

DELEGATED DECISION REPORT

SMD/2022/0223
Valid 28/04/2022

124 CONGLETON ROAD
BIDDULPH

SINGLE STOREY SIDE
EXTENSION.

(FULL - HOUSEHOLDER)

MAIN ISSUES

- Design
- Amenity
- Highway Safety

DESCRIPTION OF SITE

The proposed site comprises a detached brick, render and tile dwellinghouse and its associated curtilage, situated in the Biddulph North ward. Additionally, the proposed site is within the Biddulph Development Boundary, where positive development is encouraged to be concentrated. The site is enclosed by neighbouring dwellinghouses on the North and South. No. 126 Congleton Road is situated to the North of the site and Whitehill House, No. 122 Congleton Road is located to the South. The rear curtilage of the site adjoins the rear curtilages of No. 21 and No. 23 Dart Close to the East. The Congleton Road highway runs adjacent to the proposed site on the West.

It is noted that a number of properties within the estate have been extended and Altered, however the established character of the original estate has been retained.

PROPOSAL

The proposed development consists of a single storey rear and side extension. The single storey rear and side extension will allow for a larger kitchen. The single storey extension would have a maximum height of approximately 4.5 metres and maximum eaves height of 3.1 metres measured externally from natural ground level. It will be a 'L' shape, wrapping around the South facing side elevation and the Eastern rear elevation. The extension would protrude from the original side elevation of the dwellinghouse by approximately 2.1 metres and will have a length of 5.1 metres. It would have a width of 4.5 metres across the rear elevation of the dwelling. Materials used in the construction of the proposed extension would match those used in the construction of the existing dwellinghouse, including brick, render, slate tiles, flat roof material and grey UPVC / aluminium / composite / wood.

RELEVANT LOCAL AND NATIONAL PLANNING POLICIES

Staffordshire Moorlands Local Plan (Adopted 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 – Decision making, 12 – Achieving well designed places

Staffordshire Moorlands Design Guide SPD

Part 5 – Alterations, Extensions and Conversions

SITE HISTORY / RELEVANT PREVIOUS APPLICATIONS

N/A

CONSULTATIONS

Publicity

Site Notice expiry date: 27/06/2022

Neighbour consultation period ends: 10/06/2022

Press Advert: N/A

Public Comments

No public comments have been received.

Town / Parish Comments

Biddulph Town Council have recommended approval of the application.

OFFICER COMMENTS

Principle of Development

Paragraph 11 of the National Planning Policy Framework (NPPF) 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 identifies three dimensions to sustainable development as being economic, social and environmental.

In accordance with Policies SS1 and SS2 of the Staffordshire Moorlands Local Plan the Council expects all new development to make a positive contribution towards the sustainability of communities and to protect and where possible enhance the environment. A concentrated focus on future growth is to be directed to larger settlements, including Biddulph. When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework (NPPF).

In compliance with Policy SS6, new development will be directed to the most sustainable locations. The site lies within the town of Biddulph, which is one of the main urban areas where the focus of new development will be directed, with the aim of crafting all development to enhance the character and appearance of the town.

The proposed site is within the Development Boundary, thus the proposed works are acceptable in principle, subject to conformity with other relevant national and local planning policies. The main issues which need to be considered as part of the assessment of the proposed works include design, neighbour amenity and highway safety.

Design

Policy DC1 seeks to ensure that all development is well designed and of a high quality, contributing to local distinctiveness and harmonising with sense of place. The Council's Design 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. The proposed development consists of a single storey rear / side extension.

The proposed single storey extension would have a maximum height of approximately 4.5 metres and maximum eaves height of 3.1 metres measured externally from natural ground level. It will be a 'L' shape, wrapping around the South facing side elevation and the Eastern rear elevation. The extension would protrude from the original side elevation of the dwellinghouse by approximately 2.1 metres and will have a length of 5.1 metres. It would have a width of 4.5 metres across the rear elevation of the dwelling. For a development to be considered appropriate in terms of its size and massing, the Council would universally expect to see

extensions subordinate to the dominance of the original building.

The proposed rear and side extension would be single storey, therefore the eaves and maximum heights of this extension would be set down from the parent building. Thus, it would be considered appropriate development in accordance with the Council's Design SPD. I note that the rear and side extension would clearly be set back from the principal elevation of the dwellinghouse, again reiterating its subordinate nature to the parent dwelling. It would have a simple pitched roof when viewed from the side, progressing into a mono pitch roof when viewed from the rear of the dwelling, which would be in keeping with the roof course of the host dwelling.

Materials used in the construction of the proposed extension would match those used in the construction of the existing dwelling, as well as from surrounding dwellings in the area. Although the surrounding street scene is comprised of a varied selection of house types, a prominent feature of the street scene is the brick and render used in the construction of the dwellinghouses. Brick, render, slate tiles, flat roofing and grey UPVC / aluminium / composite / wood would be used in the construction of the proposed extension. Therefore, the materials are considered appropriate in relation to the existing dwellinghouse, as well as the surrounding street scene. Thus, the proposed materials would match the existing materials and harmonise with the surrounding street scene, not detracting from the character of the original estate.

The proposal, by virtue of its size, scale and siting maintains the character of the existing dwelling and area. The proposal would therefore accord with the provisions of local plan policy DC1 and section 12 of the NPPF in this regard.

Amenity

Paragraph 127 f) of the NPPF seeks to secure a high standard of amenity for all existing and future occupants. Local Plan Policy DC1 requires development to achieve a satisfactory relationship to adjacent development and to not cause unacceptable effects by reason of visual intrusion, overlooking, shadowing, overbearing effect, noise, light pollution or other adverse impacts on local character and amenity.

The application site is bound by No. 126 Congleton Road to the North and Whitehill House, No. 122 Congleton Road to the South. The rear curtilage of the site adjoins the rear curtilage of No. 21 and No. 23 Dart Close. Therefore, amenity impact assessment is essential on the direct neighbouring properties to the sides and rear of the application site.

I note that all neighbouring dwellinghouses are detached, with plentiful amounts of space between one another, reducing any impact which the proposed extension would have. Upon assessment of the potential amenity detriment which the proposed extension could cause to No. 122 Congleton Road, it has been established that the proposed extension would not create a detrimental loss of light amenity into any windows of the neighbour. After a site visit, an examination of the submitted site plan shows that the proposed single storey side / rear extension would not breach

the 45 degree line from the closest rear window belonging to this neighbour. As the proposed extension would be positioned to the North of the neighbours, the East to West sunlight trajectory would mean that only the slightest amount of light could be lost into the neighbouring garden in the earlier and later hours of the day. However, there is a substantial amount of distance between the extension and the neighbour at No. 122 Congleton Road, meaning that any chance of overshadowing would be eradicated. Furthermore, the large amount of boundary hedging situated between the proposed extension and the neighbour would aid in reducing the impact on the amenity of the neighbouring property. Therefore, the proposed side / rear extension would be screened and the light amenity of the neighbour at No. 122 Congleton Road would not be adversely affected.

Due to the distance of the site from No. 126 Congleton Road, the proposed extension would not adversely affect the amenity of this neighbour. The neighbouring dwelling at No. 126 is located to the North of the site and the proposed single storey extension is on the South-Eastern section of the dwelling. Therefore, the proposed extension will be on the opposite side of the dwelling to this neighbour, meaning that the host dwelling would block any view of the extension. Additionally, a substantial amount of boundary treatment in the form of foliage is positioned in front of where the rear and side extension would be positioned. Therefore, the proposed extension would be screened and the light amenity of this neighbour would not be adversely affected.

Although there would be fenestration on both side elevations which face both neighbours to the sides of the dwellinghouse, detrimental privacy impact would not occur on either of the neighbours. Although there would be fenestration in the form of large patio doors on the side elevation of the single storey extension which would face the neighbours at No. 122 Congleton Road, it would be largely screened by the boundary treatment comprising the common side boundary, meaning that privacy amenity would not be compromised. Similarly, the boundary hedging between the extension and the neighbours at No. 126 Congleton Road would screen any privacy impact which the proposed extension could have. Thus, no adverse privacy impact would occur upon the neighbours at No. 122 Congleton Road or No. 126 Congleton Road.

The extension would barely be visible to the neighbouring dwellings at No. 21 and No. 23 Dart Close to the East of the site, due to the common boundary treatment in place. Therefore there will be no amenity impact.

Highway Safety

Paragraph 102 of the NPPF states that patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places. Policy T1 seeks to provide safe and sustainable access and ensure that development does not lead to an increase in on street parking.

The proposed extension would not increase the number of bedrooms of the dwelling. Therefore, it is clear that no additional parking spaces will be required for

the number of people inhabiting the dwellinghouse. Furthermore, as the extension would be to the side and rear of the dwelling, it would not compromise the available off-road parking on the driveway to the front of the dwelling.

Thus, the proposed extension would have no impact on highway safety, in accordance with Policy T1.

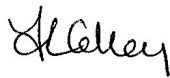
CONCLUSION / PLANNING BALANCE

In consideration of all of the above, the application is recommended for approval. Due to the application having no adverse effect upon neighbour or street scene amenity and no overall impact on the highway, it is deemed acceptable under planning policy. The various types of boundary treatments and the substantial distances from the proposed extension at the site would ensure that no neighbouring dwellings are adversely affected. Therefore, the proposed extension is recommended for approval, subject to compliance with all conditions.

OFFICER RECOMMENDATION: APPROVE

Case Officer: Hannah Hollins

Recommendation Date: 27/06/2022

X 

Signed by: Jane Colley Signature

On behalf of Staffordshire Moorlands District Council