

Case Officer: Lewis Knox

Recommendation: Approve

Applicant: Mr Tony More

Proposal: Demolish existing garage for replacement with oak framed carport and roof alterations to create first floor over existing ancillary outbuilding to create pool and annexe accommodation - re-submission of 21/01535/F

Expiry Date: 12 November 2021



1. Relevant Features of the Site

Within Sibford Gower with Burdrop Conservation Area
Setting of Grade II Listed Building: GLEBE FARMHOUSE
Setting of Grade II Listed Building: GLEBE FARM, SMALL BARN/STABLE APPROXIMATELY 2 METRES SOUTH OF FARMHOUSE
Setting of Grade II Listed Building: LANE HEAD
Setting of Grade II Listed Building: THE GABLES
Public Right of Way, Route Code: 348/8/10, Status: Bridleway
Public Right of Way, Route Code: 348/7/20, Status: Footpath
Archaeological Alert Area: Sibford Ferris and Sibford Gower historic cores

2. Description of Proposed Development

The applicant seeks permission for the demolition of an existing garage and replacement with an oak framed carport.

The application also includes alterations to the roof of an existing ancillary outbuilding to create a pool and living accommodation in an annex.

This is a re-submission of a previously withdrawn application ref: 21/01535/F.

annexe accommodation

Application was withdrawn following conversations with the officer and the impact the scale of the development would have on the grade II listed Lane Head.

4. Response to Publicity

This application has been publicised by way of a Site Notice displayed near the site, expiring **28 October 2021**, by advertisement in the local newspaper expiring **28 October 2021** and by letters sent to properties adjoining the application site that the Council has been able to identify from its records. The overall final date for comments was **28 October 2021**.

The comments raised by third parties are summarised as follows:

- Narrow road – construction traffic will cause inconvenience
- Access issues for emergency vehicles
- Overlooking
- Visual Amenity of Conservation Area
- Potential surface water flooding
- Highway Safety
- Use as independent dwelling unit
- Overbearing on neighbouring properties

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 Gower Parish Council: Objects on the following grounds – Access, Harmful additional vehicle movements and impact on parking provision, dominant scale in the setting of a Grade II Listed Building and within the conservation area.

OCC Highways: Raised no objections

CDC Conservation: No objections subject to conditions

CDC Building Control: No objections

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 outbuildings are both mostly modern constructions altered during the 20th century. The internal structure of both buildings is modern blockwork with natural stone facing externally.
- The proposed development would be visible from the public domain along the side boundary of the property and as such the works would have a significant impact on the character and appearance of the streetscene, the setting of the Grade II Listed Lane Head as well as the Sibford Gower Conservation Area.
- The buildings at this end of Main Street are deliberately kept low in their scale as the built-up area gradually reduces into the surrounding fields to the west. This is characterised by the relatively low height of Lane Head as well as the more modern dwellings to the south which have a largely 1.5 storey scale.
- It was previously considered that the enlarging of the outbuildings in this area would result a scale which would appear overly domestic and would therefore be disproportionate for buildings of this use in this location. However, the overall height of the proposed outbuildings and associated roof alterations have been reduced in this follow up application.
- Currently, the garage/outbuilding has a low profile and appears subservient to the dwellings opposite and in particular Lane Head to the east. The existing buildings are also dwarfed by Rye Hill Lodge to the northwest and by the large leylandii hedge to the north, which separates the site and the curtilage of Rye Hill Lodge. As such, they do not appear unduly prominent or oppressive in the streetscene.
- This is a much reduced scheme in terms of scale from the previously refused application (Ref; 17/00608/F) and the previously withdrawn 21/01535/F. It considered that the height and scale of the buildings through the creation of pitched roofs and first floor accommodation would appear more harmoniously within the streetscene and would not harmfully impact on the

gradual transition from the built form on Main Street to the open and rural character of the lane and surrounding fields as the overall height would be less than that of Lane Head.

- The reduction in height from the previous application means the development would no longer compete in prominence with the Grade II Listed Lane Head, and as such would not detract from its setting and significance and would not harm the character and appearance of the Conservation Area.
- It is welcomed that the proposed car port has been separated from the proposed pool house as was requested in the pre-application response.
- The proposals have removed the three prominent rooflights to the front, south facing roofslope of the proposed car port and workshop space above and this is a positive alteration since the previously withdrawn scheme

Conclusion: Acceptable

Impact on Setting of Grade II Listed Lane Head

- The demolition of the existing garage and its replacement with a new building and the conversion and works to the existing pool house/outbuilding are considered to be acceptable in principle.
- In terms of historic fabric, both buildings are reported to be 20th Century structures, and this is supported when considering their materials and construction. It is possible that the pool house/outbuilding may contain some fabric that has been reused however, the internal structure of both buildings is modern blockwork therefore the demolition and alterations will not result in a loss of historic fabric.
- The buildings are within the curtilage of the Listed Building and therefore the proposals will inevitably alter the setting of the main Listed Building. It is recognised that the proposals will result in two new buildings of a notable height, but the massing has been reduced by separating the two and using roof lights only.
- The proposed designs of the new carport and the extended ancillary outbuilding are considered to be in keeping with the surroundings and not detrimental to the character of the conservation area. Because of this design and the location of the proposed buildings they are not considered to unacceptably impact on or detract from the Listed Building.
- Therefore, the proposals are not considered to be harmful to the Listed Building as a consequence of development within its setting. Care should be taken to ensure that the stonework, mortar and pointing matches the existing property and the roofing material is appropriate to the locality.

Conclusion: Acceptable

Residential amenity

- The neighbour to the north-west, Rye Hill Lodge, would be the closest to the proposed alteration to the garage. Their property has a window on the south east elevation at first floor which faces onto the garage.

- The proposed increase in height of this structure would be set back behind this window and as such it is not considered that it would result in a harmful level of loss of light, loss of outlook or overbearing.
- It is considered that the buildings would be set sufficiently away from all other neighbouring buildings and as such would not conflict with the residential amenity within the locality in terms of loss of light, loss of outlook or by being overbearing.
- None of the proposed openings would overlook any neighbouring dwelling or habitable space and as such it is considered that the levels of privacy in the locality would be retained.

Conclusion: Acceptable

Highway safety

- The amount of car parking space would be increased through the proposals and as such despite the increase in living accommodation it is not considered that there would be a harmful impact on the safety of the local highway network as a result.
- The proposal would introduce additional living accommodation into the pool house and would alter the existing parking arrangement. The local highways authority advised during the pre-application that it had no objections in principle to the proposal provided that the car parking spaces provided are in accordance with the OCC Residential Road Design Guide (2015).
- The site currently has space for approximately 3 cars to park off street, with two in the garage and one in front. The existing garage is large but does not allow for ease of access and is mostly in use as storage as a result.
- Opening up the carport building will mean that it will be far more likely to be used for the parking of vehicles than the existing garage. This is likely to reduce the instances of on-street parking along the lane which may cause a degree of obstruction and will create an area in front of the carport where cars may turn.
- It is considered that any permission be conditioned for the annexe to remain ancillary to the main dwelling (Lane Head) as the parking provision would not be adequate for two separate dwelling units on the site. The annexe building will not result in any significant additional vehicle movements, and as such Oxfordshire County Council Highways Officers raised no objections.
- The LHA also considered that it would not be necessary to impose a condition for a Construction Traffic Management Plan to be submitted and approved prior to the commencement of works. The site benefits from space to accommodate construction vehicles and as the lane is not a main thoroughfare it is not considered that the temporary additional construction traffic would cause significant harm to the safety of the local highway network.
- This differs from the previous refused application, 17/00608/F, which the LHA objected to, as that was for a new standalone dwelling that would have generated additional movements.

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 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: 21_037_ Drawing No. 001, 102 Rev A, 103 Rev A, 104 Rev B, Bat Survey and Design and Access Statement.

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. A schedule of materials and finishes to be used in the external walls and roof of the buildings shall be submitted to and approved in writing by the Local Planning Authority prior to any foundations work. The development shall thereafter be implemented in accordance with the approved details and shall be retained as such thereafter.

Reason: To ensure that the materials are appropriate to the appearance of the locality and to ensure the satisfactory appearance of the completed development in accordance with Policy ESD15 of the Cherwell Local Plan 2011-2031 Part 1, saved Policy C28 of the Cherwell Local Plan 1996 and Government guidance contained within the National Planning Policy Framework.

4. The natural stone to be used on the walls of the outbuildings shall be of the same type, texture, colour and appearance as the stone on the existing building and shall be laid dressed, coursed and pointed to match that of the existing building.

Reason - To ensure that the development is constructed and finished in materials which are in harmony with the materials used on the existing building and to comply with Policy ESD15 of the Cherwell Local Plan 2011-2031 Part 1, saved Policy C28 of the Cherwell Local Plan 1996 and Government guidance contained within the National Planning Policy Framework.

5. No development shall commence above slab level until details of the construction, including cross sections, cill, lintel, reveal and colour / finish of the proposed windows and doors to a scale of not less than 1:10 have been submitted to and approved in writing by the Local Planning Authority. The

development shall be carried out in accordance with the approved details prior to the first use of the buildings and shall be retained as such thereafter.

Reason: In order to safeguard the visual amenities of the area in accordance with Policy ESD15 of the Cherwell Local Plan 2011-2031 Part 1, saved Policy C28 of the Cherwell Local Plan 1996 and Government guidance contained within the National Planning Policy Framework.

6. Prior to the commencement of the development hereby approved, a plan showing car parking provision for vehicles to be accommodated within the site, including details of construction, shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, and prior to the first occupation of the development, the parking spaces shall be laid out, surfaced, drained and completed in accordance with the approved details and shall be retained for the parking of vehicles at all times thereafter.

Reason - In the interests of highway safety, to ensure the provision of off-street car parking and to comply with Government guidance contained within the National Planning Policy Framework.

7. The detached annexe hereby approved shall be used solely as ancillary accommodation to the existing dwelling house and as such shall not be sold, leased or used as an independent dwelling unit.

Reason - The site is unsuitable to accommodate a separate dwelling without it being cramped or causing harm to the amenities of the occupants of the adjoining dwelling(s) and in order to comply with Policies C28 and C30 of the adopted Cherwell Local Plan 1996 and Government guidance contained within the National Planning Policy Framework.

Case Officer: Lewis Knox

DATE: 13.04.22

Checked By: Paul Ihringer

DATE: 13/4/22
