

**From:** Sara Thomas

**Sent:** 03 August 2021 17:03

**To:** Planning <[Planning@Cherwell-DC.gov.uk](mailto:Planning@Cherwell-DC.gov.uk)>

**Subject:** Planning 21/01535/F

To whom it may concern,

I wish to state my objections to the aforementioned planning application on the following grounds.

1. The visual impact that the proposed development will have on my home which is directly opposite the development site. The height of both the proposed car port and the annex are such that they will have an adverse visual impact when viewed from the front of my home and garden.

2. The existing dwelling house, Lane Head, is a 4-bedroom home. There is currently a garage within the curtilage of Lane Head located at the end of Lane End (Main Street), which is opposite the entrance to my house. This garage is not often used by the owners of Lane Head to park a car or their caravan. Instead, two cars are parked just off the road in the area in front of the garage and a third vehicle is parked on the road/verge at the front of the house. Lane End is, as its name suggests, a single-track non-tarmac gated road. It also runs in a circle around Lane Head and four other dwellings. It is one-way so vehicles can't travel legally in both directions. Here is a good description of the area and the lane in question, "Towards the western edge of the village where the lane forks at Pond Cottage it is hard to discern whether the roads are public routes or private accesses on account of their informal surface, narrow width, lack of turning heads and tight alignment and this adds to the qualities of the area." (Sibford Ferris, Sibford Gower and Burdrop Conservation Area Appraisal, April 2012).

3. The proposed car port will provide space for parking two cars off-road and whilst it may be possible to park one further car, possibly two, in the space between the road and the front of the car port, this will result in tandem parking. It is, therefore, highly unlikely that the car port and space in front of it will result in parking three or even four cars off the road. On the basis that the existing 4-bedroom dwelling should have 3 off-road parking spaces, notwithstanding the nature of the access road in terms

of width and visibility splays, any new developments will also require a sufficient number of parking spaces. In this instance, with the proposed annex having 1 bedroom but also a study, where there is a high chance that this could be used as a bedroom, then 2 additional off-road parking spaces will be required.

4. As no Design and Access Statement has been provided and there is no indication on any proposed plans as to where these additional parking spaces are to be provided, the proposal should be refused. It will be interesting to see what the County Highway Authority has to say about both access requirements and lack of off-road parking.

5. Again, in the absence of a Design and Access Statement, the design features of the proposed annex are sketchy, e.g., the need for a Wet Room downstairs in addition to a bathroom upstairs, and the use to which the southern end on the ground floor will put, e.g., as a kitchen? The installation of a wood burning stove should also be questioned as being environmentally unfriendly. Any heating should be from renewable energy sources only.

5. Apart from the visual impact of the proposed annex, if the proposal is granted then I would expect that a condition of any planning permission will be that the annex is ancillary to the main dwelling and must not be let-out to or rented by anyone as a money-making venture and/or as a separate dwelling.

6. As indicated in '2' above, the development site is in the designated Conservation Area for Sibford Gower, yet no Conservation Area Impact Assessment has been provided with regard to the impact of the proposed development on the Conservation Area.

7. The existing dwellinghouse, Lane Head, is a Grade II Listed Building and two more Grade II Listed Buildings: 1. Glebe Farmhouse; and, 2. Glebe Farm, Small Barn/Stable Approximately 2 Metres South of Farmhouse, are situated immediately opposite Lane Head and the proposed

development site. As a result, a Heritage Impact Assessment is also required, provided by an independent, and suitably qualified and experienced professional.

8. The lack of detail on important planning considerations is extremely concerning and until further details are provided this planning application should either be withdrawn or refused.

Yours Sincerely

Sara and Richard Thomas