

DELEGATED DECISION REPORT

SMD/2024/0081
Valid 19/02/2024

3 MEADOWSIDE
BIDDULPH

SINGLE STOREY GARAGE IN
REAR GARDEN

(FULL - HOUSEHOLDER)

MAIN ISSUES

- Principle of development
- Design and visual impact
- Neighbouring amenity
- Highway safety

DESCRIPTION OF SITE

The application site is located within a residential street within the development boundary of Biddulph. The site comprises of a detached bungalow and a shed located to the side and rear of property with a sizeable garden that backs onto open countryside. It sits on a bank fronting Meadowside road with off-road parking for two cars.

For the purposes of planning policy consideration the application site is located within the Biddulph Town Development Boundary. The site does not sit within a Conservation Area. There are no protected trees within the site and no nearby Listed Buildings.

PROPOSAL

Planning permission is sought for a large garage to the rear of the property. The shed will be removed as part of the proposal. It will have a pitch height of 3.4m, eaves height of 2.5m, width of 3.8m and length of 6.6m

The garage will feature a pitched roof, window and side door and garage door. It will be constructed of brick and concrete tiles, matching the host dwelling.

RELEVANT LOCAL AND NATIONAL PLANNING POLICIES

Staffs Moorlands Local Plan (adopted September 2020)
SS8 Larger Villages Areas Strategy
DC1 Design Considerations
T1 Development and Sustainable Transport
Appendix 2 Parking Guidance

Supplementary Planning Document

1. Staffordshire Moorlands Design Guide

National Planning Policy Framework

12. Achieving well-designed places

SITE HISTORY / RELEVANT PREVIOUS APPLICATIONS

None

CONSULTATIONS

Publicity

Site Notice expiry date: 11/04/24

Neighbour consultation period ends: 10/03/24
Press Advert: N/A

Public Comments

Neighbours	None
Biddulph Town Council	No objection
Highways	No objection

OFFICER COMMENTS

Principle of Development

The site lies within the settlement boundary for Biddulph, whereby Policies SS2 and SS6 seek to focus future growth and to strengthen its role as a service centre.

Accordingly, the general principle of development is considered to be acceptable subject to other materials considerations including design, impact on residential amenity and highway safety.

Design and visual impact

Policy DC1 refers to design and seeks to secure development of a high quality which is designed to add value to the area and to respect the site and its surroundings. New development should promote a positive sense of place and identity through its scale.

According to the Sustainable Design & Construction SPD, the siting, size and design of an extension must not dominate the existing building, and should be sympathetic with and appear subservient to the original dwelling.

The proposed external garage will be setback from the street scene, partially behind the host dwelling. The garage will be noticeable in comparison to the shed that will be replaced, however, will remain modest scale to the host dwelling as a single storey in stature set lower than the ridge height as the dwelling. In addition, it will be discreetly placed behind the dwelling so not to introduce any adverse design arrangement which would have any resultant visual harm upon the area.

When considering the wider visual impact, the application site sits within a well-established residential area formed by dwellings of varying size, age, shape and materials; the proposal will not introduce any incongruous features either in terms of its shape or proposed materials but rather uses matching materials which relates well to the design of the existing dwelling and immediate street-scene. Therefore, the scheme is considered to be visually acceptable

This application is therefore considered to be in accordance with Policy DC1 of the Local plan.

Neighbouring amenity

Paragraph 127(f) of the NPPF (2019) and policy DC1 seeks to secure development that protects amenity, including residential amenity, in terms of satisfactory daylight, sunlight, outlook, privacy and soft landscaping.

The garage will abut the neighbours hedged boundary known as 1 Meadowside. The neighbour has a similar scale garage that would sit parallel with the proposed garage and screen much of the mass of the garage against the neighbours dwelling as a result. From my

site visit, the neighbour's property has a small side window on the ground floor that appeared to be used as a living room. However, given the proposed garage will have no side facing windows and any daylight into this habitable room has already been compromise by their own garage, the neighbour's amenity will be maintained.

The garage sits at the far eastern side of the site to cause any impact to the adjacent neighbour to the west known as 7 Meadowside. No impact to this neighbour.

It is for these reasons that the proposed development will comply with policy DC1 of the Local Plan (2020) and the NPPF (2019).

Highway Safety

Section 9 of the NPPF states that developments should achieve safe and suitable access to the site for all users. Policy T1 of the Local Plan states that permission will only be granted for development incorporating adequate and satisfactory parking provisions.

Off-road parking is provided within the application site. The garage would not encroach upon available parking space but rather create an additional parking space as a result. The application proposes no alteration to the existing parking arrangements and therefore, meets the parking requirement set out under Policy T1.

County Highways have raised no objection. It is noted that the internal driveway is to be widened to facilitate vehicular access to the garage, the area currently set to planting will be paved as shown on submitted plan Drawing No. A0-003 Rev P2. The dimensions for the proposed garage will be 3m wide by 6.1m long, this meets with Staffordshire Moorlands Parking Standards which state the minimum internal dimensions for a single garage should be 3m wide by 6m long. It is considered the proposal will not have a detrimental impact on the adopted highway.

A condition will be attached to ensure use of the garage is used for incidental purposes for proper use of the development. There will be no restrict to retain for vehicle parking on the basis there is ample parking available.

This application is therefore considered to be in accordance with Section 9 of the NPPF and Policy T1 of the Local Plan.

CONCLUSION

For the reasons outlined above it is recommended that the application is approved subject to conditions.

OFFICER RECOMMENDATION : Approve

Case Officer: Lisa Li

Recommendation Date: 15/04/24

X 

Signed by: Ben Haywood

On behalf of Staffordshire Moorlands District Council

