



Detached Garage Massing Study

34 Grange Road, Biddulph

Application no: SMD/2013/1160
Refused on 04/03/2014

Introduction

The following document has been prepared in order to engage with Staffordshire Moorlands District Council Planning Department in exploring an acceptable mass for redevelopment at the above location.

An application for "Full demolition of existing dorma bungalow. Construction of new dorma bungalow and associated detached garage" was refused for this location on 4/03/2104.

Refusal quotes:

The proposed domestic garage is of a significant scale and massing that would result in both a disproportionate and dominant relationship alongside the replacement dwellinghouse. It is therefore considered to constitute inappropriate development in the Green Belt which would be detrimental to both its openness and visual amenities whilst also harmful to the intrinsic qualities of the Special Landscape Area (SLA) in which it is located. The Council does not consider the case put forward by the applicant to constitute very special circumstances sufficient to outweigh the harm by reason of inappropriateness and other harm to the Green Belt contrary to the provisions of the National Planning Policy Framework (NPPF); Saved Policies N2, N7, N8, N9 and H13 of the Adopted Staffordshire Moorlands Local Plan and Policies R1 and R2 of the modified version of the Staffordshire Moorlands Core Strategy Development Plan.

An exert from the case officers report provides further clarification on this matter:

The proposed garage however would be of a significant scale and massing that would result in both a disproportionate and dominant relationship alongside the replacement dwellinghouse and in these respects the proposal fails.

This massing study is prepared to explore the existing and proposed impact on the openness and visual amenities of the Green Belt and Special Landscape Area.

Existing situation

The existing bungalow development has no outbuildings or detached garage. The bungalow has open space to the left and right hand side of the property within its boundary.

This massing study concentrates on three key view points when considering openness and visual amenity:

- View A: Approaching No 34 when travelling 'up' Grange Road which is an open view between No 32 and No 34
- View B: Directly opposite No 34's driveway
- View C: Approaching No 34 when travelling 'down' Grange Road which is an open view from The Talbot car park

View C

View B

View A



View A



The view when approaching No 34, 'up' grange road is limited between the open space between No 32 and No 34. The view is on to open fields behind the ribbon development of houses but limited by the boundary wall and hedges of the dwellings.

View B



Grange Road has a single footpath along this section of road, on the opposite side of the road as it passed No 32-34 until it ends at The Talbot public house. Directly opposite the driveway to No 34, a snapshot view is available into the open fields behind. The view is limited from this exact location only as No 34 restricts this to the right hand side and 2No mature hedgerows to the left hand side.

The floor level of No 34 is approximately 1.1m lower than the footpath level in this location. The floor level of the proposed garage (identified by the parked car) is approximately 1.4m lower than the footpath in this location.

Grange road has a significant incline in this location, rising from right to left in this image

View C



Immediately to the side of No 34 is a single width access way into the open fields behind. This is flanked by deciduous hedging to both sides. Beyond this, The Talbot public house car park is located.

The view when approaching No 34, 'down' grange road is over The Talbot public house car park. The car park has been built up to provide a relatively level parking area against the natural fall of Grange Road. As a result, the car park sits approximately 1.7m higher than the floor level of No 34. The floor level of the proposed garage r) is approximately 2.0m lower than the car park.

The car park offers wide views into the open fields behind the ribbon development of houses.

Original application;

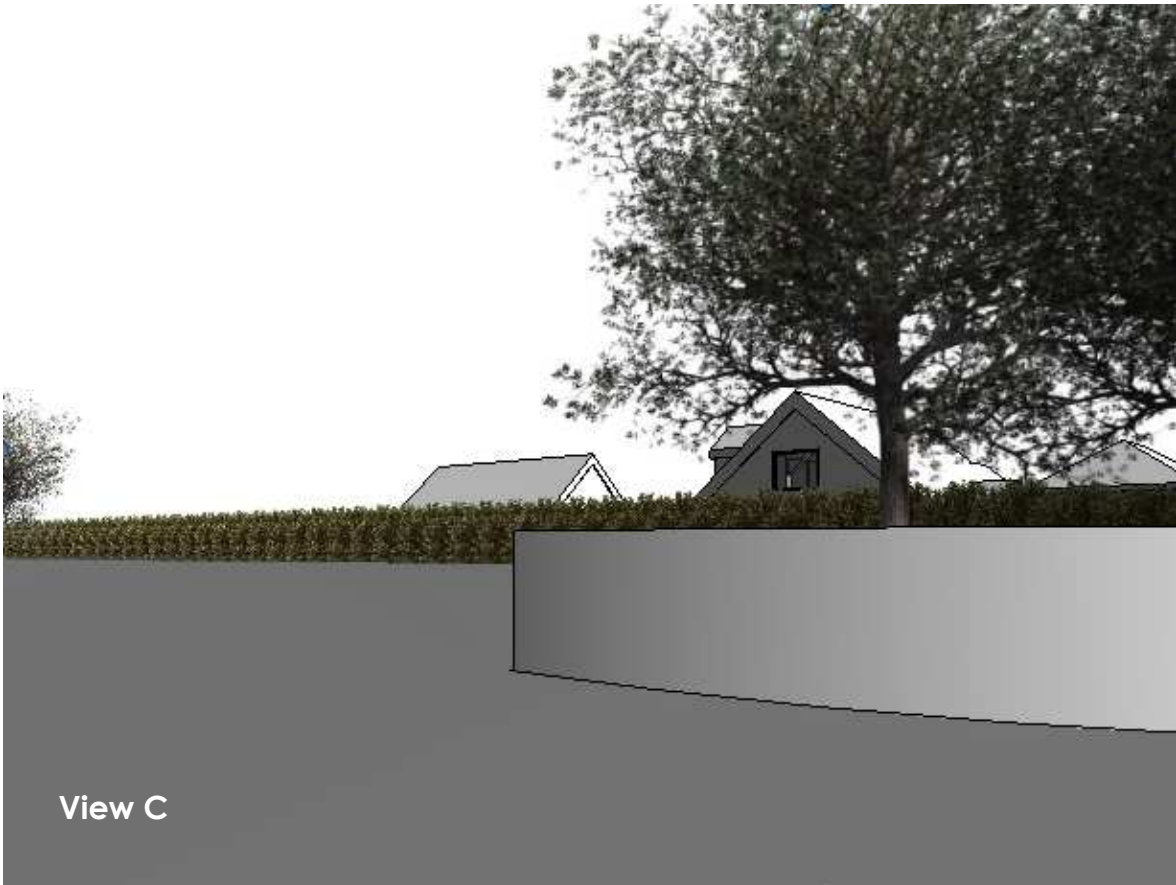
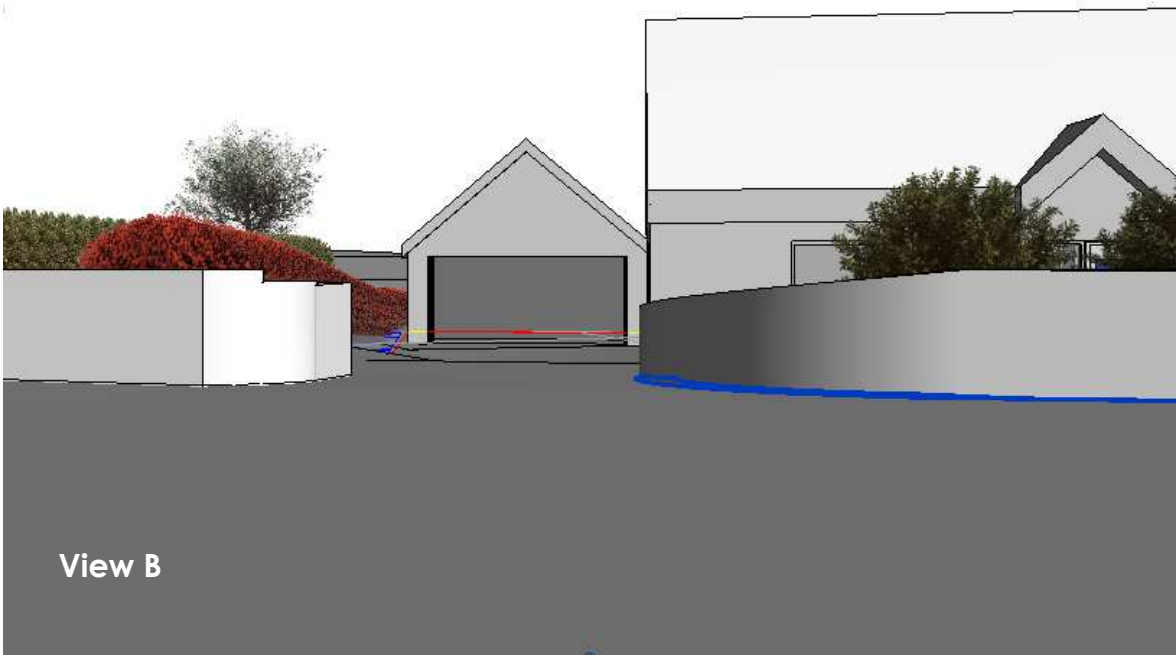
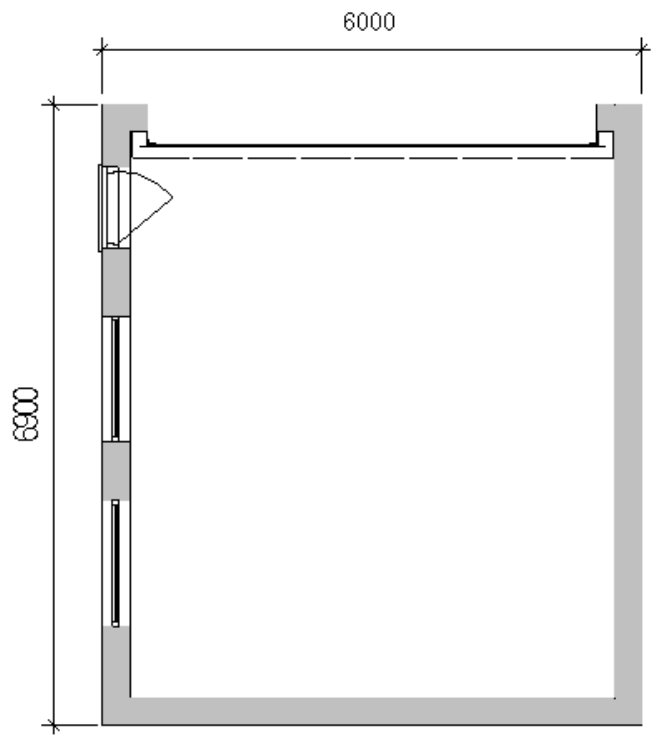
The original proposal contained a detached garage measuring 6.0 x 6.9m in plan with a pitched roof set at 40 degrees (to match that of the proposed bungalow)

Garage plan: 6.0 x 6.9m
Pitch 40 degrees
Gables to front and rear

View A: Garage not visible when approaching 'up' Grange Road between No 32 and 34

View B: Visible garage gable when directly opposite the driveway of No 34. Garage ridge line is lower than the dwelling due to site levels. Pitch orientation allows views through to the green space behind

View C: Bungalow gable visible from The Talbot car park together with the upper level of the tiled garage roof

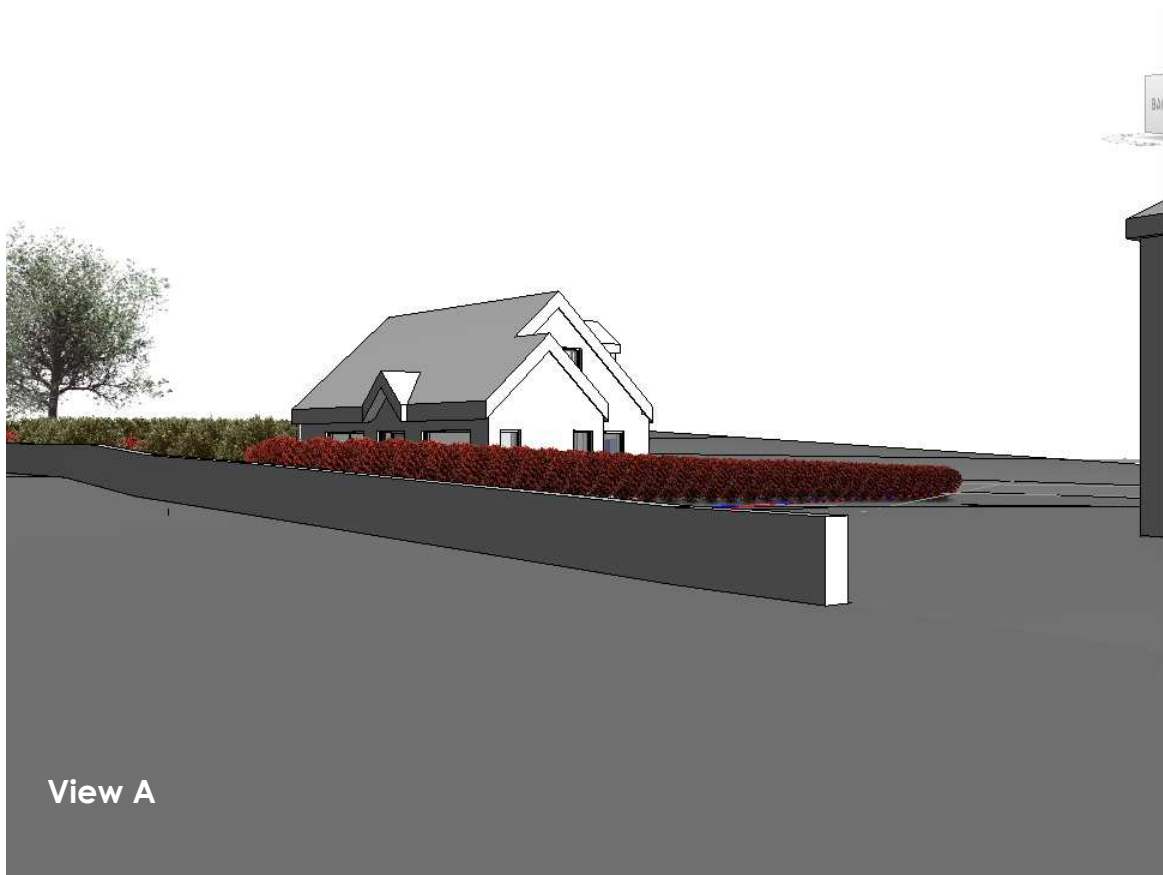
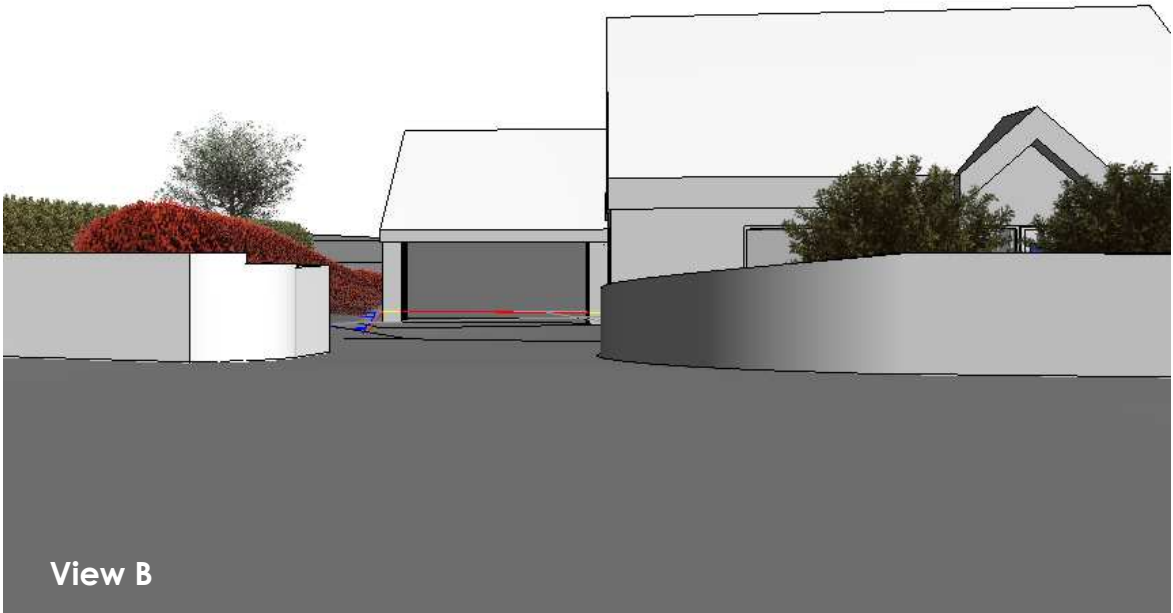
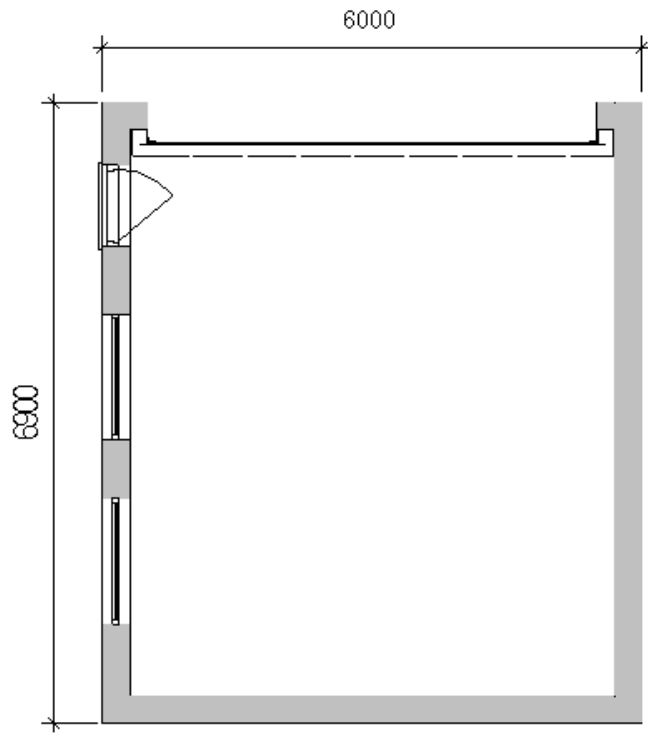


Alternative OPTION 1:

A detached garage with the same footprint and roof pitch (to match the bungalow) as the original application but reversing the roof line

Garage plan: 6.0 x 6.9m
Pitch 40 degrees
Gables to sides

- View A: Garage not visible when approaching 'up' Grange Road between No 32 and 34
- View B: Visible garage roof when directly opposite the driveway of No 34. Garage ridge line is lower than the dwelling due to site levels. Pitch orientation allows views through to the green space behind
- View C: Bungalow and garage gables visible from The Talbot car park.



Alternative OPTION 2:

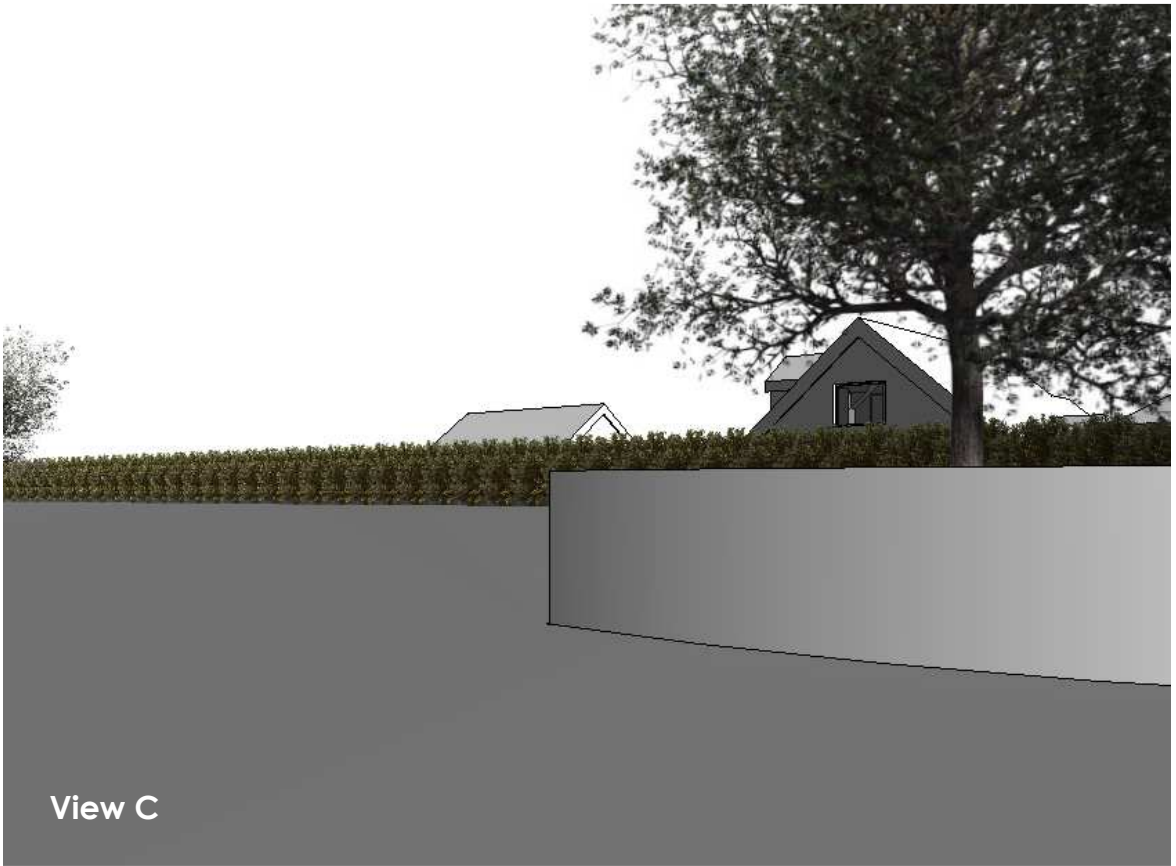
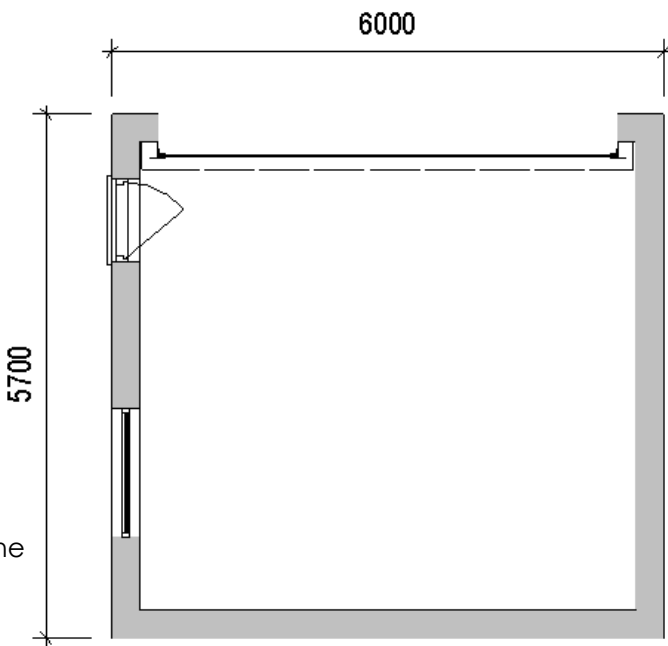
By omitting the 1200mm accessibility strip to the front of the garage parking space, the garage could be shortened to 5.7 x 6.0m. Whilst maintaining a traditional pitched roof, the angle has been reduced to 35 degrees in order to lower the ridge level

Garage plan: 6.0 x 5.7m
Pitch 35 degrees
Gables to front and rear

View A: Garage not visible when approaching 'up' Grange Road between No 32 and 34

View B: Visible garage gable when directly opposite the driveway of No 34. Garage ridge line is significantly lower than the dwelling due to site levels and reduced pitch. Pitch orientation allows views through to the green space behind

View C: Bungalow gable visible from The Talbot car park together with a small the section of upper tiled garage roof



Alternative OPTION 3:

By omitting the 1200mm accessibility strip to the front of the garage parking space, the garage could be shortened to 5.7 x 6.0m. Whilst maintaining a traditional pitched roof, the angle has been reduced to 35 degrees in order to lower the ridge level

Garage plan: 6.0 x 5.7m
Pitch 35 degrees
Gables to sides

View A: Garage not visible when approaching 'up' Grange Road between No 32 and 34

View B: Visible garage roof when directly opposite the driveway of No 34. Garage ridge line is significantly lower than the dwelling due to site levels and reduced pitch. Pitch orientation allows views through to the green space behind

View C: Bungalow and small section of garage gables visible from The Talbot car park.

