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Replacement Garage, 11 Hillcrest Close, Kingsley Holt. PP-07902814

1. Site & Applicant Details:

Mr M Jones
11 Hillcrest Close
Kingsley Holt,
Staffordshire,
ST10 2BL

OS Grid Ref SK 016 662
Easting 402196
Northing 346965



Fig. 1. The existing garage at Hillcrest

2. Introduction

2.1 No 11 is a detached bungalow which lies at the northern end of Hillcrest Close.

2.2 The site area extends to 1737 sq. m.

2.3 A detached garage with adjoining workshop lie close to the western boundary of the site.

2.4 The garage was built in 1981, ref SMD/1981/1186.

2.5 The garage has developed significant fractures. These have been attributed to an inadequate foundation depth given the sloping ground and soft clay subsoil. - David Connelly, FICE FIStructE MHKIE, Alchemy Consulting.



Fig. 2. Fracture SW elevation

2.6 It is proposed that the garage be rebuilt with adequate foundations.

2.7 A householder planning application is required because the replacement building is within 2m of the boundary and the ridge height will exceed 2.5m - Town and Country Planning, (General Permitted Development) Order 2015 Schedule 2, Part 1, Class E1, paragraph e(ii) - as amended.

3. Description of the existing building and its setting.

3.1 The site lies at the northern end of Hillcrest Close which forms the northern edge of the settlement of Kingsley Holt.

3.2 The site is in an elevated position with the wooded valley of Churnet Valley Road to the west, Bundred Wood to the north and the part wooded slopes of Kingsley Wood nature conservation site to the east.

3.3 Vehicular access to the site is via Hillcrest Close, a private unadopted road.

3.4 Public Footpath Kingsley 44 follows the course of Hillcrest Close and passes to the east of No 11 before descending the hillside towards Froghall.

3.5 No 11 is a brick and tile bungalow dating from 1979 or thereabouts, ref SMD/1979/0359.

3.6 Ancillary outbuildings include the brick and tile garage, an adjoining block built workshop and a small wooden garden shed.

3.7 The garage is a single leaf construction faced in a red drag-faced brick: Ibstock Mixed Red Textured.

3.8 The roof of the garage is clad in large format interlocking tiles: Marley Ludlow Antique Brown.

3.9 Windows comprise wood framed top hung transom designs, painted white.

3.10 The personnel door at the rear of the garage is a wood framed, 2xGG pattern door, painted white.

3.11 The twin garage doors are a steel up and over type, painted black.

3.12 Rainwater goods comprise black box section gutters with square down pipes.

3.13 Vehicle parking and turning areas are surfaced in bituminous macadam

3.14 Boundaries are formed by a combination of wire mesh fencing, wooden fencing, brick walls and hedges.

Please refer to the accompanying 1:50 Existing Plans & Elevations and the 1:200 Existing Block Plan for further details.

4. Description of the proposed development

4.1 The proposal is for a replacement garage of comparable size.

4.2 The replacement garage will be a double leaf construction faced in a red drag-faced brick to match the existing.

4.3 The roof will be clad in interlocking tiles to match the existing.

4.4 Windows will comprise white uPVC casements to match the bungalow.

4.5 The personnel door will be a white uPVC design.

4.6 The garage door will be a steel up and over design, painted white.

4.7 Rainwater goods will comprise black box section gutters with square down pipes to match the existing.

4.8 Surface and boundary treatments remain as existing.

Please refer to the 1:200 Proposed Block Plan and the 1:50 Proposed Plans & Elevations for further details.

5. Trees

5.1 There is a mature chestnut tree at the rear of the garage. An arboricultural assessment has been carried out. This reports that the tree would have been a young specimen when the garage was built and its root system would not have extended as far as the garage.

5.2 Although the existing foundations are too shallow for structural stability of the building, they are likely to be deep enough to have formed an effective root barrier. Furthermore, the concrete raft upon which the workshop sits will have suppressed the root system in this direction. A test pit has been excavated at the NW corner of the garage and no roots have been detected.

5.3 Provided the replacement garage is built no closer to the tree than the existing garage it is unlikely that the roots of T1 will be adversely affected.

5.4 Nonetheless, the report advises a precautionary approach during construction: By hand working, using air tools if required, no roots larger than 25mm should be severed and small roots to be wrapped in a geotextile membrane, swept to one side and backfilled with clean topsoil.

5.5 To minimise the risk of soil compaction during the demolition and groundworks stage, a temporary ground protection zone employing ground protection mats is proposed.

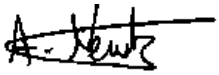
5.6 The report advises that construction materials, fuels, plant and machinery should be stored in the driveway.

6. Impact of the proposed development on the privacy and living conditions of neighbours and public amenity

6.1 The garage is of comparable size and appearance to the existing building and raises no design or amenity issues.

6.2 Providing construction materials, plant and machinery are stored in the driveway, footpath Kingsley 44 should remain free of obstruction.

6.3 The replacement garage is subordinate and sympathetic to the host building and the wider street scene. The proposal is therefore considered to be a sustainable form of development in accordance with Core Policies SS1, SS1a, DC1, T1, Section 12 of the NPPF, achieving well designed places, supplementary planing guidance on space about dwellings and SMDC design guide.



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PME Planning Services Ltd
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