



FOREFRONT

DEVELOPMENT CONSULTING

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Design and Access statement for planning application
for one single storey dwelling
at Longslow House, 88 Caverswall Road, Blythe Bridge, ST11 9BG

1. DESCRIPTION OF THE SITE AND ITS SURROUNDINGS

1.1 The application site is part of the garden to a house on the eastern side of Caverswall Road. The site is surrounded by other dwellings of various types and ages. It lies within the settlement of Blythe Bridge which lies on the extreme South Western part of the district of Staffordshire Moorlands. It is closely associated with the built-up area of Stoke on Trent.

1.2 The site is generally flat and level. It has a vehicular access from Caverswall Road which also serves the existing dwelling.

1.3 The site access leads from a driveway which follows the southern side boundary and then turns to run northwards. No protected trees exist on the development site.

1.4 The site does not lie within the Green Belt.

1.5 It does not lie within a Conservation Area nor within the curtilage of a listed building.

2. DESCRIPTION OF THE PROPOSAL

2.1 This is a full planning application for the erection of a single storey detached dwelling with outdoor amenity space and off-road parking. The dwelling would provide an open plan kitchen/lounge/diner, bathroom, 3x bedrooms and one en-suite.

2.2 The new dwelling would share the existing vehicular access which would lead to parking at the front of the new dwelling. External amenity space would comprise gardens and patios to the front and rear.

2.3 The new dwelling would have a “T” shape footprint. It would have a pitched gabled roof with gables to both sides and the front projecting element. The front element would include extensive glazing as a front feature. An angled side porch to one inner front corner will be the main entry point into the dwelling.

3. PLANNING HISTORY

SMD/1987/0887 Extension to stables.

SMD/1996 /0560 Retaining wall.

SMD/1996/0451 Conservatory.

SMD/1982/0587 Alterations and extensions, garage conversion and new garage.

4. PLANNING POLICIES

Staffordshire Moorlands Local Plan 2014-2033 (adopted September 2020)

SS1 - Development Principles

SS2 - Settlement Hierarchy

SS8 - Larger Villages Areas Strategy

DC1 - Design Considerations

DC3 – Landscape and Settlement Setting

H1 – New Housing Development

H2 – Housing Allocations

NE2 – Trees, Woodlands and Hedgerows

T1 – Development and Sustainable Transport

Supplementary Planning Guidance/Documents

Staffordshire Moorlands Design Guide (2018)

Space About Dwellings

Design Principles for Development in the Staffordshire Moorlands: New Dwellings and Extensions to Dwellings.

National Planning Policy Framework

5. POLICY AND MATERIAL CONSIDERATIONS AND PLANNING BALANCE

Principle of Development

5.1 The site is located within Blythe Bridge which is identified in the Local Plan as a Rural Area Larger Village. Policy SS2 of the Local Plan sets out the settlement hierarchy for the District. Such settlements are the second tier for identified growth, after the 3 towns in the District.

5.2 Identified larger villages within Staffordshire Moorlands need to retain and enhance their role as rural service centres, providing for the bulk of the local housing needs of the rural areas. They are required to meet local housing needs by increasing the range of available and affordable house types, especially for first time buyers and families. Given that the application site is within the built-up area of Blythe Bridge it is concluded that the principle of delivering a family home at this location is acceptable and complies with Policy SS8 and H2.

5.3 Furthermore the plans represent sustainable development as it would enable people to live on the site and not be dependent on the private car for access to essential facilities and services.

5.4 Local Planning policies aim to meet local housing needs by increasing the range of available and affordable house types, especially for first time buyers and families. Given that the application site is within the built-up area of Blythe Bridge it is concluded that the principle of delivering a family home at this location is acceptable.

5.5 Incidentally a large site nearby, known as Blythe Vale, is identified under Policy DSR1 as a Regional Investment Site for up to 300 houses. This supports the view that this area is acceptable in principle for new housing.

Design Considerations

5.6 Policy DC1 states that new development should protect residential amenity in terms of satisfactory daylight, sunlight, outlook, privacy and soft landscaping. Specifically, that policy requires all development to be well designed and reinforce local distinctiveness by positively contributing to and complementing the special character and heritage of the area. Development should “be of a high quality and add value to the local 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, landscaping, character and appearance”.

5.7 The surrounding area has no over-riding pattern, layout or style of dwellings. There are houses of various ages and designs surrounding the site. There is frontage development as well as less uniform patterns of development. Dwellings face in various directions, and many are set away from the public highway and accessed by individual driveways.

5.8 The site is part of the residential curtilage of Longslow House, No.88 which is a period property of substantial size. It exhibits interesting and traditional architectural details. It is not however of significant or rare architectural or historic value.

5.9 The proposed new dwelling would be located to the side of Longslow House but separated from it. It has NOT been designed to mirror or otherwise complement Longslow House. This reflects the view that attempting to ape the attractive appearance of that property would be impossible and would result in a pastiche. This would simply draw attention to the differences in mass and details, creating a poor relationship between the two dwellings.

5.10 As a result the plans propose a dwelling of more modern style. It will be single storey so will form a lesser element in the setting of Longslow House. Its lesser scale and more simple design elements will not detract from the character of the period dwelling next door. It will form an attractive dwelling in its own right.

Amenity

5.11 Policy DC1 states that new development should protect residential amenity in terms of satisfactory daylight, sunlight, outlook, privacy and soft landscaping. Furthermore, the Council’s Space About Dwelling SPG document includes specific guidance relating to the inter relationship between dwellings to protect the residential amenities of existing and proposed dwellings. The development complies with these requirements.

5.12 The proposed development would deliver an acceptable level of amenity and the proposals comply with the amenity element of Policy DC1. Additionally, it is not

considered that amenity issues would arise through overbearing, overshadowing or loss of light.

5.13 With regard to garden areas, while the development would reduce the garden space approved for Longslow House the level of provision retained for that dwelling is sufficient to exceed amenity space standards. Furthermore, the level of amenity space for the application dwelling is also sufficient to exceed standards. In addition, plot sizes and density are consistent with those of the surrounding area.

Highway Safety

5.14 Policy DC1 requires development to make provision for 'safe and satisfactory access' and requires development proposals to 'make a contribution to meeting the parking requirement arising from necessary car use.' Policy T1 states that 'all new development should be located where the highway network can satisfactorily accommodate traffic generated by the development or can be improved as part of the development,' and consideration should be given to 'appropriate parking provision on a case-by-case basis with recourse to the parking guidance set out in Appendix 2.'

5.15 The new dwelling would share the existing point of access from Caverswall Road with Longslow House. It would share part of the existing driveway too. The vehicular access is considered to be adequate in terms of width and visibility to serve 2 dwellings.

5.16 The scheme shows provision for at least two off street parking spaces which is considered to be appropriate for the three-bedroom dwelling proposals and is in accordance with the standards set out in Appendix 2 of the Local Plan. The proposals are therefore considered to be acceptable in highways terms.

Trees and Ecology Matters

5.17 The site forms part of a private garden and contains no bodies of water, significant trees or native hedgerows. Accordingly, no loss of wildlife habitat is likely.

6 CONCLUSIONS

6.1 At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development. For decision making this means that amongst other things, that local planning authorities should positively seek opportunities to meet the development needs of their area unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits and to secure a development that improves the economic, social and environmental conditions of the area.

6.2 Local Plan Policy SS8 identifies the site as lying within a larger village, and such settlements shall retain and enhance their role as rural service centres, providing for the bulk of the local housing needs of the rural areas. The Policy states that the Council shall meet local housing needs by increasing the range of available and affordable house types, especially for first time buyers and families. Given that the

application site is within the built-up area of Blythe Bridge it is concluded that the principle of delivering a family home at this location is acceptable and complies with planning policy.

6.3 It is considered that this proposal represents an acceptable design which will be incorporated within the area sympathetically. Furthermore, the proposals do not give rise to any significant concerns relating to normal planning considerations including amenity, traffic and environmental issues.