Planning Statement incorporating Design and Access Matters

PROPOSED ERECTION OF DWELLING AT 401, CHEADLE ROAD, CHEDDLETON, STAFFORDSHIRE MOORLANDS, ST13 7BH

1.0 Introduction

1.1 This is a Full Planning application for the erection of a detached dwelling on land at the side of 401, Cheadle Road, Cheddleton.

2.0 Context

2.1 The application site is the side garden of a semi-detached two storey house that is located on the East side of Cheadle Road (the A520) within a pocket of detached and semi-detached houses to the North of Pointon Park. The application represents the erection of a detached, two-storey 3 bedroom house. The site is located in a predominantly residential area within the settlement boundary of Cheddleton village. The character of that residential development is one of a mix of modest and substantial semi-detached and detached late 19th and 20th Century housing. Houses are two storeys and constructed of brick (there is a little rendering) with mainly gabled tiled roofs. They have front and rear gardens with low front boundary walls, many of which include substantial planting. There is a very recent development of four detached houses that partly wrap around the application site.

3.0 Planning Policy

3.1 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.

3.2 The National Planning Policy Framework (NPPF) was published in February 2019. It is the Government's clear intention that the document should be considered to be a material consideration and as such carries particular weight where development is not addressed by planning policies in the existing Development Plan.

3.3 The NPPF confirms that at the heart of the guidance is a presumption in favour of sustainable development (para 11) and that for decision making this means approving development proposals that accord with the Development Plan without delay unless material considerations indicate otherwise. The Development Plan for the Staffordshire Moorlands comprises of the adopted Core Strategy Development Plan Document (March 2014) and the Saved Local Plan Proposals Map (Adopted 1998).

3.4 The most relevant policies of the adopted Core Strategy are considered to be SS1 (Development Principles); SS1a (Presumption in Favour of Sustainable Development); SS2 (Future provision of Development); SS3 (Distribution of Development); SS4 (Managing the Release of Housing Land); SS6 (Development in Rural Areas); SS6a (Larger Villages Areas Strategy); SD1 (Sustainable Use of Resources); SD3 (Carbon saving Measures in Development); SD4 (Pollution and Flood Risk); H1 (New Housing); H2 (Affordable and Local Needs Housing) R2 (Rural Housing); DC1 (Design Considerations); DC3 (Landscape and Settlement Setting); C1 (Creating Sustainable Communities); T1 Development and Sustainable Transport and T2 (Other Sustainable Transport Measures). For the sake of brevity these policies are not quoted in full but they are referred to where appropriate in the following section.

3.5 In terms of Supplementary Planning Guidance, the Space About Dwellings (September 1998 - Appendix 3 of the Local Plan) is important in the consideration of this application.

3.6 Also of particular relevance to this application is the Staffordshire Moorlands Housing Land Supply Statement (March 2018) which sets out the Local Authority's performance in respect of housing land supply and housing delivery.

4.0 Key Planning Issues

4.1 The key issues for consideration in the determination of this application are considered to be:-

- the principle of development
- impact on the character and appearance of the area
- impact on residential amenity and neighbouring land uses
- impact on highway safety

Principle of development

4.2 The application site is located in the settlement boundary of Cheddleton Village. The Core Strategy identifies Cheddleton as a “Larger Village”. Policy SS6a (Larger Villages) of the Core Strategy states that in addition to the three market towns of Leek, Cheadle and Biddulph the bulk of local housing needs for the rural areas will be met within the larger villages. There is a general presumption in favour of development within settlement boundaries. The application site comprises a sustainable location for new housing that is within easy walking and cycling distance of the numerous local services, facilities and employment opportunities on offer within the village. The site fronts the A520 where public transport services offer regular links with the neighbouring towns of Leek and Cheadle. The proposed development will assist in delivering the Council's commitment for housing.

4.3 The development plan identifies a net housing requirement in the District of 6,000 additional dwellings during the period 2006 to 2026. Currently, there is a significant shortage of deliverable housing land in the District. The latest housing land supply figures for Staffordshire Moorlands, as set out in the Local Authority's Housing Land Supply Statement, demonstrates that the Local Planning Authority is only able to demonstrate 1.8 years of deliverable housing supply (with a 20% buffer). This falls significantly short of the 5 year supply required by paragraph 49 of the NPPF, and represents a continued decline in the Council's housing supply position over the last few years. As a consequence, the provisions of paragraph 11 of the NPPF becomes relevant.

4.4 Paragraph 11 of the NPPF confirms that at the heart of the National Planning Policy Framework is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan making and decision taking. It goes on to state that for decision taking, this means: -

"where the development plan is absent, silent or relevant policies are out of date, granting permission 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 in this Framework indicate development should be restricted."

4.5 In terms of compliance with the NPPF paragraph 7 identifies three dimensions to sustainable development; social, economic and environmental which should be considered collectively. The proposal will also derive a number of social benefits notably helping the Local Planning Authority to meet its housing delivery targets. In terms of the economic dimension of sustainable development the proposed development will meet this aim by generating additional household expenditure which will contribute to the local economy and help to support local services and facilities. Additional economic benefits will be achieved through the employment generated during the construction phase. With regards to the environmental dimension of sustainable development the site is considered to be well related to the surrounding residential development

and its sustainable location will help generate sustainable travel patterns and reduce the need for reliance on the private car. The site is located on a busy bus route that delivers links to Leek and Cheadle and the City of SOT. Having regard to the above considerations it is concluded that the principle of development is wholly acceptable on this site and that the proposal constitutes a sustainable form of development.

Design & Impact on the Character and Appearance of the Area

4.6 SS1a Housing Development states that "all development will be assessed according to the extent to which it provides for high quality, sustainable housing ...and the strategy for the area having regard to the location of the development, the characteristics of the site... All housing should be the most appropriate density compatible with the site and its location, with the character of the surrounding area." The specific design policies of the CS also seek to promote local distinctiveness and positively contribute to the area as is similarly reflected in the NPPF which confirms that the Government attaches great importance to the design of the built environment. It furthermore states that good design is a key aspect of sustainable development; is indivisible from good planning; and should contribute positively to making places better for people. Developments should function well and establish a strong sense of place creating attractive and comfortable places to live, work and visit. Proposals should also optimise the potential of the site to accommodate development and respond to local character and history including local materials and the use of good architecture and appropriate landscaping. Developments should also create safe and accessible environments where crime and disorder and the fear of crime do not undermine quality of life or community cohesion. Policy DC1 states that new development should protect residential amenity in terms of satisfactory daylight, sunlight, outlook, privacy and soft landscaping.

4.7 It is considered that the application proposes a design which would respect the character and appearance of the surrounding development and help it assimilate with the semi-rural area beyond. The proposal meets the Council's adopted Space About Dwellings Standards in terms of its relationship with neighbouring dwellings and boundaries and in terms of the size of gardens. There would, therefore, be no adverse impact on neighbouring properties or future occupiers of the proposed dwelling. The proposed dwelling would benefit from a suitably sized area of private amenity space thus ensuring that future occupiers will benefit from an appropriate level of residential amenity. The proposed development would be seen as a continuation of this ribbon of development when viewed from short and longer distance views.

Highways

4.8 Paragraph 32 of the NPPF states: Plans and decisions should take account of whether the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure; safe and suitable access to the site can be achieved for all people and improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe is reflected in CS Policy T1 Development and Sustainable Transport.

4.9 The application proposes the use of the existing access serving 401 Cheadle Road. This would become a joint access to the existing and proposed properties. The access has good highway visibility and will provide car parking at a ratio of two spaces per dwelling. There would therefore be no significant conflict with CS Policy T1 or guidance contained in the NPPF.

5.0 Conclusion

5.1 For the reasons given above it is considered that the erection of a single dwelling on the application site would provide clear social, economic and environmental benefits in relation to the provision of new housing within an accessible and sustainable location. The proposal would also make a modest contribution to housing land supply in accordance with policy SS2 and SS3 of the Core Strategy and the Framework. Cheddleton village is a principal target for significant housing growth up to 2026. Moreover, the proposal would support a local service centre in accordance with Policy SS6a of the Core Strategy and the National Planning Policy Framework which states that housing should be located where it will enhance or maintain the vitality of rural communities. The proposal is acceptable in relation to the character and appearance of the area, highway safety or residential amenity. In addition the economic and social benefits which the development would bring in terms of its contribution to housing land supply, new homes bonus, jobs in construction and the construction industry supply chain and spending in local shops would also attract considerable weight in favour of the proposal The proposed development therefore accords with the provisions of policies SS1, SS1a, SS2, SS3, SS6a, DC1, DC2, DC3, H1 and H2 and NE1 of the Staffordshire Moorlands Core Strategy and guidance contained within the NPPF. For these reasons it is therefore considered that the proposal is capable of being supported by the Council.

6.0 Design and Access Matters

Use

The application proposes the development of the site for residential purposes. The application site is located in a predominantly residential area and reflects the nature and character of existing development which surrounds the site.

Amount

The application proposes the erection of a single dwelling.

Scale

The application proposes the erection of a two storey, three bedroom house.

Landscaping

There is tree and shrub planting on the site which is likely to be retained.

Appearance

The proposed design will deliver a traditional design using traditional materials.

Access

The proposed development would be served by the existing vehicular access point off the A520 with adequate off-road parking to the existing and proposed dwellings. The site is within easy walking and cycling distance of the centre of the village which has a wide range of services and facilities. Public transport links are easily accessible to Leek and other parts of the Staffordshire Moorlands as well as the neighbouring city of Stoke on Trent.