

**Orchard End, Back Lane, Sibford Ferris, OX15
5QN**

21/00917/F

Case Officer: Lewis Knox

Recommendation: Approve

Applicant: Roger Coy Partnership

Proposal: Alterations to existing garage to replace existing pair of doors with single automated door to afford improved vehicular access; erection of carport and change to external surfacing to provide level, safe and protected access for wheelchair user from house to car/garage and vice versa

Expiry Date: 11 May 2021



1. Relevant Features of the Site

Setting of Sibford Ferris Conservation Area
Public Right of Way, Route Code: 347/5/10
Public Right of Way, Route Code: 347/18/10
Public Right of Way, Route Code: 347/18/20

2. Description of Proposed Development

The applicant seeks permission for alterations to existing garage to replace existing pair of doors with single automated door to afford improved vehicular access. Erection of carport and change to external surfacing to provide level, safe and protected access for wheelchair user from house to car/garage and vice versa.

3. Relevant Planning History and Pre-Application Discussions

The following Planning History and Pre-Application discussions are considered relevant to the current proposal.

Application: 07/00306/F Permitted 11 April 2007

Detached double garage (as amended by drawing number 22507-2A received 02.04.07 with Agent's letter dated 29.03.07).

4. Response to Publicity

This application has been publicised by way of a site notice displayed near the site, by advertisement in the local newspaper, and by letters sent to all properties immediately adjoining the application site that the Council has been able to identify from its records.

The final date for comments was **30 April 2021**, although comments received after this date and before finalising this report have also been taken into account.

No comments have been raised by third parties.

5. Response to Consultation

Below is a summary of the consultation responses received at the time of writing this report. Responses are available to view in full on the Council's website, via the online Planning Register.

Sibford Ferris Parish Council: Raised no objections

Cherwell District Council Arboriculture: No Arboricultural issues with this application

Cherwell District Council Building Control: No comments received

Oxfordshire County Council Highways: No comments received

6. Relevant Policy and Guidance

Cherwell Local Plan 2011-2031 Part 1 - (CLP 2031 Part 1)

- **ESD15 - The Character of the Built and Historic Environment.**
New development will be expected to complement and enhance the character of its context through sensitive siting, layout and high-quality design. Where development is in the vicinity of the District's distinctive natural or historic assets, delivering high quality design that compliments the asset will be essential. *See page 117 of the CLP 2031 Part 1 for full details.*

Cherwell Local Plan 1996 (saved policies) – (CLP 1996)

- **C28 – Layout, Design and External Appearance of New Development**
New development required to have standards of layout, design and external appearance sympathetic to the character of the urban or rural context of that development. *See page 120 of the CLP 1996 for full details.*
- **C30 – Design of New Residential Development**
Development should be compatible to the scale of the existing dwelling, its curtilage and the character of the street scene. Development should also provide acceptable standards of amenity and privacy. *See page 120 of the CLP 1996 for full details.*

Other Material Planning Considerations

- National Planning Policy Framework (NPPF)
- Planning Practice Guidance (PPG)
- Cherwell Residential Design Guide (2018)
- CDC Home Extensions and Alterations Design Guide (2007)

7. Appraisal

Design and impact on character of the area

- The proposed car port extension would be to the side of the main dwelling at the site and as such would be readily visible from the public domain and have an impact on the character and appearance of the streetscene and the setting of the conservation area.
- The car port would be to the side of the dwelling and would be set back from the front elevation. As such the development would accord with the Cherwell Home Extensions and Alterations guide which seeks garages and car ports to be sited to the side or the rear of the property, so that cars can be parked behind the line of the front of the house.
- This siting of the car port would continue the established character of the site whereby garages/car ports are set behind the building line of the dwelling and as such would not harmfully disrupt the existing streetscene.
- Whilst there is not a wide palette of materials on the site or locality the steel framed car port with translucent arched roof would not be overly dominant when viewed from the streetscene and is significantly set back from the public domain and so its impact on the character of the area would be minimal.
- The proposed automated door is of a typical design for a domestic garage and would improve disabled access and as such there are no objections to this alteration.
- The proposed block paving to replace some of the existing gravel at the driveway is considered to be an appropriate alteration to the front of the site as it would be a high quality material and match the brick character of the property.

Conclusion: Acceptable.

Residential amenity

- The proposed car port would be in close proximity to the rear boundary of 15 Cotswold Close. The structure would be relatively low in height, smaller than the existing garage and would be set away from the rear elevation of the dwelling. As such it is considered that the development would not impact on the neighbours in terms of loss of light, loss of outlook or overbearing.
- There would not be any habitable space added to the property as a result of the development and as such there would not be any impact on privacy in the locality,
- The replacement garage door and proposed block paving would have no impact on the amenity within the locality.

Conclusion: Acceptable

Highway safety

- The existing parking provision at the site would remain as existing and so there would not be any impact on the safety of the highway would remain unaffected in this respect.

- The alterations to the site would result in improved access for disabled occupants and this would be a benefit of the proposals.

Conclusion: Acceptable

8. Planning Balance and Conclusion

The appraisal above, which is informed by the policy and guidance set out in section 6, does not identify any material planning issues which compromise the acceptability of this application. The proposal would not negatively impact on the character and appearance of the streetscene or the setting of the Sibford Ferris Conservation Area.

The development would not have any impact on the amenity of nearby neighbours. The proposal is therefore considered to be sustainable development and, in accordance with Paragraph 11 of the NPPF, planning permission should therefore be granted.

9. RECOMMENDATION

That permission is granted, subject to the following conditions:

1. The development to which this permission relates shall be begun not later than the expiration of three years beginning with the date of this permission.

Reason - To comply with the provisions of Section 91 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. Except where otherwise stipulated by conditions attached to this permission, the development shall be carried out strictly in accordance with the information contained within the application form and the following approved plans: Drawing Number: 5041/20, 5041/21, 5041/22 and 5041/Map

Reason – For the avoidance of doubt, to ensure that the development is carried out only as approved by the Local Planning Authority and comply with Government guidance contained within the National Planning Policy Framework.

3. Prior to the first use/occupation of the development hereby approved, the parking and manoeuvring areas shall be provided in accordance with the plan approved (Drawing No. 5041/22) and shall be constructed from porous materials or provision shall be made to direct run-off water from the hard surface to a permeable or porous area or surface within the curtilage of the site. Thereafter, the parking and manoeuvring areas shall be retained in accordance with this condition and shall be unobstructed except for the parking and manoeuvring of vehicles at all times.

Reason - In the interests of highway safety and flood prevention and to comply with Policies ESD7 and ESD15 of the Cherwell Local Plan 2011-2031 Part 1 and Government guidance contained within the National Planning Policy Framework.

Case Officer: Lewis Knox

DATE: 06.05.2021

Checked By: Paul Ihringer

DATE: 11/5/21