

Parish:	Downham Market	
Proposal:	Construction of car port	
Location:	6 Greenwich Close Downham Market Norfolk PE38 9TZ	
Applicant:	Mr & Mrs S Ewing	
Case No:	19/00484/F (Full Application)	
Case Officer:	Lucy Smith	Date for Determination: 10 May 2019

Reason for Referral to Planning Committee – Application is the subject of a dismissed appeal

Neighbourhood Plan: No

Case Summary

Permission is sought for the construction 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 with Park Lane.

The application seeks consent for the construction of a single bay open sided carport attached to an existing garage outbuilding in the front west corner of the site. The structure has a hipped roof facing Greenwich Close, with ridge height of approximately 3.5m. The proposal is substantially smaller than the existing two bay car port, which has previously been refused planning permission primarily due to its prominence in the street scene.

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,

18/03164/F: APPLICATION REFUSED: 05/11/18 - Erection of car port (retrospective) – APPEAL DISMISSED

RESPONSE TO CONSULTATION

Town Council: SUPPORT.

Highways Authority: NO OBJECTION

REPRESENTATIONS None Received

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
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 received from the Local Highway Authority.

Form and Character and Planning History

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 single bay open front car port adjoining the gable end of the existing garage. The structure has a hipped roof with ridge height of approximately 3.5m with an approximately 1m separation between the development and the north-west side boundary fence. Materials include roof tiles and brick piers 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.

The subject site has previously been refused retrospective planning permission for a two bay car port, which is existing on site. The application was subsequently subject to a dismissed appeal. The Planning Inspectors decision focused primarily on the prominence of the structure within the street scene as well as the visual appearance of the timber supports, which were considered to contrast with the existing mix of materials in the vicinity. (See Appendix)

This proposal intends to significantly reduce the size of the carport to a single bay, and alters the materials to better correspond with the existing dwelling. The proposal is therefore considered to adequately address the inspectors concerns regarding the prominence of the structure within 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 structure is proposed set back from the road edge to minimise 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 south 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. No neighbour objections have been received and the application is supported by the Town Council.

CONCLUSION

Members will need to consider if the car port would cause significant 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, this amended proposal adequately addresses the concerns outlined in the original refusal and the Planning Inspector's dismissed appeal. The reduced size of the proposed car port lessens its prominence in the street and the proposal is therefore acceptable and can be supported. In addition the carport does not cause any detrimental impact on neighbours.

Recommendation **APPROVE**

APPROVE subject to the imposition of the following conditions:

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:
*13135B
*13136B
2. Reason: For the avoidance of doubt and in the interests of proper planning.