

DELEGATED DECISION REPORT

SMD/2021/0839
Valid 20/12/2021

**LANSDOWNE STATION
ROAD
CHEDDLETON**

**ERECTION OF A DETACHED
DORMER BUNGALOW ON THE
SIDE GARDEN AREA OF
LANSDOWNE**

(FULL - MINOR)

MAIN ISSUES

- Impact on the Green Belt and character and appearance of the area
- Compatibility with Local Plan Housing Strategy for the Rural Areas
- Living conditions of existing and future occupiers of development
- Highway Safety

DESCRIPTION OF SITE

The site is provided by the garden to the side of the existing bungalow dwelling 'Lansdowne'. The garden provides a gap between dwellings that are similar in width to the plot on either side. The garden area has already been cleared with some excavation to create a 'bare earth' plot of land. Retaining blocks have been installed to the rear edge beneath the sloping land, suggesting that some levelling has been carried out into and up to the back of the land.

The dwelling and its garden are central within a row of roadside properties consisting of a mix of Victorian worker's cottages and late 20th century bungalows. On the opposite side of Station Road the northern boundary of Churnetside business park and the 'larger village' of the Cheddleton settlement boundary coincides with the line of the road.

The row of properties, that include the applicant's dwelling and the site, are within the Green Belt. The land to the rear of the dwellings slopes up steeply to open field beyond. Parcels of adjoining land beyond obvious curtilage provide garden which has been used as such for years, the lawfulness of the use has been confirmed with the grant of lawfulness certificates 02/00895/CL EXG.

PROPOSAL

Full planning application, with all matters for consideration, to build a single detached brick dormer bungalow. The bungalow would have a ridge parallel to the road with its long side elevation facing front. There would be two small dormer windows facing front with small peaked roofs. The bungalow would be brick built with render panels to the front elevation. An integral garage to one side of the front elevation would present a small projecting gable.

Revised plans have increased the internal dimension of the garage and set the dwelling back a total of 6m from carriageway edge.

RELEVANT LOCAL AND NATIONAL PLANNING POLICIES

Local Plan Development Plan Document (Adopted 2020)

S01 Spatial Objectives
SS1 Development Principles
SS10 Other Rural Area
DC1 Design Considerations
DC3 Landscape Character
T1 Development and Sustainable Transport

National Planning Policy Framework

SITE HISTORY / RELEVANT PREVIOUS APPLICATIONS

79/07884/OLDDC Site for dwelling (existing bungalow Lansdowne) Approved.
80/08337/OLDDC REM for dwelling (existing bungalow Lansdowne). Approved.
02/00895/CL_EXG Lawfulness certificate for use of land as garden. Approved.

CONSULTATIONS

Publicity

Site Notice expiry date: 16th Feb 2022
Neighbour consultation period ends: 16th Feb 2022
Press Advert: N/A

Public Comments

None

Town / Parish Comments

Cheddleton Parish Council: Awaited

Staffordshire County Council Highways

Objection to the original proposal – garage is not large enough to provide one of the parking spaces, the front of the garage is not 6m from carriageway edge.

The garage is now larger and dimensioned and meets parking standards. 6m is now stated between face of garage and edge of carriageway. Station Road is the classified C64. Normally a turning area would be required. There is no turning area, but taking the application on its own merits, with visibility provided, the access would not be intrinsically unsafe or unreasonable. Despite being opposite an industrial estate, this stretch of Station Road is not especially busy or high speed. The drawing shows an echo channel. I presume this is intended to be an aco drain, but it does address the issue. I'd condition it as an aco drain.

OFFICER COMMENTS

Impact on the Green Belt and the Local Plan strategy approach to the provision of housing in the 'other rural areas'

The published updated 5 year housing supply statement concludes that the Staffordshire Moorlands only has a supply of 4.21 years. As such, para. 11d of the NPPF now applies to applications for housing development i.e. grant permission unless covered by policy in the closed list at footnote 7 (e.g. Green Belt, Local Green Space, SSSI etc), or unless 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 – The “Tilted Balance”.

The site is within the Green Belt, on the north side of Station Road and Churnetside Business Park. Station Road coincides with both the boundary of Cheddleton village settlement to the south and the Green Belt to the north. Development in the Green Belt is inappropriate and, by definition, harmful, unless it is provided for by one of the exceptions that appear on the closed lists at paras. 149 and 150 of the NPPF. Two of those exceptions that might apply are: the limited infilling in villages; and limited infilling or the partial or complete redevelopment of previously developed land, which would not have a greater impact on the openness of the Green Belt than the existing development.

The site, in this case, provides existing garden to the side of the roadside bungalow Lansdowne that fronts Station Road. As a garden area to the side of the host bungalow it provides a gap between that bungalow and the next adjacent neighbouring bungalow. The width of that gap is similar to the width of the bungalows on each side (15m). The ‘gap’ appears midway in what is essentially a continuous 400m row of dwellings (a mix of terraced cottages and detached bungalows) that front Station Road and Churnetside Business Park.

For the purposes of the Staffordshire Moorlands Local Plan the site is outside of the defined ‘larger village’ area of north Cheddleton and within an ‘other rural area’ that includes the Green Belt, here Local Plan strategy SS10 applies. However, the site does not occupy ‘open’ countryside surrounding a ‘smaller’ village, it is not an isolated location in the countryside and, instead, it adjoins the boundary of a ‘larger village’ and the development would be well related to the existing pattern of development and surrounding land uses. In these circumstances Policy H1 of the Local Plan specifically supports housing development, however, in the Green Belt, strategy SS10 essentially defers to the NPPF and strict control shall allow only for those exceptions set out in the NPPF.

For the purposes of the NPPF the site, forming part of the existing dwelling’s curtilage, is previously developed land, as defined. The infill development would occupy a gap that is proportionately comparable to the width of the dwellings on either side and sits midway within a relatively built up roadside frontage, it would, by definition, be limited. The existing development forms a continuous 400m row of dwellings (a mix of terraced cottages and detached bungalows) that front Station Road and Churnetside Business Park and within that context the proposal would provide comparable roadside development that would not have a greater impact on the Green Belt than that existing development.

Provided for by an NPPF exception, the development, therefore, would not be inappropriate and harmful to the Green Belt. There would be no conflict with Local Plan ‘other rural area’ strategy SS10 or Housing Policy H1.

Design and Impact on the Character and Appearance of the Area

Local Plan Policy DC1 requires all development to be well designed and reinforce local distinctiveness by positively contributing to and complementing the special character and heritage of the area in line with the Council's Design Guide SPD. Local Plan Policy DC3 states that the Council will protect and, where possible, enhance local landscape and the setting of settlements by resisting development which would lead to prominent intrusion into the countryside.

The new bungalow would be of, what might be described as, rather simple or unremarkable character and design. However, it would be positioned between two bungalows of different types and designs, both similarly simple in form and character. In this context the new dwelling would be of relatively quiet appearance with architecture that is reflective of its neighbours, with some detailing and features that adds visual interest and some vernacular merit – the use of some render that breaks up the front elevation and matches the render on the adjacent neighbour, the small centrally positioned peaked dormers, brick soldier courses as lintels and sills, and the small gable projection to the front.

A line of large concrete blocks along the rear of the site that are currently visible from the road would be concealed behind the new bungalow and not have impact on the wider environment or public vantage, any use of facing material could be left to the will of the developer or future home owner.

Although the new dwelling would be built outside the settlement boundary of Cheddleton, in an 'other rural area' it would not be an isolated or open countryside location, the dwelling would be slotted into a gap between two existing dwellings on a site that already has enclosure and the appearance of a residential plot. The dwelling would not be an intrusion into the countryside that would be in direct conflict with Local Plan policy DC3.

In these regards the development would be reasonably designed and there would be no damage to local distinctiveness there would be no conflict with the criteria of policies DC1 and DC3 of the Local Plan.

In respect of para. 11d of the NPPF, where permission should be granted for housing development unless 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, the design of the dwelling and its impact on character and appearance of the area would outweigh the benefits of providing a dwelling.

Impact on Amenity

The new dwelling would be built between blank facing side elevations on each side, there would be no habitable rooms with windows in the side elevations of the development (a garage and toilet window on east elevation can be obscure glazed).

The development would be stepped forward slightly of the dwelling to the east. That dwelling is split level and its nearest adjacent window is at a much higher level than that of the development plot and with a good separation distance between the two

dwelling the outlook from that window would not be flanked or obscured. There would be no conflict with policy DC1 of the Local Plan in these regards.

The rear of the new dwelling, particularly after the revision to increase distance from the front to the highway edge, would be quite tight against the concrete block retaining wall (no more than 2.5m between rear elevation and wall) providing a narrow patio strip. The concrete wall is 1.4m high, that would not be perceptibly any higher than the bottom of the kitchen window that would face toward it, and above and beyond a large graded lawn would slope up and away providing ample outlook and amenity space.

In respect of para. 11d of the NPPF, where permission should be granted for housing development unless 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, the design of the dwelling and the quality of outdoor amenity space and living conditions for a future occupier, is not an adverse impact that would outweigh the benefits associated with the provision of a dwelling.

Highway Safety

The proposal has been amended to address highway concerns. The drive depth has been increased to 6m from carriageway edge and the interior dimension of the garage has been increased to provide a parking space. The garage is now larger and dimensioned and meets parking standards. Station Road is the classified C64. Normally a turning area would be required. There is no turning area, but the highway authority have taken the application on its own merits, with visibility provided, they do not consider that the access would be intrinsically unsafe or unreasonable. The County officer notes that despite being opposite an industrial estate, this stretch of Station Road is not especially busy or high speed and a planning condition could require an aco drain.

In respect of para. 11d of the NPPF, where permission should be granted for housing development unless 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, risks to highway safety would not be an adverse impact that would outweigh the benefits of providing a dwelling.

CONCLUSION / PLANNING BALANCE

The housing development would not be inappropriate and harmful to the Green Belt and it would be compatible with the Local Plan 'other rural area' strategy for the provision of rural housing. With consideration of impacts on character and appearance, the living conditions of existing and future occupiers, and highway safety, there are no adverse impacts that would significantly and demonstrably outweigh the benefits associated with the provision of a new dwelling. There would be no conflict with the local plan policies listed above or the terms of the NPPF.

OFFICER RECOMMENDATION : APPROVE

Case Officer: Ben Hurst

Recommendation Date: 14th June 2022

X *B.S. Haywood*

Signed by: Ben Haywood

On behalf of Staffordshire Moorlands District Council