
Appeal Decision

Site visit made on 7 September 2020

by Alison Partington BA (Hons) MA MRTPI

an Inspector appointed by the Secretary of State

Decision date: 15 September 2020

Appeal Ref: APP/U4610/D/20/3254766

Poynton Birches, Cryfield Grange Road, Coventry CV4 7AQ

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
 - The appeal is made by Mr Farmah against the decision of Coventry City Council.
 - The application Ref HH/2020/0277, dated 30 January 2020, was refused by notice dated 23 April 2020.
 - The development proposed is the erection of a detached car port to plot 3.
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Decision

1. The appeal is allowed and planning permission is granted for the erection of a detached car port to plot 3 at Poynton Birches, Cryfield Grange Road, Coventry CV4 7AQ in accordance with the terms of the application, Ref HH/2020/0277, dated 30 January 2020, subject to the following conditions:
 - 1) The development hereby permitted shall begin not later than three years from the date of this decision.
 - 2) The development hereby permitted shall be carried out in accordance with the following approved plans: Existing Site/ Location Plans Drawing Number 0113_03_001; and Proposed Site Plan/ Plans/ Elevations Drawing Number 0113_03_002/P2.
 - 3) The materials to be used in the construction of the external surfaces of the development hereby permitted shall match those used in the existing building.

Main Issue

2. The main issue in the appeal is whether or not the proposal would preserve or enhance the character or appearance of Kenilworth Road Conservation Area.

Reasons

3. The appeal site lies in Kenilworth Road Conservation Area. Section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires special attention to be had to the desirability of preserving or enhancing the character and appearance of a conservation area. The area is characterised by individual dwellings in generous plots, set back some distance from the road. Mature landscaping along the boundaries restricts views of the properties. This is particularly the case along Kenilworth Road itself, where the extensive wooded area adjacent to the pavement means the dwellings are hidden from view. The spacious urban form and sylvan character are key features of the conservation area.

4. The appeal site is one of three dwellings currently under construction on what was a large plot associated with a dwelling that has now been demolished. The proposed car port would be located to the front of the house, but still set back some distance from the front boundary. It would be a brick building with a half hipped roof constructed in materials to match the host property. Although to the front of the house, the mature vegetation would result in it being largely screened from view, as is the case with the current temporary portacabins located close to the site boundary. Consequently, the proposal would not be a prominent feature in the street scene. Nor would it have any detrimental impact on the boundary vegetation that is a feature of the area.
5. Whilst the houses along this side of the road do maintain a relatively consistent building line, the limited views that are possible of the properties means this characteristic is difficult to perceive from the road. However, the bungalows at the start of the road have a linked garage building that projects forward of this building line. In addition, two other properties along this side of the road have detached buildings located to the front of the dwellings. This includes a detached brick building in the front garden of the adjacent dwelling, close to the front boundary, which is clearly visible from the road and more prominent than the proposal would be. From the historic plans provided by the appellant the previous dwelling on the site also had several outbuildings located in its front garden area, including some adjacent to the front boundary. As such, the proposal would not be an incongruous feature in the street scene or have a visually detrimental impact on the host property or the surrounding area.
6. As can be seen from the other examples along the road, given the large area to the front of the dwelling, the car port building would be able to be accommodated on the plot without eroding the spacious character of the plot or the surrounding area.
7. Although the houses along Kenilworth Road, are largely obscured from view, it is clear from the plans provided that many of the houses in the area have either detached outbuildings in the front garden or large linked garages projecting forward from the main front elevation. As such the siting of the proposed outbuilding to the front of the dwelling would not be out of keeping with the character of the wider area.
8. Overall, I consider that the proposal would preserve the character and appearance of Kenilworth Road Conservation Area. Accordingly, there would be no conflict with Policies DE1 and HE2 of the *Coventry City Council Local Plan (adopted December 2017)* which require development proposals to respect and enhance their surroundings and conserve, and where appropriate enhance, the special features that give heritage assets their significance.

Conclusion and Conditions

9. For the reasons set out above, I conclude the appeal should be allowed. In addition to the standard implementation condition, to provide certainty it is necessary to define the plans with which the scheme should accord. In the interests of the character and appearance of the area a condition is required to control the external appearance of the car port.

Alison Partington

INSPECTOR