

DELEGATED DECISION REPORT

SMD/2021/0687
Valid 29/10/2021

**DORANDALE STANLEY
ROAD
STOCKTON BROOK**

**ERECTION OF DETACHED
GARAGE, NEW VEHICULAR
ACCESS AND REPLACEMENT
ROADSIDE BOUNDARY WALL**

(FULL - HOUSEHOLDER)

MAIN ISSUES

- Principle of development (Green Belt)
- Design and visual impact
- Neighbouring amenity
- Highway safety

DESCRIPTION OF SITE

Dornadale is a modest hipped, render and tile, detached bungalow fronting onto Stanley Road, Stockton Brook. The bungalow is accessed via a gravel driveway. The property benefits from amenity space to the front and rear and is set back from the road behind gates, a brick wall and front boundary hedge.

The property is located within the Green Belt

PROPOSAL

Planning permission is sought for a detached single garage to the rear of the property and a front boundary wall. The garage will sit 3.2m by 6.4m with a ridge height of 3.6m. The applicant seek to level part of the sloped ground to accommodate the garage. It will feature a hipped roof and be rendered.

The boundary wall be run along the frontage with a set back of 2m from the highway. The wall will have an height of 0.6m with two pillars of 1.8m. Amended plans were submitted to reflect this.

RELEVANT LOCAL AND NATIONAL PLANNING POLICIES

Staffordshire Moorlands Local Plan (Adopted Sept 2020)

SS10 Other Rural Areas Area Strategy
DC1 – Design Considerations
T1- Development and Sustainable Transport

National Planning Policy Framework

Section 12: Achieving well-designed places

SITE HISTORY

None

CONSULTATIONS

Publicity

Site Notice expiry date: 06/01/22

Neighbour consultation period ends: 23/12/21

Press Advert: N/A

Public Comments

Neighbour comments None

Town / Parish Comments	No objection
------------------------	--------------

Staffordshire County Council Highways No objection subject to condition

OFFICER COMMENTS

Principle of Development

For the purposes of planning policy consideration the application site is located within the Green Belt where, in accordance with paragraph 89 of the National Planning Policy Framework (NPPF), it is outlined that the Local Planning Authority should regard the construction of new buildings as inappropriate development within the Green Belt.

Relevant to this application is the exception of 'limited infilling or the partial or complete redevelopment of previously developed land, whether redundant or in continuing use which would not have a greater impact on the openness of the Green Belt than the existing development.' Given the location of the site, the proposed garage would not have a greater impact on the openness of the Green Belt as it sits within a predominately suburban area. The garage footprint size as well as ridge and eaves height would result in a form of development which could reasonably be described as modest and subordinate in size. One of the fundamental Green Belt aims is to keep land permanently open in order to prevent urban sprawl (para 79 NPPF). The positioning of the garage to the rear/ side of the house would utilise the space the site has to offer without compromising the openness of the Green Belt and given the juxtaposition to the dwelling and its neighbour is considered to be infilling. For the reasons outlined above it is concluded that there are no objections in principle to this development.

In terms of the proposed brick wall, the wall will be low level and would replace the existing front wall and gate. The works is considered to be limited infilling and does not have a greater impact on the openness of the Green Belt than the existing development. As such, this element of the proposed works meets Green Belt Policy.

Design

Paragraph 127 of the NPPF (2019) 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.

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.

The proposed garage is a modest build that ties well with the host dwelling both in character and appearance. The applicant intends to use matching render and pair the roof type as the dwelling which is considered to be visually acceptable. There is also a front garage opposite the application site that the proposed garage can be compared to and therefore, would not feel all intrusive within the street-scene.

The proposed front wall will remain the same height as the wall that will be replaced with the exception of two pillars that will be 1.8m in height and set back 2m from the highway. The wall will be rendered. It is considered that the enclosure will have some presence with its stark render appearance, however, the wall is modest in scale and the pillars are slim to not appear overly prominent within the street-scene. On balance, the wall/ gate is appropriate and accords with Policy DC1 in the Local Plan.

Impact to neighbouring amenity

Paragraph 127(f) of the NPPF (2019) and policy DC1 seeks to secure development that protects amenity, including residential amenity, in terms of satisfactory daylight, sunlight, outlook, privacy and soft landscaping.

The garage will be positioned to the rear of the property. The nature of the building is to store a vehicle and provide additional storage to a modest bungalow. It is not considered to cause any overlooking or infringe on the immediate neighbours on either side of the application site due to the intended use of the building and position of the garage where any views will be onto the public street-scene. This opinion is backed up by no neighbour objections.

The wall/ gate is to the front and will have no bearing to immediate neighbours.

Taking the above into account, this application is therefore considered to be in accordance with Policy DC1 of the Local plan.

Highway Safety

Policy T1 of the Local Plan states that permission will only be granted for development incorporating adequate and satisfactory parking provisions.

The property benefits from off highway parking (driveway). According to the Highway Engineer who had made comments on the application on highway safety, the garage is marginally short of the parking standards and the position of the garage would render the current parking arrangement redundant. Nevertheless, it was in the comments that there is sufficient space within the curtilage of the property to accommodate parking for a property of this size.

Referring to the replacement boundary wall, the wall will be repositioned so that the gate will be in the centre and not to the side. There were concerns raised with the height of the wall that would obstruct driver's visibility and therefore should be no

more than 600mm in height. This was relayed to the applicant. The agent amended the height to 600m. The Highway officer has subsequently raised no objection.

As such, the proposal will not have a detrimental impact on the adopted highway. This application is therefore considered to be in accordance with Section 9 of the NPPF and Policy T1 of the Local Plan.

CONCLUSION

The proposal would not harm the openness of the Green Belt or the character, appearance and amenities of the area and therefore complies with the Council's Local Plan and the government planning guidance contained within the NPPF.

OFFICER RECOMMENDATION : Approve

Case Officer: Lisa Li

Recommendation Date: 1/03/22

X *B.S. Haywood*

Signed by: Ben Haywood

On behalf of Staffordshire Moorlands District Council