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PLANNING / HERITAGE AND DESIGN & ACCESS STATEMENT



PROPOSAL : **INSTALLATION OF NEW VEHICULAR ACCESS AND ERECTION OF A DETACHED DOUBLE GARAGE**

ADDRESS : **326 CHEADLE ROAD, CHEDDLETON, STAFFORDSHIRE, ST13 7BW**

APPLICANT : **JCM GROUP HOLDINGS (UK) LTD**

DATE : **JULY 2017** **JOB No.** : **2017-2250**

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1.0 INTRODUCTION

Sammons Architectural Ltd have been appointed by JCM Group Holdings (UK) Ltd to prepare and submit a full planning application to Staffordshire Moorlands District Council for the installation of a new vehicular access and erection of a detached double garage to serve 326 Cheadle Road, Cheddleton, ST13 7BW.

2.0 USE

The application proposes an independent vehicular access to a residential property.

3.0 AMOUNT

The proposal will create one new point of access that will be solely used by the residents of 326 Cheadle Road, Cheddleton

4.0 LAYOUT

The new access will be directly taken from Cheadle Road (A520) itself.

5.0 SCALE

The area of hardstanding to be provided as part of the proposal will be minimal when compared to the overall size of the residential curtilage.

6.0 LANDSCAPING

No landscaping is proposed as part of this proposal.

7.0 APPEARANCE

The proposal will require an opening to be created in the boundary wall, but this will not result in an incongruous feature in the street scene due to the amount of vehicular accesses on to Cheadle Road that are already in the locality. The double garage will be well screened from the public realm. However, the garage is of traditional design and compliments the existing property.

8.0 ACCESS

The site already has an established access onto Cheadle Road, but this is via a shared access to the south. The provision of a separate access to the dwelling is considered necessary and will result in a series of improvements that will improve highway safety in this area of Cheadle Road.

9.0 PLANNING POLICY

As you will be aware Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that when determining a planning application, the decision maker must make their determination in accordance with the Development Plan unless material considerations indicate otherwise. Given this obligation, this chapter therefore considers national guidance relevant to the application as well as the Core Strategy Development Plan Document (March 2014). The following is considered relevant:

<u>Core Strategy</u>

SD1 – Sustainable Use of Resources

DC1 - Design Considerations
DC2 - The Historic Environment
DC3 - Landscape and Settlement Setting
C1 - Creating Sustainable Communities
C2 - Sport, Recreation and Open Space
T1 - Development and Sustainable Transport

National Planning Policy Framework

There is considerable planning policy and guidance relevant to the planning application proposal at both local and national levels. The NPPF is significant as it sets out the Government's commitment for a positive response to planning proposals that would deliver sustainable development in order to assist growth to the economy. It has been made clear that the planning system has a key role in facilitating growth and development should be supported with a presumption in favour of granting planning permission. This change of emphasis provides an important background to the application proposal.

National Planning Policy Framework places a strong emphasis on promoting economic growth and sets out policies for the control of development. The Development Plan represents the starting point for the determination of this application, which in this instance is the Core Strategy. The guidance contained within the National Planning Policy Framework is also relevant, in particular the following Chapters:

1. Building a strong, competitive economy
7. Requiring good design
9. Protecting Green Belt land
12. Conserving and enhancing the historic environment

Within the NPPF it is also worth noting the following relevant paragraphs:

- Planning decisions must be taken in accordance with the development plan unless material considerations indicate otherwise (para 2).
- Plans and decisions need to take local circumstances into account, so that they respond to the different opportunities for achieving sustainable development in different areas, (para 10)
- Planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise, (para 11).
- At the heart of the NPPF is a presumption in favour of sustainable development. LPA's should approve proposals which accord with the development plan without delay (para 14).
- The Government is committed to ensuring that the planning system does everything it can to support sustainable economic growth. Planning should operate to encourage and not act as an impediment to sustainable growth. Therefore, significant weight should be placed on the need to support economic growth through the planning system (para 19)
- The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people (para 56)
- Planning policies and decisions should not attempt to impose architectural styles or particular tastes and they should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles. It is, however, proper to seek to promote or reinforce local distinctiveness (para 60)
- Green Belt serves five purposes: to check the unrestricted sprawl of large built-up areas; to prevent neighbouring towns merging into one another; to assist in safeguarding the

countryside from encroachment; to preserve the setting and special character of historic towns; and to assist in urban regeneration, by encouraging the recycling of derelict and other urban land (para 80)

- In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes or has the potential to include heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation (para 128)
- Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use (para 134)

10.0 HERITAGE STATEMENT

The application proposes a new access onto Cheadle Road and the erection of a detached double garage. The application site is located to the west of a Listed Building that is known as:

'*Cottage approximately 100 metres north of Felthouse Lane'*. The building is Grade II Listed and was listed on 15-Dec-1986 with a listing entry number is 1038105. The details of the listing are below:

CHEDDLETON C.P. CHEADLE ROAD SJ 95 SE (east side) 5/62 - Cottage approx. 100m north of Felthouse Lane

Grade II

Cottage. Late C18 with mid-C19 alterations. Coursed dressed and squared stone; tile roof; verge parapets; low 2-storey, 2-window front; block mullioned casements to left are of 2 lights to first floor and 3 lights to ground (lights removed), further small-pane casement to ground floor right; central entrance, door leaf missing.

Listing NGR: SJ9678450732

The application site is located approximately 30m to the west of the listed building, but has Cheadle Road (A520) a busy 'A' road running in between the buildings. During a previous application it was considered by the Council's Conservation officer that the host dwelling represented a Non-Designated Heritage Asset. The significance of this building, is the building itself and its relationship with the Listed Building. Development has happened in recent years opposite the application site, which in turn surrounds the listed building. The listed building still has land surrounding it, but this has been reduced in size due to the approved development on the east side of the A520. It is considered that the creation of a new vehicular access and the erection of a detached double garage as proposed will not have an adverse impact on the setting of the listed building or the host dwelling. This is due to the current character and appearance of the application site itself, but also since the siting and design of the proposal of a high standard and well screened within the site. It is envisaged that only a small element of the roof on the detached garage will be visible when viewed from the area on which the listed Building is sited. The assessment therefore concludes that the proposal will not result in a harmful impact on the heritage assets in the locality.

11.0 SUMMARY

The application site is located within the North Staffordshire Green Belt and comprises of a residential property and its curtilage. The site lies to the west of Cheadle Road, Cheddleton and is bordered to the north and west by the former 'Staffordshire Farmers' site. The southern boundary of the site is bordered by a private access road and further development in the form of a residential properties.

Whilst the proposed garage will constitute a new building in the Green Belt and does not form one of the listed in paragraph 89 of the NPPF, could be interpreted as being inappropriate and therefore requiring 'very special circumstances' to be demonstrated. If the erection of a detached garage is considered to raise such issues, the Council should consider the fall-back position in this instance which is to construct a similar detached structure under the existing permitted development rights that the dwelling benefits from. Under the provision of Class E, Part 1 of The Town and Country Planning (General Permitted Development) (England) Order 2015 a similar sized structure could be erected in the same location, albeit with a lower ridge line. The only reason that this garage as proposed requires planning permission is due to the ridge height of the proposal exceeding the maximum height of 4m by 0.8m. This along with the fact that it is not unreasonable for a dwelling to have access to a garage building should amount to 'very special circumstances'.

The submitted proposal will result in substantial and beneficial enhancement to highway safety in this area of Cheadle Road. Currently the access to the property is via a shared access that serves an additional two properties, which means there is a strong likelihood of vehicular conflict, especially as the current access is substandard in design and offers poor visibility onto the highway. The proposal is on domestic land and will not create a form of development that would be harmful to character and appearance of the area. Likewise, the proposal will not constitute a form of development that would create any visual harm or awkward relationship with no.326 Cheadle Road itself.

12.0 CONCLUSION

The Government has a strong commitment to growth and provides a strong presumption in favour of development and is committed to increasing levels of growth. Paragraph 186 of the NPPF states that local planning authorities should approach decision-taking in a positive way to foster the delivery of sustainable development. It goes on to state in paragraph 187 that local planning authorities should look for solutions rather than problems, and decision-takers at every level should seek to approve applications for sustainable development where possible.

The proposed development is therefore considered to constitute a sustainable form of development when considered against the provisions of the National Planning Policy Framework as a whole, furthermore the proposal is considered to be in accordance with the provisions of the policies listed above in the Staffordshire Moorlands Core Strategy. It is with due respect that the Local Planning Authority is politely requested to support this planning application to allow the installation of a new vehicular access and the erection of a detached double garage and grant planning permission accordingly.