
PLANNING STATEMENT

ERECTION OF A DETACHED GARAGE

11 Barrie Road | Hinckley

536-080826 REV A

1. Introduction

- 1.1 This Planning Statement has been prepared in support of a householder planning application for the erection of a detached garage and workshop within the rear garden of 11 Barrie Road, Hinckley.
- 1.2 The proposed building is intended to provide secure garaging for the occupier's vehicles, including a long-wheelbase van, together with associated domestic storage and workshop space.
- 1.3 The building would remain wholly ancillary and incidental to the residential occupation of No. 11 Barrie Road. No separate residential accommodation or independent commercial use is proposed.
- 1.4 The practical requirements of the occupier necessitate a building with sufficient internal height to accommodate the long-wheelbase Sprinter van/motorhome whilst also providing sufficient working clearance to safely access the roof of the vehicle for inspection, cleaning and maintenance.
- 1.5 Due principally to its height and its proximity to the site boundaries, the building falls outside the dimensional limitations applicable to domestic outbuildings under permitted development rights. Express planning permission is therefore sought.
- 1.6 The requirement for planning permission does not, however, establish that the scale or height of the building is inappropriate. The proposal falls to be assessed upon its individual planning merits, having particular regard to its effect upon the character and appearance of the area, neighbouring residential amenity and highway considerations.

2. Site and Surroundings

- 2.1 The application relates to an established residential property at 11 Barrie Road, Hinckley, within the built-up residential area of the town. The submitted Location Plan identifies the application dwelling together with its long rear residential curtilage.
- 2.2 The property benefits from a substantial rear garden extending away from the dwelling towards an existing rear access.
- 2.3 The proposed garage would be positioned towards the rear of the residential curtilage and would therefore be well removed from the principal Barrie Road frontage. The submitted Site Plan demonstrates the relationship between the dwelling, garden, proposed garage and rear access.
- 2.4 An important characteristic of this particular group of properties is the presence of existing detached garages and substantial domestic outbuildings within the rear parts of adjoining residential plots.
- 2.5 These buildings are accessed independently from the rear and consequently form an established group of domestic garaging which is largely separate, in visual terms, from the conventional residential streetscene along Barrie Road.
- 2.6 The proposal would therefore not introduce an unfamiliar form of development into the locality. Rather, it would continue an established pattern of substantial detached garaging within the rear gardens of these properties.

3. Relevant Planning History and Comparable Development

- 3.1 Of particular relevance to the present application is planning permission 16/00479/HOU, relating to 7 Barrie Road, for the:
- "Erection of garage at rear."
- 3.2 That proposal comprised a substantial detached garage measuring approximately 9 metres by 5 metres, positioned within the rear part of the residential property and accessed from the track leading from Ashby Road.
- 3.3 In determining that application, the Local Planning Authority identified the principal planning considerations as:
- impact upon the character of the area;
 - impact upon neighbouring residential amenity; and
 - impact upon highway safety.
- 3.4 In respect of character and appearance, the Officer's delegated report noted that the proposed garage was located approximately 30 metres from the dwelling and would principally be visible from adjoining rear gardens and the rear access track.
- 3.5 Importantly, the Officer also recorded that similarly sized and styled garages were already situated adjacent to the proposed building and concluded that the development would not adversely affect the character of either Barrie Road or the rear access.
- 3.6 In respect of residential amenity, the Council concluded that the rear location of the garage, adjacent to existing detached garaging, meant that there would be no unacceptable impact arising from loss of light, overbearing effect or loss of privacy.
- 3.7 The Council also found the use of the established rear access arrangement acceptable and concluded that the garage would not materially intensify the level of vehicular activity using the access.
- 3.8 Planning permission was consequently granted.
- 3.9 The approved drawings for application 16/00479/HOU show a substantial rectangular garage with a pitched roof and large vehicular door opening, closely reflecting the general form and function of the development now proposed.
- 3.10 The present proposal is modestly larger than the approved garage at No. 7 but remains directly comparable in terms of its domestic function, rear-garden location, overall form and relationship with the surrounding pattern of garaging.
- 3.11 Whilst each application must necessarily be determined upon its individual merits, planning permission 16/00479/HOU represents a particularly relevant site-specific comparison and demonstrates that substantial pitched-roof garaging has previously been considered acceptable within this particular rear-garden environment.

4. Proposed Development

- 4.1 Planning permission is sought for the erection of a detached garage/workshop towards the rear of the application site.
- 4.2 The proposed building would adopt a simple rectangular form measuring approximately 10.80 metres in length and 5.560 metres in overall width. The building would be positioned centrally within the 6.725 metre wide rear part of the site, retaining approximately 500mm clearance to each side boundary.
- 4.3 The building would incorporate a conventional dual-pitched roof at approximately 25 degrees, providing the additional internal height required by the occupier whilst retaining an appropriate domestic garage appearance.
- 4.4 The submitted section indicates approximately 3.5 metres clear internal height below the roof structure. This is required to allow the occupier's long-wheelbase Sprinter van/motorhome to be stored internally whilst also providing sufficient working clearance to safely gain access to the roof of the vehicle for inspection, cleaning and maintenance.
- 4.5 A large vehicular garage-door opening would be provided within the south-west elevation, facing the existing rear access and hardstanding.
- 4.6 A pair of doors approximately 1.8 metres wide overall would be provided within the north-east elevation facing towards the dwelling and rear garden.
- 4.7 These doors would allow the occupier to access the garage directly from the garden and pass through the building to the rear parking/access area. There is therefore no requirement to provide a separate pedestrian passage alongside the garage.
- 4.8 The proposed garage would be positioned with approximately 500mm clearance to both side boundaries. These clearances provide sufficient space for access to the external walls and rainwater goods for inspection and maintenance. The revised drawing expressly identifies these spaces as access to the rainwater goods and boundaries.
- 4.9 The arrangement also has the benefit of avoiding the creation of an unnecessary and potentially insecure passageway alongside the garage.
- 4.10 Both the south-east and north-west side elevations would remain entirely blank, with no windows or pedestrian door openings facing the adjoining properties.
- 4.11 The internal arrangement would provide sufficient space for the long-wheelbase van together with additional domestic storage/workshop space. The illustrative plan also demonstrates space for the storage of motorcycles or similar domestic equipment.
- 4.12 The external walls of the proposed garage/workshop would be finished in **timber cladding**, providing an appropriate domestic appearance which reflects the ancillary nature of the building and complements the established rear-garden setting. The roofing material will be selected to provide a similarly appropriate and recessive finish.

5. Planning Policy

- 5.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires planning applications to be determined in accordance with the Development Plan unless material considerations indicate otherwise.
- 5.2 The relevant adopted Development Plan includes the Hinckley & Bosworth Local Plan and the Site Allocations and Development Management Policies Development Plan Document.
- 5.3 Of particular relevance is Policy DM10 – Development and Design, which seeks development that complements or enhances the character of the surrounding area, having regard to matters including scale, layout, mass, design and materials, whilst avoiding significant adverse effects upon the privacy and amenity of neighbouring occupiers.
- 5.4 Policy DM18 – Vehicle Parking Standards is also relevant insofar as the development provides additional secure off-street vehicle accommodation.
- 5.5 Regard is additionally given to the Council's adopted design guidance and the relevant design and amenity objectives of the National Planning Policy Framework.

6. Planning Assessment

Principle of Development

- 6.1 The proposal represents a conventional domestic garage and workshop situated wholly within the established residential curtilage of No. 11 Barrie Road.
- 6.2 It would remain ancillary to the occupation of the existing dwelling and would not create a separate planning unit, independent residential accommodation or commercial premises.
- 6.3 There is therefore no objection in principle to the provision of domestic garaging within the residential curtilage.
- 6.4 Moreover, the immediate surroundings already contain a number of substantial detached garages and outbuildings. This particular form of development is consequently an established characteristic of the rear-garden environment.

Character and Appearance

- 6.5 The garage would occupy a discreet position towards the rear of the residential plot, well removed from the principal Barrie Road frontage.
- 6.6 As a consequence, the building would have little appreciable presence within the public streetscene. Its visual context would instead principally comprise the rear gardens, rear access and existing garages serving adjoining properties.
- 6.7 The proposed simple rectangular footprint and conventional pitched roof represent an appropriate domestic garage form and reflect the established character of neighbouring garaging.
- 6.8 At approximately 10.35 metres in length, the proposed building is substantial but remains proportionate to the unusually long residential plot within which it would sit.
- 6.9 Importantly, the surrounding development demonstrates that garages of considerable scale are already characteristic of this rear access.
- 6.10 The approved garage at 7 Barrie Road measured approximately 9 metres by 5 metres. The present proposal is therefore comparable in scale and general proportions to a building which the Local Planning Authority has already found acceptable within the same immediate rear-garden context.
- 6.11 The additional height required by the present proposal has a genuine functional purpose, namely to allow the occupier's long-wheelbase Sprinter van/motorhome to be stored within the building whilst retaining sufficient clear internal height to permit safe access to the roof of the vehicle for inspection, cleaning and maintenance.
- 6.12 Although that height takes the building outside the limitations of permitted development rights, those limitations determine whether an application for planning permission is required; they are not themselves a test of whether a building is acceptable in planning terms.
- 6.13 The appropriate consideration is therefore whether the actual height, scale and form of the proposed garage would result in material visual or amenity harm.
- 6.14 Given the building's secluded rear position, the substantial depth of the residential plots, the existing pattern of neighbouring garaging and the conventional pitched-roof design, no such harm would arise.
- 6.15 The proposal would therefore preserve the character and appearance of the surrounding residential area and accord with the design objectives of Policy DM10.

Residential Amenity

- 6.16 The garage has been deliberately designed and positioned having regard to its relationship with the adjoining residential properties.
- 6.17 Approximately 500mm clearance would be retained between the building and each side boundary, providing access to the external walls and rainwater goods for future inspection and maintenance.
- 6.18 Importantly, both side elevations would be entirely blank and would contain no windows or door openings facing the neighbouring properties.
- 6.19 Pedestrian access to the building would instead be provided through the north-east elevation facing towards the application dwelling and garden.
- 6.20 The proposed 1.8 metre wide doors would allow convenient movement between the dwelling/garden and the garage and would enable the occupier to pass through the building to the rear access area.
- 6.21 This arrangement removes the need for a separate pedestrian passage alongside either boundary and provides a secure and practical arrangement wholly within the application site.
- 6.22 Notwithstanding its increased internal height, the proposal remains a single-storey domestic outbuilding.
- 6.23 It would contain no first-floor accommodation, elevated platform or other feature capable of causing overlooking or loss of privacy.
- 6.24 Having regard to the rear-garden position of the building, its blank side elevations, the relationship with existing garages and the separation from the principal residential dwellings, the proposal would not result in an unacceptable loss of daylight, sunlight, outlook or privacy.
- 6.25 Nor would the building have an unacceptable overbearing effect upon neighbouring occupiers.
- 6.26 The workshop/storage area would be used solely for purposes ancillary to the residential occupation of the property and would not operate as an independent commercial or industrial use.
- 6.27 The proposal therefore satisfies the residential amenity requirements of Policy DM10.

Highway and Parking Considerations

- 6.28 The proposal would not create an additional dwelling or any other use likely to materially increase traffic generation.
- 6.29 Vehicular access to the rear of the properties is already established and serves existing residential garages and parking areas.
- 6.30 The proposed garage would face directly towards the existing hardstanding and rear access arrangement, enabling the occupier's long-wheelbase vehicle to be securely accommodated within the building.
- 6.31 The development would therefore provide additional secure covered parking rather than generate an additional parking requirement.
- 6.32 This conclusion is consistent with the Council's consideration of the nearby garage at 7 Barrie Road, where the established rear access arrangement was found not to result in an unacceptable intensification of vehicular activity.
- 6.33 There would consequently be no material adverse effect upon highway safety and the proposal accords with Policy DM18.

7. Biodiversity Net Gain

- 7.1 The proposal constitutes householder development and is therefore exempt from the statutory Biodiversity Net Gain requirement.
- 7.2 The development would take place wholly within an established domestic residential curtilage and does not involve the creation of a separate dwelling or a material change in the nature of the use of the land.

8. Conclusion

- 8.1 Planning permission is sought for the erection of a detached garage and workshop within the rear garden of 11 Barrie Road.
- 8.2 The building would provide secure garaging for the occupier's long-wheelbase van together with associated domestic storage and workshop space.
- 8.3 The proposed building would have a conventional 25-degree dual-pitched roof and approximately 3.5 metres clear internal height below the roof structure, providing sufficient headroom to accommodate the occupier's long-wheelbase Sprinter van/motorhome and allow safe access to the roof of the vehicle whilst stored internally.
- 8.4 The development is substantial but entirely compatible with the particular characteristics of the site and its surroundings.
- 8.5 Detached garages already form an established feature of the rear gardens serving properties on Barrie Road.
- 8.6 Most significantly, planning permission 16/00479/HOU at 7 Barrie Road approved a directly comparable 9 metre by 5 metre detached pitched-roof garage.
- 8.7 In determining that application, the Local Planning Authority concluded that the presence of existing neighbouring garages meant that the proposal would preserve the character of the area, avoid harm to neighbouring residential amenity and have no unacceptable highway consequences.
- 8.8 The present proposal follows the same established pattern of rear-garden development.
- 8.9 Its additional height is functionally necessary to accommodate the occupier's long-wheelbase Sprinter van/motorhome whilst also providing sufficient internal working clearance to access the roof of the vehicle for inspection, cleaning and maintenance. Given the building's secluded rear-garden location and the established surrounding garaging, that height would not result in any material planning harm.
- 8.10 Appropriate clearances of ~500mm have been retained to both side boundaries, allowing access to the building fabric and rainwater goods for maintenance. Both side elevations would remain blank, whilst pedestrian access would be provided through the building from the garden-facing north-east elevation.
- 8.11 This represents a practical and secure arrangement which would not result in any material impact upon neighbouring residential amenity.
- 8.12 The proposed building would remain wholly ancillary to the residential occupation of No. 11 Barrie Road and would not result in the creation of any independent residential or commercial use.
- 8.13 Overall, the proposal represents an appropriate and proportionate domestic addition which accords with the relevant provisions of the Development Plan.
- 8.14 It is therefore respectfully requested that planning permission be granted.