

PLANNING, DESIGN & ACCESS

**PROPOSAL : FULL PLANNING APPLICATION FOR THE
ERECTION OF A SINGLE DETACHED TWO
STOREY DWELLING AND THE PROVISION OF
VEHICLE ACCESS AND SHARED PARKING
AREA FOR A TOTAL OF 4 CARS INCLUDING
CAR PORT**

**ADDRESS : LAND ADJACENT TO NO 5 THE PLAIN,
BLACK LANE, WHISTON, STAFFORDSHIRE,
ST10 2HZ**

APPLICANT : MR COPE

DATE : DECEMBER 2023 JOB No.: 2018-2386

CONTENTS:

- 1.0 INTRODUCTION**
- 2.0 APPLICATION SITE AND ITS SETTING**
- 3.0 PROPOSED DEVELOPMENT**
- 4.0 PLANNING POLICY**
- 5.0 KEY PLANNING ISSUES**
- 6.0 DESIGN & ACCESS STATEMENT**
 - **USE**
 - **AMOUNT**
 - **LAYOUT**
 - **SCALE**
 - **LANDSCAPING**
 - **APPEARANCE**
 - **ACCESS**

INTRODUCTION

This statement is submitted in support of a full planning application which seeks consent for the erection of a single detached two storey dwelling and the provision of vehicle access and shared parking area for a total of 4 cars including car port on land adjacent to 5 The Plain, Black Lane, Whiston. The application has been submitted by Sammons Architectural Ltd on behalf of Mr Cope and is accompanied by drawing numbers 2020-2386-01A, 2018-2386-05C, 2018-2386-06A and 2018-2386-07A all of which should be read in conjunction with this accompanying statement.

This statement analyses the site, the proposals and the policy context within which the proposals are made. Thereafter, it provides justification for approval of these proposals, primarily on the basis that the development would result in sustainable development without harm to the valued characteristics of the area, prejudicing residential amenity, being detrimental to highway safety or adversely affecting any established ecological interests.

APPLICATION SITE AND ITS SETTING

The application site comprises of part of the garden area of No 5 The Plain, a modest semi-detached cottage which lies on the north eastern edge of Whiston Village. A single track lane borders the southern boundary of the site and alongside this is the high stone wall of buildings associated with Whiston Hall. Access to the site is via the track on the southern side which links to Black Lane a short distance (c. 75m) to the east.

The application site and the adjacent cottages lie at the eastern end of the village which follows a rather narrow linear form along the main road. The land to the rear and east of the applicant's dwelling opens to open countryside whilst immediately to the west the dwellings front and over look a modern cul de sac development. For the purposes of the development plan the application site lies on the inner edge of the Whiston village development boundary where there is a general presumption in favour of development.

THE PROPOSED DEVELOPMENT

This is a full application which seeks consent for the erection of a single detached two storey dwelling and the provision of vehicle access and shared parking area for a total of 4 cars including car port. Outline consent for a single detached dwelling with means of access and layout has been previously approved in August 2019 under application reference SMD/2019/0122. A subsequent reserved matters application which sought consent for matters of appearance, landscaping and scale was approved in February 2021 under application reference SMD/2020/0732. This application therefore remains extant. The only difference between the extant consent and this application is that a car port is now proposed to be erected

on the shared parking area. The car port and parking area will continue to be shared between the application dwelling and the neighbouring plot number 5 The Plain. No other changes are proposed.

The proposed dwelling which would be of a traditional design would be constructed from coursed natural stone walls with quoins and eaves stones under a plain clay tile roof with white Upvc windows with natural stone heads and cills, composite door with stone head and aluminium patio doors. It would provide a kitchen with separate lounge, utility room and downstairs w.c. with three bedrooms and a family bathroom above. Vehicular access would be derived directly off the private lane leading to Black Lane through the existing arrangement and 4 parking spaces 2, for number 5 and 2 for the application dwelling would be provided to the south of the site.

PLANNING POLICY

Section 38(6) of the Planning and Compulsory Act 2004 requires proposals to be determined in accordance with the Development Plan taking into consideration any material considerations relevant to the determination of the application.

The Development Plan comprises of the recently adopted Staffordshire Moorlands Local Plan (September 2020) which replaces the former Core Strategy Development Plan Document and supporting evidence documents. The most relevant policies of the adopted Local Plan are considered to be policies

- SS1 - Development Principles
- SS1a - Presumption in Favour of Sustainable Development
- SS9 - Smaller Villages Area Strategy
- SS10- Other Rural Areas Area Strategy
- DC1- Design Considerations
- DC2 The Historic Environment
- DC3 Landscape and Settlement Setting
- H1 - Housing
- NE1 Biodiversity and Geological Resources
- T1 - Development and Sustainable Transport

For the purposes of brevity the above policies are not copied here in full but referred to below in the key planning issues section where appropriate.

Supplementary Planning Documents / Guidance

Space About Dwellings (September 1998 - Appendix 3 Local Plan)

Design Principles SPG

Design Guide (February 2018)

Pertinent other documents

The Landscape and Settlement Character Study (2008)

National Planning Policy Framework

Paragraphs 1-14

Section 2 Achieving sustainable development

Section 4 Decision making

Section 5 Delivering a sufficient supply of homes

Section 9 Promoting sustainable transport

Section 11 Making effective use of land

Section 12 Achieving well designed places

Section 16 - Conserving and enhancing the historic environment

The National Planning Policy Framework which was published in March 2012 and subsequently revised, most recently in September 2023 is an important material consideration in determining planning applications.

It introduces a presumption in favour of sustainable development and paragraph 11 states that development proposals that accord with the development plan should be approved without delay.

National Planning Policy Guidance

The NPPG sets out that a thriving rural community in a living, working countryside depends, in part, on retaining local services and community facilities such as schools, local shops, cultural venues, public houses and places of worship. Rural housing is essential to ensure viable use of these local facilities.

The PPG states that "all settlements can play a role in delivering sustainable development in rural areas, and so blanket policies restricting housing development in some settlements and preventing other settlements from expanding should be avoided unless their use can be supported by robust evidence.

KEY PLANNING ISSUES

The key issues for consideration in assessment of this application are the principle of development, the design of the dwelling and its impact on the character and appearance of the area, impact on residential amenity and the effect of the proposal on highway safety with specific reference to the approved access.

Principle

Within the context of Development Plan policies the proposal has already been accepted in principle with the approval of the outline application SMD/2019/0122 and the subsequent renewal application SMD/2020/0732. This application remains extant and is therefore a significant and material consideration in the determination of this application.

Design and Impact on the character and appearance of the area

LP Policy SS1 'Development Principles' states that the Council will expect the development and use of land to contribute positively to the social, economic and environmental improvements of the Staffordshire Moorlands and 'development should be undertaken in such a way that protects and enhances the natural and historic environment of the District and its surroundings both now and for future generations ...'.

LP Policy SS9 'Smaller Villages Strategy' states

LP Policy H1 'New Housing Development' states 'all development will be assessed according to the extent to which it provides for high quality, sustainable housing ... and the strategy for the area having regard to the location of the development, the characteristics of the site ... All housing should be the most appropriate density compatible with the site and its location, with the character of the surrounding area ...'.

The specific design and conservation policies of the CS also seek to promote local distinctiveness by means of good design and the conservation, protection and enhancement of historic, environmental and cultural assets along with the District's landscape and the setting of its settlements. Policy DC1 sets out design criteria relating to new development to reinforce local distinctiveness and positively contribute to the area. Policy DC3 sets out measures to protect and enhance the local landscape and setting of settlement. In detail, Policy DC3 'Landscape and Settlement Setting' states 'The Council will protect and, where possible, enhance local landscape and the setting of settlements in the Staffordshire Moorlands by: 1. Resisting development which would harm or be detrimental to the character of the local and wider landscape or the setting of a settlement and important views into and out of the settlement as identified in the Landscape and Settlement Character Assessment; 2. Supporting development which respects and enhances local landscape character and which reinforces and enhances the setting of the settlement as identified in the Landscape and Settlement Character Assessment.'

The layout of the proposed dwelling was approved as part of the previous outline consent and the detailed scheme approved as part of the subsequent reserved matters application. The only difference between this scheme and that previously approved is the addition of the car port. This would be a simple and functional building which would be located to the side of the dwelling on the site of the approved parking area. The proposed car port is modest in terms of its size and scale and its overall form, design and appearance is in keeping and reflective of its semi-rural surroundings. The larch board would be allowed to weather and the roof would be clad in plain clay Staffordshire blue tiles. The application site is well connected to the existing settlement and the proposed dwelling would sit comfortably within this part of the village which is characterised by housing of varying scale and types. Overall it is considered that the scheme reflects and respects the character and appearance of the application site and the wider

surroundings within which it will be viewed. It is therefore considered that the proposal accords with Local Plan policies DC1 'Design Considerations' and DC3 'Landscape and Settlement Setting' and Section 12 of the NPPF.

Impact upon Residential Amenity

The impact of the proposed development on the residential amenity of the neighbouring residential dwellings and adjoining land uses was considered and accepted under the previous reserved matters application. The current application makes no changes to any aspect of the approved dwelling. Whilst the proposed car port did not form part of the previous application it is set well back within the site. Its modest size and scale and ancillary nature means that it would not raise any additional amenity issues.

Having regard to the above it is therefore concluded that the amenity criteria of Local Plan Policy DC1 'Design Considerations' which recently replaced Core Strategy Policy 'Design Considerations and bullet point 'f' of paragraph 130 of the NPPF would be complied with.

Highway Safety

Paragraph 110 of the NPPF states that “In assessing sites that may be allocated for development in plans, or specific applications or development, it should be ensured that (a) appropriate opportunities to promote sustainable transport modes can be- or have been- taken up, given the type of development and its location; (b) safe and suitable access to the site can be achieved for all users; (c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance including the national design guide and the national model design code; and (d) any significant impact from the development on the transport network brackets in terms of capacity and congestion brackets, or on highway safety, can be cost effectively mitigated to an acceptable degree. Paragraph p11 highlights that “Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe’ as is reflected within CS Policy T1 ‘Development and Sustainable Transport’.

The application proposes to use the existing private lane which leads directly to Back Lane. Access to the site was considered and found to be acceptable at the outline stage subject to conditions covering provision of parking and turning areas and the offer of a unilateral undertaking which secured parking for both the proposed and host dwelling. The application does not seek any changes to the approved access or parking arrangement and therefore accords with Local Plan Policy T1 and section 9 of The Framework in this regard.

Conclusion

The principle of a two storey detached dwelling on the application site has already been considered and accepted by the council as it accorded with the adopted development plan policies at the time. This is a material and significant consideration. The scale, appearance and landscaping of the proposal are considered to be appropriate to the site and in keeping with the character and appearance of the area. The only difference between the extant permission and the current scheme is the provision of a car port. This is modest in terms of size and scale and its overall form and design is functional and relative to the use for which it is intended. The proposed car port does not raise any additional issues in terms of its design or visual impact on both the application site or the wider setting especially having regard to the character and appearance of the site and surrounding development.

The access arrangements approved as part of the previous outline consent have been retained as part of this proposal and sufficient off road parking for both the new dwelling and the host building has been retained.

Layout was considered and accepted at outline stage and the resultant relationship is such that there would be no significant harm to neighbouring residential properties and the levels of amenities for future occupants of the proposed dwellings would also be acceptable and no changes to this are proposed as part of this scheme. Having regard to the above it is considered that the proposal represents a sustainable form of development that accords with Local Plan Policies S1, SS1a, SS9, SS10, DC1, DC2, DC3, H1, NE1, and T1, and the concept of sustainability which lies at the heart of the NPPF. In the absence of any overriding technical objections it is considered that this reserved matters application should be approved without delay.

8.0 DESIGN & ACCESS STATEMENT

USE

The application proposes the use of the application site for residential purposes. The application is a reserved matters application which seeks consent for scale, design and appearance and landscaping with means of access and layout being approved at outline stage. This form of development is considered to reflect the nature and character of existing development which surrounds the site.

AMOUNT

The application proposes a single two storey dwelling and this amount of development is considered to be in keeping with the nature and character of existing development which surrounds the site. The proposed dwelling which would comprises of a modest double fronted dwelling providing a kitchen, living room, utility and downstairs wc with three bedrooms and family bathroom above would have a footprint of 61.5 sq metres and an overall floor area of 102.4 sq metres. The proposed car port would measure 6.07m x 5.34m and have an internal floor area of 32.41 sq metres.

LAYOUT

To demonstrate that a single dwelling could be accommodated on the site layout was sought and approved as part of the outline application. No change to layout is proposed as part of this application.

SCALE

The proposed dwelling would be two storey in nature with an eaves height of 4.9 metres and an overall ridge height of 6.9 metres. The proposed car port would have an eaves height of 2.3m and an overall ridge height of 4.35m. This is in keeping and consistent with the scale of the adjacent development.

LANDSCAPING

The site is located within part of an existing domestic curtilage and therefore benefits from existing hard and soft landscaping. Any additional landscaping will be provided by future occupiers.

APPEARANCE

The proposed dwelling is traditional in terms of its form and design and would use good quality natural materials which would be in keeping with the local vernacular.

ACCESS

The application retains the use of the existing vehicular access off Black Lane, Whiston which was considered and approved as part of the outline application. Adequate parking facilities have been provided for both the proposed and host dwelling as shown on the submitted plans. These have been considered and accepted as part of the previous outline and reserved matters consent. The provision of a car port would not affect this arrangement albeit ensure that the development has some degree of covered parking. It would not result in any loss to parking facilities within the site. Furthermore, the site is located within a sustainable edge of village location well located to existing local facilities and public transport links are easily accessible to Leek and other parts of the Staffordshire Moorlands as well as the neighbouring city of Stoke on Trent.