DELEGATED DECISION REPORT

SMD/2019/0709 **Valid 22/11/2019**	**THE NOOK 47 HUNTLEY LANE HUNTLEY CHEADLE**	**PROPOSED ATTACHED GARAGE** **(FULL - HOUSEHOLDER)**

MAIN ISSUES
Impact on the Green Belt and the Character and Appearance of the Area.

DESCRIPTION OF SITE
The Nook, 47 Huntley Lane is part of a small grouping of buildings in the Green Belt. The Nook is a double fronted inter war detached hipped roof bungalow. The front is 2/3 rendered with a brick base. The bungalow has previously been extended with a narrow flat roof addition that runs around the rear north west corner to the side and rear. The driveway runs to the side of the bungalow with a moderate rise up to elevated ground from the roadside behind an old red brick wall. The rear of the garden is enclosed and backs onto the back of a long brick farm shippon. The locality is an attractive little grouping of traditional red brick walls and buildings along a narrow rural road. However, opposite the site on the other side of the road there is a marquee hire depot that contains parked haulage vehicles, functional sheds, flat roof garages mixed with more traditional red brick farm buildings.

PROPOSAL
To build a flat roof garage set back and to the side of the applicant's bungalow. The front of the bungalow (facing the road) would contain a single width up and over door and an adjacent personnel door. The garage would have a bitumen roof, be built from block and finished with off white painted render.

The garage would be provided within the curtilage of the dwellinghouse inside 2metres from the boundary, its maximum height would be no more than 2.5 metres and the adjacent ground level rises alongside. Such a building might normally be permitted by class E, Part 1 of the GPDO and not require express planning permission from the LPA. However, in this case the applicant wishes to attach a small near side corner of the garage to the rear corner of the bungalow, there would be no internal link between bungalow and garage, but the applicant would rather have the garage built in this way than have a narrow gap between buildings that would be difficult to maintain and would collect debris.

Because the garage would be attached to the bungalow it would, in effect, become an enlargement to the dwellinghouse and with a total width that includes an existing flat roof extension that skirts the north west corner of the bungalow – the enlargement would have a width extending from the side of the original bungalow that is greater than half the width of the original dwelling. The enlargement would also extend beyond the original rear elevation by more than 4metres. All this means that as an enlargement of the dwellinghouse the garage would not be permitted by Class A, Part 1 of the GPDO.

RELEVANT LOCAL AND NATIONAL PLANNING POLICIES

Core Strategy Development Plan Document (Adopted 2014)
S01 Spatial Objectives
SS1 Development Principles
SS1a Presumption in Favour of Sustainable Development
SS6c Other Rural Area Strategy
DC1 Design Considerations
T1 Development and Sustainable Transport

National Planning Policy Framework
Section(s) 2 Achieving sustainable development; 4 Decision Making; 12 Well Designed Place; 13 protecting Green Belt

SITE HISTORY / RELEVANT PREVIOUS APPLICATIONS
None

CONSULTATIONS

Publicity
Site Notice expiry date: 7th Jan 2020
Neighbour consultation period ends: 16th December 2019
Press Advert: N/A

Public Comments
None
Town / Parish Comments
Cheadle Town Council – No objection.

Staffordshire County Council Highways
No objection. The development will not affect the current off street parking provision at the property which includes 3 spaces appropriate to a dwelling this size. It is noted that the garage is below size (6m x3m), however the driveway does have sufficient parking spaces for 3 vehicles.

Severn Trent Water

The proposals will have minimal impact on the public sewerage system and therefore we have no objection. Do not require a drainage condition.

OFFICER COMMENTS

Principle of Development
The site is in the Green Belt where development is inappropriate and, by definition, harmful unless it is provided for by one of the exceptions that appear in the closed lists at paragraph 145 and 146 of the NPPF.

One of those exceptions that might be appropriate to the proposed development is the extension of a building that does not result in disproportionate additions over and

above the size of the original. However, the applicant's development, together with an existing flat roof skirt around the rear, would result in a 70% increase over and above that of the original. Such an addition would be disproportionate and not provided for by the exception and the development would be therefore, inappropriate. As an aside, none of the listed exceptions would provide for a detached outbuilding for purposes incidental to the enjoyment of a dwellinghouse, and such a development would also be inappropriate.

Clearly here, however, the applicant would have an obvious and credible fall back, all he needs do is make the garage detached and it would be permitted by the GPDO, such a garage would be just as harmful to the Green Belt but it would in effect already have permission.

Where there is already permission in place for a form of harmful development (GPDO) that is not necessarily a good reason in itself to grant permission for another similar form of development that would be equally as harmful in Green Belt terms. However, in this case the applicant's desire or preference to avoid a narrow awkward gap by adjoining the development and the benefit to him by doing so, without making the development additionally harmful, would be just enough to tip the balance in favour of an express grant of permission for the form of development proposed.

Impact on character and appearance
The garage would have a relatively functional flat roof form, a conventional design for incidental outbuildings within gardens and often permitted by the GPDO similar buildings are present in the depot area on the other side of the road. Despite having a small corner attachment to the dwelling to the side and rear, it would be set well back behind the bungalow's front elevation where it would not interfere with or disrupt the bungalow's original front elevation that presents to the road side, it would read as a functional subordinate incidental garden building. The garage would be painted render and this would repeat or pick up or reflect the use of render with the brick on the bungalows principal elevations. The garage would not adversely affect the character and appearance of the host dwelling and the area and is of a form and appearance that might often be permitted by the GPDO.

Amenity
The applicant's property backs on to the rear elevation of an old brick farm shippon that runs along the whole of the rear garden boundary. The rear wall of the shippon is essentially blank. There is a planning permission to convert the shippon into a dwelling, I have reviewed the terms of that planning permission and the proposal does not include the introduction of any windows to that elevation that would be affected by the development. One small window would provide light to a kitchen area but it is high level and would not provide outlook from within the shippon area.

The side of the garage would be some 20 metres from the side gable of the adjacent property Huntley House the amenity enjoyed by those residents would not be affected.

Highway Safety

No objection from the highway authority. At least three off street spaces would be retained and unaffected by the development. Accordingly there would be no harm to highway safety and parking provision is at an acceptable level.

CONCLUSION / PLANNING BALANCE

A credible PD fall back position and the benefit to be enjoyed by the applicant by proposing to carry out the development as an enlargement to the dwelling would outweigh the harm to the Green Belt. There would be no adverse impacts to the character and appearance of the area.

OFFICER RECOMMENDATION :

Case Officer: Ben Hurst
Recommendation Date: 17.01.2020

X

Signed by: JaneC

On behalf of Staffordshire Moorlands District Council