



Appeal Decision

Site visit made on 23 September 2024

by Sarah Colebourne MA MRTPI

an Inspector appointed by the Secretary of State

Decision date: 07 October 2024

Appeal Ref: APP/Y2003/D/24/3345703

Fairholme, Elm Lane, Goxhill, Lincolnshire, DN19 7JU

- The appeal is made under section 78 of the Town and Country Planning Act 1990 (as amended) against a refusal to grant planning permission.
 - The appeal is made by Mr Gary Tanner against the decision of North Lincolnshire Council.
 - The application Ref is PA/2024/423.
 - The development proposed is described as 'Construction of a Carport within existing north boundary'.
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Decision

1. The appeal is allowed and planning permission is granted for a carport at Fairholme, Elm Lane, Goxhill, Lincolnshire, DN19 7JU in accordance with the application Ref PA/2024/423, subject to the following conditions:
 - 1) The development hereby permitted shall begin not later than three years from the date of this decision.
 - 2) The development hereby permitted shall be carried out in accordance with the following approved plans and documents: 10-APR-2024 2001.001.2001.002.Plans – Drawing; 10-APR-2024 2001.001.Rev 02.Site Plans – Drawing; 10-APR-2024 2001.002.Rev 02.Elevations – Drawing; 10-APR-2024 Planning Revisions Fairholme April 2024 - Supporting Document; DRWG.01.Angle Elevation; DRWG.02.Back Elevation; DRWG.03.Front Elevation; DRWG.04.Left Elevation; DRWG.05.Right Elevation.
 - 3) The materials to be used in the construction of the external surfaces of the roof of the development hereby permitted shall match those used in the existing dwelling.

Preliminary matter

2. The Council's decision notice describes the proposal simply as a 'carport' and for the sake of clarity, I have used this in the formal decision above.

Reasons

3. The main issue is the effect of the proposed development on the character and appearance of the street scene. The appeal site comprises a detached two storey house that is located close to the edge of the village on Elm Lane, a narrow lane with many of the dwellings along both sides set back, mostly

behind hedges which contribute positively to its semi-rural character. There are, however, several exceptions. Those include significant lengths of fencing along both sides of the opposite end of the lane and two or three dwellings that are sited closer to the highway.

4. The proposal comprises a detached, oak timber framed carport that would be sited at the front of the appeal site in the north east corner, behind the existing and attractive mature hedge and tree which would be retained. A previous appeal for a detached garage in the opposite, north west corner of the site was dismissed on appeal in 2012 because of its position close to the highway boundary and its visual impact on the street scene. In 2023 the Council refused permission for a garage in the same position as proposed now.
5. At my visit, I noted that since the previous appeal was dismissed, a dwelling has been erected that was on vacant land in the process of development at that time but the Inspector for that appeal had no details of the nature of the development. That dwelling has a wide frontage and is sited close to the highway with a wide open drive, a very low front boundary hedge and a high fence with brick pillars within the site frontage. The extent of development at that site has therefore changed the context of the appeal site and its previously semi-rural character has been diminished to some degree.
6. This proposal differs from the previous schemes in several ways. There is a significant change to the roof form which is now a simple hipped form rather than the half-hipped roof proposed previously. This, together with the reduction in height and the open elevation to one side rather than a garage door, would substantially reduce its massing and impact. Its character and appearance would also be improved by the use of oak timber which would give it a more rustic rather than suburban feel. Unlike the 2012 proposal, the front boundary hedge and an associated tree would be retained and this is a significant change given its important contribution to the character of the lane.
7. For these reasons, I find that the proposed carport would sit comfortably within the street scene and would not cause significant harm to its character or appearance. It would, therefore, accord with development plan policies DS1 and DS5 of the North Lincolnshire Local Plan (2003) and policy CS5 of the North Lincolnshire Core Strategy (2011) which together seek to ensure that development creates high quality streetscapes and reflects or enhances the character and appearance of the immediate area.

Conditions

8. In addition to the standard commencement condition, a condition is necessary requiring that the development is carried out in accordance with the approved plans, to provide certainty. A condition for matching roof materials is also necessary in the interests of character and appearance of the site and area.

Conclusion

9. For the reasons given above, I conclude that the proposal is in accordance with the development plan and there are no material considerations that would outweigh that. The appeal should be allowed.

Sarah Colebourne

INSPECTOR