

37 BROOMHILL AVENUE, ABERDEEN

ERECTION OF GARAGE

For: Mr & Mrs P & N Strachan

Application Ref.	: P120691	Advert	:
Application Date	: 10/05/2012	Advertised on	:
Officer	: Sheila Robertson	Committee Date	: 8 November 2012
Ward: Airyhall/Broomhill/Garthdee (I Yuill/A Taylor/G Townson)		Community Council	: Comments received



RECOMMENDATION: Approve Conditionally

DESCRIPTION

The application site is located on the south east side of Broomhill Avenue, opposite the junction with Broomhill Place, extends to 272 sq. metres with a current site coverage of 35%, and is occupied by a 2 storey, semi detached dwelling house, and shares an access with the adjacent property at 35 Broomhill Avenue, which is on a slightly lower elevation than the application property. The rear garden ground drops steeply by approximately 2.4 metres from the immediate rear of the dwelling house resulting in a basement level to the rear of the property. The house has been extended to the rear by a 2 storey extension, providing a kitchen at ground floor level with additional accomodation at basement level, and by an entrance porch to the front elevation. Existing driveway to north east gable of property. Two sheds are located within the south east and south west corners of the rear garden. The rear garden boundary abuts the old railway line walkway and is screened by mature trees. The south west boundary is screened by a 1.2 metre high wall topped with 1.5 metre high fence panels. The north east boundary is screened by 1.8 metre high fencing.

HISTORY

96/0513 – Erection of front porch.

98/0731 – Erection of rear extension.

A5/0149 - Formation of pitched roof above existing flat roof of dwelling house.

PROPOSAL

Permission is sought to erect a garage extending 8.2 metres along the mutual south eastern rear garden boundary, set back approximately 8 metres from the rear elevation of the dwelling house, 3.7 metres wide with a shallow pitched roof. Due to the drop in ground levels, up to 1.5 metres of underbuilding will be required to permit the floor of the garage to be level with the existing driveway, resulting in the height of the garage to roof ridge varying from 3 metres at the entrance to 4.2 metres to the rear. A small section of garden ground to the front of the proposed garage would also be required to be raised by 1.5 metres to match the level of the existing driveway. The garage would be finished with wet dash render to match the existing dwelling, profiled metal roof sheets, 2 windows to the south western elevation and garage door to front elevation. A 0.9m high blockwork wall topped with 0.9 m fencing will be erected for a 7 metre section along the south eastern boundary, when measured back from the garage. The existing sheds within the rear garden will be removed.

Folowing submission of the application, the plans have been amended to include a reduction in the length of the garage, alteration of the roof profile from monopitched to pitched and an increase in the distance of the garage from the rear elevation of the dwelling house.

REASON FOR REFERRAL TO SUB-COMMITTEE

The Community Council has objected to the proposal as well as 3 letters of representation having been received, therefore, in terms of the Council's Scheme of Delegation, the application is required to be determined by the Development Management Sub-committee. The objections are based on the originally submitted plans prior to amendments being received.

CONSULTATIONS

ROADS SECTION –No observations.

ENVIRONMENTAL HEALTH –No observations received.

COMMUNITY COUNCIL –The Community Council has raised concerns regarding overdevelopment of the site.

REPRESENTATIONS

3 letters of representation have been received, and one from the Community Council, objecting to the proposals. The material planning considerations raised in objection are summarised below:

- Discrepancies in submitted plans.
- Excessive height, length and scale of garage resulting in over development of the site.
- Loss of daylight and overshadowing of neighbouring properties.
- Width of access to garage is insufficient, therefore garage cannot be used as such.
- Potential use of the garage as workshop/ storage premises.

PLANNING POLICY

Aberdeen Local Development Plan (2012)

Policy D1 - Architecture and Placemaking

To ensure high standards of design, new development must be designed with due consideration for its context and make a positive contribution to its setting. Factors such as siting, scale, massing, colour, materials, orientation, details, the proportions of building elements, together with the spaces around buildings, including streets, squares, open space, landscaping and boundary treatments, will be considered in assessing that contribution.

Policy H1 - Residential Areas

Within existing residential areas (H1 on the Proposals Map) and within new residential developments, proposals for new residential development and householder development will be approved in principle if it:

1. does not constitute over development;
2. does not have an unacceptable impact on the character or amenity of the surrounding area;
3. complies with Supplementary Guidance contained in the Householder Development Guidance.

EVALUATION

Following a detailed assessment of the site and the submitted plans, the amended proposals are considered to comply with the relevant policies for the following reasons:

Policy D1: Architecture and Placemaking

- The proposed garage is subservient to the original dwelling house and of domestic scale, its mass and proportions are considered acceptable in relation to the existing dwelling house and plot size, resulting in a garage with

a floor space of 30.34 sq. metres, less than a standard double garage. Taking into account removal of the existing sheds, site coverage would remain identical to existing, which is considered acceptable within the context of the surrounding area and compares favourably with neighbouring properties. Over development of the site is therefore considered not to be an issue.

- Sufficient useable rear garden ground would be retained after development, extending to approximately 84 sq. metres, excluding the area of extended driveway, and representing 65% of the available rear garden ground.
- The proposed garage has been designed to integrate with and complement the existing dwelling house in terms of materials used for external finishes and has been positioned towards the rear of the plot so as to minimise impact to the immediate rear garden ground pertaining to the nearest properties. Taking into account the steep fall in the rear garden ground levels and the requirements for drainage, there is no alternative other than to introduce an area of under building and raising of garden ground level to the front of the proposed garage to allow level access into the garage from the existing driveway. There are numerous garages of similar design and location along this section of Broomhill Avenue.

Policy H1: Residential Areas. Householder Development Guide

- There are no specific guidelines relating to erection of domestic garages, however all development is expected to be architecturally compatible in design and scale with the original house and its surrounding area. Materials should be complementary to the original building. Any development should not overwhelm or dominate the original form or appearance of the dwelling house. No more than 50% of the rear garden should be covered by development. In this instance the proposal is considered to generally comply with the above guidance.
- With regard to impact on residential amenity, no development should result in a situation where amenity is 'borrowed' from an adjacent property. The proposed garage is considered to be set sufficiently distant from neighbouring properties to ensure no detrimental impact in terms of loss of daylight or overshadowing.
- Calculations using the "45 degree rule" as set out in the British Research Establishment's Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice' indicate that the garage, which would be located 8.3 metres distant from the window to the rear of the nearest property to the north east (No 35), would have no detrimental impact in terms of loss of daylight to the interior of the property. Since daylight is ambient there would be no loss of daylight to their rear garden. There is no impact in terms of loss of light to the adjoining property at No 39 due to separation distance.
- Turning to the impact in terms of overshadowing to No 35, the orientation of the proposed garage and its distance are important factors. Over shadowing calculations for this property, located to the northeast of the proposed garage, indicate that, due to the drop in ground levels, the proposed garage would cast a shadow on a 4 metre wide strip of garden ground to the side of the garage, extending eastwards from the mutual boundary, and occurring for a short period during late evening, particularly during spring and autumn. The

additional overshadowing is not considered to be unduly onerous since the affected area does not form part of the main area of useable rear garden, being located 8 metres distant from the rear of the dwelling house. The additional overshadowing caused to this property is considered not to be of sufficient magnitude or duration to warrant refusal of the application. There is no overshadowing to the property to the west due to the separation distance.

- The proposed garage is considered not to impact detrimentally on residential character and visual amenity since it would not be readily visible from a public elevation, only a small section would be visible from the street, and its front elevation would be of similar height and appearance to many garages within the same side of Broomhill Avenue.

With regard to the other issues raised by the objectors, it is acknowledged that the narrow width of the shared access is likely to prevent a car accessing the garage, however it can still be classed as a garage as the applicant intends to store motorcycles. No objections have been raised by the Roads Section. The proposed garage remains acceptable in terms of domestic requirements, any potential use as a domestic workshop/store is considered to be an appropriate use within the context of the associated house and surrounding area. A suitable condition will be attached to the grant of planning permission to ensure that the garage is not used for any purpose other than that which is ancillary to the domestic use of the dwelling house.

The plans have been amended since originally submitted, correcting several minor discrepancies highlighted by an objector.

RECOMMENDATION

It is recommended that approval is granted with the following condition:

- (1) that the garage hereby granted planning permission shall not be used for any purpose other than that which is ancillary to the domestic use of the dwelling house - in order to preserve the amenity of the neighbourhood.

REASONS FOR RECOMMENDATION

The proposed garage is considered to be of acceptable scale, materials and design and of domestic proportions. The proposal does not conflict with Policies D1 and H1 in the Aberdeen Local Development Plan and the supplementary guidance, with no adverse impact on the residential character and visual amenity of the area. The proposed garage is considered to be located sufficiently distant from neighbouring properties to ensure no impact in terms of loss of daylight and minimal overshadowing thereby maintaining current residential amenity.

Dr Margaret Bochel

Head of Planning and Sustainable Development.