

DELEGATED DECISION REPORT

SMD/2024/0075
Valid 13/02/2024

38 MILL HAYES ROAD
KNYPERSLEY

SINGLE STOREY FRONT
EXTENSION TO PROVIDE
PORCH AND SITTING AREA.

(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-East and South-West side curtilages and a section of dwellings on dwellings on Colwyn Drive to the West. Meadowside, No. 36 Mill Hayes Road lies to the North-East of the site and No. 40 Mill Hayes Road is situated to the South-West. The rear curtilage of the site adjoins the rear curtilages of No. 35 and No. 37 Colwyn Drive 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 largely retained.

PROPOSAL

The proposed development consists of a single storey front extension to provide a porch and sitting area. The single storey flat roofed extension would have a maximum height of approximately 2.88 metres measured externally from natural ground level. The extension would extend beyond the front elevation of the dwellinghouse by approximately 2.52 metres and will have a width of 5.06 metres. Materials used in the construction of the proposed extension would match those used in the construction of the existing dwellinghouse, including buff brick, flat roof single membrane and white UPVC.

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

N/A

CONSULTATIONS

Publicity

Site Notice expiry date: 15/04/2024
Neighbour consultation period ends: 15/03/2024
Press Advert: N/A

Public Comments

No neighbour 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 front extension.

The proposed front 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 front extension would have a flat roof. Flat roof extensions are generally discouraged in the adopted Staffordshire Moorlands Design Guide SPD.

I note that a number of neighbouring dwellings on the street have the same type of flat roof extension on their principal elevations. Thus the flat roof would not completely conflict with the character of surrounding dwellings. On balance, although the proposed front extension would conflict with the Design Guide SPD in terms of its flat roof, it would not result in an out of character 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. Buff brick, flat roof single membrane and white UPVC 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 Meadowside, No. 36 Mill Hayes Road to the North-East and No. 40 Mill Hayes Road to the South-West. The rear curtilage of the site adjoins the curtilages of No. 35 and No. 37 Colwyn Drive to the West.

The proposed extension would protrude beyond the principal elevation of Meadowside, No. 36 Mill Hayes Road. Despite this, there would not be a breach of the 45 degree rule from the corner of the proposed extension to the closest front fenestration of No. 36. Due to the Northerly position of the neighbouring dwelling at No. 36 to the site, the East to West sunlight trajectory would cause very little shadowing over this neighbour as a result of the proposed extension. I note that there are three side windows on the elevation of No. 36 which faces the site. Notably, there would be a breach in the 45 degree rule from the proposed extension to these windows. This being said, two side windows are obscure glazed, meaning that they are not primary habitable windows that serve rooms which require an abundance of natural sunlight. The other side window likely serves a secondary, non-habitable kitchen which has no seating, based on floor plans of surrounding dwellings. Furthermore, due to the South facing position of this window, it would not gain a large amount of natural sunlight regardless. Therefore, it is clear that the light amenity of No. 36 would not be detrimentally impacted by the proposed extension.

The proposed extension would be located on the North-Eastern side of the principal elevation. As the neighbouring dwellinghouse at No. 40 Mill Hayes Road is positioned to the South-West of the site, the single storey North-Eastern extension will be tucked behind the existing projecting gable on the principal elevation of the host dwelling, on the opposite side to the neighbour. Thus, it is clear that the light amenity of the neighbouring dwelling at No. 40 would not be impacted at all.

The proposed extension would be located on the principal elevation of the dwelling. Therefore, the extension would not be visible to the neighbouring dwellings at No. 35 and No. 37 Colwyn Drive which are located adjacent to the rear curtilage of the site.

There would be no fenestration on the side elevation of the proposed extension which would look onto the neighbours at No. 40 Mill Hayes Road. Therefore, the proposed extension would not impact their privacy at all. Although there would be a window on the side elevation of the extension which would face the neighbours at Meadowside, No. 36 Mill Hayes Road, it would be positioned 1.98 metres above ground level. Thus, as it would be above the standard 1.7 metre high eye level, it would not be considered to impact the amenity of No. 36. As the proposed extension would be to the front of the dwelling, it would not be visible from No. 35 and No. 37 Colwyn Drive, as their curtilages adjoin the site to the rear.

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 not increase the number of bedrooms of the dwelling. Thus, it is clear that the correct number of parking spaces will remain in place for the number of people inhabiting the dwellinghouse. Although the proposed extension would be to the front 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: APPROVE

Case Officer: Hannah Varley
Recommendation Date: 09/04/2024

X 

Signed by: Jane Colley Signature

On behalf of Staffordshire Moorlands District Council