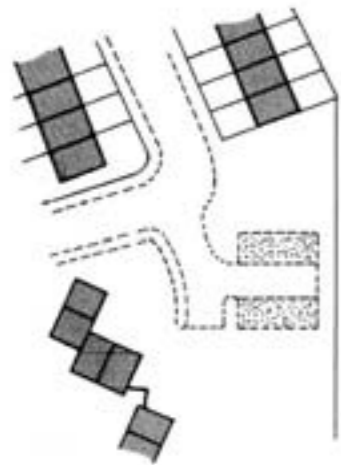


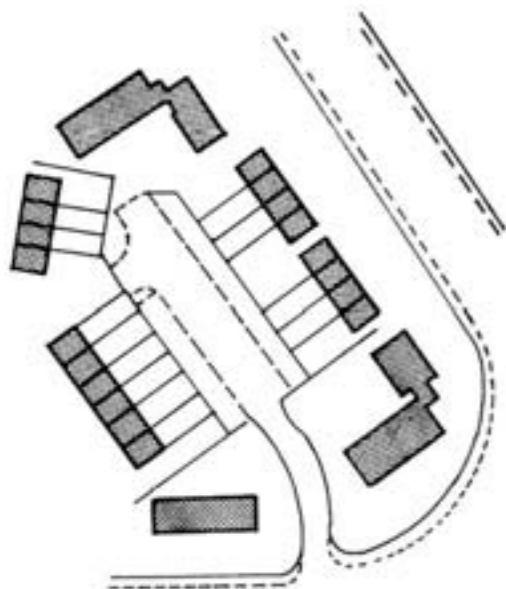
proposed garage, 'space available' would not be a consideration.

Visual Impacts - In this case the most important consideration because a single garage (not usually a thing of beauty) erected on an otherwise open, featureless parking area can have a very significant visual impact upon the scene. If that impact is sufficiently detrimental to the public or private view, then an application to erect a garage is likely to be refused. Two examples to illustrate the point are a parking area forming an integral part of a housing layout and readily visible from adjacent public roads; and a parking area that has the front or livingroom windows of immediately adjacent houses looking on to it.

The appropriate locations, which will certainly be restricted in number, are those originally designed to accommodate garages which were never built and the remote backland locations which are well screened from public view or passing traffic. The former can usually be identified by the existence of concrete surfacing to the actual parking stances whilst the access road is in tarmac.



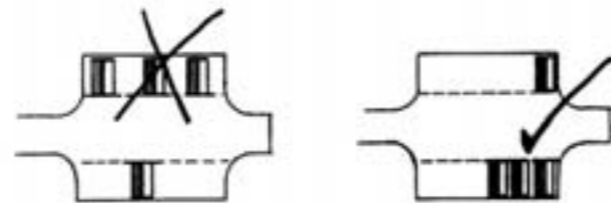
This should not, however, be taken as a guarantee that permission will be forthcoming for the erection of a garage, as the other aspect of effect on parking will have to be taken into consideration. The latter situation includes parking areas provided to the rear of housing blocks, which have only rear gardens backing onto them and usually accessed via a length of roadway off the public road, so as to make them virtually unseen from passing traffic.



Design - Because these garages are to sit in an exposed position within an otherwise flat parking area, a good standard of design will be essential and all subsequent garages will have to MATCH the first. Joint projects where a number of interested persons get together and build a block of two or more garages will be encouraged. As well as looking better, this arrangement can produce savings in cost for the individuals involved.

Except where the chosen site relates directly to the house of the applicant (e.g. immediately abutting the bottom of their rear garden) it will be essential that each garage be erected immediately adjacent to any previously permitted structure in order to maximise the remaining parking capacity and to avoid the sporadic, unplanned appearance that would result from a 'free-for-all'.

Effect on Parking - The exact same assessment as applied to (A) Garages Within Rear Gardens (above) will be made for garages within parking areas.



WARNING:

The erection of garages within or off-parking areas can lead to problems of blockage/obstruction due to the careless parking of other road users. This is a risk you will have to take in erecting a garage under these circumstances and assistance will not be available from any Council Department. Should this happen on a regular basis the Police MAY be able to help.

PROCEDURE:

If you are a tenant of the Council or your property was originally built by the Local Authority or SSHA, your initial approach to erect a garage should be to them or their successor, as landlord or Feu Superiors, in the case of Angus Council to the Director of Housing. Once you have the agreement of your landlord or Feu Superior, you should check with the Planning & Transport Department if a planning application is required. If it is you should not commence work until a Planning Consent Notice is in your possession.

Angus Council



ADVICE NOTE 16

GARAGES OFF/WITHIN COMMUNAL PARKING AREAS

For further information and advice contact:

Planning & Transport
Angus Council
County Buildings
Market Street
Forfar
DD8 3LG

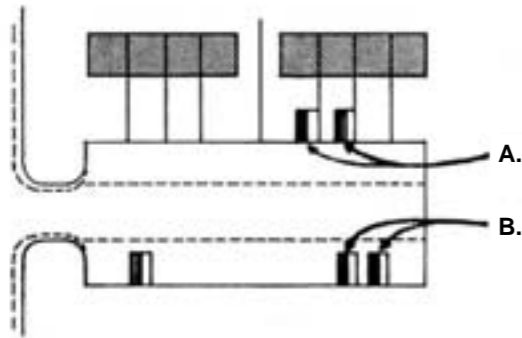
Telephone 01307 461460

INTRODUCTION

As more and more public sector houses are sold to tenants, the local Planning Authority is being confronted by an ever increasing number of requests and applications for alterations, extensions or improvements to those properties. Not surprisingly, a popular improvement is the provision of a lock-up garage to accommodate the household's second most valuable possession. Unfortunately, many of these developments have been designed and built around communal parking areas or bays and the erection of private garages can have an adverse effect upon the parking spaces available for general use and the appearance of the area.

This Advice Note, therefore has been prepared to indicate the thoughts and policies of Angus Council in order to guide potential applicants (both house owners and tenants) seeking to erect garages under the two following circumstances:-

- A. The erection of a garage within the rear garden ground of a house, with access directly off a communal parking area or bay;
- B. The erection of a garage on the parking surface within a designated parking area or bay.



GARAGES WITHIN REAR GARDENS

Planning applications will be considered under four themes - design; visual impact; space available; and effect on parking, as follows:-

Design - Rarely will the design of the garage be a critical factor and accordingly it is not intended to specify a 'blueprint' for their appearance, although a reasonable quality/standard of construction will be expected. As they can often deteriorate rapidly into an eyesore, timber garages will not normally be acceptable. It is also recommended and could even be a pre-requisite to gaining approval, that a consistency of design be achieved. In other words, similar materials and style be utilised for all garages of the same parking area/bay, the very first setting the standard for subsequent applications.

In certain circumstances it may be necessary to insist on matching materials/colours to the house (which is recommended anyway) and perhaps a tiled and pitched roof. This is unlikely to be required, however, in the majority of applications involving Council or SSHA built schemes.

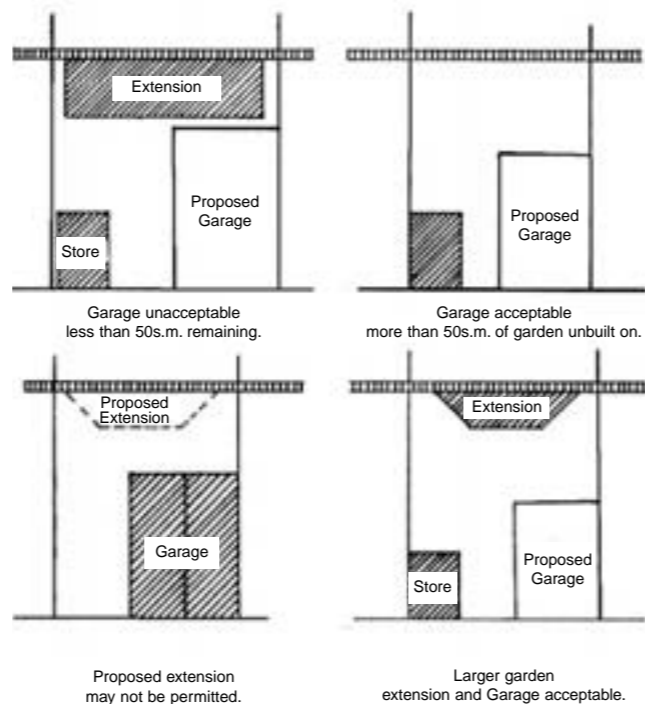
Visual Impact - The Council has policies which control and generally restrict the erection of garages in the front of houses to only a very few exceptional circumstances (Advice Note 15) and those same stringent policies will apply here, limiting the erection of new garages off parking areas to rear gardens only. Occasionally even a rear garden position may not be acceptable because of the detrimental effect a garage

may have on the overall appearance of an area. These situations are particularly difficult to identify in advance and could only be determined at the time an application is received and processed.

Another form of impact is the effect, possibly adverse, that the erection of a garage might have on a neighbour's property. Loss of view and shadowing of a garden are not legitimate grounds for objection or refusal but a genuine loss of light into rooms, as determined by planning officials or Development Control Committee, not the objector, could provide grounds for refusal. Again it would be wrong to specify the appropriate circumstances in which this is likely to apply and each situation would have to be judged on its own merits.

A further complication arises when a landscaped or grassed area has to be traversed in order to gain access to a rear garden. This could be decisive in the Council's consideration of an application depending upon the size of the area involved, its importance in the street scene, implications for maintenance, etc.

Space Available - It would be totally inappropriate for a rear garden to be completely taken over by development, for instance, a rear extension, store and then a garage. Rear garden space is essential in providing a household with a private area in which to conduct their normal external activities - clothes drying, children's play, sun bathing etc. Accordingly, a minimum of 50 square metres of the garden area must remain unbuilt on. Very few gardens will be so small as not to permit the erection of a garage without breaching this criterion UNLESS extensions have already been erected. In a similar vein, before seeking consent for and erecting a garage, you may wish to consider whether or not the space available would be better retained for a future extension - you may not be allowed both.

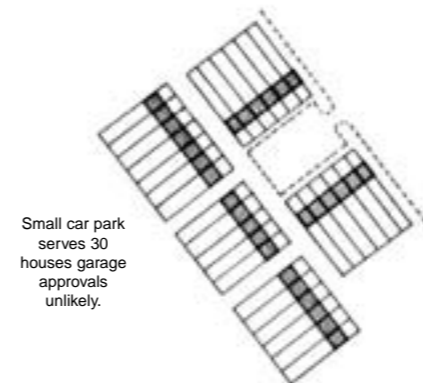


This criterion will be applied sensibly, for instance, if one occupier falls short of the 50 by a few square metres when all his neighbours, by dint of having slightly larger plots, meet the requirement, it would be illogical to refuse consent.

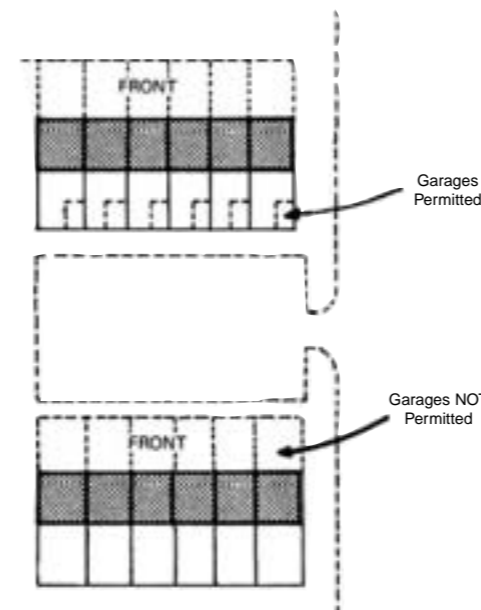
Effect on Parking - Perhaps the most important and certainly the most difficult of the four considerations to legislate for. A major concern is that by permitting the erection of garages and their requirement for access to be maintained off parking areas, the usefulness of the parking areas will be so seriously depleted as to leave insufficient parking spaces for those not wishing to erect garages or for the use of visitors. Certainly this problem can be over-rated in that part of the current usage or demand for parking comes from the same persons as wish to erect garages and, of course, that demand is then catered for thus reducing the overall requirement. This argument is fine when adequate space is available but where accommodation is so limited as to be allocated on a first come, first served basis, it would be unfair to reduce the parking capacity by allocating a space to one particular person as a garage access.

In arriving at a decision, the Council will wish to consider the following information:-

- (1) An assessment of the overall demand for parking, both now and in the future. If the parking area/bay serves an extensive catchment area considerably in excess of the houses immediately abutting the bay, then any loss of parking might be regarded as unacceptable and applications for garages refused.



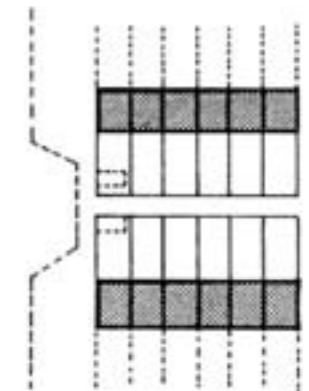
- (2) The potential for or likely ultimate number of garages. If the parking area/bay has parking allowed on both sides of an access road and one of them is on to front gardens, the other on to rear gardens, garages will only be acceptable on one side (the rear gardens) and thus, the other side will always be available for parking.



- (3) Availability of alternative parking provision. If, for instance, on-street parking is accepted nearby, then the necessity to protect all the off-street spaces may be weakened.

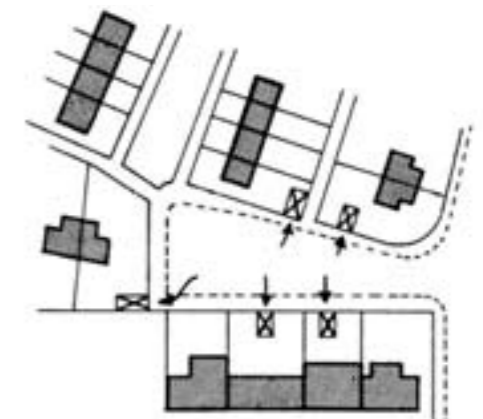
- (4) The size of the parking area/bay. A large bay, because most of the houses have front gardens facing it, would readily permit the provision of garages to those few that might be eligible. This would still be dependent upon the overall number of households that look to that bay for parking purposes.

Conversely, if a bay is small but well used, even the loss of one parking space for a garage access may be unacceptable. For this to apply, the potential demand would need to be greater than the number of spaces available. In very small bays, two garages say, could totally eliminate the value of the parking facility to all but the two in question.



To permit end two houses to erect garages would reduce parking bay capacity for remaining 10 houses.

- (5) The actual siting of the proposed garage. This is potentially important in the 'border line' cases where the potential demand is assessed as being high but not so high as to rule out new garages altogether, where smaller parking areas are involved or where the shape of the bay makes parking complicated. In the actual example below, the garage in the corner has particularly complicated and reduced the available parking space.



15/16 households (not all shown on plan) looking to park in this area plus 7 with possible access requirements.

B. GARAGES ON/WITHIN PARKING AREAS

A number of requests have been received for the erection of lock-up garages on the actual parking surface within designated parking areas.

The scope for this type of project is much more restricted than for the previous, rear garden locations, but do exist under certain circumstances. By and large the same considerations apply as applied previously namely design, visual impact and effect on parking but as long as the space available is physically capable of accommodating the