

PLANNING, DESIGN & ACCESS STATEMENT

**PROPOSAL : DEMOLITION OF EXISTING ATTACHED GARAGE
AND ERECTION OF 4 DETACHED DWELLINGS**

**ADDRESS : LAND TO THE REAR OF ROSEDALE, 403 CHEADLE
ROAD, CHEDDLETON, ST13 7BH**

APPLICANT : MRS T.J BODE

DATE : FEBRUARY 2021 JOB No. : 2020-2541

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1.0 INTRODUCTION

1.1 This statement is submitted in support of a full planning application which seeks consent for the demolition of an existing attached garage and the erection of 4 detached dwellings on land to the rear of 403 Cheadle Road, Cheddleton. The application has been submitted by Sammons Architectural Ltd on behalf of Mrs T J Bode and is accompanied by drawing numbers 2020-2541-01, 2020-2541-02A, 2020-2541-03A, 2020-2541-04A, 2020-2541-05A, 2020-2541-06A, 2020-2541-07A, 2020-2541-08 and 2020-2541-09.

1.2 This statement analyses the site, the proposals and the policy context within which the proposals are made. Thereafter, it provides justification for approval of the proposed development on the basis that it would provide clear social, economic and environmental benefits in relation to the provision of new housing within an accessible and sustainable location without adversely impacting upon the character and appearance of the area, harming residential amenity or being detrimental to highway safety. The proposed development therefore accords with the provision of local and national planning policy and should therefore be approved without delay.

2.0 SITE DESCRIPTION

2.1 The application site comprises of a broadly L shaped parcel of land which extends to some 0.3126 ha. It lies on the eastern side of Cheadle Road, Cheddleton and includes the dwelling known as 403 Cheadle Road and its curtilage which runs across land to the rear of numbers 403-411 Cheadle Road.

2.2 The site is located in a predominately residential area within the defined settlement boundary of Cheddleton village where there is a general presumption in favour of development. There is a recent development of four detached houses which abuts the northern boundary of the application site whilst open countryside designated as Green Belt lies to the east. Pointon's Park lies to the south whilst the rear gardens of 403-411 Cheadle Road bound the site to the west.

3.0 PROPOSAL

3.1 This is a full application which seeks consent for the erection of 4 detached two storey dwellings. The proposed dwellings, which would each have a floor area of 124sq metres would comprise of a lounge, open plan kitchen/dining arrangement with hall, utility room and downstairs w.c with an ensuite master bedroom, 3 further bedrooms and family bathroom above.

3.2 The proposed dwellings would be constructed from facing brickwork under a plain clay tile roof and have a traditional appearance in keeping with the local vernacular. In addition to the four detached dwellings the application proposes the erection of two double detached garages. These would be located between plots 1 and 2 and 3 and 4 respectively with a single garage serving each dwelling. Further off road parking would be provided to the side of each dwelling with private amenity space provided for each unit to the side and rear.

3.3 The existing property Rosedale currently benefits from an access and egress arrangement with two separate access points onto the A520. The proposed dwellings would be laid out on the eastern side of a private access drive which would be formed by extending the existing (northern) access off the A520. The existing attached garage serving Rosedale would need to be demolished to facilitate the private driveway. The existing southern access would be retained to

serve Rosedale and a replacement garage would be provided within the curtilage for the host building.

4.0 POLICY

4.1 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.

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

4.3 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. It goes on to seek to significantly boost the supply of new housing throughout the country and sets out requirements for Local Authorities to maintain a five year deliverable supply of housing at all times. It also sets out guidance inter alia in respect of making effective use of previously developed land, securing high quality design and assessing impacts on highway safety. The content of this document has been taken into account in the preparation of this application and the most relevant sections of the NPPF are considered to be:-

- 1 Introduction paragraphs 1-14
- 2 Achieving sustainable development
- 4 Decision making
- 5 Delivering a sufficient supply of homes
- 9 Promoting sustainable transport
- 11 Making effective use of land
- 12 Achieving well designed places

4.4 The Development Plan for the Staffordshire Moorlands comprises of Local Plan which was adopted in September 2020. The main policies of relevance to the determination of this application are as follows:-

SS1 (Development Principles); SS8 (Larger Villages Strategy); H1 (New Housing Development); DC1 (Design Considerations); DC3 (Landscape and Settlement Setting) and T1 (Development and Sustainable Transport). For the sake of brevity these policies are not quoted in full but they are referred to where appropriate in the following section.

4.5 In terms of Supplementary Planning Guidance Council's adopted Design Guide and Space About Dwellings publications are also important in the consideration of this application.

5.0 ASSESSMENT

5.1 As set out above this is a full application for the demolition of an existing attached garage and the erection of four detached dwellings. The key issues are considered to be:

- The Principle of development
- The impact upon the character and appearance of the area

- Residential amenity
- Highway safety

Principle of development

5.2 In its general approach the Council expects the development and use of land to contribute positively to the social, economic and environmental improvement of the Staffordshire Moorlands. When considering development proposals the Council will in accordance with policy SS1 take a positive approach that reflects the presumption in favour of sustainable development contained in the NPPF. This means that planning applications that accord with the policies in Local Plan shall be approved without delay, unless material considerations indicate otherwise.

5.3 The application site lies within the development boundary of Cheddleton which is identified as a larger village within the recently adopted Local Plan. Support in principle for housing in such locations is provided in policy SS8 which confirms that such villages will retain their role as rural service centres providing for the bulk of the local housing needs of the rural areas. Although the Local Plan includes land allocations which would meet the new housing targets for the District over the plan period, small unidentified "windfall" sites within the development boundaries, often comprising of gaps between houses or even garden land on large plots, can still make a valuable contribution to the housing stock. The Development Plan continues to allow new houses within the identified development boundaries of towns and villages providing that all other relevant policies in the Local Plan and the National Planning Policy Framework are complied with.

5.4 The application site comprises of 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. Furthermore the site joins the A520 where public transport services offer regular links with the neighbouring towns of Leek and Hanley. As such the principle of development is therefore considered to constitute an acceptable form of development the principle of which is in accordance with current local and national planning policies.

The impact upon the character and appearance of the area

5.5 Policy H1 "New Housing Development" of the Local plan states that all housing development should be at the most appropriate density compatible with the site and its location and with the character of the surrounding area. Higher densities will generally be appropriate in locations which are more accessible by public transport and which have good access to services.

5.6 The specific design policy of the LP Policy DC1 also states that all development should be designed to respect the site and its surroundings and promote a positive sense of place and identity through its scale, height, density, layout, siting, landscaping, character and appearance.

5.7 The above guidance is 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.

5.8 This area of Cheadle road is generally characterised by detached and semi detached dwellings with differing designs set in spacious plots but of varying sizes. The proposed dwellings would be located on the eastern side of a private access drive to the rear of 403-411 with the front elevations of the dwellings angled away from the properties on Cheadle Road, as shown on the submitted block plan. This layout would be similar to a development recently permitted and

constructed on the adjacent site. Each dwelling would be provided with garaging provision and additional parking provision to the side of the dwelling with private amenity space provided to the side and rear. The proposed layout of the development is considered to be relatively informal and responds positively to the rural character of the countryside and the generous spacing between the plots would retain the verdant and open feel.

5.9 The proposed dwellings would be detached with a two storey form and traditional design and appearance. The use of good quality natural materials (facing brickwork/plain tile) is in keeping with the local building tradition and will ensure that they are quickly assimilated into their surroundings. In conclusion it is considered that the proposed development would not adversely impact upon the character and appearance of the application site or their valued characteristics of the wider surrounding area. In this respect the proposal accords with CS policies H1 and DC1 and the guidance contained in the NPPF more generally.

The impact on residential amenity

5.10 Local Plan policy H1 states that all new dwellings must be of sufficient size to provide satisfactory levels of amenity for future occupiers of the dwellings whilst respecting the privacy and amenity of occupiers of existing dwellings.

5.11 Policy DC1 states that all development should protect the amenity of the area, including the creation of healthy active environments and residential amenity, in terms of satisfactory daylight, visual impact, sunlight, outlook, privacy, soft landscaping as well as noise, odour and light pollution.

5.12 With regard to residential amenity the proposed dwellings have been sited to ensure that they have an indirect relationship with the existing residential properties to the west in order to avoid any harmful overlooking into neighbouring houses and their rear gardens as well as not leading to any light pollution, overshadowing or appear over dominant or bearing within their surroundings. In addition considerable separation distances would be achieved between the proposed dwellings and all surrounding nearby dwellings in accordance with the Council's Space About Dwellings SPG and adequate parking and amenity space will be provided for the occupiers of the new dwellings as well as being retained for the existing occupiers of the host building. In conclusion therefore it is considered that the proposal would not be prejudicial to the reasonable enjoyment of the existing or proposed occupiers and the proposal complies with Local Plan policy HC1 and DC1 in this regard.

Highways

5.13 Paragraph 108 of the NPPF states that development should provide a strong and suitable access for all users with paragraph 109 stating that development should only be prevented or refused on transport grounds where there would be an unacceptable impact on highway safety or the residual cumulative impacts of development are severe. This guidance is reflected in policy DC1 which requires, amongst other matters, for development to provide for a safe and satisfactory access and make a contribution to meeting the parking requirement arising from necessary car use.

5.14 As stated above the host dwelling, Rosedale, currently benefits from an existing ingress/egress arrangement with two separate points of access off the A520 Cheadle Road. The application proposes to retain and extend the northern one of these to serve the proposed development whilst the southern one will be retained solely for the occupiers of Rosedale (403) Cheadle Road. In order to facilitate the proposed development the existing attached garage serving Rosedale will need to be demolished and a replacement double garage is proposed within the submitted plans. Each new dwelling will be provided with secure garage accommodation and additional parking provision to the side resulting in 3 spaces per dwelling. Adequate parking and turning provision will be retained within the curtilage of Rosedale for the host building. In

conclusion therefore it is not considered that the proposed use would adversely affect highway safety and would therefore be compliant with LP Policy DC1 and guidance contained in the NPPF.

6.0 CONCLUSION

6.1 This application should be considered in the context of the presumption in favour of sustainable development as confirmed by the National Planning Policy Framework. The proposed development is acceptable in principle as the site is located within the development boundary for Cheddleton and in a sustainable location with good access to the services, facilities and employment opportunities provided within the village via a range of transport modes.

6.2 Local Plan policy HC1 supports the provision of housing on unidentified windfall sites, such as parts of large residential gardens or large gaps between buildings, on unallocated areas of land within the development boundaries of towns and villages.

6.3 The proposal would also make a modest contribution to housing land supply in accordance with policy SS1 and SS8 of the Local Plan and the NPPF. The proposal is acceptable in relation to the character and appearance of the area, highway safety and residential amenity.

6.4 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 weight in favour of the proposal.

6.5 The proposed development therefore accords with the provisions of policies SS1, SS8, DC1, DC3, H1 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.

7.0 DESIGN & ACCESS STATEMENT

USE

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

AMOUNT

7.2 The application proposes the erection of four dwellings. This amount of development is considered to comply with the Council's Space About Dwellings Standards and is in keeping with the density of existing development in this rural area.

LAYOUT

7.3 The layout of the development will be as shown on the submitted site layout plan. The proposed dwellings which would have a simple 'L' shaped footprint would be positioned around the proposed new access road. Each dwelling would have a floor area of 124sq metres and would be provided with the use of a single garage (12 sq metres). The replacement garage for Rosedale would have a floor area of 21.2 sq metres.

SCALE

The application proposes the erection of four two storey dwellings, which reflects the scale of nearby detached and semi detached two storey dwellings. The proposed dwellings would have an eaves height of 5.1m and an overall ridge height of 7.95m. Both the garages for the new

development and the replacement garage for Rosedale would have an eaves height of 2.47m and an overall ridge height of 5.1m.

LANDSCAPING

The existing tree and shrub planting will be retained.

APPEARANCE

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

ACCESS

The proposed development would be served by the existing vehicular access points off the A520 with adequate off road parking provided/retained for 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.