

DELEGATED DECISION REPORT

SMD/2022/0364
Valid 12/07/2022

402 NEW STREET
BIDDULPH MOOR

**PROPOSED EXTENSION TO
EXISTING DROPPED
CROSSING/KERB TO FULL
FRONTAGE OF PROPERTY
AND H BAR MARKINGS**

(FULL - HOUSEHOLDER)

MAIN ISSUES

- Design
- Highway Safety

DESCRIPTION OF SITE

The proposed site comprises a semi-detached brick and tile dwellinghouse and its associated curtilage, situated in the Biddulph Moor Ward. The site is within the Biddulph Moor Development Boundary, where the Staffordshire Moorlands Local Plan seeks to concentrate development. The proposed site is enclosed by neighbouring dwellings comprising a section of New Street and backs on to the rear curtilage of a section of dwellings on Pooles Road. No. 404 New Street lies to the North of the proposed site and No. 400 New Street is situated to the South. To the South-East, the rear curtilage of the site runs adjacent to the rear curtilages of No. 4 and No. 6 Pooles Road. The New Street highway runs adjacent to the proposed site on the West.

It is noted that a number of properties within the estate have been altered; however the established character of the original estate has been retained.

PROPOSAL

The proposed development consists of an extension to the existing dropped crossing / kerb, to cover the full frontage of the property, as well as the addition of H bar markings. The existing dropped kerb would be extended by approximately 6.9 metres, in order to create the provision for better access to off-street parking for the dwellinghouse. The H bar markings would cover a stretch of approximately 12.92 metres across the front of the dwelling. Materials used would match the existing materials, consisting of block macadam and concrete kerbs.

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

SS8 Larger Villages 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

SITE HISTORY / RELEVANT PREVIOUS APPLICATIONS

SMD/1996/0034 – Formation of dormer bedroom in roof space. Approved.

CONSULTATIONS

Publicity

Site Notice expiry date: 08/09/2022

Neighbour consultation period ends: 17/08/2022

Press Advert: N/A

Public Comments

Two neighbour objections have been received, making the following comments:

- Parking near the chemist on New Street is already problematic, so restricting parking nearer to the chemist would only mean that parking would be moved further up or down the street, which would impact all other neighbouring properties.
- This main road in the village struggles to accommodate any additional parked vehicles. Residents on New Street are accommodating of people parking in front of their residences as they appreciate that people using the chemist may need to park there as the chemist has no parking facilities. If H bar markings are applied, this forces users of the chemist to park further along a busy main road that only serves to exacerbate the parking problems that the village suffers from already, and moves the problem from outside of 402, to another resident on New Street.
- If H markings are passed this could set a precedent, which if others are to follow, would see a marked increase in dangerous parking in the village.
- With restricting parking near to the chemist, will result in elderly having to walk further to access their medication by having to park further away.

- There is no pavement to the right of the chemist.
- The planning application also states there is no nearby trees or hedges, which is factually incorrect.

Town / Parish Comments

Biddulph Town Council recommend refusal of the application. They believe that the solution is likely to exacerbate the parking problem, the property has recently paved the whole front of the property which is the reason for a dropped kerb the full width of the property.

They would possibly reconsider if Highways' views differed.

Staffordshire County Council Highways

Staffordshire County Council Highways department have no objections to the proposed dropped kerb, as the proposal seeks to improve vehicular access and facilitate off-highway parking.

They have stated that current records show that there were no personal injury collisions on New Street within 43 metres of the property for the previous five years.

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 more concentrated focus on future growth is to be directed to larger village settlements, including Biddulph Moor. 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 SS8, new development should be directed to the most

sustainable locations. The site lies within the town of Biddulph Moor, which constitutes a larger village within the Staffordshire Moorlands. The Larger Villages Areas Strategy is based around areas where a 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 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 proposal, by virtue of its size, scale and siting maintains the character of the existing dwelling and street scene.

It must be noted that the visual impact of an additional 6.9 metres of dropped kerb, in order to create the provision for better access to off-street parking for the dwellinghouse and a stretch of approximately 12.92 metres of H bar markings across the front would not lead to an aesthetic detriment to the street scene. The addition of dropped kerbs to create easy access to driveways' is a common feature along New Street. There are a number of other dwellinghouses on the same side of the road, which are served by dropped kerbs, therefore the proposal would reflect the existing character of the street scene. Both direct neighbours already have accessible parking to the front of their property, served by dropped kerbstones from the public highway.

Materials used in the construction of the proposed works would consist of block macadam and concrete kerbs. Thus, the materials used would match the materials used amongst the highway comprising the street scene, in compliance with Policy DC1.

It is therefore considered that the proposal would not harm the existing character of the street scene and would accord with the provisions of local plan policy DC1 and section 12 of the NPPF in this regard.

Highway Safety

Paragraph 104 of the NPPF states that patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and should 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 sole purpose of the proposed dropped kerbs is to allow for easier access for off-street parking for the residents of the dwellinghouse. As Policy T1 promotes development which can be safely accessed in a sustainable manner, as well as the benefits of off-street parking facilities, it must be taken into account that the proposed

development would fully comply with what would be considered as positive development. Facilitating easier off road parking within the curtilage of the property would enhance the use of the dwellinghouse, thus creating a sustainable additional feature in accordance with policy.

Two neighbour objections have been received in relation to highway safety as a result of the proposed H bar markings restricting parking near to the New Street chemist. These neighbours have made the point that the addition of H markings would exacerbate parking problems along the busy main road, impacting other neighbours along the street and potentially setting a precedent for more H markings, meaning that there would be limited available parking near to the chemist. This could lead to elderly residents needing to walk longer to get medication. Whether the H bar markings are acceptable is not a material planning consideration and would not be determined under a planning application. This aspect is a matter for Staffordshire County Council Highways to decide under a separate access protection markings application. Furthermore, there is no automatic right to park on any part of the public highway.

Staffordshire County Council Highways department have no objections, as the proposal seeks to improve vehicular access and facilitate off-highway parking. Therefore, it has only been conditioned that the proposed access to the property shall be completed within the limits of the highway as vehicular access crossing. I note that the acceptance of this application is for the construction of the access crossing only and does not include the application for an access protection marking (H bar markings).

They have stated that current records show that there were no personal injury collisions on New Street within 43 metres of the property for the previous five years.

Additionally, they have requested that the applicants apply for a Section 184 from their Network Management Unit, in order to obtain the relevant permissions to carry out the proposed highway works.

As such the proposed dropped kerb is not considered to compromise highway safety and therefore complies with Policy T1 of the Local Plan.

Other Matters

A neighbour has made an objection based on the details provided regarding nearby trees. The neighbour has stated that the planning application indicates that there are no nearby trees or hedges, which is factually incorrect. Despite this, it is clear from completing a site visit that no trees or hedges would be damaged or removed to complete the proposed works.

CONCLUSION / PLANNING BALANCE

In consideration of all of the above, the application is recommended for approval. Due to the application being acceptable in design, having no adverse effect upon visual amenity and no overall impact on highway safety, it is deemed acceptable under planning policy. No aspect of the proposed development would be out of

character within the surrounding area. Creating off-road parking would enhance and serve the purpose of an existing dwellinghouse, thus adhering to Policies SS2 and T1. Although neighbours have objected regarding the proposed H bar markings, this is a Highways matter and is not a material planning consideration. Therefore, the proposed development is considered acceptable, subject to all conditions raised.

OFFICER RECOMMENDATION: APPROVE

Case Officer: Hannah Hollins
Recommendation Date: 08/09/2022

X *B.J. Haywood*

Signed by: Ben Haywood

On behalf of Staffordshire Moorlands District Council