

DELEGATED DECISION REPORT

SMD/2024/0578
Valid 09/01/2025

1 HALLS ROAD
BIDDULPH

PROPOSED SIDE & REAR
EXTENSION

(FULL - HOUSEHOLDER)

MAIN ISSUES

- Impact on Character and Appearance
- Impact on Residential Amenity
- Impact on Highway Safety

DESCRIPTION OF SITE

Dwelling centrally located within an established residential suburb of Biddulph within the settlement boundary. The dwelling is an interwar semi-detached dwelling, the end of a row to the rear of the old Biddulph Arms public house.

The dwelling has a hipped roof and shares a centrally placed brick chimney stack. The dwelling is rendered with a front facing gable. The gable has decorative timber boards in a mock Tudor style.

The dwelling is set behind a substantial roadside stone wall, that appeared to have some retaining function for the front garden. Levels behind the wall, however, have been recently excavated to meet the level of the driveway that runs to the side of the dwelling to the rear garden.

PROPOSAL

The proposal is for the demolition of the existing conservatory and the construction of a single storey extension to the side and rear elevations of the property. The proposed extension will provide a bedroom with ensuite, kitchen and garage.

The proposed extension would provide a single width flat roof garage at the side of the dwelling. The addition at the rear would extend from the rear wall with a flat roof and span the full width of the rear elevation.

At the boundary shared with the adjoining neighbour the addition would extend 4m from the rear wall. To the rear of the garage the addition would extend a total of 6.7m from rear wall.

RELEVANT LOCAL AND NATIONAL PLANNING POLICIES

Local Plan (adopted 9th September 2020)

SS1 Development Principles
SS2 Settlement Hierarchy
SS6 Biddulph Area Strategy

DC1 Design Considerations
T1 Development and Sustainable Transport

Biddulph Neighbourhood Plan
DES1 Design Considerations

National Planning Policy Framework

SITE HISTORY / RELEVANT PREVIOUS APPLICATIONS

None

CONSULTATIONS

Publicity

Site Notice expiry date: 06/03/2025
Neighbour consultation period ends: 06/03/2025
Press Advert: N/A

Public Comments

None

Town / Parish Comments

Biddulph Town Council: Awaited

Staffordshire County Council Highways

It is noted that the minimum internal measurements for the garage are 2.3m wide by 6m long, this does not meet with the Staffordshire Moorlands Parking Standards which state the minimum internal dimensions for a single garage are 3m wide x 6m long. The property has 3 bedrooms, the 3rd bedroom is proposed to become a study, however, given its current use and its proposed use it is considered that it could remain in use as a bedroom or easily converted back. The construction of the ground floor bedroom will see an increase in the floor plan to 4 bedrooms.

The Parking Standards state: Detached/Semi-detached property of 4 or more bedrooms will require 3 spaces (2.4 x 4.8m each space) for residents and visitors. The submitted plans do not show parking. I therefore require a plan detailing a parking area sufficient in size (2.4m x 4.8m each space) to accommodate parking for 3 vehicles.

I have no objection to the proposal (application number SMD/2024/0578) subject to the following conditioned. No development shall be commenced until a revised plan showing 3 parking spaces (2.4m x 4.8m each space) within the front garden has been submitted to and approved in writing by the Local Planning Authority: The parking shall thereafter be carried out in accordance with the approved details and be retained for the lifetime of the development.

OFFICER COMMENTS

Principle of Development

The dwelling is centrally located within the Biddulph Town settlement where Local Plan Area Strategy Policy SS6 applies. In accordance with Local Plan Area Strategy, development of an appropriate scale and form will be supported in principle.

Design and Impact on Character and Appearance

Local Plan Policy DC1 requires development to be of a high quality, designed to add value to the area and to respect the site and its surroundings. New development should respect local distinctiveness and promote a positive sense of place and identity through its scale, density, layout, siting, landscaping, character and appearance.

The Council's Design Guide SPD outlines the Council's expectations in respect of design and states that extensions should harmonise with the parent building. An extension should respect the dominance of the original building and be subordinate to it in terms of its size and massing.

The NPPF requires the design of a development to add to the overall quality of an area, by being sympathetic to local character and by being visually attractive as a result of good architecture.

The original dwelling is one of two semi-detached dwellings each with a hipped roof. The dwellings are in a row of other dwellings that are of the same age and architectural character.

The development would be largely concealed to the side and rear of the dwelling from public vantage, behind tall boundary and retained land level, and it would not be prominent or affect the wider environment or the character and appearance of the area – particularly due to its flat roofed low profile and subordinate form.

From the front, the only part of the development apparent would be the slim single width flat roof garage, subordinate in form and function and largely concealed behind the substantial stone roadside walls.

The development would not adversely affect the character and appearance of the area, and the design, character, and dominance of the original dwelling would be respected in design terms. In these regards there would be no conflict with design policy DC1 of the Local Plan or the SMDC design guide.

Impact on Amenity

The adjoining neighbour has a Upvc glazed conservatory on a square footprint. The glazed side wall of the conservatory is right up to and flanks the boundary that is marked with a close boarded timber fence that screens it from the applicant's side. The neighbour's conservatory extends 3m from the rear wall. Until recently the applicant had their own conservatory abutting the boundary and extending 3.5m from rear wall, this has already been removed in preparation for new proposed development.

The proposed rear addition would extend a total of 4m from rear wall at the boundary, replacing the glazed wall of a conservatory with a solid brick wall. The maximum height of the wall to top of flat roof would be 2.5m, marginally more than the eaves height of the conservatories and less than the maximum height of the pitched conservatory

roofs. At the boundary the addition would extend just 1m further than the rear of the neighbour's conservatory, the flanking wall would not obstruct outlook from the rear of the conservatory along a 45-degree sight line on a horizontal plain – there would be no breach of Council Space About Dwelling guidance in those regards. The side wall of the neighbour's conservatory is already flanked and obscured by a timber fence and until recently the side wall of the applicant's conservatory. Where the proposed rear addition would extend from the rear wall by a further 2.7m, this part of the extension would be a distance from the boundary on the other side of the property. Overall, the introduction of the brick extensions side wall along the boundary would not have unacceptable impact on the adjoining neighbour's amenity.

On the other side of the dwelling the property has a boundary with the carpark to the apartments that are now provided in the converted public house. The apartment carpark is at a higher level than the application dwelling, the garden boundary fence is positioned atop of a garden retaining wall. All residential windows to the rear and side of the dwelling would be 15 – 20m from the edge of the proposed extensions and would have outlook from a raised vantage across and over the flat roof additions.

The development would not have an unacceptable impact on the amenity enjoyed by adjacent and surrounding neighbours and there would be no conflict with Local Plan policy DC1 in those regards.

Highway Safety

The development would introduce an additional bedroom at ground floor making a four-bedroom property and the proposed garage would be built on a parking space with internal dimension that would not comply with necessary dimension to be counted as a parking space.

To comply with the parking standards annexed to the SMDC Local Plan, a four-bed dwelling should have three off road spaces available. The front garden has been excavated and levelled with a stoned surface and together with existing driveway to the front these areas provide parking for three cars.

Appropriate condition could require the area to be provided and retained for parking.

CONCLUSION / PLANNING BALANCE

Acceptable householder development that would not harm the character and appearance of the area. The development would not have an unacceptable impact on the amenity of neighbours and would provide standard compliant parking space. There would be no conflict with any of the Local Plan, Biddulph Neighbourhood plan policies listed above or the terms of the NPPF.

OFFICER RECOMMENDATION : APPROVE

Case Officer: Ben Hurst

Recommendation Date: 04/03/2025

X *J. Colley*

Signed by: Jane Colley Signature

On behalf of Staffordshire Moorlands District Council