
Appeal Decision

Site visit made on 20 November 2018

by **J Bell-Williamson MA MRTPI**

an Inspector appointed by the Secretary of State

Decision date: 5 December 2018

Appeal Ref: APP/V2635/D/18/3214501

6 Greenwich Close, Downham Market PE38 9TZ

- 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 & Mrs S Ewing against the decision of King's Lynn & West Norfolk Borough Council.
 - The application Ref 18/01364/F, dated 25 July 2018, was refused by notice dated 1 October 2018.
 - The development proposed is erection of car port (retrospective).
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Decision

1. The appeal is dismissed.

Main Issue

2. The main issue is the effect of the car port on the character and appearance of the street scene.

Reasons

3. The appeal property is a detached bungalow located in a residential estate of similar property types. The car port, which has been constructed, stands forward of and adjoining No 6's garage.
 4. Garages in this part of Greenwich Close are set back from the front boundary on a broadly similar building line as the host dwelling. In contrast, the car port is positioned forward of this characteristic location and is close to the front boundary. Consequently, and because it is located in a bend in the road, it stands out as a prominent feature in the street scene.
 5. While the open frontage helps to reduce the structure's solidity and presence, it does introduce substantive built development to the open and undeveloped setting to the front of the host dwelling, contrary to the character and appearance of this part of Greenwich Close. Moreover, while it appears to be of good quality construction and design in its own right, the timber supports contrast unfavourably with the consistent and predominant use of brick for dwellings and garages. Weathering that may occur over time will not reduce the obvious differences between materials. Therefore, the combination of the car port's siting and appearance result in an incongruous and uncharacteristic structure that results in material harm to the street scene.
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6. The appellants draw attention to other examples of garages on Greenwich Close that are positioned forward of the main building line. While I acknowledge these, Greenwich Close is a long road and these examples do not form part of the street scene relating to the appeal property. Furthermore, these brick-built garages are more in keeping with the character and appearance of the surrounding buildings than the materials used for the car port. As such, these other examples of development are not directly comparable to the appeal proposal and they do not lead me to reach a different conclusion.
7. I have had full regard to the representations made in support of and against the appeal proposal and acknowledge that the appellants may be frustrated by the Council's decision against officer advice and where there is a degree of local support. Nonetheless, I have considered the proposal on its merits in the context of the appeal submissions and site inspection. Given the above findings, the representations supporting the proposal do not overcome the harm that has been found, particularly due to the permanent nature of the structure that is in place.
8. Accordingly, for these reasons, I conclude that the car port has an unacceptably harmful effect on the character and appearance of the street scene and so is contrary to Policy DM15 of the Council's Site Allocation and Development Management Policies Plan, concerning design and amenity, including that development should respond sensitively and sympathetically to the local setting; and to Policy CS08 of its Core Strategy, which requires high quality design in development, including responding to local context and character. These policies are consistent with the National Planning Policy Framework.
9. For the reasons given above it is concluded that the appeal should not succeed.

J Bell-Williamson

INSPECTOR