

DELEGATED DECISION REPORT

SMD/2024/0458
Valid 09/10/2024

62 ST JOHNS ROAD
BIDDULPH

PROPOSED NEW VEHICULAR
ACCESS

(FULL - HOUSEHOLDER)

MAIN ISSUES

- Impact on the character and appearance of the area
- Impact on Highway Safety

DESCRIPTION OF SITE

The dwelling is a redbrick semi-detached ex Local Authority dwelling in a row of other similar dwelling types. Flat fronted elevations with a full pitch pan tile roof.

Originally each dwelling had a front garden behind a privet hedge set behind a roadside grass verge.

The hedge and lawn has been removed to the front of the applicant's dwelling and replaced with brick paving. Both dwellings either side, and many others in the row, have replaced their front gardens with driveways and parking areas and benefit from dropped kerb highway crossings.

PROPOSAL

The application proposes a new vehicular access. The privet hedge and lawn to the front garden has already all been removed and replaced with brick paving to provide an area of parking - the submitted plan details this alteration as 'an existing parking area', the application does not appear to seek consent for these works.

The parking area is not served by a vehicle crossing of the grass verge to the edge of the footpath or a dropped kerb. The submitted drawing details the construction of a new access to include a section of a dropped kerb and a crossing over the grass verge.

The works that have been carried out- 'the provision of the hard surface within the curtilage of the dwelling' would appear to be permitted by Class F of Part 1, Sched 2, of the GPDO (the brick surface is provided with permeable jointing between bricks).

The works that are proposed - 'The formation and construction of a means of access to a highway which is not a classified road' would appear to be permitted by Class B, Part 2, Sched 2 of the GPDO.

RELEVANT LOCAL AND NATIONAL PLANNING POLICIES

Local Plan Development Plan Document (Adopted 2020)

S01 Spatial Objectives

SS1 Development Principles

SS6 Biddulph Area Strategy
DC1 Design Considerations
T1 Development and Sustainable Transport

Biddulph Neighbourhood Plan

DES1 Design – new development must complement the local context and be sustainable. Development must complement existing character and townscape; complement the established layout in terms of set-back from the road and spacing around dwellings; use high quality durable materials, to complement the site character and surrounding context; provide sustainable drainage and permeable surface

DES2 Public Realm, Car Parking and Movement – providing a mix of parking as an integral part of layout.....so that vehicles do not dominate streets and spaces; ensuring that the number of parking spaces provided within the curtilage of each dwelling is proportionate to the size of the property.

National Planning Policy Framework

SITE HISTORY

None

CONSULTATIONS

Publicity

Site Notice expiry date: 3rd November 2024

Neighbour consultation period ends: 3rd November 2024

Press Advert: N/A

Public Comments

None

Town / Parish Comments

Biddulph Town Council: No Objection subject to there being no highway concerns

Staffordshire County Council Highways

Awaited

OFFICER COMMENTS

Principle of Development

Within the town settlement of Biddulph Local Plan strategy policy SS6 applies. The policy would, in principle, provide support for good quality householder development to meet local housing needs. Such development is expected to be of good design and meet the requirements of SMDC Local Plan design policy DC1 and the terms of the SMDC Design Guide 2018.

Design and Impact on the Character and Appearance of the Area

SMDC Local Plan DC1 generally 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 in line with the Council's Design Guide SPD.

In particular, to comply with the policy, new development should be of a high quality and add value to the local area, incorporating creativity, detailing and materials appropriate to the character of the area; be designed to respect the site and its surroundings and promote a positive sense of place.

Additionally to the policy of the SMDC Local Plan, the Biddulph Neighbourhood Plan (adopted December 2023) has policy that makes specific comment relevant to the development that has been carried out. Design policy DES1 requires development to complement the local context and complement existing character and townscape and, more particularly, “complement the established layout in terms of set-back from the road and spacing around dwellings”.

Policy DES2 requires development to provide parking as an integral part of layout so that vehicles do not dominate streets and spaces; ensuring that the number of parking spaces provided within the curtilage of each dwelling is proportionate to the size of the property.

The character of the area is that of a suburban estate road providing a development of regular rows of semi-detached brick dwellings. Originally the dwellings were set out behind front gardens, privet hedge and grass roadside verge. However, that arrangement has been eroded considerably so that now the dwellings, including those either side of the applicant's, have predominantly had their front gardens replaced with parking areas, and highway crossings have been formed with dropped kerbs.

To this extent the prevailing original character of the area and locality has changed and been irretrievably lost – an inevitability of car ownership and dependence and the provision of the General Permitted Development Order 2015.

Although the provision of the parking area is permitted and does not explicitly form part of the application, the use of the blue brick paving is not at odds with, and might be considered a better quality of surfacing material, than the concrete and tarmacadam surfaces used at adjacent properties. Dropping the kerb and crossing the verge in this location would not appear at odds with the locality of the area, kerb sections are dropped repeatedly and for long sections in this area. Crossings are provided over sections of grass verge and in other places the grass surface is deteriorating where it is regularly used as roadside parking.

In these respects the development would not harm local distinctiveness or the character of the area, and would not have detailing and materials inappropriate to the character of the area. The development would respect the site and its surroundings and promote a positive sense of place.

In all of these regards the development would not conflict with Policy DC1 of the SMDC Local Plan or policies DES1 and DES2 of the Biddulph Neighbourhood Plan 2023.

Parking and Highway Safety

The Highway Authority comments are awaited at the time of writing. St Johns Road is an adopted unclassified/D class road. Much of the kerb and grass verge along the road has been crossed and dropped to provide access to driveways.

The standard response to similar development requires that it is not brought into use until the extended access to the site within the limits of the public highway has been completed.

On observation the parking spaces have already been completed and brought into use. The highway crossing has not been formed and the kerb is not dropped. The standard informative for highway works/crossings onto D class/unclassified roads is as follows:

Please note that prior to the access crossing being widened you will require a Section 184 Notice of Approval from Staffordshire County Council. Please email trafficandnetwork@staffordshire.gov.uk for further details.

The link below provides an overview of the permissions and licences required for undertaking work on or adjacent to the adopted highway:
<https://www.staffordshire.gov.uk/Highways/licences/Overview.aspx>

Sustainable Drainage

The existing parking area, which does not explicitly form part of this application, is surfaced with brick paving with permeable jointing. To that extent the surface must be permeable and free draining. Surface water should not run off onto the highway and storm drains.

The arrangement would comply with policy DES1 of the Biddulph Neighbourhood Plan.

CONCLUSION / PLANNING BALANCE

The proposed highway development is apparently permitted by the GPDO. There are no other concerns assessed against the policies of the development plan that would mean that the Local Planning Authority should not additionally, on the request of the application, grant an express planning permission for the development.

OFFICER RECOMMENDATION : APPROVE

Case Officer: Ben Hurst

Recommendation Date: 29/11/2024

X *J Curley*

Signed by: Jane Curley

On behalf of Staffordshire Moorlands District Council