

F/YR16/0712/F

Applicant: Ms J Atwell

Agent : Morton & Hall Consulting  
Limited

74 Queens Road, Wisbech, Cambridgeshire, PE13 2PH

**Erection of a detached garage with car port involving demolition of garage to existing dwelling****Reason for Committee: Level of objection received**

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## 1 EXECUTIVE SUMMARY

The proposed garage/car port is considered acceptable in visual amenity terms and raises no issues with regard to residential amenity. Whilst the comments of the neighbouring occupiers are noted with regard to introducing parking and turning areas deeper into the garden the impact of this is not considered significant in the context of the scheme. Furthermore there is an extant consent, capable of implementation, which would allow this in part.

Against the backdrop of the previous approval and in the absence of any issues with regard to residential or visual amenity and highway safety the scheme may be favourably recommended in accordance with policy LP16 of the Fenland Local Plan, adopted May 2014.

- 2 SITE DESCRIPTION:** No 74 Queens Road, Wisbech is a detached dwelling situated to the south-west of Queens Road. Its side boundary addresses the rear garden boundaries of properties in Victoria Road. The property is double fronted with bay windows and is situated behind a brick wall with railings. There are gates to the vehicular access.
- 3 PROPOSAL:** This application seeks full planning permission for the erection of a detached garage with a car port to the rear. It is proposed to have a door in both the front and rear of the garage structure in order to facilitate access through to the car port and in turn the parking and turning area to the rear of these buildings. The garage will have overall dimensions of 3.5 metres wide x 7.150 metres deep with the car port having a width of 3.5 metres and a depth of 4.850 metres. The eaves height of both structures will be 2.3 metres and the ridge height will be 3.5 metres. The front roof scape will feature a hip. The garage will be constructed out of facing brick to match the existing dwelling (front elevation and corners) and the sides will be finished in timber boarding; the car port will be supported on oak posts and gallows which feature brick support piers. The roof will be finished in slate tiles to match the existing dwelling.

Full plans and associated documents for this application can be found at:<https://www.fenland.gov.uk/publicaccess/applicationDetails.do?activeTab=summary&keyVal=OC3L72HE01U00>

## 4 SITE PLANNING HISTORY

F/YR12/0927/F	Erection of a 1.5 metre high wall with rails to front (retrospective) and detached double garage involving demolition of existing garage to existing dwelling	Granted 17/01/2013
F/YR11/0986/F	Erection of a single-storey detached garden room to rear of existing dwelling (retrospective) and demolition of existing garage	Granted 02/06/2012
F/YR12/0362/F	Erection of a 2.1 metre high wall with rails to front (retrospective) and erection of a single-storey side/rear extension and detached double garage with store over to existing dwelling	Refused 07/05/2012
F/YR10/0927/F	Conversion of existing dwelling into 2 x 1-bed flats and 1 x 4-bed maisonette involving the erection of a single-storey rear extension and a detached double garage	Withdrawn 01/11/2011
F/YR08/0093/F	Change of use from residential dwelling to 4 x 2-bed flats involving erection of 2-storey rear extension	Refused 05/08/2008
F/YR06/1095/F	Change of use from residential dwelling to 4 x 2-bed flats involving erection of 2-storey rear extension	Refused 14/11/2006
F/YR06/0696/F	Change of use from residential to 5 x 2-bed flats involving erection of 2-storey rear extension and fire escape and raising of roof to rear	Withdrawn 08/07/2006

## 5 CONSULTATIONS

### 5.1 Town Council

Recommend that the application be supported

### 5.2 Local Residents/Interested Parties: 7 letters of objection have been received which may be summarised as follows:

- A similar application was withdrawn following neighbour objections relating to loss of amenity due to vehicles turning and parking in the rear garden
- The house is already in multiple occupation and this creates the potential for more living space, see also other outbuildings
- There does not appear reasonable space between the garage and house to take a vehicle into the rear garden turning space which makes the car port at the rear useless and has the potential to be used as additional living space
- No objection to a like-for-like garage replacement
- Proposal would create noise, light and general disruption as the use of the rear garden for car parking would impact on other adjoining residents gardens
- To encourage more car use at the property causes road safety concerns given the driveway exit onto a dangerous blind bend; cars will not be able to

turn in the space available and will have to reverse onto the road causing danger to other road users

- The property has been extensively altered creating living accommodation for more family units than was initially intended; this scheme continues the trend to a point where it becomes out of keeping with and detrimental to the area.
- Existing garage has already been demolished
- Drawings do not show height, concerned that it may have roof accommodation
- Pollution in rear gardens
- If a car was parked in the garage all other areas would be blocked which makes no sense
- All upper flats have a direct line of view into their garden, due to how the owners have managed to 'get round' earlier objections they are concerned that the car port will be converted to additional living accommodation in the future.
- There is adequate on-street parking and rear gardens should not become a car park
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## **6 POLICY FRAMEWORK**

### **6.1 National Planning Policy Framework (NPPF)**

Para 11 – decisions should accord with the development plan

Para 56 – good design

### **6.2 Fenland Local Plan 2014**

LP14 – Responding to climate change and managing the risk of flooding in Fenland

LP16 – Delivering and protecting high quality environments across the district

## **7 BACKGROUND:**

The consent issued in June 2012, under F/YR11/0986/F, which is extant, detailed a parking area to the rear of the existing house this element of the permission remains capable of implementation. In determining this earlier scheme. Officers noted that it would be 'beyond the remit of planning control to enforce against a relatively small part of the garden being used for parking' for a single residential unit'.

## **8 KEY ISSUES:** As a domestic extension this proposal falls to be considered in accordance with Policy LP16 of the FLP, key issues are identified as follows:

- **Principle of Development**
- **Design considerations and visual amenity of area**
- **Residential amenity**
- **Parking and private amenity space available**
- **Flood Risk**
- **Other matters**

**8.1 Principle of Development:** The principle of development is acceptable in this location subject to no adverse issues arising relating to visual and residential amenity. Consideration should also be given to the provision of parking and the amenity space.

**8.2 Design considerations and visual amenity of area:** The garage/car port structure will have no adverse impact on the character of the area in visual amenity terms given that it will be situated to the side of the host property, set into the site.

Subservient in scale to the main dwelling the building will be constructed in materials to match the existing dwelling, whilst also featuring timber clad sides which will contrast with the main dwelling. Given the positioning of the garage the flank wall of the garage will be visible from Queens Road, across the forecourt of the neighbouring domestic garage, when travelling south-east to north-west. However given the single storey nature of the proposal it is not considered that the scheme will detract from the character of the locality in visual amenity terms or be unduly prominent in the street scene. Accordingly there are no issues to address in terms of design or visual amenity and compliance with Policy LP16 is achieved.

### **8.3 Residential amenity:**

8.3.a The proposed extension is single storey and will be obscured from the north-west by the host property. To the south-east is situated a double garage which will shield the rear section of the garage from the neighbouring dwellings, furthermore the separation distance between the properties in Victoria Road and the proposed garage/carport is circa 20 metres wall to wall as such there are no issues of impact in terms of visual amenity or dominance to reconcile.

8.3.b Similarly the garage is north-west of properties in Victoria Road and therefore there will be no issues of overshadowing.

8.3.c Due consideration has also been given to the comments received from neighbouring occupiers with regard to noise and amenity; whilst it is understood that the dwelling has historically been occupied as a house of multiple occupation and that such usage is permitted development. As previously concluded the incursion proposed into the garden for parking at the level proposed is not considered likely to have a significant impact on the amenities of the adjoining residents; whilst an additional area (over and above that consented in the 2012 permission) is now detailed as a turning space this change is not considered in itself so significant as to render the parking and turning area unacceptable. Indeed the formalisation of a dedicated turning area is likely to assist turning and manoeuvring and as such reduce the number of manoeuvres required to facilitate leaving the site in forward gear and as such reduce the potential for noise and disturbance.

8.4.d In light of the above there are no issues of residential amenity arising from the scheme proposals and no issues to address in respect of Policy LP16.

**8.5 Parking and private amenity space available:** Parking provision within the site exceeds the minimum specified in appendix A and ample private amenity space is available to serve the dwelling.

**8.6 Flood Risk:** The site lies within Flood Zone 1 and 3; (although the FZ3 element is to the north-western side of the site and does not extend to the area on which it is proposed to site the garage/car port) as such there are no flood risk issues to address. Surface water disposal will be considered under Building Regulations.

**8.7 Other matters:** A number of objections received relate to the potential for the garage to be used as additional living accommodation. In this regard and for the avoidance of doubt any consent issued will require the parking and turning areas shown shall be provided and thereafter maintained in perpetuity on implementation of the scheme.

**9 CONCLUSIONS:** The proposal is considered acceptable and accords with Policy

LP16 of the FLP as it represents no issues in terms of residential or visual amenity and is acceptable in design and servicing terms.

## **10 RECOMMENDATION: Grant**

### Conditions

- 1 The development permitted shall be begun before the expiration of 3 years from the date of this permission.

Reason - To ensure compliance with Section 51 of the Planning and Compulsory Purchase Act 2004.

2. Prior to the first use of the garage/carport hereby approved the parking and turning areas as detailed on the approved site plan shall be provided. Thereafter, these spaces, including those available in the garage and car port, shall be permanently retained for the parking of vehicles of residents and shall not be used for any other purpose.

#### Reason

In the interests of highway safety and to ensure compliance with Policies LP15 and LP16 of the Fenland Local Plan, adopted May 2014

3. The development hereby permitted shall be finished externally in materials as specified in the submitted application.

#### Reason

To safeguard the visual amenities of the area and to ensure compliance with Policy LP16 of the Fenland Local Plan, adopted May 2014.

4. The development hereby permitted shall be carried out in accordance with the following approved plans and documents

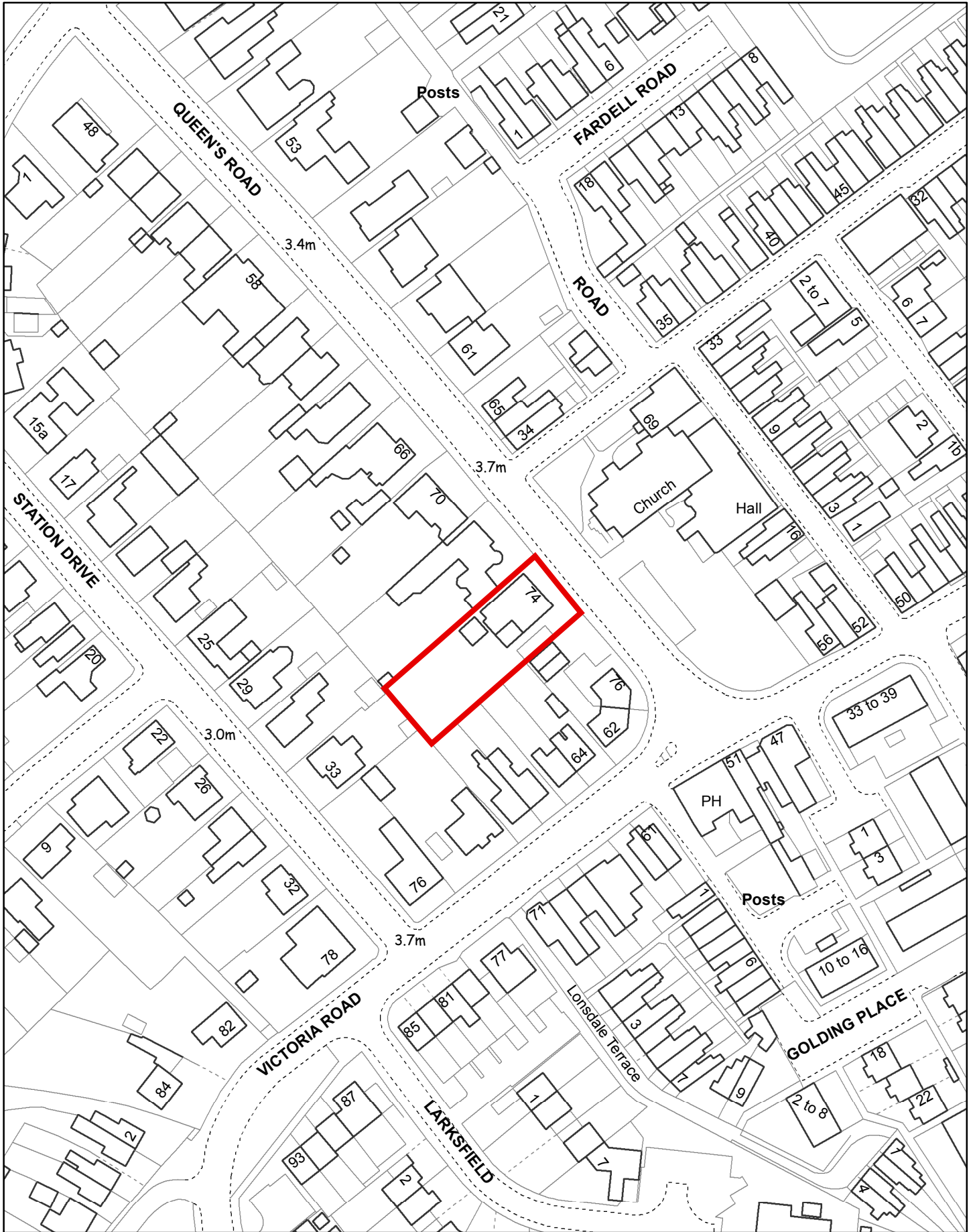
### Informative

1. Compliance with S.I. 2012 No. 2274

#### Approval

The application has been approved as it broadly accords with the policies of the Development Plan. The policies themselves have been sufficiently explicit to guide the submitted application so that acceptable plans and information have been provided, and an approval has been forthcoming. The development is acceptable as it is in conformity with the policies of the Development Plan.

2. You are reminded that this project may require approval under Building Regulations prior to work commencing. It is recommended that you make enquiries in this respect direct to CNC working in partnership with the Local Authority Building Control Team (0808 1685041 or E-mail: enquiries.kl@cncbuildingcontrol.gov.uk).



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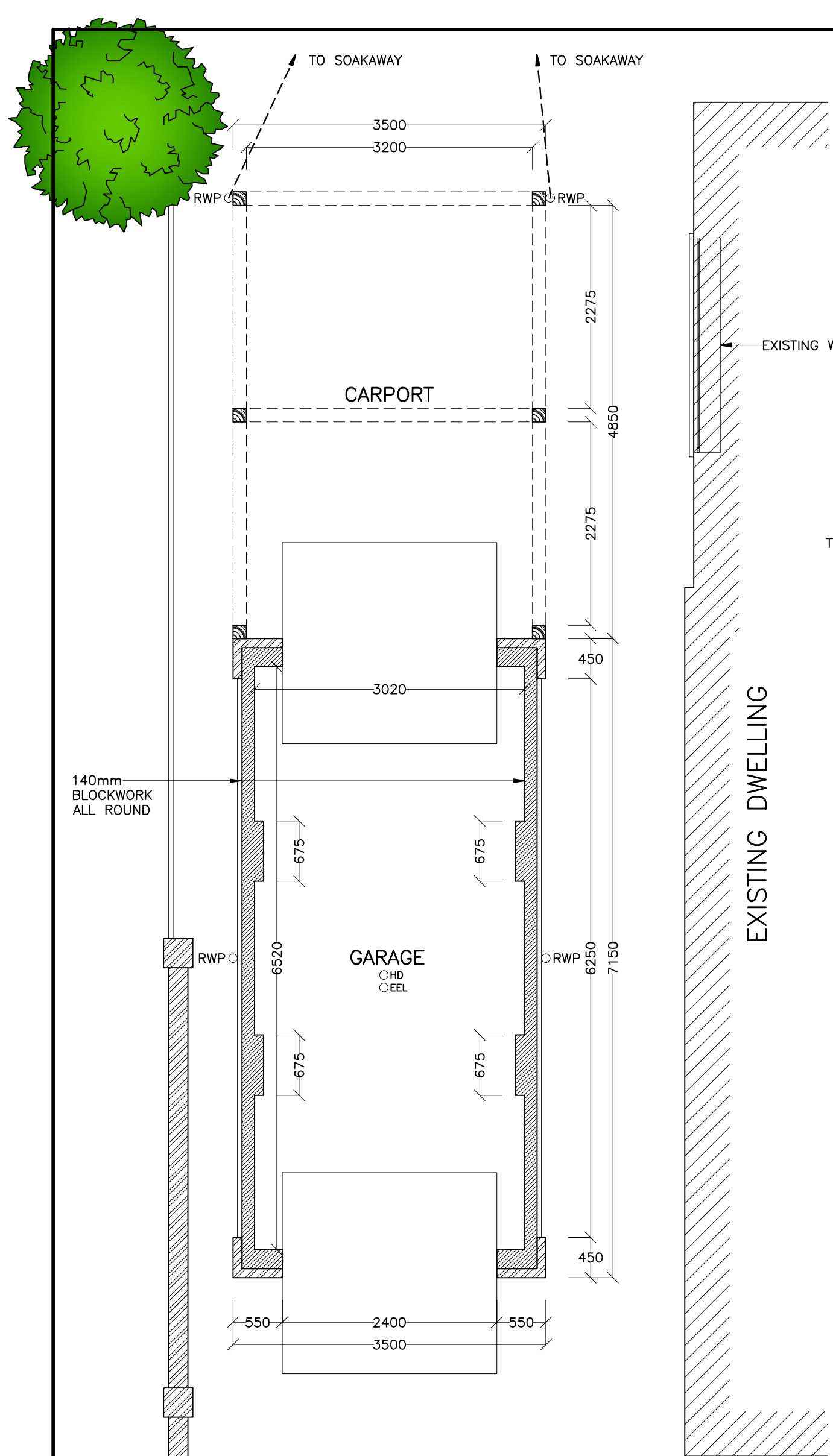
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**Fenland**  
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Fenland District Council





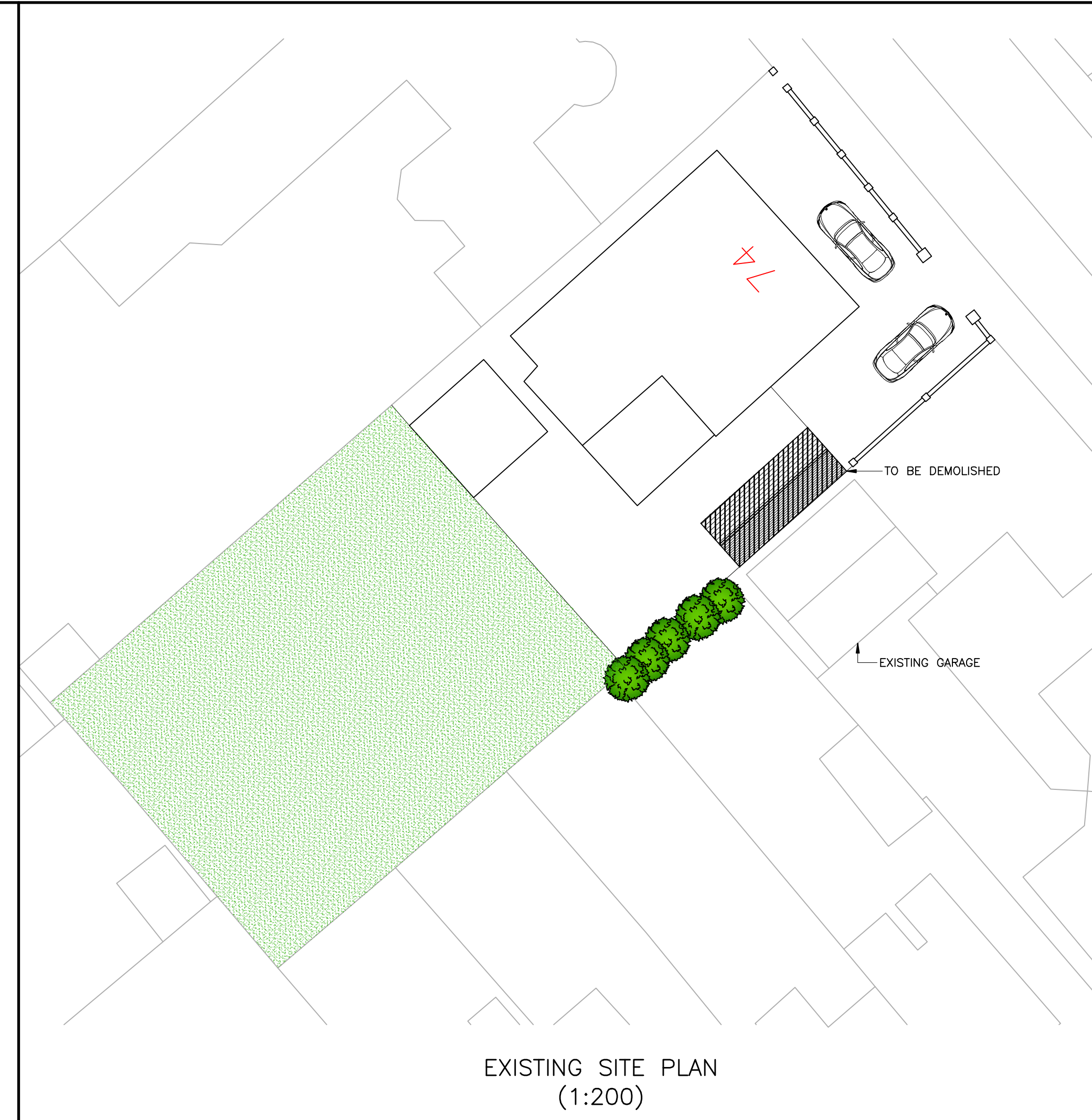
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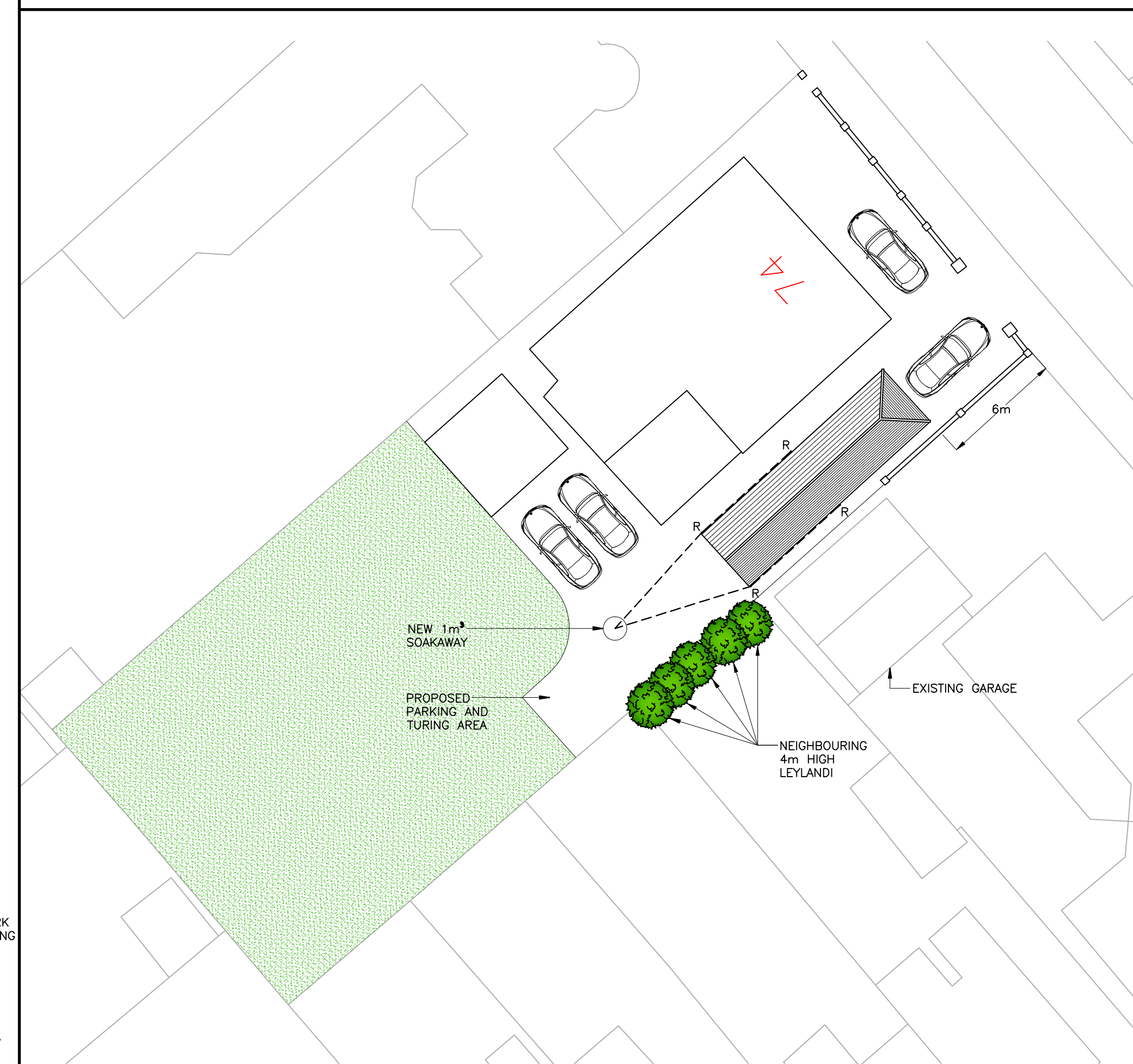
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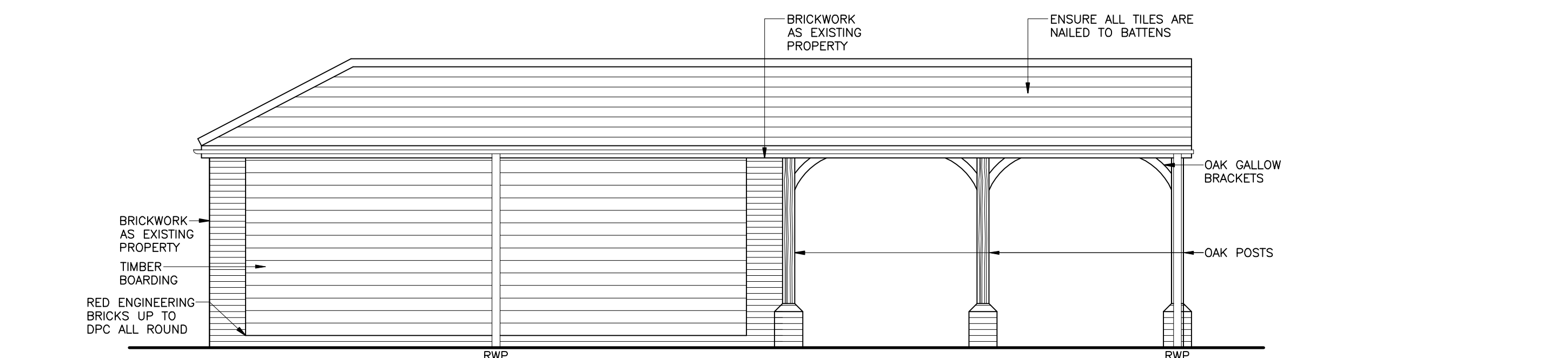
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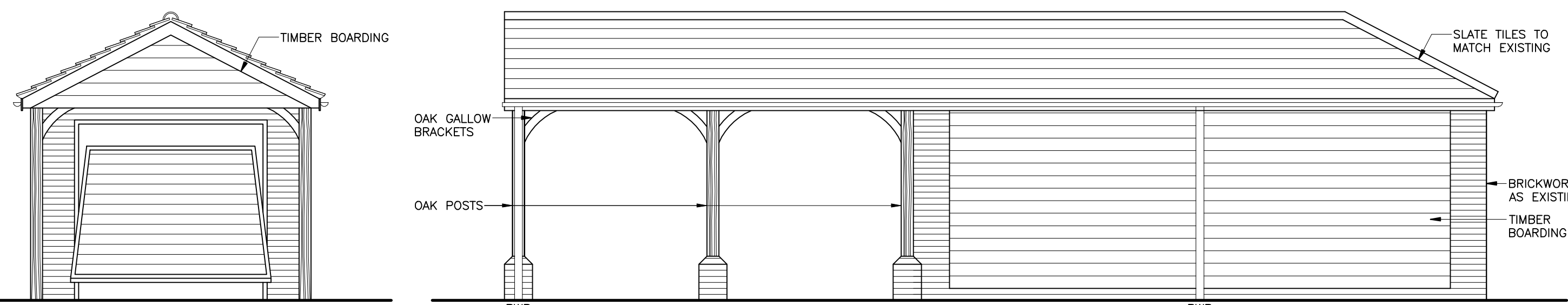
EXISTING SITE PLAN (1:200)



PROPOSED SITE PLAN (1:200)



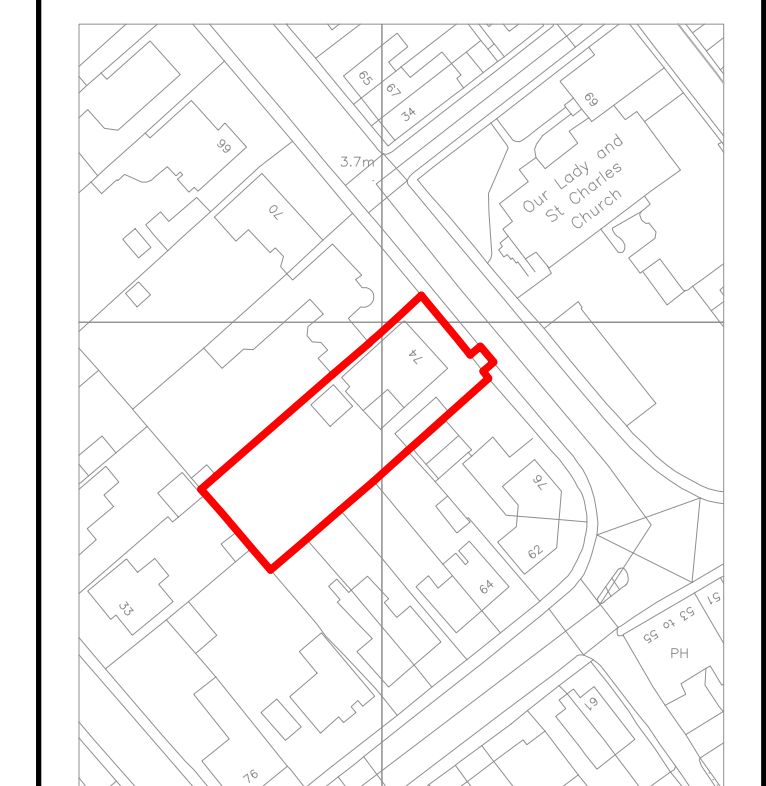
PROPOSED RHS ELEVATION (1:50)



PROPOSED REAR ELEVATION (1:50)

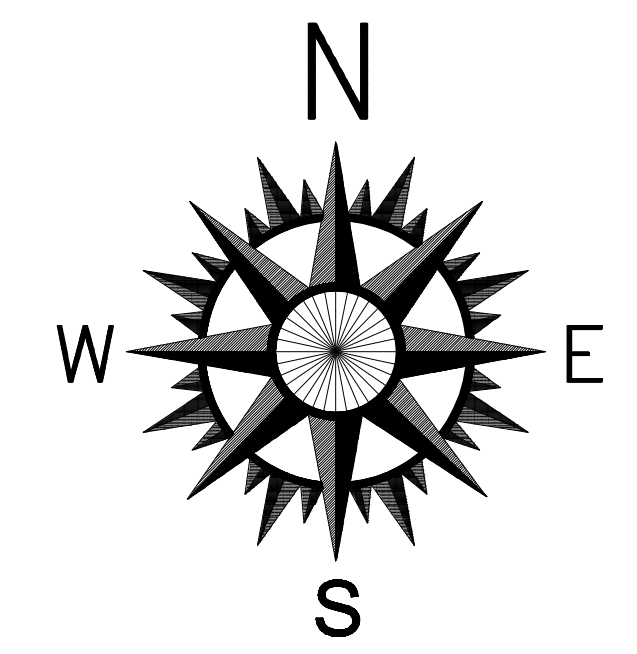
PROPOSED LHS ELEVATION (1:50)

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LOCATION PLAN (1:1250)

LICENCE NUMBER : 100031961



A	UPDATED FOR BUILDING REGULATIONS	AUG 2016
REVISIONS		DATE

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CLIENT: Ms J Atwell

PROJECT: 74 Queens Road  
Wisbech  
Cambs  
PE13 2PH

TITLE: Proposed Garage Plans and Elevations

DRAWN: R.Papworth	DATE OF ISSUE:
CHECKED:	
DATE: Aug 2016	DRAWING NUMBER: H4940/01a
SCALE: 1:50 1:100 1:200	