

PLANNING, DESIGN & ACCESS STATEMENT

**PROPOSAL : CHANGE OF HOUSE TYPE AND ALTERATIONS TO
PARKING LAYOUT PREVIOUSLY APPROVED UNDER
PLANNING PERMISSION SMD/2017/0497**

**ADDRESS : IVY COTTAGE, TYTHE BARN, ALTON, STOKE ON
TRENT, ST10 4AZ**

APPLICANT : MR & MRS HEEDE

DATE : JANUARY 2024 JOB No. : 2014-1983

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1.0 INTRODUCTION

1.1 Sammons Architectural Ltd have been appointed to prepare and submit a full application which seeks consent for a change of house type at plot 10 and associated changes to the parking layout for plots 8 and 9 at Ivy Cottage, Tythe Barn, Alton on behalf of Mr & Mrs Heede. The application is accompanied by drawing numbers 2014-1983-89C, 2014-1983-90C, 2014-1983-102A and 2014-1983-103A, all of which should be read in conjunction with this statement.

2.0 SITE DESCRIPTION

2.1 The application site which extends to 964 metres relates to an as yet undeveloped plot of land forming part of a larger permission for the demolition of Ivy Cottage and erection of a replacement dwelling and 10 new dwellings with construction of new road access approved in March 2023 under application reference SMD/2017/0497.

2.2 The approved scheme proposed a mix of 2, 3, 4 and 5 bedroom dwellings which are to be formed as terraces, semi-detached and detached properties of a two-storey scale. The short row of 3 cottages would be set along the main road frontage with vehicular site access positioned to the far east of these dwellings adjacent to Rowan House.

2.3 The remaining layout takes the form of a cul-de-sac arrangement with dwellings set informally around this. The design ethos was to replicate a traditional farm steading with principal farmhouse, large threshing barn and smaller barns culminating in a courtyard accommodating a turning head. Each dwelling would be provided with rear gardens and parking provision. These would be either in-plot with garaging or within the two parking courts. The approved dwellings would be constructed in a mix of stone and brick with clay plain roof tiles. All windows, doors and external joinery items are to be formed in timber with a painted finish.

3.0 PROPOSAL

3.1 This is a full application which seeks minor modifications to the house type previously approved under Plot 10, the dwelling designed to be the largest threshing barn which sits adjacent to the principal farmhouse. The gable width of the proposed dwelling has been increased by a metre from 6.96m previously approved to 7.97m proposed and a small single storey extension has also been added to the gable of the dwelling as approved. The floor area of the resultant dwelling would be increased from the approved 166 sq metres to 200 sq metres. In addition whilst the eaves height of the building would remain at 4.42m the overall ridge height would be increased by 300mm to 7.3m. Externally the garage door would be omitted from the front elevation of the approved dwelling and replaced with a window and the elevational ground floor treatment on the rear elevation has changed to better suit the clients requirements. A number of internal alterations are also proposed to facilitate revised room layouts and uses.

3.3 In order to facilitate the above changes the boundaries of the individual plot would be amended as shown on the submitted site plan and the previously approved parking arrangements for plots 8 and 9 would also need to be amended.

4.0 POLICY

4.1 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.

4.2 The National Planning Policy Framework (NPPF) was updated in December 2023. It is the Government's clear intention that the document should be considered to be a material consideration and as such carries particular weight where development is not addressed by planning policies in the existing Development Plan.

4.3 The NPPF confirms that at the heart of the guidance is a presumption in favour of sustainable development (para 11) and that for decision making this means approving development proposals that accord with the Development Plan without delay unless material considerations indicate otherwise. The Development Plan for the Staffordshire Moorlands comprises of the Local Plan (adopted September 2020).

4.4 The most relevant policies of the adopted Local Plan are considered to be Policy SS 1 Development Principles, SS 2 Settlement Hierarchy Policy, SS 3 Future Provision and Distribution of Development, SS 4 Strategic Housing and Employment Land Supply, SS 8 Larger Villages Areas Strategy, SS 10 Other Rural Areas Strategy, SS 11 Churnet Valley Strategy, SS 12 Planning Obligations and Community Infrastructure Levy, SD 4 Pollution and Water Quality, SD 5 Flood Risk, H 1 New Housing Development, H 2 Housing Allocations, H 3 Affordable Housing, DC 1 Design Considerations, DC 2 The Historic Environment, DC 3 Landscape and Settlement Setting, C 1 Creating Sustainable Communities, NE 1 Biodiversity and Geological Resources, NE 2 Trees, Woodland and Hedgerows and T 1 Development and Sustainable Transport.

4.5 In terms of Supplementary Planning Guidance, the Space About Dwellings (September 1998 - Appendix 3 of the Local Plan) and Design Principles in the Staffordshire Moorlands are important in the consideration of this application.

5.0 ASSESSMENT

The application site has an extant permission for a dwelling as part of a larger residential scheme permitted under application SMD/2017/0497 and thus the principle of the site for residential use has already been established.

The key issue therefore is whether the change of house type and associated changes to parking layout would be in keeping with the character and appearance of the site and the wider surrounding area and whether it would result in any additional harm to amenity or highway safety not previously considered as part of the original consent.

Design and Impact upon the character and appearance of the area

Local Plan Policy H1 New Housing Development" states that "all development will be assessed according to the extent to which it provides for high quality, sustainable housing and to which it meets identified housing needs, having regard to the location of the development, the characteristics of the site and the economics of provision. It goes on to state, amongst other things that "all housing development should be

at the most appropriate density compatible with the site and its location, with the character of the surrounding area.”

The specific design policies of the LP also seek to promote local distinctiveness and positively contribute to the area as is similarly reflected in the NPPF which confirms that the Government attaches great importance to the design of the built environment. It furthermore states that good design is a key aspect of sustainable development; is indivisible from good planning; and should contribute positively to making places better for people. Developments should function well and establish a strong sense of place creating attractive and comfortable places to live, work and visit. Proposals should also optimise the potential of the site to accommodate development and respond to local character and history including local materials and the use of good architecture and appropriate landscaping. Developments should also create safe and accessible environments where crime and disorder and the fear of crime do not undermine quality of life or community cohesion.

The house type previously approved for this site was very similar to that sought now and essentially the proposal would continue to provide a detached three bedroom unit. Internally the previously approved integral garage will be removed from the scheme and the floor area given over to provide additional living accommodation. The scheme, as now proposed, would provide an open plan kitchen and dining room with separate lounge, laundry room, w.c. and store at ground floor with 3 bedrooms, one of which would be en-suite with study and bathroom above. The footprint of the proposed dwelling, has with the additional of the single storey store, increased by 34 sq metres and there has been a marginal increase of 300mm in overall height of the proposed dwelling. The increase to the overall size and scale of the proposed development is modest and does not change the overall form of the building. Furthermore, the proposed changes have limited impact on the external appearance of the dwelling. No changes are proposed to the siting or layout of the proposed dwelling and it would still read as the larger threshing barn next to the principal farmhouse. Facing and roofing materials would be the same as those already approved and would ensure that it would be quickly assimilated into the area and form a cohesive part of the larger development. Adequate amenity space would be provided and although the previously approved off road parking would be laid out differently (discussed in more detail in the highway section below) sufficient spaces would be provided. In conclusion it is considered that proposed change of house type and amended parking layout would not result in any harm to the character and appearance of the application site and the wider surrounding area. In this respect the proposal accords with Local Plan policies H1 and DC1 and the guidance contained in the NPPF more generally.

Impact on Residential Amenity

Policy DC1 states that new development should protect residential amenity in terms of satisfactory daylight, sunlight, outlook, privacy and soft landscaping. The juxta positioning of the approved dwelling and its relationship with the other dwellings proposed as part of the previous application has already been considered and held to be acceptable. As the proposed development does not result in any changes to the previously approved layout or siting of the previously approved dwelling it is not considered that any additional issues will be raised in this regard. The proposal therefore meets the requirements of policy DC1 of the Local Plan in this regard.

Highways

Paragraphs 114 and 115 of the NPPF states 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 impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be

cost effectively mitigated to an acceptable degree. Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. The aims of this are reflected in Policy T1 Development and Sustainable Transport of the adopted Local Plan.

The proposed dwelling would be accessed directly off the B5032 as per the extant permission and no changes to the site access are proposed as part of this application. The reorganisation of the previously approved layout and the provision of a modest enlargement of the ground floor area of the proposed dwelling does however have a consequent effect on the previously approved parking arrangement.

The previously approved integral garage for the unit has now been omitted and the proposed store means that parking provision at the side of the dwelling is reduced from 2 spaces to one. To compensate for this two additional spaces would be provided in front of the proposed dwelling. The re-arrangement of parking for Plot 10 also has a knock on effect for the approved parking provision of plots 8 and 9 both of which would need to be amended.

The approved site plan showed that plot 9 would have an integral garage and two spaces provided to the front of the dwelling whilst plot 8 would have a double garage. The provision of replacement parking at the front of plot 10 means that the approved two plots in front of plot 9 can no longer be accommodated. In order to address these and ensure that the proposal is compliant with the council's adopted parking standards the scheme, as now proposed maintains three spaces for plot 9 which would be laid out with one in the integral garage, one to the front and one in the detached double garage which would be split between plots 8 and 9. Two parking spaces would be retained for plot 8 with one in the shared double garage and one to the site. Importantly adequate off road parking provision is provided for all of the dwellings albeit in a different arrangement and the proposed changes to the approved parking layout are not considered to raise any adverse highway safety issues. There would therefore be no conflict with Local Plan Policy T1 or guidance contained in the NPPF in this regard.

6.0 Conclusion

This application should be considered in the context of the presumption in favour of sustainable development as confirmed by paragraph 11 of the National Planning Policy Framework. The proposed development represents a sustainable form of development which would positively contribute to the Council's housing supply without raising any adverse amenity, highway safety or ecological considerations. The existence of an extant permission is a material and significant consideration which weighs heavily in favour of the proposal. The changes to the proposed development would not undermine or detract from the character of the previously approved scheme and its surrounding area. The LPA is therefore respectfully requested to approve planning permission for the change of house type and associated changes to parking layout without delay.

7.0 DESIGN & ACCESS STATEMENT

USE

The application proposes the use of the application site for residential purposes. The application site is located within a predominately residential area and this form of development is considered to reflect the nature and character of existing development which surrounds the site. An extant permission exists for residential use of this site.

AMOUNT

The application proposes the erection of a detached dwelling which would be in keeping with the nature and character of existing development which surrounds the site and ensures that adopted development plan policies could be satisfactorily achieved.

LAYOUT

The layout of the proposed dwelling is shown on drawing number 2014-1983-90C. The proposed dwelling would be located centrally on the site. Amenity space will be provided to the rear of the dwelling with parking facilities to the front.

SCALE

The application proposes the erection of a detached two storey three bedroom dwelling. It is considered that this scale of development would be in keeping with the nature and character of existing development which surrounds the site and that which has been previously approved.

LANDSCAPING

The development will be landscaped as part of the scheme approved under SMD/2017/0497. A landscaping scheme has been submitted and approved by the council as part of the subsequent discharge of conditions application and more detailed planting will be left up to future occupiers to decide what they want to plant in their own private gardens.

APPEARANCE

The proposed house type change has little impact upon the external appearance of the previously approved dwelling and its overall size, scale, form and design will remain largely unaltered. The proposed dwelling would still read as a large threshing barn forming part of a traditional farm steading arrangement. The use of traditional materials which have already been considered and accepted under application SMD/2017/0497 will ensure that the proposed dwelling is in keeping and reflective of the adjacent development and will ensure that it is quickly assimilated into the area.

ACCESS

The proposed residential development would be served by a short cul de sac accessed directly of the B5032 Tythe Barn. Adequate off road parking facilities are to be provided within the site. The site is within easy walking and cycling distance of the centre of the village which has a wide range of services and facilities. Public transport links are easily accessible to the town and other parts of the Staffordshire Moorlands as well as the neighbouring city of Stoke on Trent.