

Proposed Detached Garage, Mount Pleasant

Introduction

The existing property is a replacement dwelling approved under application reference 20/00770/FUL, which was a resubmission of a previously approved application of the same description under reference 19/00945/FUL.

The approved dwelling which has been erected and is undergoing final internal finishes which will bring to its full completion. The property has a footprint of 274.77m², floor area of 489.1m² and volume of 1671m³ (above ground).

The client would like to erect a detached garage for 3 cars and utilise the roof space for a home office.

Pre-application Discussions

The clients previous architect (John Williams) who carried out the planning work for application reference 20/00770/FUL also submitted the application to discharge conditions and during this time discussed the possibility of a detached garage with the case officer, Ryan Killeen. We have advised by John that the outcome of these discussions were as follows:

- A new detached garage at Mount Pleasant would not be assessed in the context of the volume calculations used as part of the officer report for the approved dwelling on the site (ie the 65m³ 'unused' in the approved house design would not be the basis for assessing a proposed garage design)
- A new detached garage would only be supported (by the planning authority) when the approved house is substantially implemented (ie walls and roofs constructed)
- The scale and design of the garage would be assessed by the local authority in the context of the NPPF paragraph 145 and the Rochdale Supplementary Planning Documents – with particular attention paid to 'proportionality', relative to the approved dwelling (covering scale/height/size/location)

As the property is complete with the exception of internal finishes it is now deemed appropriate to submit a planning application for a new detached garage based on the above.

Design Assessment

The proposal is to erect a detached garage for 3 cars with office space provided in the void above.

Whilst the clients requirements for the garage dictate a certain size of building the scale, height, volume and location have all been considered carefully so the building sits well in its environment and relative to the existing dwelling.

The footprint of the existing dwelling is 274.77m². The footprint of the garage is 77.77m² which equates to an increase of 28%.

The internal floor area of the existing dwelling is 489.1m². The internal floor area of the garage is 121.5m² which equates to an increase of 25%.

The volume of the existing dwelling is 1671m³. The volume of the proposed garage is 355m³ which equates to an increase of 21%.

Whilst there is no specific footprint/volume increase that is appropriate in the councils Green Belt policy it is well below the 50% that is the clear cut off point of acceptability.

The proposal is considered to be an acceptable proportional increase in footprint and volume.

The proposed eaves height of the garage is 2280mm and the ridge height is 5868mm when measured from ground level. The eaves height of the single storey elements on the existing dwelling are the same as the proposed garage whereas the two storey elements are 5090mm and the ridge is 8385mm. The height of the proposed garage is subservient to the existing dwelling and considered to be of an acceptable scale relative to the existing dwelling.

The garage has been positioned to the north-east corner of the site. This location works well with the existing driveway and positions it at the furthest point from Church Lane. As this part of the site has been regraded to set the dwelling in it will only allow a partial view of the garage from this location. This will have minimal impact on the openness of the Green Belt.

To the north of the site further up Birtle Road this regrading of levels will also help the garage be concealed from several viewpoints again ensuring minimal impact on the openness of the Green Belt. From Birtle road most views of the garage will have the existing dwelling behind it so no impact on the openness of the Green Belt.

The views of the garage from the neighbouring property to the east will position it against the dwelling where it will not have a detrimental impact on the openness of the Green Belt.

The same can be said for views from the neighbouring property from the west. Also on the west is an unmade path. This is the only real position where there will be views of the garage but several of them will be masked by the existing dwelling or the natural ground levels.

Summary

It is considered that the proposed garage is an acceptable increase in footprint and volume relative to the existing dwelling and its location is well positioned to have minimal impact on the openness of the Green Belt.