DELEGATED DECISION REPORT

SMD/2020/0588 **Valid 21/10/2020**	**WOODLAND VIEW MAJORS BARN** **CHEADLE**	**PROPOSED BEDROOM EXTENSION TO SIDE** **(FULL - HOUSEHOLDER)**

MAIN ISSUES

- Principle of development
- Design and visual impact
- Neighbour amenity
- Highways/parking
- Drainage
- Coal

DESCRIPTION OF SITE

The application site is Woodland View, Major's Barn, Cheadle. The site consists of a detached dwelling which incorporates a residential annex. To the front of the property there are parking areas, whilst to the rear there is a large garden. Land levels drop from the road (Majors Barn) towards the rear garden boundary, beyond which there is open land, crossed by footpaths. The area immediately around the application site is generally residential development. Major's Barn consists of dwellings of various sizes and design. Brookhouse industrial estate lies further away towards the south-west.

For the purposes of planning policy consideration, the application site is located within the Cheadle Town Development boundary and a low-risk, coal development area. The site is not within any Conservation Area and there are no Listed buildings/structures within the vicinity which need to be considered. There are no protected trees which need considering and the site is not within any identified flood zone.

PROPOSAL

The application is for a single-storey side extension to provide two bedrooms. The extension would have a gable form, its ridgeline lower in level than the existing with the front wall and roof plane set back. Building materials are identified as brickwork and tiles to match the existing house. Windows would be located within the front and rear elevations.

RELEVANT LOCAL AND NATIONAL PLANNING POLICIES

Staffordshire Moorlands Local Plan

SS1	Development Principles
SS7	Cheadle Area Strategy
DC1	Design Considerations
T1	Development and Sustainable Transport

Appendix 2 Parking Guidance

Supplementary Planning Guidance

1. Space About Dwellings
2. Design Principles for Development in the Staffordshire Moorlands.

Supplementary Planning Document

1. Staffordshire Moorlands Design Guide

National Planning Policy Framework

Including sections;

2: Achieving sustainable development
6: Building a strong, competitive economy
9: Promoting sustainable transport
12: Achieving well-designed places

SITE HISTORY / RELEVANT PREVIOUS APPLICATIONS

05/00873/FUL	Partial conversion of bungalow to form two dwellings. New dropped kerb and erection of double garage. Refused.
06/00039/FUL	Extension to form ancillary living accommodation, new vehicular access and garage. Approved.

CONSULTATIONS

Publicity

Site Notice expiry date: 10/12/2020.

Neighbour consultation period ends: 12/11/2020.

Public Comments: No representations received.

Cheadle Town Council: No objections to the application.

Severn Trent Water: No objections.

Staffordshire County Council Highways: Object to the application for the following reasons;

1. The access road leading to the site is substandard as it is of inadequate width to allow two vehicles to pass and the increased use of such roads would result in an increase in the likelihood of danger to road users.

2. The traffic generated by the proposed development would be likely to result in an increase in highway danger owing to increased use of the Majors Barn and The Green junction which affords restricted visibility for drivers emerging from Majors Barn.

3. The proposed development will result in an increase in the likelihood of highway danger to road users owing to vehicles waiting on the public highway as a result of the Majors Barn (D142)/The Green (A521) junction being geometrically inadequate to reasonably accommodate passing vehicles.

OFFICER COMMENTS

Principle of development

The application site is located within the Cheadle Town Development Boundary. Cheadle is identified within the adopted Local Plan as one of the 3 towns within the Staffordshire Moorlands District, and as such the provisions of policy SS7 (Cheadle Area Strategy) apply. Support in principle can be given towards developments such as housing, community facilities, employment, service and retaining growth as well as supporting environmental and accessibility proposals. There is policy support for well designed buildings/structures. Considering the policy provisions, it is clear that there are no 'in principle' objections to the application subject to all other material planning considerations being satisfied. Matters to consider include design and visual impact, neighbour amenity, highways, parking, drainage arrangements and the fact that the site is within an area identified as having a potential coal risk (although in this case the house is within a low-risk area).

Design and visual impact

The addition is a simple and modestly sized, gable designed extension which is subordinate in size in relation to the dwelling. The extension is shown to have a lower ridgeline than the existing house. The front wall would be recessed from the existing and there would be a set back and break in the roadside facing roof plane. Proposed building materials are identified on the plan as being brickwork and tiles to match the existing house.

The surrounding residential development does not have any uniform appearance to it. Surrounding dwellings are mainly individually designed properties of varying ages, sizes and appearances. The proposed extension would not result in any adverse street scene impact and would fit in well with its surroundings. In conclusion, there are no design or visual impact objections to the proposed side extension.

Neighbour amenity

The scheme raises no neighbour amenity issues. There are no dwellings to the rear of the site, and those opposite are at a higher level and sufficient distance away for there not to be any overlooking issues. There is a neighbouring dwelling to the south-east. A site visit confirmed that there would be no adverse neighbour amenity impact due to the separation distance between the proposed extension and the neighbours dwelling and the fact that the neighbour benefitted from an attached garage. No adverse impact upon any of the neighbour's principal windows would occur.

Highways/Parking

The application site currently benefits from 2 vehicular accesses. The submitted plans show cars parked near to the most recently formed of the 2 accesses. A site visit confirmed that this access was in place and could be used for parking at any time (after removal of the skip). The application does not propose any alteration to either of the 2 vehicular accesses.

The County Highways officer has objected to the application for the reasons outlined above within the 'Consultations' section of the report. The County Highways officer's report states

that the property (after extension) would increase the property footprint from 2 to 4 bedrooms. Whilst this is true, it is also noted that the annex has an upper-level floor which contains 1 bedroom, therefore a total of 5 bedrooms within the building.

To assess acceptability of the application on highways and parking grounds, it is important to highlight the relevant planning history and to note that the current, adopted Local Plan standards for parking is a requirement for 3 off-road parking spaces to serve 4 or more bedrooms. The property (now) is a 3-bedroom property which, according to the parking standards, requires 2 spaces. Therefore, formal provision is required for 1 additional space to serve the proposed development; this is already provided.

Planning application reference 05/00873/FUL sought consent for the conversion of the bungalow to form two separate/independent dwellings, a new dropped kerb and erection of double garage. This application was refused for the following reason;-

Majors Barn is of substandard width to allow two vehicles to pass, its junction with The Green (A521) affords limited visibility for drivers emerging from the road, and its junction with The Green is geometrically inadequate to reasonably accommodate two passing vehicles. Consequently, the traffic generated by the proposed development would result in an unacceptable increase in the likelihood of danger to users of the highways in Majors Barn and The Green. The proposed development is therefore contrary to the requirements of Policy T16 of the Staffordshire Moorlands Local Plan in that it does not provide a safe and satisfactory means of access.

The case officer was quite clear that there were no objections to the application in terms of any other matters.

Planning application reference 06/00039/FUL sought consent for an extension to form ancillary living accommodation and a new vehicular access and garage. This application was approved and included conditions to ensure that the ancillary accommodation was retained as such, and not sold/let independently. The new access and parking areas had to be provided prior to occupation of the approved living accommodation. The approval has been implemented and the additional drive and parking areas have been provided.

It is noted that the 06/00039/FUL application was originally intended to split the dwelling into 2 separate dwellings, much like the earlier refused 05/00873/FUL application. The Case officer completed a committee report recommending refusal for 2 separate dwellings on the basis of a highways objection (copied below).

1. Majors Barn is of substandard width to allow two vehicles to pass, its junction with The Green (A521) affords limited visibility for drivers emerging from the road, and its junction with The Green is geometrically inadequate to reasonably accommodate two passing vehicles. Consequently, the traffic generated by the proposed development would result in an unacceptable increase in the likelihood of danger to users of the highways in Majors Barn and The Green. The proposed development is therefore contrary to the requirements of Policy T16 of the Staffordshire Moorlands Local Plan in that it does not provide a safe and satisfactory means of access and Policy H5 as this is a material objection to the creation of a new dwelling.

The case officer commented that ‘the proposal would lead to more comings and goings than currently occurs since the properties could be occupied by people that have no interactions with each other and it is on this basis that the objections raised by the Local Highway Authority are considered to be valid.’

The report further stated that that (snapshot below);-

> 4. The applicant's agent was approached with a view to securing an approval for the scheme by restricting the new dwelling to being ancillary accommodation to the main house as the Local Highway Authority have indicated that they would not object if this was the case. However the agent confirmed that it was the applicant's wish for the proposal to be considered as submitted and for the proposal to remain unaltered i.e. as two separate dwellings.

There is no written evidence on file that the Highway Authority would not have objected to annex accommodation. The 06/00039/FUL application was determined at the April 2006 Planning Applications Committee; there are no late representations relating to this meeting, nor any further correspondence from County Highways to say that they would not object to annex accommodation.

The applicant of 06/00039/FUL then requested that the application description be amended so that the new accommodation would be annex accommodation only. The files appear to suggest that the committee recommendation was changed, Planning Committee members then approved the application (as annex accommodation).

The current 3-bedroom house needs 2 parking spaces (Appendix 2 Local Plan 2020). At the time of considering the previous applications, appendix 4 of the Staffordshire Moorlands Local Plan (1998) was applicable. Under the 1998 Local Plan the previous proposal to divide the dwelling into 2 properties, would have required a total of 4 spaces. The current scheme requires 3 spaces. Therefore, the current proposal requires less vehicle space than was the case at the time of determining the previous applications. Less vehicle space requirement is an indication of the potential impact upon the junction and road (Major's Barn) itself. Nevertheless, the Highways officer has still recommended refusal of this application. It is ultimately a case of considering whether the 2 extra (proposed) bedrooms would result in any adverse highways impact, taking into account the fact that the property has already benefitted from extensions, (annex) and has already been able to provide a new drive and off-road parking area. The question is what is the difference (highways impact-wise) between the previously refused two separate dwellings, (one a 2-bed and one a 1-bed requiring 4 spaces), compared to that of a 5 bed property (which the building would become if this application was approved), requiring 3 spaces. There is minimal difference (1 space) between the on-site parking requirements (which in any case can be met). Planning Committee accepted the creation of a second access and this has been implemented.

The Highways Authority are objecting to this application for the same reasons as the 06/00039/FUL application even though this application proposes a need for only 1 extra space rather than the previous additional 2 spaces. The concern of the Highways Authority is clearly the potential increased usage of the road and the Major's Barn/The Green junction, rather than the on-site parking. The fact that this property would remain as a single unit would certainly attract less vehicles and fewer comings and goings than would likely be the case for 2 separate dwellings. Two separate households would each attract their own visitors (family/friends), postal deliveries, parcels or other deliveries. There would likely be pressure for more vehicles to be associated with each property compared to that of a single household.

Refusal of this application would ultimately mean that a precedent had been set for refusing any further applications to extend and increase the bedroom numbers (where parking standards were triggered) at other houses along Majors Barn. It is noted that Permitted Development Rights are in tact at the application property and this is highly likely to be the case with most (if not all) of the other Major's Barn dwellings, so additional extensions which could serve as bedrooms could be added without consent. With all of these matters

considered, it is the opinion of the Local Planning Authority that, on balance, the increase of 2 bedrooms (triggering an additional space – which is already provided) would not be so significant as to increase the levels of highway use to the degree where a refusal could reasonably be sustained at appeal. Should a future application be submitted to split the dwelling into 2 independent properties, then there may be a case for considering independent 'comings and goings,' however any future scheme would be considered on its own merits at the time of potential submission.

Drainage
Severn Trent Water have no objections to the application, stating that 'As the proposal has minimal impact on the public sewerage system, I can advise we have no objections to the proposals and do not require a drainage condition to be applied.'

Coal
Planning records show that the application site sits within a Coal Development Low Risk area and therefore it is reasonable to consider the surrounding area and any coal mining features/hazards. A Coal Mining Risk Assessment would not be required for this application. The Coal Authorities' 'Exemptions List' for the Risk Based Approach to Development Management identifies a householder application as one instance where an assessment is not required. In the event of planning permission being approved it is recommended that a coal related informative note is added to the decision.

CONCLUSION / PLANNING BALANCE

For the reasons outlined above it is recommended that the application is approved.

OFFICER RECOMMENDATION : Conditional approval

Case Officer: Lisa Jackson
Recommendation Date: 8/1/2021.

X

Signed by: Jane Colley Signature
On behalf of Staffordshire Moorlands District Council