

DELEGATED DECISION REPORT

SMD/2024/0162
Valid 30/04/2024

64 UTTOXETER ROAD
DRAYCOTT IN THE MOORS

PROPOSED DROPPED KERB
(FULL - HOUSEHOLDER)

MAIN ISSUES

- Principle of development
- Neighbouring amenity
- Highway safety

DESCRIPTION OF SITE

The application site relates to an end-terrace within a residential area located on the south side of Uttoxeter Road. It is a long stretch of road that connects Draycott in the Moors and Blythe Bridge. The property has a modest garden that fronts a footway and grass verge. For planning purposes, the site is identified as located in a small village of Draycott in the Moors within in the Green Belt.

PROPOSAL

The application seeks permission to drop the kerb and provide accessibility for parking onto the front garden. The garden will be landscaped to all hardstanding and will be prepped with granite chippings.

RELEVANT LOCAL AND NATIONAL PLANNING POLICIES

Staffs Moorlands Local Plan (adopted September 2020)

SS2 Settlement Hierarchy

DC1 Design Considerations

T1 Development and Sustainable Transport

Appendix 2 Parking Guidance

National Planning Policy Framework

9. Promoting sustainable transport

SITE HISTORY

None

CONSULTATIONS

Publicity

Site Notice expiry date: 22/05/24

Neighbour consultation period ends: 21/05/24

Press Advert: N/A

Public Comments

Neighbours	None
Severn Trent Waters	No objection subject to informatives
SCC Highways	No objection subject to the driveway being bounded material

OFFICER COMMENTS

Principle of Development

Under Section 13 of the NPPF paragraph 155, it states that all development is considered inappropriate within the Green Belt unless it falls within certain appropriate exceptions such as engineering operations.

Policy SS9 which relates to other rural areas, states that these areas will provide for appropriate development which enhances community vitality or that meets a social or economic need of the settlement and its hinterland, where all new development will have the aim of reflecting and enhancing the special character and heritage of the village.

The works is identified as engineering works within the public highway to provide a dropped kerb to facilitate vehicular access to an off street parking area in connection with an existing dwelling. It is considered that the principle of such development in this location is acceptable and would accord with Green Belt policy.

Whilst there are no 'in principle' objections to the application, all other material planning considerations must be satisfied for the scheme to be supported and in this instance include design, visual impact, neighbour amenity, parking and drainage.

The proposal is in accordance with national policies and Policy SS9 of the Local Plan.

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 works will see the existing soft landscaped garden be converted into a driveway. It would be a stark contrast as it will introduce a mass of granite chippings. However, the street-scene is made up of a mix of hardstanding and does not have any protect characterisitcs. Therefore, it is not considered that the parking of a vehicle to the front of the dwelling would cause harm to the immediate area or wider countryside.

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 proposed operational development is minimal and would have no impact upon residential amenity. The proposals would result in a car being parked closer to adjoining properties, although in the context of the proximity to the existing public highway it is not considered that this would result in an unacceptable impact through noise and disturbance. The proposals therefore would not affect the amenity of nearby residential occupants.

It is for these reasons that the proposed development will comply with policy DC1 of the Local Plan

Highway Safety

Policy DC1 states that development should “provide for safe and satisfactory access and make a contribution to meeting the parking requirement arising from necessary car use”. Policy T1 seeks to ensure that all new development is located where the highway network can satisfactorily accommodate traffic generated by the development or can be improved as part of the development.

The proposed dropped kerb would be to the benefit of the free flow of traffic as it will facilitate access to an off street parking space to serve the dwelling. This would result in the removal of a vehicle that is parked within the public highway and would assist in removing a potential obstruction within the public highway.

SCC Highways have reviewed the proposals and have raised no objection to the development subject to condition requiring the materials being bound and porous for a minimum of 5m back from the carriage. Highways considers granite chipping to be acceptable beyond 5m from the carriage way. The applicant has amended the block plan ensuring the driveway is to be block paved in accordance with Highway’s comments. The pre-commencement condition will be been reworded to be in accordance with the revised plan.

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

Other matters

Severn Trent Waters were consulted. They have raised no objections to the proposal subject to an informative requiring the applicant to contact Severn Trent Waters to discuss the implications of their assets crossing the application site following any decision made.

CONCLUSION

Accordingly, the application is to be considered to be in accordance with the NPPF and the Local Plan. It is therefore recommended for approval subject to conditions.

OFFICER RECOMMENDATION : **Approve**

Case Officer: Lisa Li

Recommendation Date: 24/06/24

X *B.J. Haywood*

Signed by: Ben Haywood

On behalf of Staffordshire Moorlands District Council