DELEGATED DECISION REPORT

SMD/2023/0389 **Valid 01/08/2023**	**83 TUNSTALL ROAD** **BIDDULPH**	**DEMOLISH SINGLE STOREY SIDE AND REAR EXTENSION AND CONSTRUCT NEW SINGLE STOREY FLAT ROOF REAR AND 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 East 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, South and East. No. 81 Tunstall Road is situated to the North of the site and No. 85 and No. 87 Tunstall Road both adjoin the site to the South. The rear curtilage of the site is separated from the rear curtilage of No. 46 Knowle Road by a footpath to the East. The Tunstall Road highway runs adjacent to the proposed site on the West.

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 / dining room and a utility room. The single storey flat roofed extension would have a maximum height of approximately 3.0 metres measured externally from natural ground level. The extension would extend beyond the rear elevation of the dwellinghouse by approximately 3.5 metres and will have a width of 8.3 metres (including a section beyond the side 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 facing brick, parapet wall and EPDM flat roof covering, white UPVC, anthracite UPVC Doors and aluminium bi fold doors.

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

SMD/1986/0169 – Erection of garage. Approved.

CONSULTATIONS

Publicity

Site Notice expiry date: 26/09/2023
Neighbour consultation period ends: 08/09/2023
Press Advert: N/A

Public Comments

No public comments have been received by the Council.

Town / Parish Comments

No comments have been received from Biddulph Town Council.

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 and side extension.

The single storey flat roofed extension would have a maximum height of approximately 3.0 metres measured externally from natural ground level. The extension would extend beyond the rear elevation of the dwellinghouse by approximately 3.5 metres and will have a width of 8.3 metres (including a section beyond the side 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 the 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 extension would clearly be set back from the principal elevation of the dwellinghouse, again reiterating its subordinate nature to the parent dwelling.

The proposed rear and side extension would have a flat roof. Although flat roof extensions are generally discouraged in the adopted Design Guide SPD, it is considered that the rear and side extension would not form a prominent addition amongst the street scene particularly given the dense hedge to the side. On balance, although the proposed rear and side extension would conflict with the Design Guide SPD, its' limited visibility from the wider public domain would not result in a visually harmful addition to the dwelling or streetscape.

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 used in the construction of the dwellinghouses. Facing brick, parapet wall and EPDM flat roof covering, white UPVC, anthracite UPVC Doors and aluminium bi fold doors would be used in the construction of the proposed extension. 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. 81 Tunstall Road to the North and No. 85 and No. 87 Tunstall Road both adjoin the site to the South. The rear curtilage of the site is separated from the rear curtilage of No. 46 Knowle Road by a footpath to the East. Therefore, amenity impact assessment is essential on the direct neighbouring properties to the sides and rear of the application site.

I note that the neighbouring dwellinghouses are detached, with plentiful amounts of space between one another, reducing any impact which the proposed single story extension would have. It has been established that the proposed extension would not create a detrimental loss of light amenity into any windows of the neighbours at

No. 81 Tunstall Road. After a site visit, an examination of the submitted site plan shows that the proposed single storey rear extension would not breach the 45 degree line from the closest window belonging to this neighbour, which has an existing conservatory extension to the rear. Furthermore, the approximately 1.8 metre high boundary fence situated between the proposed extension and the neighbour would aid in reducing the impact on the amenity of the neighbouring property.

Due to the distance of the site from the neighbours at No. 85 and No. 87 Tunstall Road, the proposed extension would not adversely affect the light amenity of these neighbours, as there would be no breach of the 45 degree rule. Additionally, a substantial amount of boundary treatment in the form of stone walling and mature hedging is positioned on the common boundary between the site and No. 85 and No. 87. Therefore, the proposed single storey extension would be screened and the light amenity of these neighbours would not be adversely affected, particularly given their location to the South of the proposed extension.

The extension would barely be visible to the neighbouring dwelling at No. 46 Knowle Road. The site is separated from the curtilage of No. 46 by a footpath, where boundary treatment would screen the extension from this neighbour. Furthermore, the approximately 42 metre distance between the rear wall of the extension and the rear wall of the neighbouring dwelling at No. 46 would prevent any light amenity impact from occurring.

There would be no fenestration on the side elevations of the proposed extension which would look onto the neighbours at No. 81, No. 85 and No. 87 Tunstall Road. Therefore, the proposed extension would not impact their privacy at all. Although there would be fenestration in the form of a large set of bi-fold doors and a single door on the rear elevation of the proposed extension which would face the neighbour at No. 46 Knowle Road, detrimental privacy impact would not occur. It would be largely screened by the boundary treatment comprising the common rear boundary, meaning that privacy amenity would not be compromised. Furthermore, the approximately 42 metre distance between the rear wall of the proposed extension and this neighbouring dwelling would aid in mitigating loss of privacy.

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 rear of the dwelling, it would not compromise the available parking 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. Therefore, the proposed extension is recommended for approval, subject to compliance with all conditions.

OFFICER RECOMMENDATION: APPROVE

Case Officer: Hannah Hollins
Recommendation Date: 25/09/2023

X B.J. Haywood

Signed by: Ben Haywood

On behalf of Staffordshire Moorlands District Council