

DESIGN AND ACCESS STATEMENT

Proposed Detached Garage

**171 Woodhouse Lane
Bishop Auckland
Co. Durham
DL14 6JT**

Mr S Wall

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GLASPER LEE DESIGN

Architecture Planning Development

CONTENTS

1.0 INTRODUCTION 2

2.0 CONTEXT 2

3.0 DESIGN 4

4.0 ACCESS 7

1.0 INTRODUCTION

The following statement has been prepared in support of the planning application submitted for works at 171 Woodhouse Lane, Bishop Auckland. Works will include the construction of detached garage building to the front of the property along with associated planting.



Figure 1 - Aerial Image (Bing Maps)

2.0 CONTEXT

The application site is a detached dwelling located on Woodhouse Lane, Bishop Auckland which is made up predominately of larger detached and semi-detached properties within large grounds and large front gardens. To the rear of the property is open amenity land between the dwelling and Barrington Meadows and to the front of the site is Bishop Auckland College and further open amenity space. The area proposed for the garage is an open area of land to the front of the property currently used as a driveway. To the front boundary there is a brick wall with a timber fence recently installed to provide the owner more privacy given the open nature of the front driveway. There is boundary planting to both the west and east of the site on neighbouring properties.



Figure 2 - Roadside View Looking West (Google Maps)



Figure 3 - Roadside View Looking North (Google Maps)



Figure 4 - Roadside View Looking East (Google Maps)

3.0 DESIGN

It is proposed to construct a detached garage building to be used for the garaging and secure storage of the applicants' personal vehicles and belongings given the lack of a garage on such a large property. The garage will have an external footprint of 6.515m (width) and 7.190m (depth) which allows for the minimum internal size of 6x6m under the Councils Parking and Accessibility SPD 2023 for a double garage and allowing for additional storage space for potential cycle, mobility scooter, and motorbike storage. The height of the garage is limited, with 2.5m to the eaves and 3.9m to the ridge. The garage is a simple rectangular structure and incorporates a hipped pitched roof. The walls will be finished with closely matching red facing brickwork and red concrete tiles with white rooflines and black guttering, so the garage sits in harmony with the host dwelling. The garage is also set down into the existing topography on the site given the sloping nature of the front driveway, which can be seen on the enclosed site section drawing. These measures are designed to limit the impact of the garage on the streetscene. Along with the proposed garage. Planting is proposed to the front boundary to screen the property from the roadside for privacy, however it is noted that this does need formal planning permission.

In terms of visual impact and consideration when considering Policy 29 of the County Durham Plan, 171 Woodhouse Lane sits at the apex of a bend in the road, and on the brow of a hill. What is more apparent at 171 is that it has a vast amount of front garden space which is unusual. Previous owners have landscaped the area, but it can be said it is a large space that you wouldn't typically find on a property in the locality. The street scene of Woodhouse Lane in the location is not entirely open, there is a mixture a large, planted areas and tall boundary walls which do enclose other properties to make them private on a busy road. This being a reason why the applicants have installed the new fence when they recently moved into the property.

DESIGN AND ACCESS STATEMENT – 171 WOODHOUSE LANE, BISHOP AUCKLAND

With respect to the site levels, spot levels have been taken on site and it is shown on the site section how the levels descend towards the house. It is intended that the garage building will be dug into the ground, using the lower wooden sleepers in the existing garden as the base point and as the garage comes towards the road it is dug into the ground. The site section shows the left-hand corner of the garage cut off as the ground on the section is higher as it slopes to the house and because the garage cuts into the ground, the land will slope towards the garage door in front of it. This approach has been chosen to reduce the impact of the garage so that it is kept as low as possible in the topography.

With relation to the vantage points, 171 Woodhouse Lane is in a unique position being at the apex of the brow of the hill and on the turn of the road. When travelling from the east there is no clear long-distance view of the property until you are right on top of this because of existing planting to the street scene frontage, and then the sharpish right hand turn of the bend and descend down the bank which means any view/aspect of the frontage is limited. Figure 2 provides this vantage point.

When travelling from the west the frontage again is concealed (a little more open this approach than the east) with planting and boundary treatments until you make that left turn and head down the straight road along the rest of Woodhouse Lane. When viewing the front of the property head on from the road, the lowered topography and design of the garage does not look overbearing with the main dwelling sitting in the backdrop. The proposed planting will also provide additional screening of the frontage and will provide a significant screening of the garage from the public perspective. Figures 3 and 4 provide these vantage points.

Given the distance from the road, the design approach, the height of the structure (at 3.9m to ridge, 2.5m to eaves), the shielding of boundary treatments; proposed and existing planting to the front and side, and how it is sank into the topography at a lower level than the road which is much higher, the correct design approach has been provided so that the applicants can build a modest double garage which is not unreasonable to ask for in a domestic setting for a large detached house in extensive grounds. For these reasons there is no significant adverse impact that would conflict with Policy 29.

In relation to the Councils Residential Amenity Standards SPD, it is noted that:

'Domestic garages and outbuildings should generally follow the same guidelines as those for extensions and should be of a high quality of design especially where they are proposed in a prominent location'.

'Garages should be subordinate to the house and unobtrusively sited in relation to existing houses and the street scene'.

'Garages to existing dwellings should be designed to incorporate design features of the original dwelling and should normally be constructed of materials used in the construction of the original dwelling. They should incorporate a pitched roof design to reflect the character of the host dwelling'.

DESIGN AND ACCESS STATEMENT – 171 WOODHOUSE LANE, BISHOP AUCKLAND

It is therefore concurred given the design principals applied above, the proposed garage would be compliant with these requirements under Residential Amenity Standards SPD.

There is also a precedent for structures to the front of properties in the local area. Figure 4 below provides two examples of an existing built and approved garage, and a garage recently approved, under construction garage just 0.9miles away at Etherley Grange which will have been part of the same district prior to the merging of the old district councils in County Durham.



Figure 5 - Garages at Etherley Grange

There are also further examples of another garage to the front of a property approved and built in Etherley Grange another 0.3miles away in Figure 6 below.



Figure 6 - Garage at Etherley Grange

What is comparable to the two locations is that they are both a row of large dwellings of detached and semi-detached nature which has larger front gardens. What can be seen from these examples is that

DESIGN AND ACCESS STATEMENT – 171 WOODHOUSE LANE, BISHOP AUCKLAND

by the correct design, massing, and use of materials is that garages to the front of properties can successfully integrate into the street scene, even with limited planting and screening. The garages from these examples all sit subservient to the main dwelling and utilise materials from the host dwelling making them an appropriate design. This is no different to what is being proposed at 171 Woodhouse Lane and again provides further evidence that the requirements of Policy 29 can be met. It is acknowledged that 2 of these garages will have been approved before Policy 29 of the County Durham Plan; however, Policy 29 is a General Design Policy which existed in its own form in the former Wear Valley District Plan and these garages will have been judged on very similar criteria, which has duly been judged as being acceptable.

4.0 ACCESS

Existing access arrangements and parking would remain as existing. There would be no reduction parking spaces from the development. It is proposed to install an EV charger to the garage too in compliance with the Parking and Accessibility SPD 2023.