DELEGATED DECISION REPORT

SMD/2020/0548 **Valid 05/10/2020**	**REDLANDS** **STANLEY ROAD** **STOCKTON BROOK**	**PROPOSED DEMOLITION OF EXISTING CAR PORT AND GARAGE, SINGLE STOREY REAR EXTENSION** **(FULL - HOUSEHOLDER)**

MAIN ISSUES

- Green Belt
- Design
- Amenity

DESCRIPTION OF SITE

Redlands Stanley Road is a large, detached dwelling house of red brick and red tiles. Located within the green belt the property is two storeys with a single storey extension acting as an annex. To the other side of the property is a single storey integral garage, with a detached car port in close proximity.

The property has off street parking provisions for 3 cars on the drive way, with an extra parking spot in the car port and another in the garage.

PROPOSAL

Planning permission is sought to demolish the existing garage and car port. In its place a single storey extension will be constructed to house a dining room, study, bathroom and guest bedroom. The extension is proposed to be built using materials to match the existing property.

Revised plans were submitted (Richard evans 1782 31B) to alter the size of the proposed windows. The doorway on the front elevation was also slightly recessed, with a hipped roof on the front elevation to break up the roof line.

This would remove to of the off street car parking spaces, leaving the 3 driveway spaces.

RELEVANT LOCAL AND NATIONAL PLANNING POLICIES

Local Plan (adopted 9th September 2020)
SS1 Development Principles
SS2 Settlement Hierarchy
SS9 Smaller Villages Area Strategy
DC1 Design Considerations
DC3 Landscape and Settlement Setting

NE1 Biodiversity and Geological Resources
NE2 Trees, Woodland and Hedgerows
T1 Development and Sustainable Transport

National Planning Policy Framework February 2019
Paragraph(s) 1 – 14;
Section(s) 4 – Decision making; 6 – Building a strong and competitive economy; 7 – Ensuring the vitality of town centres; 8 Promoting healthy and safe communities; 11 – Making effective use of land; 12 – Achieving well designed places; 13 – Protecting Green Belt Land; 15 – Conserving and enhancing the natural environment

Adopted Supplementary Planning Documents/Guidance (SPD/G):
- Space About Dwellings SPG
- Design Principles SPG
- Design Guide SPD adopted 21st February 2018

Local Plan Supporting Evidence Documents:
- Landscape and Settlement Character Assessment (2008)

SITE HISTORY / RELEVANT PREVIOUS APPLICATIONS

HPK/2016/0192 – Proposed single storey extension to form annexe APPROVED 10/06/2016

CONSULTATIONS

Publicity

Site Notice expiry date: 18/11/2020
Neighbour consultation period ends: 26/10/2020
Press Advert: N/A

Public Comments

Support (1):
I have no objections whatever and I think that this proposed plan can only improve the area

Objection (0)

Neither (0)

Town / Parish Comments

No comments received

Seven Trent Water

As the proposal has minimal impact on the public sewerage system I can advise we have no objections to the proposals and do not require a drainage condition to be applied. Severn Trent Water advise that there may be a public sewer located within the application site. Although our statutory sewer records do not show any public sewers within the area you have specified, there may be sewers that have been recently adopted under the Transfer Of Sewer Regulations 2011. Public sewers have statutory protection and may not be built close to, directly over or be diverted without consent and contact must be made with Severn Trent Water to discuss the proposals. Severn Trent will seek to assist in obtaining a solution which protects both the public sewer and the building.

Please note that there is no guarantee that you will be able to build over or close to any Severn Trent sewers, and where diversion is required there is no guarantee that you will be able to undertake those works on a self-lay basis. Every approach to build near to or divert our assets has to be assessed on its own merit and the decision of what is or isn't permissible is taken based on the risk to the asset and the wider catchment it serves. It is **vital** therefore that you contact us at the earliest opportunity to discuss the implications of our assets crossing your site. Failure to do so could significantly affect the costs and timescales of your project if it transpires diversionary works need to be carried out by Severn Trent.

Staffordshire County Council Highways

Current records show that there were not any Personal Injury Collisions on Stanley Road within 120 metres either side of the private drive's access for the previous five years.

The proposal is for the demolition of the existing garage and carport and a single storey rear extension.

The property is located on a private drive serving several dwellings, off Stanley Road (Road No. C0187) which is a C classified road, has a speed limit of 40 mph and benefits from street lighting.

Therefore, I have no objection to the proposal (application number SMD/2020/0548).

OFFICER COMMENTS

Principle of Development

Policy SS9 for the Smaller Villages is that these areas shall provide only for 'appropriate' development.

The NPPF states at paragraph 148 that: "When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt." Paragraph 149 states that: "A local planning authority should regard the construction of new buildings as inappropriate in Green Belt."

The fundamental aim of the Green Belt is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence. The Government identifies five purposes of the Green Belt:

- To prevent the unrestricted sprawl of large built up areas;
- To prevent neighbouring towns from merging into one another;
- To assist in safeguarding the countryside from encroachment;
- To preserve the setting and special character of historic market towns and
- To assist in urban regeneration by encouraging the recycling of derelict and other urban land.

Inappropriate development is by definition harmful to the Green Belt and should not be approved except in very special circumstances (NPPF 147). 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations (NPPF 148).

NPPF paragraphs 149 and 150 set out specific exceptions by which certain forms of development can be considered as being not inappropriate in the Green Belt. One of these exceptions is "the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building" (NPPF 149 c).

Redlands is a large detached house that has previously been extended off its eastern end under SMD/2016/0192 (PD rights have not been removed). The current proposal taken together with the 2016 extension would be likely to amount to disproportionate additions. However, the proposal involves the demolition of an existing garage and carport which will largely off-set the volume increase of the proposed extension. From discussions with the applicant's planning agent the LPA can recognise a range of Permitted Development options. It is recognised and accepted that the attached garage which would be demolished should be regarded as part of the original dwelling (the brick work points to this being the case). PD would allow a side extension in the general position of the current proposal subject to (among several considerations) not being greater in width than half the width of the original dwelling and subject to not being greater than 4m in height.

From drawing 1782/30 the width of the original dwelling is 12.4m. A side extension up to 6.2m is therefore possible. Revised drawing 1782/31 rev. B shows a side extension of width 4m beyond the original side elevation (of the attached garage). The height is 4.2m and therefore slightly exceeds the pd limit but this allows a suitable roof pitch to be formed. The height has been reduced from the near 5m ridge as first proposed. Other revisions were negotiated in relation to design appearance.

Although in the Green Belt and the combined effect of the proposal and the previous 2016 extension may ordinarily be regarded as resulting in disproportionate additions and therefore inappropriate development, the ability to undertake PD extensions presents a material consideration. The close similarity of the proposal to a potential PD extension makes it likely that one would be undertaken. The application process has enabled the LPA to negotiate helpful compromises in the design appearance and built form as now proposed.

The fall-back PD option along with the demolition of the existing carport and garage can be accepted as amounting to very special circumstances (NPPF 147 and 148). The principle of the development is therefore found acceptable, subject to consideration of the relevant policies.

Design

Section 12 Paragraph 130(c) of the NPPF states that development should be sympathetic to the character and history of the area, while not restricting change.

LP Policy DC 1 states that all development shall 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.

SMDC Design Guise (SPD) paragraph 5.5 states that all extensions should harmonise with the parent building. An extensions should respect the dominance of the original building and be subordinate to, in terms of size and massing. Setting back the new section from the building line and keeping the eaves and ridge lower that the parent building will help.

The existing carport is an unattractive structure which detracts from the overall appearance of the property. The existing garage also looks at odds with the main dwelling due to its flat roof. Whereas the proposed extension will appear more in character with the existing dwelling. The hipped roof and recessed doorway provides some variation to the front elevation which is in character with the original dwelling. It will also be constructed of matching materials to the dwelling and will be subordinate to it in scale. Therefore the proposal complies with the relevant design policy.

Amenity

Section 12 Paragraph 130(f) of the NPPF states that development should create places with a high standard of amenity for existing and future users.

SMDC Space about dwellings (SPD) states that the distance between front elevations containing principal windows and between rear elevations, containing three or more bedrooms should be at least 22 metres.

Redlands is set slightly back from neighbouring properties and as such there are no properties which directly align with the proposed extension. Therefore the proposal complies with the relevant policy regarding amenity.

Highway Safety

LP Parking Guidance states that Class C3 (residential Dwellings) should have a number of car parking spaces sufficient for the type of residence. Up to three bedrooms, requires two spaces for residents and visitors within the curtilage of the dwelling. Four or more bedrooms requires three spaces.

While the proposal would remove 2 off street car parking spaces through the demolition of the garage and car port, the property has a large driveway which will still be able to accommodate 3 cars. As such the proposal complies with the relevant polices regarding highway safety. County highways also make no objection to the proposal.

CONCLUSION / PLANNING BALANCE

The proposed extension is considered to be acceptable in Green Belt terms due to the demolition of the existing garage and carport which will off-set the volume increase. Any residual harm is outweighed by the fact that a realistic fall-back extension could be construction in this location on the property and provide a similar level and type of accommodation. The proposed development is considered acceptable in terms of design, amenity and highway safety. It is considered to be in accord with the relevant polices which are laid out in the Local Plan, the NPPF and the relevant Supplementary Planning Documents. Therefore this application is recommended for approval.

OFFICER RECOMMENDATION : Approve

Case Officer: Arne Swithenbank c.o Rachel Robinson
Recommendation Date: 18th October 2022

X B.J. Haywood

Signed by: Ben Haywood

On behalf of Staffordshire Moorlands District Council