

Parish:	Downham Market	
Proposal:	Erection of car port (retrospective)	
Location:	6 Greenwich Close Downham Market Norfolk PE38 9TZ	
Applicant:	Mr & Mrs S Ewing	
Case No:	18/01364/F (Full Application)	
Case Officer:	Miss L Smith	Date for Determination: 20 September 2018

Reason for Referral to Planning Committee – Called in by Councillor Donald Tyler

Neighbourhood Plan: No

Case Summary

Retrospective permission is sought for the retention of a car port attached to an existing garage at 6 Greenwich Close, Downham Market.

Key Issues

Principle of Development
 Highway Safety
 Visual Amenity
 Neighbour Amenity
 Other material considerations

Recommendation

APPROVE

THE APPLICATION

The land is situated at 6 Greenwich Close, approximately 75m south of the junction of Park Lane.

The application seeks retrospective consent for the construction of a 2 bay open carport attached to an existing garage outbuilding in the west corner of the site. The structure has a gable roof facing Greenwich Close, with ridge height at approximately 4.2m.

SUPPORTING CASE

None submitted with this application.

PLANNING HISTORY

11/00040/F: Application Permitted: 01/03/11 - Proposed extension, minor alterations and new detached garage - 6 Greenwich Close, Downham Market,

RESPONSE TO CONSULTATION

Town Council: NO OBJECTION

Highways Authority: NO OBJECTION

REPRESENTATIONS

TWO letters of **OBJECTION**

The comments can be summarised as follows:

- Out of keeping with the area
- Visually intrusive

EIGHT letters of **SUPPORT** – members of the public

The comments can be summarised as follows:

- High quality design
- In-keeping with existing bungalow

LDF CORE STRATEGY POLICIES

CS08 - Sustainable Development

SITE ALLOCATIONS AND DEVELOPMENT MANAGEMENT POLICIES PLAN 2016

DM15 – Environment, Design and Amenity

NATIONAL GUIDANCE

National Planning Policy Framework (NPPF)
Planning Practice Guidance (PPG)

PLANNING CONSIDERATIONS

The Main issues for consideration in the determination of this application are:

Principle of Development

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Highway Safety
Form and Character
Neighbour Amenity
Other material considerations

Crime and Disorder There are no specific crime and disorder issues relevant to this application

Principle of development

The car port is sited within the curtilage of an existing residential dwelling. The principle of the proposal is therefore acceptable.

Highway Safety:

No objections were heard from the Local Highway Authority.

Form and Character

The site at No. 6 Greenwich Close comprises a pitched roof, single storey detached dwelling with a detached garage towards its north-west elevation. The dwelling is angled within its plot to face the adjacent street and the junction of Park Lane and Greenwich Close to the north.

There is a less than 1m high picket fence backed by vegetation along the front north boundary, with a post and chain fence delineating the side, north western boundary between the property and its neighbour.

The application seeks approval for the construction, in the north-west corner of the site, of a 2 x bay open front car port adjoining the gable end of the existing garage. The structure has a gable roof with ridge height of approximately 4.2m; with an approximately 1m separation between the development and the north-west boundary fence. Materials include tiles and timber cladding to match the existing dwelling.

Greenwich close extends south east for approximately 750m from its junction with Park Lane towards its junction with the B1507 London Road and is characterised by detached bungalows, set back with low fence frontages, with a relatively uniform building line. Given the layout of the subject site and the orientation of the dwelling, the car port is visible from both directions. However, its location in the corner of the plot and set back from the road edge reduces its impact on the street scene.

This proposed car port is the first of its kind in the immediate vicinity, and is located on a fairly prominent corner plot. However, materials correspond with the existing dwelling and the openness of the structure reduces its visual appearance in the street scene. These factors, combined with the carport's orientation within the plot, and existing boundary treatments, minimise its impact on the form and character of the area and the design is therefore considered acceptable.

Neighbour impact

A bungalow of similar style to the subject site abuts the northern side of No. 6. It is set back in its plot and orientated with the majority of its building bulk to the north of the plot, leaving open space and the property's garage and driveway directly adjoining the car port. The southern elevation of the neighbouring property's garage is approximately 10m from the subject site.

This overall separation distance minimises the possibility of overshadowing or overbearing as a result of the development, and it is therefore considered that the scale and siting of the building would not have an adverse impact on the amenity of neighbours, in accordance with Policy DM15 of the SADMP.

CONCLUSION

Members will need to consider if the car port would cause any detrimental impact in terms of visual amenity or neighbour amenity.

It is your officer's opinion that whilst the orientation of the carport within the street scene does make it a fairly prominent feature, it is acceptable and can be supported. In addition the carport does not cause any detrimental impact on neighbours.

Recommendation **APPROVE**