

Design Statement

Proposal

The proposal is to:

- demolish the existing, large double garage and replace it with a single garage and car port with home working space above, in a slightly different position,
- alter the existing single garage to form a garden store, and
- realign the front driveway for improved access and visibility, and make associated changes to parking and turning space.

Existing Site and Context

Brandicove is a detached house standing in an elevated ca. ½ acre site. The chalet-bungalow style house is of rendered elevations with cast stone window surrounds, under a natural slate roof.

The existing garages are of mainly concrete block and render elevations under corrugated sheet roofs, and adjoin the north side of the trapezoid rear garden. Access is via a concrete driveway running close to the east boundary.

The site lies entirely within the village development limits and is surrounded by residential properties comprising an eclectic mix of styles, predominantly of natural or cast stone, generally set within larger plots and many with detached garages. This part of Brook Street is an unmetalled bridleway, with vehicular access for residences only.

The site lies within the Cranborne Chase and West Wiltshire Downs National Landscape. There are no listed buildings in the immediate vicinity and the site is outside the village conservation area.



Figure 1. Brandicove – a chalet-bungalow style house of rendered elevations and cast stone features under a natural slate roof



Figure 2. Existing Garages – concrete block elevations under a corrugated sheet roof

Evaluation

The existing double garage is in poor condition and too narrow to practically accommodate two cars of modern dimensions. At the same time the applicants, who have run their own design and consultancy business for over 15 years, have a pressing need for a dedicated home working space. The most efficient way of resolving these needs is to erect a replacement garage and to incorporate a home working space within it.

The site is well screened by existing vegetation and topology, despite being elevated above Brook Street. However, the applicants consider it important that the replacement garage structure sits comfortably within its setting, and should appear clearly subservient to the dwelling house whilst still reflecting similar elements.

Alternative arrangements were considered and rejected for various reasons, including siting the garage beside the house (excessive building massing appearing to fill the full plot width, and visibly obtrusive car parking) and adaptation of the existing building (structural limitations, unsuitable dimensions and awkward orientation relative to the house).

The proposals constitute a good solution, delivering the required functionality in an economical and aesthetically pleasing manner. Realignment of the driveway, whilst physically separate from the garages, aims to assure safe access, also for delivery and emergency vehicles, and contributes to visual screening of the garage and parking areas by avoiding a direct line of sight.

Design

Use

The existing domestic use will remain unchanged. There will be no loss of amenity for neighbouring properties or others.

Amount

The dimensions and appearance of the proposed outbuildings are shown on the respective plan and elevation drawings.

- Replacement garage 8.8 m x 5.04 m externally x 5.75 m high at the roof apex.
- Car port 5.30 m x 3.01 m externally x 5.75 m high at the roof apex.

The steeper roof pitch, relative to the existing garage B, allows for 28.7 m² of attic floorspace with ≥1.4m headroom.

- Existing single garage A will be reduced in size to 3.69 m x 3.69 m externally; apex of new pyramidal roof 4.05 m high.

The total ground area covered by the proposed and altered structures is 73.9 m². This compares with 59 m² for the existing garages, and an overall plot size (excluding the house as originally built) of 1249.5 m².

- Realigned driveway width 3.7 m minimum for the first 11.5 m, narrowing to 3.3m at the top (gateway); centreline radius 6.55 m at turn-in from Brook Street.

This will allow fire tender access within 45m of all parts of the replacement garage.

Layout

The proposals constitute a reworking of outside space and ancillary garden buildings to provide improved garage, storage, parking and turning space and a "home office", suitable for home/remote working. As described above, the layout has been arrived at taking into account the needs of the applicants, visual impact, building massing, vehicular access and turning.

By incorporating a home office within the detached garage structure a clear separation of work

and living spaces is achieved – widely accepted to be important for productivity and a healthy work/life balance.

By separating the garage and garden store into two distinct structures, albeit closely spaced, and opting for an L-shaped layout for the replacement garage, the perceived overall massing is reduced and conforms better with the house and wider neighbourhood.

The orientation of the replacement garage allows for a more compact parking/turning space and respects the house rather than the somewhat irregular boundaries. The south-facing windows look directly onto the house, minimising potential for overlooking of neighbouring properties. The west-facing roof presents a welcome opportunity to incorporate solar panels (the house roof being unsuitable due to its more complex shape).

Although single garage A is reduced in size, adequate storage for garden implements etc. is retained, whilst avoiding conflict with the replacement garage structure.

Scale

The replacement garage is dimensioned to reflect the increased size of modern electric vehicles with side space for cycle storage, with the car port intended for more frequent, day-to-day use. The L-shaped layout and dormer window keeps the roof ridge height to a minimum commensurate with an acceptable internal ceiling height of 2.1 m.

The open car port structure adjoining the garage contributes to a subservient relationship to the house.

Landscaping

Trees

Details of relevant trees are summarised in Table 1.

Table 1 – Trees											
Tree No.	Common Name / Species	Height (m)	Spread (m)				Stem dia. (mm)	RPA ¹ radius (m)	BS5837 Age class (Y SM EM M OM)	BS5837 Physiolog. Category (G F P D)	Observations
			N	S	E	W					
T1	Silver Birch <i>Betula pendula</i>	15	3	5	5	4	350	4.2	M	G	Ivy
T2	Silver Birch <i>Betula pendula</i>	15	4.5	6	5.5	6	540	6.48	M	G	Ivy
T3	Walnut <i>Juglans regia</i>	9.5	3	2	2.5	4	250	3.0	SM	F	Ivy. Some dead limbs, signs of squirrel damage.
T4	Hornbeam <i>Carpinus betulus</i>	8.5	2	2	2	2.5	140	1.68	Y	G	
T5	Sycamore <i>Acer pseudoplatanus</i>	16	6	6	5	6	350 (est.)	4.2	EM	G	Outside site boundary.

¹ Root Protection Area as calculated using the method described in BS5837:2012

The proposals will affect the existing walnut on the east boundary (T3). The car port footprint encroaches circa 6% into the theoretical root protection area and use of pad foundations for structural columns (rather than strip foundations) will further reduce the impact: the residual impact on the tree is considered minimal. The applicants acknowledging that crown lifting and/or thinning may be required from time to time (as is the case today).

The birch tree at the south end of the driveway (T1) stands close to the existing concrete driveway surface: it is likely to benefit from removal of the impervious concrete surface.

Drainage

Rain water from roofs and impervious driveway surfaces will be directed to on-site soakaways (the soil is freely draining).

Appearance

The external finishes for the replacement garage have been chosen to harmonise with the existing house and surrounding properties, without mimicking the house in miniature. Lime-based renders provide a different aesthetic effect to cement render – a less uniform appearance, and softer corners – and it weathers in a manner more in keeping with the natural stone traditionally used in the village. Use of weatherboarding on the gables contributes to the a subsidiary appearance.

The external finishes proposed for the garden store will give a more rustic appearance and texture, distinct from the garage.

The rooflines and overall massing aim to reflect the variety and scale of surrounding properties.

Access

The property is currently accessed from Brook Street via a concrete driveway which meets the highway at an acute angle and follows the east boundary past the house to the rear garages – an arrangement that presents problems for larger vehicles. When emerging onto Brook Street visibility to the west is impeded by a circa 1.2m high retaining wall close to the front boundary. The proposals seek to address both of these problems by

- forming a 90° approach to the highway, with
- a sufficient splay to accommodate a 6.5m centreline turning radius, and
- 3.7m driveway width (sufficient to accommodate a fire engine), whilst also
- maximising visibility along the length of the highway.