village Hall lies just 38m northwest, at the cross-road junction of Winslow Road with Church Lane, Marston Road and Green End. Bus stops are located outside the Church and Village Hall, which provide hourly services during peak daytime periods to Aylesbury to the south and Winslow and Buckingham to the north.
- 2.5 The site rises very gradually from front to back. The street level outside the site is at 111.580m AOD. This immediately rises to 111.936m AOD across the 1m wide verge to the front boundary fence. Across the almost 3m wide front garden, the land rises very gently to 112.139m AOD, with the existing cottage ground floor slab at 112.25m AOD. At the back of the cottage, about 10m from the front, the ground level has risen to 112.860m AOD. The gravel driveway to the northern side of the cottage (which forms the location of the proposed infill plot) rises on a similar basis.

- 2.6 At the back of the listed cottage and the proposed rear elevation of the new infill dwelling, the ground level steps up to 113.165m AOD on a narrow patio and then steps up again to 113.279m AOD at the garden edge. The garden extends back for a further 33 metres and rises, in its centre, to a maximum height of 113.379m AOD. This represents a total rise from the front boundary fence to the centre of the rear garden, over a distance of approximately 34 metres of 1.343m at an average 1:25 gradient.
- 2.7 The site boundaries are defined for the most part by substantial mature hedgerows interspersed by trees. There is currently a gap in the boundary screening with No.2, where a former detached wooden garage used to stand. That gap will be filled by a new 1.8m high close-boarded fence supplemented by additional native hedge planting. Given the close proximity of the existing cottage to the southern boundary edge, the front portion of the side boundary between No.4 and the neighbouring property No.6 is only defined by a low close boarded fence but there is no substantive overlooking because the neighbouring property is set well back; some 14m from the roadside, 10m behind the cottage and at a slab level almost 1m higher than the cottage.
- 2.8 The existing cottage is sited gable-end on to Marston Road and occupies just the extreme southeast corner of the plot, which leaves just over 16m between the northern side wall of the cottage and the boundary edge with No.2.
- 2.9 The existing cottage has a frontage width of 6.7m, a maximum depth of 11.2m (which is soon to be extended to 16m in accordance with earlier consents), a 49° roof pitch and a ridge height of 6.44m. The cottage has recently had its thatched roof restored.
- 2.10 Extensive restoration and extension works for the listed cottage are currently on-going. A sheet metal roof covering has been removed and the original thatch roof beneath has been repaired and renovated. Structural wall cracks in the northern corner of the cottage are being repaired, all the 1950's metal Crittall windows in the cottage are to be replaced with small-pane timber casement windows that match the few remaining original windows and all the internal floors and walls are being repaired. At the same time, an approved extension at the rear of the cottage is being constructed, which will facilitate creation of an enlarged kitchen and WC at ground floor and enable the bathroom to be relocated upstairs.

History

- 2.11 Planning permission has previously been granted on this site for a slightly smaller dwelling than is currently being proposed, which was permitted under approval 12/01460/APP, dated 17th September 2012. The design of the approved dwelling on the plot is very similar to this revised proposal, with a main 2-storey element facing side on to Marston Road, which would be 8m wide, 4.6m deep, with a maximum ridge height of 6.247m high and with a 4.5m square 2-storey projection on the rear, measuring 5.893m high to ridge.
- 2.12 This submission is also a variation in design (being significantly smaller) than an alternative design for a new dwelling that was refused planning permission in March 2013 (AVDC Ref: 13/00961/APP) and was then subsequently dismissed at appeal in February 2014 (PINS Ref: APP/J0405/A/13/2200698). Although the refused scheme would have benefitted from being sited further back on the plot than the approved scheme and therefore would have been a less prominent position for a new dwelling on the site, the appeal Inspector nevertheless shared the Council's concern that a slightly increased ridge height, an increased width, combined with substantially higher eaves height and an additional dormer window on the street frontage would have all combined to result in a development that would have had an overly dominant effect on the adjacent listed cottage. The appeal Inspector also felt that a small landscaped area between the retained cottage and proposed infill dwelling, which was shown on the approved plans but not included on the refused plans would have been beneficial in helping to protect the setting of the listed building.
- 2.13 In light of these decisions, the applicant's architect has now prepared further revised designs for an alternative proposed new dwelling on the infill plot, which we believe addresses all of the concerns raised in relation to the refused scheme. Those revised designs now form the basis of this new application submission.

Character and built form

- 2.14 Apart from the tall stone Church opposite, all the other surrounding properties are two storey residential dwellings. No.4 is untypically sited gable-end on to the road, whereas all the other properties are positioned side on.

- 2.15 Nos.2 and 4 Marston Road, together with 1 Green End and the Village Hall at the junction of Winslow Road and Church Lane all feature white painted render and/or brick walls, whilst Nos. 3, 5, 6 and 8 Marston Road all feature red or buff coloured brick walls.
- 2.16 Roofs all tend to be quite steep, at between 40° – 60° pitch but there is no consistency of materials with thatch, clay tiles, traditional slates and concrete slates all used in the immediate area.

Access and movement to the site

- 2.17 Access to the site will continue to be via the existing driveway off Marston Road.
- 2.18 Highway safety will be preserved at Granborough, by use of the existing highway access as a shared driveway access for both dwellings and by maintaining sufficient space within the curtilages for both the parking of vehicles (four 2.4m x 4.8m car parking spaces for the two dwellings) and manoeuvring space (a dedicated turning area) to enable vehicles to both enter and leave the site in a forward gear.
- 2.19 Insofar as public transport accessibility is concerned, regular bus services travel along Marston Road/Winslow Road through the village serving Aylesbury to the south and Winslow and Buckingham to the north. Services in a southerly direction towards Aylesbury stop right outside the site, on the opposite side of Marston Road, beside the Church. Services to the north stop outside the Village Hall, about 40m north of the site at the cross-road junction of Winslow Road and Marston Road with Church Lane and Green End. The No.60 service frequency to Aylesbury, Winslow and Buckingham is hourly or better during peak periods and provides 15 weekday connections from before 7am right through to after 7pm, with 13 hourly service connections on Saturday and 2 peak period connections on Sunday.

3 DESIGN PRINCIPLES

Use

- 3.1 The use of the proposed dwelling will be to provide an additional unit of residential accommodation in the heart of Granborough village. The use will be identical to that of the majority of surrounding properties, except for the Church and Village Hall. The use of the existing listed cottage alongside will remain as a single 2-bed dwelling.
- 3.2 The site has been used residentially for many years and the proposal will merely add one further unit of accommodation on this large plot.
- 3.3 Historical maps for the village indicate that the infill plot used to be residentially occupied up to about a hundred years ago. Also, between the late 1920's and early 1980's, the gap between Nos.2 and 4 Marston Road was partially occupied by a small petrol and repairs garage, which was set back from the roadside and operated alongside the old Granborough Stores that used to trade from No.2 Marston Road.
- 3.4 It is a material consideration in the determination of this application that an extant planning permission exists on the site (12/01460/APP, dated 17th September 2012) for the erection of a broadly similar sized but slightly different design form of dwelling.

Location

- 3.5 The application site is located towards the southern end of the village but at its historical heart, opposite the church and just 35m south of the cross road junction at the very highest point in the village. Built development, much of it listed, surrounds the infill plot on all sides.

Amount

- 3.6 The net density of development in the square hectare immediately surrounding the site is quite low, at a little less than 20dph. Curtilage depths tend to be about 40-50m for the most part and curtilage widths vary between 10-20m. Adding one more dwelling on the application site will bring the total number of dwellings on the west side of Marston Road within a hectare of the site to just 27. The proposed plot size for this new dwelling will be typical of all the surrounding residential plots.

Design

- 3.7 There is no consistency of building style in this part of Granborough village. Older properties such as Nos.2, 3, 4 and 5 Marston Road, No.1 Green End and the Church feature a mixture of brick or white painted brick or render walls, or plain stone in the case of the church. There are clay tile roofs, slate roofs and concrete tile roofs. The modern properties tend to be mainly of brick construction, with grey concrete tile roofs. Roof pitches on the older properties all tend to be steep (typically between 45°-60°) and a number have dormer windows, as first floor accommodation tends to be incorporated in the steeply sided roof voids.
- 3.8 In order to preserve and complement the character of the surrounding older properties, any new infill development ought to reflect these existing characteristics. This was emphasised in the Council's latest refusal decision and in the recent appeal dismissal decision of The Planning Inspectorate. The criticisms levelled at the previous design proposals have now been addressed and this new revised application submission reflects all of the comments and criticisms made.

Access & Parking

- 3.9 Vehicular and pedestrian access to the application site and all the surrounding properties tends to be via separate driveways directly onto the roads they front. The properties all tend to have their own dedicated off-street parking facilities and there is therefore very little on-street parking in the village.
- 3.10 There are no parking restrictions along Marston Road and all the neighbouring residential properties in Marston Road take direct driveway access off it. Similar arrangements exist for the other neighbouring properties in Church Lane, Green End and Winslow Road.
- 3.11 Occupants of the application site could readily walk to the adjacent bus stops, the Village Hall, Church and the local Public House, 200m north down the hill in Winslow Road. There are also recreational facilities for children close by, which are within easy walking distance.

4 DESIGN PROPOSAL

Use and Amount

- 4.1 Based on an appraisal of the site and its immediate context and the advice and conclusions given by Council Officers and Members in their consideration of the previously refused application proposals and the conclusions reached by the recent appeal Inspector, the following design principles were derived.
- 4.2 It is proposed that the new infill dwelling will comprise a small 2-storey, 3-bedroom detached dwelling of broadly similar size and identical height to the existing detached cottage on the site and the previous approved scheme for a new dwelling on the infill plot. This would also be comparable with the size of most of the immediate neighbouring dwellings, although some on the opposite side of Marston Road are considerably larger. As with the approved scheme, the new infill dwelling would be located front on to Marston Road, rather than gable-end on like the existing cottage at No.4. Span widths on the frontage wing of the proposed new dwelling would match those previously approved and match those of Nos.2 and 4 Marston Road (at 4.6m). The projecting rear wing would be slightly less (at 4.4m to maintain subservience). The separation distance between the existing cottage and proposed new dwelling on the site would be maintained at the same 6.192m distance agreed in the approved layout, with a 9.514m separation distance with No.2 Marston Road. The new dwelling would maintain the staggered roof ridge line with the neighbouring properties. The ridge of No.6 is 1.49m above that of No.4 (due in part to the 1m difference in ground levels), the main ridge of the new dwelling would be 0.423m below that of the existing cottage on the site and be 0.608m above that of No.2, which would be identical to the approved scheme. This design approach would minimise the visual massing appearance of development onto Marston Road and should preserve the historic character and setting of the listed buildings and the residential amenities of occupants of neighbouring dwellings. The new dwelling would be sited quite close to the side boundary of the plot (between 1.32-1.49m) and have similar roof pitches to Nos. 2 and 4 Marston Road (at 45°) and matching white painted render walls and matching windows to both No.4 and No.2 Marston Road and a clay tile roof, similar to those on the neighbouring properties at No.1 Green End and No.3, Marston Road.

- 4.3 As can be seen in the plans attached at Appendices 3-7, the proposed dwelling would be 8.37m wide at the frontage, which would be (0.306m (or 1' 0") wider than the approved scheme but it would be sited 2.4m (7' 10") further back on the plot. The slight extra width would therefore have no perceptible impact. In comparison to the refused scheme, it would be 0.694m (2' 3½") narrower, and this amendment would thereby address the Inspector's concern about building width. The proposed dwelling would have a gross external ground floor area of 67.88m², as compared to the existing listed cottage, which has a corresponding measurement of 70m² and which is due to extend to 86m², once the recently agreed extension is constructed.
- 4.4 The existing and proposed dwellings would each be served by garden curtilages measuring approximately 10.5-11m wide and 46m deep (0.0494ha) which is a similar size to most of the surrounding residential plots.

Location, Layout and Design Appearance

- 4.5 The proposed design for the new infill dwelling takes inspiration from the existing cottage on the site and its older immediate neighbours, plus the previous approved design for a house on the plot. It has also addressed the particular criticisms levelled at the refused scheme by both AVDC and the appeal Inspector. Accordingly, this design proposal would be for a dwelling of similar design to the approved scheme, of identical overall height, material finish and separation distance from the listed cottage and with a small landscaped garden area maintained between the two properties.
- 4.6 The location of the proposed infill dwelling would be 1.32-1.49m just inside the northern side boundary of the plot, neighbouring No.2 Marston Road. This location echoes the siting of the listed cottage, which almost abuts (0.590m) from the southern side boundary with No.6 Marston Road.
- 4.7 In keeping with the all the neighbouring dwellings but in contrast to the existing cottage on the site, the new infill dwelling would be sited front side on to Marston Road and would be set back 4.23m from the roadside boundary hedge, approximately in line with the front wall of a previous timber garage that has now been demolished. The new property would have a frontage width of 8.37m and extend back initially for 4.6m, with a rear wing that is to be set back 3m from the gable end, extending a further 5.05m (i.e. a maximum depth of just 9.65m).

- 4.8 The main 2-storey frontage element would have a span width of just 4.6m echoing that of the cottages on both sides and the approved scheme and the 2-storey projecting wing would have a span width of 4.4m and depth of 5.05m, with a 2.65m wide and 2.7m deep single-storey lean-to alongside.
- 4.9 The only substantive differences between this new design and the approved scheme would be:
- the new dwelling would be sited 2.4m further back on the plot;
 - the dwelling would be 0.306m wider at the frontage;
 - its eaves would be 0.3m higher;
 - the roof pitches would be 45° rather than 50°;
 - at the rear, the projecting element would be 0.1m narrower than the approved scheme at 4.4m rather than 4.5m;
 - but the projection would extend 5.05m rather than the permitted 4.5m, i.e. an extra 0.55m.
- 4.10 Given that the rear element would be narrower and lower in height than the frontage element, it would be subservient in scale and yet matching in design form. By maintaining the same separation distance and landscaped gardens arrangement but by siting the dwelling further back on the plot, the proposed new dwelling should have no greater perceptible impact upon the heritage setting of the retained listed cottage than would the approved house design on the plot.
- 4.11 The rear garden to the proposed new infill dwelling would be about 33.5m deep and about 10.5m wide, which is consistent with most of the other neighbouring properties in this part of Granborough and compares to the 26.7m depth x 11.1m width of the retained and extended listed cottage.
- 4.12 Consistent with the existing properties, the proposed infill dwelling would have an eaves height of 3.55m and a maximum ridge height of 6.247m (with a 5.893m height at the rear) and with first floor accommodation provided within the 45° roof pitches. The walls would feature white painted render, to match that on the neighbouring properties. The new property would also feature traditional clay tiles on the roof, to match those used on No.3 Marston Road and No.1 Green End and in contrast to the thatch and natural slates used on the restored cottage and No.2 Marston Road.

- 4.13 It is proposed that the windows on the new dwelling would all match with the few remaining original windows on the existing cottage, as well as the older windows at No.2 Marston Road and those at No.1 Green End. This would be an identical approach to that advocated in the approved design.
- 4.14 A landscaped garden would be formed between the two dwellings, as requested.

Size, Scale & Massing

- 4.15 The size and configuration of the building, especially its scale is considered to have a bearing on its sustainability, and the relationship with its surroundings. The new infill dwelling design echoes those of the original cottage on the site and the neighbouring No.2 Marston Road plus the house design already approved on the plot. It would include 45° roof pitches, similar eaves heights to the neighbouring properties and identical ridge heights and window and door designs to those previously approved. The proposed rear wing projection would be a subservient element to the front and also be subservient in scale to the listed cottage alongside. The rear element would also be virtually unseen from the road and the proposed dwelling would have matching span widths and appear complementary in size, scale and massing to the existing dwellings. It would create a reasonable transition in design appearance with the neighbouring property No.2, immediately to the north. By including pitched roof dormer windows facing the street frontage, the design would echo features incorporated in the neighbouring dwelling to the north. In so doing, the design of the new dwelling would complement the traditional building forms on either side.

Access

- 4.16 Vehicular and pedestrian access to both the proposed new dwelling and the retained listed cottage would continue to be from the existing driveway access onto Marston Road, just as it did in the approved scheme, as there would be no need to create a separate access. A small landscaped garden area (3m wide and 13m deep) would be provided between the listed cottage and proposed new dwelling, just as it had been proposed in the approved scheme but parking for the new dwelling and turning space for both houses would be retained on the existing gravel driveway in front of the new house. Parking for the listed cottage would continue to be provided in accordance with the previous approved layout.

Materials

- 4.17 All the proposed materials that would be incorporated on the new dwelling are found either on the existing property and/or on the traditional immediate neighbouring properties, Nos.2 and 3 Marston Road and No.1 Green End.
- 4.18 The proposed walls of the new dwelling would be identical to those previously approved, that is they would feature white painted render and therefore replicate those at No.2, No.1 Green End and the Village Hall and the white painted brickwork and render at No.4 Marston Road. The main roofs of the new dwelling would have clay tiles, which would echo those used on No.3 Marston Road and No.1 Green End. The proposed windows and doors would also match the style, size and header and cill details used on the frontage elevation of No.4 Marston Road, as well as the older original features still seen at No.2 Marston Road and on Nos.1 Green End and No.3 Marston Road. This would be consistent with the previous approved house design.

Sustainability

- 4.19 The proposed location of this new infill dwelling is highly sustainable for a rural village setting. The site lies in the original heart of the village, opposite the Church and close to many of the oldest properties, just 40m from the Village Hall and immediately alongside the bus stops that provide frequent hourly service connections to Aylesbury, Winslow and Buckingham.

Landscape

- 4.20 Given the significant age of the existing cottage on this site, the property benefits from mature landscaped gardens, with substantial hedging around large parts of its boundary edges, interspersed with a number of large trees. Some trees and shrubbery have had to be removed previously in order to facilitate both restoration of the listed cottage and construction of the approved dwelling on the site. However, the applicant proposes to plant two new trees (within the centre of the site) to compensate the losses and to supplement the boundary hedges with new planting where there are gaps. As requested by the LPA in relation to the previously approved scheme and as endorsed by the last appeal Inspector, a small landscaped garden area would be created alongside the driveway, between the two dwellings.

5 CONCLUSIONS

- 5.1 The revised development proposals for this new infill dwelling will comply with the design guidance given in the NPPF and the aged but nevertheless saved policies set out in the adopted Aylesbury Vale District Local Plan at policy GP.8, GP.34-GP.39, GP.51-GP.52 and RA.13.
- 5.2 The use to be made of the proposed new development would be to provide a new unit of residential accommodation in the heart of Granborough village; in an accessible and sustainable location that has already been deemed an acceptable location for a new infill dwelling of similar design.
- 5.3 The building's proposed design would echo and complement the traditional features seen in many of the historic and listed dwellings that surround the site and largely match those in the approved house design. As such, it would complement the heritage setting of the adjacent listed building. The design and layout form of the proposed new dwelling has taken account of both the design of the extant permission for a new dwelling on the plot and the criticisms levelled at the previous house designs. The proposed dwelling would be the same height and span width as the approved dwelling and would feature the same design and material finishes. It would only vary at the frontage from the approved design by being 0.306m wider, having an eaves height just 0.3m higher, having one small roof light and the ridges of the two dormer windows would be 0.17m higher. Given that the dwelling would be sited 2.4m further back on the plot, such minor variations would be virtually imperceptible. At the rear, the projecting element would extend 0.505m further back but it would be 0.1m narrower. The subservient nature of the rear projection would be maintained by a narrower span width and a lowered ridge line. In order to protect and enhance the setting of the adjacent listed building, the new house would be set back and a small landscaped garden area, similar in size and form to that proposed in the extant permission, would be created alongside the listed cottage and the shared driveway.
- 5.4 The new infill dwelling could be readily accommodated without causing any significant impact on the amenities of occupants of neighbouring properties and proposed landscaping features would supplement what is already a largely mature landscaped site.

- 5.5 Shared access would be maintained to both the existing and proposed dwellings, with ample space sufficient to park resident's cars and manoeuvre within the curtilage clear of the highway to enable vehicles to both enter and leave the site in a forward gear. Close proximity to a frequent bus service to neighbouring towns means that residents have a realistic choice of transport modes and despite the rural location, residents would be able to use a convenient bus service to meet many of their retail and social needs.
- 5.6 The principle of accommodating a dwelling of this type of design on the application site has already been accepted as conforming to NPPF national policy guidance and saved Local Plan policy RA13. By virtue of the fact that this revised design form is very similar to that of the extant permission on the site and only varies very slightly in eaves height and width but matches in all other principal respects, we believe we have addressed all the criticisms levelled at the previous design proposals and produced a design that fully accords with all relevant General Policy guidance given in the AVDLP.
- 5.7 Accordingly, Aylesbury Vale District Council is respectfully requested to grant planning permission for this proposed new dwelling of only modest design variation to that which has already been approved on the site.

APPENDICES

APPENDIX 1 – SITE LOCATION PLAN

APPENDIX 2 – SITE BLOCK PLAN

APPENDIX 3 – PROPOSED GROUND FLOOR PLAN

APPENDIX 4 – PROPOSED FIRST FLOOR PLAN

APPENDIX 5 – PROPOSED FRONT & REAR ELEVATIONS

APPENDIX 6 – PROPOSED SIDE ELEVATIONS

APPENDIX 7 – PROPOSED SECTION PLAN