

## **SECTION A – MATTERS FOR DECISION**

### **Planning Applications Recommended For Refusal**

<b><u>APPLICATION NO:</u> P2017/0921</b>	<b><u>DATE:</u> 27/09/2017</b>
<b>PROPOSAL:</b>	Detached garage with dormer
<b>LOCATION:</b>	66 Victoria Road, Sandfields , Port Talbot SA12 6AD
<b>APPLICANT:</b>	Mr Dean Devonald
<b>TYPE:</b>	Householder
<b>WARD:</b>	Sandfields East

### **BACKGROUND INFORMATION**

Cllr Latham requested on 5<sup>th</sup> October 2017 that the application be heard at Planning Committee (if recommended for refusal) as he considered it would not have a detrimental effect on neighbouring properties or the visual amenity of the area. He also requested that a site visit be undertaken prior to the committee meeting.

The “committee call-in panel” agreed to the request for the application to be heard by Planning Committee, but declined the site visit as it was considered that sufficient photographs could be provided as part of the presentation slides in order to assess the application.

### **LINK TO RELEVANT PLANS/ REPORTS**

All plans / documents submitted in respect of this application can be viewed on the [Council’s online register](#).

### **SITE AND CONTEXT**

The application site is located at 66 Victoria Road, Sandfields, Port Talbot.

The application site comprises a two-storey semi-detached dwelling with associated garden areas to the rear and an existing single-storey garage. It is bounded by Victoria Road to the north, residential dwellings to the east and west and an adopted rear lane to the south. It is noted that there are a number of rear garages, accessed off the rear lane, on a number of neighbouring properties. Furthermore, there is a football ground with associated grandstand to the south of the rear lane.

## DESCRIPTION OF DEVELOPMENT

This is a full planning application for the erection of a detached garage with dormer to the rear.

The proposed garage would measure 7m wide by 7.8m in length, and would reach a maximum height of 5.2m. It is designed with a gable-ended ridged roof with the ridge running north-east to south-west. It is designed with a roller-shutter door and flat-roof dormer with two windows to the front elevation with French-doors and two Velux roof-lights to the rear elevation.

The building is proposed to be finished with rendered and dashed walls with concrete tiles to the roof. The dormer is proposed to have rendered and dash sides with vertical-tile hanging to the front. The building would provide garaging at ground-floor, with a playroom within the roof-space/dormer. It would be sited within the rear garden area and set 500mm back from the boundary with the rear lane.

## NEGOTIATIONS:

Following an earlier refusal (P2016/0801), a revised submission was received (under a previous application P2017/0865, which was never validated). The agent was informally advised at that time that the proposed large garage with dormer was likely to be considered unacceptable in terms of visual amenity, and should be significantly reduced in size, while any dormer should be set down further below the ridge-line and set up from the wall plate and in from the sides. They were also advised that such dormer should be located to the rear lane elevation, to avoid any potential conflicts with neighbouring residential properties. Notwithstanding this advice, the applicant decided to submit this application.

## PLANNING HISTORY

The application site has the following relevant planning history: -

- P2016/0801 Detached garage – Refused on 29/11/16 on following grounds:
  1. The proposed garage by reason of its excessive height, will result in a dominant structure which would appear incongruous in relation to the smaller scaled garages/ outbuildings which are in existence in the

rear gardens of the properties located in this street and would materially harm the character and appearance of the area. Hence, the proposed development does not accord with Policies SC1 and BE1 of the Neath Port Talbot Local Development Plan and Technical Advice Note (TAN) 12: Design.

- P2017/0865 Detached garage with first-floor rear dormer to playroom – Returned to Applicant.

## CONSULTATIONS

**Head of Engineering and Transport (Highways Section):** No objection, subject to conditions.

## REPRESENTATIONS

The neighbouring properties were consulted on 09/10/17, with a site notice displayed on 04/10/17. In response, to date no representations have been received.

## REPORT

### Planning Policies

The Development Plan for the area comprises the Neath Port Talbot Local Development Plan which was adopted in January 2016, and within which the following policies are of relevance:

### Topic based Policies

- [Policy SC1](#) Settlement limits
- [Policy TR2](#) Design and Access of New Development
- [Policy BE1](#) Design

### Supplementary Planning Guidance:

The following SPG is of relevance to this application: -

- [Parking Standards](#) (October 2016)
- [Design](#) (July 2017)

## Issues

Having regard to the above, the main issues to consider in this application relate to the impact on the visual amenity of the area, the amenities of neighbouring residents and highway safety.

### Impact on Visual Amenity

As noted above, an earlier proposal for a large-scale, 6m high garage with accommodation at first floor level was refused in November 2016, on the grounds that it would amount to a dominant structure which would appear incongruous in relation to the nearby smaller scaled garages/outbuildings, and thus be harmful to the character and appearance of the area.

The current scheme has been amended to reduce the overall height to 5.2m, but remains to the full width of the plot (7m) and 8m deep. It also now proposes a substantial flat-roofed dormer to the lane elevation, with a nominal set down from the main ridge and which extends upwards from the side gables, rather than sitting within the roof plane.

In considering the local context, it is noted that on the 'residential' side of the rear lane there are existing single-storey rear garages on the application site and the adjacent neighbouring properties, with a maximum height of approximately 4.3m (the existing garage). On the other side of the lane, the context is different, with a spectator's stand for Port Talbot Town Football Club's ground running along the boundary. Although long, when viewed from the rear lane the main stand / structure appears relatively small in scale, with a low mono-pitched roof fronting the land before rising up to a height of approximately 5.5m.

Slightly further along the rear lane from the application site, there is a two-storey flat roofed structure, measuring approximately 6m high, comprising a shop to the ground-floor and a first-floor function room above. This scale of building, however, is related to the football club context /side of the lane.

It should be noted that there are no other garages or outbuildings within the immediate area with a ridge height of over 4.3m (the approx. height of the existing building and adjacent garage). While there is a garage to the rear of Number 10 Victoria Road, which measures approximately 3.55m to eaves and approximately 5m to ridge level, this building does

not have a dormer and, moreover, is approximately 175m away such that it does not form part of the immediate context for this site, which comprises predominantly smaller, domestic-scale single storey garages.

Accordingly, within this local context, the proposed garage at 5.2m would be approx. 0.9m higher than any nearby outbuilding, and significantly higher than many of the other existing domestic garages/outbuildings in the local vicinity which make up the character of this rear lane.

Whilst the garage will be sited to the rear of the host dwelling, due to its height it would be visible when viewed from the rear lane (which appears to be well used by pedestrians – as observed on a number of occasions), the football ground and the wider surrounding area.

The garage would occupy the full width of the plot and at 8m deep would be significantly larger than a 'standard' double garage. While such depth in itself is not necessarily objectionable within the local context, this has the result of increasing its overall height and scale. Moreover, while such scale/height is of concern in its own right, the scheme incorporates a large-scale flat roofed dormer to the front (lane) elevation. This dormer extends from the side gables rather than sitting within the roof plane, and as a consequence substantially increases the massing and impact of the structure. Indeed, when viewed from the lane it would appear as a 5m high flat roofed structure on the edge of the lane, which is higher than the height of the street-lights along this section of the lane.

Accordingly, it is considered the proposed garage, by reason of its excessive height, depth and addition of a flat-roofed dormer (especially as there are no other garages with dormers in the area), would result in the introduction of a dominant structure within the rear lane that would appear incongruous in relation to the smaller scaled garages/outbuildings which are in existence, and would materially harm the character and appearance of the area. It would therefore be contrary to the objectives of Policies SC1 and BE1 of the adopted Neath Port Talbot Local Development Plan and the aims of Technical Advice Note (TAN) 12: Design.

#### Impact on Residential Amenity

The dwelling is a semi-detached house with a rear access lane onto which the proposed garage will access. The majority of the dwellings

within the immediate area have some form of outbuilding adjoining the lane. The proposed garage has been designed so that the roof will slope away from the neighbouring properties and will be sited between two neighbouring garages of differing sizes at the end of the garden, approximately 11.5m away from the rear part of the host dwelling. Given its roof design and the fact that both neighbouring properties benefit from rear outbuildings/garages, it is considered that the development will not result in significant overbearing and overshadowing impacts to the adjacent properties.

In respect of overlooking, the proposed garage will have patio doors in the ground floor rear elevation - the outlook of which will be predominantly over the rear garden of the application property with oblique views over the neighbouring gardens. Boundary walls with a height of approximately 1 metre are sited between the neighbouring properties at the lower garden level, as such, whilst the garage is not a habitable room, if the application had been recommended for approval, a condition would have been imposed requiring boundary treatments to be erected to a height of 1.8m, to ensure there were no unacceptable overlooking issues. Turning to the two Velux windows to the rear elevation, as these would be secondary to the windows in the dormer, it could be conditioned that these are fitted with obscure glazing to prevent any unacceptable overlooking upon the neighbouring properties and neighbouring garden areas. In respect of the windows to the dormer as these would overlook upon the Port Talbot Town Football Club and associated grandstands, it is considered that these would not create any unacceptable overlooking issues.

It is therefore considered that, subject to conditions, the development would not result in any unacceptable overlooking, overshadowing or overbearing impacts upon the occupiers of the neighbouring properties.

#### Parking and Access Requirements and Impact on Highway Safety

It is noted that the proposed garage replaces an existing smaller garage (albeit currently blocked up) and would potentially provide two parking spaces, accessed off the adopted rear lane, with the front wall set back 500mm. The Head of Engineering and Transport (Highways Section) offers no objection to the proposal, and it is therefore considered that the proposal would not have an adverse impact on highway and pedestrian safety.

## CONCLUSION

The decision to recommend planning permission has been taken in accordance with Section 38 of The Planning and Compulsory Purchase Act 2004, which requires that, in determining a planning application the determination must be in accordance with the Development Plan unless material considerations indicate otherwise. The Development Plan comprises the Neath Port Talbot Local Development Plan (2011–2026) adopted January 2016.

While the proposal would have no unacceptable impact on the amenities of neighbouring residents, or upon highway and pedestrian safety, the proposed garage, by reason of its excessive height, depth and addition of a flat-roofed dormer, which extends from the side gables rather than sitting within the roof plane, would result in the introduction of a dominant structure with the rear lane, which would appear incongruous in relation to the smaller scaled garages/outbuildings that are in existence in the rear gardens of the neighbouring properties, and would materially harm the character and appearance of the area due to its height and massing. Hence, the proposed development does not accord with Policies SC1 and BE1 of the Neath Port Talbot Local Development Plan and Technical Advice Note (TAN) 12: Design.

## RECOMMENDATION:            **Refusal**

(1) The proposed garage, by reason of its excessive height, depth and addition of a flat-roofed dormer, which extends from the side gables rather than sitting within the roof plane, would result in the introduction of a dominant structure with the rear lane, which would appear incongruous in relation to the smaller scaled garages/outbuildings that are in existence in the rear gardens of the neighbouring properties, and would materially harm the character and appearance of the area due to its height and massing. Hence, the proposed development does not accord with Policies SC1 and BE1 of the Neath Port Talbot Local Development Plan and Technical Advice Note (TAN) 12: Design.