

DELEGATED DECISION REPORT

SMD/2024/0046
Valid 30/01/2024

52 MILL HAYES ROAD
KNYPERSLEY

**THIS PROPOSAL IS FOR A
GROUND FLOOR REAR
EXTENSION. THIS INCLUDES
FOR REMOVAL OF AN
UNUSED CHIMNEY STACK.**

(FULL - HOUSEHOLDER)

MAIN ISSUES

- Design
- Amenity
- Highway Safety

DESCRIPTION OF SITE

The proposed site comprises a detached brick and tile dwellinghouse and its associated curtilage, situated in the Biddulph South Ward. The site is within the Biddulph Development Boundary, where the Staffordshire Moorlands Local Plan seeks to concentrate development. The site is enclosed by neighbouring dwellings comprising a section of Mill Hayes Road on the North and South side curtilages and a section of dwellings on Orme Road and Colwyn Drive to the West. No. 50 Mill Hayes Road lies to the North of the site and No. 54 Mill Hayes Road is situated to the South. The rear curtilage of the site adjoins the rear curtilages of No. 51 and No. 53 Colwyn Drive and No. 10 Orme Road to the West. The Mill Hayes Road highway runs adjacent to the Eastern curtilage of the site.

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

PROPOSAL

The proposed development comprises a single storey rear extension to the dwelling. An original flat roof outrigger to the rear of the dwelling (labelled as the utility room on the existing plan) would be removed before the proposed extension would be built. Additionally, the proposed development consists of the removal of the rear unused chimney stack on the dwelling. The proposed rear extension would allow for a larger kitchen space and bathroom, as well as an additional bedroom. The proposed single storey rear extension would have a depth of approximately 3.2 metres beyond the rear elevation of the dwelling and a width of approximately 9.3 metres. The maximum height would be approximately 2.85 metres (the proposed extension would have a flat roof). It would be constructed from materials which would

harmonise with the existing dwellinghouse, including red facing brick, flat roofing material, grey uPVC and aluminium bifold doors.

RELEVANT LOCAL AND NATIONAL PLANNING POLICIES

Staffordshire Moorlands Local Plan (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/2024/0003 – Application for a lawful development certificate for a proposed ground floor rear extension extending the existing kitchen, bathroom and creating an additional bedroom. This includes for removal of a unused chimney stack.

Withdrawn.

CONSULTATIONS

Publicity

Site Notice expiry date: 26/03/2024

Neighbour consultation period ends: 01/03/2024

Press Advert: N/A

Public Comments

No public comments have been received.

Town / Parish Comments

Biddulph Town Council recommend approval of the application.

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 extension and the removal of a rear unused chimney stack on the dwelling.

The proposed rear 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.

The proposed rear extension would have a flat roof. Although flat roof extensions are generally discouraged in the adopted Staffordshire Moorlands Design Guide SPD, it is considered that the rear extension would not form a prominent addition in the area / amongst the street scene. It would not be very visible from the public domain due to it being located to the rear of the dwelling and being set within a spacious plot. I note that the proposed extension would replace an original smaller flat roof outrigger to the rear of the dwelling. The neighbour at No. 50 Mill Hayes Road also has a flat roof outrigger to the rear of the dwelling. Thus the flat roof would not completely conflict with the character of surrounding dwellings. Furthermore, the proposed rear extension is very close to being permitted development, thus it could rely on a permitted development fallback position, if it were to be slightly separated from the original external side elevation of the utility room. On balance, although the proposed rear extension would conflict with the Design Guide SPD in terms of its flat roof, its' limited visibility from the wider public domain would not result in a visually harmful addition to the dwelling.

The proposed removal of the chimney to the rear of the dwelling would be considered as visually acceptable. Whilst all neighbouring dwellings have a characteristic chimney on the principal roof plane of the dwelling, not all of the dwellings have a chimney on the rear roof plane. Therefore, as it is not a strong characteristic feature of the surrounding 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. Red facing brick, flat roofing material, grey UPVC 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 street.

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 130 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. 50 Mill Hayes Road to the North and No. 54 Mill Hayes Road to the South. The rear curtilage of the site adjoins the curtilages of No. 51 and No. 53 Colwyn Drive and No. 10 Orme Road to the West.

The proposed extension would align with and protrude beyond the utility room outrigger to the rear of No. 50 Mill Hayes Road. Although the proposed extension would have a larger projection than the utility room belonging to this neighbour, a utility room is not considered as a habitable room which is reliant on natural sunlight. Furthermore, there would not be a breach of the 45 degree rule from the corner of the proposed extension to the closest rear fenestration of No. 50. I note that there is a side window on No. 50 which looks to serve a lounge / seating area. Notably, there would be a breach in the 45 degree rule from the proposed extension to this window. This being said, a 3 metre extension could be built in this location under permitted development. Therefore, an additional 0.2 metres would not be considered to impact natural light entering this window much more than the 3 metres which could be done under permitted development.

Following an amenity impact assessment on the neighbouring dwelling at No. 54 Mill Hayes Road, it has been established that the light amenity of this neighbour would not be impacted. Due to the East to West sunlight trajectory, the proposed extension would not cause any shadowing over the neighbour at No. 54. The closest fenestration belonging to this neighbour is three side windows on the side elevation of this single storey rear extension. An approximately 1.8 metre high boundary fence is positioned along the common boundary between the site and No. 54, which will block some impact from the proposed extension on these windows. Furthermore, these side windows are not considered primary habitable windows as they are obscure glazed by requirement of a condition under SMD/2003/1406.

The extension would barely be visible to the neighbouring dwellings at No. 51 and No. 53 Colwyn Drive, as well as No. 10 Orme Road to the West of the site. The approximately 33 metre plus distance between the rear elevation of the extension and the rear elevations of these neighbouring dwellings would eradicate any loss of light or overshadowing from occurring. Furthermore, the mature soft landscaping and fencing comprising the rear common boundary treatment would predominantly screen the extension from these neighbours.

There would be no fenestration on either of the side elevations of the proposed extension which would look onto the neighbours at No. 50 and No. 54 Mill Hayes Road. Therefore, the proposed extension would not impact their privacy at all. Although there would be fenestration in the form of bifold doors and two windows on the rear elevation of the proposed extension and two new roof lights on the rear roof plane which would face the neighbours at No. 51 and No. 53 Colwyn Drive, as well as No. 10 Orme Road, detrimental privacy impact would not occur. This fenestration would be largely screened by the boundary treatment comprising the common rear boundary, meaning that privacy amenity would not be compromised. Furthermore, the approximately 33 metre separation distance between the proposed extension and this neighbouring dwelling would aid in mitigating loss of privacy.

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 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 increase the number of bedrooms of the dwelling from two to three. Despite this increase, the Staffordshire Moorlands Parking Standards state that for a dwelling with up to three bedrooms, two parking spaces are required. Thus, it is clear that the correct number of parking spaces will remain in place for the number of people inhabiting the dwellinghouse. As the proposed development would be to the rear of the dwelling, the available off road parking to the front of the dwelling would not be compromised, in compliance with Policy T1.

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 the character of the host dwelling, wider area, neighbour amenity and no overall impact on the highway safety, it is deemed acceptable under planning policy. Therefore, the proposed development is recommended for approval, subject to compliance with all conditions.

OFFICER RECOMMENDATION: APPROVAL

Case Officer: Hannah Varley

Recommendation Date: 26/03/2024

X 

Signed by: Ben Haywood

On behalf of Staffordshire Moorlands District Council