

## DELEGATED DECISION REPORT

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**SMD/2024/0058**  
**Valid 14/05/2024**

**44 LEEK ROAD**  
**STOCKTON BROOK**

**PROPOSED PART  
CONVERSION OF EXISTING  
GARAGE & STORE INTO SELF  
CONTAINED ADDITIONAL  
ACCOMMODATION AT REAR  
AND GARDEN PEGOLA**

**(FULL - HOUSEHOLDER)**

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### MAIN ISSUES

- Development in the Green Belt

### DESCRIPTION OF SITE

The application site comprises of a semi-detached property constructed from red facing brickwork with a plain tile roof. It lies on the southern side of Leek Road, Stockton Brook within a loose ribbon of development. To the rear of the property is a lean-to single storey extension adjoining a two storey extension. A single storey outrigger leads to a large triple garage development which lies alongside the shared boundary with the adjoining semi, Fern Hurst. Historic maps show this outrigger and garage date to at least the late 1930's. The garage comprised of a two storey structure which appears to be original to the property, as well as a 20<sup>th</sup> century lean-to which adjoins the older part below eaves level. The site lies outside any recognised development boundary within an area of open countryside designated as North Staffordshire Green Belt.

### PROPOSAL

The application seeks consent for the conversion of an existing garage to additional accommodation, as well as the construction of a pergola immediately adjacent to the existing garage. The conversion will provide a galley kitchen, dining room and shower room on the ground floor with a lounge and bedroom above. A section of the existing garage will remain as a garage and workshop. The pergola will be 4 metres by 4 metres in area, and 3.8 metres high, with an eaves height of 2.45 metres. The garage conversion would involve the lifting of the existing roof from both the older two storey and newer single storey elements of the garage and adding rooflights, to form one single roof slop with a 22 degree pitch, as well as bricking up the existing triple garage doors and adding a new, larger roller shutter door.

### RELEVANT LOCAL AND NATIONAL PLANNING POLICIES

#### **Staffordshire Moorlands Local Plan (Adopted 2020)**

SS1 Development Principles  
SS10 Other Rural Areas Strategy

DC1 Design Considerations  
T1 Development and Sustainable Transport

## **National Planning Policy Framework**

Paragraph(s) 1 -14, 47, 131, 135, 154.

Section(s) 4 – Decision making, 12 – Achieving well designed and beautiful places, 13 – Protecting Green Belt Land.

## **Adopted Supplementary Planning Documents/Guidance (SPD/G):**

- Design Principles for Development in the Staffordshire Moorlands
- Staffordshire Moorlands Design Guide SPD
- Space About Dwellings SPD

## **SITE HISTORY / RELEVANT PREVIOUS APPLICATIONS**

- SMD/2015/0211. DESCRIPTION: Demolition of existing two storey extension to allow the erection of a larger two storey/single storey rear extension. DECISION: APPROVED.

## **CONSULTATIONS**

### **Publicity**

Site Notice expiry date: Expired  
Neighbour consultation period ends: Expired  
Press Advert: N/A

### **Public Comments**

No comments received.

### **Town / Parish Comments**

No comments received.

### **Staffordshire County Council Highways**

Acceptance.

## **OFFICER COMMENTS**

### **Principle of Development**

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. The site is within the Green Belt where inappropriate development is harmful and should not be approved, although exceptions to this are provided in Paragraph 154 of the NPPF. Part c) of this paragraph states: *“the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building”* as appropriate development in the Green Belt. The alteration of the garage would fall under this category as it is being

altered and the roof is being lifted approximately 55cm. The pergola meanwhile has a PD fallback as it would be acceptable under Schedule 2 Part 1 Class E of The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), and so will not be considered under Green Belt restrictions as these do not apply to Class E development. The site has intact PD rights and is not Listed or within a Conservation Area. It is not considered that the proposal would result in “disproportionate additions”, as the footprint of the building will not increase, and the volume of the building will only increase by approximately 24m<sup>3</sup> as a result of the heightened roof.

SMDC Local Plan Policy SS10 allows for extensions and additional domestic outbuildings provided they are appropriate in scale and design. Therefore the proposal is acceptable in principle.

### **Design**

SMDC Policy DC1 requires development to be of a high quality and add value to the local area, incorporating creativity, detailing and materials appropriate to the character of the area; and be designed to respect the site and its surroundings and promote a positive sense of place and identity through its scale, height, density, layout, siting, character and appearance.

Paragraphs 131 and 135 of the NPPF outline what is expected of good design and required for the development of high quality, beautiful places, and provides for a high standard of amenity for existing and future users.

Staffordshire Moorlands District Council's Design Guide SPD outlines the Council's expectations in respect of design and states that extensions should harmonise with the parent building. For a development to be considered appropriate in terms of its size and massing, the Council would universally expect to see extensions subordinate to the dominance of the original building. The proposal is subordinate to the host dwelling, as the only changes are occurring on the attached garage to the rear, leaving the main bulk of the house and principle elevation unmodified, which retains its dominance over the proposed. The proposal also marries the older Victorian era garage with the later early 20th century lean-to, to form a more coherent and altogether structure, as opposed to the current later addition being 'tacked on' to the Victorian structure. The proposal is therefore acceptable in design terms.

### **Amenity**

Paragraph 135 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 site is bounded by Fern Hurst to the east, and Aylewyn House to the west, and fronts Leek Road. Only rooflights would face towards Aylewyn House and sufficient distance would be maintained to the boundary to avoid overshadowing. The similar outrigger alongside at Fern Hurst means that the proposal would have no greater

impact on this property than the existing structure. To the rear is a wooded area which lies on the disused Leek-Stoke Railway line. Due to the nature and siting of the proposal, it is considered that it would have no negative impact on residential amenity, as no additional overshadowing would result, or overlooking or overbearing effect. Therefore the proposal is acceptable on amenity grounds.

### **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 submitted site plan states 4 car parking area with reversal within the front garden/parking area and for an additional 2 car spaces rear of the double gates. A site visit and aerial photography also confirm there is sufficient parking for the property and the conversion. The proposal would therefore be acceptable in terms of Highways Safety.

### **CONCLUSION / PLANNING BALANCE**

On balance, the proposal is acceptable as it would be considered exceptional development in the Green Belt and Open Countryside, and the Pergola has a Permitted Development fallback as it could be constructed regardless of the Green Belt status of the land under Class E. The proposal is acceptable in design terms as it will marry two disjointed elements of the same structure, and utilise matching materials as the existing. As such, the proposal is recommended for approval subject to a condition which ensure that it remains ancillary to the existing property given a) the limited size of the proposed accommodation is unsatisfactory for a permanent dwelling b) the close association with the host property and neighbouring properties which would give an unsatisfactory standard of amenity for proposed and existing accommodation if it were independently occupied.

**OFFICER RECOMMENDATION :**     **Approve, subject to conditions.**

**Case Officer:** Reuben Berriman

**Recommendation Date:** 10/07/2024

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Signed by: Ben Haywood

**On behalf of Staffordshire Moorlands District Council**