



Appeal Decision

Site visit made on 25 January 2021

by Mrs H Nicholls FdA MSc MRTPI

an Inspector appointed by the Secretary of State

Decision date: 9 February 2021

Appeal Ref: APP/P1133/D/20/3262384

29 Dart Bridge Road, Buckfastleigh TQ11 0DZ

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
 - The appeal is made by Major Danny Payne against the decision of Teignbridge District Council.
 - The application Ref 20/01381/HOU, dated 27 July 2020, was refused by notice dated 6 October 2020.
 - The development proposed is double garage.
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Decision

1. The appeal is allowed and planning permission is granted for double garage at 29 Dart Bridge Road, Buckfastleigh, TQ11 0DZ, in accordance with the terms of the application, Ref 20/01381/HOU, dated 27 July 2020, subject to the following conditions:
 - 1) The development hereby permitted shall begin not later than 3 years from the date of this decision.
 - 2) The development hereby permitted shall be carried out in accordance with the following approved plans:
 - Site location plan, dated 13.08.2020
 - Proposed side elevations, Ref DP PL5, dated June 2020
 - Proposed elevations, Ref DP PL6, dated June 2020
 - Proposed plans, Ref DP PL7, dated June 2020
 - 3) The materials to be used in the construction of the external surfaces of the development hereby permitted shall match those used in the host dwelling.
 - 4) The garage hereby permitted shall not be occupied at any time other than for purposes ancillary to the residential use of the dwelling known as 29 Dart Bridge Road.

Main Issue

2. The main issue is the effect of the proposal on the character and appearance of the area.

Reasons

3. The host dwelling is a two storey detached house set back and down from the main road into Buckfastleigh. It sits within a linear form of development on the eastern side of the road in which houses are set lower than road level, thus allowing an appreciation of the wider setting within rolling green countryside.

The houses on the western side are far more dominant, many standing proud of the slope onto which they are built with retaining structures. The area is wholly within an Area of Great Landscape Value.

4. The proposal is for a double garage to be built on two levels into the sloping driveway. From road level, the garage would appear as a typical single storey, dual pitched roof double garage, set behind the roadside verge. It would be constructed from painted rendered block and concrete tiled roof. From the dwelling at a lower level, the lower ground storage area would also be accessible via an opening onto the garden.
5. The garage would be of a typical design for a domestic garage and would be built in a manner that responds to the sloping nature of the site. In terms of both its scale and location, it would appear similar to the garage on the adjoining neighbour's side. Though not particularly noteworthy in design terms, the garage would not be unattractive. Rather, it would appear a regular domestic addition within the streetscene, built for function and so as not to offend, but nor to draw any particular attention either.
6. Due to its position and overall scale, the garage would be of an appropriate scale for its location. The orientation of the building would see the roof plane sloping away from the road, minimising the effect of its overall height to the ridge. The existence of other garages of similar scales and in comparable locations along the roadside in their respective plots indicates that such features are commonplace and have a limited effect on the overall character and appearance of the area. Whilst the addition of another would add a further built element within the streetscene, the cumulative effect from one further addition would not be so harmful as to detract from the rolling green backdrop and wider landscape setting which form the more dominant features.
7. For the above reasons, the proposal would not harm the character or appearance of the area and therefore complies with Policies WE8 and S2 of the Teignbridge Local Plan 2013 – 2033 (adopted 2014). Amongst other things, these Policies seek to ensure that the design of new development responds to the characteristics of the site, its wider context, and the surrounding area and in terms of curtilage buildings, avoid a dominant or overbearing impact on the street-scene. For similar reasons, the proposal would also comply with the National Planning Policy Framework.

Conditions

8. In addition to the statutory time limit, a condition specifying the approved plans is necessary in the interests of certainty.
9. In the interests of the character and appearance of the area, it is necessary to impose a condition requiring the materials to match those in the host dwelling.
10. In order to ensure that the garage is only used for its intended ancillary function, a condition is necessary to maintain its tie to the host dwelling.

Conclusion

11. The proposal accords with the development plan, read as a whole. There are no other considerations that indicate that a decision should be taken other than in accordance therewith.

12. For the reasons set out above, and having regard to all other matters raised, the appeal is allowed.

Hollie Nicholls

INSPECTOR