

Design and Access Statement – Broadings, Anna Lane, BB7 4NZ

This design and access statement is submitted in support of a householder planning application for the erection of a double (2-car) open fronted Oak framed garage.

General Overview:

Broadings is a detached 4-bedroom residence with separate 1-bedroom annexe. The property is built in traditional style using random stone walls, stone cills, jambs and heads and dual pitched roof with part stone, part slate coverings. Broadings is located on a single width country lane with no public access paths running across the site. The property is located within the AONB area.

Broadings comprises land and gardens extending to 21 acres. The lands are currently used for the grazing of sheep and leisure activities. The property is accessed off Anna Lane with the principal drive and car parking area located to the western elevation of the main residence.

The site is located at around 178 metres above sea level, which renders it susceptible to inclement weather including heavy snowfall and ice. This together with the sites lack of covered car parking facilities, significantly hampers the applicants enjoyment and use of the property. This application seeks approval to construct a modest Oak framed, open fronted double (2 car) garage for a purpose incidental to the applicants enjoyment of the property.

Proposals in respect of access and layout of the proposed development:

No changes are proposed in respect of access or layout arrangements to the site. Access will remain as per existing, accessed off Anna Lane via a sweeping block paved and gravel driveway. It is proposed that this access will provide direct access to the proposed double Oak framed garage. Please see photograph beneath to show the existing access arrangements – photograph taken looking north from Anna Lane.

Photograph PH1:



Proposals in respect of the scale and appearance of the proposed development:

The proposed double Oak framed, open fronted garage would be located on the sites western boundary, set back 6840mm from the principal residences gable. This location has been chosen on the basis that it maintains the existing site access and will provide sufficient and safe turning room for drivers to enter the site in forward gear and reverse into the garage, thus enabling vehicles to exit the site in forward gear. This represents a significant highways safety improvement over the current arrangement where the applicant and visitors often have to reverse out of the site onto the highway. It is also intended to install an electric charge point within the garage, providing the owners with covered EV charging points.

The proposed location has also been chosen on the basis that it will incorporate the footprint of an existing timber framed shed located on the site. The existing sheds footprint is 5.27m² (1850mm wide by 2850mm deep), with an eaves height of 2.3m and a ridge height of 3m (taken from the ground level on the drive). The poor aesthetic design and construction of this shed creates an eyesore and its removal in favour of a more appropriate design is deemed beneficial to the overall setting. Please see the following photograph taken looking west from the gable elevation of the principal residence.

Photograph PH2:



The ground levels located immediately behind the proposed garage to the western elevation rise with AOD of 180m at its highest north westerly point (at the point where the north western corner of the proposed garage would be sited) compared to a baseline AOD of 178 found across the existing drive and proposed garage ground level. The proposal to incorporate the garage into this sloping site thus represents an opportunity to reduce the visual impact of its rear and gable elevations by up to 2m. This change in level is best shown in photographs PH1 and the following photograph taken from the rear of the property looking south.

Photograph PH3:



The existing hedge row and tree line located within the applicants site boundary along Anna Lane and Knotts Lane, together with the sloping ground levels found between them and the proposed garage serves to provide additional visual screening from the highway. There are no residential properties nearby that have views over the proposed garage.

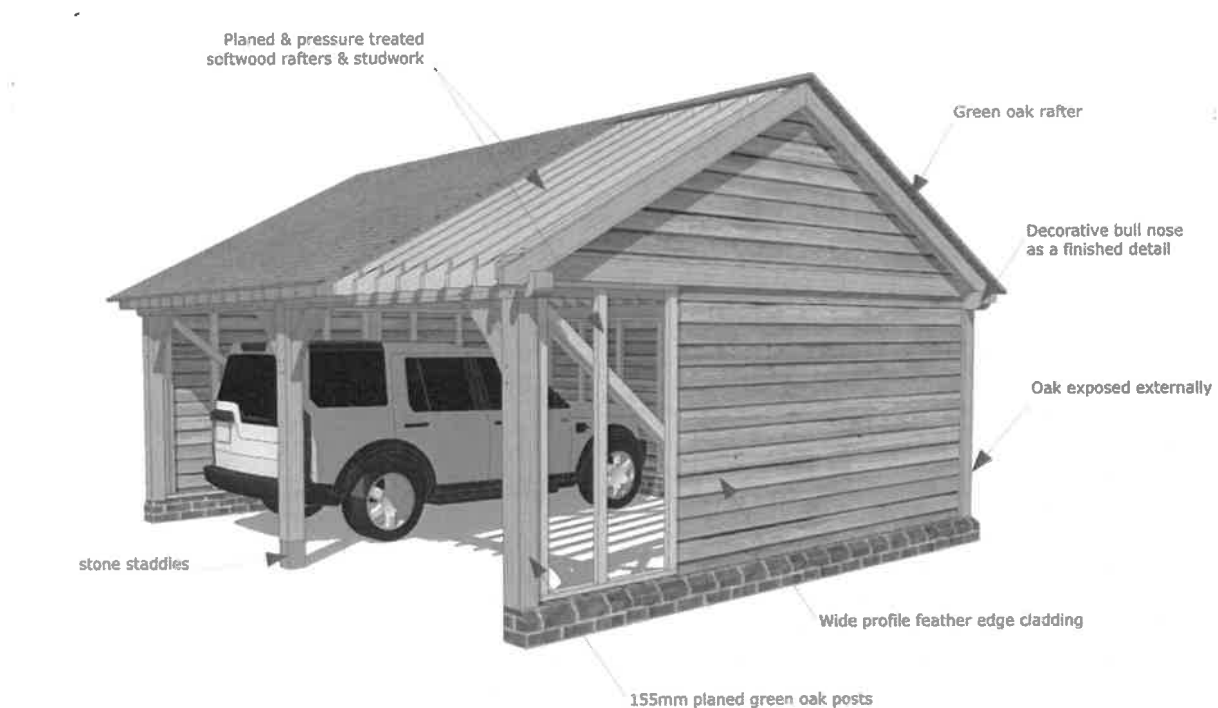
The proposed garage design has been selected so as not to dominate the site but instead compliment the character of the main dwelling and its surroundings. The proposed garage is to be constructed using a green Oak frame with Oak dowels and cruck braces. These design features are intended to reflect the external features found on the main residence such as its oak framed barn window and porch canopy.

It is proposed that the garage will be clad using wide profile overlapped Oak featheredge (clear wood protection finish) or Larch cladding should Oak cladding not be commercially available. The timber frame and cladding will sit upon a 225mm high dwarf stone wall to match the principal residence and the dry-stone walls that surround it. The roof is proposed to be a simple dual pitch with the natural dark grey slate roof coverings with matching interlocking ridge tiles. These treatments are intended to compliment the roofing design found on the principal dwelling. A modest <200mm roof overhang is proposed to all elevations, so as to provide increased weather protection and aesthetically soften the roof and wall apex

abutment. Heritage style aluminium rainwater goods are proposed to the front and rear elevations finished in RAL black.

The following image (IM1) is representative of the applicants proposed open fronted Oak frame design (albeit with a natural stone dwarf wall detail).

IM1:



The size of the proposed double garage has been kept to an absolute minimum, with the ridge height proposed at 3950mm and the eaves height proposed at 2150mm, both treatments intended to satisfy the size requirements of modern-day vehicles whilst also achieving a roof pitch of 30 degrees, deemed necessary for the effective use of natural slate roof coverings. The proposed ridge height at 3950mm is taken from the lowest ground level (AOD 178) for which the visual impact of the ridge will be lessened by nature of its proposed incorporation into the area of sloping ground, with AOD 180 having the impact of reducing the ridge height when viewed from Knotts Lane to just 1950mm height.

The proposed garage has external dimensions of 6000mm width by 5410mm depth, resulting in an external footprint of 32.46m² (internal floor area 29.98m²). After deduction of the existing timber sheds footprint at 5.17m², this represents the creation of 27.19m² of new development on site. The reduced depth of the garage at 5410mm external, accounts for the garages open fronted design and a desire to push the garage away from the gable elevation of the main residence.

The garages external measurements closely reflect the recommended sizes of planning authorities inc Mid Devon and Buckinghamshire who advocate fully enclosed double garages to have a size of 6m x 6m - please see <https://www.middevon.gov.uk/media/179463/garage-widths.pdf>

Proposals in respect of the landscaping in the proposed development:

Broadings benefits from an abundance of mature trees and hedges, with the majority of these being located along the applicants field boundary's. The applicant has over recent years improved the biodiversity of the site, planting a new native Hawthorne hedge along the eastern boundary and in 2019 the applicant did lay 180m of hedge located along the field boundary with Knotts Lane.

One Alder tree with a girth of 19cm and height <5m, lies within the footprint of the proposed garage (please see photograph PH2) and as such this tree would need to be felled in order to enable construction works to proceed.

The applicant proposes to mitigate the loss of this single tree by planting a new 40m length of hedge (species type *Fagus Sylvatica*) along the boundary between the site and the applicants top field lying to the west (planted in the next available planting season after approval of planning). This hedge would run from the proposed garage to the existing stable block and would be interspersed with 6 No native streetscape trees of size 8-10cm girth. This proposed hedge with interspersed trees will compliment the aesthetics of the site, improve biodiversity and further screen the proposed garage and its rear elevation from the view of Knotts Lane.

The only other tree in proximity to the proposed garage is a mature Ash located 7150mm away from the garages nearest southern elevation. Arboriculturalists advising have confirmed this Ash tree is in the early stages of Ash dieback with a limited lifespan remaining. This tree is bounded by 1m high dry-stone walls, which together with its distance away from the proposed garage affords it adequate protection during construction works.

The following photograph PH4 shows the existing boundary treatments and screening referred to above plus the proposed location of the new hedge planting scheme.

PH4:



The proposed garage is framed on both sides by existing dry-stone walls with shrub planting within (please see photograph PH1). The height of these dry stone walls vary according to the ground levels behind them, with the two tier dry stone wall located to the north west of the proposed garage being 2000mm in height. No alterations are proposed to these existing structures. It is proposed that following completion of excavations for the proposed garage, the higher level of ground (AOD 180) located immediately behind the proposed garage will be retained using gabion baskets filled with stone. The height of the gabions would be finished slightly below the ground level, top dressed with soil and turfed over with the existing metal 5-bar estate fencing (please see photograph PH2) set into the gabions to preserve the boundary line and prevent potential fall hazards. As such the gabions would not be visible when looking from the western boundary and would be screened when viewing from the eastern direction by the proposed garage and its cladding.

Proposals in respect of how heritage asset issues have been addressed in this proposed development:

Whilst the development site is not located within a conservation area or close to any listed buildings or scheduled monuments, it is located within the Forest of Bowland AONB. As such the proposal has been developed with the aim of providing a high quality design and environmental standard, respecting the local areas distinctiveness, being complementary in form and scale with its surroundings and taking the opportunity to enhance its setting and minimise its carbon footprint.