

## DELEGATED DECISION REPORT

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**SMD/2021/0716**  
**Valid 05/11/2021**

**29 CARRIAGE DRIVE**  
**BIDDULPH**

**SINGLE STOREY REAR**  
**EXTENSION AND SIDE CAR**  
**PORT**

**(FULL - HOUSEHOLDER)**

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### MAIN ISSUES

- Impact on the character and appearance of the existing dwellinghouse and the surrounding area.
- Impact on neighbouring amenity.
- Impact on highway safety.

### DESCRIPTION OF SITE

The application site comprises a detached dwellinghouse that is part two-storeys, part single storey with a mansard roof. It is constructed of a mix of buff brick, render, reconstituted stone features and vertical timber panelling. The roof is pitched and covered in concrete interlocking roof tiles. A detached single storey garage constructed of buff bricks with a pitched tiled roof is located in the rear garden. The dwellinghouse is set back from the highway by an open-plan front garden and a driveway is located from the highway, along the side of the house, to the garage to the rear.

The dwellinghouse is located on a residential street within the Development Boundary of Biddulph.

### PROPOSAL

Full planning permission is sought for the erection of a single storey rear extension and a car port to the side.

### RELEVANT LOCAL AND NATIONAL PLANNING POLICIES

#### **Staffordshire Moorlands Local Plan (Adopted Sept 2020)**

- SS1 Development Principles
  - 1a Presumption in Favour of Sustainable Development
- SS2 Settlement Hierarchy
- SS6 Biddulph Area Strategy
- DC1 Design Considerations
- T1 Development and Sustainable Transport

## **National Planning Policy Framework**

Paragraph(s) 1 - 14

Section(s) 4, 12

### **SITE HISTORY / RELEVANT PREVIOUS APPLICATIONS**

SMD/1979/0647      Internal alterations on ground floor and extension to form lounge, bedroom and shower room over Approved

### **CONSULTATIONS**

#### **Publicity**

Site Notice expiry date: 07/12/2021

Neighbour consultation period ends: 29/11/2021

Press Advert: N/A

**Public Comments:** None

**Town / Parish Comments:** None

**SCC Highways:** No objection

### **OFFICER COMMENTS**

#### **Principle of Development**

Paragraph 11 of the National Planning Policy Framework (NPPF, 2021) promotes a 'presumption in favour of sustainable development'. For decision takers this means (c) approving development proposals that accord with an up-to-date development plan without delay; or (d) where there are no relevant development plan policies, or the policies which are more important for determining the application are out-of-date, granting permission, unless: i) the application of policies in the Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or ii) any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole.

Paragraph 8 of the NPPF (2021) identifies three dimensions to sustainable development as being economic, social and environmental. In accordance with policies SS1 and 1a of the Staffordshire Moorlands Local Plan, the Council will expect all new development to make a positive contribution towards the sustainability of communities and to protecting, and where possible, enhancing the environment. When considering development proposals, the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the NPPF (2021).

The dwellinghouse is located within the Development Boundary of Biddulph; a 'town' as identified by Local Plan policies SS2 and SS6. Extensions to dwellinghouses in towns are considered acceptable in principle as they accord with both local and national planning policy.

## **Design**

Policy DC1 refers to design and seeks to secure development of a high quality which is designed to add value to the area and to respect the site and its surroundings. New development should promote a positive sense of place and identity through its scale, density, layout, siting, landscaping, character and appearance.

Paragraph 130 of the NPPF (2021) requires the design of a development to add to the overall quality of an area, by being sympathetic to local character and by being visually attractive as a result of good architecture.

The Council's Design Guide SPD outlines the Council's expectations in respect of design and states that extensions should harmonise with the parent building. An extension should respect the dominance of the original building and be subordinate to it in terms of its size and massing.

### Single Storey Rear Extension

The proposed single storey rear extension will occupy approximately two-thirds of the rear elevation of the dwellinghouse and will project 3.5 metres into the rear garden. The extension will have a pitched roof with an eaves height of 2.3 metres and a ridge height of 4.5 metres. The side elevation of the proposed extension will adjoin into the side elevations of both the detached garage and the proposed carport. The walls of the extension will be rendered, whilst the roof will be tiled. A full height feature glazed window will be positioned in the rear elevation of the extension, whilst a door will be positioned in the northern side elevation.

The proposed extension will be subordinate to the existing dwellinghouse and it will use materials that already feature on the existing dwellinghouse. The roof pitch will match that of the existing dwellinghouse. The extension will be located to the rear of the dwellinghouse and therefore it will not be highly visible from the street scene. It is for these reasons that the proposed extension's design is considered acceptable.

### Carport

It is proposed to erect a carport to the western side elevation of the existing dwellinghouse. It will be set 3.2 metres back from the front elevation of the dwellinghouse and will extend 9 metres over the existing driveway and will attach into both the front elevation of the existing detached garage and the side elevation of the proposed single storey rear extension. The carport will comprise of a slim steel frame with opaque polycarbonate sheeting. It will have a flat roof.

The proposed carport will comprise a lightweight and transparent structure that will be subordinate to the existing dwellinghouse due to its set back from the front elevation and its overall scale. It will not be highly discernible from the street scene

due to its scale, its siting relatively to the highway, its slimline frame and transparent materials. It is for these reasons that the proposed carport's design is considered acceptable.

### Conclusion

It is for these reasons that the proposed development is considered to comply with policy DC1 of the Local Plan (2020), the Design Guide SPD and the NPPF (2021).

### **Amenity**

Policy DC1 and paragraph 130(f) of the NPPF (2021) seek to secure development that protects amenity, including residential amenity, in terms of satisfactory daylight, sunlight, outlook, privacy and soft landscaping.

### Single Storey Rear Extension

The property to the east of the application site, No. 31 Carriage Drive, comprises a detached bungalow. The single storey flat roofed garage belonging to the neighbouring property is located along the boundary shared with the application site, with just a small gap separating it from the dwellinghouse at the application site. The proposed single storey rear extension will not extend beyond the rear elevation of the neighbour's garage.

The proposed single storey rear extension will comply with the 45-degree guideline in respect of No. 31 Carriage Drive and therefore it will not have an overbearing effect or result in a loss of light. No windows are proposed in the eastern side elevation of the proposed extension facing towards No. 31 and the proposed door will serve a utility room and will face towards the blank elevation of the neighbour's garage. The proposed extension is therefore not considered to have a detrimental effect on the amenity of No. 31 Carriage Drive.

To the west of the application site is No. 27 Carriage Drive that comprises a detached bungalow. The single storey detached garage belonging to the application site is located between the proposed single storey rear extension and No. 27 Carriage Drive, therefore it will screen a large part of the proposed extension. The eaves height of the proposed extension will match the eaves height of the western side of the existing dwellinghouse and the roof pitch will match the pitch of the existing roof.

The proposed extension will comply with the 45-degree guideline in respect of No. 27 Carriage Drive and no windows will be positioned in the side elevation of the proposed extension facing towards No. 27 Carriage Drive. No windows are located in the eastern side elevation of No. 27 however, they directly face the existing dwellinghouse rather than the proposed extension and both comprise secondary windows. The proposed extension is therefore not considered to have a detrimental effect on the amenity of No. 31 Carriage Drive.

The dwellinghouse to the rear of the application site, No. 13 Moor Close, comprises a detached bungalow. It is set at a different angle to the dwellinghouse at the

application site, therefore resulting in the rear elevation of the dwellinghouse facing the rear and side elevations of No. 13. A distance of approximately 23.5 metres will be maintained between the two properties, therefore exceeding the separation distance outlined within the Space About Dwellings SPG. The proposed extension will therefore not adversely affect the amenity of No. 13 Moor Close.

### Carport

The proposed carport will be screened from No. 31 Carriage Drive to the east by the proposed single storey rear extension and it will be screened from the dwellinghouse to the rear, No. 13 Moor Close, by the dwellinghouse's existing garage. The proposed carport will therefore not adversely affect the amenity of these properties.

The proposed carport will be sited adjacent to the side elevation of No. 27 Carriage Drive to the west of the application site. A gap of between 2.2 metres and 2.8 metres will be maintained between the proposed carport and the boundary shared with No. 27. The carport will be constructed of a slimline frame and will be transparent. 2no. windows are located in the side elevation of No. 27 that will face towards the proposed carport however, one of these windows is obscure glazed and the other comprises a secondary window. The proposed carport will therefore not have a detrimental effect on the amenity of No. 27 Carriage Drive.

### Conclusion

It is for these reasons that the proposed extension and carport will comply with policy DC1 of the Local Plan (2020) and the NPPF (2021).

### **Highway Safety**

Policies DC1 and T1 seek to achieve a level of parking and an access that is appropriate to the development it serves.

The proposed development will not result in an increase in the number of bedrooms at the dwellinghouse and the proposed extension and carport will not affect the existing driveway and garage. The Highways Engineer has assessed the application and raises no objection as sufficient off-street parking will be maintained.

It is therefore considered that the proposed development will not have a detrimental effect on highway safety. The development will therefore comply with policies DC1 and T1 of the Local Plan (2020) and the NPPF (2021).

### **CONCLUSION / PLANNING BALANCE**

For the reasons outlined above, the proposed development is considered to accord with the relevant policies contained in the Staffordshire Moorlands Local Plan (2020) and the NPPF (2021). As such the application is recommended for approval.

**OFFICER RECOMMENDATION:      APPROVE subject to Conditions**

**Case Officer: Ailsa Berry**

**Recommendation Date: 16/12/2021**

X *B.J. Haywood*

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Signed by: Ben Haywood

**On behalf of Staffordshire Moorlands District Council**