DELEGATED DECISION REPORT

SMD/2019/0104	**57 THE GREEN**	**ERECTION OF REPLACEMENT**
Valid 21/02/2019	**KINGSLEY**	**GARAGE**
		(FULL - HOUSEHOLDER)

MAIN ISSUES

- Design
- Amenity
- Highway Safety

DESCRIPTION OF SITE

The application site comprises a parcel of land south of the A52 ('The Green') within the centre of Kingsley village. The site contains No.57 The Green; a two storey detached dwelling approved in 2005, and a modest single storey garage with a pitched roof finished in a grey peddledash render. The existing garage has a simple form with a gable end facing eastwards, spanning a width of 3.3m and a depth of 5.7m. The height of the existing garage reaches 1.9m to eaves level and 2.3m to the ridgeline. To the southern side of the garage is a small wooden shed.

The dwelling is set back within the plot and from the public highway whilst the garage is situated in the western portion of the plot adjacent to the highway.

The site is bounded by the public highway to the north, with a row of terraced properties beyond on the opposite side of the road. A sporadic row of residential properties stands to the south west. To the south lies No.59a whilst to the east is the front principal elevation of Brook Cottage, which stands some 24m from the front elevation of the existing garage.

PROPOSAL

The application seeks to demolish the existing garage and adjacent wooden shed and replace it with a larger garage.

After ongoing discussions with the applicant's agent, design amendments have been made (Rev C) which has resulted in a garage with a reduced depth and width. This latest revision is the subject of this assessment.

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 Staffordshire Moorlands Emerging Local Plan (Submission Version February 2018) has now been through an Examination by an Independent Planning Inspector and as such planning policies within it can be given appropriate weight, in line with paragraph 48 of the NPPF.

The revised National Planning Policy Framework (NPPF) published in July 2018 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)

SS1 Development Principles
SS1a Presumption in Favour of Sustainable Development
SS6 Rural Areas Strategy
SS6a Larger Villages Sub Strategy
SD1 Use of Sustainable Resources
DC1 Design Considerations
T1 Development and Sustainable Transport

Emerging Local Plan Submission Version 2018

SS1 Development Principles
SS1a Presumption in Favour of Sustainable Development
SS8 Larger Villages Area Strategy
DC1 Design Considerations
T1 Development and Sustainable Transport

National Planning Policy Framework

Achieving Sustainable Development Chapter 2
Achieving Well Designed Places Chapter 12

SITE HISTORY / RELEVANT PREVIOUS APPLICATIONS

SMD/2002/1151 Erection of a dwelling – Outline. (Approved 06/02/03)

SMD/2004/0942 Erection of a dwelling (Refused 03/12/04)

SMD/2004/1371 Erection of a dwelling (Withdrawn 04/10/04)

SMD/2005/0164 Erection of a dwelling (Approved 30/03/05)

CONSULTATIONS

Publicity

Site Notice expiry date: 5th April 2019
Neighbour consultation period ends: 21st March 2019
Press Advert: N/A

Public Comments

None

Town / Parish Comments

Kingsley Parish Council – No objections

Staffordshire County Council Highways

No Objections

OFFICER COMMENTS

Principle of Development

The application seeks to construct an domestic ancillary building within the existing curtilage of the host property which is located within the development boundary of Kingsley, classified as a Larger Village within the settlement hierarchy set out within the Core Strategy. Policies SS6 and SS6a make provision for development of an appropriate scale within the boundaries of Larger Villages.

The site is not constrained by any sensitive statutory designation and is therefore not subject to any of the restrictive policy areas listed at footnote 6 to paragraph 11 of the NPPF.

Given the nature of the proposed development and the planning policy context set out above, the general principle of development is considered to be acceptable subject to all relevant material considerations.

Design

Core Strategy Policy SS1 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.

CS Policy DC1 sets out a list of design considerations that new development should incorporate into any new scheme. 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.

The existing garage is constructed of a red brick with the side elevations being finished in an unsympathetic grey render, spanning a length of 5.6m and a width of 3.3m. The proposed garage as originally submitted showed the replacement garage to have a length of 8.3m with an increased width towards the front in place of the footprint taken up by an existing wooden shed, resulting in a cat slide roof. Doors were shown to be included in the side and rear. The garage was proposed to be constructed in materials and finishes that are consistent with those used in the current garage.

These plans were considered to be unacceptable in terms of scale, massing and visual appearance. Given its prominent position in the street scene, it was felt that a garage with a length in excess of 8m would not be read as a subordinate and secondary building. The cat slide roof was considered to lead to an unbalanced and disproportionate design that would impact negatively on the street scene.

In light of the above, the applicant was asked to revise the scheme to show a reduction in the depth of the garage, and to remove the side aspect of the garage to show a neater more balanced rectangular form.

The latest set of revised plans (Drawing Ref: RLM945/3 – Rev C) show the proposed replacement garage to have a neat rectangular form with a reduced depth of 6.4m; a modest increase comparable to the existing garage. All elevations are shown to be finished in brickwork to match the main dwelling, and has a neat pitched roof finished tiles which also correspond with the main dwelling. The use of a red brick for the whole garage as opposed to an unsympathetic grey render is considered to represent a visual enhancement for the site and would contribute positively to the character and appearance of the site and surrounding street scene.

As such, in its final revised form, it is considered that the application comprises a high quality design which contributes positively to the area, in accordance with Policies SS1 and DC1 of the Core Strategy and paragraph 127 of the NPPF.

Amenity

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

Paragraph 127 of the NPPF requires all developments to ensure that the amenity of all current and future occupiers of land and building is protected.

The existing garage will be replaced with one that has a marginally larger footprint but will not contain any habitable spaces. Given the nature and scale of the proposal comparable to what currently exists on site, it is not considered that the residential amenity of any neighbouring property would be adversely as a result of this application in its revised form, in line with Policy DC1 of the Core Strategy and paragraph 127 of the NPPF.

Highway Safety

Policy T1 of the Core Strategy requires all new developments to be satisfactorily located where they can be absorbed within the existing highway network.

Paragraph 109 states that development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

The application proposed a replacement garage which does not change the level of parking provision or turning area within the site associated with the main dwelling. The Highways Authority have raised no objection to this proposal and as such there are not considered to be any adverse impacts to highway safety as a result of this application, in line with Policy T1 of the Core Strategy and paragraph 109 of the NPPF.

CONCLUSION / PLANNING BALANCE

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 11 of the NPPF sets out the presumption in favour of sustainable development. For decision taking, this means approving development proposals that accord with an up-to-date development plan without delay; or, where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission, unless:

- the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or

- 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.

The application seeks consent to demolish an existing single storey garage and replace it with a garage with a marginal increase in footprint, within the curtilage of No.57 The Green, Kingsley. The site is located within the development boundary and is not constrained by any statutory designation. The principle has therefore found to be acceptable.

The proposed replacement garage in its original form was not found to be an acceptable form of design and amendments were sought in relation to its form and scale. Subsequent revised plans address those concerns and are considered to show a visual enhancement through the use of more appropriate traditional materials.

As such, and in conclusion, the application in its final revised form is considered to constitute a sustainable form of development which accords with all relevant local

development plan policies and all other material considerations which includes the NPPF. In line with Policy SS1a of the Core Strategy and paragraph 11 of the NPPF, the application is recommended for approval subject to appropriate conditions.

OFFICER RECOMMENDATION: Approve with Conditions

Case Officer: James Stannard
Recommendation Date: 12th April 2019

X B.J. Haywood

Signed by: Ben Haywood

On behalf of Staffordshire Moorlands District Council