

AGENDA ITEM NO: 8/1(h)

Parish:	Walpole	
Proposal:	Freestanding car port and use of existing garage for ancillary accommodation	
Location:	Torestin Chalk Road Walpole St Peter Norfolk	
Applicant:	Mr & Mrs David Lawty	
Case No:	15/00857/F (Full Application)	
Case Officer:	Mr M Broughton Tel: 01553 616418	Date for Determination: 30 July 2015

Reason for Referral to Planning Committee – Referred to the Planning Committee for determination, as the applicant is an employee of the King's Lynn and West Norfolk Borough Council involved in the planning process.

Case Summary

The land is situated on the eastern side of Chalk Road, Walpole St Peter, approximately 100m north of the Bustards Lane junction, in an area designated Built Environment D in the Local Plan.

The application relates to the construction of a car port and conversion of a detached garage to create ancillary accommodation in conjunction with the main dwelling 'Torestin'.

The National Planning Policy Framework 2012, the King's Lynn and West Norfolk Core Strategy 2011, the King's Lynn and West Norfolk Local Plan 1998 and the emerging King's Lynn and West Norfolk 'Site Allocations and Development Management Policies' Document 2015 is relevant to this application

Key Issues

Form and Character and any impact on the locality
Other considerations

Recommendation

APPROVE

THE APPLICATION

The land is situated on the eastern side of Chalk Road, Walpole St Peter, approximately 100m north of the Bustards Lane junction, in an area designated Built Environment D in the Local Plan.

The site comprises a two storey detached dwelling, orientated west to east, with a detached double garage to the rear (east) of the dwelling, with doors on the northern elevation.

There is an access drive on the northern boundary, a conservatory adjoining the south elevation and the main area of garden and an outbuilding on the south side. A mono-pitch arrangement provides a covered area between the eastern elevation of the dwelling and the garage.

The access drive caters adequately for off-road parking.

The application relates to the construction of a car port with an open sided timber frame and mono-pitch polycarbonate roof (sloping west to east) at the north-eastern end of the drive, in close proximity to both the north and eastern boundaries, with minimal, but adequate maintenance access to the timber frame from both boundaries.

The application includes the conversion of the detached garage to create single storey, ancillary accommodation, with a bathroom facility, in conjunction with the main dwelling 'Torestin'.

The exterior works require the 'bricking-up' of the garage doors, with two velux windows to be applied to each roof plane (south and north)

SUPPORTING CASE

Car Port

The overall height @ 3.35m west, descending to 2.9m east, will provide under-cover parking for a motorhome, thus preventing roof damage from debris and the weather.

A lightweight, timber, mono-pitched structure is an appropriate design, being less intrusive in terms of mass and scale, with the roof kept as low as possible, thus minimising any impact on adjoining neighbours. This will match that of the existing mono-pitch car port (between the house and the garage).

There are no solid walls, thus views of the boundary fence, hedge and trees is retained. Currently the boundary foliage within the neighbouring gardens exceeds the height of the proposed car port and impact upon neighbours should be minimal.

Ancillary living accommodation:

Use of the existing detached garage would be ancillary, overspill accommodation in connection with the main dwelling and would not be for independent living accommodation.

External works are minimal and require roof lights to the existing roof slope, garage doors infilled, a set of French doors replacing existing window space (rear south elevation) and internal toilet facilities incorporated into the layout, appropriate for disabled users. Thus the open layout would provide a ground floor bedroom with en-suite facilities for visiting elderly relatives.

Whilst these works are generally considered to be permitted development under Schedule 2, Part 1, Class E of the Town and Country Planning (General Permitted Development) (England) Order 2015, recent government guidance has questioned whether the incorporation of bathrooms into outbuildings might not be considered to be permitted development. These intended works have therefore been included on the plans to avoid any ambiguity.

All foul drainage would be linked to the mains drainage and comply with building regulations. Likewise rainwater drainage from the car port will join the existing soakaway that serves the garage

No change is proposed to the arrangement of the non-garaged parking of vehicles as a result of this application.

PLANNING HISTORY

None recent

RESPONSE TO CONSULTATION

Parish Council: NO OBJECTION

Highways Authority: NO OBJECTION

Emergency Planning Officer: NO OBJECTION Flood warning advice applies

REPRESENTATIONS

ONE OBJECTION – material issues raised:

- Loss of privacy: velux roof lights added to garage (specifically the northern roof plane) would impact on the total privacy to neighbour dwelling (north-east), it's conservatory and garden.
- Unsightly appearance given proximity to boundaries: east and north side walls of car port should be part clad to match fencing
- Surface water disposal

NATIONAL GUIDANCE

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

PLANNING POLICIES

The King's Lynn and West Norfolk Local Plan (1998) contains the following saved policies that are relevant to the proposal:

4/21 - indicates that in built-up areas of towns or villages identified on the Proposals Map as Built Environment Type C or D development will be permitted where it is in character with the locality.

LDF CORE STRATEGY POLICIES

CS06 - Development in Rural Areas

CS08 - Sustainable Development

CS11 - Transport

SITE ALLOCATIONS AND DEVELOPMENT MANAGEMENT POLICIES PRE-SUBMISSION DOCUMENT

DM15 – Environment, Design and Amenity

OTHER GUIDANCE

The Walpole's Parish Plan

PLANNING CONSIDERATIONS

Key Issues

- Form and Character and any impact on the locality
- Other considerations

Form and Character and any impact on the locality

This locality, on the eastern edge of The Walpole's, comprises dwellings mixed in age, scale and design, with, specifically, irregular shaped plots and an irregular building line on the eastern side of Chalk Road.

The inclusion of mixed outbuildings on a site is not an uncommon feature in this tight-knit village setting.

The access drive serving the site is situated on the northern side of the dwelling and caters adequately for the existing end-to-end parking arrangements for the family car and motorhome.

The applicant seeks to construct a timber framed, open sided car-port with a floor area 8m deep x 5.6m wide, set-back into the site on the north-eastern boundary of the drive, in close proximity to the boundaries. The roof is polycarbonate and descends from 3.35m to 2.9m on the eastern elevation. Materials are typical for such a structure.

The drive is bordered on the northern elevation by a 1.6m fence backed by neighbour-owned 4m-5m high conifer trees. Treatment to the eastern (rear) boundary comprises approximate 2.3m high fencing and trellis, backed by close boarded fencing of the same height – all in the ownership of the neighbour (east). Thus the eastern elevation of the car port (the lowest end of the structure) would be approximately 0.6m maximum above the existing fence line.

Taking into account the existing standing of the motorhome on this site, the materials, the open sided nature of the structure and drainage (to an existing soakaway), it is considered that impact on neighbouring sites would be minimal and unlikely to adversely impact on privacy.

In relation to the garage, albeit the proposed works in the main would fall within the remit of 'permitted development', the applicant seeks to include the development as part of the overall application. The works include a bathroom facility and the proposal is intended to cater for the needs of disabled family visiting.

The proposed velux roof windows to serve the garage are well above head height and viewing therefrom over neighbouring sites is highly unlikely.

Taking into account the position of the velux in the roof plane, boundary treatment and separation distance to neighbouring dwellings it would be near impossible to view ground floor activity in the converted garage from outside the bounds of the proposal site

Other considerations

There are no known crime related issues affecting this proposal and no other relevant material considerations

CONCLUSION

In terms of scale and design, in accordance with the National Planning Policy Framework 2012, Policies CS06, CS08 and CS11 of the King's Lynn and West Norfolk Core Strategy 2011, Policy 4/21 of the King's Lynn and West Norfolk Local Plan 1998 and Policy DM15 of the emerging King's Lynn and West Norfolk 'Site Allocations and Development Management Policies' Document 2015 the proposed development is considered to be appropriate to the site, without adversely impacting on neighbour amenity

In the light of National Guidance, Development Plan Policies and other considerations, it is recommended that this application be approved

RECOMMENDATION:

APPROVE subject to the imposition of the following condition(s):

- 1 Condition The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
- 1 Reason To comply with Section 91 of the Town and Country Planning Act, 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act, 2004.
- 2 Condition The development hereby permitted shall be carried out in accordance with the following approved plans:
 - * Block plan - drawing 04 – receipt dated 3/06/15
 - * Layout – drawing 05 REV A – receipt dated 4/06/15
 - * Elevations - drawing 07 – receipt dated 3/06/15
 - * Elevations - drawing 08 – receipt dated 3/06/15
 - * Roof plan - drawing 09 – receipt dated 3/06/15
- 2 Reason For the avoidance of doubt and in the interests of proper planning.

- 3 Condition The additional residential accommodation hereby approved shall only be used as ancillary accommodation to the main dwelling and shall at no time be used as an independent unit of residential accommodation.
- 3 Reason For the avoidance of doubt and to ensure that the building is not used for unrelated purposes that would be incompatible with the provisions of the National Planning Policy Framework 2012.