

**AGENDA ITEM NO: 8/1(a)**

<b>Parish:</b>	<b>Dersingham</b>	
<b>Proposal:</b>	<b>Proposed single storey car port with store</b>	
<b>Location:</b>	<b>66A Hunstanton Road Dersingham King's Lynn Norfolk</b>	
<b>Applicant:</b>	<b>Mr Carver</b>	
<b>Case No:</b>	<b>20/00327/F (Full Application)</b>	
<b>Case Officer:</b>	<b>Mr J Sheldrake</b>	<b>Date for Determination:</b>

**Reason for Referral to Planning Committee** – Called in by Cllr. Collingham

**Neighbourhood Plan:** No

**Case Summary**

The application relates to the construction of a carport and store to the front of 66A, Hunstanton Road, Dersingham.

The application site is situated on the east side of the Hunstanton Road and currently consists of a single-storey dwelling with a detached garage and store to the side, which has permission to be converted to a residential annexe.

The application seeks full planning permission for a carport and store in addition to the existing garage and store. The proposed carport and store is proposed to the front of the dwelling, adjacent to the road.

**Key Issues**

The key issues identified in the consideration of this application are as follows:

- Principle of development;
- Impact on the Form and Character of the Area;
- Impact on Residential Amenity; and
- Other considerations.

**Recommendation**

**REFUSE**

**THE APPLICATION**

The application relates to the construction of a carport and store to the front of 66A, Hunstanton Road, Dersingham. The proposed carport and store would sit at 90 degrees to the road and would be constructed from timber boarding and tiles to match the dwelling.

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The application site currently consists of a single-storey dwelling with a detached garage and store to the side, which has permission to be converted to a residential annexe.

The proposed garage will be 3 to 4 metres from the highway boundary, 9 metres in length and approximately 5 metres high.

Residential outbuildings to the front of dwellings are not commonplace on the east side of the Hunstanton Road and the neighbouring dwellings to 66A have open and undeveloped frontages.

## **SUPPORTING CASE**

The agent submitted the following supporting statement on the 20<sup>th</sup> of April:

“The proposal made under application 20/00327/F is for a single storey car port with associated store for the benefit of number 66a Hunstanton Road, Dersingham.

This single storey structure is sited at the front of the dwelling, East of Hunstanton Road behind an existing fence and laurel hedge. Dwellings along Hunstanton Road mainly consist of bungalows with generous parking areas to the front, as does number 66A.

The proposal was submitted in an effort to provide the applicant and occupants of 66A with further privacy from amenities and the main road. Directly opposite the application site is Thaxters Coffee Shop, and directly North is Torc Motors.

The proposed car ports dimensions are as follows;

- 9 meters long
- 6 meters wide
- 4.9 meters high

The structure would be constructed using natural timber such as oak and cedar, with tiles to match the existing dwelling.

The structure is placed 4 meters away from the boundary fence and footpath, thus making it less visible as people drive down Hunstanton Road.

The dwelling sits much higher than that of the proposed building due to the topography of the site.

The case officer raised issue with the proposal for the following reasons;

1. A garage to the front of the dwelling would be harmful to the street scene
2. The proposal would erode the form and character of the area

This area of Dersingham, as previously mentioned, has an array of structures and dwellings. Directly North is a flat roof car show room (Torc Motors), West is a chalet dwelling-style coffee shop (Thaxters Coffee Shop), South of that is Thaxters Garden Centre, further North of the application site is two storey dwellings, and South is Bungalows and chalets. This is a simple example of how in-formal this area of Dersingham is. Albeit some of the aforementioned are commercial, they still contribute to the street scene and form and character of the area.

This proposal would be of great significance to the applicant, not only for storage but also privacy and safety. Such a small structure in such a mixed area, in our opinion, would not

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further erode the form and character of the area or be harmful to the street scene, nor would it be an offensive, intrusive overshadowing building – it is simple a single storey car port.

## **PLANNING HISTORY**

19/01725/NMA\_1: Application Permitted: 19/03/20 - Proposed annex (ancillary) following alterations to garage

19/01725/F: Application Permitted: 19/11/19 - Proposed annex (ancillary) following alterations to garage

2/98/1355/F: Application Permitted: 18/12/98 – Construction of detached garage/workshop.

## **RESPONSE TO CONSULTATION**

**Parish Council: NO OBJECTION**

## **REPRESENTATIONS**

None

## **LDF CORE STRATEGY POLICIES**

**CS01** - Spatial Strategy

**CS02** - The Settlement Hierarchy

**CS06** - Development in Rural Areas

**CS08** - Sustainable Development

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

**DM1** – Presumption in Favour of Sustainable Development

**DM2** – Development Boundaries

**DM15** – Environment, Design and Amenity

## **NATIONAL GUIDANCE**

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

## **PLANNING CONSIDERATIONS**

The key issues identified in the consideration of this application are as follows:

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- Principle of development;
- Impact on the Form and Character of the Area;
- Impact on Residential Amenity; and
- Other considerations.

### **The Principle of Development**

The application site forms the residential curtilage of the dwelling, so the principle of a residential garage and store is acceptable.

It should be noted that the applicant has no permitted development rights to erect a garage in the location proposed as the proposed siting is forward of the principal elevation of the dwelling.

### **Impact on the Form and Character of the Area**

The Hunstanton Road in this location is characterised by open frontages and lower density development than sites closer towards the centre of Dersingham. It provides a transition between the more open countryside towards Ingoldisthorpe to the north and the more dense development beyond the crossroads with Chapel Road and Station Road to the south.

The east side of the Hunstanton Road has largely undeveloped frontages and no prominent buildings are visible to the front of neighbouring dwellings, as is clear from the submitted location plan and the site photos. The open and largely undeveloped frontages of the dwellings on the east side of the road are a key characteristic of this part of Dersingham and make a positive contribution to the form and character of the area.

The proposed car port and store would sit at 90 degrees to the road, would be clearly visible and appear incongruous in the streetscene. The long length of roof would be particularly prominent when approaching from the north of the site, but would also be visible from the south and the west. The proposal would erode the open frontage of the dwelling, which would be harmful to the form and character outlined above, and the street-scene would be harmed by an unduly prominent building. Although all applications are determined on their own merits, if the proposal were to be approved it would make it difficult to resist the provision of other frontage buildings to neighbouring dwellings along this stretch of Hunstanton Road, which would result in further harm to the form and character of the area.

The applicant has chosen to convert his existing garage to a residential annexe. Irrelevant of the reasons for the conversion, or the personal circumstances of the applicant, the loss of this garaging is not considered to be justification for the harm caused by the proposed new car port and store.

### **Impact on Residential Amenity**

The proposed carport and store wouldn't cause harm to neighbour amenity in terms of being overbearing or causing undue overshadowing.

### **Other considerations**

The dwelling benefits from a large forecourt to the front, so there will be a sufficient turning area for cars utilising the carport.

## **CONCLUSION**

The proposed development due to its siting forward of the dwelling and close to the road would result in an unduly prominent building that would erode the established form and character of the area, which is characterised by open and undeveloped frontages to residential properties.

The proposal fails to comply with Policies CS06 and, CS08 of the Borough Council of King's Lynn and West Norfolk's Core Strategy (2011), Policy DM15 of the Site Allocations and Development Management Policies Plan (2016), as well as the provisions of the National Planning Policy Framework (2019). It is therefore recommended that planning permission be refused for the reason outlined below.

## **RECOMMENDATION:**

**REFUSE** for the following reason:

- 1 The proposed carport and store due to its siting forward of the main dwelling and in close proximity to the road would cause harm to the form and character of the area by developing the open and undeveloped frontage of the site, which is a key characteristic of residential properties along this stretch of the Hunstanton Road and makes a positive contribution to the area. The proposed building would appear unduly prominent and incongruous in the streetscene and therefore fails to respond sensitively and sympathetically to the local setting. As a result the proposal fails to comply with Policies CS06 and CS08 of the Borough Council of King's Lynn and West Norfolk's Core Strategy (2011), Policy DM15 of the Site Allocations and Development Management Policies Plan (2016), as well as the provisions of the National Planning Policy Framework (2019).