

Design for proposed

**Detached garage
and aged brick fence**

At

98 Churchfields, Barry

For

Arpad & Viktoria Torok

Planning Application

RECEIVED

02 MAR 2015

ENVIRONMENTAL
AND ECONOMIC
REGENERATION

15 00 220 FUL



Created by Arpad B. Torok

22 February 2015

Site and buildings

The property is located at Churchfields, Barry, Vale of Glamorgan.

The whole area was developed in mid 80's to provide a quiet residential / rest district.

Most buildings are detached or semi-detached houses.

The site area slopes north to south around 13%, parallel with Priory Garden.

Vision and Proposal

The aim is to build a detached garage in the rear garden where a tarmac surfaced driveway and wooden garden shed located now. The existing metal double gate which provides access to the driveway will be removed and 1m additional space will secure the safe free viewing for both the driver and pedestrians in case of drive in/out from the proposed garage. This safety space has been advised by Highway Development. The garage will provide a safe storage for one vehicle and other garden tools (lawnmower, hand tools, bicycles, etc.)

The existing wooden fence - parallel with Priory Garden - would be replaced with an aged brick fence.

The building after the construction will be in character with the area and will exceed current policy guidelines and statutory building requirements.

The aim of the detached garage is to stop parking on the street (at least for the occupiers) to make safer traffic condition for pedestrians and vehicles also in Priory Garden.

We would like to procure a building that intends to occupy for some considerable time the "invest to save" approach in respect of environmental sustainability and community safety.

Character

The property is a semi-detached house which originally was erected in 1988. Later, in 1992 the other side of the building (Ch.99) has been extended to side direction given an asymmetric shape. In 2010 the house has been extended with a two storey side extension to get benefit of a larger lounge with space for dining, get a laundry with shower, a bigger kitchen on the ground floor and a third bedroom on the first floor. The two "Velux" windows on the back roof provide enough natural light and airflow for a storage/dryer.

Building materials would be similar than the existing house's so the appearance of the garage would be very similar to the other in the area.

The proposed garage design is also trying to be maximal considered to the street scene and the amenities of area.

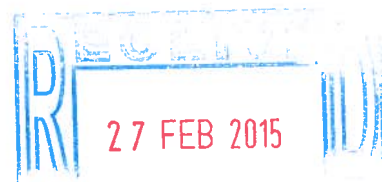
It would build with pitched roof and with aged brick walls to keep this similarity to our neighbours. It would be higher than the existing wood fence but would present a much beautiful street view than the existing big metal gate and old wood fence.

Community safety

The existing driveway is accessed through the existing metal double gate entrance that faces east and visible from both street (Churchfields and Priory Garden). The proposed garage entrance is accessed from Priory Garden. The garage provides enough space for one vehicle and help to stop parking on the street to make safer traffic condition for pedestrians and vehicles also. (less car will park on the pavement and on the road)

For this reason the proposed garage entrance will be more than 1m far from the public pavement and the existing wood fence will be pull down from the corner and make a 45° cut to provide better visibility for / to pedestrians.

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Vehicles park on pavements and road

Environment sustainability

The proposed constructive works should be more harmony with natural environment. The existing half part of the rear garden has tarmac and stone surface while the proposed rear garden will have a flattened area with grass to provide a larger garden.

Conclusions

The design for this proposal has been carried out with sensitivity, it takes due account of the surrounding environment. Good quality materials will be used and it is believed the proposal will provide a quality garage.

Contact details

Please contact me before the site visit and in case of any problem:

Arpad B. Torok

Mobile: [REDACTED]

Email: [REDACTED]

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27 FEB 2015

Appendix

Existing – Proposed illustrating pictures. The proposed pictures made by Photoshop, they are NOT TO SCALE.



Aerial photo from existing site



Existing Side view from Priory Garden

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Proposed Side view from Priory Garden

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Appendix 2

Pre Application Advice from Highway

Dear Mr. Arpad,

Further to our meeting at the above address on Wednesday 9th December. I am writing to you to confirm what was discussed on site.

The Highway Authority has no objection in principal to your proposals subject to you satisfying the following conditions;

Building the side extension to the highway boundary is not a problem as this will not affect any visibility splays. However, you will need to make allowances for the foundations of the extension, which cannot be placed in/under the adopted highway. Therefore, by default the finished building line will actually be 200-300mm back from the highway boundary.

As the highway boundary does not run parallel with the proposed extension I don't foresee any problem with an existing lighting column, being too close to the building. However, if the column had to be relocated, any costs would be borne wholly by you.

There is an existing vehicular crossover to the rear of the property, where you propose to construct a double garage, with a grass roof. The Highway Authority has no objections to this, subject to you increasing the width of the dropped kerb crossover. There may also be a need to alter finished levels of the footpath slightly to accommodate your proposals. Detailed plans would need to be submitted for approval of this. The works on the footpath would need to be carried out by an approved contractor – because of insurance liabilities of the Council. I have attached a list of approved contractors for your information. Again, the cost of these works would be borne wholly by you. If you wish to discuss this particular aspect of the proposal further, please contact Mr. Peter Coughlan of the Highway Maintenance section and he will advise you accordingly. You can contact Mr. Coughlan on 029 2067 3051 or by email.

We would also require that the front of the garage be set back a minimum of 1.0m from the highway boundary, to help with visibility and to accommodate any level difference between the rear of the footpath and the finished level of the garage.

My colleagues in planning may have issues with the size of both the proposed extension and garage – compared to the existing dwelling and they should be contacted directly and they will advise you accordingly. They will also advise you on the other subjects we discussed which fall outside of highways remit, regarding window sizes, etc

The above observations are given without prejudice to my position in respect of the highway requirements should a formal planning application be made in respect of this proposal.

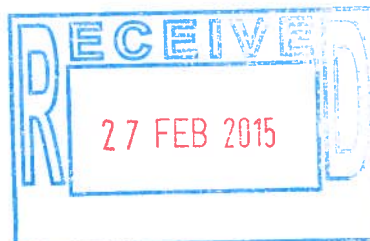
I hope you find the above information useful in submitting your proposals to Planning? Should you require any further information regarding highway issues, please do not hesitate to contact me.

Yours sincerely,

Brian Kelman
Highway Development

For the Head of Engineering Services
Vale of Glamorgan Council
The Alps
Wenvoe
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Tel: 029 2067 3137



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