



PLANNING STATEMENT: PROPOSED EXTENSION TO GARAGE



Beaumont House, Herne Road, Oundle, PE8 4BS

Prepared by

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on behalf of Kevin P Dady



OVERVIEW

This short statement is to accompany Householder planning application for an *extension to an existing detached garage at* Beaumont House, Oundle Road, Peterborough, PE8 4BS. The existing garage is below current parking standards and is too small to fit certain cars in.

The Site is located to the south-east of Oundle town centre, outside the conservation area with no listed buildings impacted. This sub-urban area has been and continues to be extensively developed with a wide mix of house types and materials evident – typically red facing brick, local limestone, modern brick and render. Roof coverings along the road include Collyweston slate, Welsh slate, plain tiles and pantiles. There is a variety of roof shapes along the road including gables, full hips and dormers.

The site lies at the far south-east end of Herne Road and is the last house on this *no through road*. The site is directly opposite the Prince William School as per Images 3 & 4 below.

The house is set back from the road behind a substantial rendered brick boundary wall with trees along the full length of the north boundary wall as seen on Images 3 & 4 below.



Image 01: Aerial view of Oundle.



THE SITE



Image 02: Aerial view of the site.

The garage can be seen in the front courtyard from Herne road as seen in Image 04.

CURRENT SCENARIO

The detached house and garage sit in a substantial sized plot with views out across the Nene valley. The detached garage is a triple garage with ancillary accommodation above. The fundamental issue with the garage is its size.

According to **Northamptonshire Parking Standards**

“Garages also are often too small and/or are perceived as too inconvenient to make them attractive places for regular day-to-day parking. As a result, garages are most often used for purposes other than car parking (e.g. storage) or are converted to living accommodation”

The document goes on to say.....

“ Where garages are provided they should be constructed to the following dimensions;

Single garage – 3.3m (W) x 6.0m (L) x 2.4m (H)

Double garage – 5.8m (W) x 6.0m (L) x 2.4m (H)”

Whilst the garage suggests ample parking for 3 cars, the reality is that with bays of maximum dimensions of **2.58m wide x 5.3m long the building is not “fit for purpose”**. The applicant has several cars of significant worth which will simply not fit into the current building. The obvious solution would be to demolish the existing building and rebuild it to current standards – but that is not an economic or sustainable solution.



The Applicant has replaced the garage doors with a system that allows him to just get certain cars in and the doors locked, but he has a requirement for 2 cars to be kept inside, locked and secure and a further car to be parked under cover. None of these cars will fit into the existing garage and are occasional use cars.

The proposal therefore is to provide additional 2 bay garage extension with a car port to the south end of the garage to allow for these larger size high value cars to be stored safely.

The dimensions of the double garage extension (6m x 6m) are in line with current parking standards and furthermore the use of the 2 bays will be occasional only and only the car-port space is to be used on a regular basis. The applicant's intention is also to stay in the property long term.



Image 03: View towards site entrance.



Image 04: View of the site from Herne Road



THIRD PARTY INPUT:

TREES: None of the trees affected by the works have Tree Preservation Orders and are all of an age contemporary with the construction of the house (circa 1993)

Proposal would include removal of the trees T02 & T03 as per Image 05 below. These young trees are in close proximity to the existing building and boundary wall. They should not have been planted so close to the buildings, as there will be a constant requirement to cut the trees as they grow. There is a significant risk that the foundations of both structures will be impacted by the tree roots as they mature.

T01 is a larger specimen which the Applicant will retain. The RPA of the larger tree is impacted by the current hardstanding / driveway and the proposed occasional use of the garage extension means that a permeable, environmental paving system can be used to minimise excavation and maintain oxygen and water supplies to the tree root system.

Additional photos below indicate the scale and type of trees affected.

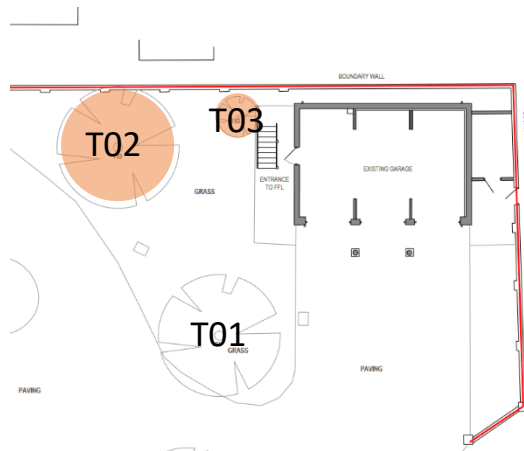


Image 05: Trees affected by the proposal.



Tree T03



Tree T02



FLOOD RISK

The application site sits outside flood zones 2 and 3, no risk of flooding.

PLANNING HISTORY

The following is a list of the planning history for the site:

12/01160/TPO - T1, T 2 and T4 to have dead wood removed and thinning by 15-20%
Validated: Fri 13 Jul 2012 | Status: Awaiting

06/00202/TPO - Removal of two pine trees
Validated: Mon 13 Feb 2006 | Status: Refused

05/00836/TPO - Removal of two pine trees subject to TPO 123 (T1 and T2)
Validated: Fri 29 Apr 2005 | Status: Withdrawn

05/00665/TPO - Proposed removal of two pine trees
Validated: Thu 05 May 2005 | Status: Refused

04/00960/TPO - To remove trees 1 Chestnut 2 Pine
Validated: Wed 12 May 2004 | Status: Permitted

92/00041/FUL - Dwelling and garage with flat over and access
Validated: Mon 20 Jan 1992 | Status: Permitted

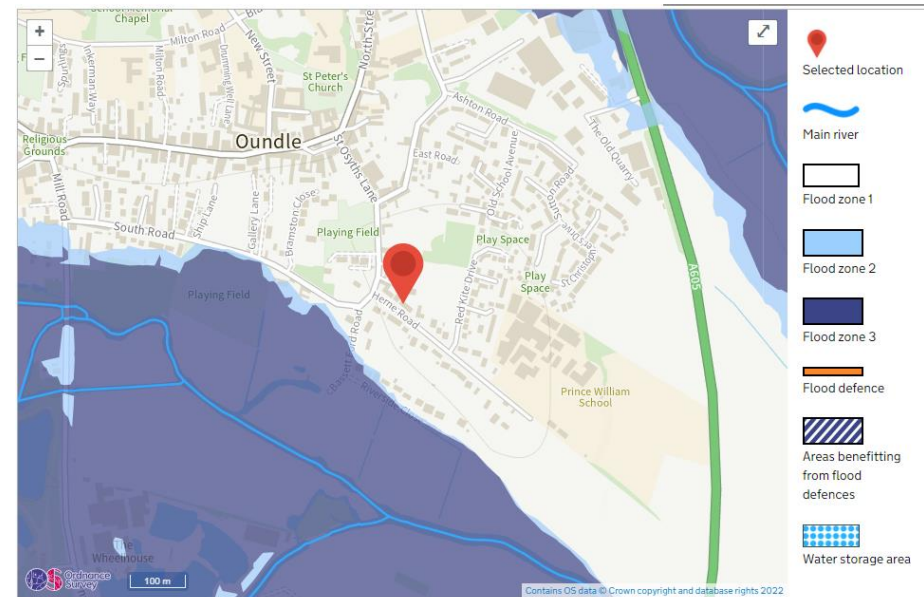


Image 06: Flood map of central Oundle, showing application site.



SUMMARY

The house and garage (built circa 1993) sit on a substantial plot. The existing garage is sub standard in terms of size – it falls short of the minimum dimensions specified in the *Northamptonshire Parking Standards*.

This Householder application is to extend the garage (single storey) by three additional bays – two to be within a secure garage (for specific occasional use cars) and a car port that will be used for the everyday use of a family car.

The house is not within the Oundle Conservation Area, it is not, nor does it impact on any listed buildings, and there is more than adequate space to accommodate the extension. There will be no adverse impact on any amenity of the neighbouring property.

Trees impacted by the proposal were all planted after the house was built – two trees are scheduled to be removed, regardless of the fate of this application, as they are too close to the existing building and boundary wall. One tree will remain and permeable paving will be used around this specimen to minimise any impact on the root system of the tree.

The proposal, once implemented will enable the Applicant to securely park a number of vehicles that he cannot currently park inside.

There are no material planning policy reasons why this application should not be approved – the scheme is in keeping with the house and the surrounding developments in terms of size, scale, mass and appearance.

We respectfully invite the LPA to approve this application.