

<b>Parish:</b>	<b>Hunstanton</b>	
<b>Proposal:</b>	<b>Erection of garage/car port</b>	
<b>Location:</b>	<b>Sea Gulls 35 Lighthouse Lane Hunstanton Norfolk</b>	
<b>Applicant:</b>	<b>Mr Ian Wallace</b>	
<b>Case No:</b>	<b>17/01135/F (Full Application)</b>	
<b>Case Officer:</b>	<b>Mr M Broughton</b>	<b>Date for Determination: 9 August 2017</b>

**Reason for Referral to Planning Committee** – Councillor Bower has requested the application be determined by the Planning Committee

### **Case Summary**

The land is situated on the south side of Lighthouse Lane, Hunstanton, approximately 380m north-west of the A149 Cromer Road and opposite to the junction with Lighthouse Close.

The site at comprises a two storey detached dwelling on a corner plot, with access points from both Lighthouse Lane and King's Road.

The application seeks to construct a 4 bay garage store / carport on the north-east corner of the site

The National Planning Policy Framework 2012, the King's Lynn and West Norfolk Borough Council Core Strategy 2011 and the King's Lynn and West Norfolk Borough Council Site Allocations and Development Management Policies Plan 2016 are relevant to this application.

### **Key Issues**

Principle of development  
Form and character  
Neighbour impact  
Other considerations

### **Recommendation**

**REFUSE**

## **THE APPLICATION**

The land is situated on the south side of Lighthouse Lane, Hunstanton, approximately 380m north-west of the A149 Cromer Road. This is a corner plot at a crossroads junction with

Lighthouse Close, King's Road and Cliff Parade. The area on the north side of Lighthouse lane / Cliff Parade enclosing The Green and Chapel ruins (north-west) and former lighthouse (opposite) forms part of the Hunstanton Conservation Area.

The site at 'Sea Gulls', 35 Lighthouse Lane, comprises a flat roofed, two storey detached dwelling on a plot approximately 35m x35m. There is vehicular access from both Lighthouse Lane and King's Road.

The application seeks to construct in the north-east corner of the site a 4 bay unit (12m x 6m) comprising 2 x bay open carport and an enclosed garage / store. The structure would have a fully hipped roof, with a ridge height 4.5m high.

## **SUPPORTING CASE**

None submitted with this application

## **PLANNING HISTORY**

05/01299/O: Refused: 15/08/05 - Outline Application: Construction of 7 dwellings after demolition of existing dwelling - 35 Lighthouse Lane Hunstanton

## **RESPONSE TO CONSULTATION**

**Town Council: NO OBJECTION**

**Local Highway Authority: NO OBJECTION** Condition recommended if approved

**Conservation Officer: NO OBJECTION**

**REPRESENTATIONS** One letter of **support** - Member of the Public

The design is appropriate and similar to others nearby, despite what the Case Officer said in his email to the architect.

## **NATIONAL GUIDANCE**

National Planning Policy Framework – sets out the Government's planning policies for England and how these are expected to be applied.

## **LDF CORE STRATEGY POLICIES**

**CS08** - Sustainable Development

**CS11** – Transport

**CS12** - Environmental Assets

## **SITE ALLOCATIONS AND DEVELOPMENT MANAGEMENT POLICIES PLAN 2016**

### **DM15 – Environment, Design and Amenity**

#### **PLANNING CONSIDERATIONS**

Key issues:

Principle of development  
Form and character  
Neighbour impact  
Other considerations  
Other considerations

#### **Principle of development:**

The King's Lynn and West Norfolk Borough Council Core Strategy 2011 Policy CS02 identifies Hunstanton as a Main Town in the settlement hierarchy. Policy CS05 states development in Hunstanton should meet modern requirements, whilst respecting the historic environment in the Conservation Area.

The King's Lynn and West Norfolk Borough Council Site Allocations and Development Management Policies Plan (SADMP) 2016 is relevant to this application:

Policy DM2 – Development Boundaries identifies that: 'Development will be permitted within the development boundary of settlements shown on the Policies Map, providing it is in accordance with other Policies'.

The application seeks to construct a residential garage at 35 Lighthouse Lane, a site at the north-eastern corner of the Town and within the settlement boundary. In principle the development is acceptable.

#### **Form and character:**

National Planning Policy Framework 2012:

Furthermore Policy DM15 advises that:

The land is situated on the south side of Lighthouse Lane, Hunstanton, approximately 350m west of the A149 Cromer Road. This is a corner plot at a crossroads junction with Lighthouse Close (north), King's Road (south) and Cliff Parade leading off west, the latter adjacent to The Green (sea front) and which leads to the Town Centre. The area enclosing The Green, Chapel ruins and former lighthouse, which lies opposite to the site, forms part of the Hunstanton Conservation Area

The site at 'Sea Gulls' comprises a flat roofed, two storey detached dwelling with a balcony arrangement on its north-west elevation, which is most likely the 'front' elevation of the dwelling. The dwelling is central to, but angled in, this relatively large plot (35m x 35m), with access points from both Lighthouse Lane and King's Road leading to a gravelled area, part fronting the north elevation and which caters for parking and turning.

There is a 1m maximum brick wall backed by 2m high hedge on the north and western boundaries, whilst the eastern boundary (formed with a bungalow No 33 east) comprises close boarded fencing at approximately 1.3m high. There is 1.8m internal hit and miss fence

Planning Committee  
31 July 2017

dividing the front parking area from the rear garden (east), leading off from the north-eastern corner of the dwelling to the eastern boundary and providing screening to the site garden on the south-east side.

The application seeks to construct in the north-east corner of the site a 4 bay unit (12m x 6m - orientated north / south) comprising 2 x bay open carport forming the northern end of the building and an enclosed garage / store (with single width garage door for access) on the south side. The structure would have a fully hipped roof, with a ridge height 4.5m high. There would be a 1m separation gap to the north-east boundary fence.

The application proposes red pantiles for the roof and stained boarding for the walls.

Lighthouse Lane extends north for approximately 280m from its junction with the A149 Cromer Road and thereafter for 100m bears west towards its junction with Cliff Parade / Lighthouse Close / King's Road. The eastern side of Lighthouse Lane comprises open green (pitch and putt course), beyond which there is the sea-front green (car park - north). The open expanse described extends to Lighthouse Close with a terrace of Victorian cottages, the Lighthouse and The Green thereafter

The western side of Lighthouse Lane is distinct in its setting, being characterised by detached bungalows, set-back with low walled frontages, rear gardens and in similarly scaled plots with a co-ordinating building line, which extends north and west to the proposal site ('Sea Gulls'). Albeit angled on the site, 'Sea Gulls' respects that building line, as indeed does the format of the mixed dwellings thereafter to the west on the south side of Cliff Parade (fronting The Green).

King's Road, which is orientated north to south on the western side of 'Sea Gulls' comprises a mix of dwellings, again on similar scaled plots with a co-ordinated forward building line.

It was noted that there were no structures forward of the building line of the dwellings in the whole of Lighthouse Lane and none were seen forward of the building line in the immediate vicinity comprising Cliff Parade and King's Road.

Taking into account the scale and design of the building, specifically the siting of the proposed car-port /garage cum store does not equate to the format of the existing layout in terms of adverse impact on the 'openness' of the street scene, harmful to the form and character of layout in this locality.

### **Neighbour impact:**

Notwithstanding no neighbour objections have been received in relation to this application, Policy DM15 SADMP 2016 advises that:

- 'Proposals will be assessed against their impact on neighbouring uses and their occupants as well as the amenity of any future occupiers of the proposed development' and
- 'Development that has significant adverse impact on the amenity of others or which is of poor design will be refused'

A 'T' shaped bungalow (No 33 Lighthouse Lane) abuts the eastern side of 'Sea Gulls'. It is set back in its plot, with an open frontage for parking and turning and forward building line in keeping with the rest of the street scene. Its western end elevation varies between 0.8m and 1.6m from its western boundary with the 'Sea Gulls'.

The proposed building (12m deep x 6m wide and ridge 4.5m high) would be orientated north / south and sited on the boundary between 'Sea Gulls' (No 35) and the aforementioned

Planning Committee  
31 July 2017

bungalow (No 33) in the north-east corner of the site. There would be a 1m separation gap between the building and the boundary fence with No 33.

The overall separation distance (maximum 2.6m) between Nos 35 and 33 would be minimal. Notwithstanding the structure would have a fully hipped roof, it is considered that the scale and siting of the building would on balance create an adverse impact (by way of overbearing mass) on the residential amenity of No 33.

**Other considerations:**

**Crime and Disorder:**

There are no known issues in relation to crime and disorder

**CONCLUSION:**

Paragraph 64 NPPF 2012 states: 'Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions'

Policy CS08 of the Core Strategy 2011 and Policy DM 15 of the SADMP 2016 identify that new development should respond to the character of the locality in terms of scale and layout in order to enhance the quality of the environment. Policy DM15 states that: 'Development which has significant adverse impact on the amenity of others or which is of poor design will be refused'

Whilst impact on the adjacent Conservation Area may be minimal, it is considered that the design, scale and siting of the structure, effectively fronting the site dwelling and in a prominent position in the street scene, would not relate to the overall form and character of the locality and would not enhance the street scene. Thus the proposal represents a discordant feature in the street scene and would be of detriment to it.

In addition, taking into account the proposed scale and proximity to the boundary, the potential impact on the residential amenity of the residents of No 33 (east) is considered to be unacceptable

As such the proposal is contrary to the National Planning Policy Framework 2012 (paragraphs 56/58/64), Policy CS08 of the King's Lynn and West Norfolk Core Strategy 2011 and Policy DM15 of the King's Lynn and West Norfolk Borough Council Site Allocations and Development Management Policies Plan 2016

It is considered that the overall benefit to the applicant does not outweigh the harm caused if the works were to proceed and thus the recommendation is that this application is refused.

**RECOMMENDATION:**

**REFUSE** for the following reason(s):

- 1 The design, scale and siting of the structure, effectively fronting the site dwelling and in a prominent position in the street scene, would create an adverse impact on the overall character and appearance of the locality and would not enhance the street scene. Thus the proposal represents a discordant feature in the street scene and would be of detriment to it. As such the proposal is contrary to the National Planning Policy

Planning Committee  
31 July 2017

Framework 2012 (paragraphs 56/58/64), Policy CS08 of the King's Lynn and West Norfolk Core Strategy 2011 and Policy DM15 of the King's Lynn and West Norfolk Borough Council Site Allocations and Development Management Policies Plan 2016.

- 2 The mass and siting of the proposed carport / garage store, in close proximity to the north-east boundary of the site, will create a negative impact on the overall residential amenity of the adjacent dwelling No 33 Lighthouse Lane. As such the proposal is contrary to the National Planning Policy Framework 2012 (paragraph 56, 58 and 64), Policy CS08 of the King's Lynn and West Norfolk Core Strategy 2011 and Policy DM15 of the King's Lynn and West Norfolk Borough Council Site Allocations and Development Management Policies Plan 2016