DELEGATED DECISION REPORT

SMD/2017/0765	**50 HALLS ROAD**	**REPLACEMENT GARAGE AND**
Valid 07/12/2017	**BIDDULPH**	**REAR PITCHED EXTENSION.**
		(FULL - HOUSEHOLDER)

MAIN ISSUES

- Design
- Amenity

DESCRIPTION OF SITE

The application site comprises a parcel of land north of Halls Road, Biddulph, which contains a single bungalow and ancillary curtilage which includes a private driveway; a small front garden; and a large area to the rear which on inspection is currently being excavated.

The plans show that a detached garage did sit adjacent to the dwelling to the west but this has since been demolished.

No.50 Halls Road has a simple form, with a rendered front elevation and tiled pitched roof; and sits at the end of a row of bungalows all of a similar design, scale and character.

The site borders a public right of way to the north west of the site which sits at a lower ground level on an old railway line. This boundary is defined by a timber fence which sits above the ground level of the dwelling. The site shares its north eastern boundary with No.11 Sandsdown Close. The rear elevations of this property lie some 30m from the rear elevation of 50 Halls Road. The site is accessed directly from Halls Road to the south. To the south east lies the neighbouring property 48 Halls Road.

PROPOSAL

The application is seeking full planning permission for an ancillary replacement garage and a single storey rear extension. The original plans showed the front elevation of the garage to protrude beyond the existing building line of the main dwelling by 1.5m with the rear extension protruding beyond the rear elevation by 7.0m. The garage has a rear elevation which corresponds with the rear elevation of the existing dwelling.

Following design concerns which were raised by the case officer, revised plans have been submitted which shows the front elevation of the garage to be set back from the front elevation of the main dwelling by 100mm, and the rear extension to have a reduced depth of 6.0m.

Both the ancillary garage and the rear extension sit subordinate to the ridgeline of the main dwelling. The revised plans shows the rear extension to comprise an open plan kitchen/diner; a small hallway; a bedroom; and en-suite bathroom.

As stated on the Application Form, the proposed development would have a blue clay roof tile and external walls finished in an off white render, to match the existing dwelling.

RELEVANT LOCAL AND NATIONAL PLANNING POLICIES

Section 38(6) of the Planning and Compulsory Act 2004 requires proposals to be determined in accordance with the Development Plan taking into consideration any material considerations relevant to the determination of the application.

The local development plan for this site comprises the Saved Policies of the Staffordshire Moorlands Local Plan (1998); Staffordshire Moorlands Core Strategy (adopted 26th March 2014) and any relevant Supplementary Planning Documents (SPD's).

The National Planning Policy Framework (NPPF) published in March 2012 sets out the Governments planning policies for England and how these are expected to be applied. As stated in paragraph 2 of the NPPF, the document is a material consideration which must be taken into account in planning decisions.

Core Strategy Development Plan Document (Adopted 2014)

S01 Spatial Objectives
SS1 Development Principles
SS1a Presumption in Favour of Sustainable Development
DC1 Design Considerations
T1 Development and Sustainable Transport

National Planning Policy Framework

Achieving Sustainable Development	Paragraphs 1-17
Requiring Good Design	Chapter 7

SITE HISTORY / RELEVANT PREVIOUS APPLICATIONS

SMD/1990/1463 Re-opening of vehicular access (Approved 08/02/91)

CONSULTATIONS

Publicity

Site Notice expiry date: 9th January 2018
Neighbour consultation period ends: 5th January 2018
Press Advert: N/A

Public Comments

No comments received

Town / Parish Comments

Biddulph Town Council – No objections subject to any valid neighbour concerns

Staffordshire County Council Highways

No Objections

OFFICER COMMENTS

Principle of Development

Policy SS1a of the adopted core strategy reflects the presumption in favour of sustainable development set out within the National Planning Policy Framework (NPPF).

Paragraph 14 of the NPPF sets out the presumption in favour of sustainable development. For decision taking this means approving development proposals that accord with the development plan without delay unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or specific policies indicate development should be restricted.

The proposed development is located within the existing residential curtilage of No.50 Halls Road. The site is located within the development boundary of Biddulph and is not constrained by any sensitive statutory designation. The application is therefore no subject to any of the restrictive policy areas set out at footnote 9 to paragraph 14 of the NPPF and as such the presumption in favour of sustainable development is engaged.

Given the nature of the proposed development, and the planning policy context set out above, it is considered that the principle of development is considered to be acceptable.

Design

Policy SS1 of the adopted core strategy sets out a number of development principles which new development should adhere to in order to contribute positively to the social, economic, and environmental improvement of the Staffordshire Moorlands.

Policy DC1 of the adopted core strategy sets out a list of design considerations that new development should incorporate into any new scheme. It states that all development shall be well designed and reinforce local distinctiveness by positively contributing to and complementing the special character and heritage of the area. In particular new development should be designed to respect the site and its

surroundings and promote a positive sense of place and identity through its scale, density, layout, siting, landscaping, character and appearance.

Chapter 7 of the NPPF highlights the importance of good design, that good design is indivisible from planning and should contribute positively to making places better for people.

The original plans showed the front elevation of the proposed garage to protrude beyond the front elevation of the main dwelling by 1.5m, in conflict with design guidance set out within the Staffs Moorlands 'Design Principles' SPD. At a depth of 7.0m, the rear elevation was considered to represent a disproportionate extension which was of an inappropriate scale which related poorly to the existing dwelling.

Revised plans have amended the scheme so that the garage sits 100mm behind the front elevation of the main dwelling, with the ridgeline of the garage sitting subordinate to the ridgeline of the main dwelling.

During discussions with the applicant's agent, it was requested that the depth of the rear elevation be reduced to no more than 5.0m, taking account of the fact that the solid fall back position under Schedule 2, Part 1, Class A of the Permitted Development Order allows development to extend up to 4m beyond the rear wall of a detached dwellinghouse.

The revised elevations have been reduced to a depth of 6.0m, and have a ridgeline that is subordinate to the ridgeline of the main dwelling. Due to its position to the rear of the site, this extension will not be easily seen from the public highway. Whilst ideally it would be desirable to have an extension which is more proportionate to the main dwelling, it is considered on balance that this revised proposal will not result in any significant adverse harm with regards to the character and appearance of the dwelling or the wider streetscene, and is therefore acceptable in design terms, in accordance with policies SS1 and DC1 of the Core Strategy.

Amenity

Policy DC1 of the adopted core strategy states that new development should protect the amenity of the area, including residential amenity, in terms of satisfactory daylight, sunlight, outlook, and privacy.

Due to its position at the end of a ribbon of development to the north of Halls Road, and the location and modest scale of development proposed, there are no residential properties to the west or south of the site.

The nearest property to the north/north east of the site stands some 30m from the existing elevations, and is therefore not considered to experience any loss of amenity as a result of this proposal.

The neighbouring property to the south east of the site is No.48 Halls Road. Given that the extension is to the north of this property no loss of sunlight should result. The side elevation of this neighbouring property faces the side elevation of No.50 and contains a small window, thought to be a bathroom, which is obscure glazed.

The revised plans show that fenestration is proposed on the side elevation of the extension, in the form of two small windows serving the bedroom and en-suite bathroom. Subject to the condition that both windows are obscure glazed to protect the privacy of No.48, it is considered that this proposal will result in no adverse harm with regards the residential amenity of this, or any other neighbouring property.

In light of the above, it is considered that the proposed development will not result in any adverse harm to residential amenity of neighbouring properties in accordance with policy DC1 of the Core Strategy.

Highway Safety

Policy T1 of the adopted core strategy requires all new development is located where the highway network can satisfactorily accommodate traffic generated by the development.

Paragraph 32 of the NPPF states that applications should only be refused on Highway grounds where the residual impacts of development have been found to be severe.

The Highways Authority have no objection to this application. There would be no material change to traffic volume as a result of this proposal and therefore the application is considered to accord with policy T1 of the Core Strategy and paragraph 32 of the NPPF.

CONCLUSION / PLANNING BALANCE

The application seeks full planning permission for a single storey ancillary replacement garage and single storey rear extension at No.50 Halls Road, Biddulph. The previous detached garage has been demolished.

The site is located within the development boundary and is not constrained by any of the restrictive policy areas set out at footnote 9 to paragraph 14 of the NPPF. The presumption in favour of sustainable development is therefore engaged.

Original proposals showed the garage to come forward of the existing building line by 1.5m, and a rear extension to have a depth of 7.0m. These proposals were considered to be of an inappropriate scale and disproportionate to the main dwelling, contrary to policy DC1 of the Core Strategy and supplementary design guidance.

Revised plans show the garage to be set in from the front elevation, which addressed previous design concerns and the rear extension to have a reduced depth of 6.0m. Whilst it would be desirable for the rear extension to have a reduced depth of no more than 5.0m, it is considered that given there are no clear views of the proposed development from the public highway, this difference of 1m could not reasonably constitute significant adverse harm in the context of the presumption in favour of sustainable development.

Therefore on balance, the application (in its revised form) is considered to constitute a sustainable form of development which accords with all relevant local development plan policies, supplementary guidance and other material considerations which includes the NPPF.

In line with policy SS1a of the Core Strategy and paragraph 14 of the NPPF, the application as revised is recommended for approval subject to appropriate conditions being attached to the decision notice.

OFFICER RECOMMENDATION: Approve with Conditions

Case Officer: James Stannard
Recommendation Date: 30th January 2018

X B.J. Haywood

Signed by: Ben Haywood

On behalf of Staffordshire Moorlands District Council